

**INSIDE
THIS ISSUE**

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**No.1 For
Sail & Scale**

February 2020
Vol.70 No.832

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MM567 Celtic:Thames tug in 1:48 scale £18.50
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MM500 Cossack: 38inTribal class destroyer £13.00
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1019 Greek Galley plan, Length 560mm. £9.33
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1040 New Bedford Whaler plans 1:16, 550mm. £15.54
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1200/82 Endeavour J Class Plan 1:35 1130mm £27.36
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1100/03 HMS Fly Plan 1:64 800mm £26.11
1100/04 HMS Vanguard Plan 1:72 1171 £49.49
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Viper Marine 40 amp speed controller £57.99
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Air Horns £37.62
Large Ship Horn £37.62
Old Steam Whistle £37.62
16inch Guns Salute £37.62
Tug Boat Air Horn £37.62

Motors

Schottel drive unit 40mm dia prop £72.12
Schottel drive unit 50mm dia prop £90.72
Schottel drive unit 70mm dia prop £110.34
Mabuchi 540 £7.43
Motor mount for MFA 800/850 Motors £4.50
385 Motor 6 to 15.0 Volt with mount £6.89
540 Motor 6 to 12.0 Volt with mount £10.87
RE800 Motor 12.0 Volt with mount £28.86
RE850 Motor 12.0 Volt with mount £28.86
Motor mount for 540/500,550 and 600 Motors £2.88
MFA 540 Motor and 2.5:1 Gearbox 4.5-15v £20.29
MFA 540 Motor and 6:1 Gearbox 4.5-15v £20.32
MFA 385 Motor and 2.5:1 Gearbox 4.5-15v £18.43
950 series 385 Motor and 6:1 Gearbox 4.5-15v £18.43
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Rudder Assemblies

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GR4303/35 Rudder assembly 35mm x 29mm £9.64
GR4304/45 Rudder assembly 44mm x 38mm £9.90
GR4305/35 Rudder assembly 54mm x 47mm £10.18
MA306240mm x 27mm Rudder Assembly £4.96
RO1433 Steerable Cork nozzle with 50mm ID £22.32
RO1487 Fixed Cork nozzle with 60mm dia prop £20.01
RO1591 Rudder assembly 30x27mm £8.89
U1 45mm x 30mm Rudder £5.95
U2 53mm x 30mm Rudder £5.05
U3 60mm x 44mm Rudder £6.43

Coupling Assemblies

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Coupling set includes one U1, 2 inserts of your choice and an allen key. Inserts sizes 2.0, 2.3, 3.0, 4.0, 5.0, 6.0,6mm plain M3, M4, M5 thread

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4in long tube 4mm threaded Propshaft £7.55
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This is just a selection from our huge range

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Brass Propeller (A Type) 20mm -3 Blade-M4 £11.70
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Asst CAP Maquette Fittings

CAP/R113 Modern boat fender, 48mm long £6.21
CAP/R112 Modern boat fender, 39,mm long £5.17
CAP/R114 Modern boat fender, 56mm long £6.09
CAP/148/15 Searchlight, 21mm dia x 28mm high £4.70
CAP/184 Danforth anchor 50mm long £4.94
CAP/940 D/T section fender 9mm high 2 mtr £7.06
CAP/R6 Lifeline container 58mm long £9.57
CAP/162 Enclosed round radar ar ray 30mm dia £5.52
CAP/163 QCR Plough anchor, 60mm long £5.07
CAP/R7020 Orange Lifeboat 30mm dia £5.08
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CAP/B60 60mm dia ship's wheel, Chrome £10.97
CAP/110/15 Radar receiver and stand, 19mm £4.00
CAP/168/15 GPS receiver radome 10mm high £1.27
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CAP/112/10Echo sounder/ 23mm x 19mm £5.20
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Hull Markings Imperial, Colour: Black, Size: 1:48 £4.82
Hull Markings Imperial, Colour: White, Size: 1:72 £4.82
Hull Markings Imperial, Colour: Black, Size: 1:72 £4.82
Hull Markings Imperial, Colour: White, Size: 1:96 £4.82
Hull Markings Imperial, Colour: Black, Size: 1:96 £4.82
Hull Markings Metric, Colour: White, Size: 1:32 £4.82
Hull Markings Metric, Colour: White, Size: 1:96 £4.82
Hull Markings Imperial and Metric White 1:150 £4.82
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GB02 White Ensign, Size: A 20mm £3.20
GB02 White Ensign, Size: B 25mm £3.20
GB02 White Ensign, Size: C 38mm £4.16
GB02 White Ensign, Size: D 50mm £4.16
GB02 White Ensign, Size: E 75mm £5.20
GB02 White Ensign, Size: F 100mm £6.27
GB02 White Ensign, Size: G 125mm £8.31
GB02 White Ensign, Size: H 150mm £10.41
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QR27 1:72 27ft Clinker whaler 115mm £20.41
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QD38 1:32 Scale 16ft Clinker Dinghy £20.04
QR25 1:96 Scale 25ft Motor cutter £10.33
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QR26 1:96 Scale 25ft Fast motor boat £10.33
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QL43 1:48 Scale 18ft Clinker Lifeboat £15.64
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QR32 1:96 Scale 32ft Cuter post 1920 £14.38
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QP25 1:48 Scale 25ft Motor cutter 162mm £33.52
QAP12 1:48 Scale 12ft Clinker dinghy £23.44
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GK13 Twin 20mm Oerlikons/MKIX mount 1:32 £18.54
GK14 Single 20mm Oerlikon with mount 1:32 £16.01
GK15 Twin Vickers on tub ring 1:32 £11.11
GK16 40mm Boffin Gun 1:24 scale £20.31
GK21 6pr gun on MKVII Mount 1:24 scale £23.04

Robbe Fittings

RO1485 Ships crane with 160mm reach £34.16
RO1562 Fire fighting monitor 80mm high £25.52
RO1577 Inflatable boat with 1:25 140mm £23.78
RO1560 Control Pulley set £18.70
RO1565 Ship's boat crane 90mm reach £16.81
RO1434 Working Towing hook 77mm wide £15.66
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RO1553Door set 5mm x 25mm (Pack of 6) £10.80
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RO1642 Deck illumination lamp 9mm dia 6v (2) £10.19
RO1300 Radar barred array type 80mm £9.65
RO1484 Radar barred array type 1:50 73mm £9.65
RO1518 Round deck hatch 29mm dia 2pcs £9.65

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LESP14 Naval Searchlight 26mm dia £3.60
LESP15 Naval Searchlight 20mm dia £3.62
LESP16 Searchlight 13mm £2.52
LESP21 Lifelift 25mm £0.90
LESP22 Lifelift 19mm £0.78
LESP24 Ship's Wheel 25mm dia £1.32
LESP3 Cowl Vent 40mm high £1.32
LESP4 Cowl Vent 32mm hih £1.20
LESP5 Cowl Vent 27mm high £1.32

1:72 scale Warship Fittings

Flower Class Corvette Deck & Fittings Set 1:72 £99.98
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Flower Class Corvette Deck Charge Set £38.38
4in Gun Mark IX Breech Loading Gun 1:72" £27.20
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Moored Mine & Sinker Set £17.20
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2in Rocket Flare Set incl. Stowage Boxes 1:72 £11.28
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K66220 2 Hole Stanchion, Brass 20mm (Pack of 10) £5.03
K66225 2 Hole Stanchion, Brass 25mm (Pack of 10) £5.03
K66230 2 Hole Stanchion, Brass 30mm (Pack of 10) £5.09
K66235 2 Hole Stanchion, Brass 35mm (Pack of 10) £5.50
K66240 2 Hole Stanchion, Brass 40mm (Pack of 10) £5.56
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1:24 Seated crew figure wearing woolen hat £8.12
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1:24 Civilian crew member standing wearing belt £8.12
1:24 Civilian/R.N Officer wearing cap and pullover £8.12
1:24 R/N/Civilian wearing waterproof jacket £8.12
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1:24 Standing officer in wet weather jacket £8.12
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1:24 R.N pattern 3 raincoat, leaning on rail £8.12
1:24 Seated civilian crew member 1:24 scale £8.12
1:96 scale crew figure set £7.37
Ships cat, sitting 1:48 Scale £2.10
Bearded Officer, 1:32 Scale £8.75
Crew member, 1:32 Scale £10.50
Officer, clean shaven, 1:32 Scale £8.93
Bearded Officer 1:48 Scale £7.34
Crew member, leaning on rail 1:48 Scale £7.56
Young boy, 1:48 Scale £4.55
Modern crew wearing dungarees 1:30 60mm £11.72
Modern crew in smock 1:30 60mm £11.72
GM72/004 RN 1:72 Officers (Working Dress) (3) £7.40
GM72/005 RN 1:72 Ratings – pullovers (3) £7.40
GM72/006 RN 1:72 Officers – overalls (3) £7.40
GM72/007 RN 1:72 Crew – duffle coats (3) £7.40

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11mm 3 rail stanchions & railing 840mm 1:96 £10.80
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1:128 scale vertical laddering £10.80
1:72 R.N pattern 3 rail stanchions and railing £10.80
1:192 R.N pattern 3 rail stanchions and railing £10.80
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Vertical rung ladders 4.5mm & 5.5mm wide £10.50
1:128 Angled step companionway ladders £10.80
1:128 scale vertical laddering £10.80
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6mm & 8mm vertical rung laddering £10.80
This is just a selection from the huge range available

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Suite 25, Eden House, Enterprise Way,
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Tel: +44 (0) 1689 869 840
www.modelboats.co.uk

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



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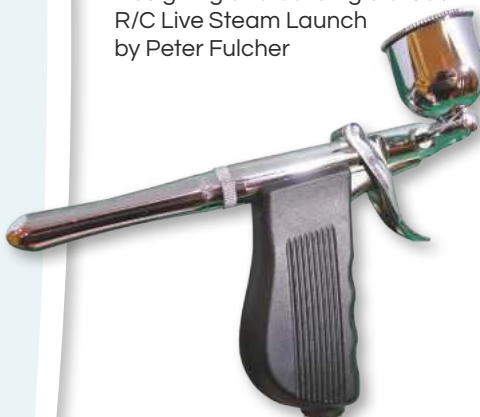
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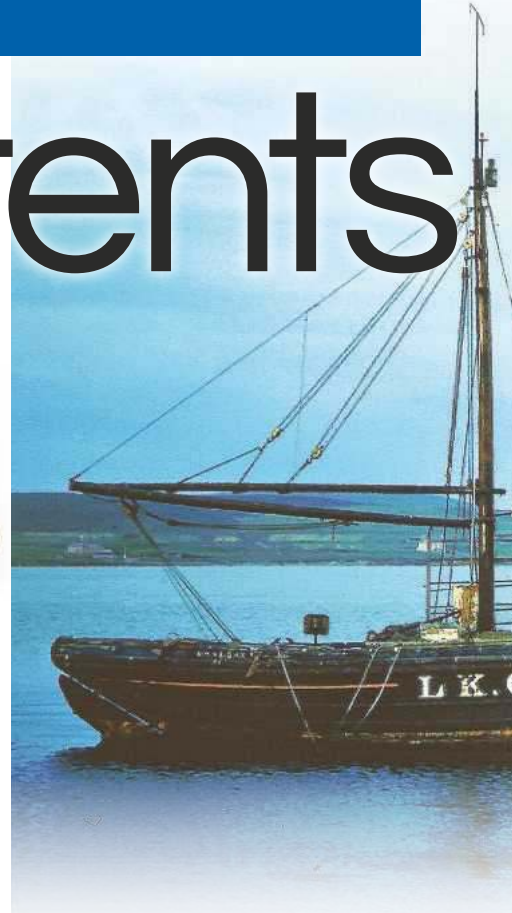
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**FREE
PLAN**

Happy New Year everyone and welcome to the February 2020 edition of Model Boats which, as always, endeavours to skip through Winter as quickly as possible and push on towards Spring! Following a very pleasant gathering at Ron Dean's establishment in mid-December, I was left heartened that the magazine, on the surface at least, appears to be doing quite well. One thing I was encouraged by was the amount of people who excitedly showed me pictures of the magazine in digital form, which for subscribers arrives before the hard copy and before the general public get a chance to whip it off the shelves. It was nice to see and I gathered good evidence that many of the subscribers like to have the option of both the old and new methods of viewing the magazine. I was also enthused by the amount of people who wanted to chat about ideas for articles and those who have already committed, returning to come up with other options and scenarios; I left with a reasonably sized box under my arm (HMS Mimi build to be completed before I meet them all again!) and a good feeling that all was well.

However, I'm long enough in the tooth to know never to take things for granted and I am certainly grateful that I'm still at the helm of this great old magazine in 2020 and you'll be pleased to know (well some of you at least), that I have no intention of giving it up just yet.

As always, if you have an idea, however 'wacky', just ping me an e-mail or just invite me over to your club. I may even see your idea already on the water.

Martyn Chorlton



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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.

2019 Stan Cleal Trophy, Marblehead GAMES 12 at 3 Rivers Radio Yacht Club

This Marblehead open event is the penultimate event of the GAMES series and attracted ten entries from three clubs on 16 November. Upon arrival there appeared to be no wind at all and when a boat was launched it took what seemed like forever to get to the nearest mark and back. Race Officer Peter Popham delayed the start of racing by half an hour, by which time there was the faintest of air movement in varying directions. The RO set a short triangular course to take into account this variation and set two laps. Those who had practised and had got their sail settings to work gradually pulled away in Race 1 from the rest to such an extent that Roger Stollery's UP, Phil Holliday's GRUNGE and Martin Crysell's PRIME NUMBER had lapped several backmarkers before finishing!

Weed affected Phil in the next, to let Roger win again with Martin Crysell on his tail. In Race 3 David Adam had got his jib setting properly on his QUARK and won from Roger and Martin. David won again in the last race before lunch to head the leaderboard with 11 points, ahead of Martin 12 and Roger 13.

The single lap races in the afternoon helped the pace of the event and Race 5 allowed Martin to win from David and Phil. Race 6 and 7 were won by Roger. At the start of Race 7 his UP and Phil Elford's UPROAR showing off their boat speed in these conditions and pulled away from fleet having a private battle of their own. In the last race on the day local skipper John Carter sailing a QUARK was delighted to be able to pull away to win from David and Phil.

At the prize giving Roger thanked Peter for keeping us racing in difficult conditions and the rest of



the 3 Rivers race team for having the patience to record the results in the very cold conditions.

The final GAMES event for 2019 reaches a climax at the Brass Monkey event at Guildford on Saturday 14 December, when the main contenders for the Midgley Mug will be Colin Goodman, Roger Stollery, Darin Ballington, Martin Crysell and Phil Holliday and with the Improver's and junior prizes up for grabs.

Roger Stollery

ABOVE: Graham Hetem 60 and John Carter 09 get the best start. BELOW: RO Peter Popham presents the prize to the winner, Roger Stollery.



Top 3 results:

Pos.	Skipper	Club	Yacht	Points
1st	Roger Stollery	Guildford	UP	10
2nd	David Adam	3 Rivers	QUARK	12
3rd	Martin Crysell	Guildford	PRIME NUMBER	16

Chipstead SC Radio Sailing IOM Round 6 Met & Southern Series Open

Chipstead SC Radio Sailing held the IOM Final Round 6 of the Met & Southern Series open meeting on the 23rd November 2019. All the main contenders were present with other IOM skippers from a number of clubs being welcomed by Dave Allinson and Peter Crisp who was the Race Officer for the day.

The day started with drizzle and light winds but the weather improved during the day

although the wind remained light. However the wind direction allowed a good course to be set only requiring a small change in the afternoon this resulted in 16 races being run.

The racing was very close throughout the fleet. However in the morning Dave Allinson managed to score well to take a small lead over Trevor Binks at lunchtime. The next 3 places were also hotly contested by 4



boats all being within 1 point of each other.

The lunch break was welcomed, giving an opportunity to get enjoy a Pasta Bolognaise

and bread, a hot drink and cake, laid on by the Chipstead SC Radio Sailing members.

Assistant race officer, Garven McKie, continued to keep the

2019 BRASS MONKEY GAMES 13 event report

A record 19 Marbleheads and four BOTTLE boats from three MYA districts entered this Guildford Model Yacht Club Christmas event and enjoyed some wild sailing at times in a gusty variable west south-west wind, which varied from 30mph down to 5 or 6mph at the end of the day. It was only then that the tall A rigs were used, as for most of the day the Marbleheads were using C or C2 rigs and the small rig on BOTTLE boats.

All raced together on the same countdown with BOTTLE boats starting at 30 seconds and sailing a smaller windward leeward course, roughly half the 180m Marblehead course. This proven objective was that both classes should finish at more or less at the same time. During the briefing a strong gust collapsed one of the gazebo legs and created a delay whilst this was packed away and the contents rescued.

Only eight finished the 2nd race as a massive squall caused a lot of rig and some gear failure. With several new faces to this form of racing, it took some time for them to settle on the right rig and trim and some had to retire permanently where no repair was feasible.

MYA vice-chairman Phil Holliday won the first race followed by multiple world champion dinghy sailor Colin Goodman in 2nd and Martin Crysell in 3rd place. Colin, who had never used his C rigs before, set up a good trim and went on to win the next four races in fine style. In Race 5 Peter Stollery was the runner-up, but only two places behind him was his 9-year-old son Oliver sailing

a refurbished UPROAR and was absolutely delighted to be sailing so fast, especially downwind! The last race before lunch, Race 6, was won by John Shorrocks after a really good start taking him to the windward mark first, after which he developed a big lead to the finish.

This didn't dent Colin's score by very much and left him top of the lunchtime leaderboard with 6 points ahead of Martin with 15 and Phil on 16 points. As is traditional at this event GMYC served mince pies and hot mulled wine for lunch, which was welcomed to warm up cold hands and provide a central gathering point for lots of chat etc.

When racing resumed the wind was still blowing hard from the westerly or west south-westerly direction and Colin demonstrating how good he was by winning races all the final 7 races with the exception of Race 9 when Peter beat him and Race 11 when Phil beat him. During the afternoon the wind lightened and A rigs got an airing for the last two races.

The BOTTLE boats changed to their big rig at the same time, but it made little difference to the results as Peter Shepherd continued to win every race, beating either Keith Parrott or 7-year-old Nathan Stollery into 2nd place!

Race Officer, Roger Stollery added up only the best nine scores as he complained that he did not know his 19 times table for adding all of the multiple DNCs or DNFs scores! He first presented the BOTTLE boat trophy to Peter Shepherd and then called on the runners-up to collect their wrapped present, which was the only entry fee for this event. Peter thanked Roger and the Guildford team for

All the competitors and the fleet of Marbleheads and BOTTLE boats.



running the events in somewhat difficult circumstances.

Colin collected the Brass Monkey for winning this event and also the MIDGLEY Memorial MUG for winning the whole GAMES series for 2019 with a perfect score of 500. He also thanked Roger and the Guildford team for creating a marvellous day's sailing. One visitor from the Cotswold club, Garry Stephenson, who was new to Marblehead sailing had a smile on his face all day because he was thoroughly enjoying just sailing his Marblehead in such good whizzy wind conditions. His STARKERS hardly ever left the water!



ABOVE LEFT: Peter Shepherd being presented with the BRASS MONKEY BOTTLE boat trophy by RO Roger Stollery; ABOVE RIGHT: Colin Goodman being presented with the MIDGLEY Memorial MUG for winning the 2019 GAMES series.

signals

This year GAMES included events in the Midland as well as the Eastern districts, which increased the number of competitors racing Marbleheads in open events to such an extent that the 65 total is nearly twice last year's numbers and 50% more than those on the current Marblehead ranking list. It is a popular format encouraging average club skippers to go racing and with ten events next year prospects look good for more relaxed, but competitive Marblehead sailing in 2020.

Roger Stollery



Marblehead Results (Top 3):

Pos.	Skipper	Club	Yacht	Points
1st	Colin Goodman	Chelmsford	GRUNGE	13
2nd	Phil Holliday	Datchet	GRUNGE	32
3rd	Martin Crysell	Guildford	PRIME NUMBER	32

BOTTLE boat results:

Pos.	Skipper	Club	Points
1st	Peter Shepherd	Abington Park	11
2nd	Keith Parrott	Frensham Pond	30
3rd	Nathan Stollery	Guildford	36

racing going with back to back races. The afternoon saw Trevor pull ahead with some good results by the chasing group Mike Adams, Martin Graham, Vernon Appleton and Stuart Ord-Hume.

Overall it was an enjoyable day's racing for all those who attended. Special thanks were given by the prize-winners to the Chipstead Club members who ran the event and provided the catering.

The results of the final round of the Met & Southern Event

1st Trevor Binks, 2nd Dave Allinson, 3rd Martin Graham, 4th Mike Adams, 5th Stuart Ord Hume, with the full results and pictures being shown below.

Dave Allinson then calculated and presented the Met & Southern Trophy to the winners in the overall series event. The Overall Series result being 1st Trevor Binks, 2nd Vernon Appleton, and 3rd Dave Allinson. Pictures below.

There is no doubt that this radio sailing club has fantastic facilities, very well suited to running events with a large lake with good access on the banks and the clubhouse and excellent launching facilities right in the centre of the activity.

**Peter Crisp Secretary
Chipstead SC Radio Sailing
(Race Officer for the event)**



ABOVE LEFT: Trevor Binks, Final Round and Overall Series Winner. ABOVE CENTRE: Vernon Appleton, 2nd Overall Series Winner. ABOVE RIGHT: Dave Allinson 2nd in the Final Round (All prizes presented by RO Peter Crisp).

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 VANGUARD MODELS
 BY CHRIS WATTON

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



The latest release 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.

All versions of the Speedy kit include 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 14 laser cut sheets and 7 photo-etched sheets in brass and copper. 10 large plan sheets and full colour instruction manual. Also included is a finely sculpted resin cast 1:64 scale figure of Lord Cochrane himself.

The initial release of Speedy is available in two versions:

Premium - Includes basswood laser cut parts and pear-wood second planking - £240

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Standard and Premium Alert kit in stock- £160-£180

Arriving soon:

Special edition Alert kit with pear-wood laser cut parts and fine cast resin black cannon

H.M. Cutter Alert 1777

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Vanguard Models is the UK distributor of Master-Korabel kits and fittings, a relatively new manufacturer 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.



