

**INSIDE
THIS ISSUE**

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FOR SELF-ISOLATION!**

**No.1 For
Sail & Scale**

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model Boats

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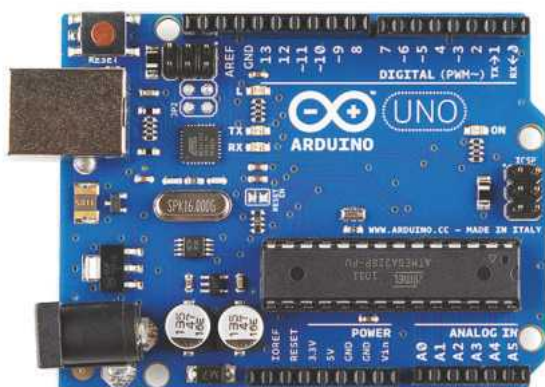
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Welcome to the May edition of Model Boat Magazine which finds itself in a completely different world compared to the one I was one in just four weeks ago! I'm afraid the unavoidable topic of Coronavirus (aka COVID-19) is affecting us all (without exception - unless you are already living like a hermit) and the magazine, like all the others in the MyTimeMedia Group (and beyond) is enduring very heavy restrictions. Because of the huge reduction in newsstand sales (i.e. W H Smiths), the publishers have enforced a very tight budget on us; 66% down tight which means our contributor budget will not be what it was for the foreseeable future. I have already contacted a large number of regular and new contributors and the response has been very humbling; many of you forfeiting payment rather than see this great old magazine go down. We do still have a small budget, so payments (lower than normal) will still be made but I have been instructed not to commission any new articles. That said, that does not stop you from contributing them; I have been very lucky so far and have not actually commissioned that many, the natural flow of input from you all has maintained a very nice balance of content and with some encouragement, has broadened it.

For the next few issues, I will have to make some changes which hopefully will be so easy on the eye that you barely notice the difference. From the editorial staff point of view (that's me and designer Richard) we have been here before to a degree and have far too much experience of producing magazines on low budgets. So with that in mind, rest assured that we will do everything in our power to keep the ship on its current course and you never know, we may actually benefit as thousands across the country twiddle their thumbs and turn to the hobby sector to get them through 'self-isolation'. You would not believe how many people (modellers) have contacted me dreaming of the day that they would be told to stay out the way in the workshop!

Take care everyone – and if the Government says stay at home – 'stay a home!'

Martyn Chorlton



Compass 360

Our news round-up from the model boating world

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Corona Virus Postponements & Cancellations

It goes without saying that all events for the foreseeable future have been postponed or cancelled – the list below represents those individuals, clubs and event organizers who have contacted us to confirm the situation.

Balne Moor MBC –

'Unfortunately the Club has had to react to Covid19 and has decided that, for the foreseeable future that our events will be not be open to the public. Of course, we might have to cancel them altogether in the future, but we've not yet taken that step'. **Michael Butler**

Boston MBC

'ALL EVENTS AT LAKE ARE CANCELLED DUE TO CORONAVIRUS OUTBREAK. Lake will be available for use individually. Please keep to the social distancing rules. During this unprecedented time Nigel and Jay will try to keep the lake and surrounding in good condition. The only access to lake is via Rectory road no direct vehicle access to lakeside allowed. All the above applies till further notice.'

Cambridge MBC

'Hi, sorry to say that the Open Day for Cambridge Model Boat Club on 9 May is cancelled due to the virus! As is nearly everything else. We hope to re-schedule if things improve later in the year'. Kind regards **John Parsons**

Chantry MBC

'Hi Martyn, sad to say that with immediate effect Chantry MBC has closed until further notice due to the Coronavirus. I expect you have had dozens of these notices! Let's hope that we can weather this storm and get back to sailing in the future. In the meantime, we at Chantry MBC wish you and yours well. Best Regards, **Brian Barber**'

Hooton Park Show, Ellesmere Port

'Unfortunately we have had to cancel the Model Boat Show in May so please cancel any further adverts. We have provisionally reset a date of 22/23 August to run the show again and I will be in touch nearer the time to confirm this.

Kirklees MBC

'Due to recent government advice regarding the worldwide outbreak of the Coronavirus it has been decided by the Kirklees MBC Committee that all home events organised by the Club have been suspended until further notice. These include all Gala days, the Steam day, Club 500 meetings, the Endurance Race and any other items listed on the home calendar. It is hoped that the events can be re-instated as and when government guidelines advise accordingly.'

Knightcote MBC

'Knightcote Model Boat Club lifeboat day has regrettably been postponed due to the current Coronavirus situation. We hope to hold it later in the year; please check our website www.kmbcmodelboatclub.com for updates.'

Mayhem, Wicksteed

'It is with great regret, that the Wicksteed Park MBC & Model Boat Mayhem announce that Mayhem at Wicksteed 2020 is cancelled. We hope we can do something later in the year but if not, we are planning a bigger and better Mayhem 2021.'

The Model Boat Convention 2020

'It is with regret that the Committee of the Model Boat Convention have decided that due to the Coronavirus situation the show, held annually at Haydock Park Racecourse in August, will not take place in 2020. The Committee will review the situation further at the end of the year. Keep safe - **Jean and Arthur**.'

Medway Queen

'Ladies and Gentlemen, I have just updated our website with news relating to the Corona Virus outbreak. I know we're not alone by any means, but it is a huge disappointment to us all. Because of the Coronavirus outbreak, the Dunkirk Little Ships will not now sail to Dunkirk in 2020 and the events in Ramsgate 2020 are cancelled. Under the circumstances we have reluctantly decided not to take Medway Queen to Ramsgate this year but there is a possibility that the anniversary of Dunkirk will be celebrated there in 2021. The ship will also be closed to visitors until further notice.'

Met & Southern District Marblehead Interclub & GAMES 3



too early and in Race 5 the mast of his C1, which was the most favoured rig, failed completely. Colin Goodman seemed to struggle a little with a second and two thirds: the latter thirds later becoming his discards, as he won most of the remaining races. David Adam sailed

consistently with his brand-new GRUNGE with mostly seconds and thirds, with Peter Stollery generally a place behind.

After 16 races with three discards (and time for the start of the Carabao Cup Final) the result was a convincing win for Colin Goodman (15 points). Second was David Adam (36 points) and third was Peter Stollery (37 points). At the prize giving, the winners gave thanks to Peter Popham and his team for a most enjoyable and well-run competition.

Richard Lord

Top 3 results:

Pos.	Skipper	Club	Yacht	Points
1st	Colin Goodman	Chelmsford	GRUNGE	15
2nd	David Adam	3 Rivers	GRUNGE	36
3rd	Peter Stollery	Guildford	UP	37

LEFT: Most improved in 2020 so far, David Adam takes the runner-up prize from RO, Peter Popham. Keith Allen

13 boats entered for this prestigious event at 3 Rivers Radio Yachting Club, Bury Lake, Rickmansworth and were greeted by bright sunshine and a moderate 14-18mph SW wind with occasional and brief stronger squalls, forecast as twice this. Regrettably two competitors broke their boats and took early baths, leaving eleven to compete over 16 races.

The SW wind direction gave a good long windward course with a spreader mark and a gate at the leeward marks, which gave some good racing over two laps. Much discussion was undertaken amongst the sailors as to which rig to use, and several rig changes throughout the day by a number of them, and they still did not really know who got it right at the end of the day! These stronger winds resulted in several boat failures and by the last race, only seven were sailing. The busiest persons of the day were those in the safety boat with, in excess of, five boats rescued.

Racing was exciting and unpredictable in the main. Initially, Peter Stollery looked to be the hot favourite, winning the first three races, but he peaked





The fleet beating to windward in Race 3. Peter Crisp

Chipstead SC Radio Sailing DF95 Invicta Trophy Race 7 March 2020

Saturday was a dull overcast day starting with a light wind strengthening to strong by Lunchtime. 22 sailors turned out for the race from various clubs, Eastbourne MYC, Coalhouse Fort MYC, Alton RSC, Medway RSC, LMYC, Guildford MYC, Woking RSC and Chipstead SC Radio Sailing. The sailors were welcomed by our Class Captain

and Race officer of the day, Dave Allinson and given a short briefing on the day's events. There were ten races before lunch with Ken Binks showing the way as far as results were concerned with five first places. The racing was very competitive with several Chipstead boats in the first three places.

Lunch of Shepherd's Pie (with the usual extra portions) which was prepared by Robin Aldcroft and his wife Linda was served by Jayne Allinson (Dave's Wife). Our thanks to you for your time and excellent service. Racing commenced at 1.30pm with the wind slightly stronger than in the morning but still within rig 1 conditions. Again, after a slow start Ken showed the way and had three firsts in the remaining seven races. Racing was finished at 3.30pm and all competitors retired to the club house for tea/coffee and Cake served by Jayne. The results were calculated, and prizes were presented to the first four.

Thank you to all who raced with us and we look forward to seeing next year for the Invicta Trophy race. To all those who assisted in running this event a special thank you for your time.

Garven McKie



Ken Binks receiving the Invicta Trophy for Overall Winner of the regatta from Dave Allinson. Peter Crisp

Top 3 results:

Pos.	Skipper	Club	Yacht	Points
1st	Ken Binks	Eastbourne MYC	DF95	27
2nd	Andrew French	Eastbourne MYC	DF95	71
3rd	Paul Turner	Eastbourne MYC	DF95	80



All the top boats at the start with David Adam 36 already in the lead.

MERMAID Trophy 2020

A marvellous day's racing, as part of the GAMES series for Marbleheads, saw twelve highly competitive races completed with 17 entries from eight clubs sailing in 'A' rig light winds on Guildford MYC's Abbey Meads Lake.

Unfortunately, the coronavirus had affected the contacts of three of the competitors, who pulled out at the last minute.

The forecast SW wind direction didn't materialise, which caused a bit of delay while the race team reorganised the course and the control area on the west bank, where the wind was blowing in an ideal direction parallel to that control area. RO Roger Stollery set a 900-metre-long windward leeward course, which consisted of three beats and two offwind legs.

In Race 1, Martin Crysell sailing UP 117 got the best start and streaked away from the rest of the fleet, only to be overtaken on the final beat by Peter Stollery sailing his UP 39. David Adam sailing his GRUNGE 36 got the best start in Race 2, but he too was overtaken by Peter. Colin Goodman sailing his GRUNGE 61 got the best start in Race 3 and despite being challenged by David went on to win. This was the first of his first hat-trick of wins, which was broken in Race 6 by Martin and Peter. Throughout the morning there was some very close racing between two World Champion skippers, Peter and Colin, which was a delight to see with the boats always being very close with the lead changing all the way round the course.





No handshakes between the winner, Colin Goodman and RO Roger, just 'elbows'.

After the lunch break there was better close racing not just at the front, but also further down the fleet. At the end of Race 8, one very close finish between Martin and Peter Dunne, resulted in 5th and 4th places respectively and with a great beaming smile Peter said, "that was as good as a win!" Way out in front of the fleet Colin and Peter continued their fascinating match racing battle with Colin gaining another hat-trick of wins. The cantankerous wind moved to the forecast south-westerly, which left the wind blowing over the right shoulder and creating more crosswinds and shadow next to the bank.

Perhaps local knowledge helped Peter to win Races 10 and 11 in these conditions and

close the gap on Colin. However, this was not enough and with Colin winning the last race, the bronze Mermaid had found a new home.

At the prize giving Colin thanked the Guildford team for running another good event, whilst Peter mentioned that the Mermaid is the longest running radio sailing trophy for Marbleheads in its 42nd year and thanked his dad and the Guildford team for running today's event, as well as at least 30 others!

We were lucky to get this really good event completed, as it now looks as if the GAMES events and the whole sport of radio sailing will be seriously disrupted by coronavirus.

Roger Stollery

Top 3 results:

Pos.	Skipper	Club	Yacht	Points
1st	Colin Goodman	Chelmsford	GRUNGE	14
2nd	Peter Stollery	Guildford	UP	16
3rd	David Adam	3 Rivers	GRUNGE	31



The whole fleet powering to windward.

Signals



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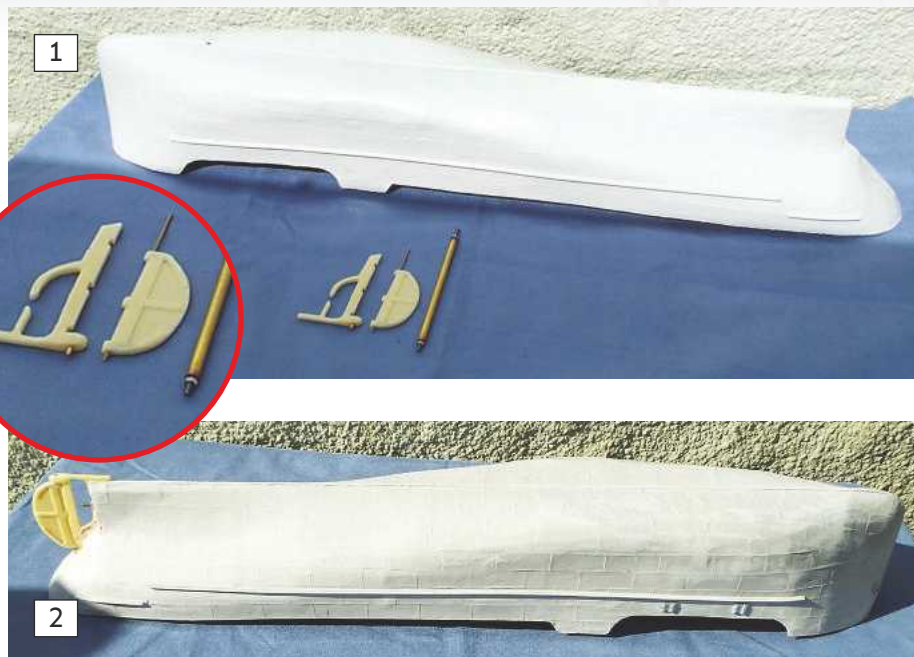
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Model • Collect • Create

SS Jarrix

A Mountfleet Models Kit built by **Allan Miller**



frame together with the rudder tube to be fitted (Photo 2). The hole for the prop tube was drilled undersize and opened using a file. When the hole was the correct size the prop tube was glued in situ using two-part epoxy glue. When the glue had set the stern frame along with the rudder tube were fixed in place again using epoxy glue. When doing this operation keep making sure the rudder is moving freely until the glue has dried (Photo 3). The small gaps between the hull and frame were filled in using car body filler. The top of the frame was fastened in place as shown in the instruction book. When satisfied with the running installation it was on to the next stage which was to be fixing the deck beams (Photo 4).

I was excited about building this kit as I had built a few Mountfleet Models Kit in the past but that was when it had a previous owner and this kit was the first I had built after the change of ownership. Unpacking the kit box onto my work bench I could see that the contents were of a very similar standard to previous kits. A few sheets of plywood were removed and some of these were printed. There were a bundle of square lengths of wood along with some plastic lengths. A moulded fibreglass hull which was put aside for washing (Photo 1). A small box of fittings which were packed in separate plastic bags making them easy to recognise. All the running gear was supplied and all I

had to do was obtain a coupling to attach the prop shaft to the motor. A few fibreglass mouldings which were the superstructure, the funnel and two lifeboat hulls completed the contents. There was a full-sized scale plan and a very informative instruction book. After studying both the plan and the building instructions I was ready to start the build.

After washing the hull and allowing it to dry the running gear was installed. The holes and slot in the stern of the hull were removed ready for the prop tube and stern



5



Firstly, as recommended a jig was made to mark the positions of the plastic support strips from the top of the bulwark. The first lot of plastic strips was held in place with thick superglue and held in position using large clamps. Then the next layer was placed on top and held in place with clamps while plastic weld was used to glue the two pieces together.

Moving onto the next operation which was cutting and fixing the wooden deck beams. Again, the instruction book was very helpful during this exercise. Starting from the bow and working after each beam was cut to size, trial fitted and when a section had been completed two part epoxy was mixed and applied to each joint and when happy with the construction it was left to dry before moving on to the next section. After the next section had been done that too was glued in place and this operation was done until all were completed up to the stern. The last area to be completed was the bridge section and once this had been done car body filler was mixed and applied under each joint to add strength. After the completion of fitting all the beams it was time to introduce the decks (**Photo 5-7**).

The decks in the kit are plywood and a little trimming was required to achieve a perfect fit and to glue these to the beams I used aliphatic resin glue because this is waterproof. Once fitting had been completed mixed car body filler was applied around the small gaps between the deck and bulwark and then this was sanded smooth. Moving onto the next stage in the instruction book is the bilge keels these were firstly cut from the plywood using the template shapes provided. Then once the positions upon the hull were marked, they were glued in place using two-part epoxy. Lengths of 2x2mm wood were then glued behind the bilge keels and on to the hull. Both

8



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keels were held in place until the glue dried using masking tape. Some two-part body filler was mixed and applied to the rear of the keels and the hull and this helps to strengthen the bond. When the car body filler had dried it was all sanded smooth. Fittings for the interior of the bulwarks were made ready then fitted (**Photo 8**).

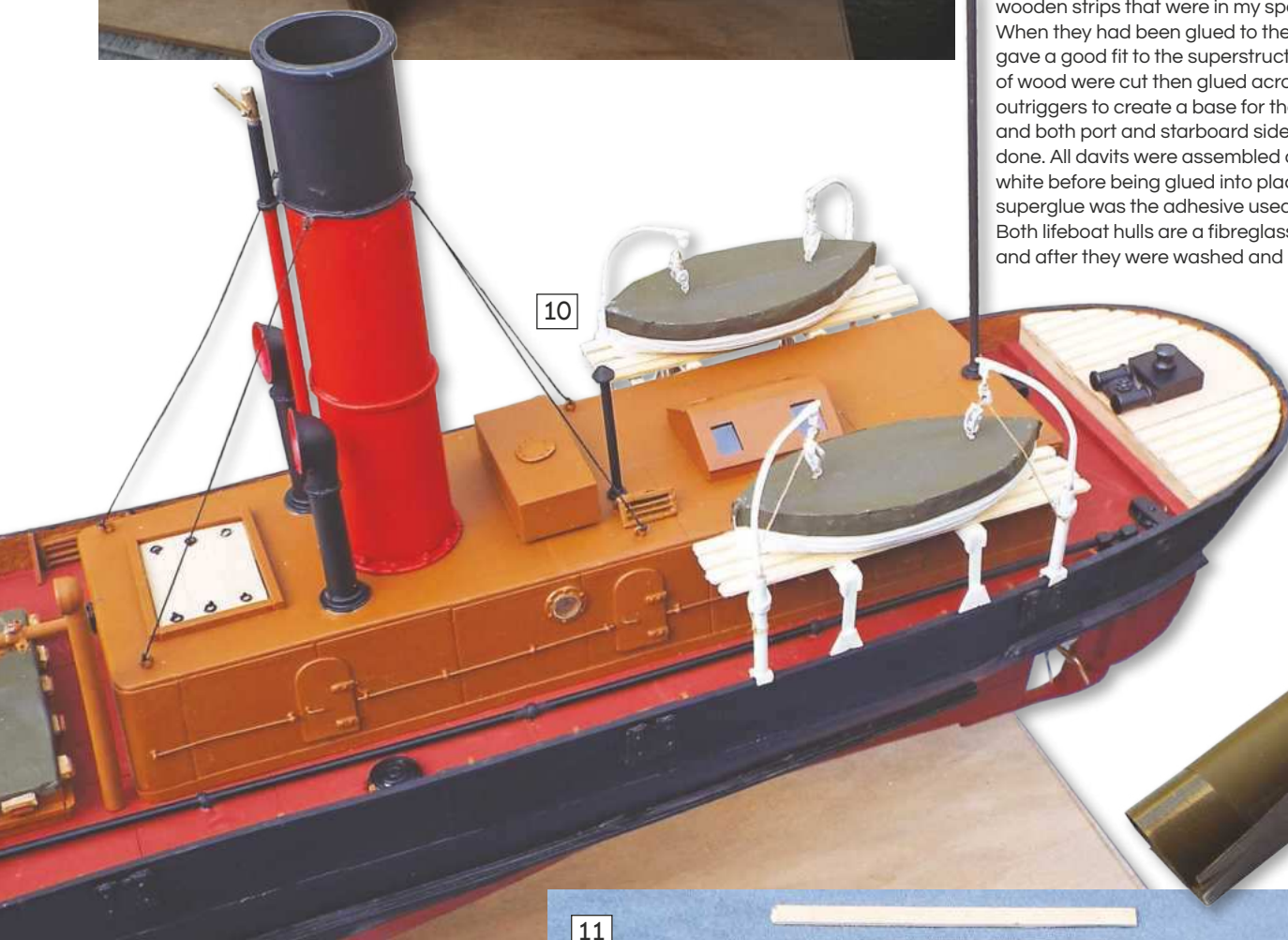
Using the template drawings provided the forecastle was cut out and the portholes were removed before fixing it in place and when complete the doors were glued in situ. Next the bridge bulkheads were made and attached after the portholes had been drilled out. The foredeck was ready to be fitted but before gluing it in place I drilled the two holes to accommodate the anchors. To the interior of these holes, boxes were built and fitted to prevent leakage. After completion of this job the foredeck was

then glued in situ. The details were added to the bulwarks with firstly the butt plates were glued into place and these have to be positioned to correspond with the details on the hull exterior. All bulwark stays were cut from hardboard which was supplied and after fixing the washport inner grilles these stays were glued in place as the instruction book suggests. The bridge base was made ready and then the deck was fitted. All parts required to assemble the bridge were cut out and put together. The areas where the windows are fitted were cut out and using thick superglue the metal cast window frames were fixed in place. All doors were glued in place then all was ready for painting.

The entire hull was painted, then when dry, the bulwark and decks were also painted. During this operation the bridge deck was masked off with masking tape to protect its

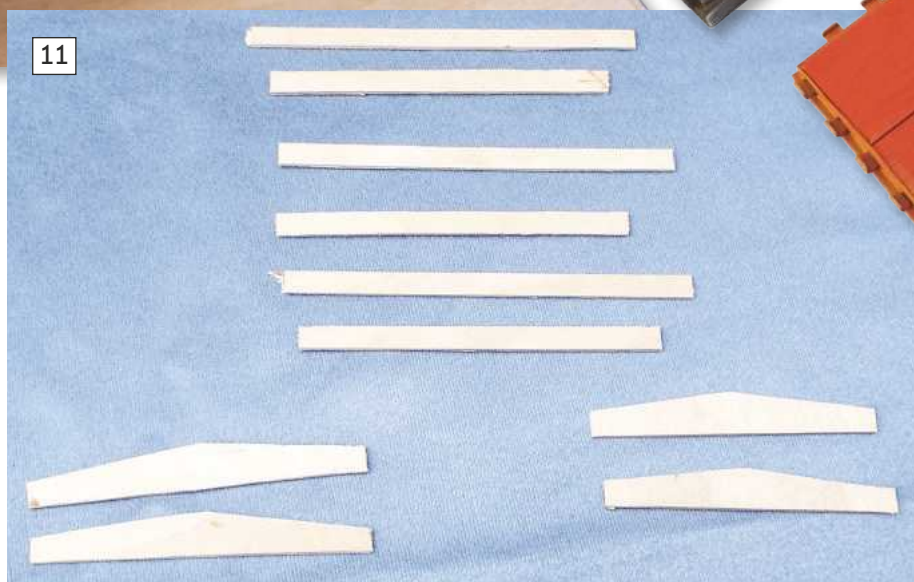


metal rings and the base of the funnel were then attached. When all the parts had been fixed it was painted red with a black top. Both cowl vents that are situated next to the funnel were assembled and painted black with red interiors. Outriggers for the lifeboats were made, painted and fitted. After all this was done the entire superstructure was sprayed with two coats of satin varnish. The hatch that the superstructure covers had to be extended both in length and width using some 3x5mm wooden strips that were in my spare's drawer. When they had been glued to the deck it gave a good fit to the superstructure. Pieces of wood were cut then glued across the outriggers to create a base for the lifeboats and both port and starboard sides were done. All davits were assembled and painted white before being glued into place. A thick superglue was the adhesive used for this job. Both lifeboat hulls are a fibreglass moulding and after they were washed and left to dry,



plank markings. When it was all dry the bridge was assembled. A flying deck was fitted to the top of the wheelhouse and its ends were fixed to support pillars. A two-part epoxy glue was used, and weights helped to create the contour. After the glue was set the screens were marked out, cut out and painted before fitting in place. No glazing was added until after the satin varnish had been applied.

The superstructure is a fibreglass moulding as is the funnel (**Photo 9**). Starting work on the superstructure all the holes for the portholes were removed. Then the doors were fitted, and the handrails attached. Once complete it was painted brown. This colour was mixed and sprayed on with an airbrush. When dry the wooden planks over the hatch were fixed in place. The davit supports were then fitted in place. Both cast





All parts to make up the hatches were cut out and made ready for assembly (**Photo 11**). A box section was made first and then all the cast metal parts were added using thick super glue. The plank on the tops were fixed on before finally being covered using the same material as fitted to the top of the lifeboats (**Photo 12-14**). Again, slight alterations had to be done to both coamings to obtain a good fit. Stern grating plywood was filed and sanded to fit then a cross beam was cut out, shaped and fit in situ. Two grooves were made to the base of the piece of wood for the steering chain. A base was cut out and fixed in place for the stern anchor winch. The remainder of the wood was cut out and then fitted as stated in the instruction book. Having completed this build, it was treated to two coats of wood stain and then put to one side to be fitted later. Dowling is supplied in the kit for the masts and these were cut to size as indicated on the plan. Both masts were tapered using sandpaper this is a tedious job but with perseverance a good job can be obtained. All the fittings for the masts were made ready then fixed to the masts. After completion both masts were painted a brown colour and left to dry. When dry they were fitted in place on the deck (**Photo 15**).

Both anchor winch and cargo winches were assembled after all the parts were cleaned up using various sizes of files and thick superglue was used for assembly. When all these three parts were complete, they

they were both painted white. After this paint had dried a length of wood was shaped at both ends, fixed from stern to bow and level with the top of the boat. Next using a green coloured material supplied in the kit the top of both boats was covered. Small blocks were fixed to the top of the lifeboats these were to be attached to the davits with rope supplied (**Photo 10**). A small block of wax is in the kit to run along the rope to lay down the hairy strands. A thing to note is do not glue the davits to the superstructure as this part is made removable.

16

were painted matt black, when the black had dried, they were all dry brushed to make them all look used. A gun metal paint colour was used to dry brush. Having painted the remaining fittings, they were glued in their respective places before adding two coats of satin varnish to the deck areas before fixing the glazing to the windows and portholes and then finally all the rigging was attached (**Photo 16-21**).



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Standing back and admiring the finished model it looked superb and the standard of the kit is very good (**Photo 22 & 23**). Now it was time to add the radio gear. This consisted of a 6v rechargeable battery, speed controller and a two-channel radio system. The servo had already been fitted for the steering. When everything had been installed and tested it was next ballasted. All weight installed for ballasting was made secure except the 6v battery which was made removable for charging. Time was spent waiting for the right weather to achieve the maiden voyage. Patience was finally rewarded and with the batteries charged and the camera at the ready the time came to place it upon the water for its maiden voyage. The lake was very calm and the reflection in the water really enhanced the photography. After a good sail of the boat it was brought back, and the hull was dried off. The photographs I had taken were checked before switching everything off and packing all back in the car. Yes, it was a successful time and luckily when arriving home the rain started again. An excellent kit to build and a superb model to sail. ●

20



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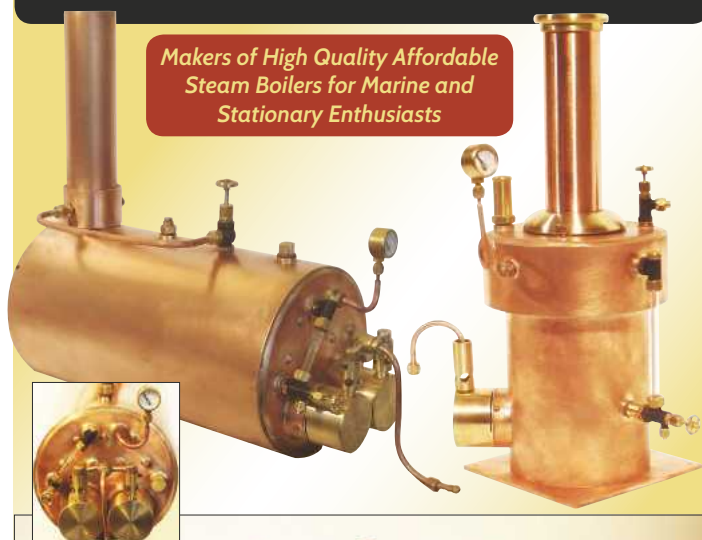
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Something a little different by **Peter Sly**

I was glancing at articles in *Wooden Boat* (WB) Magazine about wrecks in the Falkland Islands and steam boats in Australia when I came across the image of Fritha under full sail and charging across the page, with the bow wave boiling away as it fell from her stem. I was riveted; it was a glorious picture of what, to me, real sailing was all about. This was an article about the superb ocean-going schooner designs of Murray Peterson.

Fritha was built in 1985 in New Zealand for Jack Buckland, an Auckland businessman, by McMullen and Wing Ltd., and her lines trace back to Don Quixote Del Mar which was designed by Peterson in the 1930s. A few years ago, Fritha was sold to American interests and has been taken into one of the programs of the America Sail Training Association; in 2006 she began sailing out of Newport, Rhode Island. It seems that many photographs of Fritha have entered the public domain, earlier and as part of the process of sale. **Photo 1** appeared in (WB.162), courtesy of Jack Butland and is believed to be in the public domain and I hope readers can share my exuberance.

The magazine article, written by William Peterson, son of the designer, showed sail plans and a small set of lines for hull design. Seemingly, there was enough information to build a model. Fritha is a hermaphrodite brig with square sails on the foremast and a fore and aft rig on the mainmast. She's about 56ft on the waterline and has an overall length of 74ft. I had never heard of this rig but, as I learned from the article, it is a different breed from a brigantine which carries only square topsails on the mainmast.

Controlling the rig

If I was going to build a model, it had to sail but how would I control a rig of this type? The square sails would have to be capable of being raised and lowered and sheeted to the angle of the wind. Also, everything would have to be controlled on four channels because I just happened to have two servos from an old Soling 1M, a spare rudder servo and a small GWS drum winch, and I needed to keep costs to a minimum. The boat would have to be made mostly from scrap materials (fortunately, I'm a 'rat pack' so I did have quite a bit of stuff to work with). For radio control, I used a 6-channel Futaba Skysport FM transmitter (**Photo 2**).





