

**FREE
PLAN**

**FOR THE SWEDISH SEA
RESCUE VESSEL TANUM**

**No.1 For
Sail & Scale**
August 2020
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model Boats

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MODELLING GROUP



£5.65

HITTING THE BEACH...

with Model Boats: Part 1 of a step by step
guide to building Mountford Models' LCM(6)



DEANS MARINE

Proprietor Ron Dean
talks about running a
tight ship and shares
first pics of the new
HMS Enchantress

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LADY ISABELLA

Vanguard Models'
superb new 1:64 scale
Zulu class herring drifter

The Model Dockyard



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Plastic Kits

Trumpeter HMS Hood 1:200 scale
Trumpeter HMS Nelson 1:200 scale
Trumpeter HMS Rodney 1:200 scale
Trumpeter USS Missouri 1:200 scale 1352mm
Trumpeter Bismarck 1941 1:200 scale 1265mm
Heller HMS Victory 1:100 scale
Heller Le Sollei Royal 1:100 scale
Italeri Schnellboot S-100 1:350
Italeri MTB77 1:35 scale scale 632mm
Italeri PT109 Torpedo Boat 1:35 scale
MTB Vosper St.Nazaire Raid MTB 74
Trumpeter HMS Repulse 1941 1:350
Trumpeter HMS Hood (1941) 1:350
Trumpeter Prinz Eugen 1945 1:350
Trumpeter Admiral Hipper 1941 1:350
Trumpeter HMS Cornwall Cruiser 548mm 1:350
Trumpeter HMS Exeter Cruiser 500mm 1:350
Trumpeter HMS York Cruiser 500mm 1:350

Plastic Kit Upgrades

HMS Cornwall fittings upgrade etch 1:350
HMS Dreadnought 1907 Railing Set 1/350
HMS Hood detail sheet pack 1:350 scale
Bismarck etched detail Tamiya Bismarck 1:350
Prince of Wales cranels & railing 1:350
S-100 Schnellboot gun detailing etch 1:35
Jeremiah O'Brien Liberty Ship etch 1:350
Prinz Eugen etched set, 1:350 scale
Vosper MTB 1:72 scale
Prince of Wales etch sheet pack 1:350
Admiral Hipper etched sheet set 1:350 scale
Auto VUIC/41 for 1:72 scale Revell kit
Gato class submarine for 1:72 revell kit
Elco PT596 1:35 scale
Tripitc (designed to be used with Tamiya kits)
Wooden deck & Etch set or Bismarck 1:200
DX Wooden deck & Etch for Hornet 1:200
Wooden deck and etch set for Iowa 1:200
DX Wooden deck and Railing for Wasp 1:350
DX 2Wooden deck & etch for Arizona 1:200
DX Wooden deck and etch set for Hood 1:200
Wooden deck for HMS Hood 1:200
Wooden deck for Price of Wales 1:350
Wooden deck for Bismarck 1:350 scale
Wooden deck for Prinz Eugen 1:350 scale
DX Wooden deck and etch for Missouri 1:200
DX Wooden deck and etch for Hornet 1:200
DX Wooden deck and etch set for Iowa 1:200
DX Wooden deck and Railing for Wasp 1:350
DX 2Wooden deck & etch for Arizona 1:200
DX Wooden deck and etch set for Hood 1:200
Wooden deck for HMS Hood 1:200
Wooden deck for Grd Spee 1:350 scale
Wooden deck for HMS Repulse 1:350 scale
DX Wooden deck and Railing for Bismarck 1:350
Flower Class Corvette Deck & Fittings Set 1:72
Flower Class Corvette Type 'C' Bridge Set 1:72

Harold Underhill Plans

Cutty Sark Clipper Ship 698mm
Marie Sophie of Falmouth 1033mm
Lady of Avenel, Wood, 850mm
74-Gun Two-Decker (Circa 1813 1422mm
Lady Daphne Thames Sailing Barge812mm
12-Gun Brig-of-War. Lines, 1187mm
Cunard Liner Servia, 1:192 scale 850mm
40-Gun Frigate (Circa 1790 831mm
Haverly, Brxham Trawler 1069mm.
Diesel Ring Net Fishing Boat 615mm
Three Brothers, Rye Fishing Smack, 797mm
Myneag, Scottish Zulu, 1612mm
Cluiper Puffer Sealight, 588mm
Leon, Wood Brigantine 514mm
Iron Paddle Tug 1:48 scale 863mm
This is just a selection of the range available.

R/C Boat Plans

MM1348 Miranda Steam Launch:42in
MM1040 Enterprise: 1:12 Northumbrian Cobble
MM1390 Type Lifeboat: 740mm -1:19 scale
MM1246 H.M.S Infeibable battle-cruiser 1:192
MM1256 H.M.S Exeter cruiser 1:192
MM1387 H.M.S Diamond destroyer 1:24
MM609 Brave Bordered: 36in Vosper P.B
MM672 H.M.S Hood: 1:192 scale
MM1367 Norfolk Wherry: 1:48 scale
MM1212 H.M.S Ark Royal: 1:192 scale
MM189 Will Everard Thames Barge: 1:48 scale
MM1290 Tank Landing Craft. MkIV: 1:48 scale
MM153 Dinghy: 14 foot sailing dinghy21in
MM412 Range Safety Launch: 1:12 scale 43in
MM1292 Dordale, navy paddle tug, 1:48 scale
MM1365 Celia Jane, Sailing Barge 1:24
MM1441 Formidable, Steam drifter 1:33
MM567 Cervia,Thames tug in 1:48 scale
MM897 H.M.S Kent: 1:96 early cruiser 58in
MM1202 H.M.S Dreadnought 33in
MM1310 Clochlight Cluiper Puffer 1:36
MM1448 Liverpool Lifeboat: 1:12 scale
MM826 St Louis Belle: stern-wheeler 33in.
MM1178 Inchcolm Cluiper puffer 1:32 scale
MM1275 Revive Brxham sailing trawler 1:60
MM1368 Victoria,Thames steam launch 1:112
MM737 Eileen: model fishing boat 1:24
MM1444 Pilot 40. police/pilot launch 27½
MM500 Cossack: 38inTribal class destroyer
MM1395 Launch 1:32 scale launch 1:24 scale
MM1407 Smit Nederland: 1:28 scale tug.
This is just a selection of the huge range available.

Static Display Kit Plans

1004 Greek Bireme plan 560mm
1006 Vikingship, Osjberg plan 1:50 440mm
1009 Santa Maria plan 1:65 scale 540mm
1013 Mayflower plan, Scale 1:60.

1016 HMS Prince plan 750mm
1019 Greek Galley plan, Length 560mm.
2021 Chinese Junk, plan 1:100 400mm
1028 HMS Victory plan, 1:100 950mm
1032 HMS Bounty plan: 1:60 720mm
1040 New Bedford Whaler plans 1:16. 550mm.
1200/03 Riva Aquarama plan 1:10 scale 860mm
1200/10 Endeavour Plan 1:80 480mm
1200/82 Endeavour J Class Plan 1:35 1130mm
1200/83 Titanic Plan 1:250 1070mm
1100/08 Revenge plan 1577 1:64 scale 885mm
1100/01 Lady Nelson Cutter Plan 1:64 530mm
1100/03 HMS Fly Plan 1:64 800mm
1100/04 HMS Vanguard Plan 1:72 1171
1100/05 HMS Pegasus plan 1:64 800mm
1100/06 Mercury plan 1:64 860mm
969 HMS Victory plans, Scale 1:78.
971 Open Whaler, plans, Scale 1:16.
975 Victory Bow section, plans, Scale 1:78.
977 Armed Pinnacle, plans, Scale 1:16.
979 Royal Caroline, plans, Scale 1:47
990 Victory Long Boat, plans, Scale 1:16.
This is just a selection of over 1000 plans available

R/C Equipment

RadioLink 8 channel + 2 receivers combo
Planet 2+2 4 Channel Combo
Viper Marine 40 amp speed controller
Viper Marine 25 amp speed controller
Viper Marine 20amp speed controller
Viper Marine 15amp speed controller
Viper Micro Marine 10amp speed controller
Viper Marine 15 Plug Play speed controller
Mtroniks High Power/Micro Switcher
Programmable mixing module
Waterproof mixing module (w-tail)
Full range of R/C installation equipment available

Motors

Schottel drive unit 40mm dia prop
Schottel drive unit 50mm dia prop
Schottel drive unit 70mm dia prop
Mabuchi 540
Motor mount for MFA 800/850 Motors
385 Motor 6 to 15.0 Volt with mount
540 Motor 6 to 12.0 Volt with mount
RE800 Motor 12.0 Volt with mount
RE650 Motor 12.0 Volt with mount
Motor mount for 540/500,550 and 600 Motors
MFA 540 Motor and 2.5:1 Gearbox 4.5 -15v
MFA 540 Motor and 6:1 Gearbox 4.5 -15v
MFA 385 Motor and 2.5:1 Gearbox 4.5 -15v
950 series 385 Motor and 6:1 Gearbox 4.5 -15v
951 series 951 Motor and Gearbox 298:1 6volt,
800/850 Belt Drive Reduction Unit 2:1:1

Coupling Assemblies

Single Universal Joint Coupling
Double Universal Joint Coupling
Coupling set includes one UJ, 2 inserts of your choice
and an allen key. Inserts sizes: 2.0, 2.3, 3.0, 4.0, 5.0,
6.0mm plain M3, M4, M5 thread

Rudder Assemblies

MA306240mm x 27mm Rudder Assembly
RO1433 Steerable Rkt nozzle with 50mm I/D
RO1487 Fixed Rkt nozzle with 60mm dia prop
RO1591 Rudder assembly 30x27mm
U1 45mm x 30mm Rudder
U2 53mm x 36mm Rudder
U3 67mm x 44mm Rudder

Standard M4 Propshafts

4in long tube 4mm threaded Propshaft
5in long tube 4mm threaded Propshaft
6in long tube 4mm threaded Propshaft
7in long tube 4mm threaded Propshaft
8in long tube 4mm threaded Propshaft
9in long tube 4mm threaded Propshaft
10in long tube 4mm threaded Propshaft
11in long tube 4mm threaded Propshaft
12in long tube 4mm threaded Propshaft
13in long tube 4mm threaded Propshaft
This is just a selection from our huge range

Water Proof Propshafts

300/00 WP Propeller Shaft M4 290mm
301/02 WP Propeller Shaft M4 186mm
301/03 WP Propeller Shaft M4 211mm
301/04 WP Propeller Shaft M4 236mm
301/05 WP Propeller Shaft M4 261mm

Raboesch Brass Propellers

CAP/R340 (A Type) 20mm - 3 Blade-M4
Brass Propeller (A Type) 25mm - 3 Blade-M4
Brass Propeller (A Type) 25mm - 3 Blade-M4
Brass Propeller (A Type) 30mm - 3 Blade-M4
Brass Propeller (A Type) 35mm - 3 Blade-M4
Brass Propeller (A Type) 40mm - 3 Blade-M4
Brass Propeller (A Type) 45mm - 3 Blade-M4
Brass Propeller (A Type) 50mm - 3 Blade-M4
Brass Propeller (A Type) 55mm - 3 Blade-M4
Brass Propeller (A Type) 60mm - 3 Blade-M4
Brass Propeller (A Type) 65mm - 3 Blade-M4
Brass Propeller (A Type) 65mm - 3 Blade-M4
Brass Propeller (A Type) 70mm - 3 Blade-M5
Brass Propeller (A Type) 75mm - 3 Blade-M5
This is just a selection of a huge range of 3, 4 and 5
blades props in stock

Raboesch Bow Thrusters

Bow thruster unit, with motor 14mm I/D
Bow thruster unit with motor 16mm I/D
Bow thruster unit with motor 19mm I/D
Bow thruster unit with motor 22mm I/D
Bow thruster unit with motor 25mm I/D
Mini Bow thruster unit with motor 10mm I/D
Bow thruster unit with motor 30mm I/D

Asst CAP Maquette Fittings

CAP/R113 Modern boat fender, 48mm long
CAP/R112 Modern boat fender, 39mm long
CAP/R114 Modern boat fender, 56mm long
CAP/A48/15 Searchlight, 21mm dia x 28mm high
CAP/A48/24 Northorh anchor 50mm long
CAP/R480 'D' section fender 9mm high 2 mtr
CAP/R6 Liftcraft container 58mm long
CAP/A62 Enclosed round radar array 30mm dia
CAP/A83 CQR Plough anchor, 60mm long
CAP/R70/20 Orange Lifebelt 30mm dia

CAP/A91/10 Motorboat/yacht winch 47mm wide
CAP/R103 Modern boat fender, 32mm dia
CAP/A112/10 Echo sounder 23mm x 19mm
CAP/R94/2 'D' section fender 15mm high 2 mtr
CAP/A70/15 Fire monitor kit, 37mm high
CAP/AQ9/G Chrome steering wheel 48mm dia
CAP/B60 60mm dia ship's wheel, Chrome
CAP/A110/15 Radar receiver and stand, 19mm
CAP/A68/15 GPS receiver radome 10mm high
CAP/A115/15 VHF radio base & handset 14mm
CAP/A112/10Echo sounder/ 23mm x 19mm
This is just a selection of the range available.

BECC Letter & Number sets

2A Arial Lettering 2 mm,
3A Arial Lettering 3 mm,
4A Arial Lettering 4 mm,
6A Arial Lettering 6 mm,
8A Arial Lettering 8 mm,
10A Arial Lettering 10 mm,
12A Arial Lettering 12 mm,
15A Arial Lettering 15 mm,
20A Arial Lettering 20 mm,
25A Arial Lettering 25 mm,
5A Arial Lettering 5 mm,
Available in most colours

Waterline Marking Sets

Hull Markings Imperial, Colour: White, Size: 1:24
Hull Markings Imperial, Colour: White, Size: 1:32
Hull Markings Imperial, Colour: White, Size: 1:48
Hull Markings Imperial, Colour: Black, Size: 1:48
Hull Markings Imperial, Colour: White, Size: 1:72
Hull Markings Imperial, Colour: Black, Size: 1:72
Hull Markings Imperial, Colour: White, Size: 1:96
Hull Markings Imperial, Colour: Black, Size: 1:96
Hull Markings Metric, Colour: White, Size: 1:32
Hull Markings Metric, Colour: White, Size: 1:96
Hull Markings Imperial and Metric White 1:150
This is just a selection of the range available.