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



**MASTER
 KORABEL**



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

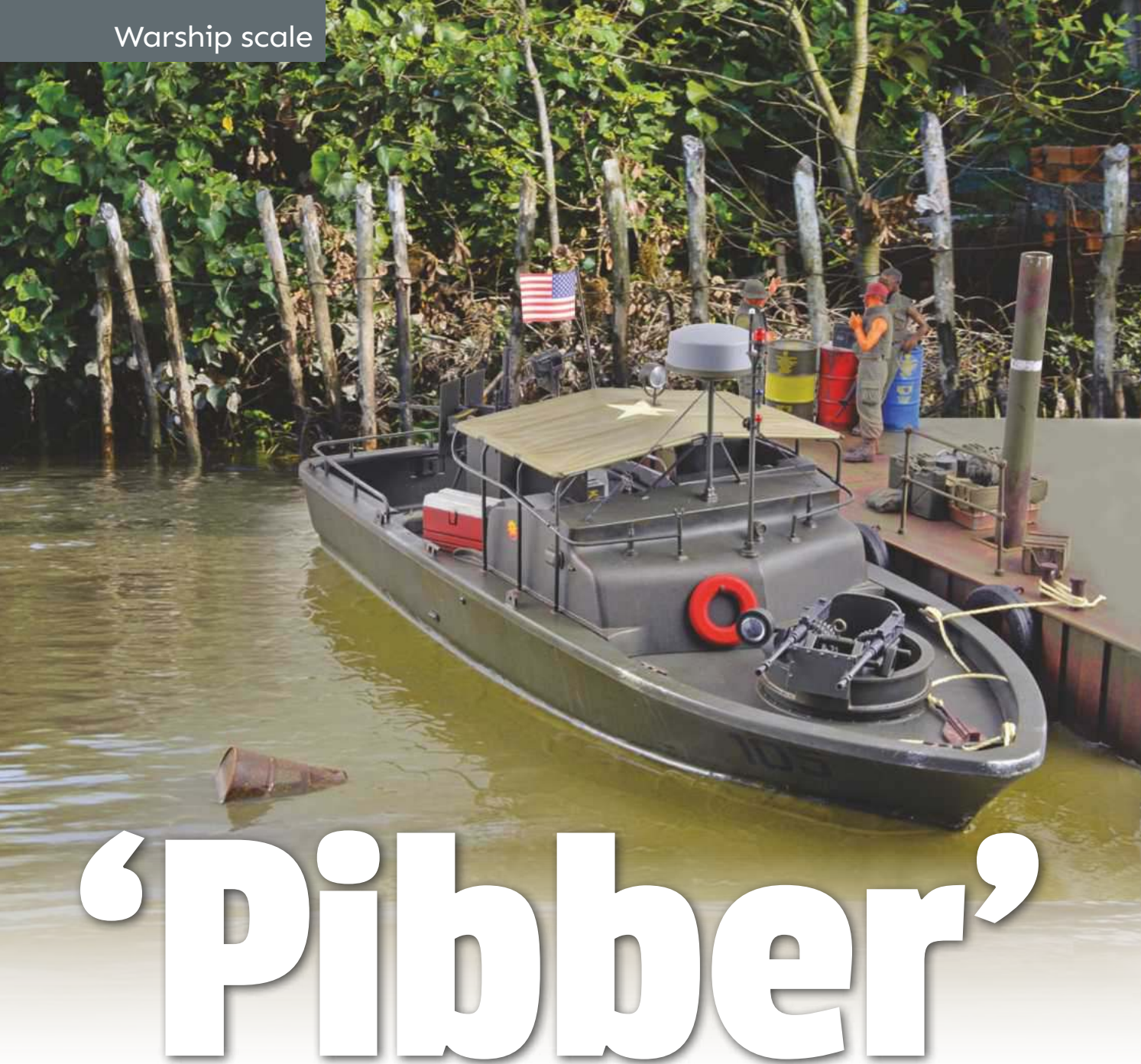


Tender AVOS 1806, wooden kit
 Length: 420 mm.
 Height: 420 mm,
 Width: 175 mm.
 Included: Lifeboat MK0103
 All hull planking and details are laser cut.
 Price - £149 without sails and £194 for the pear wood planking and pre-sewn sails version



St. Gabriel 1728
 Length: 350 mm.
 Height: 300 mm,
 Width: 150 mm.
 Price - £130





‘Pibber’

Tamiya 1/35 Scale Patrol Boat River (PBR) by **Gary Radford**

The Patrol Boat River (PBR) or Pibber as it was referred to by its crew was a small versatile boat which was constructed of fibreglass. It was powered by twin 180hp Detroit Diesel 6V53N engines with Jacuzzi Brothers pump-jet drives, the Jacuzzi Company is now more famed today for producing whirlpool bathtubs etc. The use of these water jet drive systems rather than the conventional propellers enabled the PBR to operate in shallow, overgrown water. They had a draft of only two feet when fully loaded and could reach a top speed of 28.5kts (32mph). The water jets could be swiftly rotated enabling the boat to turn in its own length or come to a full stop in just a few boat lengths.

The Pibber was built in two versions, the first is the subject of this kit, was built with a 31ft hull and a beam of 10ft 7ins. The Mark II version was 32ft long and one foot wider it also had an improved jet drive system to reduce fouling and was built with aluminium gunwales to withstand wear and tear.



James Elliott 'Willie' Williams (13 Nov 1930 - 13 Oct, 1999).

Conventional armament pattern comprised of twin M2HB .50cal machine guns mounted on the bow in a rotating shielded tub, a single .50cal mounted on a pedestal at the stern of the boat and one or two 7.62mm light machine guns mounted on the port and starboard armoured side shields and in some cases a Mk 19 grenade launcher. The crew also carried a full complement of personnel weaponry which included M16 rifles, shotguns, .45 handguns and both explosive and smoke hand grenades.

The United States Navy used the PBR in Vietnam War from March 1966 until the end of 1971 in Operation Game Warden and its counterpart Operation Market Time also known as Task Force 116. Their objective was to stop and search river traffic in areas such as the Mekong Delta, the Rung Sat Special Zone, and the Saigon River. On one occasion on 31 October, 1966 James Elliott 'Willie' Williams (13 Nov, 1930 - 13 Oct, 1999) with the rank of boatswain's mate 1st class was

commanding PBR 105, alongside another PBR searching for Viet Cong guerrillas. Operating in an isolated area of the Mekong Delta without warning a number of Viet Cong that were manning two sampans opened fire on the two craft. Although the crew of 105 quickly neutralized one sampan the other one escaped into a nearby canal. The two PBR's went in pursuit but were soon found to be in a beehive of enemy activity. Williams repeatedly led the PBRs against the enemy junks and sampans. He also called for support from the heavily armed UH-1B Huey helicopters, when help arrived he immediately launched another attack in the failing light. As a result of the three-hour battle the American Naval Force killed 1,000 Viet Cong and destroyed over 50 vessels thus in turn disrupted a major enemy logistic operation. For his actions on that date he was awarded the Medal of Honour. Throughout his service to his country which included both the Korean and Vietnam War he was awarded a total of 14 gallantry medals as well as three Purple Hearts and is considered to be the most decorated enlisted man in USN history. In recognition of his service the USN named one of its Arleigh Burke-class destroyers the USS James E. Williams (DDG-95) after him. Williams died on the Navy's birthday on 13 October, 1999 and is buried at the Florence National Cemetery in Florence, South Carolina.

The kit

The kit was first released by Tamiya in 1991 it has a total of 173 parts 125 of which are moulded in dark green plastic on two sprues. A separate sprue is included which contains the four crew members. These are typical of the 1990's figures so I condemned mine to the spares box but with a little patience they could be used if you wanted to depict the PBR in action. There are a number of small extras in the form of personal weaponry; ammunition boxes and a nice little transistor radio cassette player. Considering the age of the kit there is very little in the way of mould seams and flash making it on par with some of the more modern day kits.

Construction

Construction starts with the hull there are a number of exhaust/water pump outlets to be fixed to the side of the hull. These were fixed in place using Tamiya Extra Thin liquid cement before being drilled out to replicate the outlets. I want to attach my PBR to a base so need to remove the bottom part of the hull below the waterline. To do this I fixed the bow decking in place to add a bit of rigidity to the structure and then carefully masked the area off. Using a very fine razor saw I removed the unwanted part. I then placed the upper hull on to a large sheet of fine wet-n-dry paper which had been fixed to a flat surface with double sided tape and gently sanded it down checking regularly so as not to sand too much



ABOVE: Tamiya's action packed box art.



ABOVE: Here we have the lower part of the hull taped off ready to cut away.



BELOW: The lower part of the hull removed and the deck fitted to provide stability.

off one side. I then fixed the remainder of the upper deck to the hull and added the various cleats and lifting points. The latter needed a small amount of filler around them, as you can see in the accompanying picture, due to the size of the slot they fit into. Two fuel cells sit either side of the gun well at the stern of the boat, I did a dry fit and noticed there was a small gap between the cell and the raised section of the deck in order to prevent a see through effect I blanked the end cell with 10 thou plastic card which was later sanded to profile and fixed in place.

With the majority of the hull finished I turned to the bridge and cabin area. Items such as compass, throttle leavers and radar scope were fitted in place on the main bulkhead. Next to the curtain covered door there is a large elongated protrusion where the fire extinguisher fits. The extinguisher was left off so it could be painted separately. The side wall and rear of the bridge featured a few ejector pin marks these were filled with Deluxe Perfect Plastic Putty and sanded smooth when dry. The cabin shell featured a mould seam running

BELOW: Cleats and lifting points added to the gunwales, note the filler added around the lifting brackets.



BELOW: When the cells were fitted you can see why they needed blanking off





ABOVE: The cabin bulkhead fitted out with instrument panel, throttles and radar scope. The elongated protrusion where the fire extinguisher fits is easily seen to the right of the door curtain.



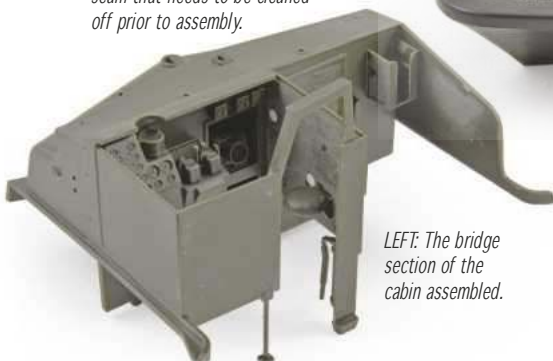
ABOVE: The parts that make up the bridge section of the PBR the white dots are filler used to fill ejector pin marks.



BELOW: The cabin placed on the hull and left to dry to ensure alignment.



ABOVE: The two red arrows indicate the mould seam that needs to be cleaned off prior to assembly.



LEFT: The bridge section of the cabin assembled.



BELOW: Mast, radar mount and ariel bases added to cabin roof along with the boat's siren.

down each side this was removed by careful sanding as indicated by the red arrows in the accompanying picture. Once I was happy with the various parts and the fit I assembled them using the hull as a jig. To finish off the cabin area I fitted the mast and the radar antenna column to the roof along with the two ariel base mounts and the siren. Next we come to the twin .50cal machine gun pit mounted on the bow deck of the boat. Usually with a turret type mounting like this there are two keys which locate in coinciding notches in the deck and it is just a simple fit and twist to hold the fixing in place, for some reason Tamiya have decided to supply the keys as separate items. These were glued to the base of the turret and left to dry before being test

fitted into the deck. The armoured panels and back shield were then fitted along with the seat or in this case sling. The ammunition feed belts are made from a soft plastic which in my opinion is a nice touch as it allows the belts to be fitted better when the guns are fitted. I chose to leave the guns off until after the PBR had been fully painted and weathered but I did fit the mounts and the searchlight as indicated. Moving to the rear of the boat the tripod for the single .50cal machine gun was assembled again using the mounting holes in the deck as a jig, to avoid accidental damage this part was not fitted in place. While at the stern of the boat I fitted the two armour plated shield to the raised section of the deck, like the bridge there were a number of ejector pin marks that needed eradicating before the parts were fixed.

The canvas cover over the bridge was taped to the support poles and placed on the boat, the two smaller poles that attach to the cabin roof were then glued in place and left to dry before the assembly was taken apart ready of painting.

The PBR is painted in an olive drab shade of green so I primed it in black primer this was done using a rattle can from Halfords. The canvas cover was also primed but as it is a lighter green I did this in the usual grey primer again from a rattle can. All the parts were then sprayed with Tamiya Olive Drab (XF-62) while the canvas cover was sprayed in a 1-1 mixture of Khaki (XF-49) and Olive Green (XF-58). I then put everything in a large covered plastic box and left it for 24 hours to thoroughly dry before giving the parts three light coats of Tamiya clear (X-20). When the kit had dried for a second time I applied the decals. For some reason even though I had applied them to a gloss surface the large black "105" on the bow still had a fair amount of silvering on the carrier film. Silvering is caused by air getting trapped under the



ABOVE: The underside of the twin .50cal machine gun pit showing the separate keyways.



ABOVE: Gun support brackets and operators back armour plate fitted.



ABOVE: The rubberised flexible ammunition feed belts fitted in place. BELOW: The .50cal mounts fitted along with the gunners search light, the clear part will be left out until after the painting has been completed.



BELOW: The tripod for the single .50cal machine gun was assembled using the mounting holes in the deck as a jig.

ABOVE: How the twin .50cal machine gun mount looks in place on the bow of the PBR.

decal and usually happens when a decal is placed on a Matt finished surface but for some reason it was still showing up. I tried carefully painting over the offending carrier film but things just went from bad to worse as it looked like I had painted it in an entirely different shade of green. In the end I sanded the decals off and repainted the bow section of the boat. Fortunately the alternative scheme provided is PBR 150. To make sure the film didn't show up again I carefully cut out each number and attached them as separate items. Once I was happy and the decals were dry I gave them another light coat of the clear to seal them in place prior to the weathering process.

I began weathering with rain and water streaks down the side of the hull this was done by applying random spots of Raw Sienna and Naples Yellow oil paint around the hull just below the gunwales after a few minutes these were gently blended in with a soft brush moistened with white spirit. The following day I applied Damp Dust (PG 106) from the Lifecolor pigment range and fixed it in place again with the white spirit. I used a large soft brush for this, the mixture tends to stain the upper surfaces but you get that nice build-up of dust and grime in the recesses. The canvas tilt received the same treatment, by doing this it helps to balance the various parts. The separate components were then set aside for another 24 hours to allow the white spirit to evaporate fully. As you know the PBR's were constructed of fibre-glass but the gunwales were made of aluminium. To simulate wear and tear I used Vallejo Silver (70997) applied with a sponge in the areas that would have been used more by the crew. To finish off I applied fuel spillage marks to the deck and small

In order to ensure the poles for the canvas roof were in the correct position the parts were taped together while the glue dried.

rust streaks to the lifting points and handrails. The weapons were painted in Tamiya Black and then dry brushed with Humbrol Metal coat Steel before being buffed up with a cotton bud.

The barrels were all drilled out using a very small drill and pin vice. Once this was all dried I then applied two light coats of Vallejo Matt acrylic varnish before all the main sub-assemblies were fixed together.

I mentioned at the beginning of the construction I want to display the PBR on a base. There have been a number of fine dioramas produced over the years that depict the PBR either at speed or delivering Special Forces behind enemy lines. I wanted to do

How the PBR looked prior to painting.



All the parts were sprayed with Tamiya Clear and the decals added.



BELOW: Weathering streaks were added along with chips and scratches to the aluminium gunwales.



ABOVE: One of the 7.62mm light machine guns and the Mk19 grenade launcher added to the two side shields.

RIGHT: The weathered tilt attached to the support poles.

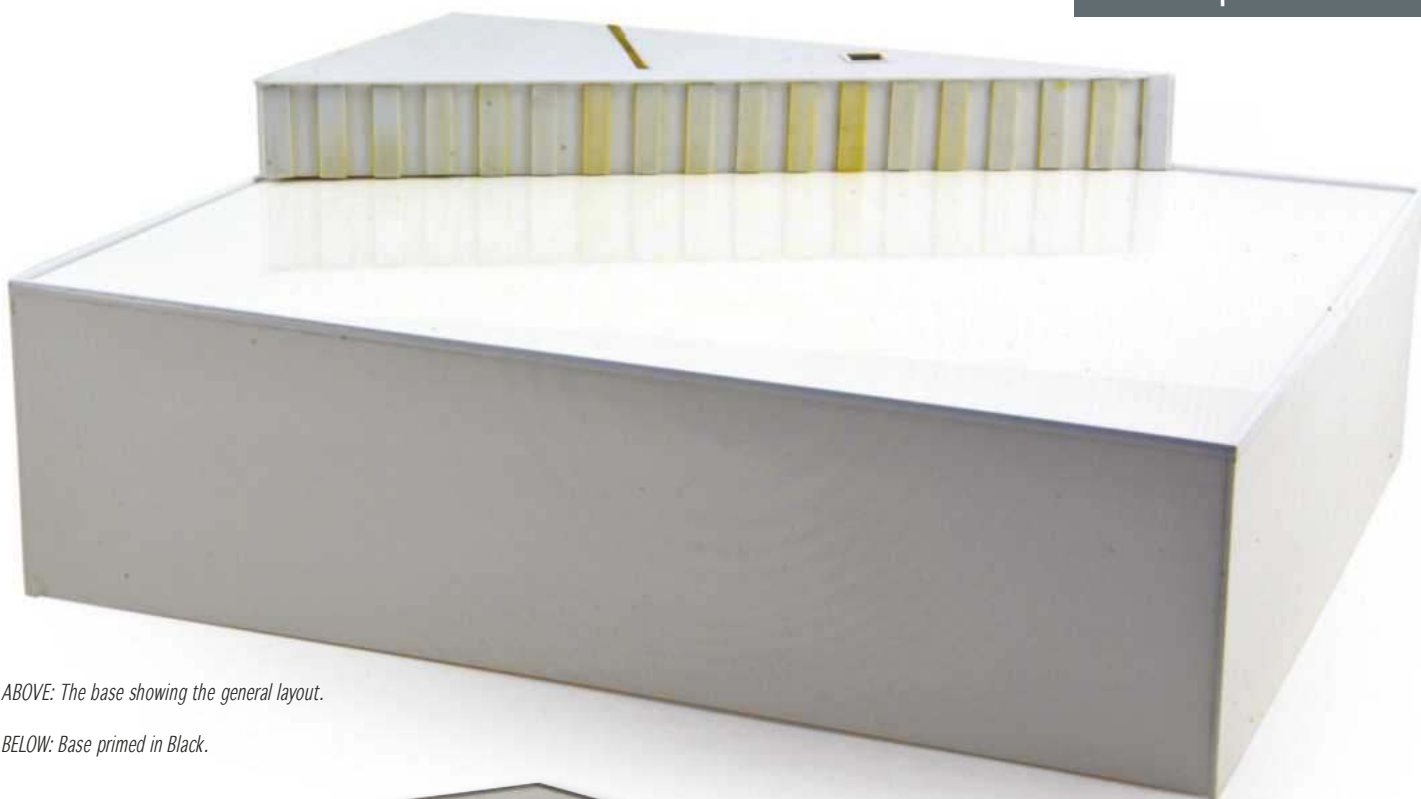


ABOVE: The two .50cal machine guns fitted to the mounts in the bow turret.

something different so I decided to place her next to one of the many temporary docks that featured at bases such as Nha Be or Vinh Long in and around the Mekong Delta. To start I constructed a base from 2mm plastic card then made my interpretation of a section of floating metal dock using reference pictures taken from sites on the net this was also made from 2mm plastic card. The joints were sanded and then the base was given a coat of black primer from a rattle can and left undercover to dry. The dock section was sprayed in red Oxide Primer again from a rattle can. When this was dry I applied varying shades of rust from the Lifecolor Rust set and when dry I gave the whole thing a coat of cheap hair lacquer. As soon as it had dried I gave it a coat of Olive Drab with a touch of Tamiya Yellow Green (XF-4) to add contrast against the PBR when it was in place. The green coat was allowed to dry, I then began removing the green with a soft brush and hot water, the hot water essentially softens the hair spray and allows the paint to be removed giving it that well-worn look, if you do try this method please remember it only works with acrylic paint. The base, which will be the water, was sprayed with random greens and browns until I got the required effect. The floating dock was fixed in place with a file of Revell Liquid Glue and left overnight with weights on it to ensure a good joint. While the base was drying I made up some of the equipment which will be placed on the dock some of this came from the kit but the remainder came from the spares box. These parts were painted and weathered in a similar way to the boat. All that was needed now was a crew I used three figures from the Verlinden

The finished PBR prior to being fitted to the base.





ABOVE: The base showing the general layout.

BELOW: Base primed in Black.



item which was of interest and showed good results on You tube video's was a product called Realistic Water made by Woodlands Scenics this stuff is not cheap my 473ml (16fl oz) bottle cost £27.00 but it did the job required. When you pour this fluid be very gentle as the last thing you want is air bubbles trapped in it. I covered the base to about 2mm in depth, placed the PBR and submerged barrel in place and left it under a large plastic container to dry. They say it should

1/35 resin Vietnam figures series. I built these in such a way that one the crew member from PBR-105 was demonstrating to other crews how the Huey gunship helicopters came in the previous day and help attack the Vietnamese junks and sampans.

The only remaining item to finish off the base was the water I tried a number of ways such as clear PVA glue, white PVA glue and Gloss Varnish but none of these gave a satisfactory finish. I made up a series of test parts for the above trials. In the end I turned to the web to see what I could find, one



ABOVE: Rust effects added as described in the text.

RIGHT: Items of equipment that will be used on the base.

BELOW: Tyres and bollards added to the floating dock. The bollards were made from brass tubing.





Woodland Scenics Realistic Water and Mod Podge.

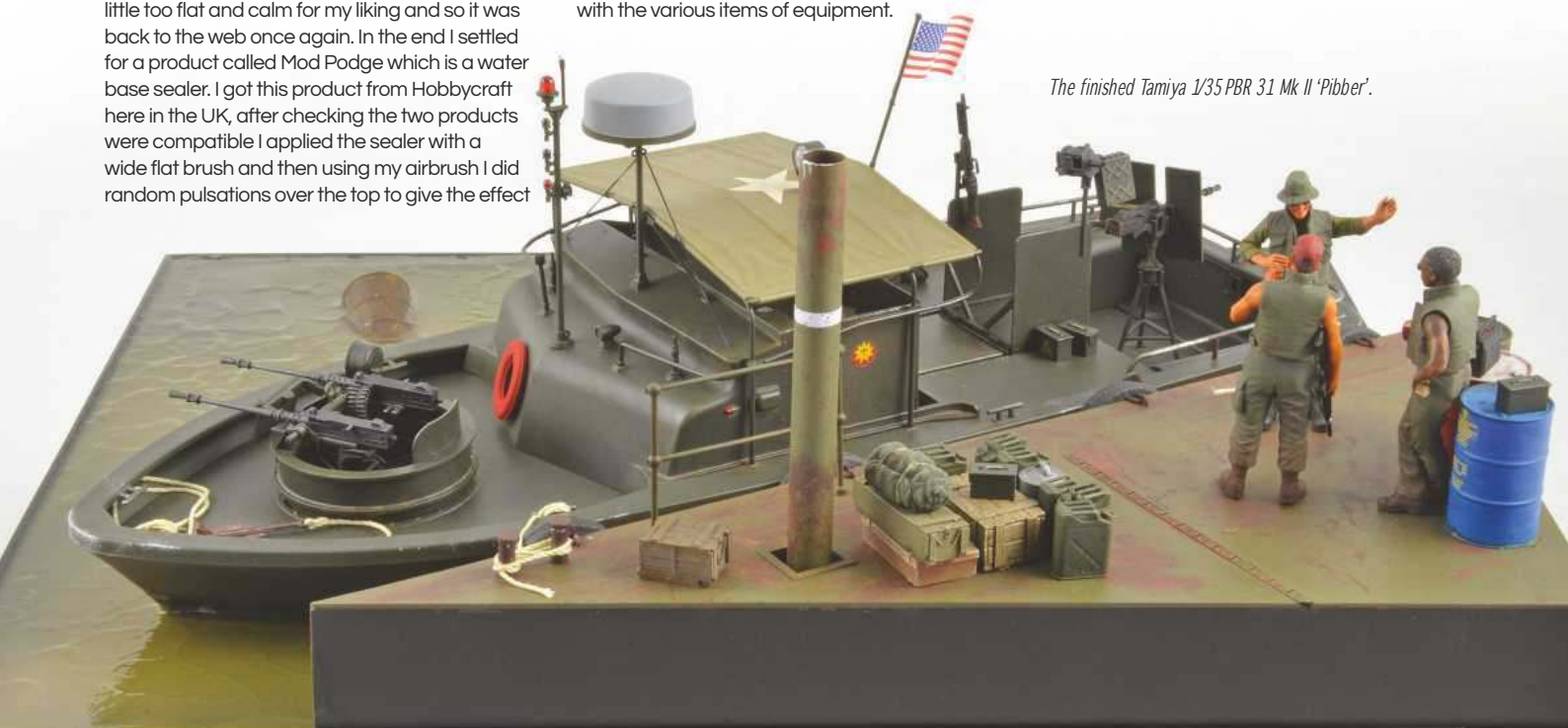


be dry in approximately 24 hours the problem was I did my pouring the night before the hottest day of the year so far, needless to say it took four days to dry. When it had dried it looked a little too flat and calm for my liking and so it was back to the web once again. In the end I settled for a product called Mod Podge which is a water base sealer. I got this product from Hobbycraft here in the UK, after checking the two products were compatible I applied the sealer with a wide flat brush and then using my airbrush I did random pulsations over the top to give the effect

of ripples on the surface. A good tip when using the Mod Podge is only work on a small area at a time as it sets quite quick. To finish the build off I added the three figures to the dockside along with the various items of equipment.

I would like to thank the editor of Model Boats, Martyn Chorlton for sending me this kit for both review and this article and to Hobbies (www.always hobbies.com) for supplying it. ●

The finished Tamiya 1/35 PBR 31 Mk II 'Pibber'.