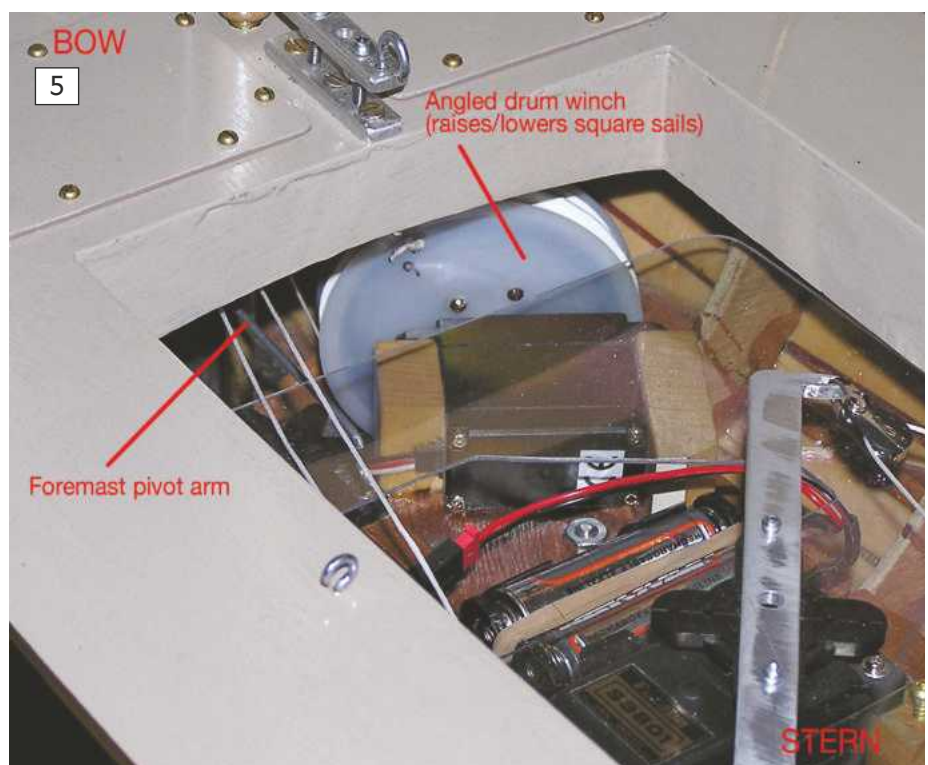
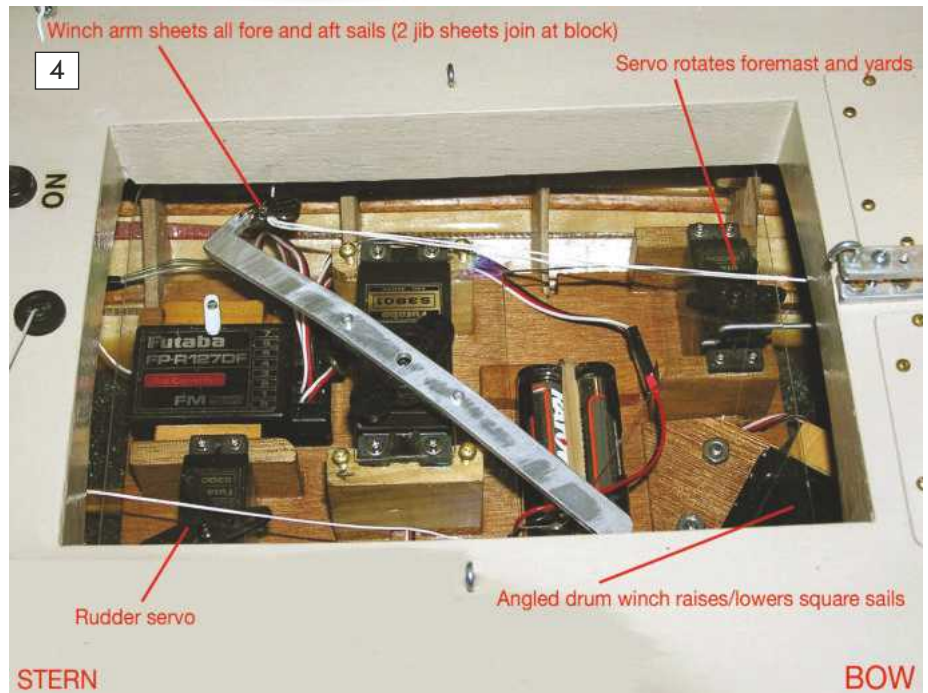
The up/down landing gear switch controls furling and unfurling of the square sails. Flap adjustment is used to control rotation of the foremast yards, and the fore and aft sail set, and rudder movements are made through the throttle and elevator controls (**Photo 3**).

I used a double arm sail winch which would allow me to link all the fore and aft sails with common yolks, and for that I wanted at least a 9½in beam. I scaled the hull (volumetric ratio) and the sails (area ratio) and decided on a waterline length of about 33in, and overall length of about 45in and the height of the mainmast about 35in. As a guide to my thinking, I hoped the boat could carry about the same fore and aft sail area as a Soling. I had no idea what kind of effect the square sails would have on performance and opted for 'trial and error'. I enlarged the hull drawings and lofted the frames which are made from bits of 1/8 and 3/16in plywood, and these were set on the keel of 3/16in ply. I set the king plank of 1/2 x 1/4in pine, and I made up and set 1/8in stringers from scrap pine and mahogany.

I did not have enough 1/32in plywood sheet to completely cover the hull, so I cut it into strips about 1/2in wide and pinned and glued them to the frames and stringers and left variable gaps between them. This sheathing was enough to provide both strength and rigidity. The gaps were then covered with tissue paper (Florida fruit wrapping). Luckily, I found that some horded polyester resin was still good, and I covered much of the keel with bits of fiberglass from an auto repair kit. However, most of the hull was covered with strips of fiberglass webbing from a roll normally used to cover dry wall joints. I mixed powder from dry wall repair with the polyester resin to make a filler, faired the hull and painted it with automotive spray primer.

Next came many trips to the bath, for the model, that is! I added about 12lbs of lead shot to bring the hull down to the comparable waterline of the full-size boat and using a 35in jury mainmast I ran some crude stability tests. I estimated, with fore and aft sails set, it would need to withstand a static lateral force of at least 0.5lbs per square foot (equivalent to a windspeed of 10mph). The boat needed more ballast if I wanted to use this height of mast. Eventually, after adding more ballast and the (electronics in plastic bags), I found what I felt was a 'sweet spot' between ballast and stability and raised the waterline about 3/4in.

Rather than accepting any design error on my part, I told myself this was the freshwater waterline! I made up the last of the polyester resin and bedded the lead shot inside the hull where it bonded to the frames, plywood strips and tissue paper and provided an almost indestructible bottom. I attached a temporary rudder and using the end of a wooden ruler I pushed the hull out from the side of the bath to determine the centre of lateral resistance. Later, and with the model decked, rigged and electronics installed, I would again check the water line and slightly adjust the fore and aft balance, and record the centre of buoyancy. Fritha carried two jibs, a foresail, main and a



gaff topsail. In my 'first cut' the similar model sail plan distributed about 30% of the area to the jibs, 26% to the foresail and the rest to the main and gaff topsail, for a total of about 570 square inches. The centre of effort was close to the middle of the foresail. The square sails were cut from new rip stop nylon, but the rest were made from bits of old sails and drafting

mylar. The total area of the square sails was about 240sq/in, with about 20% in the fore top gallant, 47% in the fore topsail, and 33% in the triangular forecourse. A sail plan was all well and good on paper, but the question was how to make it functional (**Photo 4 & 5**).

Both jibs were joined to one arm of the sail winch and the foresail and mainsail to

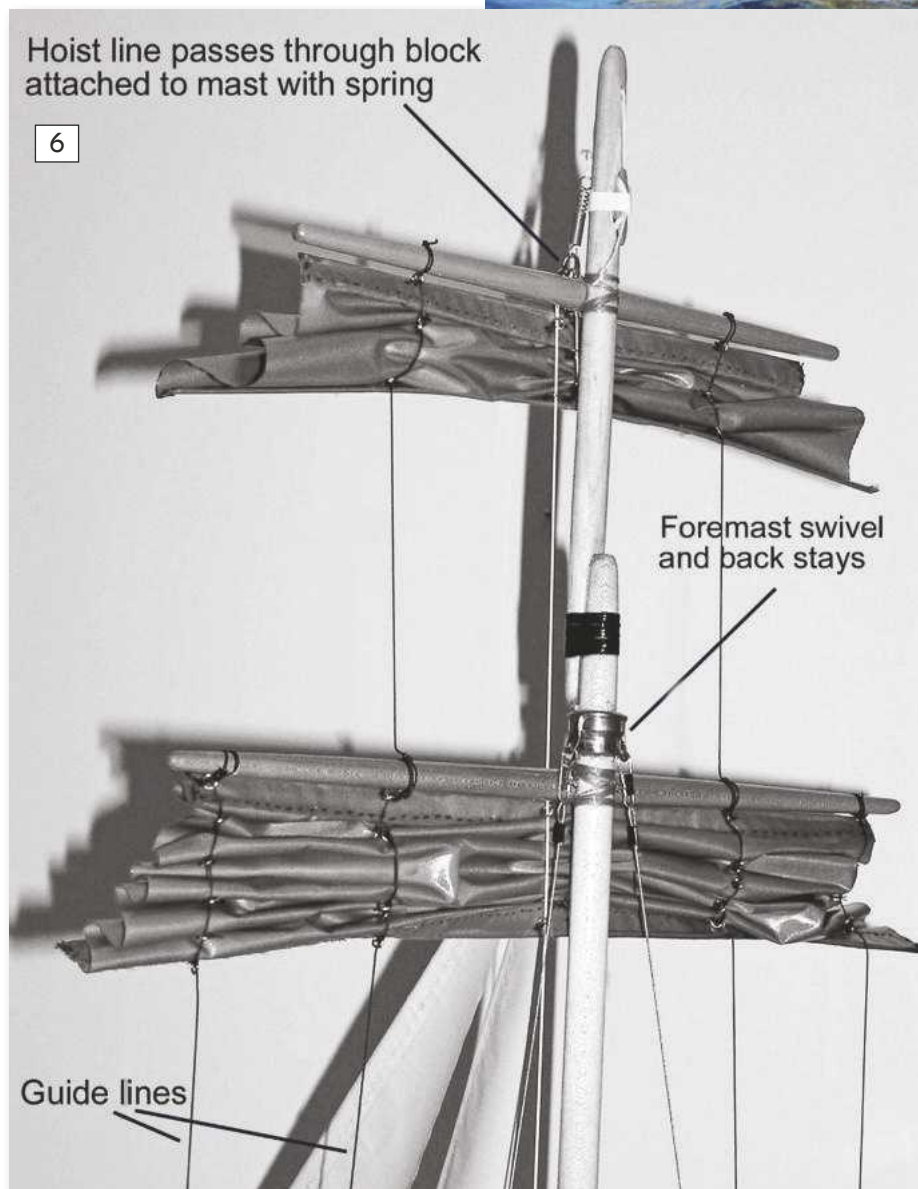
the other arm. The sheeting line to the outer jib was joined to the inner jib line just behind the inner jib sheeting point so that both sails worked in tandem. A similar arrangement was used for the foresail and mainsail. The reason for doing this was to minimize lines on the radio deck. Instead of pulleys I used guide holes drilled in small blocks of ultra-high molecular weight plastic. This material has very low friction and it can be screw-fitted just about anywhere. A long arm directly linked the rudder and its servo. The base of the foremast was fitted with a brass point which rested in a small metal cup. A metal collar and plastic bearing was fitted around the mast just below the top gallant and this provided attachments for the jibs and a pair of loose backstays. Yards carrying the square sails were fixed to the foremast. The square sails could be made to pivot through an angle of about 70° by a separate servo linked to the base of the foremast.

Each of the square sails was fixed to an upper yard and their lower edge was wrapped around stiff wire to hold the foot shape. The wire was, in turn, attached to an endless loop which led to a drum winch. The sails furled and unfurled as their lower edge was moved up or down by rotation of the drum winch. Rings



Hoist line passes through block attached to mast with spring

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Foremast swivel and back stays

Guide lines

were sewn into the sail cloth and followed guidelines strung vertically between the yards. These kept the foot of the sail sheeted as it moved up or down. Sounds simple but it wasn't. I had to increase the size of the drum to provide enough travel to raise and lower the largest sail. Compensation on the endless loop was then required because the furling distance of each of the upper square sails was shorter and both were of different size, and everything had to fit in the available hull space. To maintain tension on the drum winch, the endless loop of the hoist line was spring loaded from the top of the foremast (**Photo 6**).

Trial and error

With everything tested and finally working, it was time for 'baptism'. With an all up weight of nearly 18lbs the boat had a draft of just over 5in and it floated but, otherwise, I think I can safely say it was a disaster! No matter what direction or how strong the wind blew it only went sideways. Even with all the square sails furled as close to the yards as possible it would not head into the wind and steering was impossible. My calculation of the centre of effort (based on only the fore and aft sail plan) was clearly 'way off'. So, from now on, trial and error (or as I would prefer to call it an interactive process) took over.

Clear hockey tape and drafting mylar provided an easy way to add sail area as I modified the sail plan. Eventually, I increased the rudder area by more than half, the bow sprit was extended to change the angle of

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the jib luff and provide better separation between inner and outer jibs, I reduced the total jib area by 5-10% but left the foresail area unchanged. In stages, I increased the area of the combined main and topsail by more than 40%. At present, the combined jib area is about 155sq/in, the foresail is about 160sq/in and the combined main and topsail is about 310sq/in, for a total of 630sq/in, and the centre of effort has been moved aft about 2in. The use of a gaff topsail allowed much greater sail area to be carried on the main mast without raising the mast height and has had the beneficial effect of spilling the air under strong wind. All the sails have been recut from new cloth, and very soft light weight black rip stop nylon has given better shape to the square sails. Different colours for the square and fore and aft sails help considerably when making sail trim on the water (**Photo 7**).

The boat now sails! In fact, given a decent wind it moves fast and is remarkably manoeuvrable. But it's a whole new experience to sail a boat with a combination rig, you really must think ahead. Rule one might be – 'to guarantee that repairs will be necessary, jibe before furling the square sails'; rule two might be – 'that immediate stops are made by coming to wind with all sails standing'. With the furling mechanism now used for the square sails, I'm left with about 10-15% exposure but it's amazing just how much windage remains even when the square sails are furled and wrapped by hand. At any point of sail, it's important to trim the yards (**Photo 8**).

Apart from the elevated status now achieved as captain of a tall ship, the thing that has given me as much pleasure as anything else with this boat is the way that it really does seem to sail just a little like the original. The hull waves look similar and the model creates a satisfyingly powerful bow wave (**Photo 9 & 10**).

Bay of Quinte Model Yacht Club and Quinte Model Shipwrights,
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Loading onto a Landing Ship Tank for transport across the Channel to Normandy.

DUKW

Making the Italeri 1/35th DUKW truly amphibious
by **Francis McNaughton**

Following the 75th Anniversary of D-Day, it seemed appropriate to add a slightly different model to my collection of landing craft and other vessels involved in the Normandy Landings. This is the DUKW or amphibious truck which made a very important contribution to keeping the Allied armies supplied as they secured the beach head and advanced outwards, especially in the early days before harbours could be built or repaired. DUKWs featured in many other areas of conflict and are still to be found

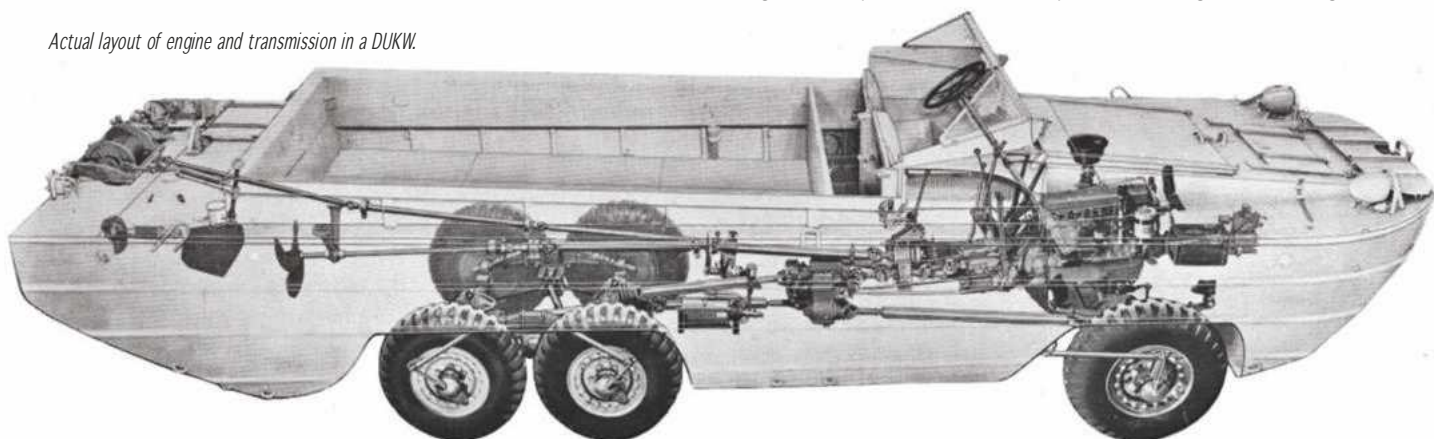
working around the world in their modern guise as river or harbour tour sightseeing transport. Having a copy of the 1/35th plastic kit by Italeri to hand, my challenge was now to convert it to radio control.

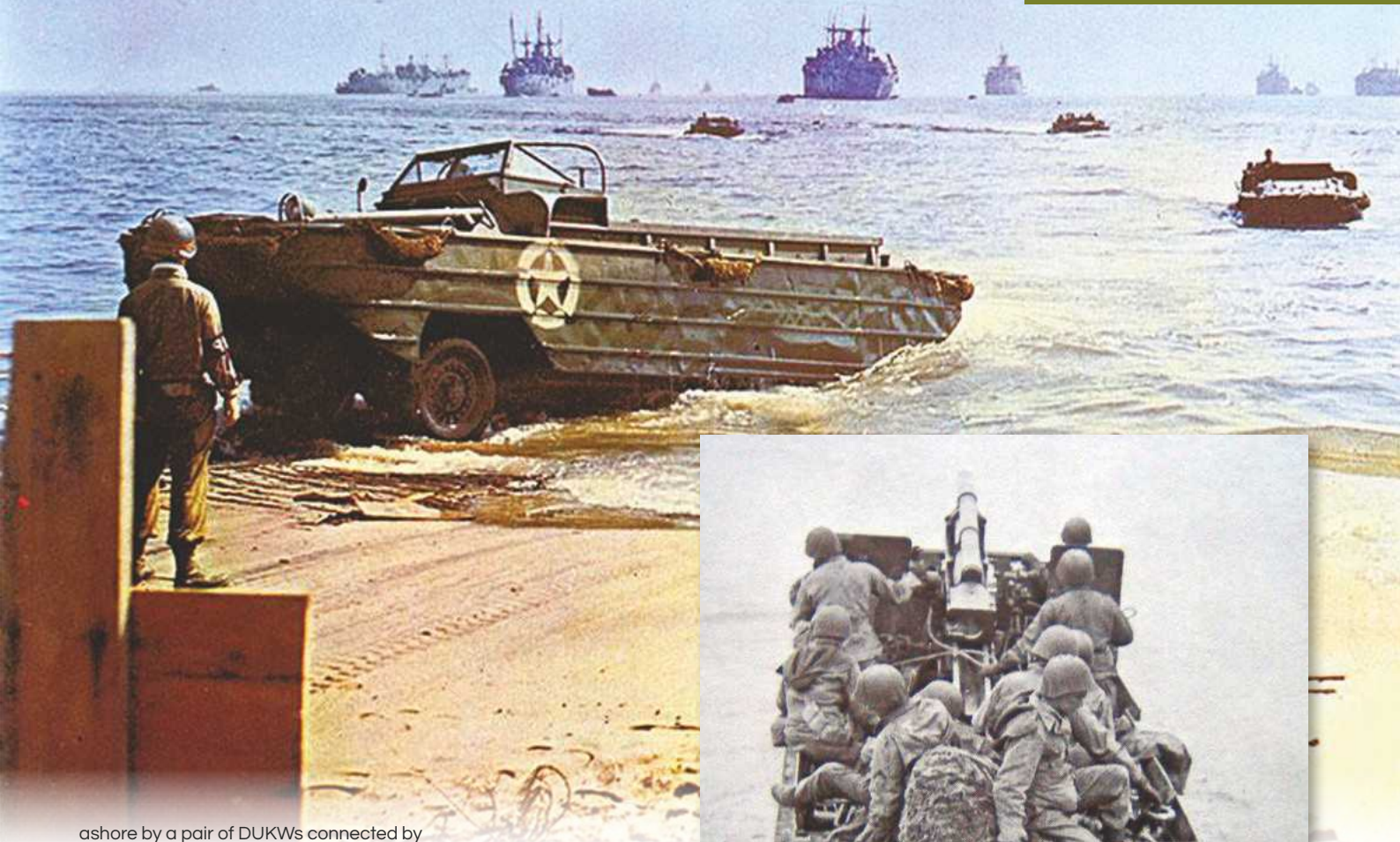
Development and use of the DUKW

In the run up to the Second World War, the US Army had recognised the likely requirement to conduct beach landings and, as part

of their preparations, they developed an amphibious version of the Jeep. Although the resulting Ford GPA or 'Seep' was successful in US service, it became clear by early 1942 that a much larger amphibious capacity was needed to carry supplies from ships to shore. Taking as a starting point the existing GMC CCKW 353 2½-ton standard truck, a specialist team had modified the vehicle to fit within a steel hull and successfully demonstrated a prototype by June 1942. The production version was 31ft long with six-wheel drive and weighed about 20,000lbs with a 5350lb payload capability. It could manage 45mph on the road and 6.3mph afloat. By early 1943 DUKWs were being employed in the Pacific and quickly establishing an important role directly resupplying front line units with important stores such as ammunition and also evacuating casualties without the need to offload from a landing craft at the beachhead onto a truck. Despite their low freeboard, they proved surprisingly seaworthy and could also handle large items such as the 105mm M1 gun/howitzer. There are even photos showing aircraft being landed

Actual layout of engine and transmission in a DUKW.





ashore by a pair of DUKWs connected by girders. Typically, DUKWs in US service were organised in twelve vehicle Platoons with three sections of four vehicles and each Section leader's vehicle would have a 0.5in machine gun mounted above the open cab area for AA defence. A canvas tilt cover could be rigged over the cargo area and extended all the way over the cab although few photos of vehicles on operations show it in use.

The experience from the Pacific ensured that DUKWs also took an important role in the invasions of Sicily and Salerno in 1943 and were fully factored into the planning for the D-Day Normandy landings in 1944. For the initial invasion many were transported across the Channel in the large Landing Ship Tanks (LSTs) preloaded with the highest priority supplies and were launched several miles offshore from the landing beaches to make their way directly to where they were needed. They were kept very busy after the fighting moved inland supporting the military build-up until conventional port facilities could be established and it is estimated they moved over three million tons out of the

ABOVE: A DUKW coming ashore during the landings in Southern France later in 1944.

RIGHT: Carrying a 105mm Howitzer and crew the DUKW is at maximum practical loading.



BELOW: A DUKW landing in Sicily in 1943.



15.7 million tons unloaded by Allied forces into Europe between June 1944 and May 1945. Around 21,000 DUKWs were built and used by many Allied nations including UK in WW2 and for many years afterwards. I was fortunate enough to have a short trip in one which was still in Royal Marine ownership at the Amphibious training centre at Instow in North Devon 17 years ago.

The Italeri 1/35th model

Surprisingly in these days of multiple plastic kits of WW2 military vehicles, the only example in 1/35th is the Italeri one which was first released in 2002 (issue 6392 **Photo 1**) and has had three different versions since, including one with the 105mm gun as cargo. It is basic in detail and provides the standard vehicle without canvas cover, machine gun mounting or crew. A subsequent issue (6446) has an additional sprue with the supports for the cover, the machine gun and a representative cargo load. Although no version is in current production, the kit is still available on second-hand model websites at a reasonable price.

The maximum weight of the DUKW and cargo equates to 198gms at 1/35th. The four largest parts of the kit are the top, sides and bottom of the hull and these add up to about 90gms. Allowing another 30gms for the rest of the kit, that leaves perhaps 70gms for the drive and RC gear if the model is to float at a realistic waterline. It was clear there was limited space available in the hull so relatively small and light RC components would be needed. To help save weight I used carbon fibre rod instead of metal for the drive shafts and axles.

There have been several R/C model DUKWs completed and there is a Deans semi-kit in 1/10th but, as far as I know, to date, none have been at 1/35th. As my previous experience on making things work on land has been limited to a couple of tanks, I felt a review of what was needed would be important to make sure it would actually achieve what I was hoping for. I had in mind a model that could be driven from the pond side at a reasonable speed and able to steer accurately down a ramp (perhaps a plank of wood) into the water where it would sail with adequate speed until brought back to the ramp and driven out of the water and manoeuvred back to its start position.

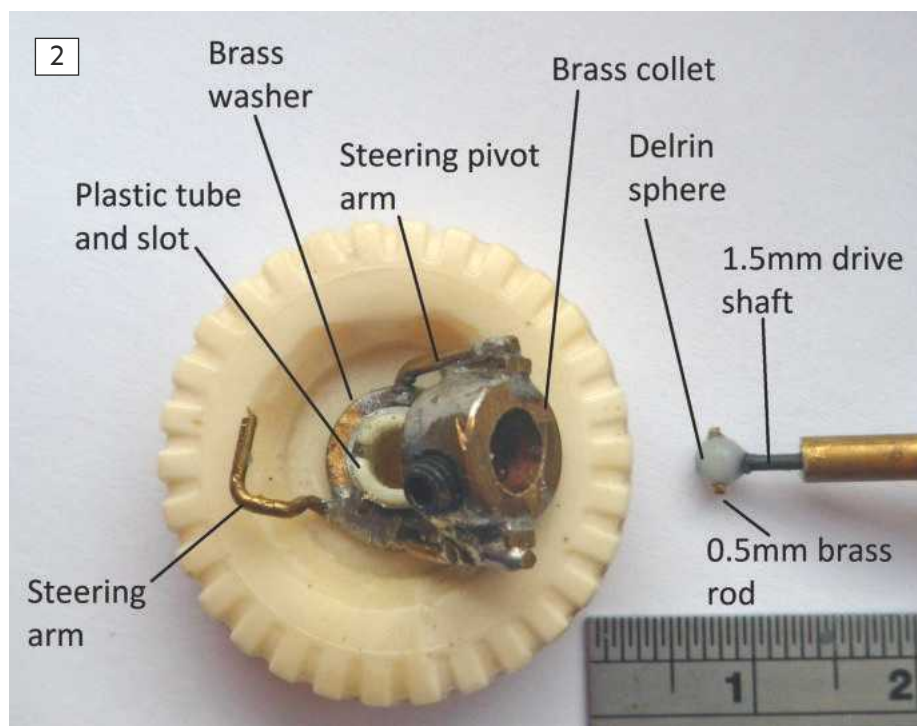
The critical part would be the transition from wheel to propeller power and vice versa,

particularly on returning to land if the ramp had to be quite steep. It seemed unlikely that the thrust from the propeller could compensate for lack of wheel traction and the model could easily stall partway out of the water if the front wheels were for steering only. Providing the wheels nearest the shore were contacting the bottom, drive to the middle set of wheels and suspension would not be needed. I did check if there was any commercial item that might save having to make all this from scratch but the only set I came across was the Orlandoo OH35-PO1 axle set (Hobby King) which seemed to be about the right size but at over £60 would be expensive and probably too heavy. I decided I would try scratch building the necessary drive train units myself aiming to keep weight as low as possible. By this stage it was clear the model would have to depart from a true scale appearance as far as the layout of the underneath was concerned but, as long as this was hidden behind the wheels when viewed from the side, it would be acceptable.

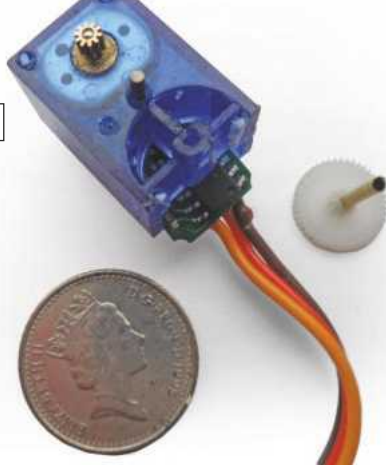
Front Wheel Drive (FWD)

The most challenging aspect was making a way of driving the front wheels while also allowing them to swivel for steering. The

normal solution is a universal joint, but I couldn't find a ready-made version small enough to be practical, so I set about scratch building a set myself. Starting with some small diameter Delrin (a fairly hard plastic) spheres I had bought for other projects, one of these was mounted on a 1.5mm shaft so that it could rotate inside a short length of plastic tube slightly larger in diameter and power could be transferred by having two small protrusions on the sphere engaging with slots cut into the tube. Providing the centre of the sphere remains on the centre axis of the tube and is close to the end of the tube, power can be transmitted over a wide enough range of shaft angles to achieve a usable steering. A suitable sized brass washer provides a workable bearing for the joint to rotate in and the washer also acts as a mount for two short brass tube sections that hold the steering pivots. A suitably bent piece of brass rod is also soldered to the washer to provide a steering arm. Short lengths of brass rod with a 90° bend provide the pivots and are soldered at their other end to a 3mm internal diameter brass collet. The collet is a close fit over 3mm metal tubing which holds the main 1.5mm drive axle and its position can be adjusted to ensure the drive joint is correctly aligned and secured by a grub screw. A prototype version of this was built using 3mm Delrin spheres and brass rod and tube for the other parts. Drilling the Delrin spheres accurately proved very tricky and I found a small jig made of square section hardwood strip essential. This involved first drilling a 1.5mm hole through then, without moving the piece relative to the drill, drilling out one end of the hole for about 4mm depth and 3mm diameter. This should hold a sphere correctly while the hole for the drive axle is drilled. Marking out and then drilling a 0.5mm hole through the other two sides of the strip wood provides a means to secure the sphere correctly for the second drilling at right angles to the first using a suitable piece of brass tube to hold a 0.5mm drill central for the other hole that will be needed in the sphere to hold a short piece of 0.5mm brass rod. **Photo 2** shows the prototype drive system components before being assembled.



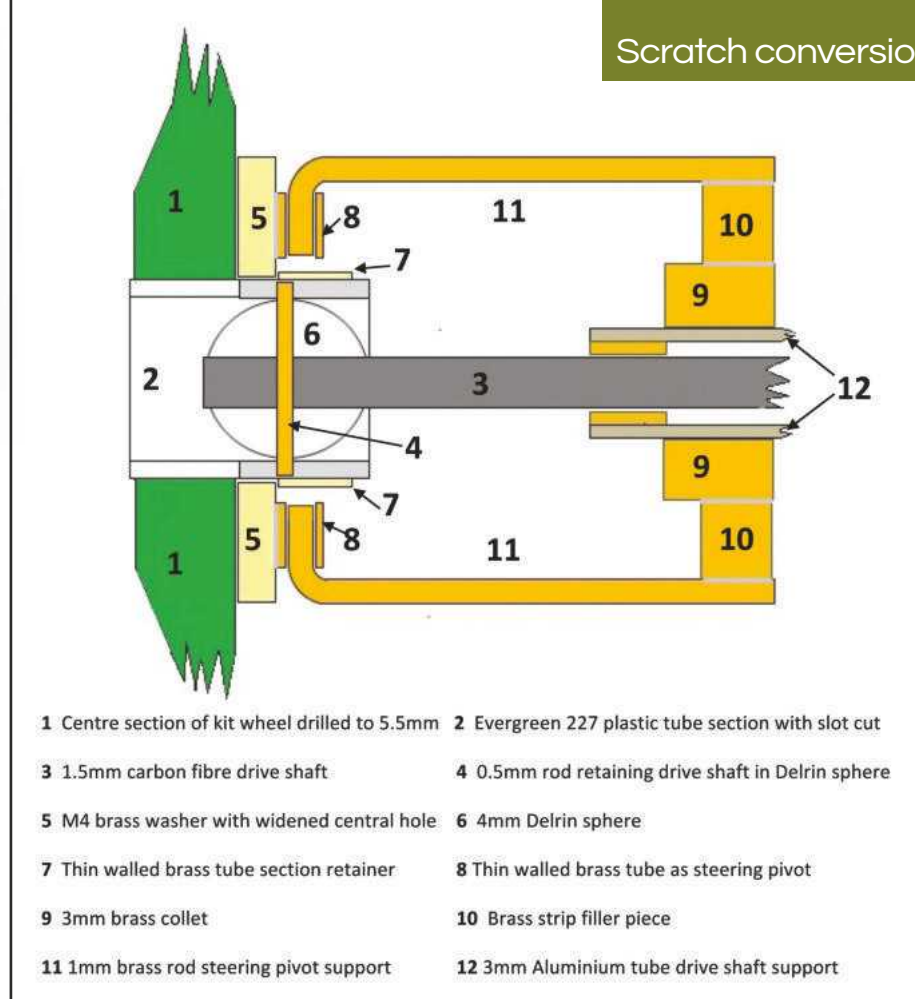
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Power units

I made use of what has become my standard power source for plastic kit conversions; the Feetech FS90R continuous rotation servo. Details of these were covered in my article on a micro power unit in MB May 2017; the main point being that with a small amount of work these provide a suitable power source that combines motor, reduction gearing and speed control in a conveniently small and light package costing less than £6 each. For the DUKW I used one of these to drive the propeller at about 5500rpm and a second running at about 360rpm (unloaded) to drive the wheels. Adapting the servo for the propeller involves removing the four small bolts that hold the whole thing together, carefully prising off the section covering the gearing then removing the gears progressively until only the one driven by the motor remains. I then took this gear off and drilled out the existing hole to 1.2mm. A short length of 1.2mm thin walled brass tube taken from one of the Albion Alloy sliding tube sets can then be superglued into this hole keeping the end of the tube flush with the underside of the gear so that it can be replaced on the short protruding axle. **(Photo 3)** The tube provides the drive for the propeller, connection to the prop shaft being a short length of plastic insulation stripped from a suitable piece of electric cable.