BECC Flags

GB02 White Ensign, Size: AAA 10mm
GB02 White Ensign, Size: AA 15mm
GB02 White Ensign, Size: A 20mm
GB02 White Ensign, Size: B 25mm
GB02 White Ensign, Size: C 38mm
GB02 White Ensign, Size: D 50mm
GB02 White Ensign, Size: E 75mm
GB02 White Ensign, Size: F 100mm
GB02 White Ensign, Size: G 125mm
GB02 White Ensign, Size: H 150mm
Also available, Naval ensigns in Red, Blue as well and

Quaycraft Ship's Boats

QR27 1:96 Scale 27th Whaler 85mm
QD24 1:24 Scale 14ft Clinker Dinghy
QS77 1:72 27th Clinker whaler 115mm
QD20 1:24 Scale 10th Clinker Dinghy
QR38 1:32 Scale 16ft Clinker Dinghy
QD25 1:96 Scale 25ft Motor cutter
QL37 1:32 Scale 16ft Clinker Ship a Lifeboat
QL59 1:48 scale 22ft Lifeboat, double ended
QR16 1:96 Scale 16ft Dinghy 51mm
QD34 1:32 Scale 14ft Clinker Dinghy
QR26 1:96 Scale 25ft Fast motor boat
QS70 1:72 Scale 16ft Clinker dinghy,
QAL37 1:48 Scale 24ft Clinker Ship a Lifeboat
QL43 1:48 Scale 18ft Clinker Lifeboat
QL53 1:48 Scale 20ft double ended lifeboat
QR32 1:96 Scale 32ft Cutter post 1920
QP27 1:48 Scale 27th Royal Navy Whaler
QP25 1:48 Scale 25ft Motor cutter 162mm
QAP12 1:48 Scale 12ft Clinker dinghy
QS75 1:72 Motor cutter 2 cabins 109mm
QP16 1:48 Scale 16ft Royal Navy dinghy
QP14 1:48 14ft clinker dinghy 89mm
This is just a selection of over 100 boats available

Deans Marine Weaponary

GK10 40mm Bofors Gun 1:24
GK11 Rolls Royce 40mm on Mk19n Mount 1:24
GK12 Twin 20mm Oerlikon /MkV mount 1:32
GK13 Twin 20mm Oerlikons/MkX Mount 1:32
GK14 Single 20mm Oerlikon with mount 1:32
GK15 Twin Vickers on tub ring 1:32
GK16 40mm Bofin Gun 1:24 scale
GK21 6pdr gun on MkVII Mount 1:24 scale

Robbe Fittings

RO1485 Ships crane with 160mm reach
RO1562 Fire-fighting monitor 80mm high
RO1577 Inflatable boat with 1:25 140mm
RO1560 Control Pulley set
RO1565 Ship's boat crane 90mm reach
RO1434 Working Towing hook 77mm wide
RO1643 Nav lamp set lighting boat 30mm long
RO1553Door set, 5mm x 25mm (Pack of 6)
RO1404 Outboard motor 1:25 scale 60mm
RO1642 Deck illumination lamp 9mm dia 6v (2)
RO1300 Radar barred array type 80mm
RO1484 Radar barred array type 1:50 73mm
RO1518 Round deck hatch 29mm dia 2pcs

Reade Vintage Fittings

LESP14 Naval Searchlight 26mm dia
LESP15 Naval Searchlight 20mm dia
LESP16 Searchlight 13mm
LESP21 Lifebelt 26mm
LESP22 Lifebelt 19mm
LESP24 Ship's Wheel 25mm dia
LESP3 Cowl Vent 40mm high
LESP4 Cowl Vent 32mm high
LESP5 Cowl Vent 27mm high

1:72 scale Warship Fittings

Flower Class Corvette Deck & Fittings Set 1:72
Flower Class Corvette Type 'C' Bridge Set 1:72
Flower Class Corvette Depth Charge Set
4in Gun Mark IX Breach Loading Gun 1:72
Coastal Forces Guardrail Set
21in Torpedo and Tubes Set (2")
Moored Mine & Sinker Set
Single 20mm Oerlikon Guns (2)
2 Pdr. Pom-Pom Gun with Bandstand 1:72
16ft Dinghy & Stowage 67mm long 1:72 scale
Oval Carley Floats 43mm x 25mm (2) 1:72
18in Torpedo and Tubes Set (2)
Rectangular Carley Floats 38x30mm (2) 1:72
Zin Rocket Flare Set incl. Stowage Boxes 1:72
Hedgehog Anti-Sub. Weapon 1:72 scale

Chemical Smoke Apparatus & Smoke Float Set
Wooden Reversible Life Raft 1:72
Single Depth Charge & Chute Set
Type A Mine Set (4)
Twin .303 Vickers Gas Operated MG Set (2)
9in Porthole (Scuttle) Set 4mm O/D (60)
Win .303 Lewis Gun Set 1:72 scale (2)
This is just a selection of the range available

Brass Portholes

K67008 Porthole, 8mm, With 6 Hole Flange, (Pack 10)
K67010 Porthole, 10mm, With 6 Hole Flange, (Pack 10)
K67012 Porthole, 12mm, With 6 Hole Flange, (Pack 10)
K67014 Porthole, 14mm, With 6 Hole Flange (Pack 10)
K67016 Porthole, 16mm, With 6 Hole Flange (Pack 10)
K67018 Porthole, 18mm, With 6 Hole Flange (Pack 10)
K67020 Porthole, 20mm, With 6 Hole Flange,(Pack 10)

Brass Stanchions

K66206 2 Hole Stanchion, Brass 6mm (Pack of 10)
K66210 2 Hole Stanchion, Brass 10mm (Pack of 10)
K66215 2 Hole Stanchion, Brass 15mm (Pack of 10)
K66220 2 Hole Stanchion, Brass 20mm (Pack of 10)
K66225 2 Hole Stanchion, Brass 25mm (Pack of 10)
K66230 2 Hole Stanchion, Brass 30mm (Pack of 10)
K66235 2 Hole Stanchion, Brass 35mm (Pack of 10)
K66240 2 Hole Stanchion, Brass 40mm (Pack of 10)
K66011 3 Hole R.N Stanchion, 11mm 1:96 (Pack of 10)
K66015 3 Hole R.N Stanchion, 5mm 1:72 (Pack of 10)
K66022 3 Hole R.N Stanchion, 22mm 1:48 (Pack of 10)
This is just a selection of our massive range.

Crew Figures

1:24 Standing civilian crew member
1:24 Seated crew figure wearing woollen hat
1:24 Standing R.N/Civilian officer with binoculars
1:24 Civilian crew member standing wearing beret
1:24 Civilian/R.N Officer wearing cap and pullover
1:24 R.N/Civilian wearing waterproof jacket
1:24 Standing civilian captain in sheepskin jacket
1:24 Seated ships captain with cap and pullover
1:24 Standing officer in wet weather jacket
1:24 R.N/Civilian wearing waterproof jacket
1:24 R.N crew in dress uniform leaning on rail
1:24 Seated civilian crew member 1:24 scale
1:96 scale crew figure set
Ships cat, sitting 1:48 Scale
Bearded Officer, 1:32 Scale
Crew member, 1:32 Scale
Officer, clean shaven, 1:32 Scale
Bearded Officer 1:48 Scale
Crew member, leaning on rail 1:48 Scale
Young boy, 1:48 Scale
Modern crew wearing dungarees 1:30 60mm
Modern crew in smock 1:30 scale 60mm
GM72/004 RN 1:72 Officers (Working Dress) (3)
GM72/005 RN 1:72 Ratings – pullovers (3)
GM72/006 RN 1:72 Officers – overalls (3)
GM72/007 RN 1:72 Crew – duffie coats (3)
GR14/001 Royal Navy 4 inch BL Gun Crew 1:144 (4)
GR14/002 Royal Navy Gunners 1:144 (Pack of 4)
GR14/003 Royal Navy Sailors 1:144 (Pack of 4)
GR14/004 Royal Navy Officer and Sailors 1:144 (4)

Boat Fenders

7361/25 Fender,Tyre 25mm Dia,(Pack of 10)
7361/28 Fender,Tyre 28mm Dia,(Pack of 10)
7361/32 Fender,Tyre 32mm Dia,(Pack of 10)
7361/38 Fender,Tyre 38mm Dia,(Pack of 10)
7361/43 Fender,Tyre 43mm Dia,(Pack of 10)
CAP/R112 Modern boat fender, 39mm long
CAP/R113 Modern boat fender, 48mm long
CAP/R114 Modern boat fender, 56mm long
CAP/R900 Modern boat fender, 24mm long
CAP/R901 Modern boat fender, 30mm long
CAP/R902 Modern boat fender, 35mm long
CAP/R903 Modern boat fender, 45mm long
CAP/R904 Modern boat fender, 55mm long

Scalelink Etched Brass

11mm 3 rail stanchions & railing 840mm 1:96
1:96 R.N 3 rail stanchions and railing 11mm
1:128 scale vertical laddering
1:72 R.N pattern 3 rail stanchions and railing
1:192, R.N pattern 3 rail stanchions
Clarendon serif, Letters 2.5, 3 and 5mm high
1:200 Angled step ladders with handrail
Vertical rung ladders 4.5mm & 5.5mm wide
1:128 Angled step companionway ladders
1:12 scale vertical laddering
5mm and 6mm wide Angled step ladders
6mm & 8mm vertical rung laddering
This is just a selection from the huge range available

Belaying Pins

Belaying Pins Walnut 8mm (Pack of 10)
Belaying Pins Walnut 6mm (Pack of 10)
Belaying Pins Walnut 14mm (Pack of 10)
Belaying Pins Walnut 10mm (Pack of 10)
Belaying Pins Brass 8mm (Pack of 10)
Belaying Pins Brass 12mm (Pack of 10)
Belaying Pin Bronzed metal, 9mm,(Pack of 10)
Belaying Pin Bronzed metal, 7mm,(Pack of 10)
Belaying Pin Brass, Length 5mm,(Pack of 10)

Rigging Thread

Rigging Thread, 0.1mm Natural
Rigging Thread, 0.25mm
Rigging Thread, 0.25mm Natural
Rigging Thread, 0.5mm Black
Rigging Thread, 0.5mm Natural
Rigging Thread, 0.75mm Black
Rigging Thread, 0.75mm Natural
Rigging Thread, 1mm Black
Rigging Thread, 1.0mm Natural
Rigging Thread, 1.3mm Black (10mtr)
Rigging Thread, 1.3mm Natural (10 mtr)
Rigging Thread, 1.7mm Natural 5 mtr
Rigging Thread, 1.8mm Black
Rigging Thread, 2.5mm Natural (2.5mtr)
This is just a selection of the range available.

Rigging Blocks & Deadeyes

Single Block, 2mm Walnut (Pack of 10)
Single Block, 3mm Walnut (Pack of 10)
Single Block, 4mm Walnut (Pack of 10)
Single Block, 5mm Walnut (Pack of 10)
Single Block, 6mm Walnut (Pack of 10)
Single Block, 7mm Walnut (Pack of 10)
Single Block, 10mm Walnut (Pack of 10)

Double Block, 3mm Walnut (Pack of 10)
Double Block, 4mm Walnut (Pack of 10)
Double Block, 5mm Walnut (Pack of 10)
Double Block, 6mm Walnut (Pack of 10)
Double Block, 7mm Walnut (Pack of 10)
Deadeye, 8mm Walnut (Pack of 10)
Deadeye, 7mm Walnut (Pack of 10)
Deadeye, 5mm Walnut (Pack of 10)
Deadeye, 3mm Walnut (Pack of 10)
Deadeye, 2mm Walnut (Pack of 10)
Deadeye, 12mm Walnut (Pack of 10)
This is just selection from our massive range.

Display Bases and Columns

5695/30 Varnished Hardwood Base 300x100mm
5695/40 Varnished Hardwood Base 400x120mm
5695/50 Varnished Hardwood Base 500x150mm
5695/80 Varnished Hardwood Base 800x50mm
5690/26 26mm high Brass mounting column
5690/29 29mm high Brass mounting column
5690/35 35mm high Brass mounting column
5685/00 Turned Wood Mounting Column 65mm
5685/02 Turned Wood Mounting Column 28mm
5685/03 23mm Walnut mounting column
5685/04 51mm Walnut mounting column

Timber

Lime Strip 0.5mm x 2mm x 1000mm
Lime Strip 0.6 x 1mm x approx 1 metre long
Lime Strip 0.6 x 3mm x approx 1 metre long
Lime Strip 0.6 x 4mm x approx 1 metre long
Lime Strip 0.6 x 5mm x approx 1 metre long
Lime Strip 0.6 x 6mm x approx 1 metre long
Lime Strip 0.5 x 7x approx 1 metre long
Lime Strip 0.6 x 8mm x approx 1 metre long
Lime Strip 1.5 x 1.5mm x approx 1 metre long
Lime Strip 1.5 x 2mm x approx 1 metre long
Lime Strip 1.5 x 2.5mm x approx 1 metre long
Lime Strip 1.5 x 3.0mm x approx 1 metre long
Lime Strip 1.5 x 4.0mm x approx 1 metre long
Lime Strip 1.5 x 5mm x approx 1 metre long
Lime Strip 1.5 x 6mm x approx 1 metre long
Lime Strip 1.5 x 7mm x approx 1 metre long
Lime Strip 1 x 1mm x approx 1 metre long
Lime Strip 1 x 1.5mm x approx 1 metre long
Lime Strip 1 x 10mm x approx 1 metre long
Lime Strip 1 x 2mm x approx 1 metre long
Lime Strip 1 x 3mm x approx 1 metre long
Lime Strip 1 x 4mm x approx 1 metre long
Lime Strip 1 x 5mm x approx 1 metre long
Lime Strip 1 x 6mm x approx 1 metre long
Lime Strip 1 x 7mm x approx 1 metre long
Lime Strip 1 x 8mm x approx 1 metre long
Lime Sheet 0.5mm thick x 100mm x 1 mtr
Lime Sheet 1mm thick x 100mm x 1 mtr
Lime Sheet 1.5mm thick x 100mm x 1 mtr
Lime Sheet 10mm thick x 100mm x 1 mtr
Lime Sheet 2mm thick x 100mm x 1 mtr
Lime Sheet 20mm thick x 100mm x 1 mtr
Lime Sheet 3mm thick x 100mm x 1 mtr
Lime Sheet 4mm thick x 100mm x 1 mtr
Lime Sheet 5mm thick x 100mm x 1 mtr
Lime Sheet 6mm thick x 100mm x 1 mtr
Lime Sheet 8mm thick x 100mm x 1 mtr
0.8mm Plywood sheet x 300mm x 1200mm long
1.5mm Plywood Sheet x 300 x 1200mm long
3.0mm Plywood Sheet x 300 x 1200mm long
6.5mm Plywood Sheet x 300 x 1200mm long
4.0mm Plywood Sheet x 300 x 1200mm long
2.0mm Plywood Sheet x 300 x 1200mm long
This is just a selection of sizes. Other woods stocks
include Walnut, Maple, Beech, Balsa, Obечи

Admiralty Paint Sets

HMS Diana Paint Set
HMS Cruiser Paint Set
HMS Snake Paint Set
HMS Agamemnon Paint Set
HM Brig Supply Paint Set
HM Bark Endeavour Paint Set
HMS Bounty Paint Set
HMAV Jalousie Paint Set
HMS Mars Paint Set
HM Cutter Sherbourne/Lady Nelson Paint Set
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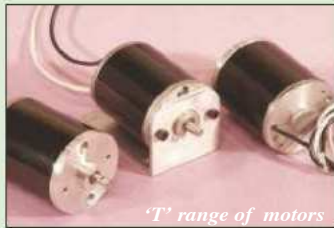
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Welcome to this month's launch party!

Firstly, I want to thank all you regular readers for your patience over the past couple of months. Unfortunately, due to unprecedented circumstances brought about by the COVID-19 pandemic and resulting lockdown there was no choice but to temporarily suspend publication and write off the June and July issues. Please rest assured, however, that if you have a subscription to the magazine this will be extended by a further two editions by way of compensation.

If, on the other hand, you're a newcomer to Model Boats, then we already have something in common, because so am I.

I am, therefore, just going to dive right in and introduce myself, and I hope over the coming months you, in turn, will do the same...

I've been an editor for many, many moons but freely admit that when it comes to all things model boat related I'm very much still trying to get my bearings. That said, I do love a challenge and, despite the fact that former editor Martyn Chorlton had left the company some weeks before I came aboard, ruling out the usual hand-over, I feel incredibly lucky to be teamed up with Model Boats' highly talented and extremely knowledgeable designer, Richard Dyer, who just happens to be a very experienced modeller himself. Likewise, I've been touched by how helpful, supportive and welcoming all the regular contributors I've been in contact with so far have been.