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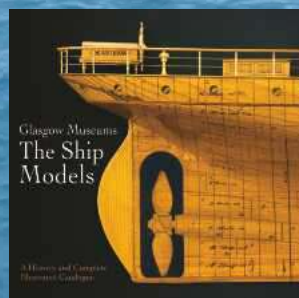


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Tuna Boat "Jumping Tuna"

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- Model Length: 31"
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Steam Launch

Designing and building a c1900 R/C Live Steam Launch by **Peter Fulcher**



Desire and Rationale

In the late 1980's I scratch-built a small R/C steam launch, 24in LOA x 6in Beam with a finished Stuart single cylinder steam engine and home built boiler fitted to a drive shaft and 1.25in plastic propeller to a scratch-built hull from a model boat plan from 'Laughing Whale' an east coast model kit manufacturer. It has only R/C rudder steering, and the run time is about 15 minutes until the 'Esbit' solid fuel tablets expire, sized to run out before the boiler consumes all the water so as not to melt down the boiler. It is mostly balsa wood construction sealed with epoxy finishing resin and painted. Incredibly the model sat perfectly on its water line without adjustment of ballast; it runs at a nice slow scale speed as the real vessel (**Photo 1**).

I had since always wanted to build a larger version (ideally 36-42in OAL) of such with speed, reversing control and a controllable fuel source.

In 2013 I conducted an extensive web search of model and actual steam launch plans circa 1900s (which was the main prime era of such transportation) and model steam plant suppliers, which were mostly found in the UK and others in Japan. These offshore

suppliers offer excellent, mainly finished engines, boiler and fittings, everything one needs to replicate a working vessel, but they are extremely expensive (total system typically \$2,500 - \$4,500 CAD delivered to Canada). I hoped to find a supplier that offered kit versions that would lower these prohibitive for me high costs.

The 'balancing act' was to find a reasonable cost steam plant then scale a model boat plan around its dimensions. I found an excellent model engine and boiler supplier in NY state called 'PM Research' which offers a wide range of steam model engines and boilers kits, plus all necessary fittings etc. <https://www.pmodelengines.com>

PM offer a machined kit (i.e. no machining required just assembly) marine V-Twin 1/2in bore x 3/4in stroke (self-starting) engine kit with a servo controlled rotating stop, forward and reverse valve and vertical boiler (requires minimal machining) and all necessary fittings and accessories (steam whistle, lubricators etc.) required. My eventual total investment in these and a gas fuel system was about one third of the cost of offshore suppliers. **Photo 2** shows a



V-Twin Engine kit and **Photo 3** a Vertical Boiler kit.

PM provides excellent instructions and guidance, typical steam plant components and general piping and arrangements guide (**Fig.1**).

Plan, c1900

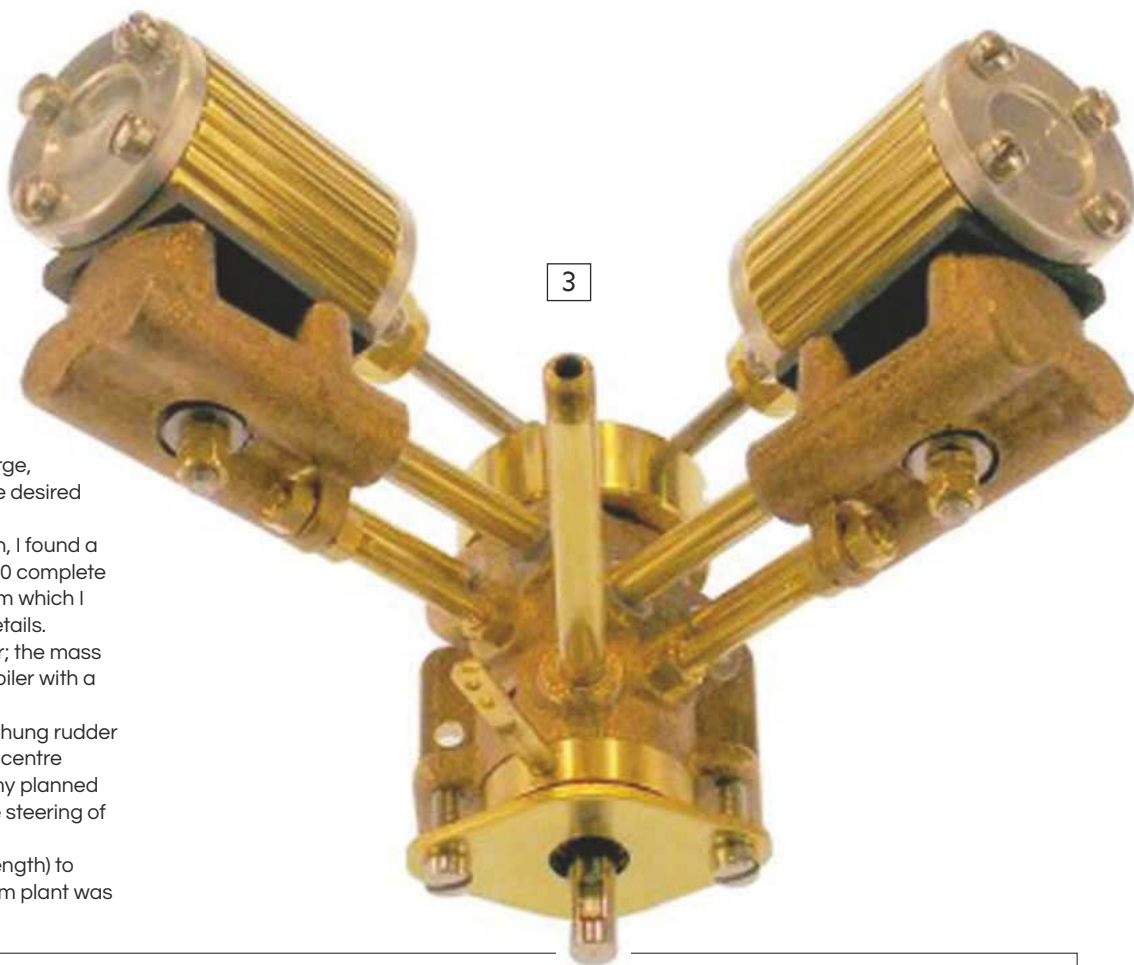
As I knew this would be a lengthy project, I initially only ordered the engine and boiler so I could find a suitable launch plan that would accommodate these relatively large, heavy components to achieve the desired scale and detail etc.

After an exhaustive web search, I found a German steam launch plan, c1900 complete with the body plan and profile from which I could create the hull and other details.

It shows a horizontal type boiler; the mass appeared similar to my vertical boiler with a similar centre of gravity.

It has an aft cock pit with stern hung rudder but could easily accommodate a centre cockpit as would be needed for my planned rear mounted engine with remote steering of the rudder via cable.

I determined the OAL (overall length) to scale the drawing to suit the steam plant was



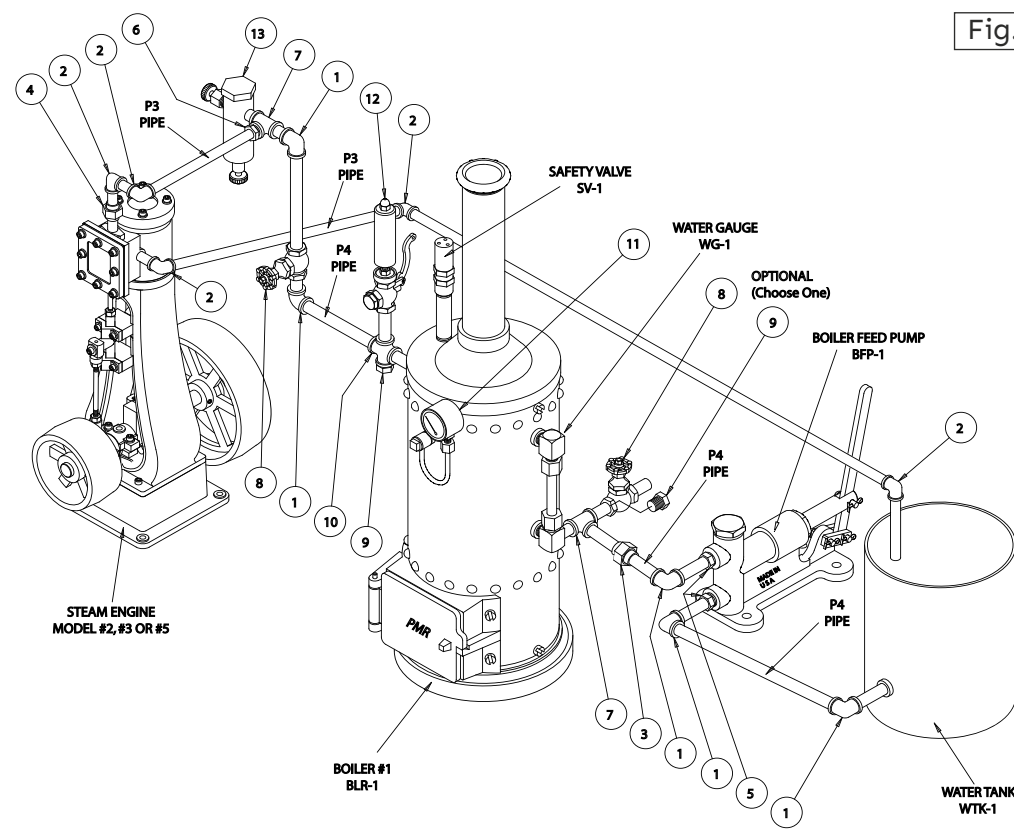
PIPING ARRANGEMENT

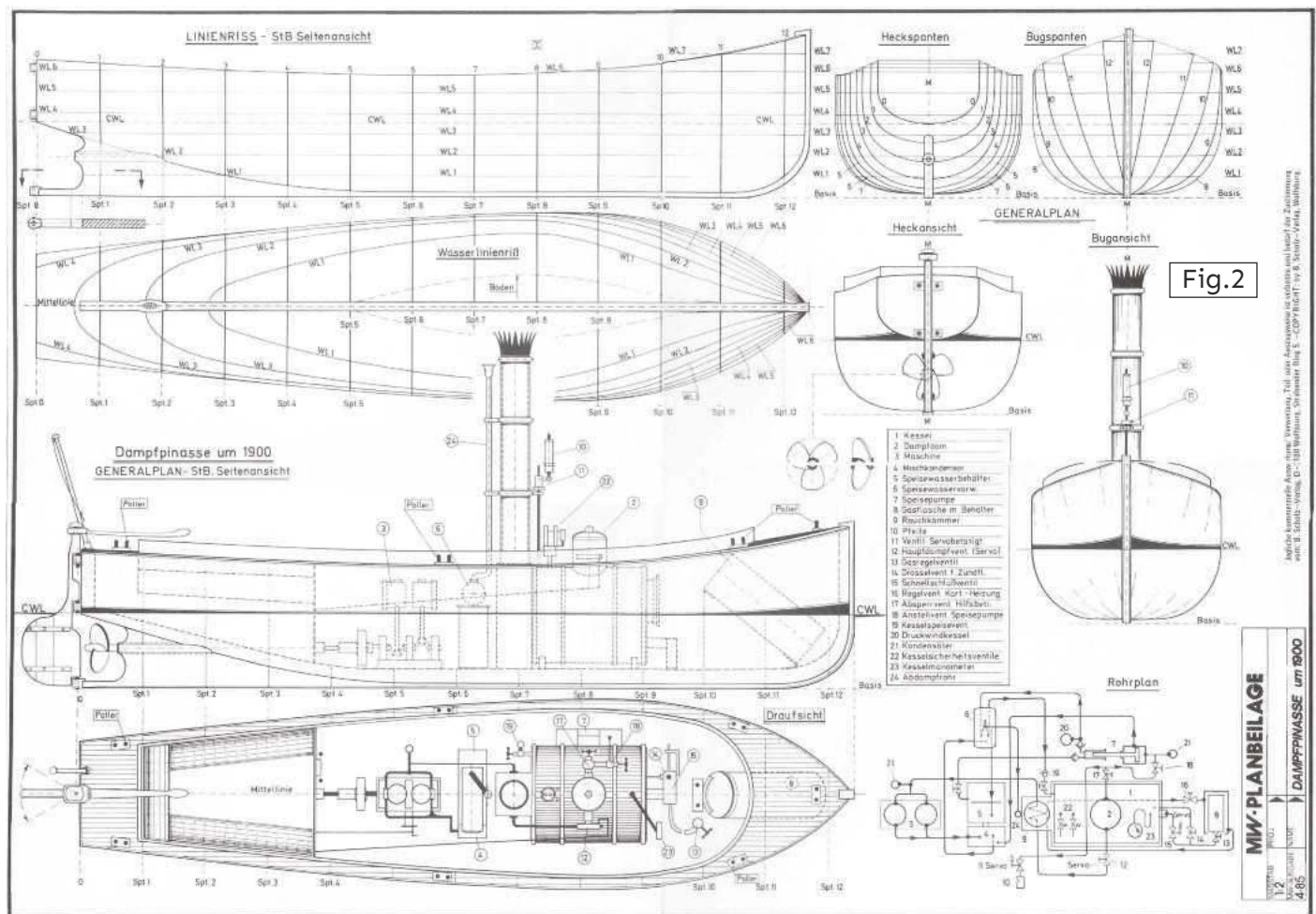
TYPICAL PIPING ARRANGEMENT TO CONNECT A MODEL #2, #3 OR #5 STEAM ENGINE TO THE BLR-1 VERTICAL BOILER, BFP-1 BOILER FEED PUMP AND WTK-1 WATER TANK.

PIPE LENGTHS AND EQUIPMENT MAY BE RE-ARRANGED TO SUIT YOUR INDIVIDUAL APPLICATION.

SYSTEM IS SHOWN ARRANGED IN THIS FASHION ONLY FOR CLARITY OF PRESENTATION.

A/R	3/16 PIPE - Length to suit	P3	
A/R	1/4 PIPE - Length to suit	P4	
13	1 LUBRICATOR	LUB-1	
12	1 STEAM WHISTLE	SW-4	
11	1 PRESSURE GAUGE W/SYPHON	PG-15	
10	1 1/4 CROSS	PX4M	
9	2 1/4 PIPE PLUG (1 Optional)	PP4M	
8	2 1/4 GLOBE VALVE (1 Optional)	GV4	
7	2 1/4 TEE	PT4M	
6	1 1/4 - 3/16 REDUCER	PR4M	
5	2 5/16 - 1/4 REDUCER	PR5M	
4	1 3/16 UNION	PU3M	
3	1 1/4 UNION	PU4M	
2	5 3/16 90° ELL	PL3M	
1	5 1/4 90° ELL	PL4M	
ITEM	QTY	DESCRIPTION	PART NO





42in. A local document reproduction place was able to inexpensively enlarge the 8x10in web drawing to this specification (**Fig.2**).

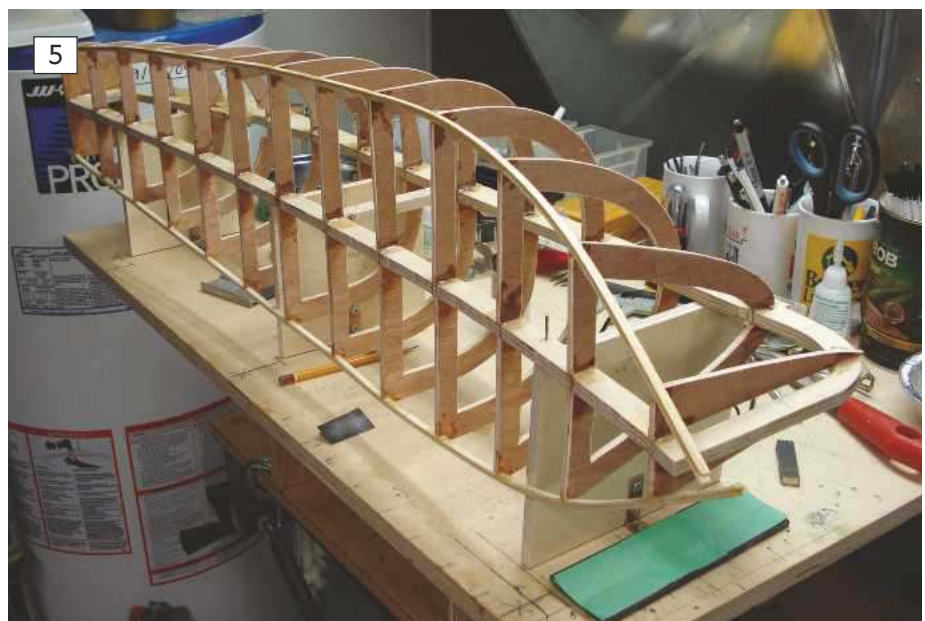
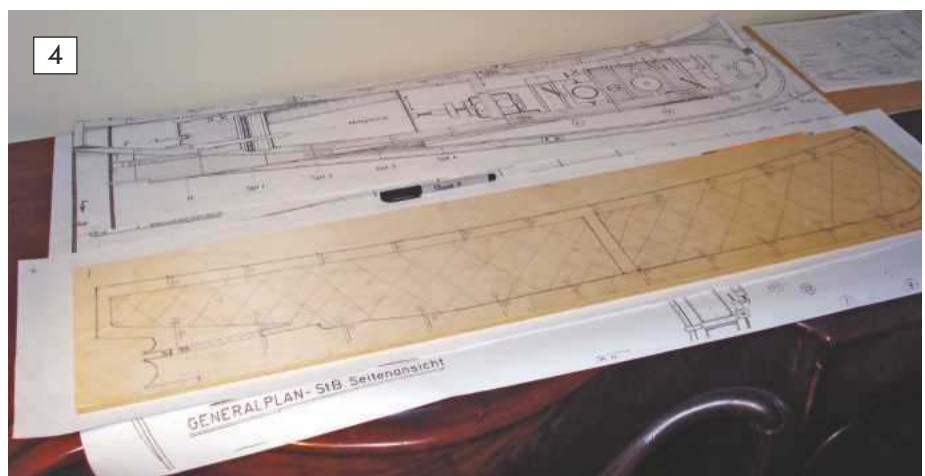
From the drawing, templates for cutting the keel and frame sections from the 'Profile' (side view drawing) and 'Body Plan' (end view drawing) are glued to standard office file folder paper stock to give them rigidity for later pencil scribing onto the wood stock. The keel and frame sections required generous openings to enable fitting of the power system and accommodations.

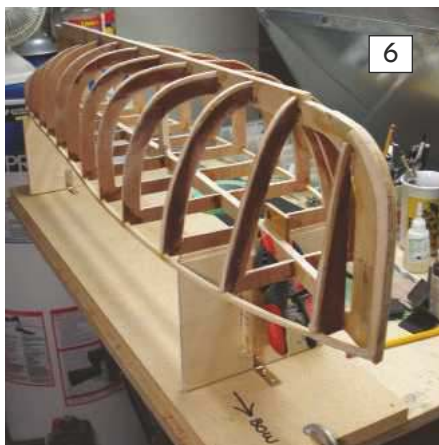
Keel/centre frame stock is 3/8in thick plywood and frames are 3/16in plywood. Examples of keel and centre frame template and transfer to plywood (**Photo 4**).

The propeller shaft casing is glued with epoxy to a cut slot were needed in the keel at this point.

Unlike many model makers I prefer to use a similar method used by model airplane builders to create half frame sections glued to a centre frame (including keel). The keel/frame section is lightly nailed to a perfectly flat plywood base covered with waxed paper to eliminate accidental gluing to same. A 1/8in square spruce gunnel stringer is glued to the top of each frame ensuring perfect 90° frame fit to keel frame. To enable easier bending these strips can be split and glued in two pieces. Thick CA glue is used with a quick accelerant followed by epoxy finishing resin on each joint and left to dry overnight. Three exact frame supports are fixed to the building board to enable the same process for the other half of the hull (**Photo 5**).

This method has proven to eliminate any possibility of hull warping during further





construction. Un-needed deck area frame material can be later removed when openings are required.

The hull is placed upside down utilizing two of the same supports as needed to firmly support the hull for the planking process. No centre support is needed due to the high strength of the framed hull. The centre rib is clamped to each support to hold firmly.

Using a 12x3in sanding block, the outer edges of all frames are sanded to follow the hull shape enabling close contact with the hull planks. 1/8in balsa strips are applied to all low areas that need to be corrected then re-sanded (**Photo 6**). The engine bed should be installed at this point before commencing planking (**Photo 7**). It is critical that the engine shaft aligns well with the drive shaft, even though a universal couple will later be used.



Planking

Planking commences with the garboard planks, i.e. those closest to the keel. Soaking the planks in water overnight greatly eases bending. Planks are 1/8in x 3/8in spruce strips ripped on a band saw, then sanded. These initial planks are glued in place with CA glue (**Photo 8**).

A temporary wood block is screwed into the keel to enable clamping in a vice to work upright on the hull. The first gunwale plank is installed with CA glue while subsequent planks are glued to frames with a 10-minute carpenter glue held in place with clamps.

It is not necessary to glue the plank seams (**Photo 9**). The remaining planks top and bottom are all glued this way, both sides top and bottom, two to three planks each side alternately until completed (**Photo 10**).

Once completed, all exterior plank joints are rubbed and smoothed with wood filler to fill any cracks. Once dry, the inside of the hull is brushed with epoxy finishing resin to bond the interior planking to give the exterior strength for sanding smooth (**Photo 11**).

The remaining forward lower hull openings are glued with balsa wood blocks then shape sanded





smooth along with the rest of the hull (**Photo 12**). Strips of 1/16in ply are laminated/glued to match the bow stem and keel member and mated with the forward hull planking joint (**Photo 13**).

Two separate coats of epoxy finishing resin are brushed then smoothed with

disposable foam brushes to provide an initial strong hull coating and sanded between coats with 180 grit automotive abrasive sandpaper (**Photo 14**). The top of the hull deck frames is sanded to give a smooth, flat surface to which the deck will be applied.

1/16in plywood with the grain running perpendicular to the centre axis of the boat enables easy bending to fit the curvature of the deck.

A paper file folder material is scribed with a pencil to provide the profile of the deck. Deck openings are pencilled on, then the template is cut and fitted to the deck material to trace for cutting with a reciprocating jig saw. The deck is then glued to the frames using 30-minute epoxy applied to the entire underside of the deck secured with masking tape, this also enables water sealing the inside surface (**Photo 15 & 16**).

The temporary deck structural members are cut away and vertical comings sanded square and mated to the deck (**Photo 17**). The boiler, fuel canister and engine are placed to check final location of same. The rudder is made of 3/8in poplar and brass pintles are epoxy glued into holes drilled in the stern, and keel shoe with brass plate bolted to threaded inserts in the underside of the keel. The steering servo is installed with fine twisted wire cable and aircraft fittings (**Photo 18**). Close up detail of the rudder arrangement and new building support cradle (**Photo 19**).

The propeller and shaft installed for test fit. All components removed for further hull construction. The prop is an older Dumas 2.5in dia. x 2in pitch which proved to be a good match when running.

Cockpit comings are cut from 1/16in plywood with grain running vertically to enable easy bending along curved openings and glued with 10-minute carpenters glue





and held in place with clamps, sections at a time (**Photo 20 & 21**).

Mahogany coming and gunwale strips are soaked overnight and glued with 10-minute carpenters glue and clamped in sections. Multiple strips applied to sides and top provide the final thickness, gunwale strips glued and taped (**Photo 22 & 23**).

All mahogany is sanded to shape and given a smooth finish; two coats of clear satin urethane brushed and foam brushed (**Photo 24**).

Threaded brass inserts are installed to the keel to enable removable boiler and cockpit floors. 1/8in aluminium plate is drilled to enable later bolting of the boiler base to it to

provide heat resistance from the boiler burner. A mahogany floor is installed the same way for cockpit and gas canister holder forward (**Photo 25 & 26**).

Mahogany cockpit benches with brass rod supports and mounting blocks enable easy removal of same. Boiler base is drilled enabling bolting to aluminium floor (**Photo 27**).





Boiler and engine

The next step was to construct the boiler; the kit required some minimal machining of the base and top aluminium castings and fitting of the smokestack, top fitting and making of riveting tools. Excellent step by step instructions, drawings and templates are provided.

The following brief summary sequence photographs show the basics; it is too exhaustive to explain in detail (**Photo 28-32**). The boiler is pressure tested for leaks with the feed water pump (**Photo 33**) and spray painted with high heat BBQ paint (**Photo 34**).

The various fittings including pressure, water level gauges, valves, whistle, piping, connections and unions etc. are installed, all tapered threads sealed with a special locking sealant. The gauges, whistle etc. (**Photo 35**), feed water pump (**Photo 36**) and gas fuel supply (**Photo 37**) are pictured.