For the wheel drive version of the power unit the next two reduction gearing stages are also used. Conversion in this case differs in that only the two final stages of reduction are removed before a new axle mount is established along the edge of the servo case furthest from the motor. I used 1.2mm carbon fibre rod for the

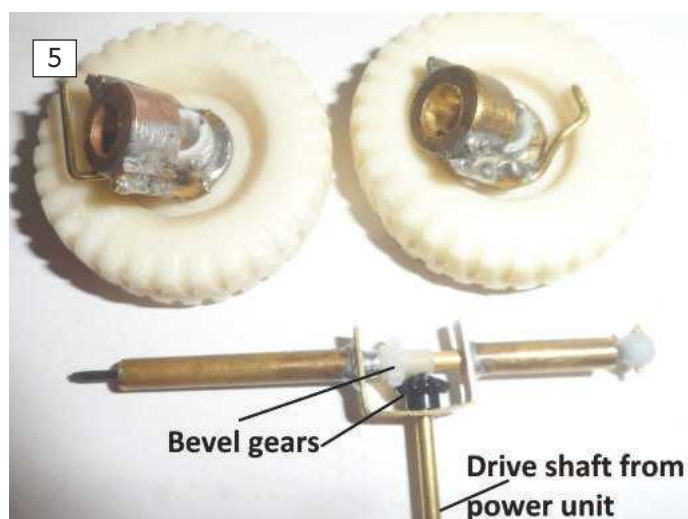
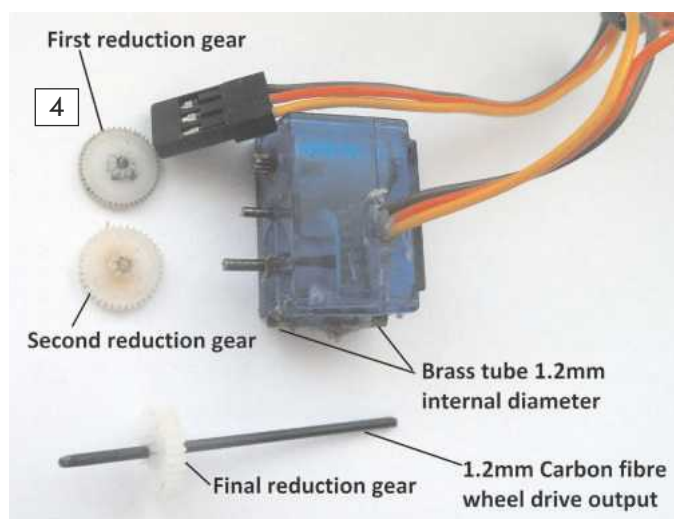


axle mounted in a short length of thin walled brass tube also from the Albion range. The gear itself needs to be drilled out to 1.2mm to take the new axle. A shallow groove needs to be carefully filed in the servo case to allow the axle to be close enough for the gear to engage smoothly with the previous one in the power train. Once this has been achieved, the brass tube can be glued with epoxy. With the gears in place, this arrangement allows power to be transmitted to both sets of wheels from a central position **(Photo 4)**.

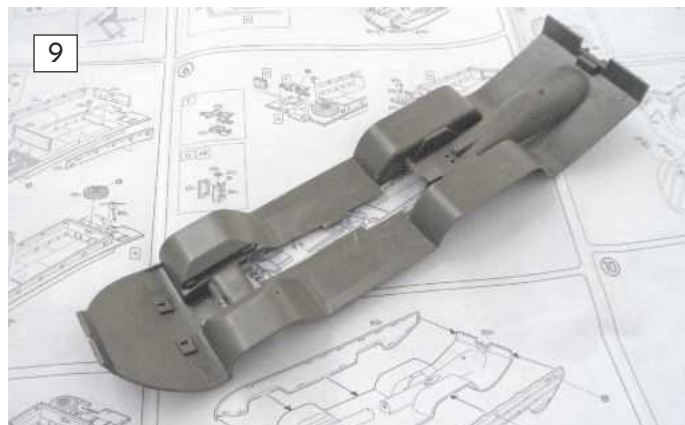
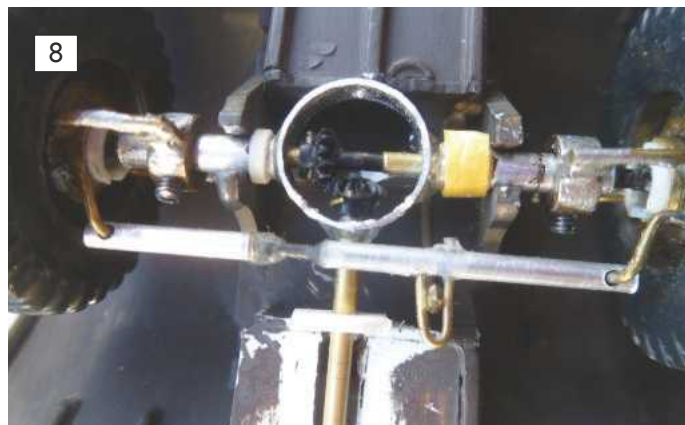
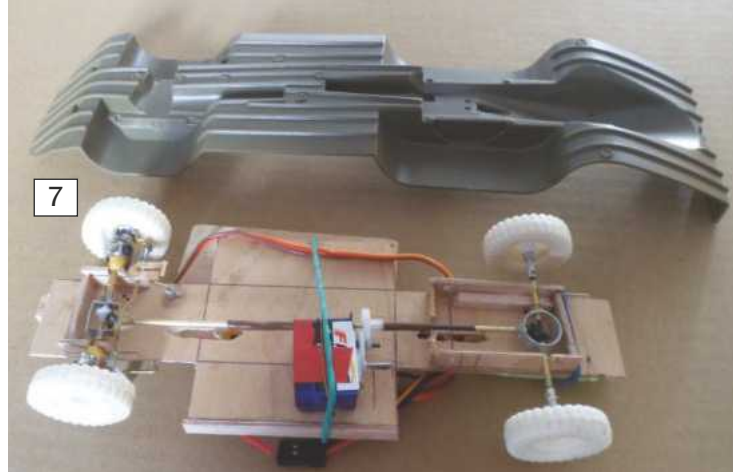
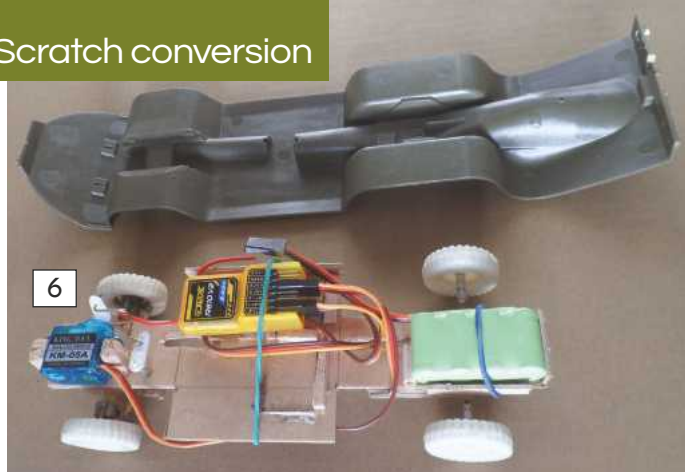
The transmission arrangement I used at each axle was as close to the original prop shaft system as I could manage. This used some very small plastic bevel gears I had originally obtained from a Hong Kong firm called Gizmoszone to make a compact radar drive system. **(Photo 5)** Intended for a 1.5mm

shaft and each only 4mm in overall diameter, each gear drive took up a similar volume to the original differential gear boxes in the DUKW model. As Gizmoszone is now out of business, this method may no longer be viable although there are similar sized bevel gears available in brass via the Sol Expert website, albeit at €8 a pair. An alternative would be to use a worm and gear arrangement.

Rather than try installing these components directly into the plastic model, I felt it was better to make a rough demonstrator of the system first so I could experiment with the arrangements and get any problems sorted before committing to using the kit. The resulting prototype is a piece of 1.5mm ply cut to the dimensions and shape of the hull bottom (so I could position things in a way that should work on the model) with



Scratch conversion



ply brackets at the correct spacing to hold the front and rear axles. I made a silicone mould and copied the kit wheels in polyurethane resin to allow me freedom to drill out the centres as required. The initial arrangement (**Photo 6 & 7**) respectively for the top and bottom proved that there was enough power available to drive the model at a useful speed and that my home made FWD would allow a reasonable steering system. My initial layout of the components did get modified because of the very limited height available in the area under the cargo bay. It also became clear that there was scope to increase the diameter of the universal joint components for the front axle which would simplify construction and improve the overall performance. I built a second front axle on this basis (4.0mm Delrin sphere in 5.5mm Evergreen 227 tubing and a M5 washer) also using aluminium rather than brass tube wherever possible to save weight. **Photo 8** shows the resulting FWD axle used in the model and the diagram shows a detailed cross section.

Converting the kit to RC

Getting on with a working installation in the model itself, the first job was modifying the hull bottom to take the wheel drives. The front axle assembly in the kit is supported by two thin mouldings representing the springs which would need beefing up. The rear axles are

more solidly mounted, so I used the kit parts but made one side of the rear suspension removable to allow the driven axle to be taken out if needed. The wheel drive shafts would also need to be aligned as much as possible with the power unit output shaft so a slot along the centre of the hull bottom would need to be cut out with a wider section to allow for the gear on the final shaft. The kit part has a complex shape which would be difficult to make fully watertight once this area is rebuilt so this was simplified to a basic box arrangement which would also add a useful bit of buoyancy. The front wheel steering would only require a single hole in the bottom to take a short tube long enough to be above the waterline. Similarly, for the rudder although it looked advisable to make it the rudder itself a bit bigger than the kit one and mount it a bit closer to the stern to give more clearance for the tiller arm. The prop shaft position could remain as in the kit although the plastic A frame support provided would need replacing with a brass version for adequate strength. The kit propeller is very flimsy, so I substituted it with a Graupner 20mm 3-blade M2 shaft one instead.

Photo 9 shows the kit hull bottom after it had been cut as needed to fit these requirements and **Photos 10 & 11** show the added structure made from Plasticard. The front axle supports allow the whole assembly to drop in and be secured with a thin copper

wire binding. The removable section from the rear suspension is held in place using a short M2 bolt screwed into a captive nut epoxied inside the hull. The main power unit is positioned so that it is on the centreline and its forward edge just touches the front partition of the cargo area. This means that the wheel power unit protrudes into the cargo area and my plan was to disguise it by a cover made from some representative crates. A separate drive for the propeller again based on a modified FS90 servo would fit aft of the wheel power unit. A single micro servo would control both front wheel steering and the rudder and was best sited to the port of the power unit to give reasonably clear pushrod runs to the respective tiller arms. The battery best suited to the weight limits was the Vaporex 200mAh 4.8V NiMH receiver pack available from the Component Shop, wired in a saddle (i.e. two sets of two cells) configuration so that it could be kept as far aft as possible either side of the main wheel drive unit. Finally, the R610 type lightweight 2.4GHz receiver went forward in the area under the bonnet and over the top of the steering arrangements along with an on/off switch.

Taking all these factors into consideration, the hull sides could now be glued to the bottom and the interior fitted out using pieces of Plasticard to provide the securing arrangements for all the gear. Some additional strips were glued along the top





of the hull edge at bow and stern to provide bedding for the silicone sealant that would be used to secure the hull top in place and keep water out. I took about 5cm out of each power unit lead to keep the cabling runs as short as possible and keep the clutter down. The bonnet itself had short brass rod lugs epoxied along the top edge to hold that end in place and two 3mm diameter super magnets epoxied along the bottom edge which hold onto another pair of magnets mounted on plastic strip under the bonnet opening. Plasticard sills were glued around the edge of this opening and of the area cut out from the bottom of the cargo area and an access hatch over the rudder control arm (**Photo 12**). The crew cab front (Pt.2) and the air intake grille (Pt.15) and were glued in place so that the former provided a securing point for a small Plasticard bracket for the power switch and the latter to provide an attachment point for strips to hold the lift off hatch over the power unit. Final internal additions were two strips of Plasticard running each side of the wheel drive shaft to make a central sump area to contain any leaks from the several shaft openings. (**Photo 13**)

Fitting out of the hull commenced with epoxying the front steering tube in place then inserting a piece of brass wire bent to act as a steering arm engaging with the small loop on the steering track rod when the front axle is mounted on its brackets. The rear axle is positioned, and the removable part of the suspension secured with its bolt. The drive shafts from both the right angle drives are

then aligned with the two wheel drive outputs from the power unit and the latter secured to its Plasticard bracket with strong aluminium tape once each shaft has been connected up using a suitable length of electrical wire insulation. After checking power is being smoothly delivered to the wheel axles, the underside of the drive shaft line can be made watertight again. These required lengths of semi-circular section plastic (the Raboesch range is ideal) and some flat plastic card built up to achieve a complete cover over the gap. The prop shaft tube, again made from close fitting thin wall brass, is epoxied into the carefully enlarged hole provided in the kit with the prop shaft and brass A frame already in place to ensure a good alignment (**Photo 14**). I moved the rudder a few mm off of the kit position to give a larger range of movement for the tiller in the area under the aft decking, drilling a suitable hole and epoxying a short length of tube in place making sure there will be enough clearance for the tiller arm under the deck. Once all these additions are set hard, the hull was given a float test firstly to check what the actual maximum weight of the model should be (about 220gms) and secondly to ensure there were no leaks; this took several sessions to achieve with more glue added along the various joins.

All the remaining working items could now be installed with the servo and steering pushrods first, the prop shaft and drive (secured on its shelf with a blob of silicone) next and finally the receiver and switch plus charger lead so that everything was settled

into position clear of the hull top. **Photo 15** shows the overall internal layout of all the gear. The top was eased most of the way into its correct position but leaving a gap all the way round so that a small bead line of silicone sealant could be applied to the underside of the top and then it was pushed fully home and allowed to set.

Finishing the model

Having tested that the mechanics still worked, the model can now be completed as given in the kit instructions. The main deviation was in the cargo bay to make a cover over the power unit from a representative set of crates; I used resin castings copied from an Italeri second World War accessory set hollowed out to give the necessary space underneath and then superglued together on to a Plasticard replacement for the cargo bay cut-out section. The four parts (20-23) that make up the raised coaming to the cargo bay were carefully glued to each other and when set need only a little trimming so that they could be pushed fully home and stay in position without gluing. The access hatch over the rudder arm was secured in place with silicone. The surf board (Pt.52) was repositioned into its horizontal stowed position by appropriate surgery to remove and shorten and straighten the two struts (Pt.51); very few photos show this item actually rigged for use and it would also be fragile if in the upright position on the model.

The model was spray painted overall with Tamiya Khaki Drab (XF51) and NATO Black

16



17



(XF69) for the tyres. I added some contrast by using different shades of green for the crew seats and the jerry cans on the rear decking. Gloss varnish was applied over the areas where transfers were going to be applied. Once these had fully dried an overall matt varnish coat sealed them in place. Finally, the windscreen transparencies and headlight lenses were glued in place.

The figures used were firstly the driver from the Italeri Jeep kit; space is very cramped in the cockpit area and he is the smallest US seated figure I could find I my spares box. Even then I had to cut part of the steering wheel away to allow him to be correctly positioned. His buddy (acting as navigator perhaps?) on the other seat was taken from the Tamiya US Army Combat Group set (35080) borrowing from the various figures provided to get a pose that would fit and look reasonably realistic. There wasn't room in the

cab for the third crew figure that came from the same Tamiya set, so he is sitting on the crates while using a radio set to coordinate with Headquarters. The final weight of the model was about 215gms. **Photos 16-18** show the model fully closed and **Photo 19** the internal access available. **Photos 20 & 21** show how the model floats when stationary.

Model performance

On flat ground the DUKW can be driven and manoeuvred around very readily with more speed available than my reaction times can probably handle. Driving into the water and changing to propeller drive worked fine and a near scale water speed can be achieved going forwards with quite reasonable manoeuvrability (**Photos 22-24**). It helps that the front wheels also act as additional rudders. Going astern is much more limited however,

as might be expected with the shape of the prop shaft tunnel, and steering astern is very hit or miss. Coming back ashore (**Photos**

25 & 26) works best if the model is worked up to a good speed ahead on the approach and the 'beach' offers good traction (I used a plank coated with resin and then sprinkled with fine sand) and the gradient is no more than about 1 in 7. My heartiest thanks yet again to fellow Plymouth MBC member Nigel Allen for the excellent action shots.

Conclusions

This project proved quite challenging especially in achieving a workable front wheel drive and squeezing all the gear into the available space. The result is good fun to operate if a suitable launching and recovery ramp can be set up at your local water and it does seem to attract interest. Since building the model as described, I have come across a couple of different ways to achieve a miniature universal joint, including a 3D-printed Cardan joint scheme available via Shapeways that might be easier to use than my scratch built sphere and tube approach. Over time the plastic bevel gears are also tending to slip when the strain is on coming out of the water so a change to brass gears looks to be the long-term solution. If I can get another of the DUKW kits and find the time, I am tempted to see if I can make the wheel drive arrangements easier to source and build. I will post any developments on the Model Boats website. ●

18



19





20



21



22



23



24



25



26

References

Squadron Signal Armor No.35, DUKW in Action by Timothy Kutta

Tankograd Technical Manual No.6003, US WWII GMC DUKW-353 & Cleaver-Brooks Amphibian trailers edited by Michael Franz

Specialist items

Delrin spheres from Simply Bearings:

[https://simplybearings.co.uk/shop/p61011/4mm-Diameter-Solid-Delrin-Polyoxymethylene-\(POM\)-/-Celcon-Plastic-Balls/product_info.html](https://simplybearings.co.uk/shop/p61011/4mm-Diameter-Solid-Delrin-Polyoxymethylene-(POM)-/-Celcon-Plastic-Balls/product_info.html)

Vaporex 200mAh 4.8V NiMH receiver pack wired in saddle configuration £7 from the Component Shop

FS90R continuous rotation servo about £5.35 from Rapid Electronics:

<https://www.rapidonline.com/feetech-fs90r-360-continuous-rotation-micro-servo-37-1335>

M0.3 16 tooth bevel gear set €7.90 from Sol-Expert in Germany:

<https://www.sol-expert-group.de/1-87-model-building/Screws-and-cog-wheels/Bevel-gears-M0-2-and-M0-3/Bevel-gear-set-2-pieces-module-0-3-16-teeth::1086.html?language=en>

Hamara

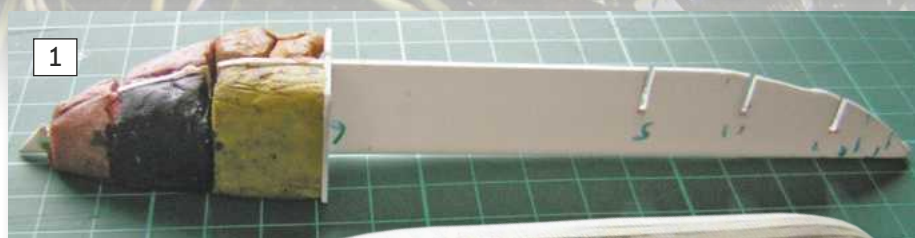
A Kerala houseboat by Dave Goodhand

Looking around for a new model to build, I came across an advert for holidays on houseboats in the Kerala district of southern India showing a picture of a typical Kettuvallam as the boats are called. It intrigued me and so decided to build a model of one.

I went online to get more details only to find that on scanning for pictures, Model Boats had an entry suggesting that the Kerala houseboat would make a good model!

The Kerala houseboat developed in a similar way to our inland waterway boats. Commercial barges becoming uncompetitive with the advent of the railway and so many being converted to holiday boats for the tourists. The original boats were hand crafted with the hull from local Anjali timber, caulked with bamboo and tree resin. The superstructure is from woven bamboo. Modern ones have a metal hull. The TV series the Good Karma Hospital shows an example of a modern luxury vessel.

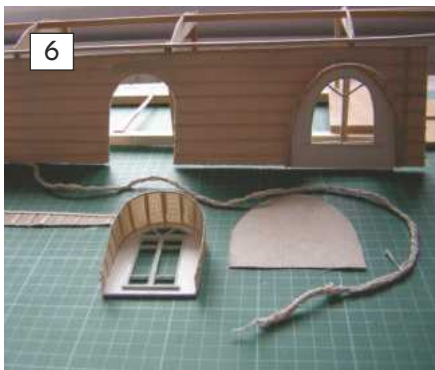
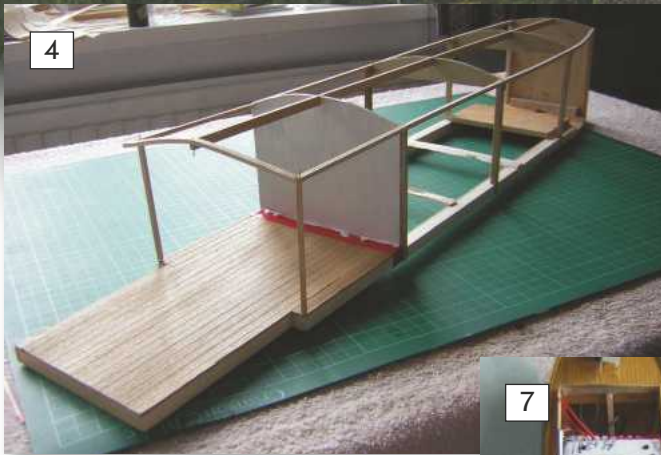
Other than some general dimensions I had little to go on as far as the hull was concerned. The bow and stern had a relatively gradual entry into the water whereas UK barges have a vertical stem and stern. I had the plans for a Trent barge which fitted the basic profile of the Kettuvallam except the bow and stern. I cut a deck profile and a vertical along the centre line of the hull from Plasticard. I use plasticine to create a model of the hull; cut Plasticard hull cross sections where I planned to fit ribs and bulkheads on the model (**Photo 1**). These Plasticard sections were then photocopied and enlarged to the final model scale and ply bulkheads, keel and bow/stern sections produced. These were temporarily fitted



together and, using a flexible strip of wood I then faired these together, trimming wood off in some spots and adding wood where needed. Any parts which now looked rubbish were replaced and the boats frame finished.

I wanted to create the relatively rough planked effect of the real vessels and so, I initially used balsa sheet coated inside with

resin to create a watertight hull. This was then planked without the usual chamfering of the edges of the planks and caulked with black thread. **Photo 2** is of the hull being painted clearly showing the rough planking and the stern is shown in **Photo 3**. A commercial prop and homemade rudder were installed. The hull was then painted black and decks added.



The superstructure frame was made from square section box wood. The open front deck was planked with teak (**Photo 4**). To simulate the woven bamboo of the superstructure I used 24 count AIDA cross stitch stained with tea and thin strips of card coloured sandstone with a brushmarker. Doors and windows were made from Plasticard sheet and strip. The front privacy screens were woven from 1mm strips of mahogany veneer with the openings framed with card (**Photo 5 & 6**).

People were modified military figures and fittings etc. were from the odds and ends box. Once the superstructure was fitted it would need anchoring because it is very light and wind susceptible. Because of that I needed to fit external switches. I decided to make a feature of them by incorporating the into the steering box using a 4-switch circuit board unit. The sound system is commercial amp and speaker with the sound from MP3 player and transistor radio so I can play Indian music or radio 2/4 for the guests! **Photo 7** shows the internal layout. I had to make my own external coloured lighting as I made a mistake with the width of the roof overhang and could not fit a commercial strip. **Photos 8 & 9** are of the final model.

The model has a very small prop and water flow is hindered by the hull profile, as a result it is slow and has a poor turning circle. As expected, going astern is a waste of time. Although I think the performance is comparable to the real

boats as they carry punt poles and have small platforms close to the waterline at the bow and stern to get out of difficulty and to manoeuvre in the narrow waterways.





Boiler Room

Working Boats 2

1: You will not find a nicer built example of the Christiaan Brunnings and certainly not one that is steam powered.

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

Following on from the last instalment of Boiler Room, Pt.106, I wanted to share another couple of currently operational and frequently used models to demonstrate other arrangements of components that work well together. If you remember last time we looked at Steve Perkin's two models, one an experimental build and the other based around the Krick Borkum kit, whereas this month I thought we would look at two more models, again one by Steve Perkins and, this time, a model built by Peter Redfern, both of the Kirklees Model Boat Club.

Peter Redfern's Christiaan Brunnings

The particularly impressive aspect of this model is the fact that it works so well. It is frequently at the pond side on a Sunday morning and unlike Steve's well weathered workboat, Peter has gone for a very clean and meticulously maintained appearance, which actually suits the model as it really looks beautiful when under steam on the water, **Photo 1**.

As with most of us, including myself, the initial investigations for Peter took him around all the options of available kits as opposed to a scratchbuild or a hull and plans option. He was tempted by the Ben Ain, having such a nice big open hull, but eventually settled on the Dean's Marine Christiaan Brunnings kit. The size was convenient for the car, the kit was of a reasonable cost and the plant that would go in it would also be a reasonable price. The



2: Despite being completely enclosed most of the superstructure comes off easily to make maintenance and operation relatively convenient.

downside was that the model is enclosed, however most of the superstructure lifts off in one piece making for a good access at the pond side, **Photo 2**.

As with a lot of kits nowadays they tend to be designed more specifically for electric propulsion so invariably the order

of build tends to be more ad hoc to enable modifications of the arrangements to enable the plant to be easily maintained and removed when required. The main criteria, as with the Ben Ain, was to align the flue from the boiler with the model funnel and design the rest of the installation from that, as well as of



3: A Stuart Models twin oscillator provides more than enough power and, being carefully set up and looked after, does not leak too much from the port or the control valve faces.



4: The Stuart Models boiler paired with the engine fits into the hull with space to spare and provides enough steam for around 20 minutes on the water between fills.



5: You cannot beat a disposable gas tank for convenience of operation and this one sits neatly in the bow.

6: A very handsome model with lovely lines, perfect behaviour and a head turner on the water. I'm surprised I haven't seen more fitted out with a steam plant.

course, ensuring alignment and position for the engine and shafting.

Eventually the choice of main components was settled on and Peter went for a Stuart models package of the Puffin engine, **Photo 3**, with their horizontal boiler, **Photo 4**. Being an enclosed hull, Peter decided to go for a degree of protection of the hull as he anticipated that elevated temperatures might influence the structure, when the model is out of the water. He therefore lined the hull with a non-asbestos aircraft fire wall lining called Borasil Firewall, which has the added advantage of being much easier to keep clean.

Modifications fitted included an extension to the Stuart supplied safety valve shroud to take the pressure and wet steam exhaust outside the hull, which was then clipped to the outside of the funnel. A disposable 100g gas canister was used for fuel, mounted in the bow on a ply shelf, to give convenience of refuelling, **Photo 5**. Also being open to the boiler space this allows a degree of warmth to transfer to the tank to offset the gas cooling effects. The propeller used is a 70mm solid cast brass item from Prop Shop, which gives the model good performance without being unrealistic and within the capabilities of the plant. It suits the look of the model as well.

Finish is a satin cream for the upper hull with a red lead lower hull and brown superstructure with varnish on the bare wooden parts, making for a very smart and clean appearance.

On the water trials led to the engine room skylight being held permanently open to vent the space, which collected steam from leaking parts of the engine. This is a common challenge with putting an oscillator inside an enclosed hull, **Photo 6**. Open grates were also added in the area of the burner to ensure the best air supply was available and to be able to adjust the burner. Finally, after the first 'sea trial' it was realised that running a boiler exhaust up a section of plastic drainpipe was not the best combination, so the kit supplied funnel was replaced with a piece





7: Although electronics are not in a separate sealed compartment they are away from heat and humidity and easily accessed via their own hatch.

of painted aluminium tube. The electronics were kept under a separate access hatch for convenience and for keeping them away from the heat and humidity of the plant however, there is little evidence nowadays of any internal moisture or its effects, **Photo 7**.

Overall, I think this is a superb example of how a steam plant can be used to power a kit, normally seen with an electric motor in it. All the items are currently available so all that is really required from the modeller is a degree of creativity to get the preferred steam plant

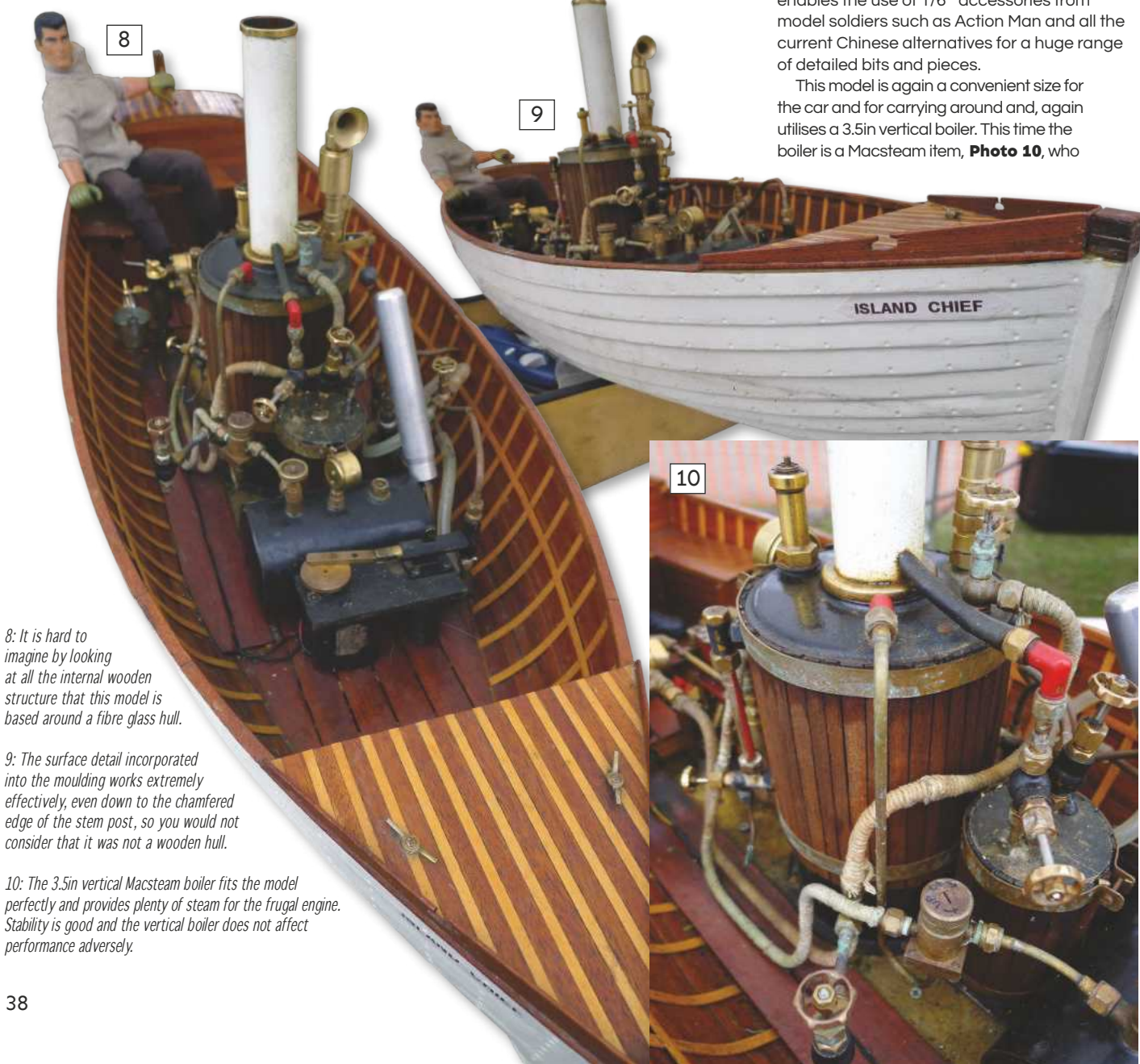
into the model and a willingness to make modifications after initial trials. What you can end up with is a beautiful steam powered model that is reliable, easy to operate and looks stunning on the water.