I am not going to pretend that learning to sail this particular ship will be a breeze, but if there's one thing I've learnt during my career in specialist hobby titles it's that they need to be community led. This is your magazine. I am merely the collar/chief cook and bottle washer, so I am counting on your input. I am a great believer in the fact that all feedback, whether it be positive or negative, is hugely beneficial. So, please write, email or call me. Whether you've been involved in the hobby since God was in short pants or you're just getting started, I need to know what makes you tick. Tell me what you want to see more, or less, of in Model Boats and what I am getting right, or wrong. Only then will I be able to evaluate which tack will prove the most favourable going forward.

Right now, though, it's time to cast off and get this voyage underway – enjoy your read!

Lindsey Amrani

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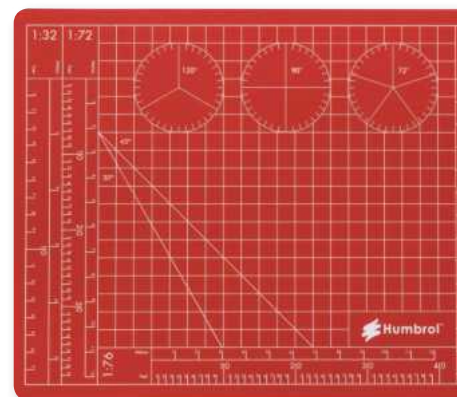
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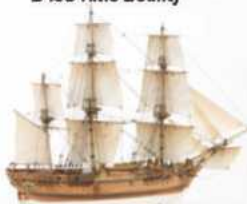
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Compass 360

Our hobby-related news round-up

If you have a news story for these pages, please contact the Editor, Lindsey Amrani, via e-mail at editor@modelboats.co.uk or pick up the phone and call 01689 869840

IT'S BACK TO THE FUTURE FOR BELFAST

A government grant of £33m has been secured by a Belfast-based consortium led by Artemis Technologies (a spin off company from the well-known America's Cup sailing team), to develop high-speed ferries powered by zero-emissions hydrofoil propulsion and capable of carrying up to 350 passengers.

The Belfast consortium brings together a range of established and young firms, academia and public bodies. Iain Percy of Artemis Technologies explains: "For years, we've been designing low energy, high performance solutions

for some of the fastest yachts on the planet. We will now utilise that knowledge and, along with our partners, apply it to build the world's most environmentally-friendly high-speed ferries. We decided to base ourselves in Belfast because of the incredible aerospace and composite engineering talent available. Belfast's local expertise coupled with the city's rich shipbuilding heritage, and our own America's Cup yacht design experience will ensure Belfast takes the global lead in zero emissions maritime technology".

Obviously, at this point, we can only show you a conceptual computer generated image, but



what an interesting talking point this will eventually make as a scaled down display or sailing partner for, say, the Titanic,

Deans Marines' new 1:96 scale HMS Enchantress or indeed any of the other Harland and Wolff Belfast-built beauties.

KIDS AND SUPERHEROES GO FREE



Royal Museums Greenwich has announced that from now until August 31, 2020 children will be able to enjoy exploring the Cutty Sark free of charge when accompanied by a ticket buying adult. The offer will be restricted to one child per adult ticket (priced at £15) booked, which must be done online (www.rmg.co.uk/national-maritime-museum) in order

to ensure social distancing requirements can be met; so make sure you select this option when placing reservations.

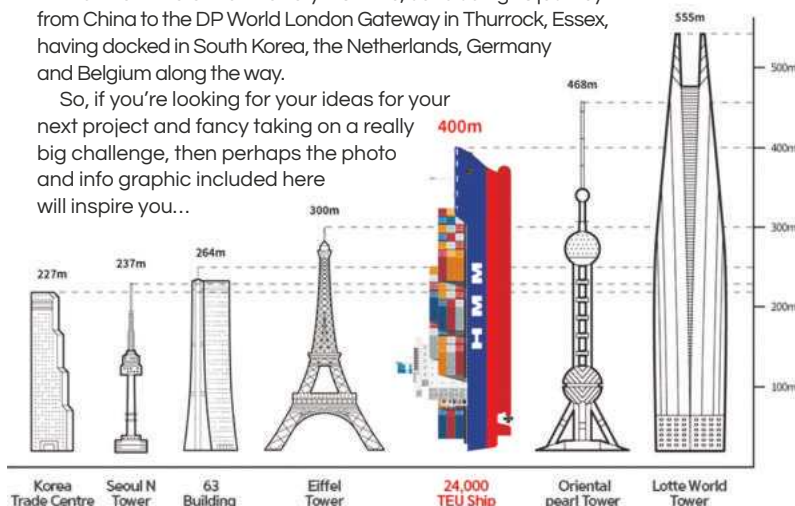
Our heroic key workers are also being offered free admission. So, if you're a Blue Light card holder, all you have to do is register for your free ticket online and then present both your ticket and your card on arrival.



THINK BIG!

This June saw the world's largest container ship in the world, the HMM Algeciras, which is 1,312ft (400m) long and 200ft (61m) wide, arrive in the UK for the very first time, concluding its journey from China to the DP World London Gateway in Thurrock, Essex, having docked in South Korea, the Netherlands, Germany and Belgium along the way.

So, if you're looking for your ideas for your next project and fancy taking on a really big challenge, then perhaps the photo and info graphic included here will inspire you...





A police version of the Fast Patrol Launch built by A. Flack.

Aerokits

John Parker returns to his regular retro slot with a look back at a popular range of model boat kits

In the July 1952 issue of Model Ships and Power Boats magazine an advertisement and review of a new model boat kit, the 34-inch (864mm) Wavemaster cabin cruiser by Hammersmith Model Makers Ltd, was carried. This kit was to prove very successful and influential, being just what many modellers had been looking for – an easy to build model of sufficient size, robustness and seaworthiness to take the bulky radio control equipment of the day. The prototype was demonstrated with an E.D. (Electronic Developments) Mk IV diesel motor of 3.5 c.c. and Mk IV radio control equipment, and E.D. made much of the Wavemaster tie-in in its advertising. The Wavemaster's success went well beyond this, however, as it led to one of the best-loved and longest-lived range of boat kits of all time – Aerokits.

Les Rowell

The Wavemaster had been designed by an ex-serviceman, Les Rowell, and, having witnessed first-hand the success of the kit, he left Hammersmith Model Makers to form his own company in 1954, continuing to make kits to the same design philosophy. The name he chose for the company was Aerokits. Whether this suggested an interest in extending the range to include aircraft models is unknown, but the resulting kits remained strictly water-borne ones.

Les chose to base the first three models of his Sea series upon typical cabin cruisers that

could be seen on lakes and rivers throughout Britain; they were not scale models of any particular craft but had the attractive appearance and homely details common to most. Covering a range of sizes, from the 24-inch (610mm) Sea Scout to the 29.5-inch (750mm) Sea Rover and through to the 34-inch (864mm) Sea Commander, the kits were announced to modellers in

a two-page review in the July 1954 issue of Model Maker magazine, which praised the ease of construction and accessibility. That the kits found ready acceptance by modellers is shown by the steady expansion of the range.

The 18-inch (457mm) Sea Nymph joined the original trio of kits in time for Christmas that year. Then, by December of 1955, came a new development, the first Aerokits scale model, a 34.5-inch (876mm) version of a Vosper RAF Fire Float or Crash Tender. November 1956 saw the release of the 25.5-inch (648mm) Sea Hornet, a runabout with open cockpits, followed by the 20-inch

WAVEMASTER 34 in. CABIN CRUISER



THE KIT

This kit has been designed after much experiment and is the result of the designer's personal experience as to the needs of power boat modellers in general, and radio control enthusiasts in particular. It has been developed with the following objects in view :-

- (1) Ease and rapidity of construction.
- (2) Accessibility to engine and radio if used.
- (3) Robustness and good seaworthiness.

All parts are completely cut out and only need fitting and sand papering accurately to shape.

PRICE £3 12s. 10d.

THE BOAT

The finished boat can be driven either by electric motor or diesel engine from 2 c.c. to 5 c.c. It has been designed with a view to radio control and the separate compartments for the different components can be sealed from the ingress of water. The engine compartment can be left open for easy access.

Send for full details.

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7, Hammersmith Bridge Road, London, W.6.

Trade enquiries to: A. A. HALES LTD., 45 & 49, Eleanor Road, N.11.



ABOVE: Advertisement for the Wavemaster, July 1952. BELOW: Model Maker magazine reviews the new Aerokits, July 1954 issue.

MODEL
MAKER



"MODEL" MAKER REPORTS ON A NEW BOAT RANGE

Aerokits Sea Series

SEA SCOUT • SEA ROVER • SEA COMMANDER



Hatches off "Sea Commander," including cockpit floor. Below: Marine Javelin fitted to "MODEL MAKER'S" test model.

(508mm) Fast Patrol Launch in August 1958 and the little 16-inch (406mm) Sea Urchin in December 1958. Another scale model, the 40-inch (1,016mm) American ELCO PT Boat, was added to the range in September 1959. The pace of new releases then slackened off, with just the Sea Queen, a 46.5-inch (1,181mm) version of the Sea Commander, which appeared in December 1961, a 46-inch (1,168mm) version of the Crash Tender in December 1964 and the 36.5-inch (927mm) Fairey Swordsman in December 1965 completing the original 12 kits in the Aerokits range.

Building an Aerokit

Most comparable wooden boat kits, such as the American Dumas range, made use of die-cutting to stamp the parts out of a set of plywood or veneer sheets. Die-cutting tools featured very thin razor-like cutting blades arranged in curved patterns in the shape of the respective part to be cut. This meant a few strokes of the press could very quickly produce the dozen or so sheets of die-cut timber incorporating the various parts needed to make the framework and superstructure of the model. It was fast and it was economical but, due to the fragility of the die-cutting tool, it had the disadvantage of use being limited to timber sheets of 1/8-inch thickness or less.

In contrast, the parts for an Aerokit were individually cut by a saw or router bit working against a follower template clamped to the part itself (the small pins that positioned the template may often be seen on an old Aerokit). This method was slow and accuracy was dependent of the skill of the operator, but it did have the advantage of lower tooling costs and the ability to cut thicker material; hence the 1/4-inch ply parts that form the framework of an Aerokit. The resultant construction was heavy but immensely strong and therefore able to withstand the rigours of housing and starting a diesel engine, the inevitable collisions of free-running or indeed carrying the weight of early radio control.

Building an Aerokit was akin to a traditional woodworking project and required a hammer and chisel approach. A slot in a part served only to remind you that a slot was needed – the slot was only roughly cut and needed to be carefully filed or chiselled out to suit the mating parts, and all contours had to be sanded to the final shape. The thin plywood hull skins were nailed into place with brass-plated brads, made possible by the generous thickness of the frame components. It's not the way you would choose to build a model today, now freed from the dictates of a diesel engine and old technology, but it was unquestionably right in its day and enabled many a novice to produce a serviceable model.

The procedure was much the same regardless of the size or model of Aerokit. A split keel set the stern tube angle, while doublers helped provide a secure location for the frames, which interlocked with the cabin sides to form the framework.



ABOVE: Contents of the Aerokits Sea Urchin kit. The keel has been started. BELOW: Most of the Aerokits range depicted in a 1963 advertisement.

THE DISCRIMINATING MODELLER CAN ALWAYS BE SURE OF THE BEST FROM AEROKITS

SEA QUEEN
Length 46½ in. beam 14½ in. 3½-5 c.c. engines or the larger electric. £5.16.8 inc. P.T.

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Length 16 in. beam 6 in. Electric power or up to .8 c.c. engines. 32/7d. inc. P.T.

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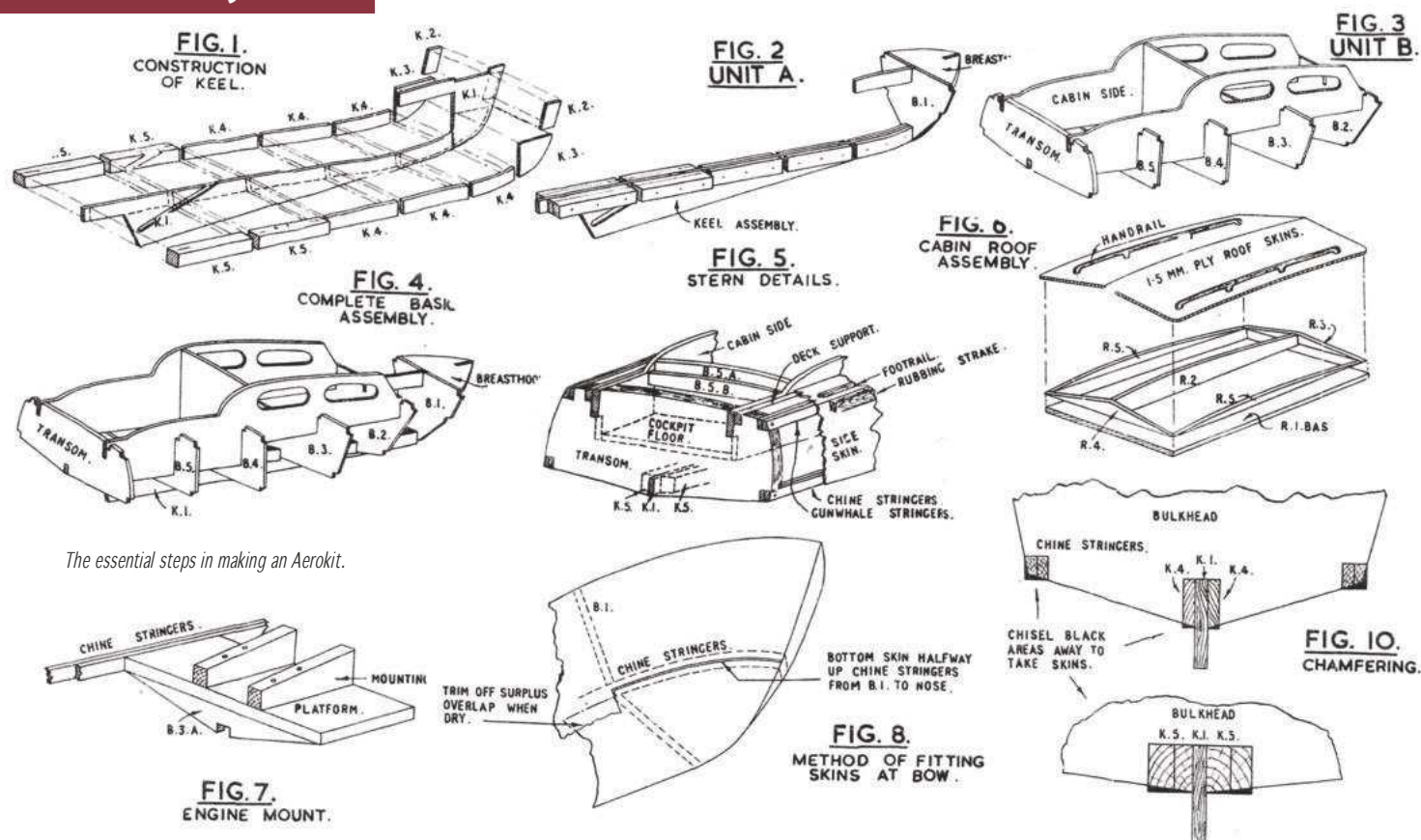
(SEA HORNET (not illustrated) length 25½ in. beam 8 in. 32/7d. inc. P.T.)

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The essential steps in making an Aerokit.

SEA QUEEN

THE NEW
STANDARD IN
BIG MODELS!

WITH the trend towards larger boats, Aerokits are right up in front with the fabulous *Sea Queen*, the largest model boat kit made in this country. With a length of 46½ in. and a beam of 14½ in., *Sea Queen* takes from 3½-15 c.c. engines or the larger electric motors with ease, and still leaves lots of space for all the radio equipment you could possibly need! Constructional methods are, as usual, all marine ply and hardwood, ready cut to shape, making assembly quick and easy. There's plenty of time for you to be on the water this season with one of these superb big models—and note the price—only £5.16.8d. inc. P.T.!