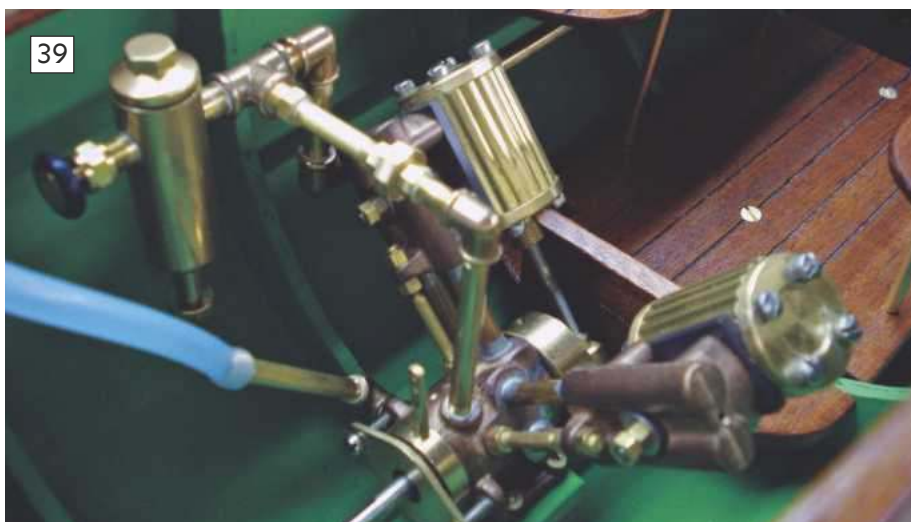
The engine is assembled from the excellent instructions provided (**Photo 38**). Piping is then installed for connection to the engine and displacement lubricator (**Photo 39**).

The steam exhaust is discharged through the side of the hull connected by surgical tubing. All components are then removed to enable finish painting of the hull. Two more separate coats and drying, sanding of epoxy finishing resin is applied, followed by a spray primer coating and final sprayed finish Kryon acrylic semi-gloss paint (**Photo 40**). The entire interior of the hull is painted with green, water based acrylic craft paint brushed on, two coats as are the decks and comings in white.

A bathtub test of the completely fitted hull is carried out to establish an accurate water line. Fitted, it weighed 11.2lbs dry and was somewhat 'tippy' when placed in the water. The scale waterline was established and taped to the hull (**Photo 41**).

Lead shot gun pellets were sourced and used to fill the hull bilges and mixed with epoxy resin to secure, other plastic film canisters were filled and glued in place to complete the final ballasting balance to the scale water line. 13lbs of lead shot was required giving a total displacement weight of 24lbs (**Photo 42**).

All components were re-installed and a final bathtub test completed (**Photo 43**) and final fitting out of the hull for fender deck cleats and



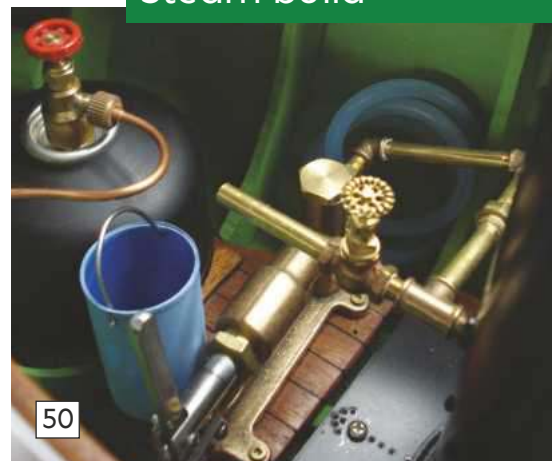


interior details. A 'Barbie' 'Ken' doll was found that matched the scale of the boat (**Photo 44**).

Final installation of control systems; the R/C and steering controls (**Photo 45**), mini-servo throttle speed control (**Photo 46**), ISO Butane gas tank and main valve (**Photo 47**) and servo emergency gas shut off (**Photo 48**).

I highly recommend installing an emergency R/C servo gas shut off valve in the event of a drive or steering function failure that prevents the boat from returning to shore for manual gas shut off at the tank as the burner would otherwise continue to operate and the boiler would consume all the remaining water, causing a 'melt down' of the boiler solder joints, structure and possibly the gas system resulting massive destruction and potential fire. I found an inexpensive unit from www.clevedonsteam.co.uk located in the UK, which mated well with a standard R/C mini-servo and the existing





the boiler water level sight glass is approx 75% to the top. The main steam valve is closed to enable pressure retention in the boiler after filling (**Photo 50**). The displacement lubricator is filled with special steam oil and all lubrication points on the engine are filled until overflowing (**Photo 51**). The displacement lubricator (left in Photo 51) and pinhole lube points on cylinder valves and crankshaft housing.

The boiler door is opened to light the ceramic burner (**Photo 52**) as the main gas valve is opened slightly and the emergency shut off is open. It takes about 5-minutes to reach operating pressure of 15 to 25psi; an automatic (spring loaded) safety pressure relief valve on the top of the boiler is pre-set to 60psi (**Photo 53**). The steam whistle can be opened to relieve pressure if needed.

The throttle is set to full forward and the main valve opened. The crankshaft universal joint is rotated by hand slightly to turn the engine over until it starts. Once started the engine can be stopped, started and reversed with the RC controlled valve.

The butane gas supply lasts approx. 30-minutes, but water must be replenished about every ten minutes when the water level sight glass reaches the lower level, the boiler feed water pump is pumped until the sight gauge is again about 75%. This ensures adequate water (approx 50% full) is always available for steady steam supply and safety; this is safely done with the burner on and the boiler under pressure (**Photo 54**).



copper gas piping and the connecting fittings that came with the valve.

Keeping with the German origins and design, I created graphics on a PC, printed onto vinyl stock decal sheets and application fluids available from www.bare-metal.com located in the USA. I also sourced a German Ensign desk top flag from the period and the name 'Dampfschiff' is 'Steam Boat' in German (**Photo 49**).

Testing of the boiler and engine should be done outdoors away from combustible materials with a 2.5lb ABC fire extinguisher and water spray bottle readily available in the event of a gas leak. All gas fittings and connections should be checked for leakage prior to every launching.

The boiler is filled with distilled water with the feed water pump and surgical hose until



More info

<http://www.confederationmarinemodellers.ca>



1: An airbrush can be an extremely useful tool, particularly when used in conjunction with other finishing techniques such as washes and dry brushing as can be seen in the superb finishes on this amphibian by Stan Reffin.

thought I would share a few suggestions on what equipment you might want to consider before taking the plunge.

So, where do we start?

It would be easy to say read up about it but there really are some excellent books out there to help (**Photo 2**). Unfortunately, most of them are either plastic modelling or model railway orientated or just generic airbrushing techniques, which can even be aimed at the custom car enthusiasts. There is also a surprisingly high amount of information available to the cake decorating and beauty businesses but, disappointingly, not much specifically for the model boat hobbyists. The other challenges are that the equipment develops extremely quickly, as does the paints and materials we have available so I would suggest that either the plastic model or the railway worlds probably have the best to offer us. I would certainly consider anything by George Dent or Tim Shackleton, both highly regarded in the field and both authors of extremely interesting weathering books.

Reading up such books may well help you to decide on which sort of direction you want to go in but, to start with do as much reading as you can, combined with watching some YouTube clips on airbrushing. Avoid initially at all costs the urge to go out and spend a lot of money, which will not make you a better air brusher, or to buy something cheap and cheerful to get you started. It will lead to disappointment, frustration, and will probably put you off completely. When you have read up enough and feel a bit better prepared to open the wallet you really have four main areas to consider. I would consider them together holistically rather than as separate pieces and then be ready to purchase everything you need to get set up but for simplicity here we are going to consider the four main areas, the airbrush itself, the compressor, the spray booth and the accessories.

The airbrush

Probably in itself the single most important piece of equipment is the air brush. Consequently, you need to get it right and for that you really need to get one in your hand. It must feel comfortable and be easy to use, it must work well, be easy to clean and maintain and last you for many years. Avoid the very cheap ones, they will not atomise the paint properly, so they clog quickly, and they are difficult to clean. They tend to be unreliable as well and you will spend far too much time messing around with it. I would suggest that you should be looking to spend around £100 to £150 on the airbrush, something along the lines of an Iwata Revolution CR (**Photo 3**). I would also go with an established well-known proven manufacturer such as Iwata, who will provide spare parts, back up and support as necessary. You will need to decide on whether you want to go for a single action brush, where you only have a single button to push to operate it, or a double action where you push the button

Airbrushing Equipment Guide

A look at some currently available equipment options by **Richard Simpson**

I think it is fair to say that if ever there was a single word guaranteed to generate apprehension and trepidation in most modellers it would be 'Airbrushing'. I speak from experience. I purchased a good quality airbrush, large compressor and spray booth many years ago then promptly watched them all as they sat on the workshop shelf gathering dust for years to come. The compressor was plumbed in to supply compressed air to the workshop, where it did a stalwart job of occasionally blowing up a bike tyre or testing a steam engine. I had all the excuses lined up, usually involving the spending of further amounts of money so I could quite righteously fool myself into believing that it was the right thing to do to wait until I could afford it. I even then bought a much smaller airbrush compressor to further

the cause so that could then start the job of collecting the freely available dust in the workshop atmosphere. Eventually I decided enough was enough and I decided to take the plunge and force myself into getting to grips with it all by taking a training course. The course was a two-day affair based on weathering model railway rolling stock, but it finally got me out of the rut and allowed me to have a go in a controlled environment and really see what airbrushing was all about. That was a few years ago now but the interest in airbrushing finally took hold and now I enjoy spending an hour or two on a wet afternoon playing around with techniques both with and without using the airbrush to take weathering techniques to another level. I really did want to have a go though as I knew that an airbrush offered painting possibilities that would be very difficult to achieve any other way (**Photo 1**). To start off with though, and to reflect a conversation at the pond side only recently I

2: Books.



3



3: An Iwata Revolution CR is a good quality mid range air brush with good manufacturer's support and easy to obtain spares.

4

down for the air flow and pull it back for the paint flow. I personally have never really felt comfortable with the normal push button double action airbrush as my finger just doesn't seem to have the control necessary in two different planes. However, I did find an Iwata version of the Revolution model that combines the two actions into a trigger operation, called the Iwata Revolution TR-1, and I find that much easier to control (**Photo 4**). It is called double action but, it is two steps of the trigger and you basically feel like you are holding a miniature spray gun. The established and proficient air brush users are not as keen on it but those who struggle with the single finger operation and who find learning a whole new skill a challenge this brush works well. I also like to big plastic handle as, again, I feel like I have better control over it. I also use an Iwata Revolution CR and try to get more and more proficient with it but invariably end up going back to the trigger type TR-1.

The compressor

It has been normal practise for some time now to recommend that you buy a compressor with a reservoir tank built in to

avoid fluctuations in line pressure. This was very much a fair argument until only a few years ago and so hobby compressors all seemed to come supplied with some form of tank built into the unit. My first one was more on an industrial design with a 9-litre tank and purchased, mainly because it was supposed to be very quiet in operation. It is a domestic refrigeration compressor mounted on a tank with a regulator and a drier fitted to the outlet line. It also has the benefit of a pressure gauge on the tank side and on the outlet side of the regulator (**Photo 5**). It is probably now, way too big and cumbersome for airbrush use and best left for blowing up bike tyres and testing steam engines. I then

4: The Iwata Revolution TR-1, now replaced by the TR-2 which does not have the large handle is more like a miniature spray gun.

5: A common workshop orientated compressor based basically on a refrigeration unit compressor mounted on a tank.

5





6: Although part of a complete set the two air brushes were immediately disposed of. The compressor is small and compact with a quiet unit on top and a neat built in pressure regulator and drier unit.

purchased a complete set that seemed to be very common and relatively cheap at the time and more hobby orientated. The set consisted of a pair of airbrushes and a reciprocating compressor unit, complete with hoses and other bits and pieces (Photo 6). The compressor is relatively light and easy to carry, quiet, powers an airbrush continuously easily without overheating and can sit on your desk or the floor. Mine has worked reliably for a couple of years now and I am very happy with it as it is small enough to sit on the desk and it incorporates a pressure regulator at the outlet (Photo 7).

The more modern suggestion nowadays however is to go for a compressor without a built-in air tank. These units incorporate a switch in the airbrush rest on your desk which turns the compressor on and off as you pick up and put down the brush. The compressor is a much smaller unit, easily tucked away under the workbench and has an added bonus of the pressure regulator being a part of the brush holder as well so you never need to fumble around with the compressor to adjust the pressure. The downside is that such a set-up is quite a bit more expensive than the standard set up I described above however, if you are starting from scratch, it may be worth considering.

Finally, we should also consider the wide range of miniature portable compressors that are very popular with the beauty industry. These are usually a small plastic box with a power cable from a transformer and, either a push in soft vinyl air hose, or a normal 1/8in screwed connection to connect to the brush. There is no reservoir, just a direct air supply, but for wider rough coverage they are very

convenient. For hobby use they are excellent for such use as model railway layout scenery. Some do have basic pressure regulation, but most do not have driers and can only be used for around ten minutes or so before they must be allowed to cool down (Photo 8). They are usually very cheap but very convenient if you do not need the sophistication. The best one by far is the Iwata Neo Air, which does have three pressure settings and is a little bit quieter than the cheaper ones. It is also quite a bit more expensive, but this is reflected in the build quality.

The spray booth

The booth, as with everything else, can be basic and cheap or it can be comprehensive and expensive. I would strongly recommend that you resist the urge to build your own,



7: I added the little manifold to enable more than one air brush to be connected at a time and, with it being on the workbench next to me, pressure adjustments are very easy and convenient. 8: These little compressors are very handy for situations where you want complete portability such as for railway layout scenery or where the subject cannot be moved easily.



despite the huge number of online tutorials suggesting how cheap and easy this can be. The pitfalls are usually smoothed over, if not completely ignored, and if you want to enjoy further reading on the subject I would suggest you look up 'Intrinsically Safe' and 'Explosion Proof' online as related to electrical equipment before going any further.

At the one end of the scale there are very simple extraction booths that provide the work area with a slight negative pressure to ensure all particles flow into the filter and they vent through a large hose to outside. Consequently, you need access to outside, which can be a challenge in adverse weather conditions. My own booth is of a much more comprehensive filter arrangement with a multistage filter, arranged to extract all particles from the air. This means that the vented air is perfectly clean and so the unit can vent from the back of the unit directly into the room you are in. Not surprisingly these booths are a lot more expensive, but their advantages give you much more flexibility in location and there is no reason why, if looked after it should not last you for a very long time (**Photo 9**). Replacement filter cartridges are readily available and should only be changed when necessary and with light hobby use should last for years (**Photo 10**).

The accessories

Finally, there are one or two accessories that are well worth mentioning as they are so useful you will wonder how you managed without them.

First up is a good quality daylight lamp. You might want to progress to one either side as I always seem to find myself in my own shadow, but one is essential. Mine is fitted with daylight standard LEDs and gives a superb light.

Next up, a cleaning pot. This initially seems like a gimmick, but it is superb. When you want to blow some thinners through the air brush you put some in the cup and blow it through at full pressure into the pot. The pot separates the thinners out and leaves you ready to put your next paint in. When you get into a rhythm of operation with your airbrush you will find that cleaning and using it can be easier than cleaning a paint brush. You will need a cleaning pot though.

Daft as it may sound, plastic disposable pipettes are also very useful. I use them for transferring paint and thinners to the paint cup and mix all my proportions in drops. Using plastic pipettes keeps everything clean and tidy and helps prevent getting paint into places where you don't want the paint to be. Apart from that, there is kitchen roll, pipe cleaners, paint stirrers, dishes for various thinners, a turntable and all sorts of other bits and bobs that you will decide for yourself what works best and what are just getting in the way.



9: Once you have identified your requirements and have slowly built up the air brush working area you might end up with something looking like this. 10: As with everything spare part availability is worth considering. My booth is fairly readily available, and the three stage filters can be purchased online easily.



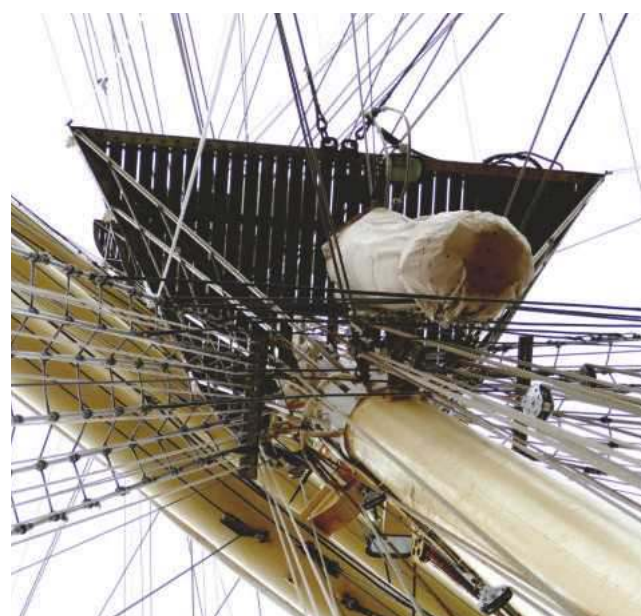
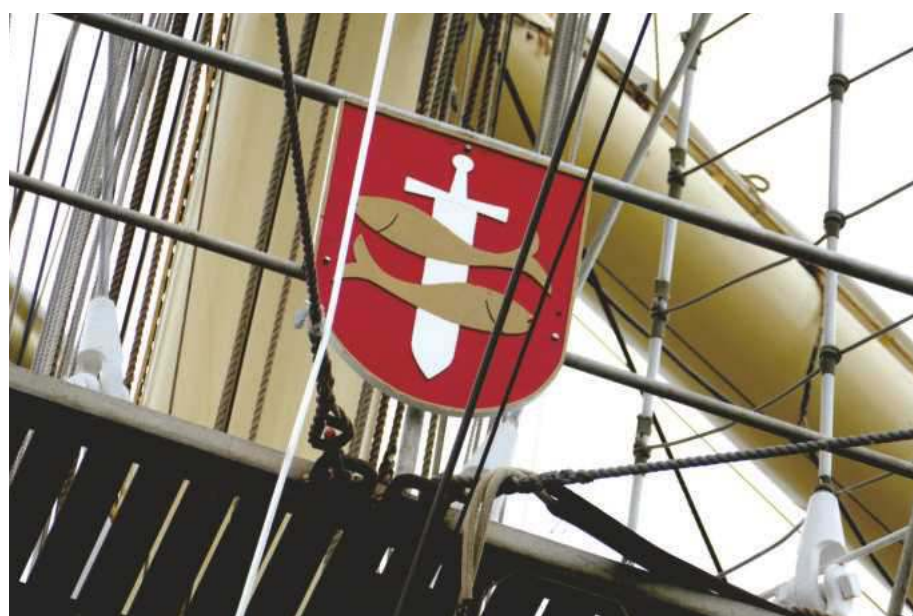
Finally

If you are like I was and are wondering whether the whole airbrush thing is worth it, I can only say from experience it is. You will however have to get over that initial hurdle of becoming familiar with it and comfortable with it to the point where you enjoy it. This will take a bit of time but your capabilities as regards weathering and paint finishing in

general will go to a whole new level as well as it will enable you to spray to a superb finish any paint you care to use. Choose the equipment well though, don't fall into the traps of either spending a fortune thinking it will do it all for you or going cheap and ending up thoroughly frustrated with it all. Buy sensible good standard gear and start to practise.



Dar Młodzieży



A glorious Polish training ship, with photography by Fraser Gray

Gift of Youth

Launched in November 1981 and in service on 4 July, 1982, the Zygmunt Choren-designed training ship named Dar Młodzieży (Polish for 'Gift of Youth') was the first of six in her class. Her name was influenced by the part-financing of the build by Polish school children. The remaining five ships, all built at the Gdansk Shipyard were built for the Soviet Merchant Fleet and were named Druzhda, Khersones, Mir, Nadezhda and Pallada.

Dar Młodzieży has been owned by the Gdynia Maritime academy since she was built in 1982, replacing the Dar Pomorza (Gift of Pomerania) which was decommissioned in August of that year, which had trained future officers of the merchant and fishing fleets for more than 50 years. The ship is used as part of the maritime training programme for students of Gdynia and Szczecin Maritime Universities, students of maritime secondary schools and for educational voyages for numerous institutions.

A regular competitor in the Tall Ships race, Dar Młodzieży made her public debut when she crossed the start line of that year's race

Dar Młodzieży

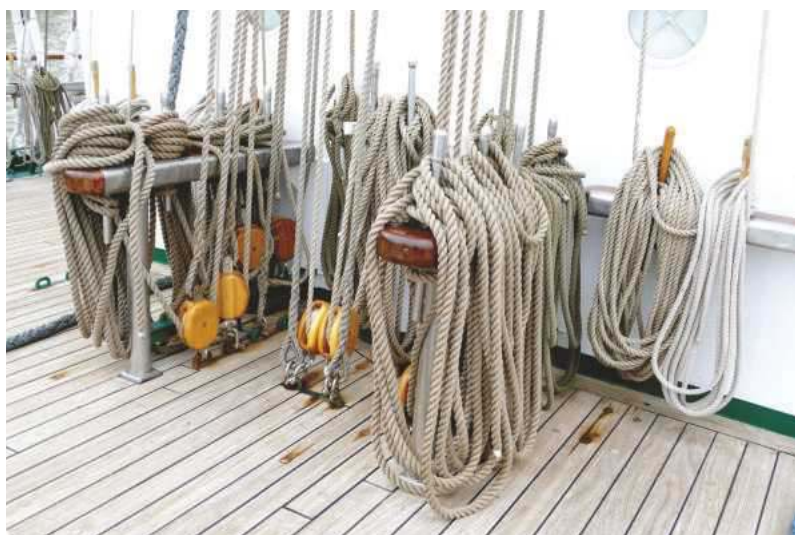
Builder:	Gdansk Shipyard
Yard No.:	B95/1
Ident:	SQLZ
Year built:-	1981
Length:	357ft (108.8m)
Beam:-	39ft (12m)
Draught:	(6.6m)
Speed under sail:	16.5kts
Tonnage:	2,384 GRT
Displacement:-	2,946t
Powerplant:	2x 750ps (552kW) Cegielski-Sulzer Type 8 AL 20/24 diesel engines driving two screws
Sail plan:	32,450sq/ft (3,015m²) fully rigged
Crew:	176 (40 crew and 136 cadets)



immediately after her commissioning. She has carried out several circumnavigations of the globe, including the 200th anniversary of Australia in 1987/88 and other events including the, 1992 Columbus Race and the North Sea Tall Ships Regatta in 2016.

Dar Młodzieży is pictured here during her visit to Greenwich, close to the Cutty Sark back in March 2019 at the time of her round-the-world trip to celebrate the 100th Anniversary of Poland regaining its independence. During her stay, Poland's Minister of Maritime Economy and Inland Navigation Marek Gróbarczyk visited the

capital and the ship played host to a number of meetings before completing the final leg of her journey – Gdynia, where she arrived on 28 March. During her ten-month voyage she visited a number of ports around the globe including Copenhagen, Bordeaux, Dakar, Cape Town, Jakarta, Singapore, Osaka and Los Angeles. Nearly 1,000 cadets took part in the expedition and during her service she has made 184 voyages, covering over half a million nautical miles and witnessed the training under sail of over 16,500 students of secondary maritime schools and universities.







The Mighty Zulu

A classic Scottish fishing boat by **Jim Pottinger**

In tracing the origins of the two main constituents of the Scottish fishing boats up to the advent of the Fifies and Zulus we are inexorably drawn to the Viking influence of boat design and construction. This is characterised by a broadly similar bow and stern shape and balanced waterline section fore and aft, sweeping sheer and clinker planking. This lineage can be traced even little is known about the Scottish fishing industry until near the end of the middle ages. We do know that the importance of fishing is indicated by the considerable encouragement given by James IV (1488-1513).

In tracing its development, the key important source is the report presented by Captain Washington in 1848. This report was commissioned by the Admiralty in response to the outcry in the wake of the heavy loss of life and boats due to an exceptionally heavy gale in August 1848 when 124 boats were lost or damaged and over 100 men were drowned, from east coast harbours ranging from Wick to Stonehaven. These protests were given special treatment in that a petition was signed by fishermen and pilots pointing out that the various harbour authorities had failed to carry out the essential requirements in providing safe havens according to the then relevant statutes.