Steve Perkin's Island Chief

Finally for this particular look at some current models I thought it would be interesting to compare Peter's clean lines and kit assembled model with another of Steve Perkin's open hulled workboat models, this time in the shape of his Island Chief, **Photo 8**.

The basis of this example is a fibre glass hull produced by Models by Design and intended to be built into a model of the popular River Queen. This starts you off with a hull already incorporating a good level of surface detail, **Photo 9**, and ready to fit out with the plant and accessories of your choice. Steve has used a degree of 'poetic license' and built it as an open-hulled work boat and decided on it being in 1/6th scale. This then enables the use of 1/6th accessories from model soldiers such as Action Man and all the current Chinese alternatives for a huge range of detailed bits and pieces.

This model is again a convenient size for the car and for carrying around and, again utilises a 3.5in vertical boiler. This time the boiler is a Macsteam item, **Photo 10**, who



8: It is hard to imagine by looking at all the internal wooden structure that this model is based around a fibre glass hull.

9: The surface detail incorporated into the moulding works extremely effectively, even down to the chamfered edge of the stem post, so you would not consider that it was not a wooden hull.

10: The 3.5in vertical Macsteam boiler fits the model perfectly and provides plenty of steam for the frugal engine. Stability is good and the vertical boiler does not affect performance adversely.

11: One of my favourite engines nowadays is the TVR1A from Graham Industries. Performance is more than enough for most smaller models and the demand on steam is noticeably low.

are unfortunately no longer producing boilers however, similar sized boilers can be obtained from current producers such as Pendle, Stuart Models and Miniature Steam to name just three. Teamed up with the boiler in this case is the lovely TVR1A engine from Graham Industries in the US. This is a perfect engine for this size of model and, being particularly frugal on steam makes the most of the boiler capacity, **Photo 11**. Having said that Steve has again fitted this model with an electrically driven and a manual back up feed pump to minimise downtime on the bank while the boiler is topped up, **Photo 12**.

Being a slide valve engine there must be a reversing servo, making for a slightly more complex plant, and the speed regulation is again through a 21st Century servo-operated valve, **Photo 13**. This same valve can be obtained via a popular online auction site from a supplier in China who uses the ID of 'Galglg'. The gas tank in this model is a refillable item produced by Macsteam so if you want to follow Steve down this path you would have to find an alternative supplier of refillable gas tanks such as those produced by John Hemmens.

The auxiliary bits and pieces that make up this plant include a Blackgates model

locomotive safety valve, which is I think, possibly the best model safety valve you can buy at the moment, a steam siren from the same Chinese supplier as the steam regulating valve, which is the loudest steam whistle I have ever heard on a model boat, **Photo 14**, and a Forest Classics attenuator valve to conserve the on board supply of fuel.

Again, with this model Steve has done a great job of weathering the plant and adding

the important details such as the Action Man type figure while still maintaining an enviable level of reliability and ease of operation. This is an excellent example of how a hull designed by a manufacturer for an entirely different purpose can still be used to produce a model more in line with what we are after. Looking at such offerings more closely than we sometimes do can open the possibilities with our builds considerably.

12: Again, Steve has fitted an electric water pump with a manual pump for back up should it be required. The pump is operated by the radio as required and by simply looking at the water level in the sight glass.



13: A valve engine usually needs a reversing servo as well as speed control, which is a little more complex than an oscillator but one advantage of using a separate steam control valve is that you do away with the leaks from the port faces of an oscillating engine control valve.

14: One of the best safety valves in the business, which lifts and closes as opposed to varying degrees of leakage, next to one of the largest and loudest horns I have ever seen on a model boiler.

Useful links

Graham Industries:
www.grahamindustries.ca

Stuart Models:
www.stuartmodels.com

Pendle Model Boilers:
www.pendlesteamboilers.com

John Hemmens:
www.steamengines.co.uk

Forest Classics:
www.forest-classics.co.uk

Dean's Marine:
www.deansmarine.co.uk

Blackgates Engineering:
www.blackgates.co.uk



LEFT: The Graupner-Grundig Varioprop 6S.

Later 'Brick' radios for marine use

As I say, George's brick idea was rediscovered and adopted by many 1970's concerns including Kraft, Logictrol and Cannon all in the USA who found that they could, like REP before them, manufacture inexpensive 'entry level' digitals by such means. In the biggest selling Kraft-manufactured version (their model KP2) for example, a Superhet receiver and 2-channel decoder/servo amplifier circuit board was combined with two sets of the companies tiny KPS-12 servo mechanics to end up with a very popular 'brick' unit indeed while the transmitter dispensed with rechargeable batteries in order to save on cost. True, Kraft envisaged their radio to be suited to gliders as well as to boats and it certainly was though, for boaters, the best news was that, unusually for that time in the USA, the KP2 was a twin stick set and thus ideally suited to us. For a few dollars more the boat fan could purchase a slightly nicer 3-channel version (KP3B) permitting him to employ needle valve adjustment on a powerboat for example and, by so doing, could enjoy rechargeable nicads and a charger as well. That said it was the cheapest KP2 radio that was deservedly the biggest seller and most of us just popped in our own NiCads for both Tx/Rx.

But, in Britain, there were other ideas floating about for marine use as well by 1970 or so.

Launch-Link, Climax and Skyleader radios for Boats

Let's start in Britain with the 'Launch Link' designed by Idris Francis (of Flight Link Control Ltd) and manufactured by him in Hounslow. The Launch-Link was an out and out marine radio set. One could order a radio in either of two versions one having a pair of traditional single axis control sticks while the other had a knob rudder control + trim. The FLC servos were metal geared and of high quality and,

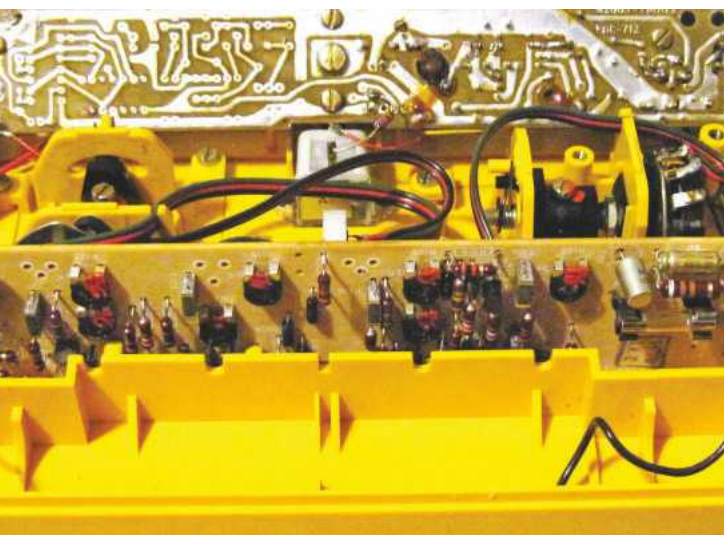
Specialist Marine Radio

By David J Wiggins

All things considered, there have not been that many attempts to market a commercial radio control system specifically suited to boat fans but there have been some. Beginning in the 1950's I think that we could rightly consider early German/British R/C designer George Honnest-Redlich to be the British pioneer in this area and the radio I have in mind is his REP (Radio & Electronic Products), 'Reptone' plus the 'Mini Reptone' that followed it, although both could also be just as well flown in simple, high wing model aircraft.

The 'Reptone'

The Reptone was a single channel (button pushing), sequential set that introduced the modular 'brick' idea – a receiver concept that resurfaced as late as the 1970's in more modern digital format (see my Kraft picture). In the 1950's REP radio the 'brick' unit combined a simple, single channel high voltage 'valve' super regenerative receiver with a motorised, sequential actuator for rudder control and it was followed up with a 'Mini Reptone' set as the technology of the period advanced bit by bit.



ABOVE LEFT: A look inside the 1970's Grundig marine radio. ABOVE RIGHT: A closer view inside the Varioprop 6S.



LEFT: An example of the American Kraft Kp3B marine set with 'brick' receiver.

The German Varioprop

For (very much!) more money the well-off could order a 'boat' version of the Graupner-Grundig 'Varioprop' – their 6 or (later) the model 6S pictured. The Varioprop (see pictures), was not a 'stripped' version of the top of the line Grundig 12/12S aircraft set but a model specifically made for the marine or glider user. These radios were much seen in use by 'serious' competitive boaters across Europe back then but there are several reasons why they were not that well suited for use in a wet environment. With help, I have recently restored and adapted one each of the 6S and 12S transmitters for my own collection – an experience I would not recommend to others – and converted both to dual 2.4GHz / 27AM use at the same time. I will however not be using original Varioprop receivers or servo units that, in my opinion, were unsatisfactory (for boat use I mean), objects even then – a case where – in my opinion, 'spending big' did not always buy you the best product.

later, you could also order 'switched crystals' in a sealed receiver. This was a popular British radio of its period. A year or three on, FLC updated the set into a new marine radio called 'Duette' (our example is pictured courtesy of Ian Bell Esq). I owned one of these for a couple of years but my preference (as a collector) would be for a twin stick Launch-Link.

Another popular British 2-channel marine set of the same era was the blue vinyl cased 'Climax' made by C&L developments Ltd and I think – I'm not 100% sure after all these years – that the designer was Peter Cabrol. Not as waterproof as a Launch Link it was however obtainable with fully waterproofed servos – feedback versions of the earlier reed C&L 'Aquamite'. A downside of ordering Aquamites was their sheer size – they really were very big – and the smaller Horizon made servo option was the more popular. That said, there is no doubt that the 2-channel

Climax was a specialist marine set although the company also made three and 4-channel aircraft radios as well as a low cost red cased set called the 1+1 which offered proportional rudder control but only sequential (button pushing), throttle. I saw both of the Climax 2 channel sets on the 70's regatta scene but I don't think their aircraft sets sold very well.

Better known British firm Skyleader Radio Control of Croydon made a specialist marine 2-channel set that they called the 'Clubmate'. This was just a 'stripped down' version of their popular aircraft Clubman model and, like most other concerns, they made no real effort to make waterproof servos. For this reason, I am reluctant to consider this radio as a specialist marine product although it was much employed in boat circles (mainly on price grounds I think), as were all the other 2-channel dry cell radios of that time.

More modern marine sets

Within the last 15-20 years or so one or two marine leaning and specialist boat radios have made a welcome appearance. The 40FM Robbe F14 especially in its 'Navy' version retains a strong fan base for scale boating even in the face of almost universal 2.4 usage while, in the USA, the, now out of manufacture, ACE 'Nautical Commander' is snapped up as soon as one appears for sale on the internet. Both radios feature twin throttle controls for twin screw scale boat use. The Robbe can be utilized with waterproof servos from Futaba making it an attractive buy and, with a bit of ingenuity, I'm sure that the ACE can be adapted likewise. I own an F14 but fancy the Nautical Commander more; 'One Day' maybe!



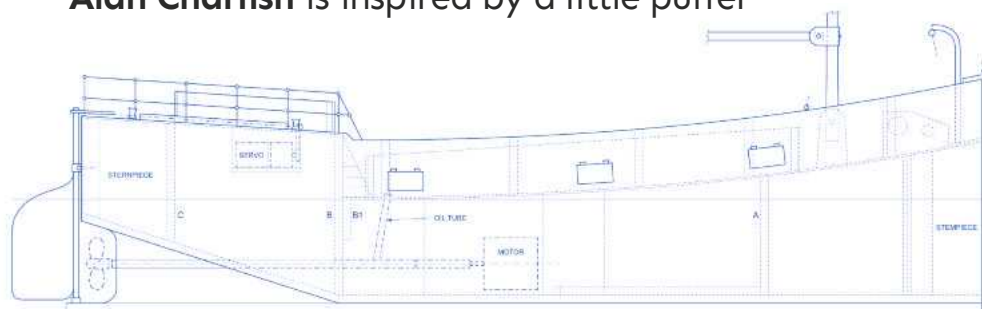
ABOVE LEFT: The authors Robbe F14 converted to 24GHz working. ABOVE RIGHT: An example of a Flight Link DUETTE courtesy of modeller Ian Bell.

*'Humber Spartan' & 'Flanders' the two puffers' side by side.
'Flanders' has a hull 2cm lower. Due to lack of free ply.*



So good, I made it twice

Alan Charlish is inspired by a little puffer



The hulls were constructed from scrap plywood.

The publication of the July issue of 'Model Boats' magazine coincided with me removing a redundant water tank from the loft. Surrounding the tank there was a plywood jacket, which to my model making mind was just too good to be thrown away.

In the same issue there was a plan for 'Sandy Bank' a Clyde Puffer by Steve Whitelock. The plan specified balsa wood for the hull, but with all that spare plywood going begging it seemed a shame not to use it on this model. I started the project under the premise of building it for nothing, or at least, a very minimum spend.

As an ardent modeller I do tend to have a hoard of saved bits and pieces left in my bits box, so I felt confident about a free build. The plan was very simple and very easy to follow so praise for the designer here.

At some stage during a build I do often tend to modify things slightly, but with the first one I kept pretty much to the plan. I say first one as I had enough material to make two with a bit of tweaking. The second one is 2cm lower and has a modified back end that accommodates an inboard rudder. Making the hulls was very straight forward and it wasn't long before I was onto the more detailed parts. I had some plastic curtain rings which I decided to use for side fenders, so I drilled a small hole in them to hold the end of a length of twine and then bound them as per the accompanying photograph. In my box of bits, I also had some



ABOVE LEFT: Testing the electronics before final fitment. ABOVE RIGHT: Slightly different designs for the rowing boats. One made from 0.08mm ply and the other is paper stiffened with PVA glue on a ply framework. Oars were made from cocktail sticks. BELOW LEFT: Constructing a wheelhouse from 0.08mm ply. A piece of scrap plastic tubing was used for the funnels. BELOW RIGHT: Two slightly different designs for the wheelhouses. Both models have working navigation lights.



old gears salvaged from broken clocks. These I used to knock up the winches. The small rowing boats were easily made, the first from scraps of thin ply and for the second I made a plywood framework and covered it with paper and PVA glue. The funnels were made from a length of plastic tubing.

The wheelhouses are slightly different. I made them from thin ply and painted them with acrylics. The glazing was from the packaging around some razors. On one wheelhouse the portholes were painted and on the other I used brass screw cups. For the electronics, the only paid for items, I used

small 3-6v motors with 2mm shafts and prop shafts fitted with 30mm propellers. The speed controllers are Mtroniks Micro Viper. I also fitted working navigation lights which are 3v LEDs with power supplied from computer batteries. I made up the names of these vessels and gave them fictional registration numbers with the prefix GY for Grimsby which is where I happen to live.

All in all, they are delightful little models and most importantly great fun to build and use. Thanks to Steve Whitelock and 'Model Boats' magazine for a great plan.

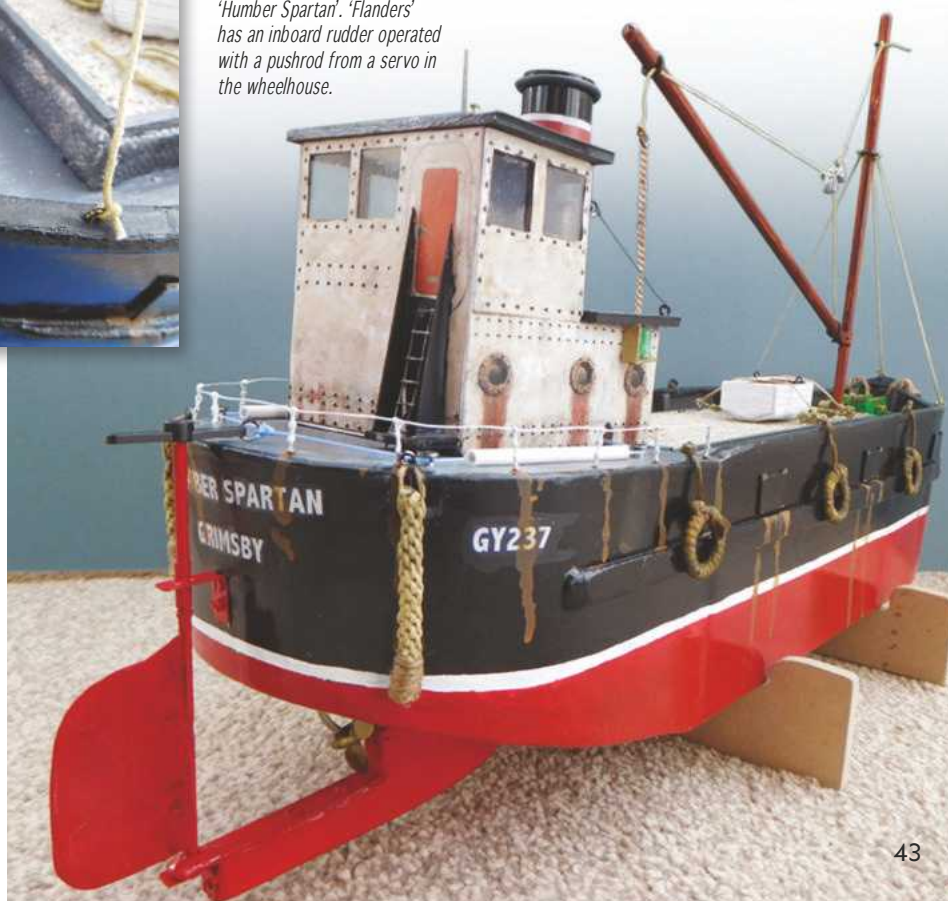


LEFT: Winches were made from spare cogs from old clocks and bits of balsa wood.

BELOW: Rear end view of 'Humber Spartan'. 'Flanders' has an inboard rudder operated with a pushrod from a servo in the wheelhouse.



ABOVE: The side fenders were made from plastic curtain rings bound with twine. Other fenders were made using the Kumihimo Japanese weaving method.



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HMS Argonaut

1



Building a Second World War Dido-class cruiser by John Edwards

Dido-Class cruisers always seemed to be dashing around, and the image of Argonaut undergoing speed trials (**Photo 1**) was the shot that inspired me to build one of these handsome vessels, and it was the first time I had scratch-built a ship knowing exactly which one I had chosen rather than building the hull first and deciding later what she was to be called.

Argonaut was built in Birkenhead by Cammell Laird and was the last of the Didos to be completed, being commissioned in July 1942 and with her full set of twin 5.25in turrets. She had an eventful war, being torpedoed twice fore and aft and with her stern missing made the voyage across to Norfolk, Virginia to be patched up and have a new stern fitted. In 1944 she was one of the bombarding ships for the Normandy landings and was damaged again, following a hit by one of the shore batteries.

Check your lines

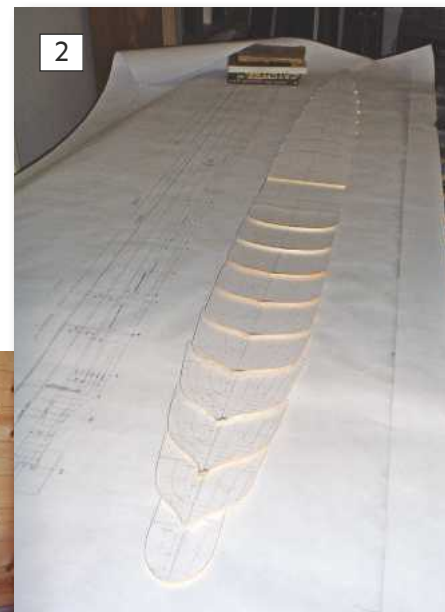
I bought the four sheets of plans in 2010 from Glasgow University (ship plans were affordable then!) The as-built drawings give pretty much all the information needed,

showing the body plan, profile, deck plans, superstructure and masts, and are in 1/96 scale giving a model of a little less than 6ft in length. It is important to check and compare the hull dimensions (length especially) between the lines plan and the profile plan, because these can vary a little, presumably from repeated copying over the years? You then need to reconcile the two and adjust accordingly, I have been caught out in the past and the resultant bodge does not make for a very satisfying modelling experience!

It is always necessary to get as much photographic evidence as possible to supplement or clarify the plans, and although there are some very good shots of Argonaut, one never seems to be able to get enough. I intended building the ship as she was in **Photo 1** and her camouflage scheme is very clear. According to Alan Raven's three useful books on the subject the colours needed would be light grey (507c), light blue (B6) and dark grey (507A)

Having located a decent bit of MDF for the base board, and checking that it was not warped in any way, I started carefully to cut out the frames (1/4in balsa, because it is so easy to cut and shape) (**Photo 2**), and keel (1/8 ply) and, after pencilling out the centre line and positions to fix the 21 or so frames, proceeded carefully with the planking (**Photo 3**). Experience with building long slender ships, shows that if an accurate hull

2



3





is to result then great care with measuring, cutting and alternate-side planking (lime strips) is required.

The breath-holding moment to release the hull from its board is quite an event when, for the very first time you view your handy work from a completely new angle (**Photo 4**) and you can carefully cut away everything you no longer need. I should have said that since good internal space is required, at the frame cutting stage, my practice has always been to partially cut out the centre section of

most of the frames, gluing supporting strips along the edges so the frames don't buckle under the pressure of the planking, and these can now be pushed out. Stages to follow are gap filling between the frames, and the whole lot stiffened internally with fibre glass matting and resin, following that, sanding and priming (**Photo 5**) can begin, lots of each, until a smooth finish is achieved and one can think about simulating the plating using very thin styrene fixed with RC Modellers glue, preferable to super glue, as the former gives

plenty of time for a relaxed experience of lining up (**Photo 6**). The foregoing is a much-abbreviated account of the various stages required, but I always find that given the time, and working steadily, it all comes together quite quickly and can be a highly rewarding experience. In this case, because of the side armour (1/16in ply bent to the hull-shape), the number of plates was not too excessive.

Limited space

Argonaut had four shafts, running gear being purchased from the Prop Shop, and all carefully lined up in accordance with the plans. Despite the model's size, internal space was still at a premium, and the positioning of the motors required a good deal of thought, but they are just about 'get-at-able'. This time I had set my heart on really neat wiring along the lines that I always seem to see in Dave Wooley's builds and other MB contributors, and although it is neater in this model than previous ones I still have much still to achieve in this department.

With the under deck fixed in place, (**Photo 7**) deck planking could begin and lime strips, sides marked with a black





marker pen were glued in place using waterproof PVA (**Photo 8**). Argonaut's forecandle and upper decks were all planked, apart from the cable deck and this all took quite a bit of time and was completed over several weeks. My good friend John Wills of Scalewarship supplied an excellent sheet of brass-etched checker plate which I cut to shape and glued into the bow area ready to take cable holders and other characteristic equipment of a warship's forecandle. John also 3D printed the two funnels, which needed a little fine sanding, and which would have required a good deal of time and effort to scratch-build.

In recent years I have made good use of PC Modellers glue, which is great for Plasticard to wood generally, so I have tended to build superstructures using thin light ply and laminating with very thin styrene. The sides of deckhouses always seem to have a slight lip above the deck itself and this method seems to me best to achieve this. The plans were mostly clear and detailed, and with the help of photographs I was able, gradually,

to complete the details, scratch-building most, such as the two quadruple pom-pom mounts and their directors and the four 20mm Oerlikons. Many smaller items I had previously purchased from John Haynes such as the cable holders, fairleads, search lights and some bollards. The ship's boats are from John Haynes and Quaycraft apart from the hard-chine fast motorboat, again, John Wills kindly 3D printed the hull and I scratch built the rest, making up a nice little model.

Matching turrets

From very early on in this build I wondered/worried! About how I was to build the five twin 5.25in turrets. I doubted my ability, or patience, to scratch build five exactly the same turrets, so imagined building a master then vac-forming, or perhaps resin-molding. Either way I had too much to occupy me for the first 18 months or so to be overly preoccupied, but eventually the bullet would need biting. Fortunately, at this stage I

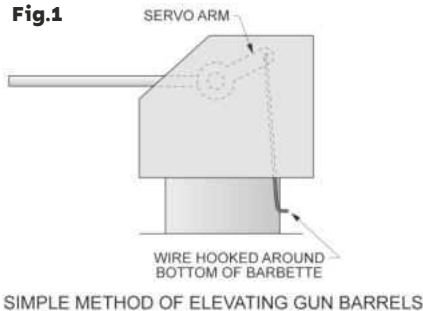
was able to draw on John Wills' expertise, and after a happy afternoon or two at his computer, he made 3D drawings of the turrets and all the details necessary to produce a brass etched sheet. Both turrets (resin cast from 3D printed masters) and etched sheets were ordered from Scalewarship and as you can see each turret makes up a very effective model (**Photo 9**). I simply made up the barrels with suitable diameter aluminium tube (these also may be available eventually). Each turret can revolve by means of a little Stepper motor in each barbet. Rather than a servo, these little motors make more than 2000 steps per complete revolution and so move exceptionally smoothly. The five turrets are operated through a Gun-controller, developed by Alan Bond of Forge Electronics, which is connected to the receiver, and it is hoped this controller will soon be commercially available. It seems I am lucky enough to be the guinea-pig! The gun controller contains a sound card with a variety of gun-fire sounds for the user to choose from (a powerful speaker would





be need for sound to be audible across the lake) and these can be activated by a switch on the TX or set to sound when the turret reaches the end of its traverse. In addition,

Fig.1



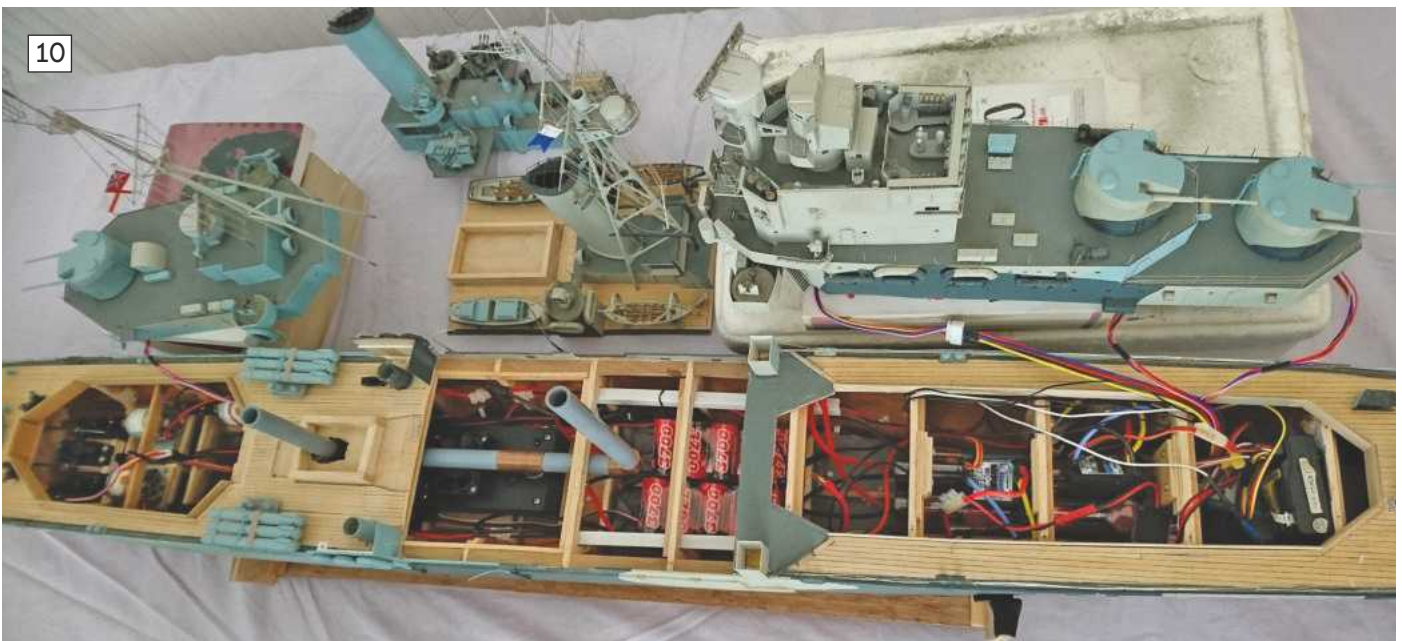
the barrels gradually elevate, giving the typical Dido cruiser look, by means of a very simple mechanism (see Fig.1) all this took a little time and trouble to set up but after some initial tweaking, the result has exceeded my expectation. I was now able to get on with finishing off some of the detailing that I had postponed until this stage was complete. As well as gun sounds to choose from, muzzle flash using a small LED in the gun barrel is also possible, and this gun controller not only moves the five turrets but also the director. By using the demonstration mode, a continuous sweeping from side to side is also a possibility.

Despite the slender hull, with a reasonable amount of lead ballast between frames and along the bottom, the ship is remarkably stable as well as being highly manoeuvrable. The four

shafts are powered by two 8.4v NIMH battery packs which give a decent length of sail and are not too frisky. There is now very little space inside the hull (Photo 10), which also contains a smoke unit obtained a while back from an Australian website. It runs on baby-oil and a separate 12v NIMH pack and gives off a large amount of smoke; not entirely appropriate perhaps but looks good from a distance on the lake and with a little wind to thin it out.