ALL KITS
SUITABLE FOR
DIESEL OR
ELECTRIC
POWER;
MOST WILL
ACCOMMODATE
COMMERCIAL
RADIO EQUIPMENT
IF DESIRED



All kits contain selected resin-bonded ply of appropriate thicknesses, hardwood strip, detailed building instructions, full plans with assembly sketches, etc. Practical design incorporates interlocking method of building, slotted keels, etc., for trouble-free assembly even by novices.

ABOVE: Announcement of the *Sea Queen*, July 1962. BELOW: A water-damaged Aerokit bought on eBay.



Bending the chine and gunwhale stringers was made easier by a ply breasthook at the bow. Once these were in place the instructions called for the stringers and frame edges to be faired with a chisel prior to fitting the hull skinning, then it was a matter of fitting the deck pieces, making the cabin roofs and completing some rudimentary detailing – handrails, windscreens and so on. The kits were originally supplied without fittings or hardware – prop shaft, rudder, etc.

I have been critical of the quality control of early Aerokits in the past (see, for example, my review of the Fast Patrol Launch in the October 2014 issue of *Model Boats*) due to poor quality timber and mistakes on the drawing and hand-printed corrections to the parts list; this criticism still stands, though I have seen a gradual improvement in the later kits I have examined. This, however, didn't stop the Aerokits from becoming a huge success and dominating the market for this type of kit throughout the 1950s and '60s.

Crash Tender

As the Crash Tender was to prove the most popular of the Aerokits, some notes on the full-size prototype may be in order. The huge number of models built suggests the full-size vessel must have been very successful and long-lived. In fact, just two, FF93 and FF94, were built and they had only a brief RAF career from 1952 to 1958, much of it spent in storage. Their fate appears to have been inextricably bound up with the failure of the giant SARO Princess flying boat, which they were, according to one source, designed to support.

The Vosper Mk.2 Fire Float (Crash Tender was the more emotive unofficial appellation) was a wooden 46-foot hard chine craft powered by two Rover Meteorite petrol



LEFT: Late production example of the Sea Nymph with hardware and fittings.

engines, each of 375 horsepower, providing a maximum speed of 28 knots. It was intended for crash rescue, salvage pumping and firefighting and equipped accordingly, with foam tanks, fire-fighting monitors, a pumping engine, rescue equipment, a towing attachment for flying boats and a sick bay. The usual crew complement was five.

Later days

A 'new Aerokits team' was announced in advertising in 1976, by which time the address had changed from Gorleston-on-Sea, Norfolk to Farnham, Suffolk. New kits were added to the range: the Solent and Waverley class lifeboats, the Tara and Sea Hawk yachts and the Starfish cabin cruiser.

I believe this marked the point where Les Rowell had sold the original Aerokits company. In the 1980s he started a new one, Lesro Models of Christchurch, Dorset, offering steam engines, fittings and a range that included racing models, some with fibreglass hulls. But the sands were running out for Les, who sadly died from cancer after a short illness in 1992.

Acquiring an Aerokit

One of the photos here highlights the risks of buying an old Aerokit on eBay. Described as 'looks complete', the kit had all the keel components missing. The shapes could be traced from the drawing for replacements to

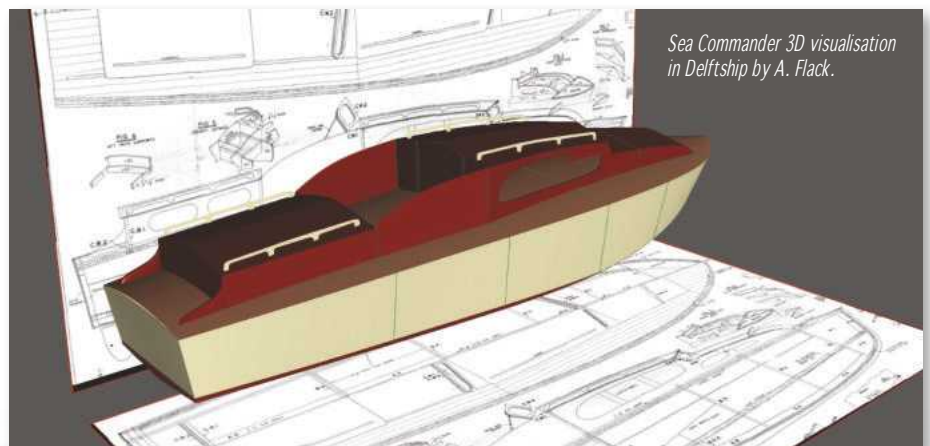
be made, but on further examination all the bulkheads were warped badly from the box having been exposed to moisture at some stage and had to be scrapped.

This has not been my usual experience when buying on eBay; other purchases have been near perfect or have had their faults accurately described. This particular purchase, though, does illustrate the possible hazards. My advice is, therefore, if in doubt, raise any queries with the seller and/or ask for more photos.

There is another way of acquiring a classic Aerokit style model of course. Such is their

continued popularity that companies such as Jotika, SLEC, Lesro Models and the Vintage Model Works are making modern laser cut versions of similar models. The laser-cutting ensures that the parts are more accurate and fit together with greater speed and accuracy, as expected of a modern kit. From examples I've inspected it appears some of the original faults remain, such as the fit of the fixed portion of the roof, alignment of the deck planking and shaping of the windows and window frames (Sea Commander). This appears to be because the individual parts have been re-engineered to suit the new laser-cutting production process, but the kit as a whole has not been redesigned in CAD, which would ensure a perfect fit of all parts.

With the benefit of modern brushless motors and lithium batteries, a better than original diesel performance can be given to these classic designs, despite their weight handicap, and the availability of laser-cut reproduction kits should ensure that the graceful appearance and nostalgic appeal of Les Rowell's designs will continue to be seen at a lake near you, 65 years on from when they first appeared.



Sea Commander 3D visualisation in Delftship by A. Flack.

BELOW: Sea Commander model by A. Wright.





Ashley Needham embarks on the build of a small Victoria Class battleship

HMS Sans Pareil: without equal

HMS Sans Pareil was launched in 1887 and was a Victoria class ship, her only sister being the Victoria, of 10,500 tons each and powered by triple expansion reciprocating steam engines. These were the first to be fitted to a major vessel, previous ships having used compound types, and this resulted in a significant saving in coal

consumption and improved range due to the more efficient use of steam. The Victoria class ships were intended for the Mediterranean fleet and their main armament was in a single turret on the fore deck, mounting two 16.25-inch breech loading guns, of a size to match the Italian Andria Doria ships, which had been fitted with Armstrong-Whitworth supplied

16.5-inch weapons. One 10-inch open mount was provided at the stern for a nominal rear firing capability. As usual for the period, this was accompanied by multiple secondary armaments consisting both 6-inch and 6-pounders and a few Nordenfelt machine guns, a useful addition considering the close range of any likely engagement.

I love the look of the Victorian battle fleet. Black hulls, white boot topping, buff/white superstructure - very pretty and such a change from the earlier plain black or striped hull look and the dark grey of later years. So it was that I had a lull between major projects and decided to make something relatively small and easy. Looking through my books, this one caught my eye and was of suitable dimensions.

Battleship? Small? And easy? Well, yes, and not only that but I intended the ship to compliment my HMS Nelson, 1935. As usual I am building a representation of, and not a scale replica.

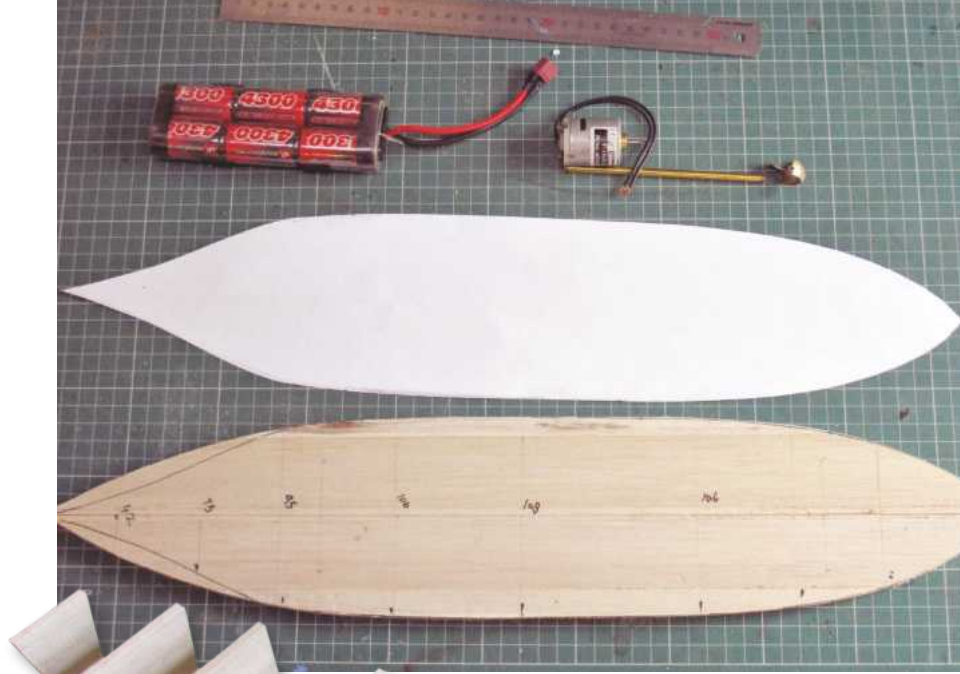
Model design features

This battleship will be made to roughly the same scale as the Nelson at approximately 1:200. This scale gives a nice size for a model, 530mm by 110mm - not too big, but large enough to easily accommodate the R/C gear.

Furthermore, the Sans-P was chosen for its design similarity to the Nelson. Both had their main armament forward of the superstructure. Okay, three turrets in the former case and one in the latter, but in both ships the superstructure was at the rear of the hull, surrounded by the secondary armament.



At rest you can see a slight bow-up attitude, which corrects to level running when under way.



ABOVE: Balsa base and paper template.

BELOW: Internal supports and battery, with motor cut-out.

Design

Various line drawings and pictures were used as a guide and enlarged to the building size. As usual I did not do a full plan as such but made a dimensioned sketch of the major assemblies to refer to, mostly to ensure I had sufficient access once built for maintenance of the motor and couplings, and so on.

I will be using the solid-bottom style of hull construction: 12mm balsa sheet with 6mm balsa framing and skinned with 0.8mm ply. At the stern a simple step will give clearance for the prop.

Starting off, the base was cut to the finished profile, an oval hole was cut in the centre and then skinned underneath with 1.5mm ply to provide a depression that the six-cell NiMH battery and motor will sit in, and this drop will be sufficient to give good stability (from past experience). A small brushed Speed 280 motor from my spares box provides the 'go', coupled to a 3mm diameter prop shaft driving a 25mm cast brass prop via a nylon coupling. A Speed 280 was chosen from my spares collection as this will run on 7.2V if required and is very small, sitting directly on the bottom plate via a 1.5mm ply square, raising the motor centre nicely to match the parallel-to-the-base prop shaft.

Due to the small boat size full bulkheads have not been used in the centre part, just

side pillars joined at the top by thin balsa struts. Once the glue had set both plywood sides were applied, pinched in at the bow to give some flare and the slender underwater shape required for the ram. At the stern the sides are joined with a small balsa filler piece, which will give sufficient wood at the back to round this off.

Only half the boat has a deck as such, the stern section is all superstructure, so some stringers were added to the inner hull sides and a 1.5mm fore deck added, being shaped beforehand and sitting flush to the hull side.

A coaming was added to the open part, in 0.8mm ply, stuck directly to the hull inner at the sides via small balsa strips fitted under the fore deck. As the ship is very small the rear superstructure has been made to lift off in one piece, sitting on this coaming. A tricky job accomplished by wrapping the coaming in 0.8mm ply strips, taped to the hull side, sticking small balsa blocks to the top level of these strips and adding some balsa cross pieces to help it keep its shape. Superglue was used for this - very, very carefully! Once dry, a deck was attached and sanded flush to the sides before being lifted off the hull.

Finally, a degree of carving and sanding was carried out to give the hull its final shape before being sealed and painted in red oxide paint.



ABOVE: Deck supports. BELOW: Fore deck and turret flat.



Battleship project



ABOVE LEFT: Boat walkways, ply taped to the mat to keep it in position and flat. ABOVE RIGHT: Six pounder guns with a Humbrol tinlet for size comparison.

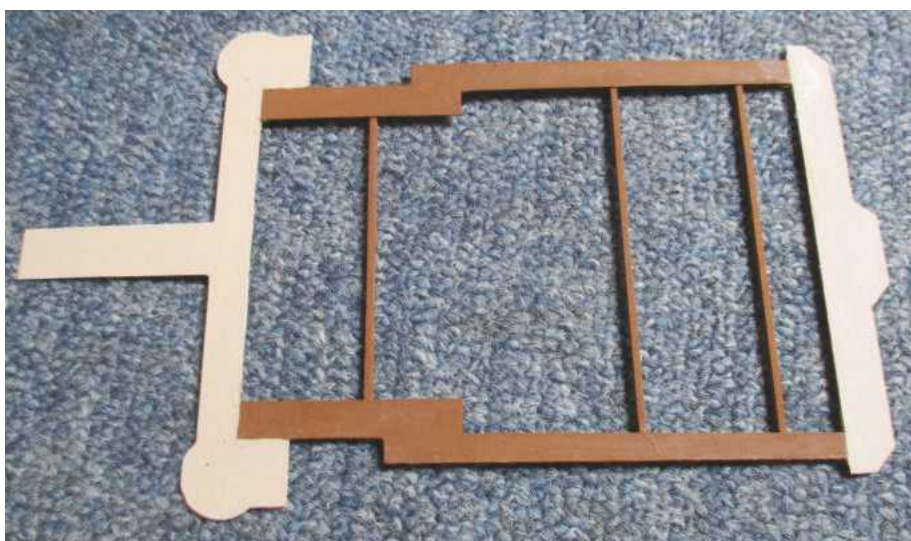
Upper works

One word describes this - fiddly! Everything is small. Photos were studied and, in conjunction with the line drawings, blocks of MDF were cut to size to form the various cabins and so forth on deck. Funnels were hunted down in the bits box (suitable sized plastic tube) along with a different size of tube for the armoured conning tower (oddly enough a feature mirrored in the Nelson, which has a huge armoured citadel at the front of the superstructure). Bulwarks were cut and glued on the sides with superglue, and what seemed like endless amounts of fine filling and sanding was carried out to blend them in.

With the blocks sitting in position I thought long and hard about the walkways and boat storage arrangement, which would have been iron angle on the real thing. I decided to use 1.5mm ply strips for this, let into slots or just glued on the sides of some of the blocks. Once trimmed to length, uprights were applied at the edge and fettled to fit. After being rounded off they look very even and fit for purpose.

The rear 10-inch gun in its open mount was made from ply and brass tube and the 6 pounder guns were made from styrene tube, styrene rod and plasticard.