No doubt the Admiralty, as ever, was not wholly concerned for wholly altruist reasons, but in coveting the ready supply of experienced seamen they saw that this state of affairs was to their obvious detriment.

Washington held a series of enquiries around the north east coast of Scotland, and to his credit, did not confine his subsequent strictures to the woefully inadequate state of the harbour and creek entrances and

warning lights but additionally he conducted a thorough survey and drew up plans of all the various types of boats then being used by the fishermen, where in the main these were almost exclusively open boats, in an effort to determine if this was a significant factor in the heavy loss of life. He noted the contrast between the boats on the exposed northern coast and that used in Cornwall for example, who, equally exposed to similar conditions of wind and tide, would not consider anything less than a fully or partially decked boat as being adequate.

Lest he be accused of forcing his own opinion he recorded details of construction and design considered to the best suited, from around the coast for scrutiny by the Scottish builders and fishermen. Additionally, he consulted James Peake, then HM Naval



Architect at Woolwich Dockyard. Peake was unequivocal in his condemnation of most of the designs presented, and especially scathing of the Wick boat, which he termed as 'approximately a spheroid'.

Whilst he averred that the rake on the stern post of the Buckie Scaffie, which had slack bilges and low freeboard of the Norse type, was not ideal, it had certain merits, and was preferable to the other Scottish boats under review. It would have been interesting to hear his views on the Shetland Sixern.

Naturally the subsequent design proposed by this eminent authority, which attempted to combine the desirable features of seaworthiness, comfort and carrying ability, suffered similar criticism from the same fishermen.

The Scaffies, a boat that had a rounded fore stem and steeply raked sternpost and relatively slack bilges, being either half decked, or later fully decked, generally operated on the north east coast of Scotland.

This was the favoured type of fishing boat in the Moray Firth from the beginning of the 19th century. It was fitted with two masts setting a tall dipping lugsail and a mizzen sail, or on smaller boast a single foresail. The short keel gave them good manoeuvrability in good weather, but tended to be more skittish in rough weather and was usually crewed by six men. Given the lack of suitable harbours they were light enough to be hauled up on a beach. Being wholly or partially unbedecked they gave little shelter to the crew, and as such usually fished a few miles offshore. They were gradually built bigger and could be as much as 42ft overall and partially decked.

Whilst further south fishermen tended to favour a deeper hull with almost vertical stem and sternpost, initially clinker planked but later carvel planked and were known as Baldies, averred to be in deference of garibaldi, a popular Italian hero of that era, the connection being at best tenuous it would seem.

These boats were typically 21ft keel with a beam of 8ft, these boats were generally accepted as being the progenitor of the much larger Fifies, in rig they differed in that they carried a lofty lug sail on a single mast stepped well forward, whereas their bigger sister presented the classic profile of a high peak dipping lug sail set a very heavy unstayed foremast and a smaller lug sail on the mizzen mast.

The limitations of the Scaffies were obvious by the need to fish further offshore for herring, and by the late 1870's it was recognised that bigger and more seaworthy boats were needed, additionally the gradual development of sheltered harbours allowed bigger boats to be used without the need to be hauled up on beaches. It was natural that the respective qualities of the Scaffie and Baldie would be incorporated, and credit is generally as attributed to William Campbell of Lossiemouth who ordered the NONSUCH which was built between 1878 and 1879.

One tale, was that the skipper and his wife,



who was contributing half the cost, disagreed on the design of the boat, one favoured the shape of straight stem and sternpost, typical of a Baldie, and the other the Scaffie shape of raking stern post and rounded bow. The result, a compromise, as is usual in any successful marriage, was that the boat had

a straight stem and a raking sternpost, thus was born the Zulu.

Other sources state that Messer's Slater of Portessie had built and fished a smaller Zulu which was used as a prototype for the larger NONSUCH, so there is some doubt as to the exact evolution of what was to be the pre-



eminent type for much of the succeeding years on the Moray coast. The straight fore stem was naturally easier to fashion on a much larger boat to replicate that as used on the small Scaffie, and on a similar overall length the hull having a raking sternpost gave more or less same deck area as a Fifie but the shorter waterline length allowed for more handiness under sail especially with the relatively unhandy dipping lug sail which had to be lowered and re-set on opposite side when tacking.

Incidentally the dipping lug was never favoured in Shetland where a ketch rig, or Dandy was much preferred as being handier in the narrower passages between the offshore islands, this rig obviated the need to lower the massive spars and sails of a dipping lug and reset on the new lee side when tacking.

Construction of this new type was still clinker planking with a keel length of 40ft and cost around £170, the first carvel planked Zulus were built around 1887 by George Innes at Portknockie, being the FAVOURITE BF 556. To gain experience in handling the 2in thick planks used on carvel planked boats, in contrast to the 1in planks on clinker boats, he used some carpenters from the yards along the mouth of the River Spey at Garmouth and Kingston On Spey, who had been building

much larger sailing merchant vessels such as schooners and ketches.

Such was the popularity of this new type of boat with the Moray fishermen that they were being built exclusively in this area, and by 1901 no less than 480 were registered in Buckie alone. The size was progressively increased until the keel was around 60ft long to give an overall length of 80ft, an indication of the tremendous rake of the sternpost. Inevitably the cost also increased as additional fittings were added to the basic boat, the complete hull with sails and steam capstan was now in the region of £800-£830. These dimensions were matched by similar impressive massive tall masts and standing lug similar to that on the Fifies.

It is difficult today to envisage the scope of the boatbuilding activity along the shores of the Moray Firth, in the creeks and villages ranging from Cullen, Portknockie, Findochty, Portessie, Buckie and Portgordon, where most builders worked in the open. The McIntosh family built over 1,000 boats ranging from Scaffies, Zulus and steam drifters at Portessie and latterly at Ianstown, over the course of a century.

Whilst few Fifies were built in the northeast, the activity was almost wholly given over to

the construction of Zulus. However, it was at Portknockie that was the site of the most prolific of boatbuilders where William 'Beal' Geddes, who started building steam drifters in 1903, was launching one drifter each month until the yard closed in 1915.

The last sailing Zulu to fish was the MUIRNEAG SY486. She was ordered by Alexander McLeod of Knock Point Stornoway in 1903 from William McIntosh at Portessie. She fished under sail until 1939, and at the age of 80 took her to sea for the last time in 1945, after being laid up in 1947 she was then sold at a public auction for £50 and broken up at Balallan Beach at Loch Erisfort for fencing posts.

Currently the only surviving relic of a big Zulu in Scotland is the hull of the RESEARCH. She was built by W. & G. Stephens at Banff as the sailing Zulu HEATHER BELL BF1206 for Alexander Paterson and others and launched in April 1903, being of 60ft keel, 78ft 6ins overall and having a beam of 19ft 10ins. In April 1912 she was sold to William Ritchie of Rosehearty and took the number FR498 and in February 1917 had a 30bhp Kelvin auxiliary installed, and in 1919 another motor engine was installed. She changed hands twice in 1919, in February and May of that year.

Two higher powered 60bhp Kelvin engines were fitted next year, possibly she was then wholly motorised with only a steadying mizzen sail, the wheelhouse was probably fitted at that time. Sold again in the 1920s, she fished from the North East of Scotland until April 1935 when she was sold to John George Anderson and Gibbie Williamson of Whalsay, Shetland, for £300. She took the name of the owners earlier sailing Fifie called RESEARCH and new number LK62, fishing with herring drift net until being requisitioned by the Admiralty during the Second World War for various harbour duties.

She was handed back to her owners in 1945, when a seine net winch was installed to allow her to take part in the winter white fish fishing, alternating with drift net fishing in the summer months. On the impending retirement of her owners in 1968, it was decided to lay her up; on her last night at the herring drift nets she landed a catch of 46 crans of herring.

Various schemes were put forward for her possible restoration to original rig, being bought by John Phillips of Lerwick, but lack



of finance curtailed any meaningful work on her, and she lay derelict and eventually sank in 1979 in Hay's Dock. It was then that the Scottish Fisheries Museum took a hand, and she was towed down to Anstruther and in 1983 sufficient funds were made available to have some repairs done at the James Miller boatyard at St Monans in Fife, where the keel and some planking was replaced.

Funds did not allow any further meaningful repairs and she then lay derelict at Anstruther, eventually sinking and lying on the bottom with much of her fabric gradually being destroyed. Now in danger of breaking up, her salvage became imperative and by mid-December 1996 she was finally raised and encased in a protective steel framework cradle which allowed her to be eventually brought inside an adjoining building to the Scottish Fisheries Museum at Anstruther where it is still possible, despite much of the original structure being lost, to appreciate the massive timbers used in her construction and characteristic raking sternpost.

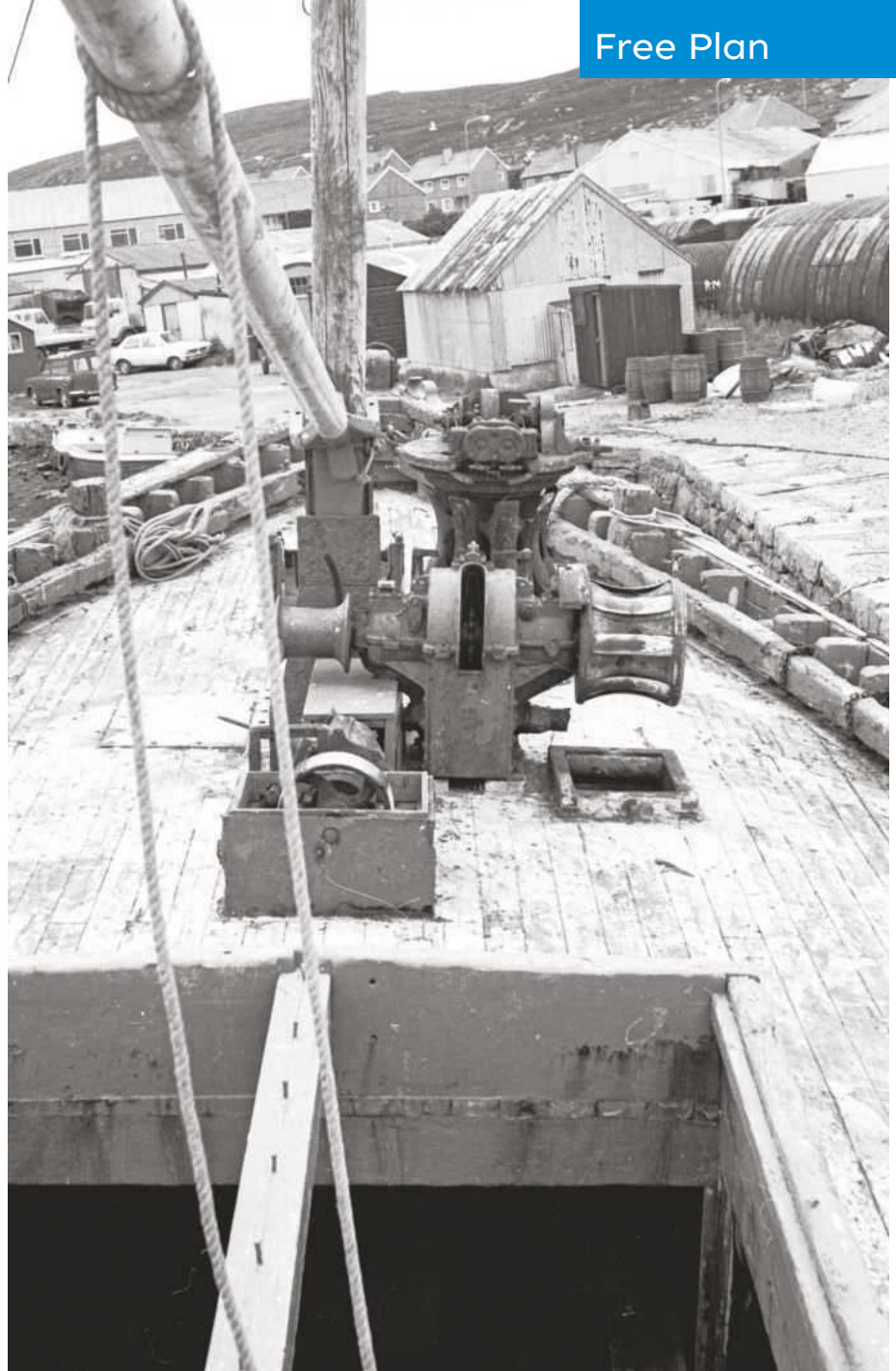
As these boats were originally built as sailing vessels of necessity, the hulls were relatively fine lined, and when the move came to install engines it was necessary to make a large cut out in the rudder to provide clearance for the propeller, only a small opening could be cut in the after comparatively thin sternpost as it was never originally intended for engines to be fitted. To overcome this difficulty, some boats had the propeller shaft protruding out of the side planking outboard of the sternpost, with motorisation fully established some boats had thicker deadwood and extensions added to the aft side of the sternpost.

A large variety of makes of internal combustion engines were initially installed, with the many makers vying with each other to gain a foothold in the obvious expanding market, initially around 1909 and primarily as an aid to the sails, and by the end of the First World War most boats had been converted to motor power, in the end, it was the Kelvin and Gardner engines that reigned supreme. Some of the engine builders also produced motorised capstans but were never as successful as the reliable steam capstan, albeit it necessitated a steam boiler, usually sited forward.

Model

This type of boat attained almost a mythical status among sailing ship lovers, primarily as exemplified by the sense of tremendous power engendered when seen sailing in full rig at sea.

This model plan does not represent any particular boat, notwithstanding the given name and port number, but is based on what would be a typical example of this type, aided by my admittedly fading memory as a very young schoolboy of my grandfather's Zulu fishing boat HONEY DEW LK 108, the occasion being getting her ready to be



requisitioned by the Admiralty early in the Second World War, never to return. I seem to recall that the owners were later awarded a derisory sum in compensation for their loss.

At the outset, I would say that some skill and patience is required to build this model, whilst it will not be necessary to make each and every frame on a fully planked model, care needs to be taken to fashion the various hull stations accurately and in fitting the hull planking. The drawings and photos will graphically show the amount of timber which went into the construction of these boats, built with a very minimum of power tools and consequently all shaping, and fitting had to be by hand.

The various fittings on the model will be self-explanatory on the plans, and without going into the technicalities of the actual fishing methods, I will try and explain the broad purpose of the more obvious features on the plans.

Experienced model makers will have their own preference as to methods, but a

favoured practice is to build and plank the hull upside down on a rigid building board which serves as an anchor for the frames. I have shown 19 sections on the body plan which should be ample to maintain the shape and provide fixing points for the carvel planked hull. If building a fully framed model as per prototype, the frames can be positioned as per the plans. I have also shown the shape of the various backbone timbers, keel, keelson etc. The various deck and rigging items need to be pretty well true to scale or will stick out like a sore thumb if oversize

Short sections of capping rail, on top of the frame timber heads, are positioned at the bow and stern one each side, on some of these boats this provides a base for the holes for the vertical mounting shaft on the herring net heavy buss rope rollers. When shooting the herring nets, they are weighted down by a heavy tarred bush 3.5ins diameter bush rope (known also in some areas as warp) which is paid out through the rollers aft, the reverse when hauling and the bush rope is



hauled in by the steam capstan over the bow roller. It is detached from the nets is fed down through the small square hatch, fitted with horizontal rollers, just aft of the capstan on the starboard side, and the poor lad in the large locker below has to manipulate the wet, tarry heavy rope into a large coil, usually the job assigned to the cook, normally a first tripper.

Fishing pattern was to leave port late afternoon, later or earlier depending on the distance to the fishing grounds, set the nets and start to haul early morning, all schedules were naturally depended on the amount of the catch, some entered port well before noon, other with a heavy catch often did not arrive until well into the afternoon. The mizzen sail was normally set when lying attached to the nets to keep the head to the wind.

When discharging the catch, the derrick is used to hoist a single basket of herring, which is hooked on to a special metal cross beam with hooks to engage in the basket lifting handles, out from the hold and a suitable guy rope to the derrick ensures that the derrick is plumb with the hold. It is then hauled

outboard to land the basket by the waiting hands on the quay and on to a trolley; the hoist rope from the derrick is led to a small horizontal warping drum on the capstan via a block attached to a span between the mast and starboard shroud.

The long horizontally mounted wooden rollers are positioned on the boats rail or outboard coaming of the hold coamings depending on the sequence of setting or hauling the nets, in the era under consideration the whole fleet of nets had to be manually hauled inboard by the crew; a fairly demanding task if the net was full of herring and heavy.

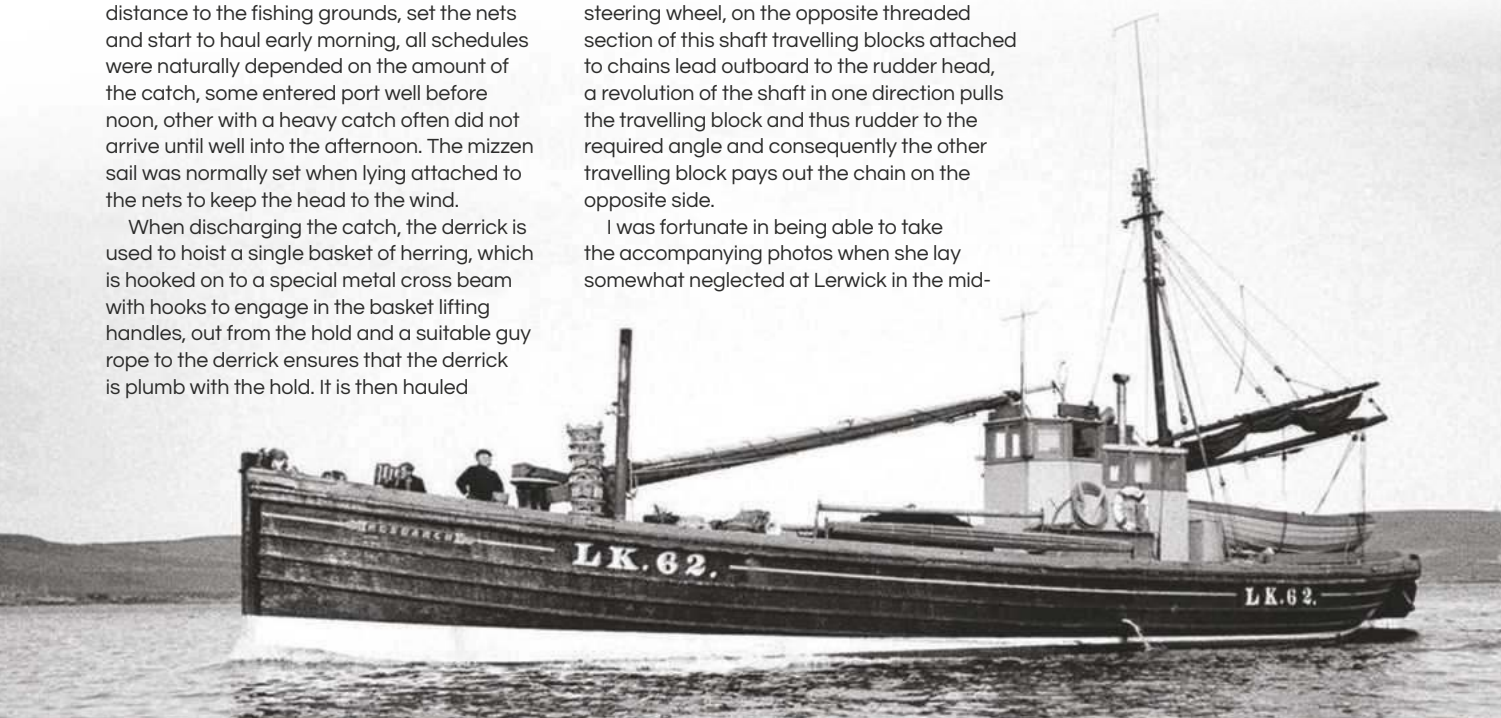
Steering was usually by means of chains directly attached to the rudder; however steel rods were often fitted in the section along the deck where the lead was straight. However, the photos of the RESEARCH show a right and left handed screw shaft which runs forward all the way under the casing deckhead. It is connected by gearing to the steering wheel, on the opposite threaded section of this shaft travelling blocks attached to chains lead outboard to the rudder head, a revolution of the shaft in one direction pulls the travelling block and thus rudder to the required angle and consequently the other travelling block pays out the chain on the opposite side.

I was fortunate in being able to take the accompanying photos when she lay somewhat neglected at Lerwick in the mid-

1970s before finally sinking at her berth. Although by this time she was showing the effects of aging, but enough of her fittings and deck arrangement was remaining to give a picture of the typical Zulu construction.

Colour Scheme

Black: The hull; **White:** the cutwater above the waterline, wood rope blocks, top of frames above deck, waring, low projecting top of frames above the deck, short top rail, port registration number with light blue shading, small warping drum on capstan, dinghy oars; **Dark red:** the hull underbody, deck, hatch coamings; **Natural wood:** the masts and spars, usually darkened by succeeding coats of varnish, wood gratings on side decks; **Grained:** the wheelhouse, companions, or dark cream; **Dark Red/Brown:** the mizzen sail; **Gold lettering:** the boats name and **Light Brown:** the capstan and dinghy. ●



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Simple vacuum forming

By Steve Whitelock

Scope

This article will help you to make and use a simple Vac forming kit that will enable you to make small items for your model boating. All of the materials to make this kit are easily found in D.I.Y. shops and on-line or you may already have them to hand.

What can you make?

You will be able to make small parts such as lifeboats, hatch covers, motor and servo mounts, seats for launches etc. (**Photo 1**), I also make bodyshells for a friend who races model cars, the range is endless and I'll also show you how to bend plastic using heat and a small simple tool.

Material

High Impact Polystyrene (H.I.P.S.) is the material to use, it is available in various thicknesses, colours and sizes and is

1

1: This is what you will be able to achieve.



available in model shops and on-line, takes paint well, can be easily cut and glued and also is reasonably priced.

The Vac Forming kit

The kit shown (**Photo 2**), is a 9mm thick plywood box 150mmx150mmx50mm deep open at the top, you can go larger if needed, if you have a problem making this small plywood box, they can be found in a high street bookshop chain in various sizes for little money. You will need to fix a 13mm square batten down each side to clip the grille onto. A round hole will need to be cut in one end to enable a vacuum cleaner hose to be attached, virtually any cleaner will be ok, just empty the dust out first. Depending on the amount of suction you

may need you can reduce this by letting some air in, some vac hoses have a sliding adjuster, otherwise like mine you can drill some small holes in the hose fitting, you can always block these holes with tape if you reduce the suction to much (**Photo 3**). You now need a perforated metal plate with 3mm holes (various sizes are available on-line) or make your own by drilling a metal or plywood sheet, although this would be somewhat tedious!, this plate as you will see in the photos is clipped to the box top with some small clips, you will need some sort of air seal around the box top edge, again try high street D.I.Y. shop.

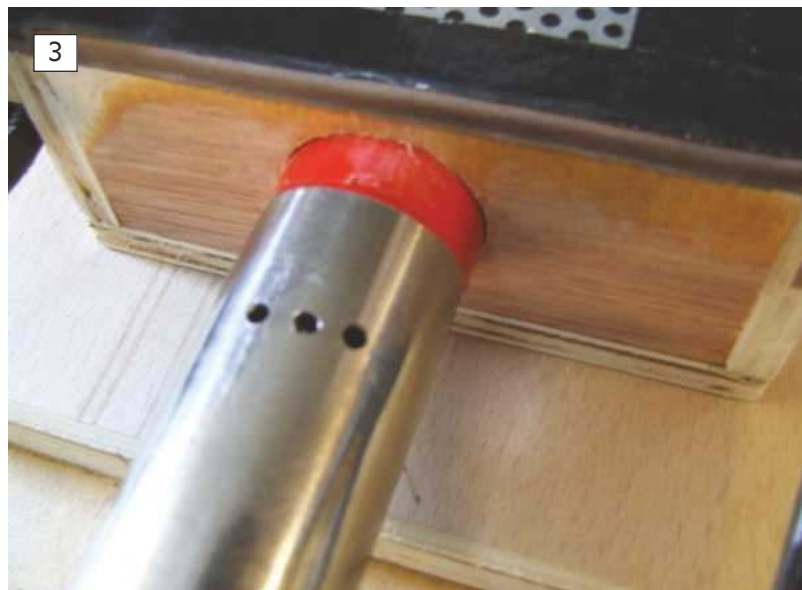
The H.I.P.S. sheet is now trapped between two sheets of plywood with a hole cut slightly larger than the plug you will be using, these two sheets of ply are trapped together by 2x

2



2: The vacuum box.