I am very grateful to John Wills for all his help, advice and support, but also to Alan Bond for his superb electronic wizardry. Last June, Argonaut was successfully sailed at the annual Surface Warship Association weekend at Bicton Park in Devon, and on Sunday mornings it gives me much pleasure to sail her on Setley Pond, SRCMBC's regular venue. ●

10



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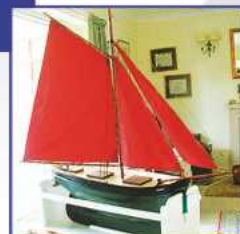
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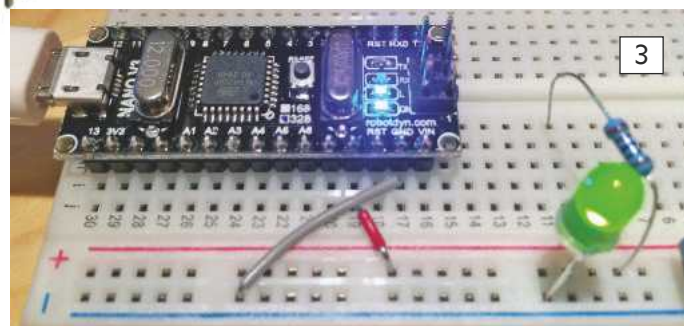
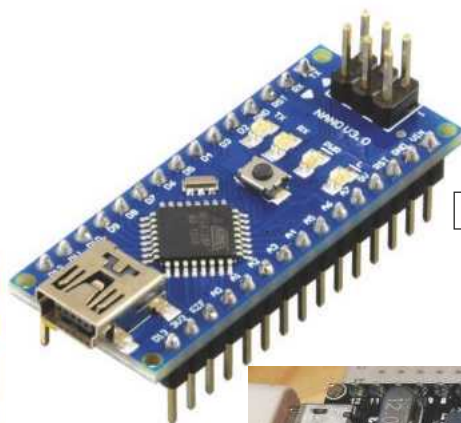
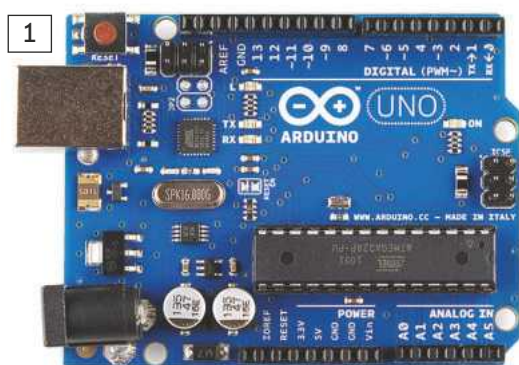


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Arduino - an introduction

What is it? What does it do? How can I use it?

by Roy Cheers

Ardduino is a programmable logic controller (PLC) for the hobbyist. A PLC consists of three main parts: a central processor (CPU), inputs, and outputs. A good example of a PLC is your dishwasher. Most dishwashers have microprocessors that function similarly to PLCs. The dishwasher has inputs, outputs and a CPU. Some of the devices providing inputs into the dishwasher controller would be the buttons on the front, the water sensors and the door switch. Some of the dishwasher outputs would control the water valves, the heat elements and the pumps.

To make the Arduino useful in its interaction with the world outside it you need two more things, a program with instructions on what to do with the inputs to produce the outputs, and some additional external devices.

This will not be an article to teach you how to use Arduino by leading you step-by-step through gradually more complicated projects. There is more than enough excellent material on the internet and in books to do that. It will, instead, provide some key information to show how it can be used with model boat applications.

I will have to use some jargon – words that have specific meanings related to Arduino – and a glossary is provided to help with that.

The functions on your model can be separated into two categories: one category switched by radio, and the other switched manually.

As an example, let's say you want to illuminate your model with different colour LED's that turn on and off in a precise, or a random, pattern; or gun turrets that turn, again in a precise or random pattern. You can start these operating from a simple on-off switch on your model, and have Arduino control the pattern. This category of function

is the easiest to apply using Arduino. You will find ample information on controlling LED's and motors in the resources available, so we'll concentrate on the next category.

Radio-controlled switches can control a pump for a fire monitor, lights, anchor windlass, crane, etc. Servos can be used to rotate fire monitors, gun turrets, searchlights, etc. Some of these can be handled through a multi-channel radio, but you may want to control the rotation of a gun turret but have used up your four analogue stick channels and have only switches unused on your radio. You can use two switches with Arduino so that one rotates it clockwise, and the other anticlockwise.

Maybe you have a twin screw or a side-paddle model that you want to sail with two modes of control. One mode would have you control the speed of the port paddle with the left stick and the starboard paddle with the right stick; the other mode would use the left stick to control both paddles at the same speed, and the right stick either to control the rudder, or adjust paddle speeds to turn, or both together. You could change between the two modes with a switch on your radio, or manually on the boat, via Arduino.

Arduino boards

First, the Arduino hardware, i.e. boards and any components you want to use with them must be purchased, but the Arduino software is free, open-source, and is downloaded directly from the internet.

A good way to start, not surprisingly, is with an Arduino Starter Kit. This has everything you need to lead you through a variety of interesting applications and develop your knowledge and confidence. When you move

onto more complicated uses, you will find a plethora of information on the internet. If you are feeling adventurous, you can buy one of the introductory books, and any parts you need to try out their suggested projects.

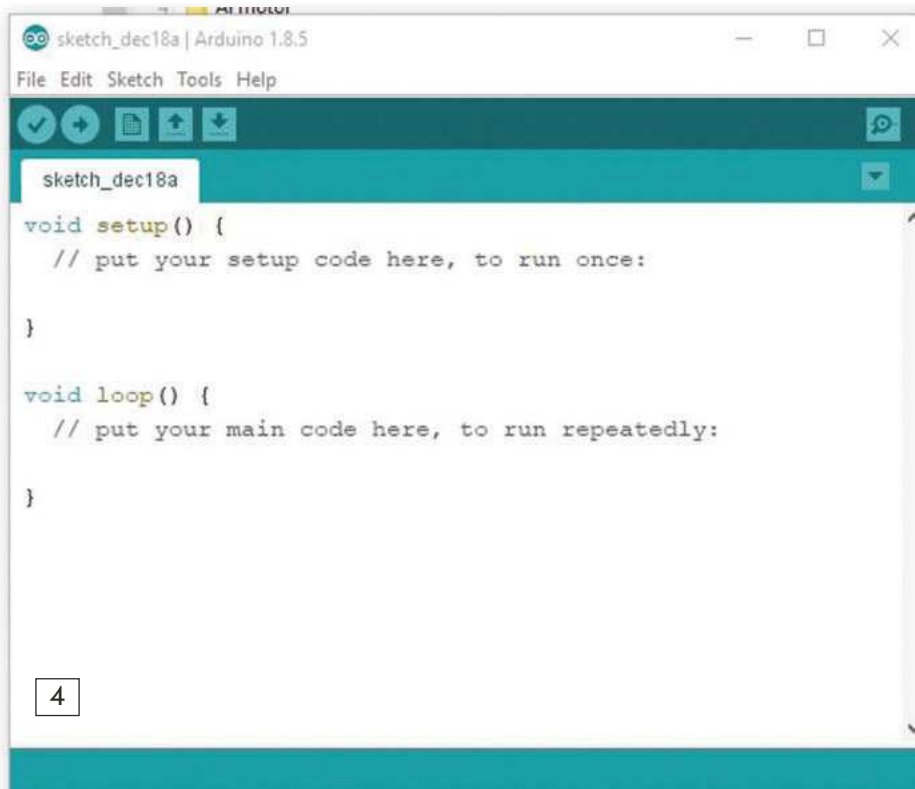
There are several different styles of Arduino board, but they use the same software. I will use the term 'Arduino software' to describe the program that you download from the internet, and then use to type and create your own program on your PC or Mac. The program text, often referred to as program code, is downloaded from your PC or Mac onto your Arduino board and is always referred to as a 'sketch'.

The most common, starter board is the Arduino Uno, illustrated in **Photo 1**. Every Arduino communicates with the outside world through connectors, always called pins, which are located around the periphery. Any of the boards can be used for experimenting. Some are intended mainly for experimenting and their pins are female connectors that take temporary plug-in wiring. Others, such as the Arduino Nano and Mini, have male pins soldered in, so they can be plugged temporarily into a breadboard, as in **Photo 2 & 3**, for experimenting and then used with permanent soldered connections.

There are different types of pins based on their use, but the significant ones are: digital pins; these can be used for both input and output signals and have only one of two values: High(+5V) and Low(0V). Some of the digital pins can be used for Pulse Width Modulation (PWM), about which more later. Some are assigned as 'interrupt' pins, also about which more later. Analog pins: these take an input from a sensor which is variable (between 0 and +5V), such as temperature or water level sensors.

All the pins are identified by numbers. There are other pins, including power supply, which you will find described in the references. You will need a 'breadboard' to temporarily connect external electrical components and is discussed in more detail later.

So, having obtained a board to play around with, the next step is to download the software. If you search for 'Arduino software download'



you'll find the software and instructions for the correct version for your computer and your Arduino board. Then a good website to get your learning started is <https://startingelectronics.org/software/arduino>.

When you start the Arduino software you will see a window as in **Photo 4**, which is almost self-explanatory. There are two functions shown, one called 'setup' and one 'loop', which is the minimum sketch. The 'Setup' function runs once when you turn on power to your Arduino board, and then the 'Loop' function repeats continuously until power is removed. The word 'void' is a keyword that indicates that the function is expected to return no information. The two slashes '/' tell the software that the rest of a line is simply there to help explain the program code: no action results from it.

Some preparatory information can be inserted before the void setup() statement. Since the primary focus of this magazine is model boats, I won't get into a lot of descriptions of how to program and connect circuits. There are a few key details that should be explained.

Radio control

As modellers, we typically get more fun out of making things happen remotely, using the radio to control various features, so we'll devote some space to this aspect of Arduino. To apply Arduino to use or modify instructions from your radio it is necessary to understand how your receiver communicates with the speed controls and servos inside your model.

Approximately 50 times per second your receiver sends a voltage pulse on each channel to a connected servo or ESC. Each pulse typically varies in duration between about 1000 and 2000 microseconds. These limits will depend on your radio (**Photo 5**). A microsecond is one millionth of a second, usually written as 'µs'. Typically, a pulse of

1000 µs to a boat ESC represents full speed reverse, 1500µs neutral, and 2000µs full speed ahead (**Photo 6**). This is 'pulse width modulation', changing the duration (or width) of each pulse to convey information. If the receiver is connected to an Arduino, the Arduino can read these pulse widths and the sketch you have written can modify them, and then send them on to connected devices. At this point we need to get into some of the details of Arduino program code. The least

complicated way to read the receiver output is to use a built-in Arduino function, which you write into your sketch, defined as follows:

pulseIn(SPEED_IN_PIN, value)

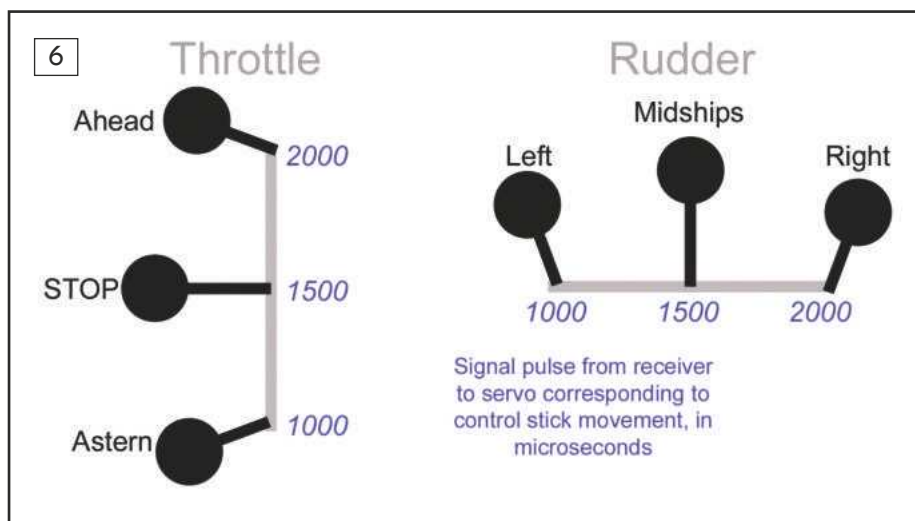
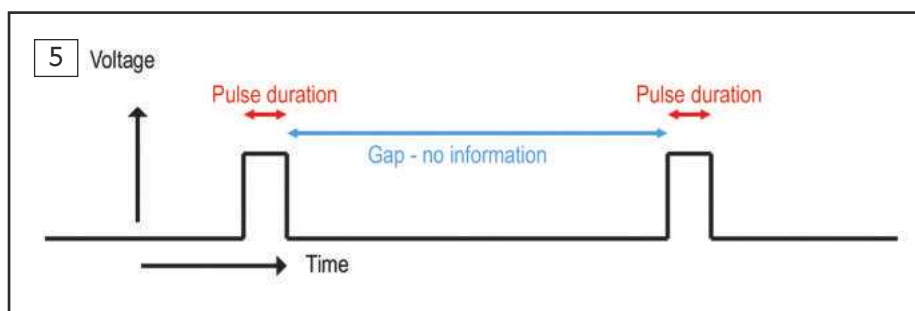
SPEED_IN_PIN is the number of the pin on your Arduino board, on which you want to read the pulse, i.e. the one to which your receiver channel is connected. 'value' is replaced by either HIGH or LOW.

For example, if value is stated as HIGH, once execution of your sketch comes to the pulseIn() statement, execution of your sketch pauses, waiting for the pin voltage to go from LOW to HIGH, starts timing, then waits for the pin to go LOW and stops timing. It sends the timed duration of the pulse in microseconds back to your sketch, which resumes executing.

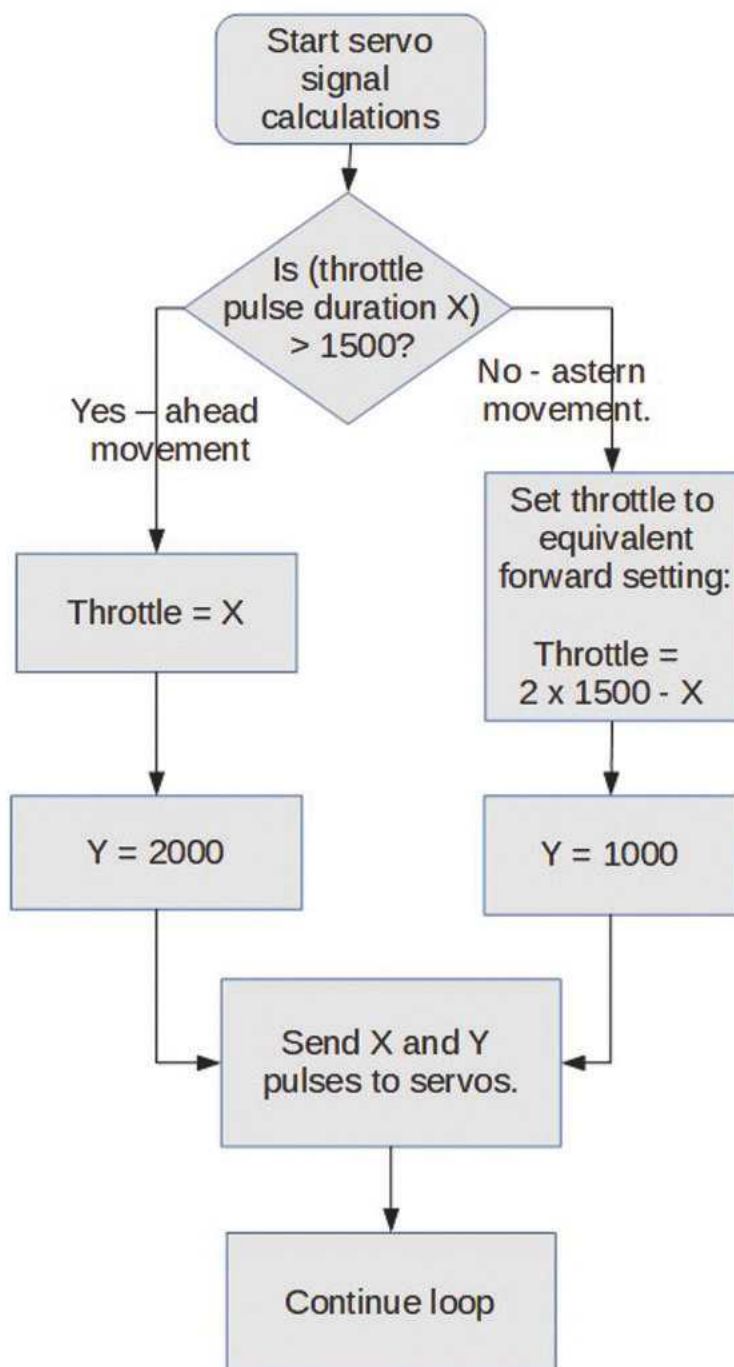
Sounds simple, I hear you say (I hope). The second way to read the signal is by using interrupts, which is more complicated. Anything you read about using pulseIn() will probably recommend you don't use it and use interrupts instead. For a typical scale model boat usage, you will not notice the difference between using pulseIn() and interrupts.

Manipulating the signals

For simple explanation purposes, let's assume you have a boat powered by a reversible steam engine. To move astern, the throttle must be closed, the reversing link must be



7



A flow diagram is a good way to define the instructions you need to write into your sketch, and you can see from the flow diagram in **Photo 7** that some very simple arithmetic is applied to manipulate the controls. The program code to achieve this is shown in **Photo 8**. I've added something new at the end; the commands to send the pulses to the relevant servos. The necessary servo functions are part of a standard library of functions and you need to include this library in your sketch. This is done with the preparatory statement added near the beginning of your sketch before the setup function:

#include <Servo.h>

Once you have included this all the necessary functions and statements to operate the servos are available. For instance, you need to give a name to each servo that your program will be sending pulses to, using the following statement:

Servo servoThrottle;

'servoThrottle' should be replaced with a name you choose for your servo; a separate name for each one. An ESC is, of course, treated the same as a servo. You also need to write into your sketch which Arduino pin your servo signal wire is connected to, with this statement:

servoThrottle.attach(NN);

You write in your pin number (or name if you have assigned one) in place of 'NN'. In this example, because the variable 'Y' has only two, known values we can set 'Direction' equal to one of those two values, instead of using a variable called 'Y'.

Connecting the radio & hardware

In addition to the Arduino board and a 'breadboard' you will also need some connecting leads and headers. The latter

shifted so that the valves are operated by the astern cams, and the throttle opened again. You want to use a single control stick on your radio in the normal manner to go ahead and astern, and have Arduino look after those actions. We'll assume that the receiver sends control pulses as shown in **Photo 6**.

If both servos use a standard range of movement for operation, then: The throttle servo requires 1000µS pulses for steam valve closed, and 2000µS for valve fully open. We'll label the signal sent to this servo as 'X'. The reversing servo requires 1000µS pulses for astern and 2000µS for ahead. We'll label the signal sent to this servo as 'Y'.

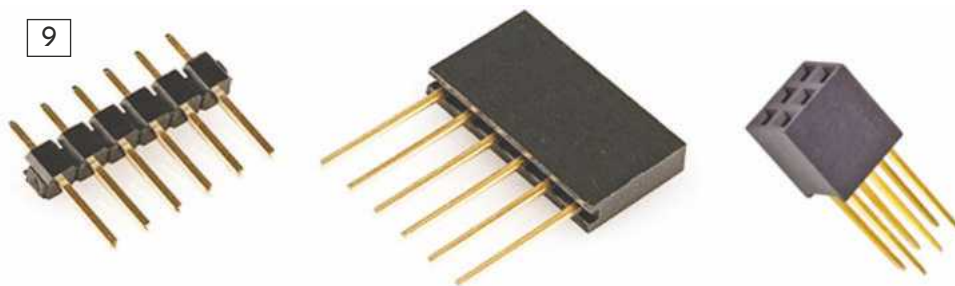
```

if (X >= 1490)           // ahead movement
{
  Throttle = X;
  Direction = 2000;      // set ahead cams
}
else                     // astern movement
{
  Throttle = 2980 - X;   // convert astern command into ahead command
  Direction = 1000;      // set astern cams
}

servoThrottle.writeMicroseconds(Throttle); // send pulse to valve servo
servoThrottle.writeMicroseconds(Direction); // send pulse to cam servo
  
```

8

9



are of several types as shown in **Photo 9**. You connect all your hardware to the Arduino using a breadboard.

Photo 10 shows an Arduino Nano assembled into a breadboard with the headers for mounting a receiver and leads connecting one servo. In this and **Photo 3** you can see that the two bottom rows of holes in the breadboard (nearest the camera) are connected along the board, left to right. One row is for the positive lead from the power supply, the other for the negative. There are another two similar rows along the top edge. The holes in each numbered, bottom-to-middle row of holes (vertical in the picture) are connected. The top half rows are similar.

Ensuring it works as intended

After you write your instructions into your sketch, making it work is a three-step process.

1. When you are satisfied with your sketch, it's time to try compiling it. This begins with clicking on the 'Verify' button in the Arduino program, before you connect your Arduino board. I don't want to be a pessimist, but chances are you will receive an error message pointing out something that is wrong. Probably several successive messages.

2. After you have corrected those conditions, eventually you will see the 'Done compiling' message. This means that the compiler can make your sketch work but

does not guarantee that it will provide sensible output. It is recommended that you write in some print statements to display, on your computer screen, the value of some important variables. You may find that you must add progressively more print statements to find the cause of an unexpected value.

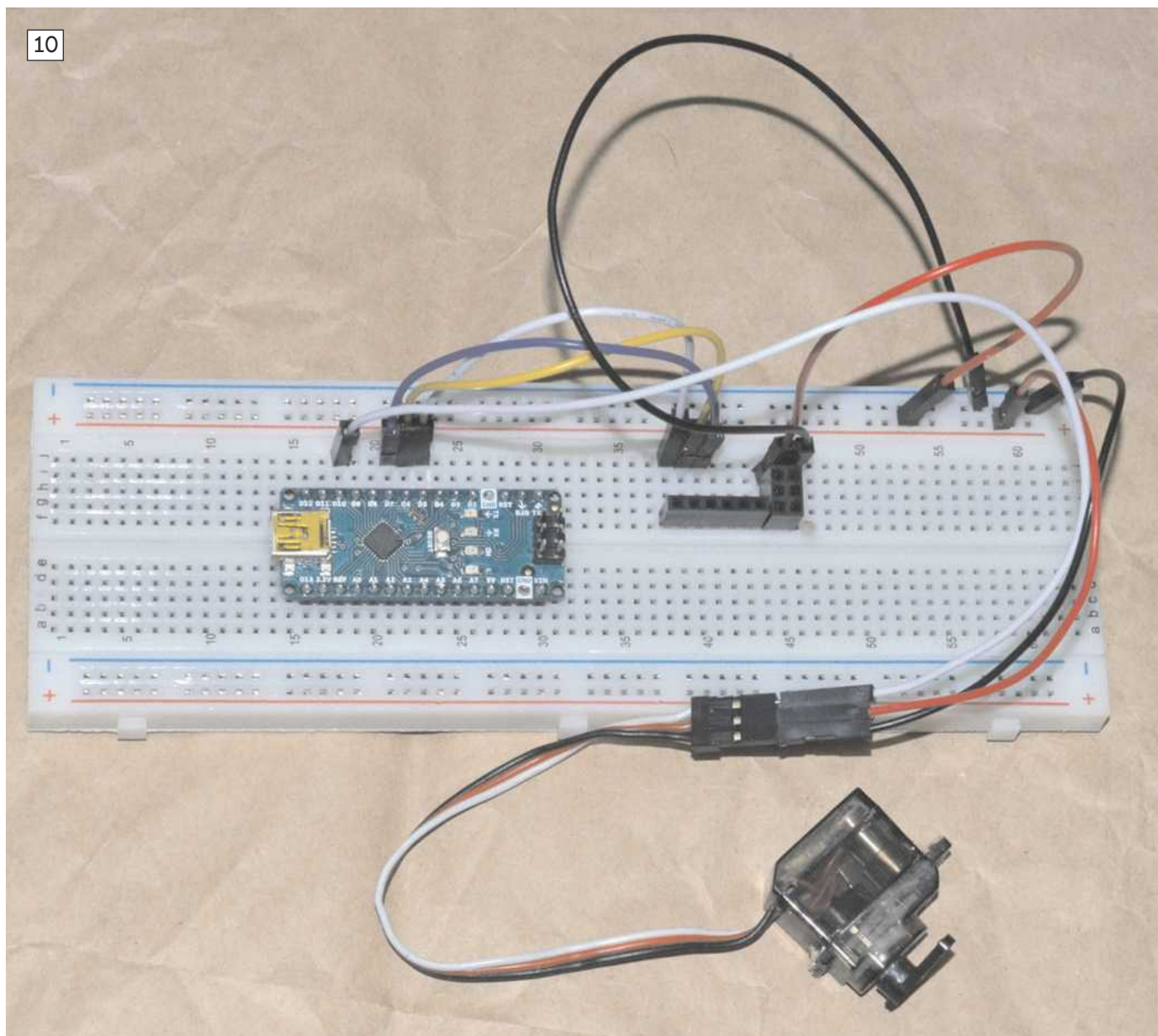
3. When you're satisfied with the values displayed, it is time to connect your Arduino board to your PC or Mac and transfer your program by clicking on the 'Upload' button.

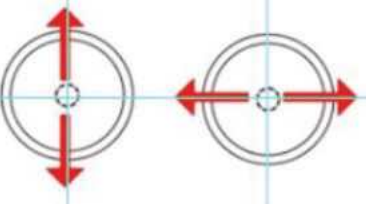
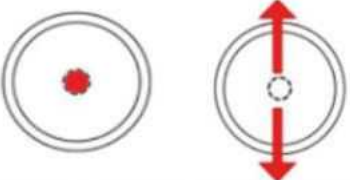
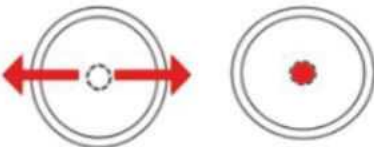
Once you are satisfied that you have a correctly functioning sketch, you can apply power and test the whole project.

Making it permanent

For permanent setups boards such as the Arduino Nano, Mini and Micro, with provision for soldered connections, are best. They can

10



11 Stick positions	Device controlled
	Normal control – throttle and rudder
	Stern <u>thruster</u>
	Bow <u>thruster</u>

be mounted on and soldered to a prototyping board, such as Veroboard. Stripboard is the generic name for this type of electronics prototyping board which has a 0.1in (2.54mm) rectangular grid of holes, with parallel strips of copper cladding running in one direction all the way across one side of the board. You mount your components on the non-copper side and solder them to the copper. Where you have unwanted connections through the copper strips, you cut the strips; where you need other connections, you add wires beside the components and solder them where necessary.

Limitations

The output to a servo or ESC is PWM, and those devices must be connected to a pin suitable for PWM output. There are six pins which can be used for PWM on both the Arduino Uno and Nano, for example. The internal circuitry of the Arduino board sets a limit to the current through each pin of 40 milliamps. That is just about enough to power one LED, or a servo signal. To control devices requiring more current, such as multiple LED's or a motor, you must control them using external transistors or relays and turn them on and off by Arduino.

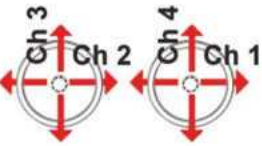
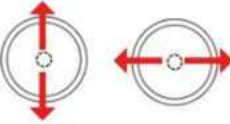
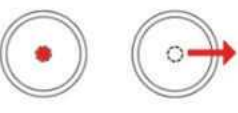
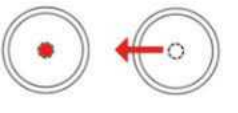
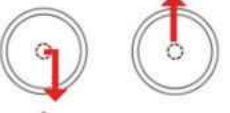
For servos, the signal wire (white or yellow) can be connected directly to the Arduino. However, the power wires (red, plus black or brown) which can draw several amps, must be connected directly to a power supply. This can be the same as the Arduino power supply, but if separate then the ground (black or brown) wire of the two power supplies must be connected.

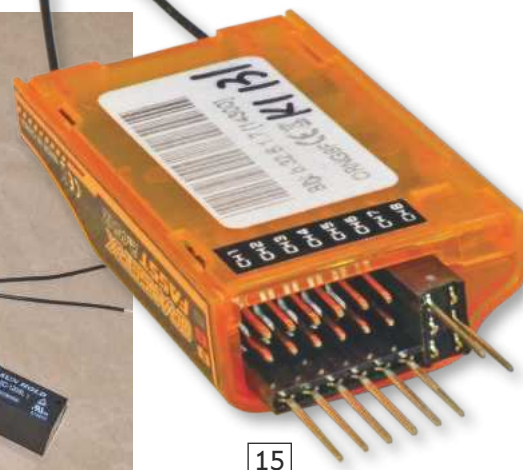
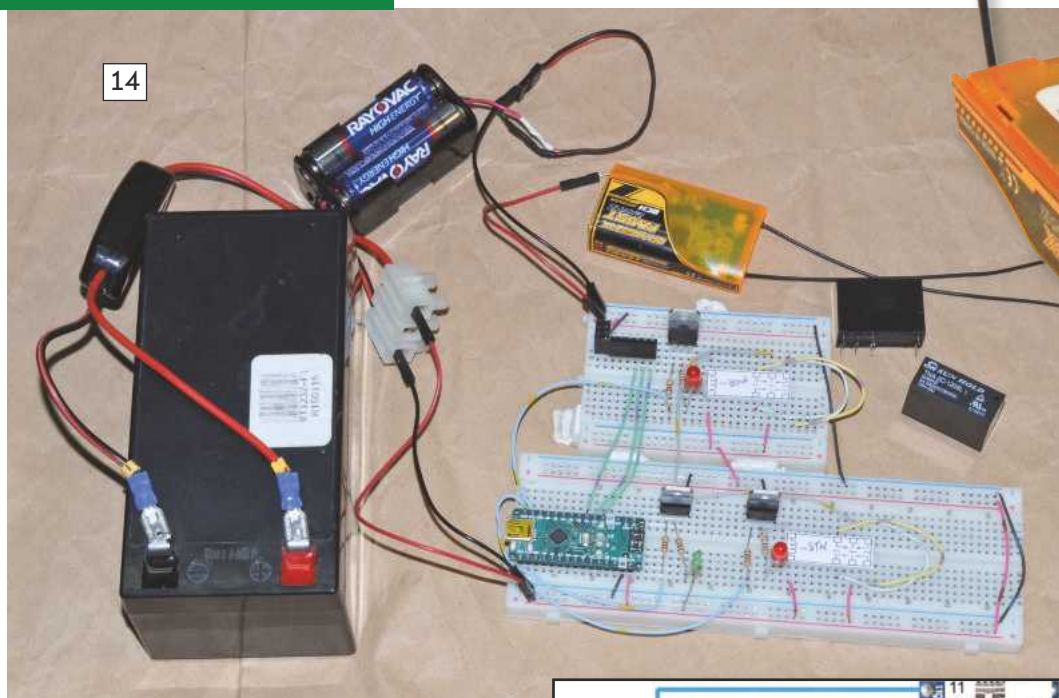
Thruster control

Let's end with a detailed example, and take the situation described by Glynn Guest in his article on thrusters in the January 2019 MB: how to control both bow and stern thrusters in an easy-to-use setup. We'll consider the minimum setup of a 4-channel radio.

It is possible to arrange the controls to operate them as shown in **Photo 11**, using transistors and relays with Arduino. The only complication is that if we want to have the two thrusters on different control sticks, it makes sense to use up/down movement of the right control stick to represent left/right movement of the stern thruster. This is not intuitive. This arrangement does reflect the way model boaters typically operate their vessels, by controlling the individual devices on the model. Because it is possible to arrange the same setup with servos and microswitches without Arduino, Arduino does not offer any advantage.

For this reason, let's propose that we use movement of the control sticks as shown in **Photo 12**. This applies a more modern approach to manoeuvring a vessel, in which you set up the controls to manage how you want the vessel to move. The Arduino

12 Stick positions	Vessel motion	Programming/ Operating comments
		Return both sticks to middle position to reset mode of operation.
	Normal control	Move throttle from neutral first, thrusters turn on under programmed conditions.
	➡	Throttle at neutral, props off.
	⬅	
	↻	Move throttle stick sideways first to select rotation. Channel 4 stick movement is shown but its signal is not used.
	↻	
		Props off.