Boat walkways next, in 0.8mm ply, made once I had mocked up a set from thin card to get the right look. They deviate from scale slightly as cutting the ply to a more correct slim width would have given me issues with twisting of such thin stuff, and



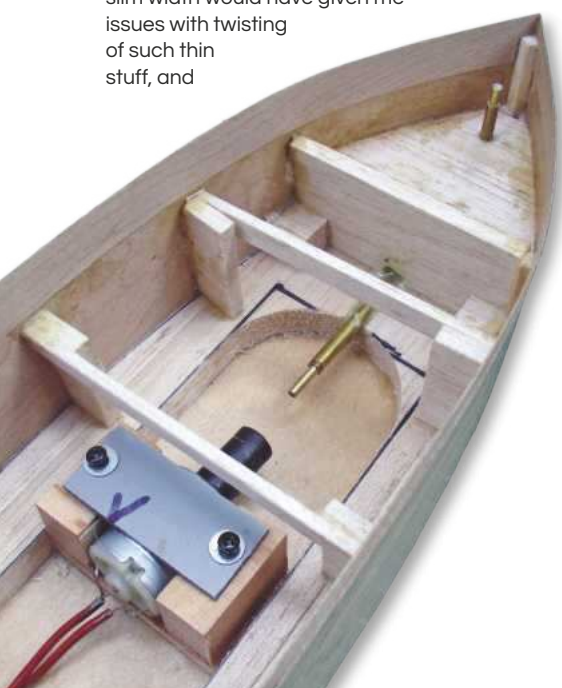
ABOVE: Boat walkways ready to glue to the frame.

then there was the issue of having sufficient ply surface available to stick the boats on. Originally, of course, all the boats sat on individual cradles spanning the various walkways, but I really didn't want to attempt that, and again at the small scale, perhaps unnecessary.

Just for the experts among you, I have also omitted all the railings that would go around the various walkways, a detail so small and repetitious as to defy my building skills. Just think about building in total one metre of hair thick brass wire railings 5mm high, and once on the water, all but invisible.

At the front of the deck sits the armoured tower; this has two levels and a roughly triangular walkway round it at boat deck height with a triangular top, also missing the safety rails! 4mm bamboo rod and bamboo BBQ skewers provide the materials for the removable mast, and this was rigged sparsely with black thread. I say sparsely as the real thing had any number of halyards and stays attached, but at a distance it does the trick.

Moving on to the main armament, the turret was eventually cast from resin after the original turned wood version started to split despite being well sealed against the damp.



LEFT: Motor in clamp mount. Notice the coaming for the rear superstructure block. BELOW: Making the superstructure plug. Balsa blocks on the sides were used to set it to correct height.



RIGHT: Bare main deck.
There was nothing else of
note on the real thing!



ABOVE: Upper works, test fitting the boats.
LEFT: Making the ship's boats. BELOW: Bow detail, ram
and anchor flats. Side bollards are suggested by
small oblong plastic shapes.

Handily the damage was not bad and it served as the master to make a rubber mould. Three telescoping brass tubes provide the gun barrels and the turret sits on a raised deck section. Various other details were added to the fore deck, including flats and plates on which the anchors were stowed.

Ship's boats were carved from MDF and seemed to take ages to make. Ships of this period had a good selection of boats on board and even included a third-class torpedo boat! All were well sealed with sanding sealer and painted in gloss colours. Bearing in mind the actual boat sizes varied from about 35mm to 75mm, a cheating paint job suffices for the pulling boats to suggest thwarts and an illusion of depth. Once they had been stacked up on the boat deck and glued in place, they cluttered up the main deck very nicely. It is probably true to say that the main focus of interest at the aft end of the ship are the boats, and they do a wonderful job of hiding the relative lack of main deck detail. Boats have been stacked roughly as per photos of the real thing, with regard to not only how they looked once on the model, but also referring to the earlier point - the availability of a surface to glue them on to.

Lastly the stern walkway, several protuberances on the side and the 6-inch guns were added. Several sets of the side armaments have been made from plasticard and styrene tube, painted and then glued in place with UHU glue. They are extremely vulnerable, sticking out as they do, so have been made only half as long as they should be as a damage limitation exercise. Every time I go out, I seem to knock at least one off!



The third-class torpedo boats with their blue torpedoes. Three barrelled Nordenfält 25mm machine guns are situated on the boat deck corners.



ABOVE: Battleship design - 40 years apart!

BELOW: Ballast had to be added to get the low freeboard look.



Paint and preparation

All wooden parts were painted with Eze-Kote acrylic resin to seal them before being undercoated, both inside the hull and outside. Plain household white undercoat was used, thinned slightly and lightly rubbed down before the topcoat was applied.

Brushed red oxide primer graces the hull below the waterline, and gloss black above, divided by a nice thin white boot topping provided by pinstripe tape. Household white gloss and an artist's acrylic yellow ochre serve for the top, with Humbrol enamel for the deck and anything else.

The crew

I had some small railway figures in the bits box and painted a few up in best navy dark blue to carefully distribute about the ship's deck. I say carefully because with a semi-scale build there are always items which, although they look to be scale, suddenly become un-scale with

a reference - the reference being the crew! In order to get over this it is an idea NOT to place figures next to items which would suddenly look out of scale. To this end only a few men have been added, and they certainly add interest to the ship. Unfortunately the bases they stand on add probably an extra 10% to the overall figure height, but it makes them easy to glue in place with the base still attached. I tried a few, having cut the base off, but didn't have much success and I don't suppose anyone who has seen the ship thus far has noticed the slight scale discrepancy. I am certainly not going to try and make figures that small of the correct size!

On the water

Ballast had to be added to get the low freeboard look, and it is low - a mere 16mm from deck edge to boot topping. Having any less freeboard would mean that the deck is permanently under water - rather than just 'usually' under water! - in almost any wind condition and would





The model should crawl along to achieve a scale speed.

lead to issues with the fixtures and fittings being washed away due to constant immersion. So, the working waterline has been set to just under the white boot topping in order to add a few extra millimetres of freeboard.

I had deliberately made the hull a bit deeper than scale in order to have ballast leeway, and also to ensure the boat is relatively heavy for its size in order to stop it bobbing about too much. After all, it is supposed to be a battleship! So far, I have had no issues with water leaking inside the hull, the tight fit of the superstructure on the coaming has been doing a good job, despite the water being everywhere externally, and the ship has proved to be exceptionally stable.

Performance

These ships were slow, and the model should crawl along to achieve a scale speed. However, the use of a Speed 280, small as it is, may not have been the best choice as it is a bit powerful for the craft and very small throttle openings

are the order of the day. It does give the boat an adequate power reserve for emergencies, however, and the ESC provides good low speed control for slow going. But perhaps a 360 can motor would have been a better choice?

I have had to ballast the ship down at the stern slightly, as the bow dips when applying power (the ram possibly causing this), and at rest you can see a slight bow-up attitude, which corrects to level running when under way.

It is very manoeuvrable, being short and wide, and turns on the proverbial sixpence, making a 180 degree turn in well under three boat lengths, or only two with excess power! Similarly, the boat stops almost instantly with reverse throttle, but the same low-power restriction has to be observed going backwards or the rear deck soon becomes awash. Endurance is phenomenal and the six-cell 7.2V 3700mAh NiMH battery lasts for hours and hours as a result of the small motor and minimal throttle openings. The ship weighs 1495g (minus battery).

Little and large

It is a very pretty ship, especially in the sunshine, and it is also very small. How small can be judged when in company with HMS Nelson, at 44 inches long, where although not exactly to the same scale (but close enough), it looks like a cruiser rather than a battleship. Such was the increase in ship sizes over the period, a matter of only three or four decades.

Other changes of course relate to the beautiful black, buff and white Victorian livery giving way to the First World War dark grey, and latterly, as shown on the Nelson, a lighter grey and even camouflage.

Sans Pareil is an interesting side project of a relatively unusual subject, easy to store and not too time consuming to build, although a bit fiddly here and there. Any number of similarly interesting, and at times slightly odd Victorian ships are staring at me from their pictures in my books, should I decide to expand the fleet...

James Hatch talks us through the assembly and finishing of Vanguard Models' new 1:64 scale Zulu herring drifter, designed to give newcomers to the hobby the very best chance of a successfully completed build, yet detailed enough to appeal to even the most seasoned of kit modellers...



'Lady Isabella'

The Zulu was an innovative hybrid that fused the extreme rake of the 'Scaffie's sternpost with the near straight stem of the 'Fifie', with the Scaffie and Fifie being two other classes of fishing boat from this period. This produced a unique and highly successful class of fore and aft rigged fishing vessels during the last decades of sailboat herring fishing. Tillers gave way to the steering wheel, operated via a worm screw gear system. The sail area was large for the size of vessel, and the Zulu's could reach 10 knots with little problem. It is of this pinnacle of the Zulu's development that the Lady Isabella is based upon.

Interestingly, the Zulu had no standing rigging on its fore and aft masts, instead relying on support entirely upon sail halyards and a burton stay tackle, set up to windward – meaning that any failure would have been catastrophic.

The new Vanguard Models kit

Chris Watton is better known for his fighting ships than he is for fishing boats, yet his last two releases have been just that. Having identified a need for something better than the usual legacy kits, which are still used to attract and entice new modellers into our hobby, Chris set out to design and release two iconic Scottish fishing boats in his preferred 1:64 scale. Laudably, while primarily aimed at the beginner, Chris didn't want to compromise on the quality of materials included. While the kits, therefore, are highly prefabricated so that even a novice modeller stands the very best chance of a successful completed build, they also boast some premium features.

The kit for 'Lady Isabella' has, thanks to extensive research, aided by an expert in this type of vessel, been designed so that, once fully assembled and finished, you will be able to display her looking just as she would have done

while fishing of the east coast of Scotland in the heyday of Scottish herring fishing.

Measuring in at 600mm long, 100mm wide and 387mm high, the model shown was built, by me, as a prototype for the kit's box artwork.

Digging in

I was lucky enough to be sent a pre-production prototype kit to review, which reached me just before the UK went into virus lockdown. Time on my hands – the perfect scenario! On completing my build I sent some photographs of 'Lady Isabella' to the folks at Vanguard Models and I have to admit that I was more than a little proud when asked if one of them could be used on the box for the kit that would go on sale.

So, having been there and done that, I'm able to provide you with a step by step guide to the build and, if you're new to this,



BELOW: The superstructure is first built, using the upper floor part as a guide. The structure is then removed from the floor.



ABOVE: Bow and stern bulkheads are bevelled to an engraved line, as well as the infill pieces. A Dremel is set to 9000rpm for this purpose.



ABOVE: All bulkheads are glued and slotted into place on the keel, followed by the infill pieces and the lower/upper floor panels.

from the MDF sheet, a number of bulkheads need to be set aside for beveling (you won't have any trouble identifying which ones as these will be engraved with bevel marks), along with some infill pieces that aid planking. For this task I got out my trusty Dremel, set to a sedate 9,000rpm so as not to be too harsh on the parts.

Taking the keel, the bulkheads can now be fitted in the correct sequence and glued into position with PVA. You are now ready to glue the small square lower floor into place, followed by the upper floor, which was previously used to help construct the superstructure. This particular part is also engraved, so it's easy to tell which is the upward side and which fits towards the bow. It needs to be remembered that the steep rake isn't actually the bow but the iconic raked stern of this vessel type.

Everything can then be left to thoroughly dry before the deck is fitted. Due to the camber, it's a common thing to see decks pinned down around the edges, but fortunately this model doesn't require that. The bulkhead ears actually have a notch in them at deck height, enabling the deck to be locked firmly down. I feared getting the deck off would prove quite difficult after a test fit, so I went and fitted it straight away, clicking it

hopefully you'll pick up some useful hints and tips along the way...

The core of the kit is a 3mm MDF skeleton, which comprises the main keel and thirteen bulkheads. Before starting work on this, though, the superstructure frame needed to be assembled on the MDF upper floor. This superstructure frame can be simply glued together with PVA before it's removed from the upper floor and set it to one side. With the superstructure itself there are a number of spacers; these are engraved, thereby eliminating any doubts regarding getting exactly where these parts go in relation to the superstructure.

Once that's done, the bulkheads can be tackled. After cutting all the relevant parts

BELOW: After clicking the deck into position, our contributor, James, knew it wouldn't come out again so easily, so he applied PVA glue from underneath.



The deck fits perfectly in position, following the camber and deck sheer. No pins are needed either as the deck locks into slots under the ears of each bulkhead.



ABOVE: Before any planking can be done, the hull needs to be faired. James used a combination of 120-grit paper and an Amati sanding block. A plank is used to test the hull for fit.

The pear keel sections is glued into position, using the MDF clamps to align the parts to the MDF. The prow keel part must not be glued at this stage.

into position. I then brushed in PVA from the underside and glued it in that manner instead. The fit was absolutely perfect.

All's fair

Before laying any planks, the first thing you will need to do is fair the hull. Here, I used a combination of my Amati sanding block and some sheets of 120 grit aluminium-oxide paper. Beveling some parts beforehand meant that this was actually quite a quick task to undertake and within less than an hour the hull was perfectly faired and ready to plank. Well, almost...

The next task, unusually, is to fit the stern and underside keel parts, laser-cut from 3mm pear wood sheet. Some MDF clamps are supplied to make sure alignment is perfect with the MDF. The prow keel part is only temporarily fitted at this stage, to ensure all else is correct. Before you can touch any planks though, the 1mm pear wood bulwarks

Laser-cut and engraved pear wood bulwarks are first soaked in hot water to make them pliable, and then clamped to the hull. When dry, they are glued in position.



RIGHT: Pear pegs are slotted into the MDF superstructure core and then the pear facing parts are glued in position.



have to be fitted. Each side is supplied in halves, and the inner faces are engraved with the deck height and timberhead positions. Featured a little lower, indeed somewhat hidden, is script confirming which part should be used for the front and which for the rear. Pear itself is a little stiff under normal circumstances, so I would recommend first soaking this in hot water for about 15 minutes. You'll discover this makes the wood surprisingly pliable. Parts can then be temporarily clamped to the hull until dry.

Once dry, the bulwarks are glued to the model, but only along the deck line and to the bulkheads below the deck area. A little pinning will probably also be needed in places to persuade the timber to conform. Next, the 1mm limewood planking can be fitted to the hull, starting underneath the bulwark and tapering the planks as you progress downwards towards the keel. PVA glue can be used for the planks, but these should also be edge-glued. Planks at the bow should be kept long, ready to be trimmed to length before finally gluing the prow keel section into place. Your planking can now be given a thorough sanding to smooth out any imperfections.

Rabbit, rabbit

I must at this stage point out that Chris Watton has introduced a very neat little innovation into his beginners' kits, which I'm told he intends to extend to other releases. Incorporated is a rabbit along the keel, from stem to stern, thereby making planking a little easier when it comes to these areas.

To do this, the pear keel is supplied with facing parts that are a little narrower and aligned with pear pins. These parts can be cut from the 1mm pear sheets and carefully glued into position, creating that perfect edge to which you can plank. As another aid, the garboard plank is also supplied as a laser-cut item, in two halves. These can be glued into the rabbits using

RIGHT: With the bulwarks thoroughly set in position, the 1mm thick limewood planking is started, with the first plank directly under the pear bulwarks. All second planking is done with PVA and edge glued too, as well as pinned.

Gorilla Glue CA Gel. I now use this product for all exterior planking as it allows a few precious extra seconds to ensure correct positioning.

Star planking at bulwark height and work down towards the garboard plank, tapering as necessary as you progress. A few small stealers needed to be fitted below the waterline, but that's fine because that whole area is going to be painted. You will need various grades of abrasive paper to finish the planking, with the finest being 320 grit. Before applying paint, the rubbing strakes can be added, the upper two represented by strips of half-round walnut, with the lower three being from 1mm² strip.

One of the last tasks to perform is building the rudder. Actually, it's a single-piece item, but you need to add the PE hinges to both this and the stern of the boat. Laser cut holes are provided into which you can insert brass pins to secure everything. I opted to use shortened

ABOVE: Once all planks are glued, the pins are removed. The bow is then tidied up a little. Note at this stage the build still looks a bit of a mess, but fear not!