3



3: Shows holes in the suction pipe to control the amount of vacuum.



4: The material holder clamp system.

Using the kit

Fasten the plug with a screw to the perforated sheet and clip to the box top using four clips, now you MUST do this next procedure, dust some talcum powder over the plug and perforated sheet, this is to reduce the chance of the moulded H.I.P.S. sticking to the plug, using a heat source, NOT a naked flame hold the H.I.P.S. in its holder until the H.I.P.S. becomes floppy like cling film, drop the holder over the plug and switch on the vacuum, you should now see the hot H.I.P.S. suck down over the plug, (**Photo 6**), leave the vacuum running until the H.I.P.S. has gone solid and allow to cool.

You now need to remove the moulding from the plug, gently prise using a flat tool as in **Photo 7** and it should just pop off, the tool is a Snap On door card remover that I've had since my days in the motor trade,

M5 studs and nuts, (**Photo 4**), you will see I made a handle shape in the lower piece, you will see later this is to keep your fingers away from the heat source. The material thickness depends on the amount of downward draw required, you may need to experiment here, bear in mind that you are actually stretching the material from flat to a 3D shape and you can go to thin, if so try going up a size in thickness, all of the samples in the photos are from 1.5mm thick material.

The plug

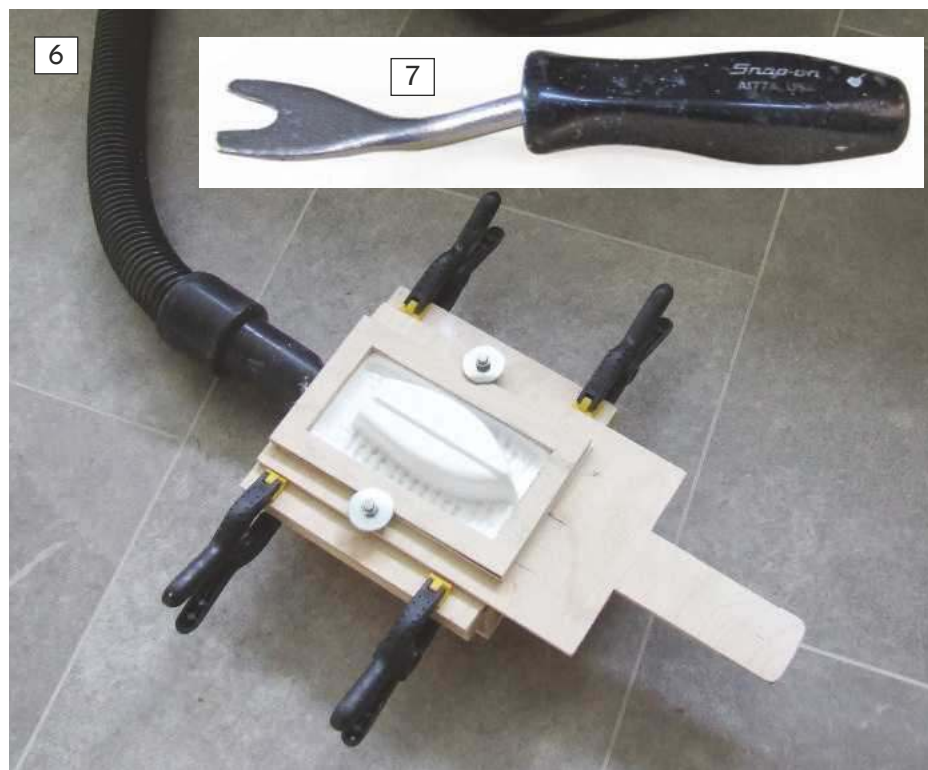
I usually use balsa wood to make my plugs, it's easy to work, although a little expensive, you can glue off-cuts together to make a block, I've only used superglue here which seems to stand the heat ok, if you use any other adhesive test it with heat before you waste ages when having a plug fall apart, it's really your choice what wood use, but whatever you use you must have a really smooth finish, a few coats of sanding sealer works ok, but paint certainly doesn't, it melts when hot and makes a terrible mess! If you use wood like pine make sure you can't feel the grain as it will show on your finished article, if you use balsa glue the plug to a piece of 4mm ply so that the fixing screw has a good purchase (**Photo 5**), this photo also shows the area around the edges of the perforated sheet which are covered by the ply plug holder blanked off with duct tape.

Vac forming doesn't do 'undercuts' and vertical sides well, it will mould ok but getting the plug out can be a problem, so putting a slight taper on vertical faces will help, a bit of trial and error may be needed here, I wouldn't use plaster plugs, getting the plaster dry can be a problem with disastrous consequences if not done properly. You will also need to allow for the thickness of the material by making the plug slightly smaller.

If you need complicated shapes you can mould several pieces to be cut and glued together, you can also replicate joint lines by making a depression with a small file and raised detail by gluing on wire.



5: Shows a plug secured to the vacuum grill. 6: The kit in use. 7: The tool to remove moulded items from plug.





8: Cutting away the waste. 9: Metal plate with slot.



10: Heating material from below.

you can always make something but it will need a wide thin blade. All you now need to do is remove the surplus using a razor saw as in **Photo 8**.

Conclusion

A bit of trial and error may be needed but for small parts the possibilities are endless, just remember you will be using hot surfaces and there may be fumes around so the usual disclaimer applies, it's probably not a good idea to use the domestic equipment.

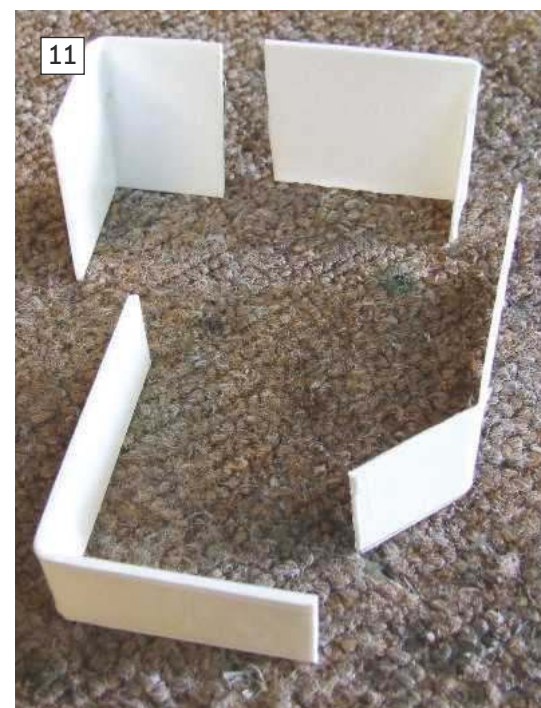
when cooking is going on too, so if you're going to use this kit a lot it may be best to buy a small electric hotplate, anyway you should now be able to have a go at making your own small mouldings.

Bending material

To bend a piece of material use a piece of metal with a 3mm slot cut into it (**Photo 9-11**), lay the H.I.P.S. over the slot where you want the bend to be and using a heat gun apply heat from below, when the material lifts slightly remove the heat and fold as required using a small tool to protect your fingers from the heat, allow to cool, again a bit of trial and error may be needed here.

Materials

Plywood	B&Q
Perforated metal sheet	eBay
Ply box	The Works
Sealing strip	Boyes



11: The bends that you will be able to make.



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Thames Barge Veronica (inc. DVD)	42.5	9.6	SET3584	111.00
Choupette	38.2	8.66	SET2560	93.50
Etoile	27.55	9.84	SET2324	46.50
SV Sunbeam - Solar Ferry	33.5	5.9	SETMB2141	59.00
HMS Crane	23.15	6.3	SET3524	47.00
USS Bodega Bay	42	6.25	SETMAGM2010	76.50
Mariner US 80' Tow Boat	40.35	9.35	SET3532	112.50
Meteor	20	6.7	SET2407	57.50
UTE	24.5	8	SETMM2079	59.00
HMS Temerity	36	4	SETMM2094	66.50
Nimbus MK3			SET3133	59.50
Pilot Boat	24.8	7.48	SET3062	72.50
SG&K 22' Gentleman's Runabout			SET3509	37.00
Star Baby	27.55	9.8	SET3295	84.00
Thames Lighter	30	7.67	SET3552	37.00
Tid Tug			SET2447	61.00
Vosper MTB379	28	7.67	SET3505	86.50
Strathclyde 70 Wee Nip (inc. DVD)			SET2966	54.50
HMS Embling (inc. Hull)			SETMM2055	48.50

PLAN & HULL SETS

	LENGTH (IN)	BEAM (IN)	SKU	PRICE (£)
Breeze (Bristol Channel Pilot Cutter)	40	12.5	DASET006	138.50
Hilda 2 (Bristol Channel Pilot Cutter)	49	13.5	DASET003	148.00
Burutu & Bajima Tug	30.25	7.5	SETMM1339	49.50
Ibex (Brixham Trawler)	49.2	11.4	DASET004	132.50
Katie (Gaff Rig Pilot Cutter)	40	12.5	DASET001	112.00
Lady Ma (Small Katie-Mevagissey Lugger)	20	6.5	DASET002	60.00
Paddle Tug Lulonga			SETMM1465	55.00
Manx Nobby	42		DASET005	142.50
Marguerite (Bristol Channel Pilot Cutter)			DASET008	127.50
Tyne Lifeboat	31	9.75	SETMM1390	51.00
Plaudit			SETMM1453	56.50
Submersible Submarine	15	6.75	SETBM1426	32.00



THAMES BARGE VERONICA

The Thames Sailing barge is an iconic sailing work boat that plied its trade in and around the River Thames and Medway.

Plan	Wood Pack	Short Kit (+ DVD)
MAR3584	WP3584	SET3584
£41.50	£65.00	£111.00



VOSPER MTB379

Built for the Royal Navy by Vosper in 1942 these heavily armed and fast patrol boats were very active during and after WW2.

Plan	Wood Pack	Short Kit (+ DVD)
MAR3505	WP3505	SET3505DVD
£14.50	£74.50	£89.50



RIVA AQUARAMA

(1:12 or 1:24 scale)

A 1:12 Scale Riva Powerboat for twin electric motors. Designed by JJ Laugere.

1:12 Short Kit	1:24 Short Kit
SET2552	WP2552-50PC-1
£65.50	£29.50



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Exposition Internationale Modellisme Naval

ABOVE: General view of the interior of the large modern hall.

BELOW: 'BrexIt', a scruffy puffer courtesy of our Belgian friends.

The Model Boat Association Dover visit Calais by Alan Poole

On the weekend of the 9/10 November, 2019, the Model Boat Association Dover travelled over the English Channel to France to attend the Exposition Internationale Modellisme Naval show organised by the Calais model boat club. This was the second time the club had been invited to attend this show which is staged every two years and held at the exhibition centre in the Grand Hall, Place d'Armes, Calais.

So, at an unearthly hour on the morning of the 9 November, seven members of the club were to be found lined up on the car park in the Port of Dover waiting to board the 0420hrs ferry to Calais. The only consolation is that most of us only live minutes from the port, apart from two members who travelled much further.

On arrival in Calais, it was only a short drive to the venue where we were met by the Calais president Monsieur Patrick Renault who invited us into the hall and showed us where we were to display. They had allocated eleven metres of table space to us, a very generous amount, where we arranged our models, including all the display information that we had brought with us advertising our club. Other clubs were arriving and setting up, including our friends from Belgium who were opposite us. There was a total of ten clubs from all over northern France in attendance, one of them had travelled all the way up from near Paris, even our club from the UK had not travelled that far.



Inside the very modern hall, the Calais club had built a large pool to sail in; this was 12x8metres in size and contained 40,000 litres of water. Built around the sides of the pool were representative buildings and jetties of the Port of Calais, this was the theme of their exhibition this year. Roadways, barriers, jetties and even a working boat

lift had been constructed by the boat club, vehicles moved around the area lifting the barriers automatically as they approached, excavators loaded aggregates and cranes operated, all very impressive.

The hospitality started in true French style, the host club had arranged drinks and food for us which flowed freely, wine, beer and coffee



LEFT: The Model Boat Association Dover stand.

BELOW: The roadways and quayside of the display.

for some. There were welcoming speeches which needed translating by our French club member Bernard le Ny, even a small bagpipe band arrived to entertain us at the pondside, this was all new to us but it appears to be normal in Calais according to Bernard!

All day there were models on the pool, the general public were allowed into the exhibition free of charge on both days, Calais Council consider these events as boost to tourism, so help the club put on this event.

There were over 200 model boats on display, most of the French clubs build their models from plans and use mainly traditional materials such as wood. There were very few kits on display, a lot of the clubs build boats local to their areas, the Boulogne club for instance were displaying mainly fishing boats. Working vessels such as tugs and buoy laying ships are another popular choice in France as are sailing scale models. Several models caught my eye which I will try to describe, getting accurate information with my limited French language skills is difficult but we are all modellers and modellers communicate with a common interest.

The 1/20 Calais water bus was an unusual craft that plies the canals and waterways around Calais, the model was built by Monsieur Gerard Millien of the Calais club and was very detailed. The interior was fully fitted out with all the tables laid out ready for meals, wine bottles on the tables and a band set up on the dance floor. Again, all made mainly from wood. Gerard told us that the thin veneer wood used all over the model was from 'Camembert cheese boxes'. I suppose this was a natural material to use as we were in France. A model landing craft which I originally thought was a kit was in fact made again from wood. This 1/16 model was scaled up from a 1/35 scale plastic kit by the Faches Thumesnil Club from Lille. They have several of these craft and display them together in a beach landing scenario. One model that was almost certain to be included in my report was a scruffy puffer on the Belgian stand called 'Brexix'. Our Belgian colleagues are a jolly group and are always up for some fun!

A ferry model that was displayed by the Teteghem club from near Dunkerque was the 'Saint Germain'. This was a train ferry operated by the French railways and looked very impressive on and off the water. We witnessed the model illuminated when the lighting in the



The harbour section of the indoor pool.



ABOVE: The Calais Majest'in waterbus starboard view.

LEFT: The ferry Saint Germain from the Teteghem club, Dunkirk.

INSET RIGHT: The interior of the waterbus.



ABOVE: Traditional model boat building demonstration by Monsieur Delpierre.

hall was reduced in the evening; the train ferry deck containing a full complement of carriages looked so realistic in this environment and, as the theme of the display was the Port of Calais, this model fitted in perfectly.

Model yachts were another popular type of craft with most clubs displaying some on their stands. A demonstration of 3D printing by Atelier 3D was responsible for printing a racing yacht hull in three sections. One of these was displayed finished and one in sections which showed just how thin and light the hulls were. Model yachting always pushes the boundaries and using this technology is another step



ABOVE: A vehicle ferry from the Mesnil-sous Jumieges region of Normandy.

forward. Some really large model yachts were on display in one corner, known as an 'Open 60'; these models had a hull length of 1.5m, a 2.2m tall mast and weighed 5.8kg; the finish on these boats was exceptional.

Our own club had brought over a varied display which looked impressive on our large table space, we had submarines, warships, novelty rowing boats, plastic magic kit conversions, a swimming teddy bear and some ferries of our own including



ABOVE LEFT: The Hoverspeed SR.N4 Hovercraft which used to be a favourite at the Port of Calais. ABOVE RIGHT: The scratch built landing craft by the Lille club.



ABOVE: Gilles from the St Omer club stands by the Open 60 yachts to show just how large they were. BELOW: Open 60 yachts.



the Sealink train ferry 'Vortigern' and a Scottish island ferry 'Graemsey'. We also demonstrated the submarines to a very enthusiastic audience on both days culminating with a torpedo firing demonstration by Martin Prior who is a member of Dover and Crowborough; this was very popular and attracted some really nice comments from the French clubs. Somehow a French Flower-class corvette appeared alongside ours so we torpedoed that as well!

After a long first day we had a nice meal in a local restaurant then retired to our hotel for some very welcome sleep. We returned to the venue on the Sunday to do it all again, the hospitality of the French clubs was outstanding and we made many new friends from the clubs we had not met before.

At the end of the second day of the exhibition the host club presented all the clubs with a gift as a memento of the exhibition, one for the club's trophy cabinet and a nice reminder of a very different but successful trip to Europe by the Model Boat Association Dover.

The Dover members that weekend were the author, Bernard Le Ny, Ted Goldring, Terry Brown, Kelvin Castle, Martin Prior and Teresa Prior.

The European clubs in attendance were the Modelisme Naval du Calaisis; Armada Modelisme



ABOVE: The supertanker Mundaca from the Faches Thumesnil club.

RIGHT: The Belgian OPV Castor, built on a model slipway Sentinel hull. The model was built by Frank Vandenbrouck of the Ostend club.

Porteloise, Le Portel; Modelisme Naval de l'Audomarois, St Omer; Tefeghem Modelisme Naval, Dunkirk; Faches Thumesnil Modelisme, Lille; Atelier 3 D; AMBE Association des modelistes de Boulogne et ses Environs; Ocean Modelisme, Coudekerque; Monsieur Delpierre; Model Yacht Club Noord Zee, Oostende, Belgium and, of course, the Model Boat Association Dover.



ABOVE: Two targets for the torpedoes of U-2336 during the Dover club's demonstration. BELOW: Wooden boats under construction on the Calais club's stand.



1



Mobile Marine Models Christmas Market Day 2019

By Richard Simpson

1: Tools galore, some you 'need', some you 'want' and some you know you might just need 'one day'. You just have to buy one or two though. 2: Just when you think you have beaten the challenge provided by the outside tool tables you walk inside and are met with more. 3: A compact space but enough room for the traders and the visitors. It is surprising just how much stuff can be packed into one location.

2



3



Well it is hard to imagine that yet another year has almost passed us by and Christmas is almost upon us. There again, just to help us out with ideas and suggestions as regards what hints we should be dropping to our loved ones it is always worth going along to the Mobile Marine Models Christmas Market Day for a bit of inspiration. This year the Market Day was held on 30 November, 2019 at Mobile Marine Models Headquarters at The Boat Shed, Highcliffe Park, Ingham Cliff, Lincolnshire, LN1 2YQ. Happily for all concerned, the recent inclement weather gave us a breather and the day was blessed with a bright and sunny start, sharpened up with a heavy frost and a sprinkling of fog around the area.

After parking up in the very substantial adjacent field your first challenge is to get past the captivating smell of the bacon coming from the refreshment gazebo, carefully placed to accost you on the way in; definitely worth a visit after a good walk around. The first area you come across is a very extensive arrangement of tables packed with tools and materials, specifically aimed at the modeller (**Photo 1 & 2**).

It would require a very strong will not to succumb to something that you know you will need, one day! I picked up a new cutting board, some very nice miniature forceps, a 'spare' set of micro drills and some 'stock' nuts and bolts. They are not so much Christmas ideas as modelling 'needs'.

From there a wander further inside revealed stands manned by other vendors, (**Photo 3**).

First up was the Dean's Marine stand with a full stand of not only his hardware and modelling bits and pieces (**Photo 4**), but also a good selection of their kits complete with built up examples to get the imagination going. There were also a number of completed old stock models for sale so there really was something for everyone.

4: Deans Marine had their stock on display including extensive ranges of building materials and accessories.

4



5



6



5: Possibly one of the most impressive models on display was this beautiful scratch built model by Ian Walleth of HMS Sheffield. It certainly makes you want to stop and study it and just enjoy taking in the detail.

6: Mount Fleet Models seem to be developing new models at quite a rate nowadays. Following on from the two different scale Rix tankers and the Flying Sub is this very nice model of the First World War Coastal Motor Boat.

7



8



7: Prop Shop, under the mantle of Protean Designs, has one of the most extensive ranges of beautifully cast solid brass propellers, shafts and tubes and a range of chrome plated metal universal joints that are as attractive as the propellers. 8: Mobile Marine Models themselves were fully open for business with their own on site shop working flat out. Their complete range of kits, building materials and accessories were on view and available to buy. 9 & 10: Mobile Marine Hulls: The new CAT 25 kit available as a full kit or as a Budget Building System kit. Either way it builds into a very interesting and different model. The quality of the hull moulding and surface detail was extremely high and strong enough to require minimal internal bracing and even has the freeing ports pre-cut.

Also in attendance just opposite the Dean's Marine stand was the stunning completed scratch-built model of HMS Sheffield by Ian Walleth, which certainly proved to be very eye catching and makes for an extremely imposing and handsome model (**Photo 5**).

Next along was Mount Fleet Models with a good selection of their kit components and accessories as well as the prototype of their new Coastal Motor Boat model for all to see. This is taking shape very nicely and is going to make for a very attractive and interesting model when it goes into production next year. The hull is a fibre glass moulding and hence has ample space for comprehensive

propulsion systems including twin shafts and motors (**Photo 6**).

Also in attendance was Model Flags, Prop Shop who have now been acquired by Protean Designs all the way up from Moreton-in-Marsh with their stunning range of beautiful solid brass propellers (**Photo 7**) and Smoke Effects Units, who now produce a cold water vaporiser so small that it can fit very neatly into an extremely small model.

Of course Mobile Marine Models themselves were fully open for business with their extensive ranges of materials, kits and model accessories on display and available (**Photo 8**). Of particular interest

are the two newly released models from them, both of which have just gone into production with both hulls and drawings on display for inspection. The first of these is the new CAT 25; a Damen-built Self-Propelled Work Platform, which builds into a very interesting and different model with huge scope for detailing and personal additions. It is available as a full kit or under the Mobile Marine Models Budget Building System where you buy the kit in parts over a period of time to spread the cost (**Photo 9 & 10**). The second new release is a model of a 60ft virtualing boat, more generally known as the VIC boats and frequently referred to as a Clyde Puffer

9



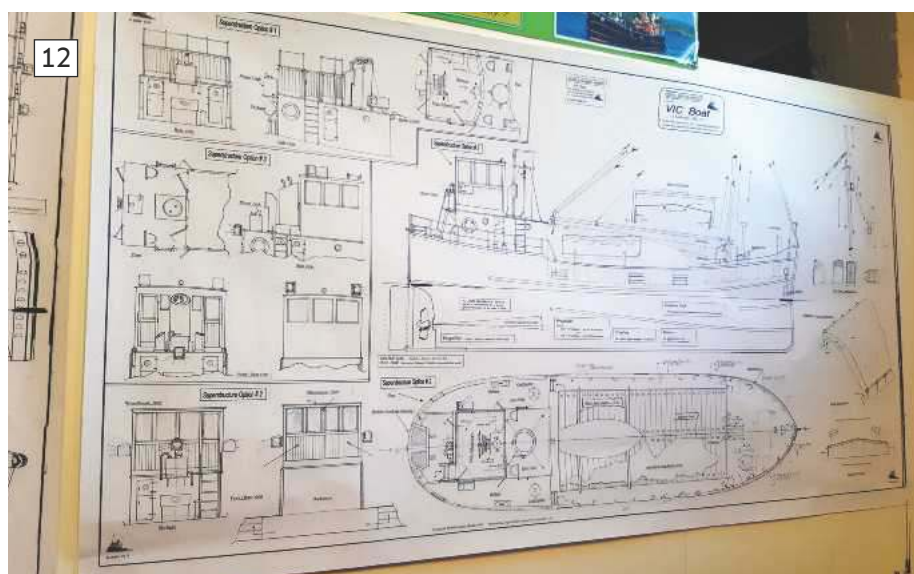
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11

11: The VIC boats have been the basis for a number of kit manufacturers for many years but usually of the 85ft version. This one is the 66ft version and again is based on a very neatly built fibre glass hull. Detail and finish are superb and the hull is of a thickness to allow minimal additional stiffening.



12

(Photo 11 & 12). Although operating on the Clyde and generally being associated with that area, due to heavy demands on the Clyde shipbuilders for the war effort most of them were built in England at such yards as Thorne, Goole and Northwich. Most other available Puffer kits tend to be of the 85ft type so this model gives you a slightly more unusual subject and, with the VIC 32 still operational as a tourist vessel, there is even an available working example still in existence as reference. The kit also comes with plans giving you three different wheelhouse arrangements to enable you to build any one of a wide number of vessels. This model is also a fibre glass hull and is available as a full kit or as a Budget Building System kit. All other kits were also available to view and purchase should you fancy putting them on the Christmas List.