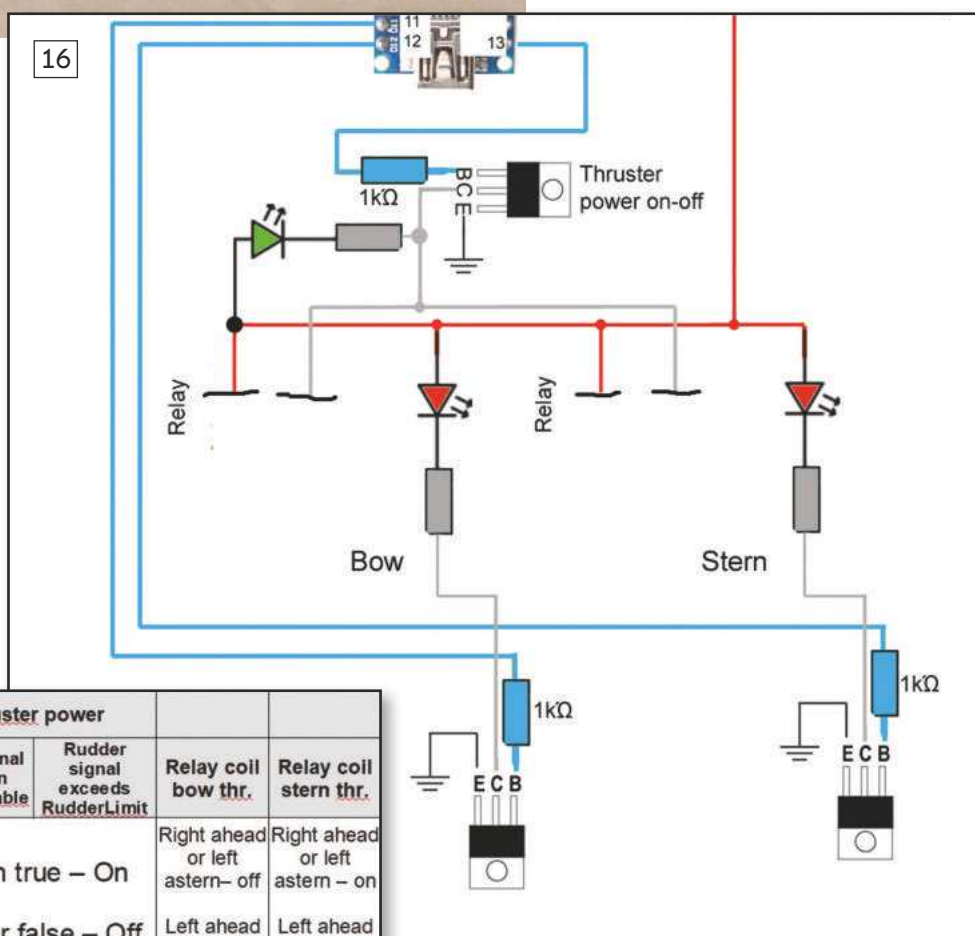


sketch it is assumed that the thruster motors and their relays are wired so that when the relay coils are de-energized, the thrusters push the model to the right.

Testing

Photos 14-16 show the setup for 'Stage 1' testing. Stage 1 uses LED's to indicate relay actions and thruster directions. The receiver and the relays have been omitted from **Photo 14** for clarity. The relays which plug directly into the breadboards, have been replaced by a diagram showing their internal connections. The two black headers on the furthest board are where the radio plugs in. The horizontal row of six is where the signal pins plug in. The 2x3 header has four of the pins cut off, leaving only one pin to connect to the negative ground and the other to the positive supply.

Note: The radio is removed from **Photo 14** but installed for the testing. Clearly this is set up



17	Stick positions	Vessel movement	Thruster power		Relay coil bow thr.	Relay coil stern thr.
			Speed signal less than ThrustDisable	Rudder signal exceeds RudderLimit		
Man'ring mode 0	Throttle Rudder	Normal control	If both true – On If either false – Off		Right ahead or left astern – off Left ahead or right astern – on	Right ahead or left astern – on Left ahead or right astern – off
Manoeuvring mode 1		Move right	On		Off	Off
		Move left			On	On
Manoeuvring mode 2		Rotate clockwise	On		Off	On
		Rotate anti-clockwise			On	Off

for an 8-channel radio, but only six channels can be used with this setup on the breadboard. So, channel 7 is used as the ground connection, channel 8 as the positive and channels 1-6 are functional channels with signal inputs connected. You also have the option of connecting the receiver off the board using prototyping leads.

If a 12V battery is used, a resistor of 820ohms is required in series with each LED. Adjust for other voltages. The table in **Photo 17** shows what you should see with the various stick positions.

If you do not see all the correct indications, double-check your wiring, LED polarity and

resistor values. Once you are satisfied that you are seeing the correct actions as you move the control sticks, the final step is to plug in your relays and connect your motors. The final test setup of the prototype is shown in **Photo 18**.

The ultimate step would be to make the setup permanent by soldering the components to a stripboard or similar.

The Arduino sketch for this example is not included in this article. You will find it by going to the Model Boats website page here: <https://www.modelboats.co.uk/adm/articles/edit.asp?s=18a=27230>. It is provided in this manner so that a reader can copy it from the webpage directly into the Arduino software, and test out what has been described here.

There are couple of values programmed into the sketch that are worth highlighting here. Both apply only when using normal control, and both can be adjusted to suit personal preference. They are 'RudderLimit' and 'ThrustDisable'. The thrusters only operate when the rudder signal deviates from the neutral position by an amount greater than 'RudderLimit'. In other words, your rudder stick position must be calling for a tight turn for the thrusters to turn on. Similarly, the thrusters only operate when the speed signal deviates from the neutral position by less than 'ThrustDisable'. Since thrusters are only effective at low speeds, you would be wasting battery power by running them at high model speed. These are examples of how Arduino can do the 'thinking' for you, simplifying operation.

There is another situation where the Arduino sketch simplifies operation, again when operating in normal control. In this mode, the thruster directions depend not only on the rudder angle, but also on whether the model is moving ahead or astern. For example, thruster directions are the same for an ahead right turn and an astern left turn; both swing the model clockwise. The sketch uses both speed and rudder signals to select thruster direction.

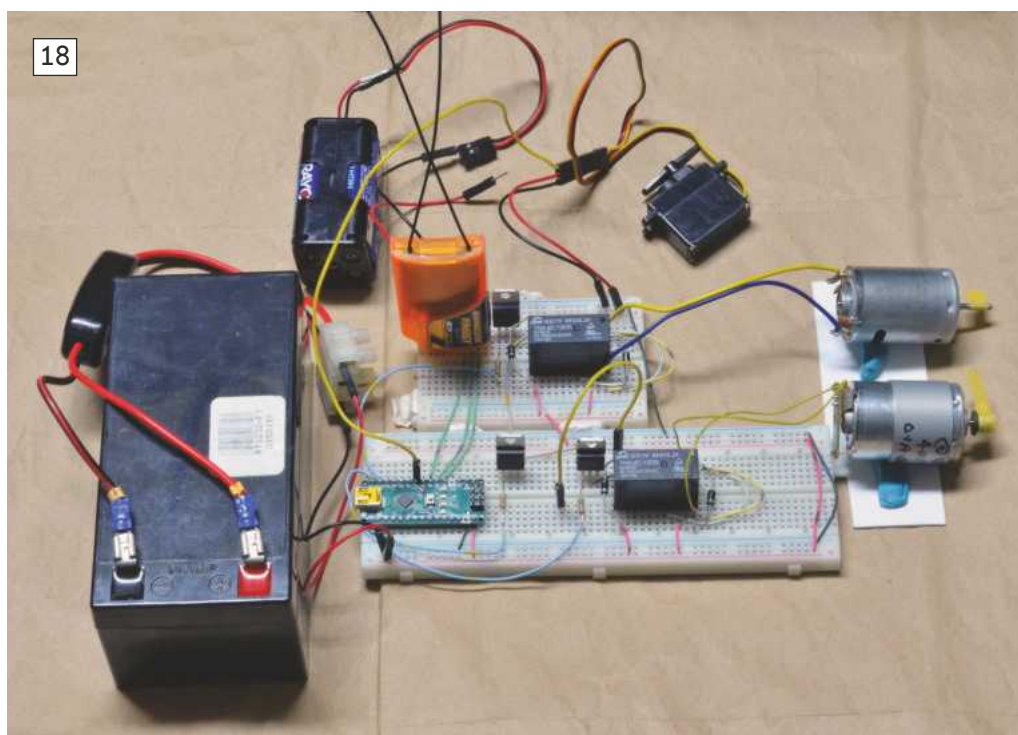
Other options

You may discover that when operating inside thrust mode that the model rotates a little. There could be several reasons for that. It could be corrected by inserting a resistor of suitable power rating into the circuit of the most powerful thruster's motor, thus reducing the voltage at the motor.

Conclusion

I hope this article has given you an understanding of the capabilities of Arduino and what uses it could have in model boating. There is more to learn than I have shown here, but there are many excellent resources to help. Be encouraged by the fact that I'm not a radio, electronics, or Arduino expert, but a model boater who learned about it from the resources mentioned.

18



Glossary

A 'keyword' is a word that has a meaning in the program code; it may be a command and cannot be used as the name of a variable.

A 'variable' is a value that can be changed by sketch; you give it a meaningful name by which it is referenced in the sketch. It can be a number, or text.

A 'function' is a self-contained set of program instructions. It's like a recipe: it lists ingredients (data input), mixing/cooking instructions (program code), and usually produces (returns) a result (data output). A function can call (use) other functions, just as a recipe for a three-course meal requires a recipe for each course.

A 'call' to a function means that the sketch that is currently executing pauses while it executes the code in the function.

A 'library' is a set of functions, typically created by another author, which can be downloaded and included in your sketch.

'Compiling' is what the Arduino software does to your typed (sketch) to convert it into machine code instructions that the Arduino CPU can use.

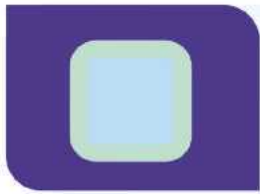
In both flow charts and sketches, '<' means 'less than' and '>' means 'more than'. Arduino keywords appear in colour in the text of your sketch. Explanations of each one can be found on the reference page at: <https://www.arduino.cc/reference/en/#page-title>

Further reading

<https://www.makerspaces.com/arduino-uno-tutorial-beginners/>
<https://startingelectronics.org/software/arduino>
<http://rcarduino.blogspot.com/2012/01/how-to-read-rc-receiver-with.html>
<https://www.build-electronic-circuits.com/stripboard/>
<https://electronicsclub.info/stripboard.htm>

If you want to know more about 'interrupts'

<http://rcarduino.blogspot.com/2012/04/how-to-read-multiple-rc-channels-draft.html>
<http://rcarduino.blogspot.com/2012/03/need-more-interrupts-to-read-more.html>



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Funnels

By John Maynard

Many of our readers will have travelled through the port of Dover on their way to the Continent, but few will have taken the lane behind the Castle out to the National Trust White Cliffs car park. From here the bird's eye view of the Eastern Docks Ferry Terminal, with its constant movement of ships and vehicles is simply amazing. It is like looking down on some stupendous model layout. It was nothing like this when I returned to Dover in the aftermath of WW2; all you would have seen then was a jetty and the submarine pens enclosing a small area of water known as The

Camber. At that time all of Dover's commercial shipping was in the Western Docks.

The Railway Company's passenger ferries ran from the Admiralty Pier. If you needed to take your car with you it was loaded onboard by crane, a few ferries even had a garage on the upper deck. Or you could catch the night sleeper train from London, have your coaches shunted on to one of the three train ferries (Hampton, Shepperton and Twickenham), and wake up in Paris. General commercial shipping was handled in the Granville and Wellington Docks, typically with coasters up to about 300ft.

My father Harry Maynard was apprenticed as a shipwright in about 1920 with what was then the South Eastern & Chatham Railway, soon to become the Southern Railway. After 50 years spent maintaining Cross Channel ferries, he retired in 1970 as Foreman Shipwright for British Rail. He was always out and about round the docks, and between 1959 and 1969 he meticulously noted the funnel designs of something like 250 ships which had come into dock to load or discharge cargo, or occasionally for emergency repairs. Then in retirement he recreated nearly 100 of them in miniature; my nephew has a panel with more funnels to a

- 1: Galila Maifa.
- 2: Else Muller Hamburg.
- 3: Mogens Graesborg Glyngore.
- 4: Mathias Raith Hamburg.
- 5: Lifana Groningen.
- 6: Hoop Delfzil.
- 7: Pulp Trader Noormarkku.
- 8: Anita Schutte Jtznoe.
- 9: Chiquita Stocksund.
- 10: Zeester Kampen.
- 11: Jan Tavenier Zaandam.
- 12: Arne Presthus Bergen.
- 13: Ser Vigo.
- 14: Candide Leidschenam.
- 15: Jan Peter Hamburg.
- 16: Ursa Minor Delfzil.
- 17: La Pared Ferrol de Caudillo.
- 18: Monica S. Goteborg.
- 19: Resulka Szczecin.
- 20: Hoheweg Brake.
- 21: Hamen Bergen.
- 22: Jacob Becker Hamburg.
- 23: Gulla Horten.
- 24: Normandie Oslo.
- 25: Royal Pulp Stockholm.
- 26: Jules Berthiere Bayonne.
- 27: Partner Hamburg.
- 28: Ine Bilbad.
- 29: Else A R Odense.
- 30: Richard Rahmann Hamburg.

smaller scale. Harry was already a competent ship modeller, having won a Silver Medal at the 1936 Model Engineering Exhibition in London for his motor yacht 'Coquette'. But to focus on ships' funnels is certainly a niche area of modelling, possibly unique.

These panels are more than just a decorative curiosity, they are a record of a period in maritime history which was rapidly ending. The ever-increasing flow of lorry traffic through Dover's Eastern Docks was sounding a death knell to many small cargo ships. Such of their kind as survive today are mostly shipping bulk aggregates

Eight of the ships on my panel were discharging pulp from Scandinavia for the local Wiggins Teape Papermill, long since derelict but now becoming fashionable accommodation. Seven were discharging fruit. Other incoming cargoes were timber, boxwood, granite chips, fertiliser and potatoes. There were regular outgoing shipments of coke breeze from the gasworks, and there was grain from local farms.

Among my 30 ships there was only one steamer, the rest were all motor vessels, modest little ships, not at all glamorous, and with little appeal for the average ship modeller. But at least I have some of their funnels!

Soobrazitelnyy coming into dock with a clear view of the bridge.

Soobrazitelnyy- Russian Corvette

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



Using etched fret, detailing the bridge area and funnel exhaust

Using Etched Fret

Simply put an etched fret in either brass or nickel silver produced using a photo-chemical process first by first creating the artwork which is then used to generate a photo master. This is laid on the material you are intending to use then introducing an acid which removes specific material. Once done the acid is neutralised leaving the required etched fret.

A fret was produced to form specific parts such as the many grill vents surrounding the funnel exhaust and larger vents located

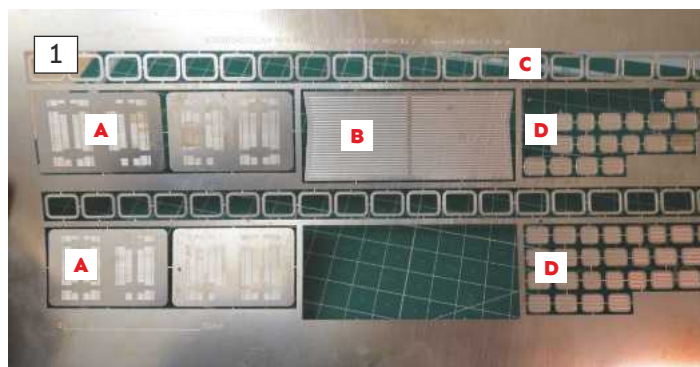
in the amidships SSM well and for several exterior panels. Made from scratch the results may well have been at best problematic, so to achieve a higher level of representation photo-etch was the path of least resistance. Also, to make the fret more cost-effective bridge window surrounds which could be made from scratch where added. In hindsight I could have added a further number of fittings specifically suited to etch work but the purpose here is to generate as much as possible from easily available materials.

As shown in **Photo 1** cost is related to the size and thickness of material, here it is A4, 0.3mm thick which allowed the parts required to be produced by a factor of two, spares if you like and still have vacant space to create additional parts.

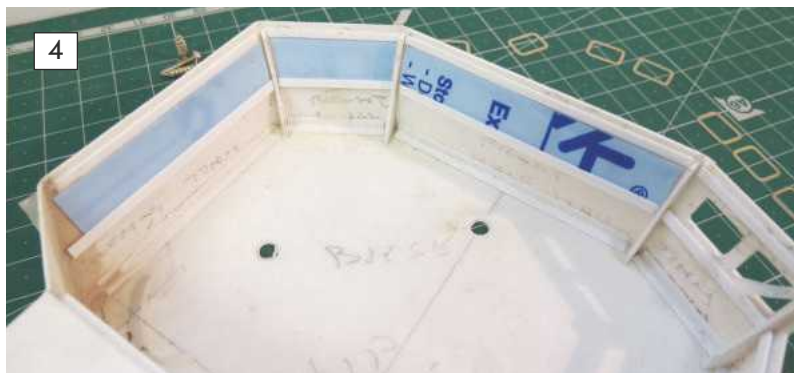
Type of fitting: - 'A' Hull side louvre vents, port and starboard; 'B' SSM well amidships louvre vent; 'C' Bridge window frame surrounds and 'D' Funnel exhaust vents (two sizes) four sides

Bridge glazing

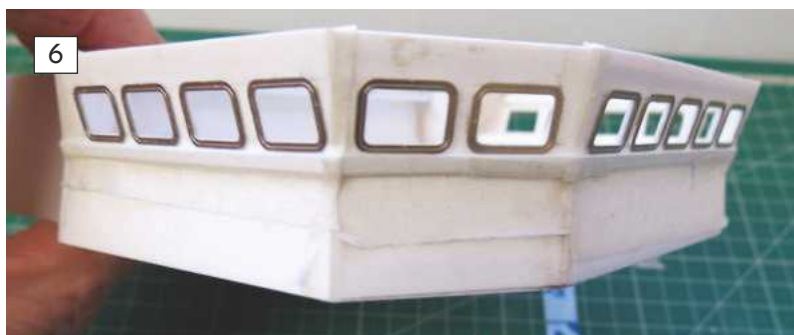
Prior to fixing the PE the first task was to prepare the window glazing. For this 1mm thick acetate sheet was the material of choice, the reason being 1mm is thick enough to be ridged yet remain reasonably flexible. Each section of the bridge glazing was cut to size ready to be slotted into position. I say slotted as I have found that this method alleviates the need to use any adhesive which can have a detrimental effect on the exposed surfaces of the acetate (**Photo 2**).



1: The photo-etch containing vent panels and window surrounds. 2: Preparing the acetate glazing and photo-etch window surrounds.



3: Completing the slot for the acetate glazing. 4: No adhesive required the acetate glazing is firmly held in place.



5: A temporary ledge is fitted to maintain the symmetry of fix for the window surrounds. 6: No fuss all the PE surrounds are accurately aligned. 7: With the surrounds firmly in place the temporary ledge can be removed.

Here the slot is made by adding. Strips of styrene into which the glazing will fit (**Photo 3 & 4**). The blue outer cover on the acetate sheet can remain temporarily to protect the surface.

Fixing the bridge window surrounds

All the required window surrounds are removed from the fret. To ensure symmetry with each existing opening in height and separation a temporary styrene strip (Evergreen 143 1.0x1.5mm) was added to the frontage. Using Uni-bond power glue each window surround was fixed into place whilst resting on the shelf (**Photo 5 & 6**). Once the surrounds are firmly in position the styrene shelf can be removed (**Photo 7**). This is a simple yet accurate method which also helps when fixing the funnel vents.



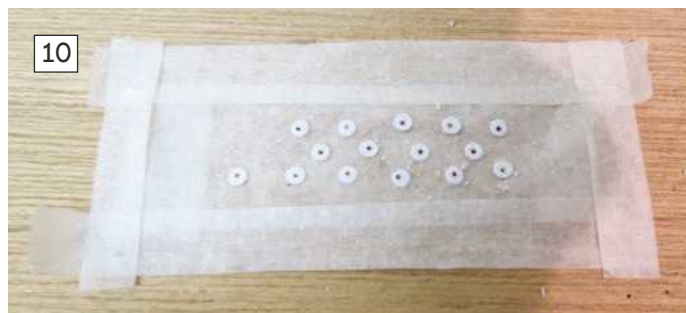
Handrails and fixing plates

On the full-size vessel and immediately below the window surrounds are a series of handrails fixed to the surface via circular plates (**Photo 8**). These circular plates are represented here by .25mm

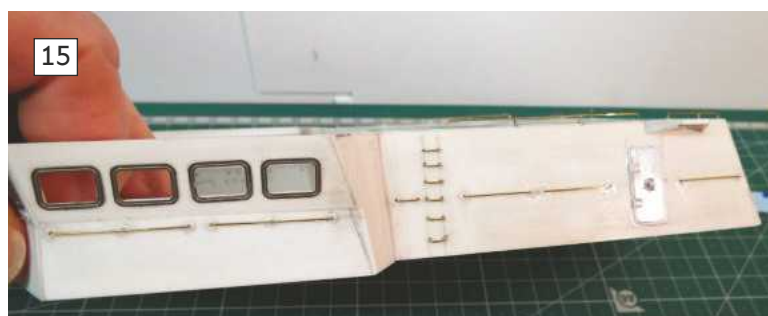
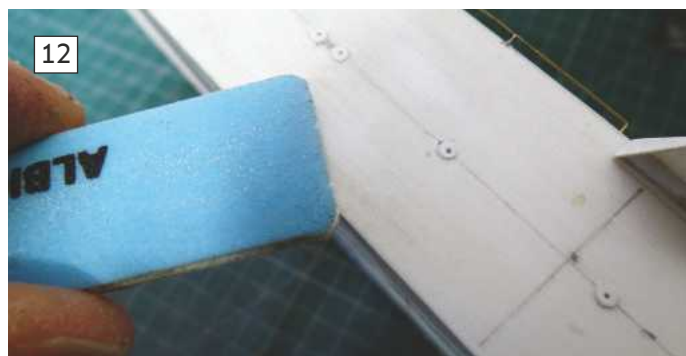
thickness punched out styrene discs. Using a pin vice and a 0.4mm bit each 2mm diameter disc was carefully centre drilled (**Photo 9**). Those holes not in the centre are discarded and replacements made (**Photo 10**). Each handrail

8: Here on Stoiky as on Soobrazitelnyy the handrail is positioned beneath the bridge windows. 9: Using a pin vice to drill out styrene handrail fixing plates.





10: Prepared styrene fixing plates. 11: Preparing each of the bridge hand rails. 12: Reducing the thickness of the styrene fixing plates. 13: Positioning the starboard side bridge handrails into the fixing plates.



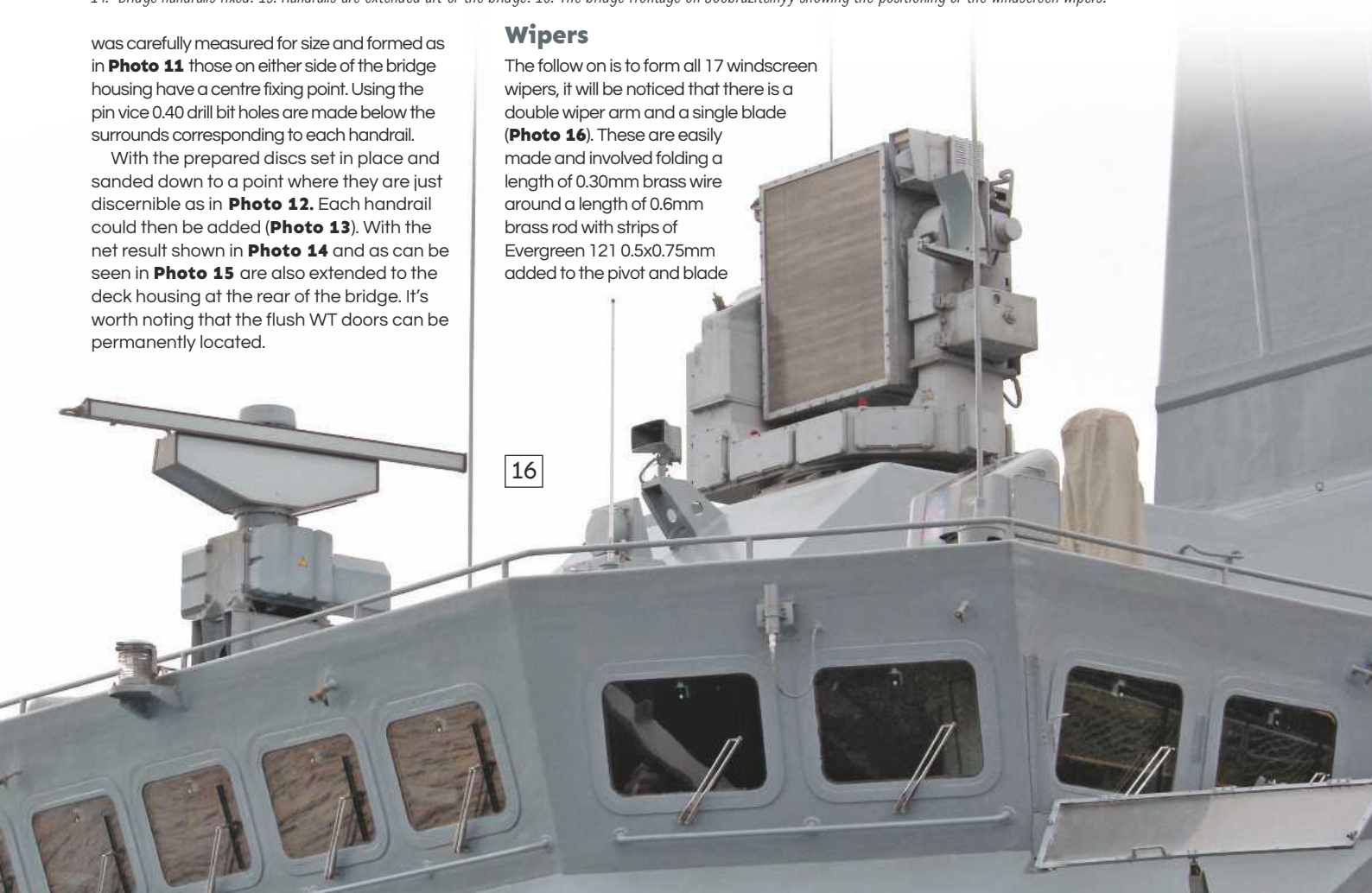
14: Bridge handrails fixed. 15: Handrails are extended aft of the bridge. 16: The bridge frontage on Soobrazitelnyy showing the positioning of the windscreen wipers.

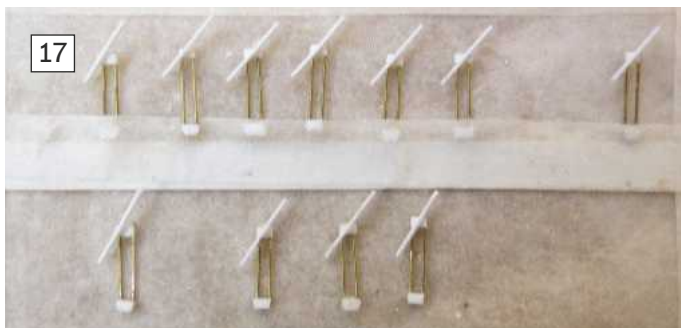
was carefully measured for size and formed as in **Photo 11** those on either side of the bridge housing have a centre fixing point. Using the pin vice 0.40 drill bit holes are made below the surrounds corresponding to each handrail.

With the prepared discs set in place and sanded down to a point where they are just discernible as in **Photo 12**. Each handrail could then be added (**Photo 13**). With the net result shown in **Photo 14** and as can be seen in **Photo 15** are also extended to the deck housing at the rear of the bridge. It's worth noting that the flush WT doors can be permanently located.

Wipers

The follow on is to form all 17 windscreen wipers, it will be noticed that there is a double wiper arm and a single blade (**Photo 16**). These are easily made and involved folding a length of 0.30mm brass wire around a length of 0.6mm brass rod with strips of Evergreen 121 0.5x0.75mm added to the pivot and blade





17: Wipers prepared and ready to be fitted. 18: Wipers carefully aligned to fit into the window space and touch the surface of the Acetate glazing.



19: All the wipers fixed into position. 20 Progress thus far. The bridge area with fittings temporarily added for effect. 21: A view of the detail on Stoiky showing vents and louvre grills at the rear of the funnel casing. 22: Photo-etch vents and louver grills fitted to the rear of the funnel casing.



end. The purpose is for the wiper arms to clear the surround with the blade resting neatly within the surround whilst encountering the glazing (**Photo 17-19**). I thought it time to bring together several the fittings associated with the bridge area, locating but not fixing these into position. This gives some idea on the development thus far but for practical reasons not all the structures and fittings are in place (**Photo 20**).

Detailing the funnel exhaust

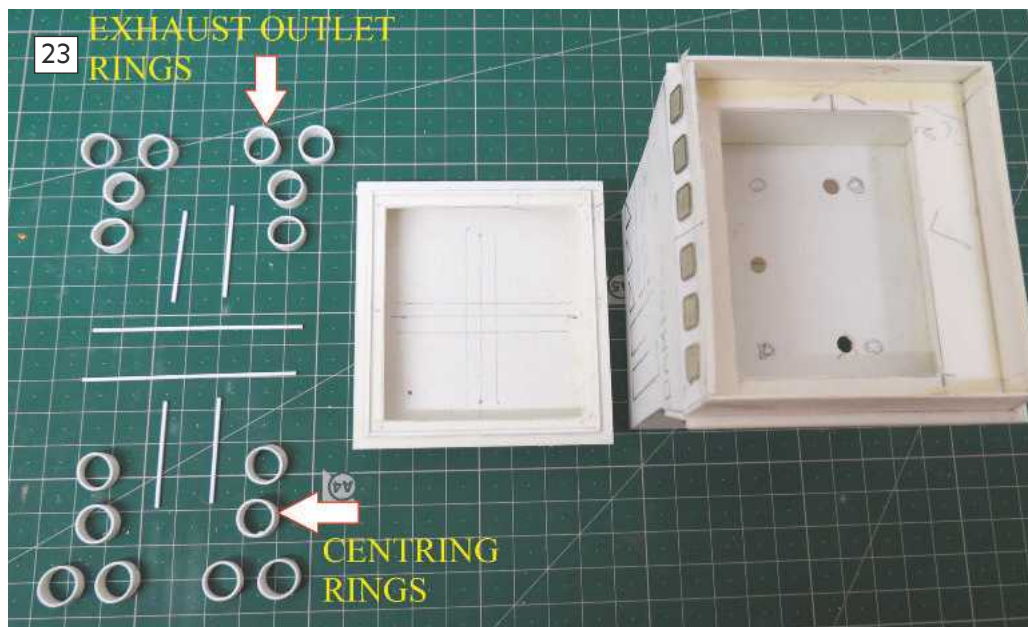
The funnel exhaust on the Soobrazitelnyy has a low profile and as illustrated in this official image showing clearly the arrangement for the series of vents around the outer edges please note that there is a variation in the size of vents fitted (**Photo 21**). There are other notable features such as the louver grill within the SSM well. Although much of the detailing within the well has been prepared and will be added later. For now, we'll move on with detailing the exhaust casing.