BELOW: Once the hull is sanded smooth and any irregularities removed, the prow keel section is ready to be glued in place.

pins from each side so the pin dome head would show on both sides. These were glued with CA. Worth noting is that the rudder actually plugs into the stern to make things simple, but nonetheless attractive. Sockets should be created once the keel is fitted with the rabbet outer facings. The rudder is left unglued to the model at this stage.

BELOW: Once all of the second layer is fitted, it's sanded smooth. Pear is a little harder than typical model timbers, but the close grain finish looks excellent.

ABOVE: To create a rabbet, pear facing parts are fastened to both sides of the pear keel. Small location tabs help with alignment.

BELOW: The garboard plank on this model is laser cut and this fits perfectly into place. James recommends that all of the second layer planking is fitted using CA gel, thus allowing a few seconds to adjust each plank.

RIGHT: Rubbing strakes are fitted to the hull sides, using a combination of half-round walnut and 1mm² strip.

ABOVE: Photo-etched hinges are fastened to both the rudder and boat stern, again, using CA gel. Brass nails are also used to pin the rudder PE.



Paint

The waterline on the Zulu is quite odd, with the stern being a lot lower in the water than the bow. To ensure you get the angle right, sit the model in the acrylic stand that is supplied and employ an Amati waterline tool to lightly mark the required line. Once you've done that, use masking tape to shield everything above the waterline while Plastikote's red oxide primer is sprayed over the lower hull. Some sanding between coats is necessary, as is a little acrylic filler diluted with water. A few light coats later, the red will be complete. Being enamel-based, you will need to leave this to cure overnight.

Take some time to efficiently mask off the boot line so that you get things even on both sides. Having done so, everything except this narrow strip will need to be masked before Plastikote white spray is applied in thin coats and allowed to dry. The rudder itself will also require painting, along with the hull. Once everything had cured, airbrush some Ronseal interior polyurethane matt varnish over the whole exterior to protect it. This will also give the bare pear wood a lovely warm appearance.

All hands on deck

To prepare the hull for fitting the laser-engraved deck, the MDF bulkhead ears need to be removed from above deck. These can simply be bent and twisted to remove. Then use 120 grit paper to sand the remnants flush with the deck.

Chris supplied me with optional maple ply decks, fully engraved and with exquisite tree nail detail. This had to be gently sanded at the edges before being glued into place with spots of CA gel.

Getting back to your build, though, the next task is to add the timberheads. These are also laser-cut and all different. The pear sheet shows which is which, starting from

LEFT: Before painting, an Amati waterline tool is used to add a pencil demarcation line.

BELOW: James' preferred paint for this task was Plastikote's Red Oxide primer. Once the model was masked, this was applied in thin coats to build up the colour. Some rubbing back and filling was, naturally, required. Note the white boot line also carefully added.



bow to stern. The stern timberheads need a little bevelling on the undersides, to cater to the angle of the bulwarks to the deck. All of these timberheads can be affixed with tiny spots of CA gel. A sanding stick will level any that protruded slightly above the bulwarks. As with almost everything else in this kit, the bulwark rails are supplied as laser-cut parts, and in two lengths per side. Once you've taken these out of the 1mm sheets and removed the char from the edges, these can be glued, using PVA to the inner bulwarks, clamping as you go.

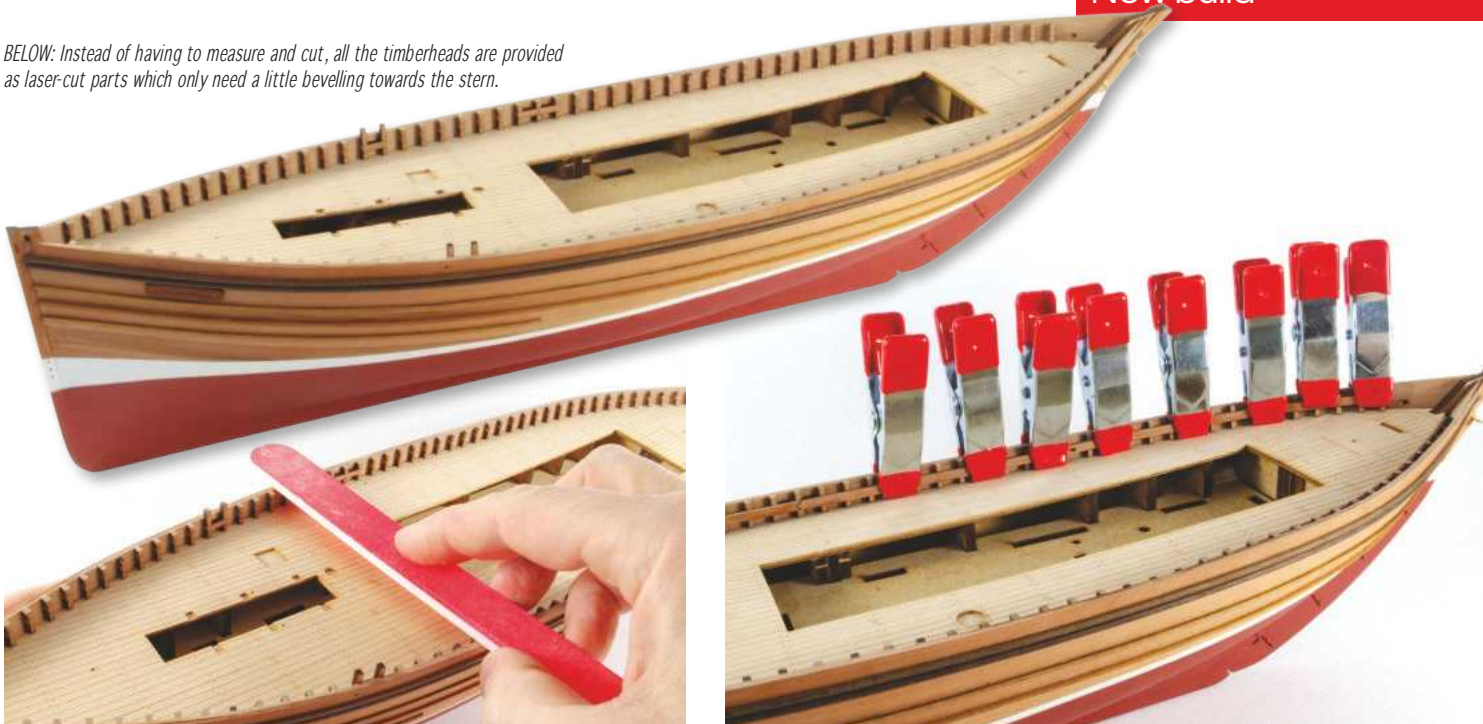
Continuing with the deck structures, the foremast step now needs to be built using pear wood parts. All of these now plug directly into the lower MDF core with zero ambiguity. The sides are fitted first, followed by the spacers, and finally, the lower deck

ABOVE: After fitting the 'Lady Isabella' nameplates, the exterior of the hull is given a few light coats of matt polyurethane varnish.

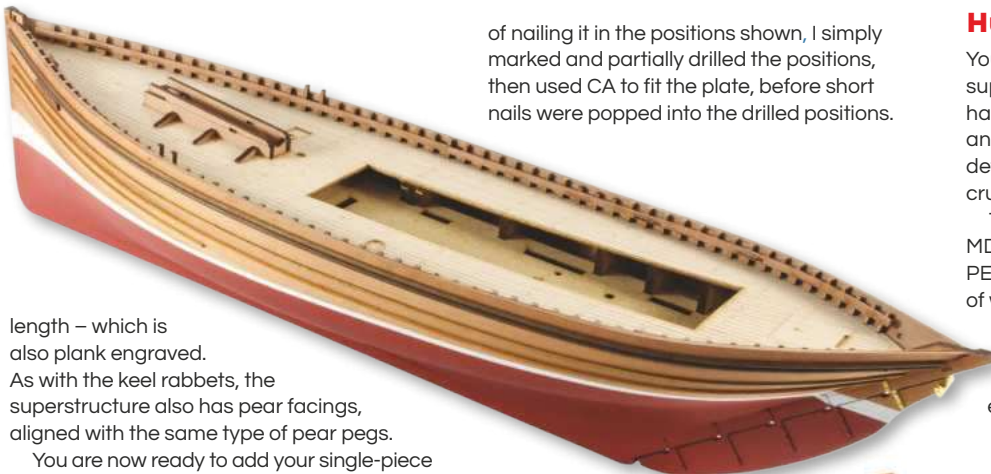


ABOVE LEFT: At this stage, the MDF bulkhead ears above deck can be removed. Once snapped out, the remnants need to be sanded flush with the deck. ABOVE RIGHT: James was supplied with the optional maple engraved deck and this was glued into position with spots of CA gel.

BELOW: Instead of having to measure and cut, all the timberheads are provided as laser-cut parts which only need a little bevelling towards the stern.



ABOVE LEFT: A sanding stick is run over the top of both bulwarks, levelling any of the timberheads which protrude above them. ABOVE RIGHT: Laser-cut bulwark rails are fitted using PVA and clamped into place while the glue cures. BELOW: Work now starts on the deck, with the foremast base being added from more pieces of perfectly fitting pear wood.



of nailing it in the positions shown, I simply marked and partially drilled the positions, then used CA to fit the plate, before short nails were popped into the drilled positions.

length – which is also plank engraved.

As with the keel rabbets, the superstructure also has pear facings, aligned with the same type of pear pegs.

You are now ready to add your single-piece roof, which incorporates the fish hatches, and the companionway. There are a few PE and metal details to be fitted to this, including the roller hatch and stove pipes. One of stove pipes is angled. The supplied material for these is aluminium tube, which requires cutting to the prerequisite angle and gluing together with CA before being sprayed with Tamiya Semi-Gloss Black (I find Tamiya's Semi-Gloss to more resilient than the matt version).

Before fitting any of the main deck superstructures, it's time to turn your attention to the bow. The prow keel has a length of PE that needs to be affixed. Instead

Hull nearing completion

Your next job is to fit the main deck superstructure with the PE fish hatch handles (painted black) by carefully gluing and lowering them into position. Other deck details can also be fitted, e.g. the foremast crutch, pump base, round hatch plate, etc.

The core of the steam winch is made of MDF, but this is sheathed in detailed brass PE. And while the winch shaft is a length of walnut dowel, the capstan itself is made mostly of PE, with an MDF disc at either end. This all looks terribly fiddly, but just to reassure you, I found it surprisingly easy to assemble. After painting the parts

BELOW: At this stage, the main superstructure is fitted with the companionway and roller hatch, etc.



BELOW: As well as wood and PE, the kit includes brass wire and aluminium tube. Here you see the completed roller hatch and the two stove pipes.



Several bench-like structures, such as the forward one that straddles the foremast base shown here, are installed on the upper deck area. As you will see, the fit is nigh on perfect.



LEFT: The bow/prow plate is affixed with CA. Shortened nails are inserted for added realism.

BELOW: The superstructure can now be final fitted, with benches sitting neatly on the shorter timberheads.



ABOVE: The steam winch is a little project in itself. These are the basic components.



ABOVE: After painting and assembly, this is the finished steam winch, ready to be installed.

in a combination of green and red acrylics, plug the whelps into one disc and then use the other disc used to cap this off – no glue required. The PE discs can then be affixed to either end with glue, and

ABOVE: All deck items, including the steam winch, mast crutch, steering wheel, rudder etc., can now be fitted.

RIGHT: A few more deck details are fitted, such as the hooks, plus rigging points/cleats along the bulwark.

the drive unit added to the top, along with the turned brass drum. Then, the whole unit can be plugged into the roof of the superstructure with a little glue.

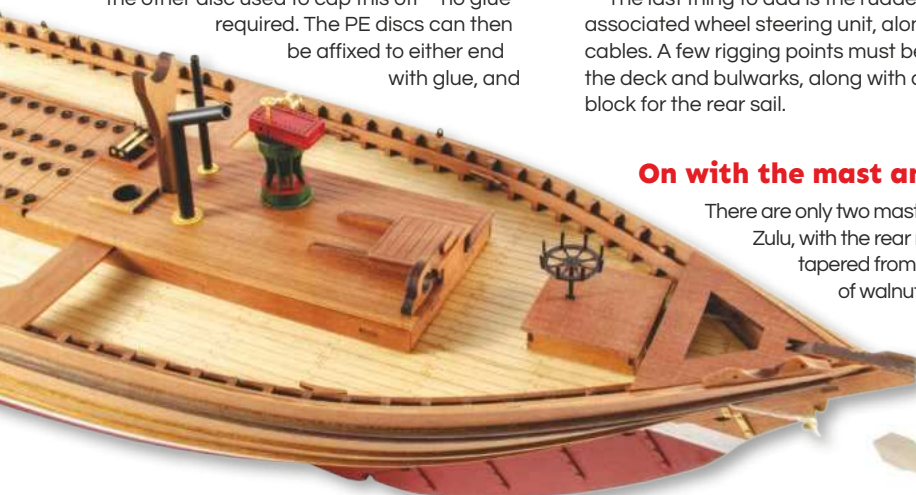
The last thing to add is the rudder and the associated wheel steering unit, along with its cables. A few rigging points must be added to the deck and bulwarks, along with a rigging block for the rear sail.

On with the mast and rig

There are only two masts on the Zulu, with the rear mast being tapered from a length of walnut dowel.

However, the foremast is supplied as square rod and this must be transitioned to a circular, tapered shape. This is, though, very easy to do with a sanding block and some 120-grit paper. You can then finish off with finer grade papers. The yards and bowsprit must be tapered and rigged as per the plans, with parrel beads. The optional sails come in white – although I dyed these to something similar to what I've seen in photos, drawings and paintings of these vessels. The main and aft sail will need to be fastened to the yards with 0.25mm cord and glued with dilute PVA. Your yards and sails can then be hoisted into position and rigged accordingly. There is no standing rig on these vessels, but rigging a model is very simple. Two sizes of natural cord are supplied (0.25mm and 0.5mm). Reassuringly, these lengths have been generously exaggerated to allow for any margins of error.

BELOW: To gauge the taper, the mast ring needs to be tested at the top of each tapered mast.



ABOVE: A stern detail photo showing the arrangement of various fittings, plus the steering unit.

BELOW: The main mast is supplied as a square-section rod. This needs transitioning to a circular section and then tapering.



ABOVE: All masts, etc, are finished in matt polyurethane varnish before installation.

BELOW: Parrel beads are added to the yards, and the rigging sealed with dilute PVA.



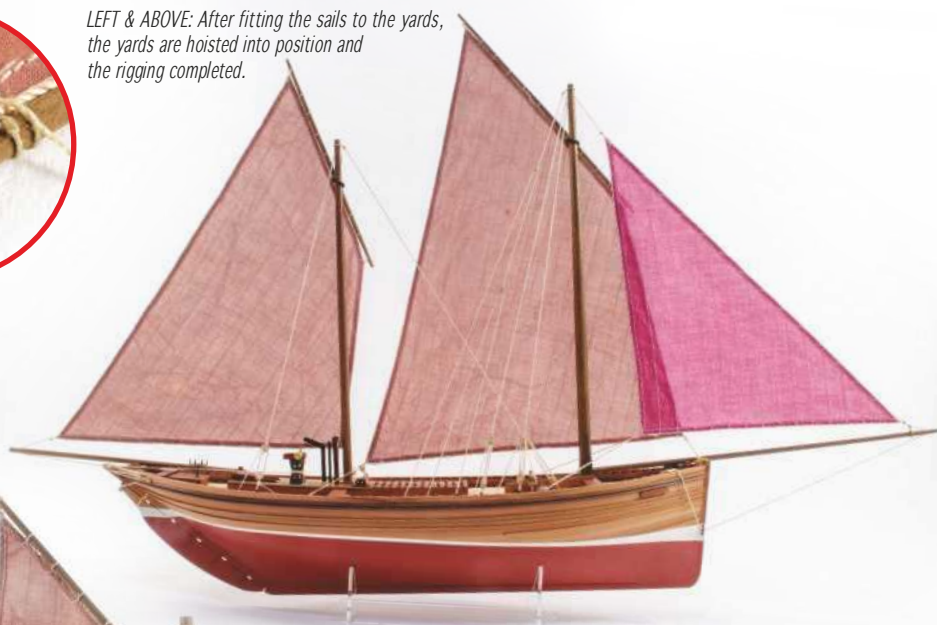
LEFT & ABOVE: After fitting the sails to the yards, the yards are hoisted into position and the rigging completed.