Finally there was the attendance of the Life Boat Enthusiast Society with a couple of superb models on display (Photo 13) and, representing the Kirklees Model Boat Club, was Stan Reffin and Barry Hill (Photo 14) with a few of their current projects in various stages of completion. Both of them were seen answering the deluge of questions that were being directed to them. Of particular interest was Stan's take on the Amati Grand Banks Modern Schooner kit with his very tidy electronics installation (Photo 15).



13

13: The Lifeboat Enthusiast Society stand had a couple of stunning models on display with this beautiful example of the Clyde Class Charles H Barrett being one of the best examples you will ever come across.

14: Stan and Barry flying the flag for the clubs and standing by to answer questions on any of their models on display.

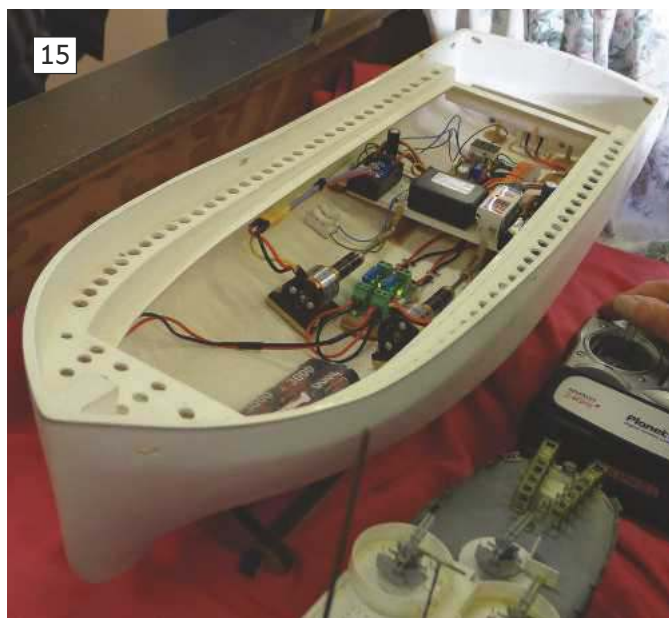
15: Stan's build of the Amati Grand Banks Modern Schooner kit is, as usual, heavily modified with many parts being scratch built to save weight and make it more seaworthy.

After all that it was time for a cup of tea and an investigation of whether the bacon tasted as good as the smell indicated. Cooked to order and eaten in the fresh morning frosty air it most definitely was!

If you can make it up to Lincolnshire at the end of November a visit to Mobile Marine Models Christmas Market is an excellent pre-Christmas day out and many thanks to Bryan and Ann of Mobile Marine Models for hosting the event. They can be contacted on their hotline at: 01522 730731/689209 or through their website: www.mobilemarinemodels.com.



14



15

Hangar arrangement
on Soobrazitelnyy.



Soobrazitelnyy- Russian Corvette

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

Detailing the hangar interior

Preparation

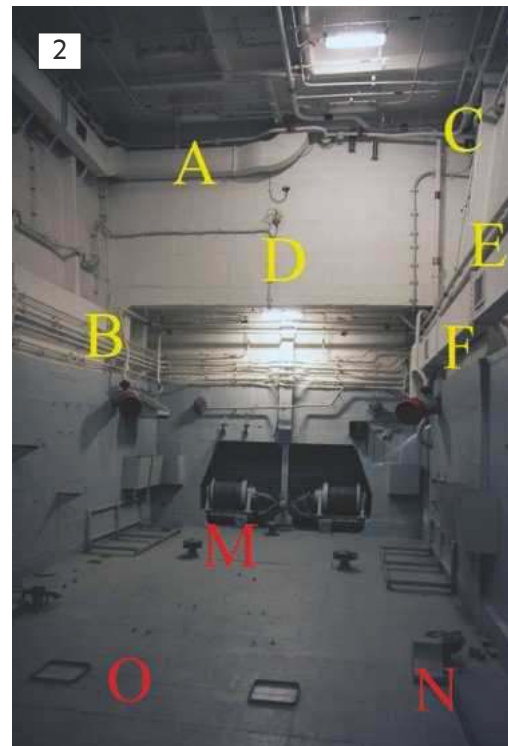
You may well ask why, show the interior of the hangar as it is hard to see any detail even when the model is stationary. My answer is simple because it is there. When building the Type 45 HMS Daring, I made the same decision and added appropriate lighting just so the interior could be seen, and it worked giving the model a realistic impression.

Part

- A. Upper main vent trunking
- B. Pipe work
- C. Sprinkler system
- D. Armoured cable
- E. Foam delivery pipe work
- F. Lower Main vent trunking

Material

- Evergreen 157, 1.5x4mm x2
- 0.6od brass rod.
- 0.8od brass rod.
- .04 copper wire .25mm Litho straps
- 0.9od aluminium tube
- Evergreen 157, 1.5x4mm x2



2: The internal arrangement within the hangar on Soobrazitelnyy (see text).

The hangar was initially constructed as a separate module within the superstructure to allow for internal detail (**Photo 1**). The first task was to carefully examine several images, not only to determine the location but the type of fitting and their installation; **Photo 2** shows which are the primary fittings. For example:-

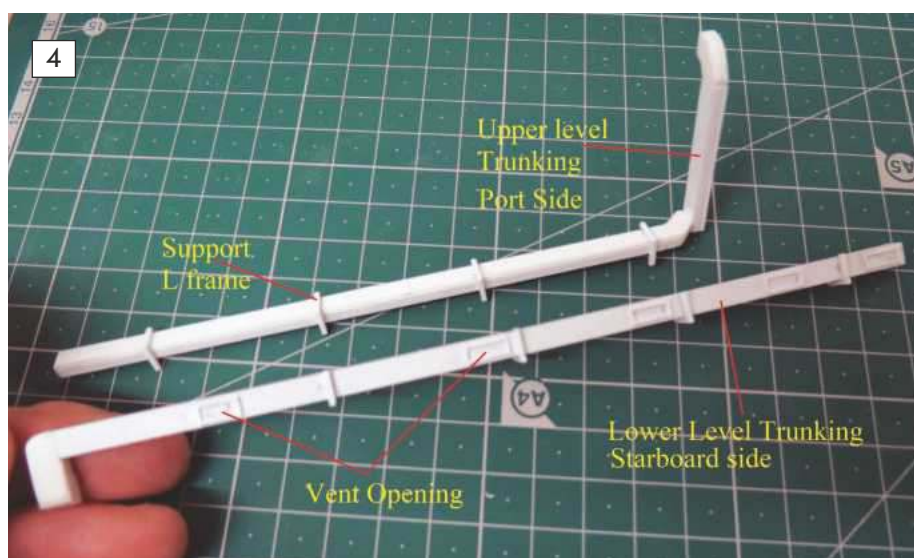
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1: Styrene hangar module, prepared but devoid of much of the internal detailing.





3: Preparing to undertake internal detailing with the hangar module easily withdrawn from within the superstructure.



4: Internal vent trunking upper and lower level.



7: Fitting out the hangar, cable run and straps can be seen at the far end of the hangar.



5: Copper wire for simulating electrical cable tracks, including an aluminium strip for cable straps.



6: The cable strap formed round the copper wire and cut to size.

There are of course other fittings which will be discussed as we progress. When constructing the superstructure, the hangar was designed to be removable for the simple reason that it would be easier to fit out and airbrush the interior if both the roof and deck were open to access. Thus, when work on the interior commenced all that was required was to lift the hangar module clear as in **Photo 3**.

Forming the main vent trunking

As stated, the trunking is at two levels, upper and lower this is formed by bonding two lengths of Evergreen 157 together and incorporating each of the vent grills using Evergreen 120 0.5x0.5. The trunking support frames are a series of L-shape brackets formed from 1mm styrene sheet (**Photo 4**).

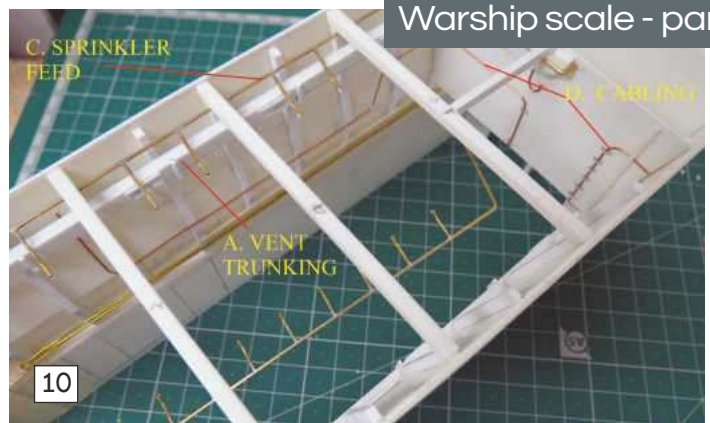
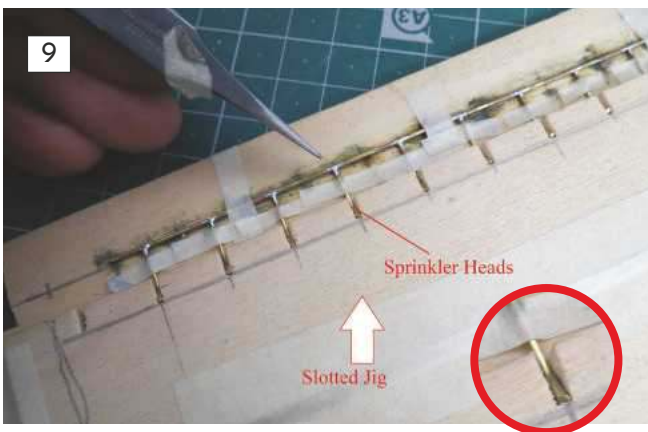
The armoured cabling represented here by 0.4mm copper wire (**Photo 5**) was shaped, tracked and fixed into place using straps cut from strips of Litho plate folded around the wire and cut to suit as in **Photo 6**. This is followed by locating into place the trunking and commencing the installation of the armoured cabling tracks. As an addition this cabling can be put to good use and provide power for the LED lighting (**Photo 7**).

Sprinklers

The sprinkler fire system runs the entire length of the hangar on both sides just below the roof beams, emerging at right angles are twelve sprinkler heads slightly angled at the end. These will be soldered into place using a prepared jig as in **Photo 8**. The purpose



8: Preparing .8mm brass wire to simulate the sprinkler system using a jig in preparation for soldering.



9: Sprinkler heads (brass wire) soldered to the sprinkler feed (length of brass wire). 10: Here it can be appreciated that the fitting of the Vent trunking, sprinkler feed and cabling into the hangar space required access from both the top and bottom of the hangar module. 11: The hangar shutter door and surrounding area on Soobrazitelnyy.

of the jig is holding the job in place and maintains symmetry along the length of the sprinkler system (**Photo 9**).

Hangar shutter door

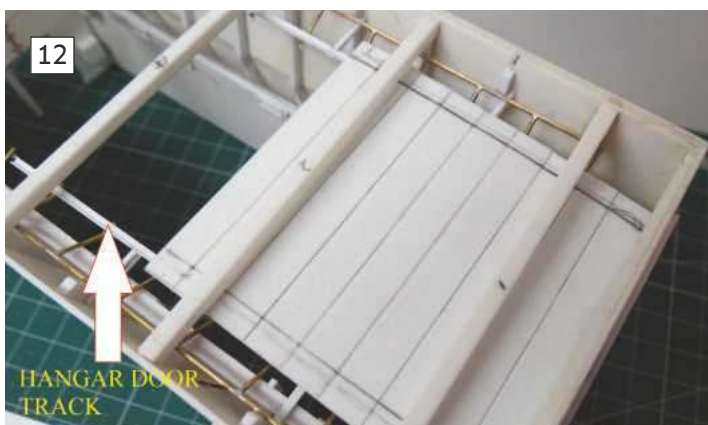
Like a domestic garage door, the hangar shutter door shown here is segmented initially into twelve sections each of which is divided into five. This allows the door which is mounted on a track to move freely from the horizontal to the vertical and back (**Photo 10**). Unlike hangar space on NATO and particularly Royal Navy warships of comparable size, the area within the hangar is limited especially when considering onsite maintenance. Perhaps this speaks volumes as to the range and capability of these type of warships; frigate in size but corvette in performance (**Photo 11**).

Initially each segment of door is cut to size, 7x60x1mm thickness and fixed to a .25mm styrene sheet cut to the dimensions of the door. The track is made from Evergreen 261 U-section 1.5mm and fixed above the sprinkler heads. Three quarters of the door will be fixed to the track as in **Photo 12**. On the model I've allowed two of the twelve segments to be visible from the outside (**Photo 13**). On the inside of the door



horizontal ribs (Evergreen 8404 1.09x1.09mm) are added (**Photo 14**). These, on a cursory glance, will be difficult to see when the shutter door is in the roof space but like other fittings almost hidden it is part of the hangar. Added to the door on the full-size vessel are a series of rollers, fitted at each end of the door to engage with the track (**Photo 15**).

It's worth noting on this image the numerous fittings. For example:- 'H', Handling rod for folding back the rotor blades; 'G', Earthing wand for helicopter landing; 'I', is part of the shutter control unit; 'J', Nitrogen gas cylinder; 'K', Stowage for ancillary equipment such as breathing masks, gloves eye shields etc. and 'L', Fire extinguishers CO2, powder and foam.



12: Hangar roller shutter door, segmented strips of 1mm thick styrene. 13: For effect part of the shutter door will be visible from the outside. 14: Horizontal ribs fitted to the inside of the shutter door. 15: Inside of the hangar looking over to starboard.

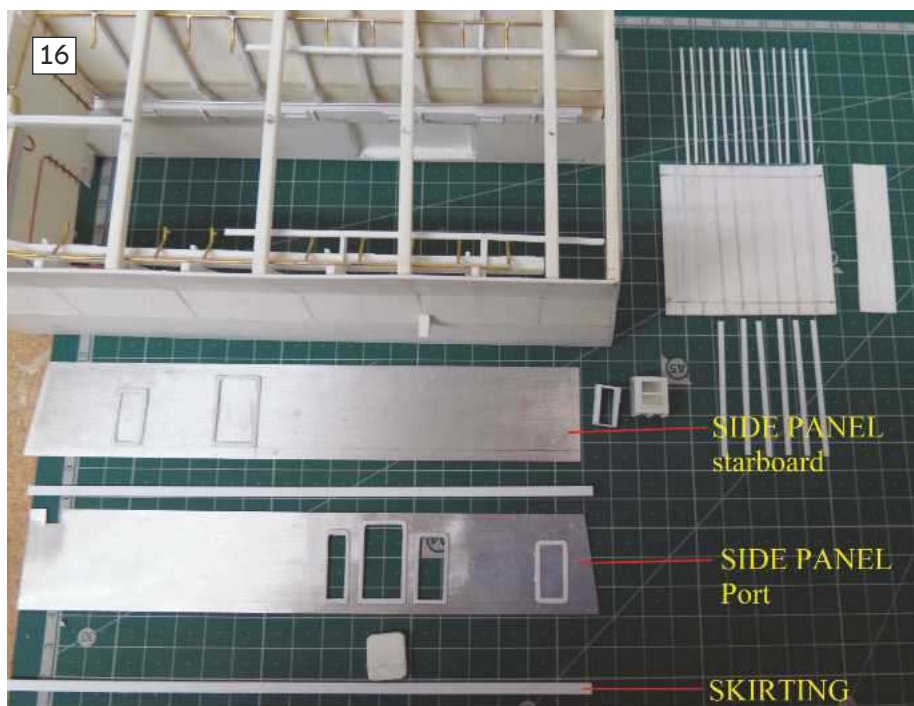


Side panels

The next task was to fix the lower side panels into place but before doing so an explanation as to why the need for these panels. The panels locate onto each lower half of the inner sides of the hangar. As mentioned, the hangar module was constructed along with the superstructure and the information regarding the interior was far from complete. Thus, the intention was to lay a panel onto the inside wall incorporating detail such as the openings, WT doors, fittings and any other feature that needed to be added as and when that information became known.

Fast forward and having acquired the images progress on the hangar interior could continue. First an opening was cut into the styrene sides of the hangar to house various fittings. Each of the .25mm Litho panels were cut to size, marked and where necessary openings made. Others just a surround formed from .25mm thickness of styrene. This is clearly shown in **Photo 16**. Added are two Evergreen 147 1.0mmx 4 mm skirtings which runs the length of the bottom of the Litho panels.

The starboard panel is placed in position, referencing **Photo 15** the shutter power supply unit within the panel is fixed into place. Handles are also added to two of the WT doors (**Photo 17**). This procedure is then repeated over to port. Both panels are then removed ready for applying the adhesive (**Photo 18**).



16: Each of the side panels prepared and ready to be fitted onto the lower half of the inner walls.

Fixing the Litho panels

On several occasions I have mentioned the use of Evo-Stick, an impact adhesive which bonds Litho plate to any given surface. In the past this adhesive has worked really well yet it has one drawback, the fact that when the two materials come together bond is instant, no option for adjustment. For bonding the Litho plate panels to the inside of the hangar some adjustment was necessary.

For this a search was on for an alternative that had all the mechanical properties

of Evo-Stick but allowing me time to position the panel. I set too testing various adhesives but only one gave the desired result, Uni-Bond 100% Power Glue (non-solvent and clear). The adhesive can be applied from the nozzle and using a spatula, spread thinly over the entire surface. The Litho panel was carefully positioned onto the styrene surface of the hangar and small weights added. After 10 minutes the weights were removed and the Litho firmly fixed (**Photos 19-21**).

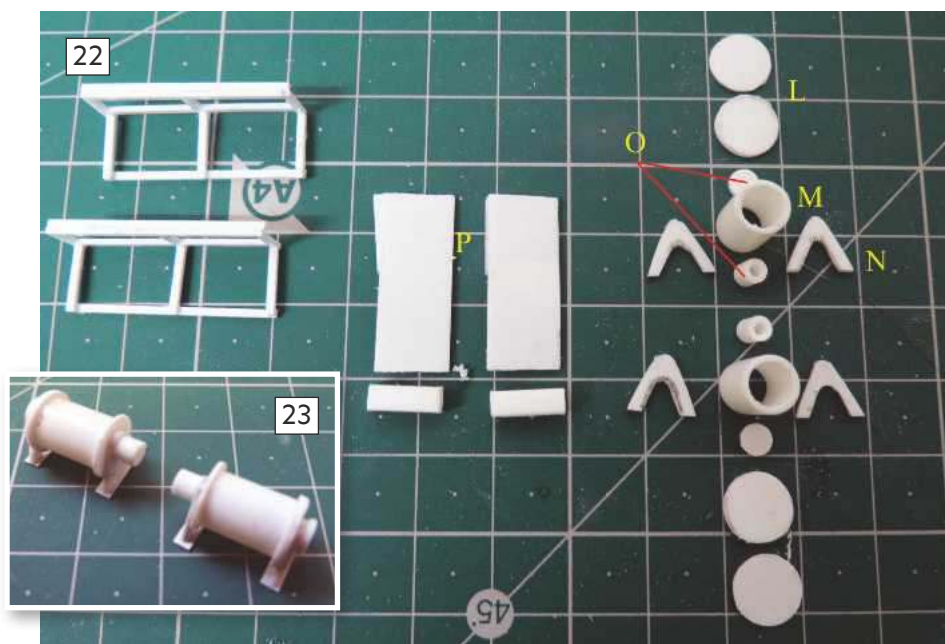


17: Temporarily locating the side panel in order to locate the roller shutter power cabinet. 18: Removing the side panel ready to apply the adhesive to the side wall of the hangar.



19: Carefully applying Uni-Bond Power Glue to the surface. 20: Using a spatula the Power Glue is spread evenly and thinly over the area of the lower hangar side wall. 21: The Litho plate panel is returned with time to adjust its positioning, weights are then added.





22: Each of the parts for assembling the two-helicopter haul-in winches. 23: The assembled winches.

Part

L. Drum end plates
M. Winch drum
N. Winch support brackets
O. Drive motors & shaft
P. Winch seating and box support

Material

1mm styrene
Evergreen 230 7.9mm tube
1.5mm styrene
Evergreen 225 4 & 3mm tube
1.5mm styrene + Evergreen 165 2x2.5mm

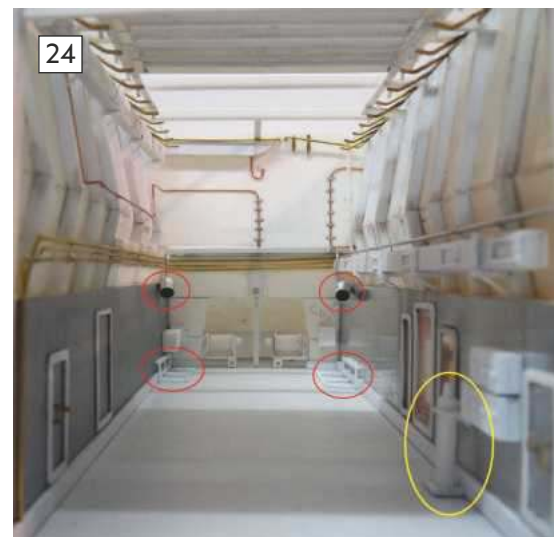


26: Returning the hangar module to the superstructure. 27: Viewing the floor of the hangar showing the guide track, wheel chock, haul in sheaves and helicopter wheel troughs.



Drum winches

At the forward end of the hangar are two drum winches. Their purpose is to haul in the Kamov Ka-27 ASW helicopter into the hangar; a very different system to that aboard Royal Navy ships. Basically, the winch consists of seven parts and the winch seating (Photo 22).



24: More of the fittings added to the interior of the hangar.



25: A view of the roof space showing the shutter door.

As assembled (Photo 23). Before returning the hangar to the model, the foam monitors along with the two pieces of framework fitted to either side of the hangar (purpose of the latter unknown) where fitted into position and are ringed in red; whilst the gas cylinder is ringed in yellow in Photo 24 & 25.

With most of the fittings in place it was time to see the results. This involved returning the hangar module back into the superstructure (Photo 26). Referencing Photo 2, it's worth noting the various fittings marked in red letters which are now added to the model. For example, 'M' is the three guide sheaves for the Ka-27 haul-in system, 'N' is the wheel chock and guide bar and 'O' are the wheel troughs. Our final view of the hangar shows the above additions on the hangar floor (Photo 27).

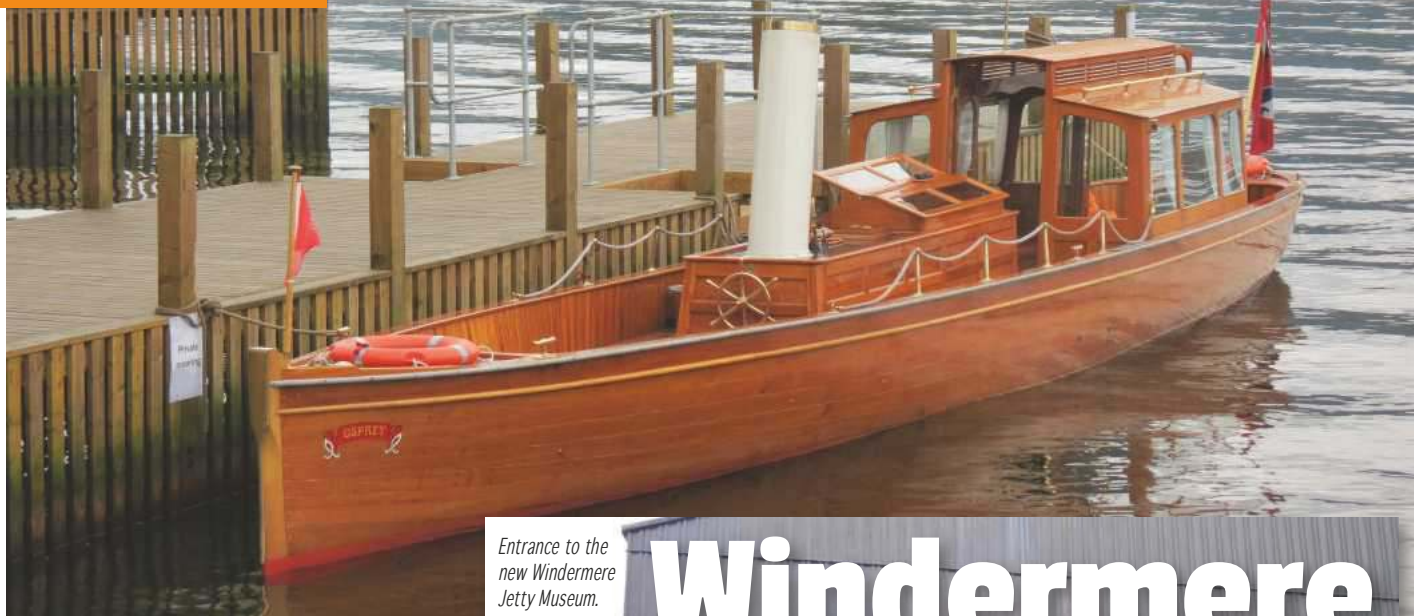
Next month I shall be constructing the AK630 CIWS, landing aids and fitting out around the hangar frontage.