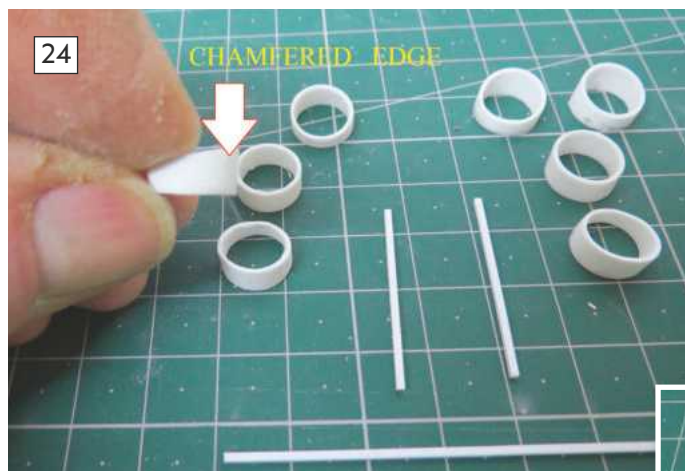
The first task was to mark and space out each of the vents (**Photo 22**). Once all of these are fixed attention can shift to detailing the exhaust outlets. Like all modern warships the exhaust gasses are filtered to reduce IR emissions which can

be a beacon for IR seeker heads on anti-ship missiles. As discussed previously the top of the exhaust casing is removable. Located within this box are the on-off power switch and charging socket (a similar arrangement was installed in the 1/96 HMS Skirmisher). As a reminder the rational for this is simple. This alleviates the need to remove the superstructure every time there is a need for re-charging.

Within the top of the funnel are four exhaust outlets. These are designed to direct the exhaust outboard to either side and for this are angled segmentally. Essentially the four exhaust outlets are constructed using Evergreen tube 234 11.1 mm diameter in three sections or rings with a centre piece Evergreen 232 9.5mm od onto which the assembled exhaust will fit and adjusted to suit (**Photo 23**) Each exhaust ring is slightly

23: Sections of the exhaust outlets to be installed into the top of the funnel.





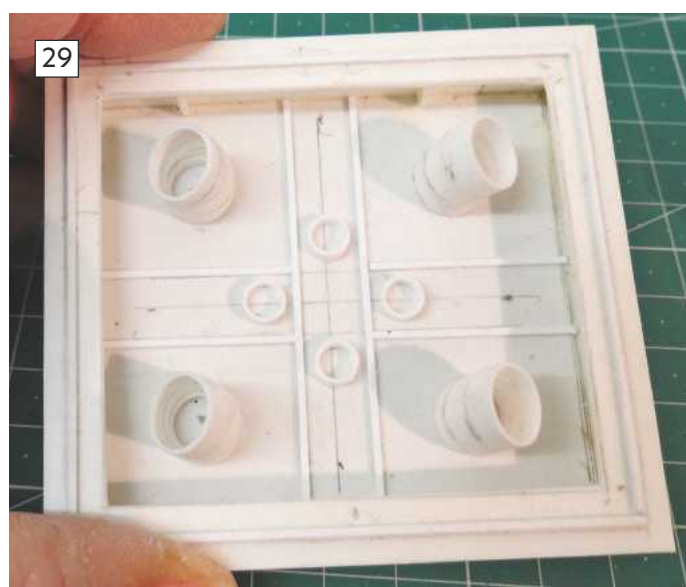
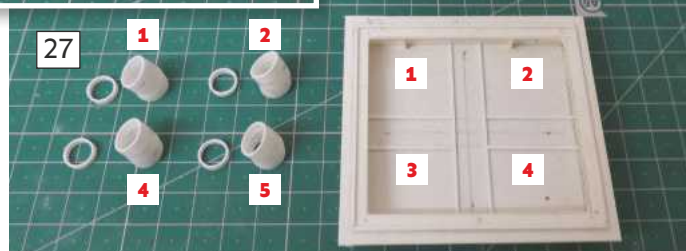
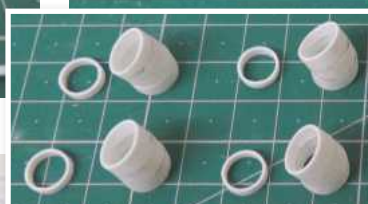
24: Chamfering the exhaust outlet rings.



26: The four exhausts prepared. 27: The top of the funnel is divided into four squares.



25: Assembling each of the segment rings that will form the slightly curved exhaust.



28: Each funnel exhaust is fitted to its centring ring where it can be adjusted to suit. 29: A further four smaller rings are added. 30: Fitting out the funnel is almost complete.

chamfered with the net result a splayed surface as in (Photo 24-26).

Each of the outlet and centre rings are laid out ready to be transferred to the top of the funnel casing. According to the drawings the top of the funnel is divided up as in Photo 27. Here strips of Evergreen 8404 1.09x 1.09 mm are used. The centre rings are fitted first. When firmly in place the exhaust rings can be added. There was no need to bond these in place as a tight fit allows for adjustments (Photo 28). To complete the funnel top four more smaller rings are added. Relating to the full-size vessel these may well be generator exhaust outlets, but I can't confirm this (Photo 29). A fully prepared funnel can now be placed in position with the net results as shown in (Photo 30).



SSM Launch tube well

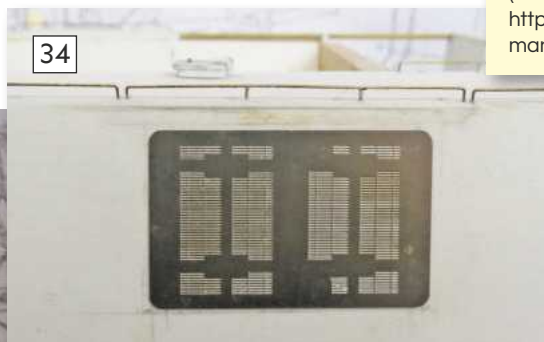


31: One of two large air intakes.

Photo Etch air-intake panels

The final task for this month was locating the photo-etch side panels. These panels are used as intake vents and their location on the full-size vessel can be seen here in **photo 31**. Having removed any burs the etched panel is offered up to the opening. This panel will remain detachable until the airbrushing is completed and as such it will need to become a push fit into the opening. As there are two exposed open passageways on either side leading from the missile well to the interior the detachable panels will allow access for airbrushing those exposed areas viewed from the missile well (**Photo 32**). Here the etched panel is given a 2mm thick backing that will fit snugly into the open space (**Photos 33 & 34**) Our final image for this month shows a slightly

34: The air intakes fitted but not fixed.



different perspective on the progress thus far. There are many more fittings that have been made but not shown fitted as the focus was concentrated around the photo etch, bridge and funnel (**Photo 35**).

Next month

Fitting out the SSM well and the deck housing forward of the bridge.



32: Positioning the starboard etched air intake panels.



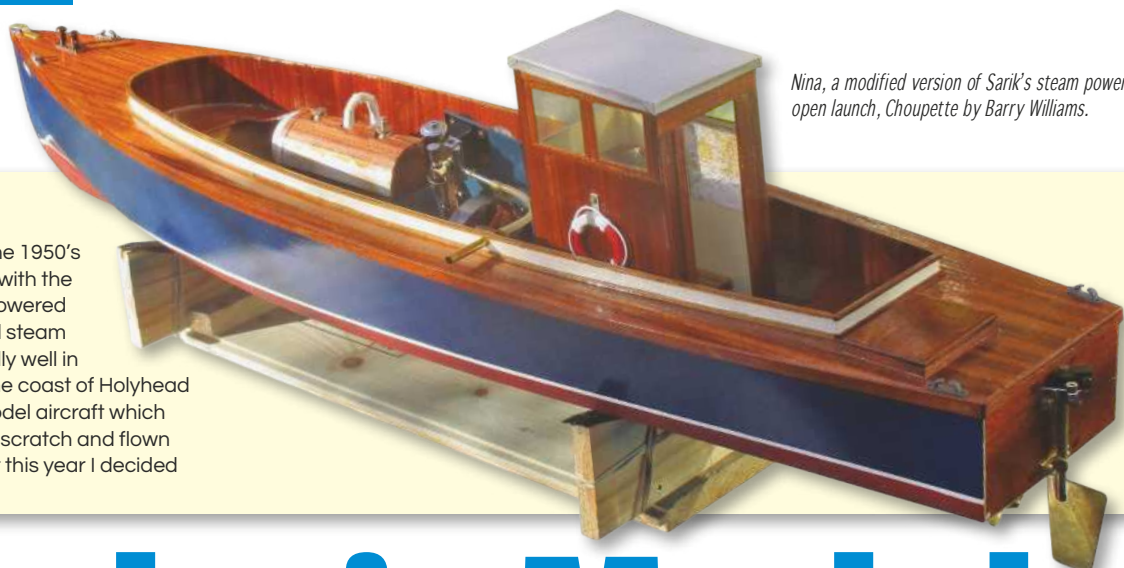
33: Adding a styrene backing to provide a snug fit.

References and acknowledgements

Ref - Severnaya Verf, St Petersburg, Russian and Almaz central marine Design Bureau Project 80382 Tiger (Official Images). Thanks to Mark Findler for the use of his images of the Soobrazitelnyy; Kurt Grainer Warships Underway USA and to Peter Brown former naval architect Vosper Thornycroft for his help and assistance. A GRP hull is available from Fleetscale, www.fleetscale.com. Detailed plans are also available from Jacobin www.jacobinplans.com and Albion Alloys www.albionhobbies.com (Litho plate, tubes, rods, wire etc.). Etched brass mesh from 4D Model Making Materials <https://modelshop.co.uk/Shop/Item/Brass-Mesh-diamond-1-75mm-spacing/ITM6484>; many thanks to Anthony Horabin for preparation of the etched fret.



35: Another perspective on the parts thus far discussed.



Nina, a modified version of Sarik's steam powered open launch, Chouquette by Barry Williams.

Nina

Dear Martyn - Back in the 1950's I built a couple of boats with the help of my father, one powered by a 'converted' Mamod steam engine which sailed really well in low tide rock pools on the coast of Holyhead Island. I moved on to model aircraft which I have built, mainly from scratch and flown for over 60 years. Earlier this year I decided

Reader's Models

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



Demelza, built from Model Boats Free Plan (MB69-818) by Harry Hitchenes.



Demelza

I thought you might like to see a couple of pictures of my model boat which I made from the plan and article in the January 2019 Model Boats magazine by Harry Hitchenes. It is the first boat I have ever made. Harry's plan and description was very good, and like him, I have found that it needs plenty of ballast (it weighs around 18lbs) but sails very nicely. All in all I am delighted with it and I am hoping to have a go at another one. Normally I am do O gauge model railways but this has been a nice change.

Graham Powell



Martin Stroud's handsome tug; the Zwarte Zee.

Zwarte Zee

Here is my contribution to 'Reader's Models', the Zwarte Zee a Dutch ocean-going tug. I completed the model and launched it last spring after twelve years of on off time spent in its build. Scratch built, mostly wood, scaled 1:32 LOA 2295mm, Beam 388mm, Height 918mm, Draft 204mm, Displacement 68kg. It has a working winch, (out of site made from fishing reel), three fire monitors (powered by a windshield washer pump), a rotating radar scanner, sound (engine, horn and bell) and running lights. Model Boats a great magazine!

Martin Stroud, Manitoba, Canada



that my eyesight was beginning to put my models in danger so I decided to have another go at model boats. I had been given a Wileco marine engine back in the 1980's by an old friend and had put it in steam a few times in an attempt to attract my grandsons away from 'electronic devices', albeit unsuccessfully! Apart from these demos, the engine is pretty 'low hours', so I bought a Sarik 'short kit' Choupette. As the

building notes were very limited I improvised with the build and added a scratch built wheel house based on various pictures of assorted fishing boats. Although the boiler was initially unlagged I did manage to have a successful maiden voyage in a Cumbrian village pond in very 'raw' conditions. I have since lagged the boiler and more of the pipework and managed to have a 10+ minute run with the propeller submerged

in a large tub of water in an ambient temperature of 2°C, so I am optimistic of further voyages in the spring. I am attaching a couple of pics of 'Nina'.

Barry Williams

P.S. Since the above events I have transferred my subscription for RCM&E to Model Boats and started work on 'White Marlin' featured in your December edition!

✂Reader's Letters

Your feedback

Dear Ed – Just a short note to tell you that 'Mudlark' (aka 'Sandy Bank', July Free Plan) is afloat and looking good on the water; a very good plan and article to build from. Stan, Exeter

Model Boats is great! I learn something from each issue. My current project is the British coaster on which my father-in-law was first officer when it sank after a collision in thick fog on the North Sea in 1937 (He and some of the crew were saved). I'm following the construction scheme used by Harry Hitchenes for his Pertram in the January 2019 issue, but modified according to the general arrangements diagram for the ship that the University of Glasgow archives found for me. Steve Whitelock's article on a Clyde puffer (July 2019) has been helpful for some details. So I would appreciate it if you could pass my compliments to these two gentlemen.

Adrian Camfield

Winter Special - The purpose of this e-mail is to congratulate you and your team for an outstanding 'Winter Special 2019' edition of the Model Boat magazine. I have been an enthusiastic modeller of radio control warships for over 40 years but still found the articles covering Beginners, Radio basics, Sparky basics, Basic painting and Weathering excellent in the Winter edition.

In each of these features I learnt something new. I have been a subscriber to Model Boats for many years. Indeed articles on two of my models appeared in the October 2013 and March 2017 edition of your excellent publication. In closing may I wish you and your team continued success in what I consider a truly outstanding publication

Mervyn Pollitt

Model Boats 3D printing- As a fairly regular reader of model boats I was interested to read the article The Scrapper about 3D printing. I have always enjoyed model building and figure painting, from Airfix to Warhammer but over the last few years my interest has moved to ship models and at the same time 3D printing. It seems to me that as the 3D printers get cheaper, and easier to use the opportunities to use them become greater, especially for printing small intricate parts, or even as in your article a ship hull. I am not suggesting we all go out and buy 3D printers and start printing our own models, but it would be good to see more coverage of this technology, in the same way as other building technics, I am sure readers with the 3D design software could make items available for readers to download. 3D modeling could be used as another way to enhance and progress the hobby.

Dave James

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.



Trumpeter Titanic

To date, I have been lucky enough to build models of the Titanic in 1/1200, 1/1000, 1/700, 1/550, 1/400 and 1/350 scales; you could say I'm quite keen on her. As with the majority of big Trumpeter releases, anticipation and a long build up added to the excitement and the release of a 1/200 Titanic in December 2019 was something I had set my sights on. For decades the biggest Titanic you could get was in 1/350, an acceptable size and one which is big enough to take all the paraphernalia needed to put it on the pond. Now 1/200 raised the bar considerably from a 'Plastic Magic' point of view thanks to a

cavernous unobstructed hull; the only potential problem would be how much ballast you are going to need and a helper to get her to the pond side – details!

So what do you get for the near £400 price tag; the sight of a small delivery man struggling down the drive with a large box encouraged me that you should get a quite a lot for your money. The box is huge and inside is typical Trumpeter style, all of the kit is segregated into protective boxes; one for the hull, three of the sprues and in this case, a fourth small box for the LED lightning components. The hull, which measures nearly 1.4m long, has been moulded in one piece from two-directional slide moulds. It's





an impressive piece of plastic and thanks to the natural near-square hulled shape of the ship, has a large amount of useable internal space; approximately 10cm deep and nearly a metre long. There are 19 plastic sprues (totalling 656 parts include the large deck sections) contained within the larger three boxes while the fourth as mentioned, is for the LEDs which consists of 6m of LED band, USB wire with switch, 10x80mm wires with plugs, 9x120mm wires with sockets, a wire with socket, 1m of red wire, 1.2m of black wire, 1x50mm heat shrinkable tube, 28 resistors, 26 yellow LEDs, one edged red LED and finally one green borderless LED. The LEDs alone have their

own 16-page full colour, A4 (landscape) instruction booklet and some skill with the soldering iron will be needed. Having been spoilt with the Academy Titanics, who's LEDs simply click into place, this Trumpeter system is a little more challenging but will be worth the effort. Whether you want to bother if the vessel is being planned for the water will be your decision.

The main kit instructions are a 52 page, black and white A4 (landscape) booklet which take you, with ease, through a 62 stage build. Considering its size, the kit is no more difficult to build than its 1/700 scale contemporary's and even the seven sheets of PE should not slow you up that much;



the larger scale should make the latter task easier. Just like the real ship, this kit is more about size and presence and the Titanic is your thing and you have the space, then this kit is undoubtedly for you.

Thanks very much too all the guys and girls and Hobbies for supplying this kit; please visit their website at www.hobbies.co.uk for all your modelling needs.

MC



Product: Construction kit

Ref: 03719

Scale: 1/200

Size: L, 1347mm; W, 144mm

Parts: 1280+

Price: RRP £399.59 (Hobbies currently £359.99)

Manufacturer: Trumpeter

Website: www.trumpeter-china.com

Sovereign of the Seas 1637



A RECONSTRUCTION
OF THE MOST POWERFUL
WARSHIP OF ITS DAY

JOHN MCKAY

Sovereign of the Seas 1637 – A Reconstruction of the Most Powerful Warship of its Day by John McKay

This vessel was the most spectacular, extravagant and controversial warship of her day. The ultimate royal prestige project, whose armament was increased by the King's decree to the previously unheard of figure of 100 guns, the ship was so highly decorated that she was called the 'Golden Devil' by her Dutch opponents.

It is unsurprising that such a high-profile ship should be well-documented, but there are no contemporary plans and much of the visual evidence is contradictory. In this new book the author and professional architectural draughtsman, John McKay, sets out to analyse the data and reconstruct the design

and appearance of the ship to a degree of detail never previously attempted. The results are presented as a folio of superbly drafted plans, isometric drawings and coloured renderings, depicting every aspect of the design from the hull form to the minutiae of sails and rigging. Each section is accompanied by an explanatory text, setting out the rationale for its conclusions, so the book will not only be of value to historians of the period but also provides a definitive reference work for any model makers tackling one of the most interesting and popular of all sailing ship subjects.

I would like to thank Charlie Simpson at Seaforth Publishing for the review copy of the book which is available at www.seaforthpublishing.com.

John Deamer

ISBN: 978-1-5267-6629-8

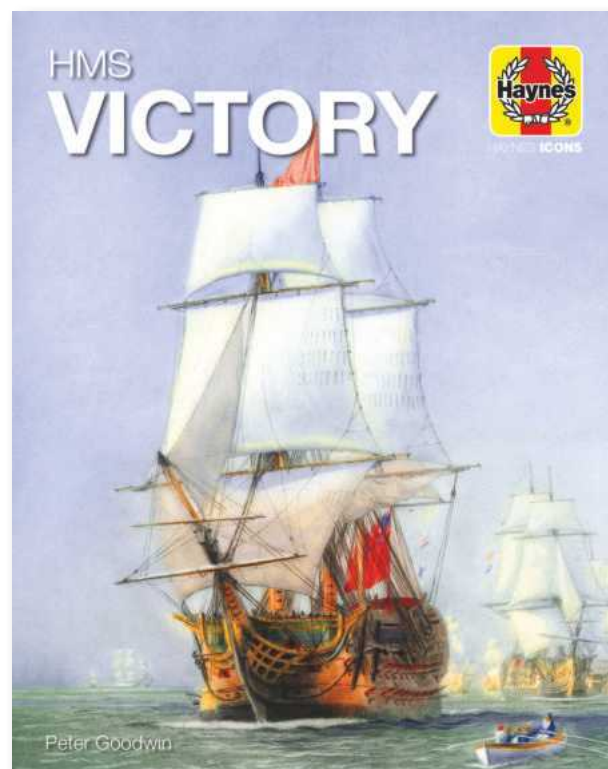
Pages: 296

Price: £40.00 (RRP)

Format: Hardback - 296x255mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com



HMS Victory

Originally published back in 2012 in Haynes's traditional larger format and reprinted in 2014, 2015 and 2018, this latest, smaller format version on this popular subject should be keenly received. As interest in HMS Victory and the Royal Navy in general continues to grow, thanks in part to the success of the Portsmouth naval Dockyard, this book, by Peter Goodwin takes you deep into the country's most famous preserved warship.

Launched in 1765, HMS Victory was a 'state-of-the-art' warship but by the late 18th Century was already coming to the end of her service and was due to be scrapped in 1799. However, because of the loss of HMS Impregnable, she was brought back in service as a first rate ship of the line, destined to famously serve

with Nelson as her captain, at the Battle of Trafalgar in 1805.

The eight chapters within this high-quality book cover the history of the ship, its operational service, the anatomy, the guns, general maintenance and refitting, sailing, manning and conserving and restoring. Imagery is virtually all in colour including good reproduction of paintings in the history section of the book. There is a nice cutaway and a few line drawings, but the majority of the photography is modern images taken of areas of the ship that the punter would never see. The conservation and restoration information to me is the most fascinating section of the book, the ongoing work to keep this national treasure from falling apart is mind-blowing! A visual delight and a good read too – highly recommended!

MC

ISBN: 978-1-785216886

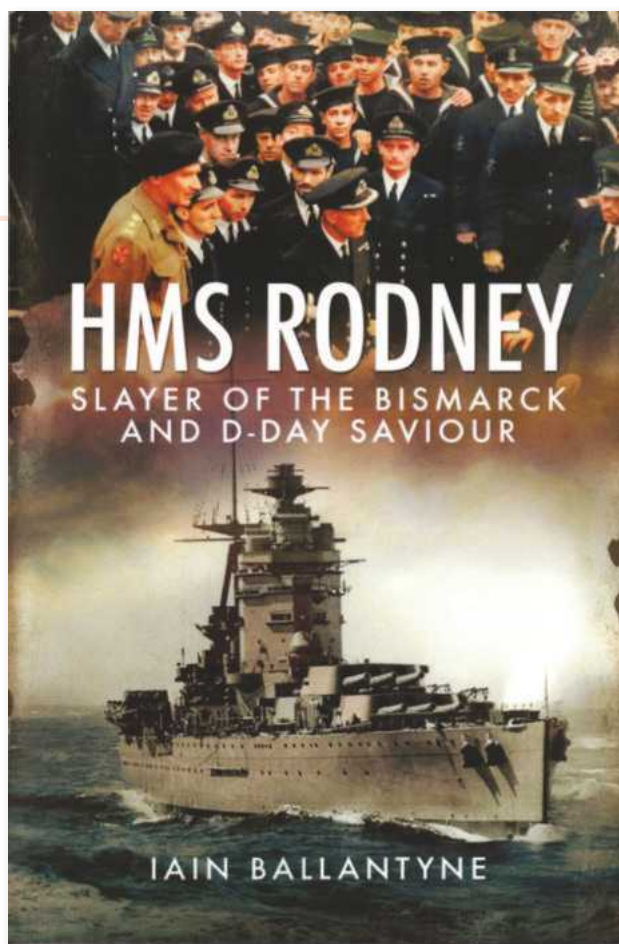
Pages: 180

Price: £9.74 (Haynes website)

Format: Hardback- 222x174mm

Publisher: Haynes

Website: www.haynes.com



HMS Rodney – Slayer of the Bismarck and D-Day Saviour by Iain Ballantyne

The Royal Navy battleship HMS Rodney was one of the most famous warships of the Second World War and remains a pantheon of naval history. In May 1941 Rodney turned Bismarck, the pride of Hitler's navy, into twisted metal, then participated in hard-fought Malta convoys and later supported the D-Day landings. Rodney's vital role, via formidable naval gunfire support, that helped to break the morale of German troops during the battle for Normandy, is outlined in this fascinating book. Through the eyewitness accounts of her sailors and marines we discover what it was like to live and fight in a battleship at war. We learn of the many famous fighting admirals who served in, or commanded,

Rodney, including Admiral Sir Andrew Cunningham and Admiral Sir John Tovey. The stories of previous British warships to carry the name Rodney, dating back to the 1750s, are covered too, including the vessel that took on the batteries at Sevastopol during the Crimean War. In addition to a fresh perspective on Bismarck's destruction, the author, Iain Ballantyne, seeks to present new insights into the interwar mutiny that saw Rodney dubbed the 'the Red Ship' and a bomb hit in 1940 that nearly destroyed her. There is even an account of how a group of HMS Rodney's sailors took part in a trailblazing British commando raid. It all makes for a thrilling, epic account of naval warfare.

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

John Deamer

ISBN: 978-1-8488-4870-2

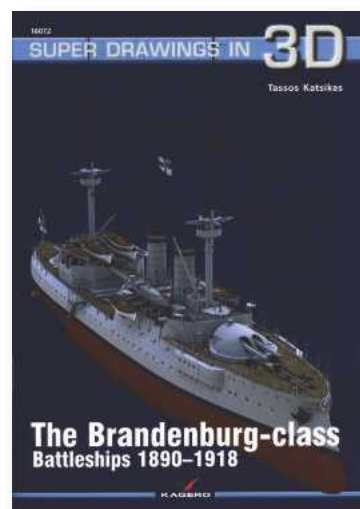
Pages: 304

Price: £16.99 (RRP)

Format: Softback - 235x155mm

Publisher: Seaforth Publishing Ltd.

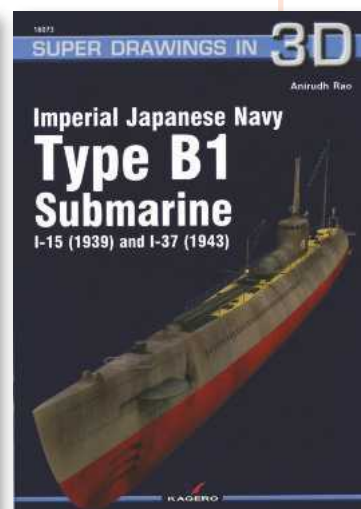
Website: www.seaforthpublishing.com



Kagero – The Brandenburg & IJN B1 Submarine

Here we have two more additions to the excellent Kagero Super Drawings range beginning with The Brandenburg-Class, 1890-1918 by Tassos Katsikas. The first pre-dreadnoughts of the Imperial German Navy which triggered a naval arms race with Britain, Brandenburg was the first of four in the class and was completed in November 1893. The book begins with a very comprehensive, nine page-long history and technical description which is followed by an impressive range of 134 colour profiles. There is also a loose, A2 line drawing sheet which features the ship from the starboard and upper views in 1/200 scale. On the rear, further drawings in 1/200 cover the bow and stern plus 1/20, 1/35 and 1/100 scale drawings of the ships secondary guns and the main 280mm Krupp guns.

Our second Super Drawings is IJN B1 Submarine I-15 (1939) and



I-37 (1943) by Anirudh Rao. These large submarines were 356ft 8in long, weighed 2,631 tons surfaced, had a 14,000 miles range (surfaced), a crew of 94 and were armed with 21in torpedoes, a 5.5in deck gun and a pair of 1in anti-aircraft guns. With a briefer introduction, this equally impressive book contains 115 colour profiles and two A2 loose drawings sheet. One of these sheets covers 1/350 scale drawings of I-37 on one side and the I-15 on the other. The second sheet details deck armament, the Type 95 torpedo, the Type-2 Manned Torpedo ('Kaiten') on one side and multi-angle drawings of a E14Y1 Yokosuka Seaplane which I have to confess, compared to all other drawings seem a little crude (possibly over enlarged as the lines are quite thick).

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

MC

ISBN: 978-8-366148468 (Brandenburg) & 978-8-366148529 (B1 Sub)

Ref: 16072 (Brandenburg) & 16073 (B1 Sub)

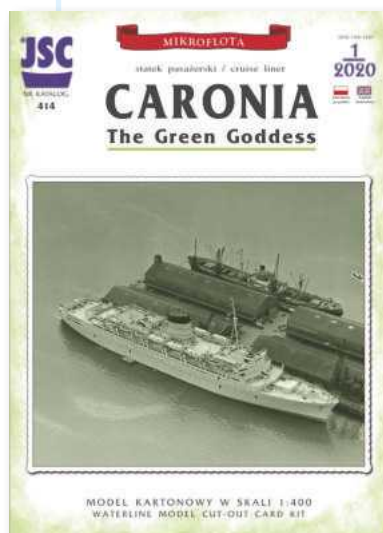
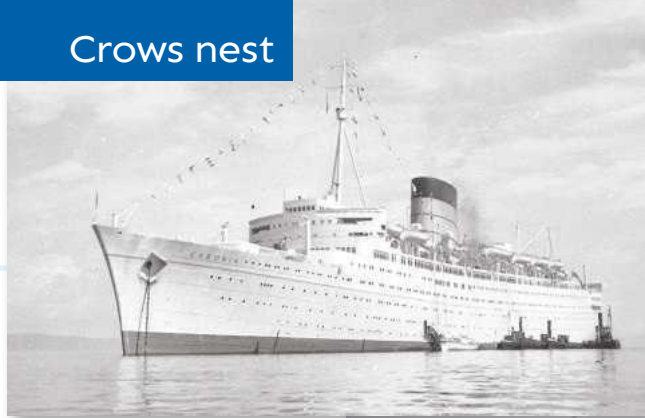
Pages: 80 (Brandenburg) & 64 (B1 Sub)

Price: £26.99 (Brandenburg) £23.99 (B1 Sub)

Format: Softback – 297 x 210mm (Both)

Publisher: Kagero Publishing

Website: www.kagero.pl/



JSC Caronia

Laid down in February 1946 and launched by Princess Elizabeth in October, 1947, the RMS Caronia was a 34,183-ton passenger ship for the Cunard White Star Line (now Cunard). She was nicknamed the 'Green Goddess' because of her green and white livery which matched Liverpool's 'Green Goddess' trams. She only served Cunard until 1969 when she briefly became the SS Caribia before being sold as scrap in 1974.

A welcome addition to the JSC range, the core of the model is supplied as an A4 card booklet (414) which contains the 12 sheets of card parts needed to construct the basic model. The introduction, which covers the history of the ship and some technical information leads in Polish but there is an English equivalent at the rear of the booklet and comprehensive build instructions are also in English. All parts are crisp and clear and well-annotated and the company colours are replicated perfectly. As always, there are extra options which are a bundle of laser cut parts (414a-L) which comprise three A5 sheets containing an impressive 364 parts and a laser cut framework bundle (414b-L) made up of two A4 sheets with 31 parts. From previous experience I would



recommend both, especially the framework which makes the build a painless delight and your kit will feel as sturdy as a plastic equivalent.

These really are brilliant models and the cost savings compared to a plastic or

wooden equivalent is huge, if you can actually find an equivalent! Thanks again to Kasia at JSC for supplying Model Boats with this excellent sample. Visit www.jsc.pl for the full range of card models.

MC

Product: Card Model

Ref: No. JSC 414

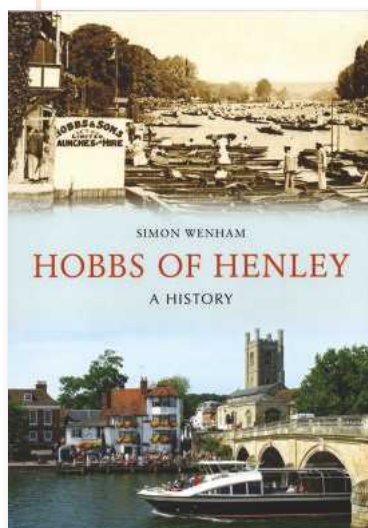
Scale: 1/400

Size: L, 547mm

Price: (414) 12.60 Euro (approx £11.66); (414a-L) 18 Euro; (414b-L) 4.80 Euro

Manufacturer: JSC

Website: www.jsc.pl



Hobbs of Henley – A History by Simon Wenham

Hobbs of Henley is not only one of the best-known businesses in Henley-on-Thames, but also boasts one of the most exclusive and recognisable fleets of boats plying the river today.