Great start, super finish

This is a stellar kit release and an ideal entry-level model for any aspiring model shipwright. It will teach you some very basic skills while at the same time presenting you with every possible chance of successful completion. [The proof of the pudding is, of course, in the eating, so we'd love to hear from any newcomers to the hobby who decide, after reading this feature, to give Lady Isabella a go!]

The materials are excellent, too. You rarely get kits in pear wood, let alone for beginners!

Sails are separate items, but well worth the extra expense as they really do set off the evocative lines of this classic herring fisher. In fact, I can't praise this kit highly enough. ●



Acknowledgement

My sincere thanks to Vanguard Models for the prototype kit sent out to me, and for featuring a photograph of my finished build on the box of the kits now on sale. 'Lady Isabella' and her stablemate, the 'Fifie' are available from now available online at www.vanguardmodels.co.uk





A good example of an LCM(6) showing the 6ft extension to the hull Image courtesy of Allied Landing Craft of World War Two by Arms and Armour Press.

Hitting the Beach

Part 1

Nick Brown takes on Mountfleet Models LCM(6) providing a step by step guide packed with tips and tricks to ensure a winning build

I was challenged by Model Boats' former editor Martyn Chorlton back in September 2019 to build a D-Day representative that would be instantly recognisable to almost everyone and, of course, to compare my experience of the build with the RTR LCM(3) he reviewed in the magazine last year. After giving the matter considerable thought, I decided on Mountfleet Models' 'stand-off' scale Landing Craft LCM (6), which, judging by the figure included in the kit, I would estimate comes in at around 1:16 scale. But before I take you through the first stages of the build, first a little background history...

Born out of necessity

The landing craft designs developed and put into service by the Allies in World War II are probably amongst the most easily identifiable

vessels to have taken part what was to be the biggest naval invasion the world has ever seen – I am, of course, referring to the famous June 6, 1944 Normandy landings, or what we have since simply come to refer to as the D-Day.

Throughout history invading forces have struggled to successfully land troops on enemy defended beaches. Initially, boats were used to ferry soldiers ashore from the ships. It wasn't until World War I that X-lighters (based upon London river barges) were used as landing craft at Gallipoli in August 1915, albeit not necessarily to storm the beach. It was World War II, however that really proved necessity to be the mother of invention. The conflict saw many of the Pacific islands occupied and fiercely defended by the Japanese. The only way to get boots on the ground was via beach assault and this was met with heavy resistance. Likewise, in

the European theatre of war, the infamous Atlantic Wall proved to be one of the biggest continuous lines of defence encountered by Allied forces. So, in order to ensure it was possible to deliver troops to the beachhead, a new type of vessel had to be constructed...

The LCV and LCVP types of landing craft could be used to get small vehicles, such as Jeeps, ashore, but it quickly became apparent that what was really required was a much larger craft that could accommodate a tank. As early as 1935, the US Marines had requested that the Bureau of Construction and Repair develop 'a tank lighter'. By 1938 there were two designs being offered, one of which reassembled the British Mechanised Landing Craft (MLC) designed in the 1920s. Within the US Navy there was disagreement over which prototype was preferable; subsequently a variety of designs was



submitted but they were all viewed as unsatisfactory by the US Navy.

By the time the world was at war, there was no time to lose and in 1941 the US War Department urged Andrew Higgins, the designer of the LCPV, to develop a 45ft tank lighter. He was told if he could come up with a successful design, and quickly, a 50 boat order for the type would be placed. As the size of tanks increased, however, there was soon need for a 50ft tank lighter, resulting in what eventually became the LCM(3) – a craft that could also carry either a tank or, alternatively, troops (to a maximum capacity of 60).

During the conflict tanks would become larger still and the LCM(3) therefore had an extra 6ft added to its design, thereby creating the LCM(6). While many LCM(3) craft were converted to the LCM(6) standard, LCM(6)'s also went on to be built from new.

Proving its worth, the LCM(6) would go on to serve US forces in future conflicts, right up and including the Vietnam War, during which many were converted to serve as river monitors or helicopter carriers.

Mountfleet Models' kit

The Mountfleet Models' LCM(6) is not the standard plan hull and fittings type kit you'd normally expect from this company. Instead it comes as a semi-kit, consisting of a single large GRP hull, four sheets of 1/8" liteply, a bundle of 1/2 inch square balsa lengths, a large bag of resin fittings (including a rather nice figure) and a template plan. An instruction booklet is also included, along with a contents list and some helpful photographs which serve as a point of reference to the prototype.

Mountfleet Models also lists several additional components required for the completion of the project, and these include:

- M4 12inch long stainless steel prop shaft and tube (x2)
- M4 45mm diameter 3-blade brass propellers (x2)
- 550 or 555 brushed motor (x2)
- Motor coupling (x2)
- Standard rudder servo (x1)
- 6-inch sail winch servo for the landing ramp (x1)

I purchased the prop shafts and propellers from The Model Dockyard in Cornwall and the motors and servos from the Component Shop. The couplings were bought from Dean's Marine's spares department at the Mobile Marine Model X-mas Cracker Day (well worth the visit).

While there's no plan provided, the kit does include a template sheet for all the components that need to be constructed from the liteply. Before getting started, it pays to not only read through the instructions carefully but to also study this template sheet, as there are multiple components to be cut out using it.



The hull: its huge!

"The Mountfleet Models' LCM(6) is not the standard plan, hull and fitting type kit you'd normally expect from this company..."

The basic structure

After reading the kit instructions and having bought, as recommended, some sanding sealer to seal the liteply sheets, this is where I started. I applied three coats, as per the instructions. (By the way, I should point out that this needs to be done in a well-ventilated area and while wearing a mask – otherwise everything will get kind of groovy, if you catch my drift!)

I then flattened my template sheet and carefully cut out the paper templates, making note of how many pieces each of

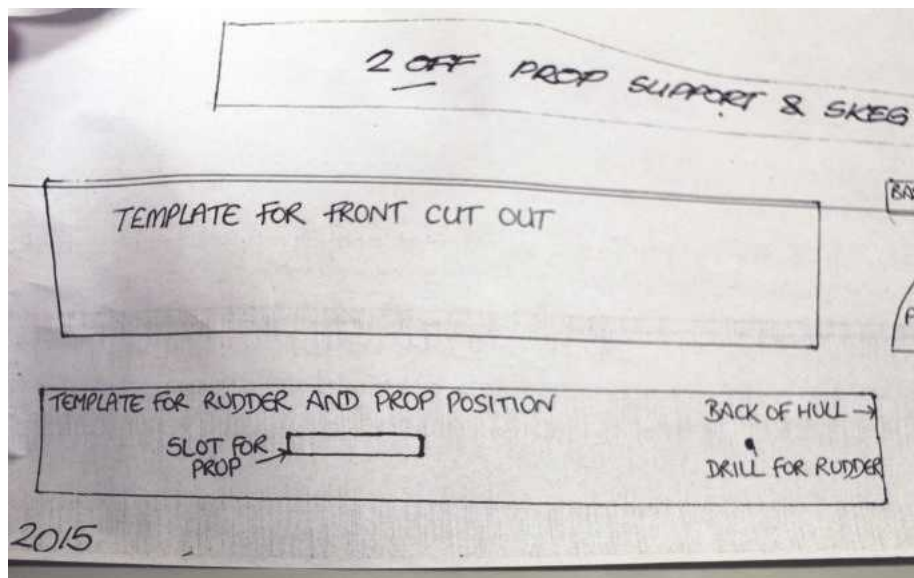
these templates would need to produce. Worth noting is that the template advises the bulkhead needs to be a 1/4 inch thick but doesn't specify that two pieces of 1/8" liteply will be required to achieve this, so don't get caught out!

I attached the templates to the liteply using PritStick glue but in retrospect I would suggest first considering the best layout before cutting tactically to get the most from your liteply sheet. This can be done using a Stanley knife, although I prefer using a band saw in order to achieve a neat straight line. A word of advice: make sure you keep your liteply flat at all times and be aware that any changes in temperature, humidity, etc, can easily cause it to bend and twist out of shape.

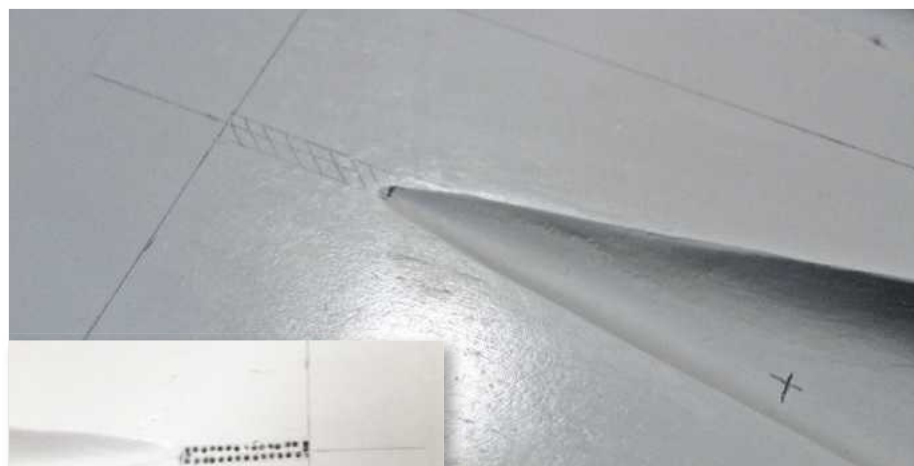
Next, we come to the GRP hull, which is tough and very strong – and it needs to be



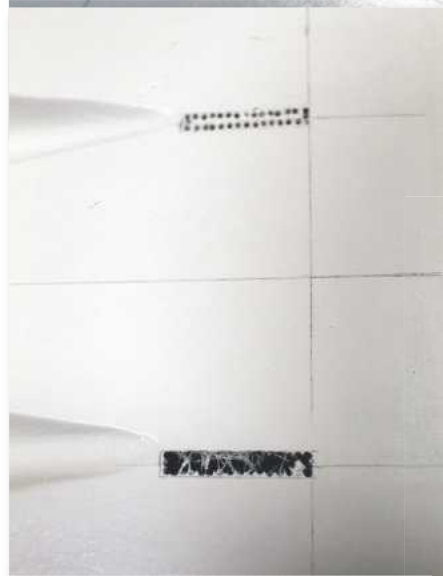
The resin and white-metal fittings pack. The figure is 1/16 scale, which adds a sense of scale to the model.



The template sheets need to be read carefully before cutting out the correct amount of parts.

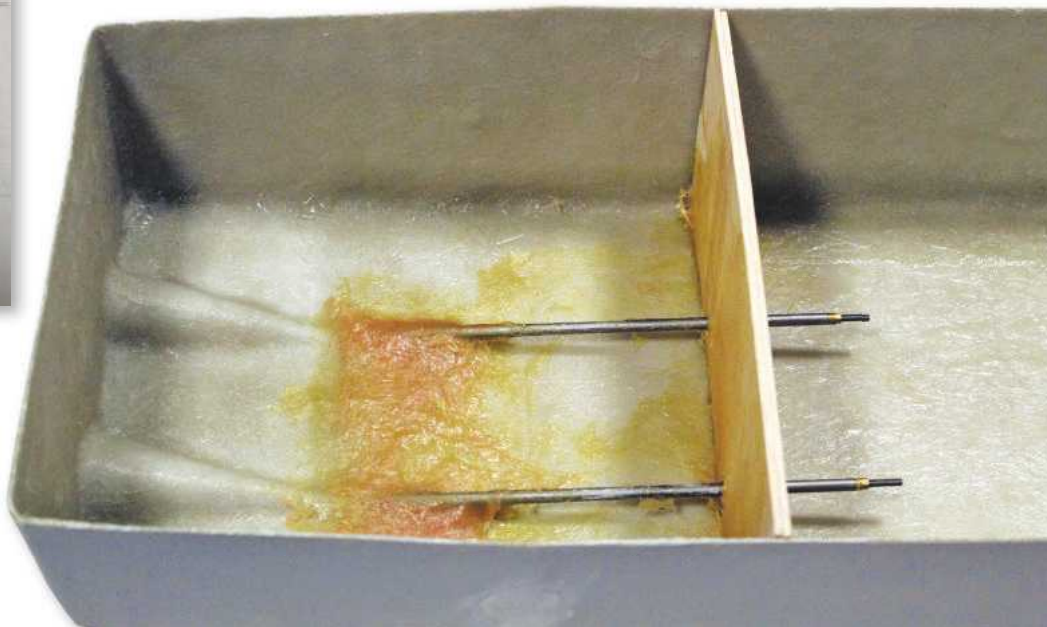


ABOVE: The prop shaft exits marked on the hull. Note how our reviewer Nick Brown extended the lines forward to aid alignment of the skegs.



ABOVE: The prop shaft exits cut out. The upper is chain drilled, while the lower has been cleaned up.

RIGHT: The running gear all in place, with P40 fibreglass filler holding everything all together.



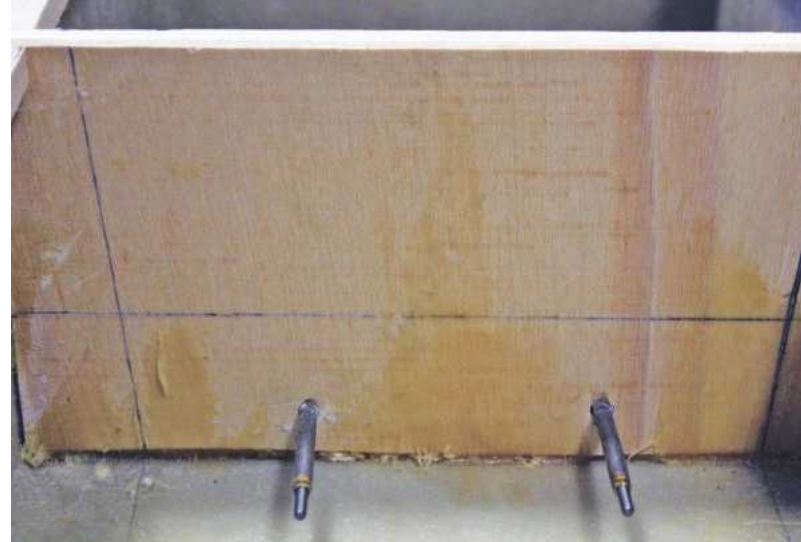
“This phase of construction it is a little complicated due to the many variables but, essentially,...”

considering the punishment the finished model is likely to suffer when attempting a beach landing! Following the instructions, I measured the slots and holes required for the prop shafts and rudderposts – although for those who struggle to measure accurately, Mountfleet Models provide a template for this, too. Once marked, the slots are then chain-drilled to remove the GRP; this will take a while as the hull is close to 3mm thick! I chose to extend the pencil lines about 10 inches (25.4cm) forwards – as I knew would come in handy later on, as will be explained. I used a rat-tail file to smooth the slots until the M4 prop shaft tubes slid into place. I didn't attach the propshafts at this stage, as other parts would need constructing first – namely, the skegs and the main bulkhead. This phase of construction it is a little complicated due to the many variables but, essentially, I ensured that the propshafts entered the main bulkhead at a level that would allow the motors to sit below the tank deck comfortably. The main bulkhead was then permanently attached to the hull using P40 Fibreglass filler, thereby creating a strong impact resistant structure. The skegs were cut out and filed to fit between the hull and the prop shafts. The extended pencil lines I mentioned earlier made sure I got these nice and straight. The propshafts were tacked in place with thick superglue, which allowed me a bit of time to line everything up. Once cured, I mixed up a batch of P40 and applied it to the hull around to prop shaft areas, allowing it to settle in all the recesses.