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.



ABOVE: The recently restored to full working condition, steam launch *Osprey*.

Visiting the new Windermere Jetty Museum, Bowness by Dave Wooley

Along with a planned visit by the Model Ship Society, I recently dropped in on the new Windermere Jetty Museum at Bowness. For those unfamiliar with this venue, up until 2006, it was the location of Steamboat Museum and hosted one of the best and longest running model boat events in the UK. The original model boat show was initiated by George Patterson in 1982, founder and owner of the Steamboat museum and its unique collection of Windermere launches and power boats. It's perhaps worth remembering that from 1982 through to 2006, it was John Cundell, then the editor of Model Boats Magazine that provided much of the support and guidance that helped secure the longevity of this much loved model boat event.

In 2006 the Steamboat Museum along with its purpose-built model boating lake was closed for a complete re-build. The Lakeland Arts and Trust was able to secure National Lottery funding that would allow not just the site to be re-built bigger and better but the heritage collection of steam launches and power boats to be conserved. This included a comprehensive overhaul of the steam launch *Osprey* to a serviceable condition to allow this historic vessel to once again perform in all its glory as a passenger carrying launch.

The original Steamboat Museum was opened in 1977 by HRH Prince of Wales; fast forward to 8 April, 2019 and it was again, HRH the Prince of Wales now opening the all new Windermere Jetty Museum.

All new facilities

This visit was my first since reconstruction began in 2015 and the new museum can boast facilities that the previous Steamboat Museum could only dream about. Whilst I

Entrance to the new Windermere Jetty Museum.

Windermere Jetty



was on site, I had the chance to attend a talk in the conservation centre on the methods and aims of the centre. This of course is very much the core of the museum to conserve historic vessels that are part of the history of Lake Windermere. The centre is readily establishing a reputation for excellence in the methods and practices of conservation of historic vessels.

Other facilities within the complex involve a purpose-built covered dock, two large display

halls one housing the 1896 steam launch *Branksome*, now flagship of the collection along with various record breaking power boats. These spacious halls are a far cry from the much smaller somewhat cramped displays of the old Steamboat Museum. After a few hours viewing some of the prized collection gave a chance to enjoy the excellent refreshment facilities in what can only be described as a panoramic setting with spectacular views of Lake Windermere.

BELOW: The magnificent steam launch *Branksome*, now flagship of the Windermere Jetty Museum.





ABOVE LEFT: The all new enclosed dock. ABOVE RIGHT: The canopy arrangement over the café which has striking views of Lake Windermere and a close in view of the model boating pool.



ABOVE LEFT: Experiencing steam power aboard the Osprey. ABOVE RIGHT: Steam Launch Dolly, salvaged from the lake and the oldest in the collection.



ABOVE LEFT: The fully restored model boating pool having the same area of water but improved facilities. ABOVE RIGHT: A Slingsby Falcon glider with several fast power boats are just a sample of what can be seen.

Back on the water

For the first time in many years, along with members of the Ship Model Society, I was able to step aboard the steam launch Osprey for a gentle and relaxing cruise around the island in the centre of the lake. Following this pleasant experience, I took a look at the refurbished model boating pond which would be one of the centre attractions at any future model boat event. Here there are many more tables dotted around the pond, but the location remains the same with magnificent views and easy

access of the lake. Although on my visit the pond was not being used.

However, Jon Godsell, better known for his coverage of the model boat events at the Steamboat Museum in the pages of Model Boats magazine back in the 1980s and 90s, brought along his model to sail. Of course, sailing a model is not confined to the model boat pool. If the opportunity arises, Lake Windermere is the ultimate sailing experience and like sailing in the steam launch Osprey an experience that could not be missed.

Conclusion

There is no doubt the new venue with all its facilities, including a purpose-built launching ramp is a superb venue to visit in its own right, not just a museum but a conservation centre and I am informed that the Windermere Jetty Museum will once again play host to a brand new model boat event scheduled for 2020. Keep an eye out in the model press or for details contact the Museum on Rayrigg Road, Windermere, Cumbria, LA23 1BN and email: info@windermerejetty.org

BELOW LEFT: Models are just at home on the big lake as they are on the smaller pool but look more realistic on Windermere. BELOW RIGHT: A purpose-built slip; launching a large model would be easy.





The Best of

Formidable LT 100 all wood

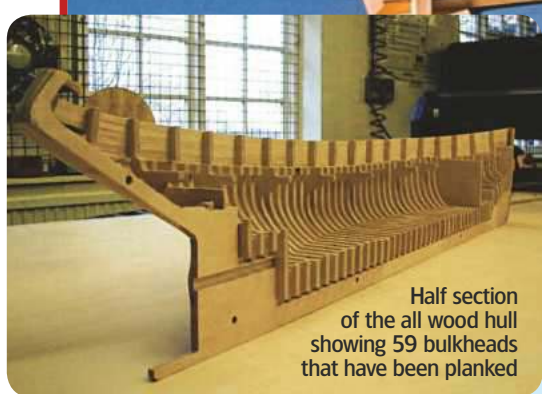
SPECIFICATION OF THE KITS

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)

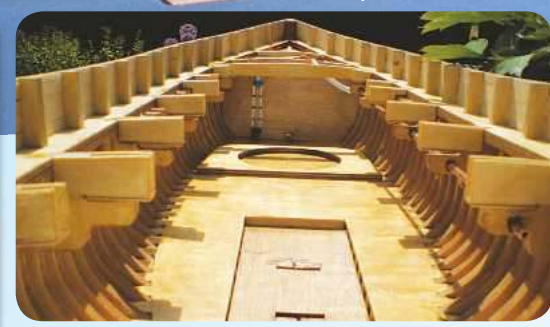


Half section
of the all wood hull
showing 59 bulkheads
that have been planked

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.

A comprehensive set of good quality fittings comprising of, stanchions, ship's wheel, telegraph, anchor, bollards, fairleads, deadeyes, blocks, rigging cord, capstan, sidelights and a four blade precision cast propeller with a roller bearing propeller shaft.



View showing the
first deck planking

	Prices:
Formidable Plank on Frame kit	£1945.00
Formidable GRP hull kit	£1625.00
Prices include delivery within the UK. Overseas • Delivery by UPS at an extra cost.	

John Hemmens - Steam Engineer

28 Brighton Road, Bubwith, Selby, North Yorkshire, England YO8 6DQ
Tel: +44 (0) 1757 289 664 • Email: enquiries@steamengines.co.uk

www.steamengines.co.uk

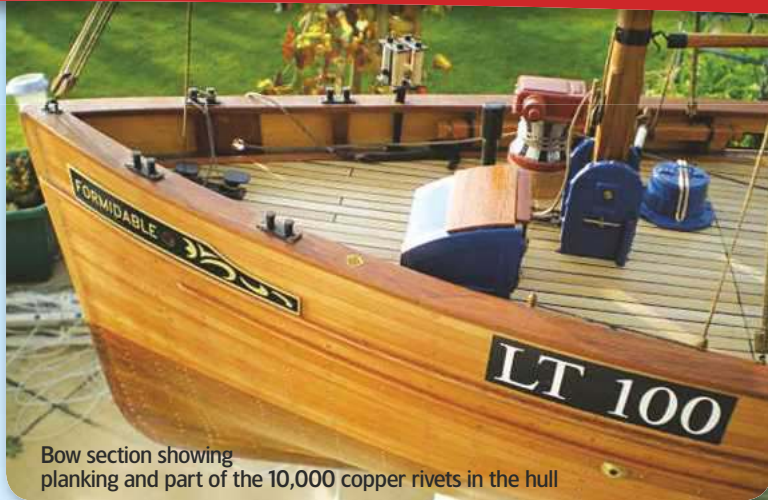


British Steam

©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.

The construction manual has over 100 pages of detail with construction drawings, giving a host of technical information to assist with the building of this fine scale model.

With our compliments, we have included a copy of Ted Frost's excellent book entitled, "From Tree to Sea" The kit excludes paints, adhesives, ballast, drive equipment and radio control.

Wharfedale Plant and Ribbersdale Plant

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.

My products are manufactured in Yorkshire by skilled British Craftsmen to give you the performance and long life together with a service back up of spares and repairs even if the model is 40 years old. Isn't this what one expects when you buy a "British Product" that is totally "Made in England".

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John Hemmens - Steam



Wharfedale Plant

Ribbersdale Plant



Stern view



11 MTBs, a pair of S-38 Boats and two S-100 Boats. As mentioned, these all need building, so bearing in mind the RRP, if you are just interested in 1/300 scale vessels, then you've only paid a fiver each for these lovely additions to your fleet. On top of that you get one sprues worth of torpedo markers, another sprue of plume markers, one AO-sized double-sided battle map, three die-cut punchboards (for islands, sandbars, rulers, mines, markers, game tokens, lighthouse & aircraft etc.), datacards for the boats, wake sheets (small, medium & large), flag sheets, two sets of fleet dice and a further set of game dice; RRP does not seem that bad, does it?

If you have ever fancied a crack at ship wargaming then this great bundle will get you started and you get to do some modelling at the same time – perfect! Thanks very much to Warlord Games for supplying this starter set for review. Please visit <https://store.warlordgames.com>

to view this item and many more including the Black Seas items.

MC



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.

Warlord Games Cruel Seas Starter Set

In an attempt to branch out to just about everything that can be embraced by Model Boats, this month we take a look at scale tabletop wargaming. Warlord Games are specialist in this field but only in recent years have they expanded their range to include ships; namely the Black Seas (1770-1830) in 1/700 scale series and our subject, Cruel Seas, looks at the Second World War in a sizeable 1/300 scale.

Cruel Seas focusses on the high action, high-speed world of the motor torpedo boat and this well stocked starter set pits the Royal Navy's Vospers

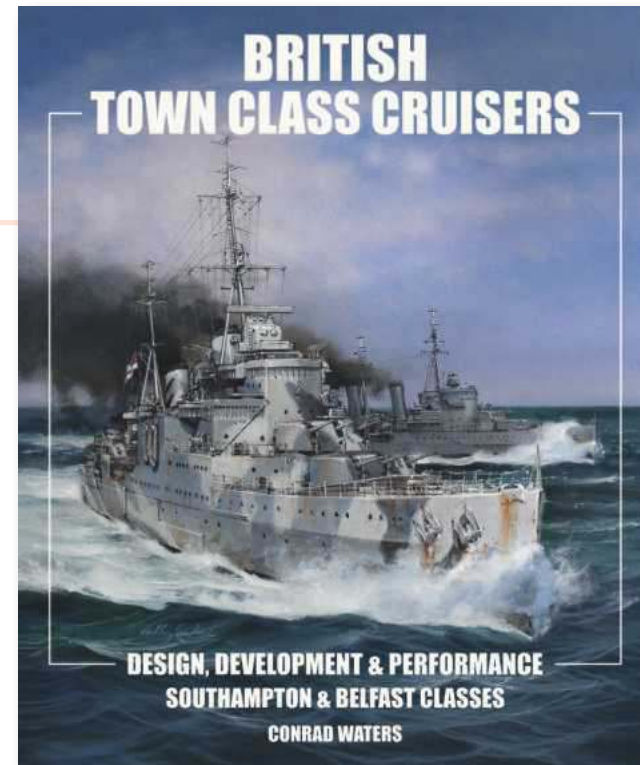
against the Kriegsmarine's S-38 and S-100 E-boats. Once you have emptied the extensive contents from the box you will reach a high-quality, lavishly illustrated 'Rule Book' which will introduce you to an initially overwhelming collection of rules and scenarios which I would highly recommend you take a good look at. You do have the option to begin your battling by referring to a Quick-Start Booklet which also includes a painting guide for the boats. There are ten boats in this set which all come on their own sprue and each are mini model kits in their own right. There are three Vosper Type I MTBs, three Vosper Type



Product: Wargaming set
Ref: 781510001
Scale: 1/300 (6mm)
Parts: 10 Vessels
Price: RRP £50
Manufacturer: Warlord Games
Website: <https://store.warlordgames.com>

British Town Class Cruisers – Design, Development & Performance – Southampton & Belfast Classes by Conrad Waters

Entering service between 1937 and 1939, the ten British 'Town' class cruisers were the most modern vessels of their type in the Royal Navy when the Second World War began. Built in response to the large 6in gunned cruisers in the US and Japanese Navies and primarily designed for the defence of trade, they saw arduous service in a wide range of roles, playing a decisive part in victories such as the Battle of the Barents Sea and the destruction of the Scharnhorst at the North Cape. The cost was heavy: four of the ships were lost and the other six all survived heavy damage, in some cases on more than one occasion.



In this major study, Conrad Waters makes extensive use of archive material to provide a technical evaluation of the 'Town' class design and its subsequent performance. He outlines the class's origins in the context of the inter-war cruiser policy, explains

the design and construction process, and describes the characteristics of the resulting ships. An overview of service focuses on major engagements, assessing the extent to which the class met its designer's

expectations. Concluding chapters continue the story into the Cold War era, examining the modernisation programme that kept the remaining ships fit for service during the 1950s. Heavily illustrated with contemporary photographs, original plans and specially commissioned drawings, this book provides a definitive reference to one of the Royal Navy's most important Second World War warship designs.

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

John Deamer

ISBN: 978-1-5267-1885-3

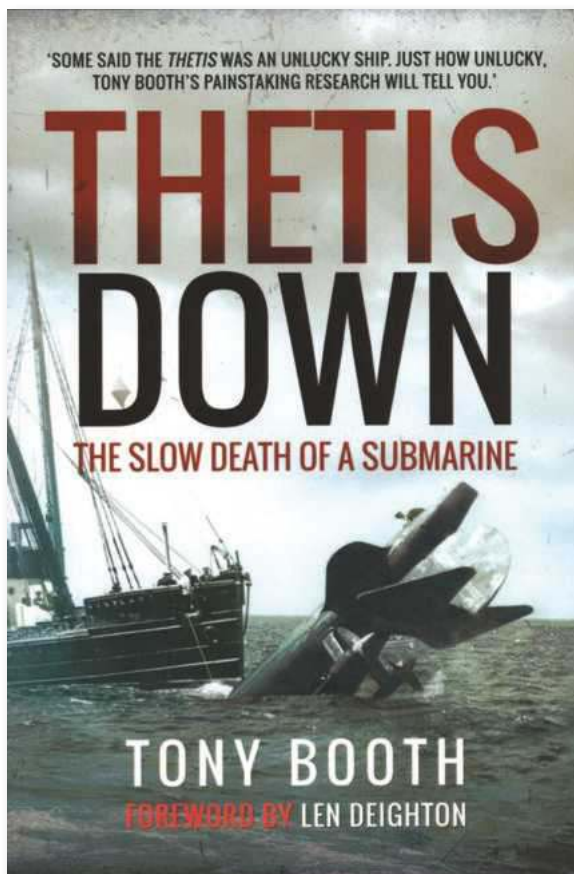
Pages: 320

Price: £40.00 (RRP)

Format: Hardback - 297x258mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com



Thetis Down – The Slow Death of a Submarine by Tony Booth

On 1 June, 1939 His Majesty's Submarine Thetis sank in Liverpool Bay while on her diving trials. Her loss is still the worst peacetime submarine disaster that the Royal Navy has ever suffered, with 99 men, both naval personnel and civilian contractors, drowning or slowly suffocating during their last 50 hours of life.

The disaster became an international media event, mainly because the trapped souls aboard were so near to being saved after a salvage team managed to raise her stern about 18ft above sea level. The Royal Navy-led rescue operation had failed to find the stricken submarine for many hours, and only four crewmen were rescued. Very little is known about what actually happened; indeed, the only comprehensive book on the subject was published in 1958.

Controversially no one has ever been held officially accountable for this tragedy. However, a great deal of unpublished information has come to light in archives throughout the United Kingdom and beyond. After four years of painstaking research this new book explores in minute detail what really happened before, during and after this disaster, and in doing so, maritime author, Tony Booth, takes a fresh look at culpability and investigates some of the alleged conspiracy theories that circulated at the time. The result is the first definitive account of what really happened to HMS Thetis and her men: a fitting tribute some 80 years on.

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

John Deamer

ISBN: 978-1-5267-6660-1

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Website: www.seaforthpublishing.com

Fantom Model HMS Good Hope

Card models have been, and in some quarters still are, a popular way to create fine scale models. Indeed it would seem that static scale model ships are particularly suited to the medium. Card modelling in general enjoys a good following in Europe, and Poland boasts some of the best publishers of card models. Continuing this tradition is a new (or new to me at least) Polish publisher 'Fantom Model'. The Editor has already introduced Model Boats readers to Fantom Model (www.fantom-model.pl) by way of his recent review of their 1/200 scale HMS Malaya.

To date Fantom Model have specialised in naval subjects and this review focuses on their fifth model, the British armoured cruiser HMS Good Hope. I am not familiar with this ship, and I won't waste precious space here with her full history suffice to say that she was a Drake-Class armoured cruiser, laid down in 1899 and launched 1901. She was sunk in 1914 at the Battle of Coronel.

This 1/200 scale card model of HMS Good Hope depicts her as she appeared in 1914. The model is presented in an A4 saddle stitched book format consisting of quality card and



paper stock. Starting on the inside front cover there are 13 pages of written assembly instructions including a history and technical specifications of the original ship. The text is predominately in Polish, however the instructions are supported by several line drawings, which will aid construction of the model. The constructional drawings are annotated in Polish with an

English equivalent in italics. A full English translation of the model's main written instructions (which also includes a repeat of the line diagrams) is available on request from Fantom Model as a pdf file. This is also a great help, however this English translation doesn't include the potted history or technical specifications of the real ship.

The actual printed components of the model are spread over a further 24 pages, these include templates for the construction of an internal 'skeleton' of frames. In the kit these frames are printed on paper and must be glued onto card stock of 1.5mm thickness to achieve the correct lamination. Fantom Model also offers these internal frames as a set of pre-laser cut card components of the correct thickness at an extra cost of 32.00 PLN (£6.26). I personally would recommend adding this set to your order, saves on build time and enables an accurate

foundation to build on. Also available for this model are, turned metal gun barrels, laser cut card railings/ladders, and an engraved wooden deck.

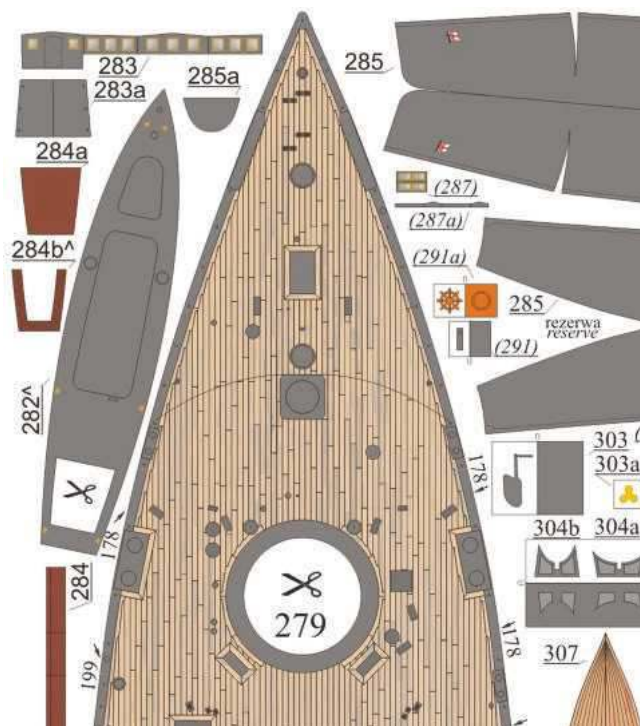
Quality of printing and colour registration is excellent with all the fine detail of portholes, rivets, panel lines all finely drafted and not over scaled. The provided printed decking is some of the best I have seen on a card model, but as already noted there is also the option to purchase an engraved wooden deck veneer specifically designed for this kit. The kit is designed to be built as a full hull model, however with care I see no reason why the modeller couldn't convert it into a waterline configuration. At 1/200 scale the model has an overall length of 81cm. I should also mention that Fantom Model sell a print of this kit in the smaller scale of 1/300 scale too, which produces a model of 54cm in length.

In my opinion this is a very well-presented and produced card model of an unusual subject. I wouldn't recommend this kit for someone new to card modelling, but if you have several card kits under your belt and are looking for a challenge then this could be the model for you. In the hands of a veteran card modeller with more experience this kit could yield a truly stunning model!

This kit can be purchased direct from Fantom Model and at the time of writing the kit cost 70.00 PLN (£13.68) which I think represents excellent value for money. Fantom Model can ship worldwide, but please contact them via their e-mail (fantommodel@wp.pl) so that shipping costs can be calculated. They accept payment by PayPal or bank transfer.

My thanks to Artur Zuranski proprietor of Fantom Model for kindly providing the review sample.

Richard Dyer



Product: Card/paper model kit

Ref: No.5

Scale: 1/200

Parts: 24 A4 sheets of printed card/paper components and templates

Price: 70.00 PLN (£13.68)

Manufacturer: Fantom Model

Website: www.fantom-model.pl

E-mail: fantommodel@wp.pl

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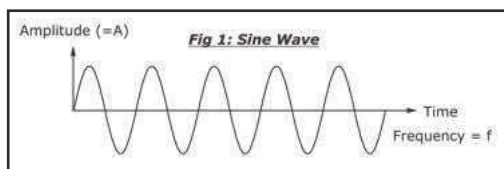
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See more about what's in magazine month-to-month in forthcoming issues and see some of the articles you may have missed from past issues and subscription offers on our website: www.modelboats.co.uk

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Don't forget! The March issue of Model Boats will be published on 14th February 2020 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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NICHIMO 1/200 static model battleship, Yamato: good for conversion to R/C, £300, buyer collects. Tel Bill on 0191 5147173 (Tyne & Wear)

FISHING BOAT IOWA CN92, 38in, fibre glass, new, £275, buyer collects; contact Pat on 01268 416025 (Essex)

WAVENEY LIFEBOAT Scout, 1/12, plank on frame, 2-ch radio, £250. FAB 2 Shannon prototype Lifeboat, part built, inc. jet drives, bargain, £120. Fishing boat Helen, no radio gear, complete, £100, Tel. 07546 188258 (Notts)

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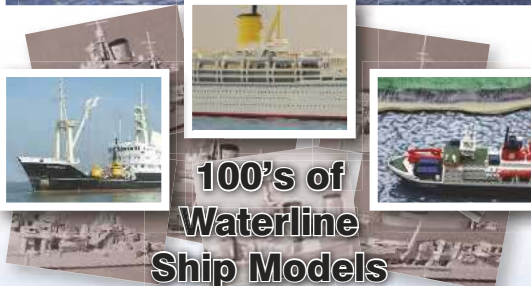
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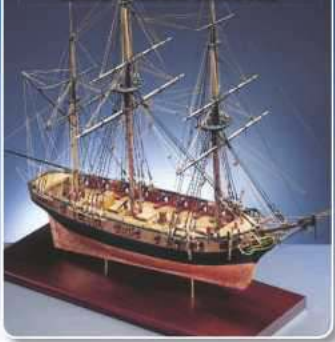
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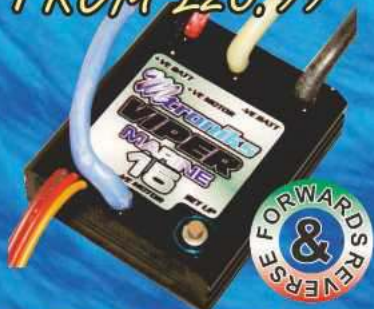


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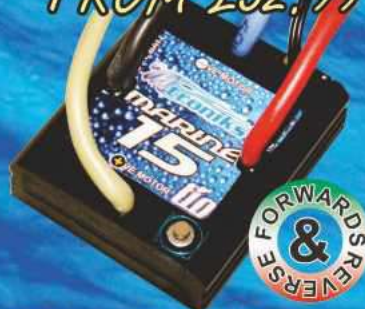


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