In this fully illustrated history, the author and Thames boating historian, Simon Wenham, shows how the descendants of a Hambleden family, living by the Thames in the seventeenth century, went on to found this now prominent business, growing from a waterside pub in the Victorian period to one of

the largest boat builders and hire operators on the river with bases in a number of locations. He also sheds light on over a century of social change and demonstrates how the fortunes of the firm were closely tied to the world-famous Henley Regatta, as well as the ever-fluctuating demand for leisure. It also traces the considerable contribution that the Hobbs family made, not only in helping thousands of people each year to enjoy the beauty of the Upper Thames, but shaping the development of Henley in the modern era.

With over a hundred previously unpublished images, in both black & white and colour,

this new book, written to mark the firm's 150th anniversary, tells the story of an iconic business looked upon fondly by both local residents and waterway enthusiasts.

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

John Deamer

ISBN: 978-1-4456-9660-7

Pages: 96

Price: £14.99 (RRP)

Format: Softback- 235x165mm

Publisher: Amberley Books

Website:

www.amberley-books.com

ERNEST C. COLEMAN

Author of *The Royal Navy in Polar Exploration Volumes 1 and 2*

NO EARTHLY POLE

THE SEARCH
FOR THE TRUTH
ABOUT THE
FRANKLIN
EXPEDITION
1845



No Earthly Pole – The Search for the Truth about the Franklin Expedition 1845 by Ernest C. Coleman

Ernest Coleman, the only man with the credentials and experience to pick apart the mystery of what happened in 1845, has led or participated in four expeditions to find out the fate of the Franklin Expedition. 129 men were lost from the two ships the Erebus and the Terror, looking for the North West Passage. Many theories have been put forward – and some of them, in the author's opinion, have been shaped by political bias. 'The whole subject has been taken over by academics and politicians, both for questions of Canadian sovereignty and academic advancement – all at the cost of Franklin's (and the Royal Navy's) reputation.'

In this new illustrated work, Coleman is determined to set the record straight: He

has provided answers to all their machinations (including the "lead poisoning" and the "cannibalism") cracked the code in the writings of Petty Officer Peglar (bones found and wallet recovered), and given new answers to all the many smaller mysteries that continue to be reproduced by others. He also reveals the possible site of Franklin's grave, the biggest mystery of all.

No Earthly Pole is an adventure set within an adventure. The author's lifetime quest for the truth at the ends of the earth is an extraordinary tale of determination in itself. The story of Sir John Franklin's expedition remains one of the greatest and most tragic events of the age of exploration.

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

John Deamer

ISBN: 978-1-3981-0211-8

Pages: 352

Price: £25.00 (RRP)

Format: Hardback- 242x170mm

Publisher: Amberley Books

Website: www.amberley-books.com



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MALCOLM BATTEN



River Thames Shipping Since 2000: Passenger Ships, Ferries, Heritage Shipping and More by Malcolm Batten

Take a look at the River Thames in East London now and you would think it's commercially dead. Where once the banks of the river were lined with wharves, these have been replaced or converted to luxury apartments. The mighty London Docks, including the 'Royals', once the largest expanse of enclosed dockland in the world, had all closed by 1983 and have since been developed as Dockland; with a financial centre, London City Airport, the University of East London, houses, shopping and other amenities.

But the commercial life of the river didn't die – it just moved downriver. Tilbury Docks were adapted from 1968 to handle the new pattern of container ships and roll-on roll-off ferries.

However, some ships still come up to London and Tower Bridge is still raised on a regular basis for visiting cruise ships and warships on courtesy visits that berth in the Pool of London. At Woolwich, fast commuter ferries to and from central London, cross paths with the Woolwich Free Ferry, while a passenger ferry still links Gravesend with Tilbury. Heritage craft, including the traditional Thames barges, can still be seen on the river.

Using over 180 previously unpublished colour photographs, local author, Malcolm Batten, in the second of his two part series of books on River Thames Shipping, takes a look at the passenger craft, such as cruise ships, ferries and heritage shipping that have worked on the Thames since 2000.

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

John Deamer

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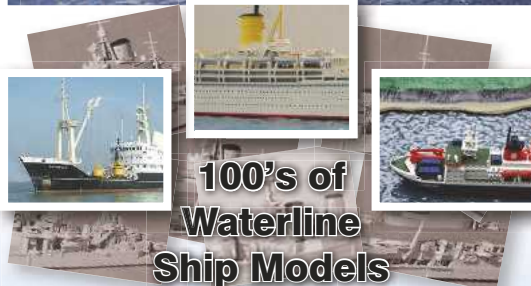
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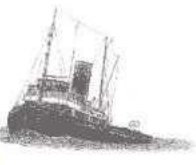
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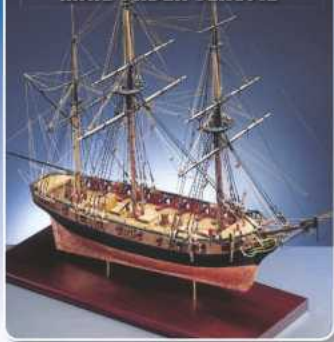


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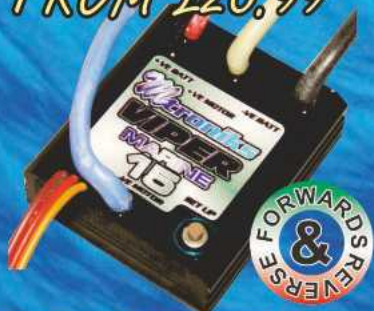
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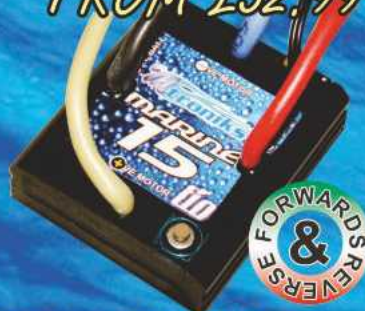


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ABOVE: The 1959 5c stamp marking the Royal Visit, which was based on Pietro Annigoni's famous portrait of Queen Elizabeth II, took 259 hours to engrave

no choice but to complete his training on the job.

Even though recess-printing was gradually being replaced by other printing processes, such as lithography, Baril would become Canada's most prolific engraver, creating the images for more than 100 stamps.

Besides a steady flow of commemoratives, especially through the 1950s and 1960s, his portfolio also includes most of the definitive sets issued in Canada in this period: the 1962 Cameo series, the 1967 Centennial series, the 1972 Caricature series, and the majority of the 1977 definitive series, illustrating flowers, the Houses of Parliament and city streets.

As an illustration of his

perfectionism, he put 200 hours work into an engraving for the 1959 issue marking the Royal Visit by Queen Elizabeth II, only to discard it and start all over again on a second die, which this time took 259 hours to complete.

In 1967, Baril was appointed as head of the engraving department at the CBNC, and he would remain in that post until his retirement in 1996, taking aspiring stamp engravers such as Alan Carswell and Gregory Prosser under his wing.

Besides Canada, he also engraved a handful of stamps for the United Nations, from as early as 1959, and for the United States, in the latter stages of his career.

The US work started off in 1991

'Even though recess-printing was gradually being replaced by other printing processes, Baril would become Canada's most prolific engraver'

with two values for the Great Americans definitive series: a 29c portraying President Thomas Jefferson and a 35c portraying politician Dennis Chávez.

More followed, crowned by the diamond-format 1994 \$5 high value portraying Presidents George Washington and Andrew Jackson.

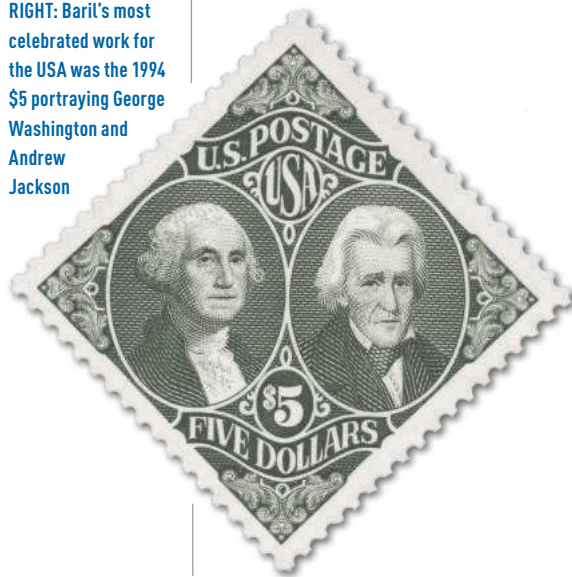
The Yves Baril Study Group, founded in 1992 by John Denune, lasted only five years but left a lasting legacy.

On one level, it published five journals which detailed some of the engraver's work, on stamps and other projects, unearthing a useful amount of information.

Furthermore, it brought some extra original artwork into the public domain. At the group's inception, Baril donated three trial engravings dating from the 1960s and 1970s, when he had spent some time in New York seconded to the ABNCo, and in 1995, shortly before his retirement, he made four new engravings especially for the group.

Denune was permitted to make prints of these straight from the master dies. ■

RIGHT: Baril's most celebrated work for the USA was the 1994 \$5 portraying George Washington and Andrew Jackson





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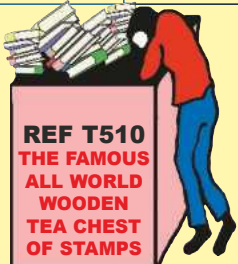
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Mysterious trio

Covers bearing three Penny Blacks are rare, because there was no 3d postage rate. So is this unusual entire one of the earliest examples of a philatelic franking?

■ Report by Norman Watson

This attractive and unusual 1840 entire from London to Lancashire is an interesting one for postal history detectives, because it has a rare combination of three Penny Blacks, separately spaced.

Those on the left and in the middle, lettered R-K and R-J, are both from plate 1b, and taken from the same sheet. The one on the right, lettered L-E is from plate 6.

The same Maltese Cross cancellation was struck on the left side of each of them, in orange-red, so it is clear that they were all affixed at the same time. On the reverse is a London despatch handstamp of October 5, 1840.

So, is this a postally necessary 3d franking, a 2d franking which has attracted an additional 1d 'late' fee, or perhaps one of the earliest known examples of a philatelic franking?

The first option can quickly be discounted, as 3d was a non-existent postage rate during the Penny Black period.

Under the new Uniform Penny Post, which brought a welcome end to the hugely expensive charges based on weight and distance which had gone before it, the charge for a normal letter was 1d if it weighed up to ½oz, 2d if it weighed from ½oz to 1oz, 4d if it weighed from 1oz to 2oz, and so on. There was no postal reason for this item to require 3d postage.

A more realistic possibility is that this was a double-weight letter attracting the additional 1d fee which was required for letters



ABOVE: Entire of October 5, 1840, from London to Lancashire, unusually franked with three Penny Blacks

handed in after the normal evening closing time of mailbags.

Due to an absence of 'Late Fee' handstamps in most of England (unlike in Scotland and Ireland), postmasters widely adopted the practice of denoting this extra charge by placing an additional stamp well away from those paying the postage rate, typically at the top left. Such covers are relatively common from the Penny Red period, but much less so from the brief Penny Black period.

In this case, infuriatingly, the arrangement of three widely-spaced stamps makes it unclear whether one of them is paying an additional fee.

Could this, then, be one of the world's first philatelic covers, with unnecessary stamps affixed to delight an early collector?

Sadly the letter inside the envelope gives no hint of this, as



ABOVE: The best of the stamps is a four-margined example from plate 1b

the sender, one Richard Watkins, writes about his 'son's industry' in London.

The explanation behind the unusual franking may be more prosaic: a writer who was confused by the new postage rates, and unaware of the protocol for affixing the new adhesive stamps, and simply threw on three stamps in an attempt to ensure the item's safe passage to its destination.

This, after all, was only five months after Rowland Hill's postal reforms had come into operation. ■

'Three pence was a non-existent postage rate during the Penny Black period, so there was no logical reason for this item to require these stamps'

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WHAT'S ON: EXHIBITIONS

UK & WORLDWIDE EXHIBITION DATES FOR YOUR DIARY

JUNE 25-28

GERMANY

Ostropa 2020 Eastern European Stamp Exhibition

Venue: Russisches Haus, Friedrichstrasse 176-179, 10117 Berlin, Germany.

Contact: Frank Blechschmidt, Commissioner, Dorfstrasse 68a, Bermsgrün, D-08340 Schwarzenberg, Germany
blechschmidt@ostropa2020.de
www.ostropa2020.de

JULY 10-12

ESTONIA

Estonia 2020

Venue: Estonian National Museum, Muuseumi Tee 2, Tartu 60532, Estonia.

Contact: Graham Winters, UK Commissioner
Tel: 01924 259713
j.g.winters@hotmail.co.uk
www.refs.ee

AUGUST 6-11

INDONESIA

Indonesia 2020 World Stamp Championship

Venue: Indonesian Parliament Complex, Jalan Jenderal Gatot

Subroto No1, Jakarta 10270, Indonesia.

Contact: John Jackson, UK Commissioner
john.w.jackson@care4free.net
www.indonesia2020.com

AUGUST 15-16

FINLAND

SFEx 2020

Venue: Kaapelitehdas, Tallberginkatu 1, 00180 Helsinki.

Contact: SFEx 2020
www.sfex2020.info

AUGUST 28-30

BELGIUM

Antverpiade 2020

Venue: Hall 1, Antwerp Expo, Jan Van Rijswijcklaan 191, 2020 Antwerpen, Belgium

Contact: Antverpiade 2020 exhibition@antverpiade2020.be
www.antverpiade2020.be

SEPTEMBER 4-6

SWEDEN

Nordia 2020

Venue: Malmömassan Convention Center, Mässgatan 6, Hylle,

Malmö, Sweden.

Contact: Lars Nordberg, Maskinmästaregatan 2, SE-233 43 Svedala, Sweden
Tel: +46 725 446 598
info@nordia2020.se
www.nordia2020.se

SEPTEMBER 30-OCTOBER 3

UK

Autumn Stampex

Venue: Business Design Centre, 52 Upper Street, Islington, London N1 0QH.

Contact: Philatelic Traders Society, PO Box 290, Lingfield, Surrey RH7 9AX
Tel: 01342 830225
info@thepts.net
www.thephilatelictaderssociety.co.uk

OCTOBER 9-11

IRELAND

Stampa 2020 Irish National Stamp Exhibition

Venue: Griffith College Conference Centre, South Circular Road, Dublin 8, Republic of Ireland.

Contact: Stampa,

PO Box 12624, Rathfarnham, Dublin 16, Republic of Ireland
www.stampa.ie

OCTOBER 23-27

TAIWAN

Taipei 2020 International Stamp Exhibition

Venue: Hall 1, Taipei World Trade Center, Hsin-Yi Road, Xinyi, Taipei City, Taiwan.

Contact: Federation of Inter-Asian Philately
www.asiaphilately.com

FEBRUARY 11-14

AUSTRALIA

Melbourne 2021

Venue: Caulfield Racecourse,

Station Street, Caulfield East, Melbourne, Victoria 3145, Australia.

Contact: John Moore, President
moore.john@optusnet.com.au
www.melbourne2021.com.au

MARCH 17-20

SOUTH AFRICA

IPEX 2021 International Exhibition

Venue: International Convention Centre, Convention Square, 1 Lower Long Street, Cape Town 8001, South Africa.

Contact: Jon Aitchison, UK Commissioner
Tel: 01279 870488
britishlocals@aol.com
www.capetown2021.org

CAVEAT

The events listed here were still scheduled as *Stamp Magazine* went to press, but must be considered at risk of cancellation due to the coronavirus pandemic.



ABOVE: Would you rather visit Finland in summer? While some exhibitions have been cancelled altogether due to the pandemic, SFEx 2020 in Helsinki has been postponed until August

Every care is taken to ensure the details published are accurate, but we cannot be responsible for any errors or cancellations. You are advised to check with the event organisers before setting out.

BH44 BHUTAN The collection from the Himalayan Kingdom of Bhutan comprises solely of unmounted mint stamps with blocks and singles and miniature sheets. A glorious lot of well over 100 unmounted mint stamps.Price £11.50

GB5 GB WINSTON CHURCHILL D-DAY COVER A spectacular cover and valuable addition to any WWII collection. The cover is inscribed 70th Anniversary of D-Day 6th June 1944. Illustrated with Churchill Downing Street 1940's photograph, and Churchill's Quote: "And what a plan! This vast operation is undoubtedly the most complicated and difficult that has ever occurred." The cover bears a combination of Royal Mail, Churchill and D-Day stamps. With official Royal Mail, British Forces 3173 Postal Services postmark, D-Day 6th June 2014. The cover also bears original King Geo VI GPO stamps, with horizontal cachet inscribed "D-Day The Longest Day" in black. The cover issue was restricted to 100 covers only.....Price £13.75

SD.72 ALGERIA Small but useful lot mainly used on piece for postmark interest. Overprints on France, and mostly pre-independence issues, also includes some Morocco.Price £9

GB.12 GREAT BRITAIN AIR MAIL UNADOPTED ESSAY Imperforate, depicts Queen Elizabeth II and aircraft "E" high value denomination. Ex-special exhibition sheet.Price £7.25

QE1 MARITIME POSTAL HISTORY A pair of scarce official Cunard covers in superb condition. First cover posted on the last sailing of the liner 'Queen Elizabeth' with PAQUEBOT illustrated ship postmark dated 15 November 1968, last call at Southampton. Second cover for the 'Queen Elizabeth' final Transatlantic voyage posted on arrival. Unusually the cover has a British postage stamp but postmarked with New York USA paquebot postmark dated 28 October 1968. Both covers for only.Price £8.30

CD389 CATS & DOGS A fantastic collection of cats & dogs on stamps. A vast variety of different breeds of these popular pets. Hundreds of different cats & dogs stamps.Price £16.50

E2R.GP1 GREAT BRITAIN RARE MACHIN GUTTER PAIR COVER One of the most sought-after Machin definitive covers. The Royal Mail illustrated cover bears the scarce blue 2nd class definitive Machin gutter pair with gold coronation anniv. Royal Mail crown design Gutter Pair. The cover is postmarked with the official London E2R Coronation anniv. postmark dated 1/1/13. This is of postal history importance as the Machin Coronation Gutter Pair is scarce as mint, but rare used on First Day cover.Price £27

GB 93 CONCORDE An essay for the 1959 G.P.O. Concorde stamp. A submitted design for the 4d denomination in blue unwatermarked, imperforate with large margin. Unmounted mint essay ex-exhibition sheet.Price £12

IN923 INDONESIA Super collection of this popular S.E. Asian country dating back to 1945 to more modern with only unmounted mint in blocks & singles. The collection contains hundreds of mint Indonesia stamps. ..Price £18

J.208 JERSEY NAZI OCCUPATION World War II occupation stamps ½d green and 1d red. SG 1c & 2c in unmounted mint imperforate pairs. Catalogue value is over £500. However, we are not certain if these are genuine or faux, so they are being sold "as is" without guarantee. The stamps form part of a collection of mint Jersey stamps. If genuine the catalogue value, would be in excess of £570.00.Price £22

D30 GERMANY An impressive specialised collection of Germany, with many unmounted mint and used stamps, dating back to older Bavaria and Wurtemberg issues also Germania stamps. Following on to inflation stamps (circa 1920s-1930s) on to World War II, Nazi issues includes Theresienstadt; (without guarantee – as is). On to Hitler issues; Croatia, Bohemia and Moravia, war stamps (genuine). Later issues for East and West Germany, includes postage dues elusive overprinted stamps with blocks and singles. Several hundred different German stamps.Price £23

SD.46 LUNDY ISLAND (SPECTACULAR ERROR) Spectacular error on Lundy Puffin 15p blue definitive perforation run through the stamp causing the word "Lundy" to be transposed from top to bottom of the stamp. A massive mis-perforation errorPrice £3.50

SD.47 LUNDY ISLAND (ERROR BLOCK) As above but a superb unmounted mint block of six errors.Price £18

E481 ETHIOPIA A valuable collection of Ethiopian stamps dating back to circa 1898 Abyssinian issues with many older stamps of the 1930s to 1950s. Including scarcer early Air Mail overprints and ranges through to more recent issues. Approx. 100 different Ethiopian stamps.Price £19.50

TB3 TONY BLAIR Seldom offered for sale, a political cover marking Tony Blair's re-election in 2001, for a second term as UK Prime Minister. A sought after cover bears an illustration of Tony Blair, flanked by John Prescott, Gordon Brown (Deputy Prime Minister and Chancellor of the time, respectively). The cover has a quote from Tony Blair, "Our mandate is to carry on the work we have started". Bearing Royal Mail stamp and postmark dated 7th June 2001. Mostly, now in collector's hands and rarely available.Price £22

GB.44 GREAT BRITAIN IMPERFORATE PROOFS 1978 Coronation anniv. stamps SG.1061 and 1062, 11p and 13p values. Both printed in black and gold instead of green & violet. Both stamps are completely imperforate and overprinted "PROOF" in red. Pair of scarce stamps.Price £22

M19A MAURITIUS A fine specialised collection of Mauritius stamps, including several unmounted mint blocks plus singles. Mainly QEII unnm. Mint, but includes earlier stamps and some used. A great collection to build on with over 100 Mauritius stamps, unchecked for catalogue value.Price £12

SD.56 BREXIT Probably the scarcest political historic cover. The then-PM David Cameron and the current-PM Boris Johnson, depicted on a cover that commemorates the U.K. referendum on Exiting the EU. It bears the original Royal Mail European Communities stamps tied to the cover with Brexit Day 23 June 2016 special postmark. Only 100 of this scarce cover were ever produced and most are in collectors' hands.Price £23

SD.49 WINNIE THE POOH Scarce Great Britain official Royal Mail cover bearing British Winnie the Pooh stamps (including scarce traffic-light gutter-pair) with special illustrated postmark. Forms part of a larger collection of U.K. and foreign Winnie the Pooh stamp collection.Price £10

BA.47 BAHAWULPUR, PAKISTAN AND BANGLADESH A lovely collection of mint Bahawalpur, plus Pakistan and Bangladesh. Over 160 different mint and used stamps.Price £16

RS387 RUSSIAN STATES After the collapse of the Soviet Union in 1991, several Russian states issued stamps independently. Many issues were provisional and for local use only, some issues were not recognised by the U.P.U and were outside the scope of Stanley Gibbons catalogue. We offer an unusual collection of these elusive Russian States including: Tartarstan, Ukraine, Tajikistan, Azerbaijan, Karjala, Kazakhstan, Belarus, Komi, Moldova & Uzbekistan; with mint and used (CTO) plus miniature sheets, includes; inverted overprint errors of Ukraine and scarcer unlisted stamps. An unusual and exotic collection of well over 100 stamps.....Price £21

SD.88 CANADIAN BANK NOTE COMPANY A small but impressive collection of Canadian stamps all in superb unmounted mint plate blocks "Canadian Bank Note Co." Imprints including scarce "G" (GOVERNMENT) official overprints on the stamps. Some duplication but over 100 mint stamps in plate blocks.....Price £15

AG23 BATTLE OF AGINCOURT The scarce cover issued to commemorate the 600th Anniversary of the Battle of Agincourt. The cover is superbly illustrated with the arms of King Henry V and bears the official British Royal Mail Postmark, depicting King Henry V, dated 25/10/15, six hundred years to the day of the historic battle. Only 50 of this scarce cover exist.....Price £15

SC484 SCANDINAVIA A fine collection of Scandinavian stamps including Denmark, Norway & Sweden, and fewer Iceland & Finland stamps. A nice 'starter lot' to build onPrice £9.75

SD.67 ALDERNEY SHIPWRECK COVER Scarce historic commemorative cover for the shipwreck of the S.S. Stella in 1899. The Stella was travelling from Southampton to St Peter Port, over 100 lives were lost when it sunk in heavy fog. This scarce cover of which only 50 exist bears the S.S. Stella Alderney commem. PMK 30/3/99 Guernsey.....Price £16

SD.50 AMERICA – NORTH AND SOUTH Dates back to circa 1893 to more modern with used, and unmounted mint blocks. Hundreds of different stamps not counting any duplication.Price £13

EE543 EASTERN EUROPE Includes Russia, Romania, Hungary, Czechoslovakia, Bulgaria and Poland. Several hundred different stamps.Price £13.25

CF12 STAR WARS Rare Star Wars commem. cover in memoriam of Carrie Fisher, lovingly remembered for her role as Princess Leia in Star Wars. The cover bears a special Carrie Fisher Royal Mail commemorative stamp with illustrated Royal Mail PMK dated 27.12.16. Only 50 of this rare cover exist.Price £15

M6 PRINCESS DIANA Worldwide collection. Some 1981 Wedding Issues, also Prince William Birth, including scarcer sheetlets, V.SCARCE GUTTER PAIR F.D.C.'s SIGNED BY THE DESIGNER (stamp designer) also various worldwide 1997 Princess Diana Memorial Issues. The whole collection.Price £13

SD.45 GREAT BRITAIN "V.E. DAY" Elusive Royal Mail cover for the 60th anniversary of Victory in Europe, "V.E. Day". Depicts Winston Churchill & the Royal Family on the balcony of Buckingham Palace in 1945. The cover bears Royal Mail D-Day stamp with "V.E. Day – Dove of Peace" official postmark, dated 8.5.2005 Dover. We understand that less than 60 of these covers exist.Price £14

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UK & WORLDWIDE AUCTION DATES FOR YOUR DIARY

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Contact: Tel: 01254 393740
sales@ajhstamps.co.uk
www.ajhstamps.co.uk

APRIL 8

PROVINCIAL PHILATELICS

Venue: Benson Parish Hall, Sunnyside, Benson, Wallingford, Oxfordshire OX10 6LZ

Contact: Tel: 01235 511083
www.provincialphilatelics.co.uk

APRIL 14-16

SPINK UK

British Borneo Stamps & Covers

Venue: Royal Philatelic Society London, 15 Abchurch Lane, London, EC4N 7BW

Contact: Tel: 020 7563 4000
info@spink.com
www.spink.com

APRIL 22

ATHENS

Venue: Pindarou 7 and Alexandrou Soutsou, 10671 Athens, Greece.

Contact: Tel: +30 210 325 0173
www.athensauctions.gr

APRIL 22

CHERRYSTONE

Richard Carl collection of US Stamps & Covers

Venue: Suite 316, 119 West 57th Street, New York, NY 10019, USA.

Contact: Tel: +1 212 977 7734
info@cherrystoneauctions.com
www.cherrystoneauctions.com

APRIL 28

PROVINCIAL PHILATELICS

Venue: Benson Parish Hall, Sunnyside, Benson, Wallingford, Oxfordshire OX10 6LZ

Contact: Tel: 01235 511083
www.provincialphilatelics.co.uk

APRIL 29

BRIAN REEVE

Venue: 2 College Fields, Prince Georges Road, London SW19 2PT

Contact: Tel: 020 8672 6702
brian@brian-reeve-auctions.com
www.brian-reeve.com

APRIL 29

DAVID FELDMAN

Olympic Games

Venue: 59 Route de Chancy, 1213 Petit Lancy 1, Switzerland.

Contact: Tel: +41 22 727 0777
info@davidfeldman.com
www.davidfeldman.com

MAY 6

WARWICK & WARWICK

Venue: The Court House, Jury Street,

Warwick CV34 4EW.

Contact: Tel: 01926 499031
info@warwickandwarwick.com
www.warwickandwarwick.com

MAY 12-13

CAVENDISH

Coxon collection of Great Britain

Venue: Dowgate Hill House, Dowgate Hill, London EC4R 2SU

Contact: Tel: 01332 250970
stamps@cavendish-auctions.com
www.cavendish-auctions.com

MAY 13

AJH STAMPS

Venue: The Dunkenhall Hotel & Spa, Clayton-le-Moors, Lancashire BB5 5JP.

Contact: Tel: 01254 393740
sales@ajhstamps.co.uk
www.ajhstamps.co.uk

MAY 13

SPINK UK

Libra collection of Basutoland, Bechuanaland & Swaziland

Venue: Royal Philatelic Society London, 15 Abchurch Lane, London

EC4N 7BW.

Contact: Tel: 020 7563 4000
info@spink.com
www.spink.com

MAY 13-16

H R HARMER

Erivan collection of United States

Byerley collection of Nicaragua

Venue: Suite 2607, 45 Rockefeller Plaza, 630 5th Avenue, New York 10111, USA.

Contact: Tel: +929 436 2800
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MAY 15-16

DUTCH COUNTRY AUCTIONS

Venue: 4115 Concord Pike, Wilmington, Delaware 19803, USA.

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MAY 16

SOUTH WEST

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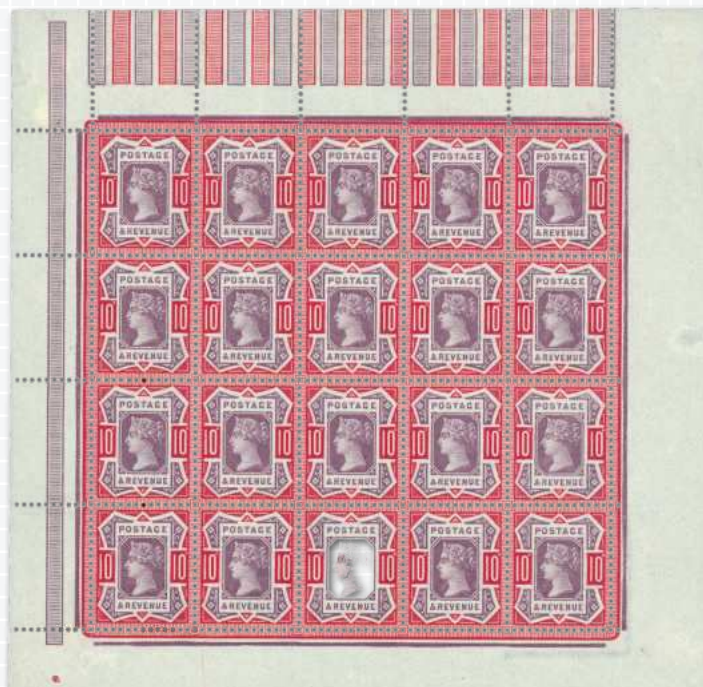
The events listed here were still scheduled as *Stamp Magazine* went to press, but must be considered at risk of cancellation due to the coronavirus pandemic.

LOT TO BE DESIRED

Grosvenor's auction of specialised Great Britain material on April 16 was due to include this unmounted mint pane of 20 of the 1887-92 'Jubilee' 10d deep purple and carmine, estimated at £8,000-£10,000.

It is from setting A, with short vertical pillars at the top and a long purple pillar at left, thought to be from the lower right corner of the sheet. Only three panes of this setting are known, one of which is held by The Postal Museum.

The auction has now been postponed until June 17.



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www.philatino.com

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www.bruun-rasmussen.dk

REGENCY

www.regencystamps.com

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Italy decided to mark the 50th anniversary with a commemorative stamp, a 25l value issued on May 19, 1956. It had a spectacular image, contrasting modern train travel with the old mail coach route across the treacherous Simplon Pass, but it was not entirely on the right track.

The designer had presumably never visited the tunnel, but created his scene partly from a photograph of the South Portal. This showed two tracks, and therefore clearly dated not from 1906 but from after 1921.

He lifted what he thought was a suitable view of a mail coach from an 1873 painting by Rudolph Koller. This was generally representative of an Alpine crossing, but was specifically of the Gotthard Pass, a route which is entirely in Switzerland.

The horses pulling the coach appear wide-eyed and startled at



ABOVE: Italy 1956 25l marking the 50th Anniversary of the Simplon Tunnel

the sudden appearance of a train emerging from the Simplon Tunnel, as well they might be. The train was coming out of the wrong tunnel, on the inbound rather than outbound track.

To compound the comedy of errors, the train is being pulled by a steam locomotive. This was never the case, as the route was electrified from the start! ■

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