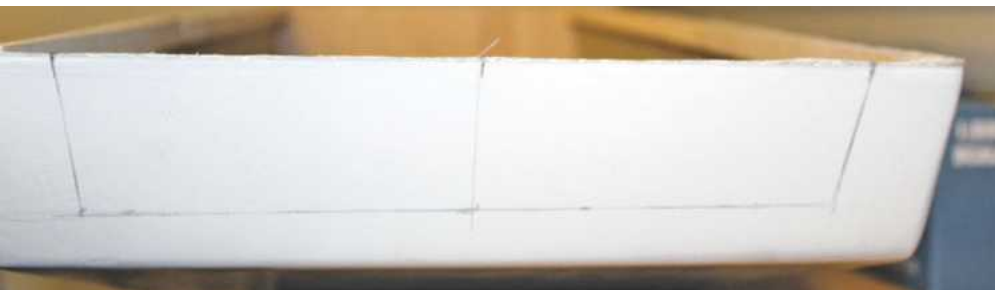
The tank deck and well

To attach the decks and create the well sides, ½ inch square balsa lengths are run along the hull sides: one strip along the top of the GRP hull and an intermittent length along the hull floor. While it's immediately evident

LEFT & BELOW: The underside with skews fitted and a tiny amount of clearance left around the large 45mm propeller.



ABOVE LEFT: The couplings in place, ensuring that the motors sit comfortably beneath the tank deck. ABOVE RIGHT: The guidelines were transferred on the main bulkhead so the tank well could be constructed.



where the higher strip goes, I discovered the lower length requires a little more thought and some extra work.

The first thing to do is to remove the ramp cut-out from the bow of the hull. Once again, Mountfleet provides a template that provides all the measurements required, so it's obvious where you will need to cut out the excess material. To be sure the lower strip is fitted accurately, you will need to transfer the lines from the main bulkhead template to its wooden

ABOVE: The ramp door cut-out, the second set of guidelines needed to make the tank well.

LEFT: The upper 1/2 inch balsa strip added and the lines for locating the tank well sides visible.

RIGHT: The lower supports cut in to approximately 2 inch lengths and glued along the pencil lines.





LEFT: The tank well sides and surrounding deck fitted.

BELOW: The view from the bow.



ABOVE: The left over 1/2 inch balsa used to create deck beams.

BELOW: The tank well decks all in position. Note that there are three but only two will be removable – or will they?



counterpart. Using the angled line from the main bulkhead, draw a straight line from the bulkhead to the cut-out in the bow. It's this line you'll need to glue the 1/2 inch balsa to. As noted in the instructions, don't use whole strips of balsa or you will not have enough wood to complete the model.

The tank well sides need to cut out from the liteply using the templates. I actually only used the template once, drawing around the first side to ensure I had two identical pieces. I then test fitted the sides inside the hull and fettled with a file to ensure a snug final fit. Getting this right does take some time, as you want to ensure that the angles match in both the profile and forward-looking views.

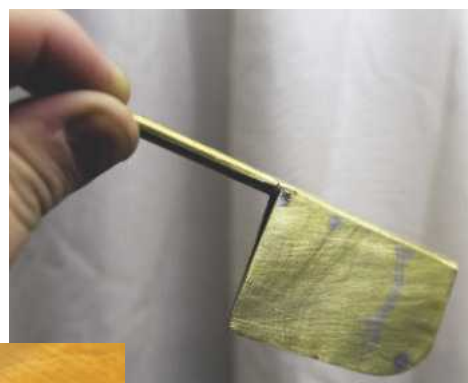
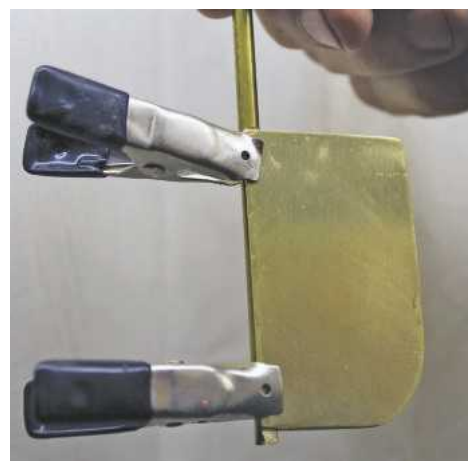
Next to be fitted are the tank deck supports. These are, once again, liteply items and you'll need to work with considerable accuracy so that you don't end up with wonky decks! Once again, I cut, filed and glued these to the tank well sides. I cannot emphasize strongly enough that test fitting is critical for all these pieces. Once I was happy with the fit I committed with superglue, using heavy weights and clamps to support the sides while the glue cured.

The side deck was added at this stage, once again using liteply. There is no template for these pieces, so I measured a 30mm wide strip, glued it on the hull and filed the excess off once securely stuck. The whole deck to hull joins I tidied up later with P38 car body filler, which sealed the edge too.

Finally, the tank well sides needed to be cut partially, through the thickness of the liteply,



The rudder components which our reviewer, Nick, used; the tiller arm is a commercial item available from many a good model store.



ABOVE: The process of making one rudder illustrated.

LEFT: This will become the main watertight area, so try to get everything sealed.





ABOVE & BELOW: The completed running and steering components shown from different angles.

“This piece needs to be permanently secured (i.e. non-removable), otherwise you’ll have a very wet and soggy model!”

and carefully pushed to the vertical position. I used a Stanley knife for this, but a steady hand with a rotary disk would be just as effective – just be sure not to cut all the way through.

Since I did not use all the ½ inch balsa for the main bulkhead I had some spare and decided that it would be beneficial to use this to create deck beams for the tank deck. The tank deck features three different levels and so three pieces of liteply are required. My first suggestion, then, is to work out where each deck ends and place a ½ inch balsa beam in between them. Cut out the fore deck section (the piece closest to the ramp) and permanently attach it to the deck supports. This piece needs to be permanently secured (i.e. non-removable), otherwise you’ll have a very wet and soggy model! I cut out the rearmost tank deck piece next, and once again add a beam. This piece was left unattached to provide access to the motors that would later be added beneath it. Finally, once the fore and rearmost tank decks were in place, I cut the centre deck piece in place but this was left unattached, as clearly I could not be sure, until I reached the point of ballasting the model (tune in for next month’s installment), whether or not access to this area would be needed.



Steering the way forwards

I will conclude Part 1 of the build by covering the rudders and their construction. While there is of course a template to create the rudder blades, three options are offered in the instructions: fashion them from liteply, create them from brass sheets or use commercially available parts. I chose to make mine from brass sheet, which is stronger than liteply and more in keeping with the real vessel.

Using this method, I cut the blades out from a sheet of brass (four sides, don’t forget) and used a 1/8’ diameter brass rod as the pivot. I clamped the blades on to this rod and then soldered them together, making sure that

the two rudders were identical – although I must confess, I did have a little incident when making the second rudder, as I inadvertently managed to solder the blade on upside-down! I found a brass tube that fitted over the rods used in the rudders and this served as the rudder-posts. I then drilled postholes into the hull and pushed the posts into place. Having made sure the posts were upright, I applied P40 around them.

Be sure to tune in for Part 2

At this stage of the build the conning position deck off cannot yet be fitted, as good access to the area around the rudders will required for the radio equipment that needs to be fitted. That, however, I will be covering next time around...



The main structure complete and ready for the electrics to be fitted.

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Tackling Tanum

Jim Pottinger comes to the rescue of all those ready for a new project and looking for inspiration...

Tanum was built in 1996 for the Swedish Sea Rescue Society by Swede Ship Composites AB, Sweden, with a composite fibreglass and Polyester hull, and the plans provided in this month's issue will enable you to build a colourful scaled down replica that will really stand out from many of the usual run of types seen on model ponds around the country.



TOP AND ABOVE RIGHT: Tanum shown from her port and starboard sides. BELOW: The view from aft shows the deckhouse access door, twin vent intake trunks and ladder to the fly bridge. A small gate in the transom bulwark provides access to the aft platform.

SPECIFICATIONS

Dimensions

LOA 16.7 metres
Beam 5.14 metres

Machinery

2x Scania 675 BHP each
Top speed 22-23 knots
Cruising speed 18-19 knots



The hard chine hull should not present any great difficulties and, additionally, the shape of the deckhouse lends itself to complete removal, for access to the hull inside and any propelling motors, etc. The lids of the lockers at after end can also be made removable to gain access to steering gear. It would even be possible to make a horizontal split along the lower edge of the rubbing strake and lift the whole combined deck and deckhouse clear, thereby allowing the whole hull to be opened up.

A short vertical knuckle features on the sides over length of the flare forward extending aft to section 5, as shown on Sheet 2, to provide a base for the rubbing strake.

The prototype is twin screw, as noted above, but I have drawn the after end to suit a single drive motor for simplicity. The colour scheme will be evident from the photos.

Sheet 1 includes details of deckhouse internal arrangement and view over the bow, while a view of the stern is illustrated on Sheet 2.

Hopefully, the splendid images of Tanum in her full 1:1 glory that are shown here to

Shot from above, this photo of Tanum provides a clear and useful guide to her colour scheme.



ABOVE LEFT: The wheelhouse front is formed by five angled panels, which are mirrored by the front windows, although the wheelhouse top forward edge has been fashioned in the form of a curve. ABOVE RIGHT: Looking down on the short after deck, we see the guardrails with removable chain rails at the boarding stations on each side, the hatch to port and tow hook mounting in the centre. Steps are provided at each side; these lead to the lower deck section, which houses the mooring bollards and lockers.



LEFT: This moored shot allows details of the guardrails, wheelhouse front and wipers on the forward windows to be observed. As can be seen, the overhead gantry side supports extend down to the line of the wheelhouse top. Note, also, the radiused deck outboard edge. The two white canisters on the deck contain inflatable rafts.

complement the plans provided in this issue will tempt some of you to have a go at building your own scaled down version. If so, once you've completed the project and your model is finally seaworthy, please send us some photos, as we'd love to see and share these. ●

Acknowledgement

All photos and data courtesy of Shipsforsale Sweden.

RIGHT: In this close up of the stern, note the hinged boarding ladder in house position at the port side of the transom bulwark.

LEFT: Three searchlights are mounted within a recess in the bow. Note, also, the mooring bollards, the anchor lashed to guardrails, the hinges and toggles on the two square hatches, the extent of the rubbing strakes and the protective rubber stem piece.



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Exterior and interior shots of the RS Systems 2 channel transmitter (RS20).



David J. Wiggins pays tribute to an American Beauty...

On both sides of the Atlantic 'back in the day', many and varied were the 1970s' R/C designers' (sometimes grudging) attempts to cater for the specific needs of marine modellers like us. Unfortunately, those in the industry seemed to perceive model boats folks as 'tight' and therefore unwilling to spend the kind of sums necessary for them to see a good return on their investment in quality on two-function outfits. Naturally, therefore, the industry's main focus was the far more lucrative aero modellers' market. In fairness, there was probably some truth in that assumption; so, while some manufacturers did at least try, it has to be said budget restraints resulted in some truly appalling 2ch sets.

The 2ch cost problem

To make the effort of tooling up to build anything less than 4- or 6-channel gear worth their while, most of the leading US makers concentrated on building a nice quality 3-channel rig aimed at the bigger spending sailplane/sport model pilot. They also pitched their advertising for such sets as 'also suitable for cars and boats' and that is the reason that most US built 2- or 3-channel digitals are found in a 'single stick' control format; the firms' target customer really being a glider pilot rather than a model boat enthusiast. For those of us who were competing in regattas back in the 1970s, this ruled all such radios out as totally unsuitable, but lots were seen on the 'hobby' boat scene. A few US makers did 'get the message' and introduced twin stick versions of their 2-function sets, but this was certainly not universal practice Stateside.

I'm not going to harp on about just how poorly made some of the low cost/'bargain basement' 'dry cell' radio equipment built and targeted at boaters in Britain actually was, but some of it was absolutely dire. I had to offer a repair service for all brands back then and can truthfully say I've 'seen it all'. Definitely the biggest factor (and cost cutting was the reason yet again) in the many failures encountered with inexpensive marine radios was the flimsy battery boxes used to contain the disposable batteries that powered many such sets, for no better reason than to keep



RS Systems' very high-quality work can be evidenced on these two transmitter printed circuit close-ups.



the purchase price the consumer would be asked to pay as attractively low as possible. In my view, while some were undoubtedly a bit better and a little longer lasting, there really were no good battery boxes made, especially once these items came into contact with salt air or water.

Given this criticism, however, I feel it's important to add that when supplied with

'dry' receiver battery cases (at much lower prices than the RS featured in this article was advertised at), American radios often suffered from just the same problems when used in model boats as their British counterparts did, even though the radios themselves were, for the most part, better engineered. The first thing I ever did for a marine customer willing to pay up was to dump the horrible battery box and solder in a set of Ni-Cads. Problem solved! I'd do the same for the transmitter, too, if the customer could be persuaded.

Reliably Superior

Back in 1975, the advertised list price back for this month's RS (Real Small) radio – around \$180 – was, despite the fact that

RS Systems of California promoted its new rig as "outstanding value", a great deal of money for a 2-channel set. The reason behind that claim, however, was that this smart and simple set boasted a receiver Ni-Cad & Charger and the superior build quality demanded by any sensible flier, which automatically made the radio more reliable. Consequently, it was far more expensive when compared to the similar 'all dry' cell sets that were being sold for about half the price (for example, you could buy a dry cell Kraft KP2 for around \$99). The R/C glider pilot would, of course, be prepared to pay up for a better quality outfit but, sadly, the average boater would not.

By the way, the 'Real Small' nomenclature used by RS has foundation in fact, as by 1975, having achieved its aim of making receiving systems ultra-small, ultra-reliable and lightweight with the use of integrated circuitry, the American R/C industry as a whole began to follow suit, looking at ways to reduce the size and weight of its transmitters as well. This was not altogether wise. The RS transmitter we are looking at here is very small indeed, even by present day standards. It does, however, allow a fine conversion to 2.4GHz;

evidence of this will be made apparent next month, courtesy of a photograph Jay Mendez, out in California, is sending to me of one that he's engineered.

Technical notes

Examining the transmitter one is immediately reminded of just how nicely engineered US built systems – influenced as they were by designers often with previous experience of aerospace design – had become by the mid-1970s. A beautifully assembled, tinned and flow soldered printed circuit contains all the electronics, both RF (on 72.40MHz AM) and logic; the latter being entirely discrete, as seen on the more expensive 6ch RS transmitter illustrated courtesy of Bob Bucher, USA. All the components used are top class and there's been no scrimping, save for the lack of an RF or battery meter – although this was par for the course on many 1970s' 2ch sets.

A telescopic rod antenna is built into the brightly coloured orange vinyl case and the two pulses are controlled by a pair of 'servo style' plastic film potentiometer tracks set

within an American designed, all plastic, dual-axis control stick, made by either D&R or by Dunham's R&R (to be honest, I'm unsure, so perhaps someone reading can advise?).

There was a bit of damage to the stick unit, which fortunately I've managed to resolve, and, from experience, the two conductive plastic servo tracks will need a service after all these years. Promoted as 'the latest' back then, these are unlikely to be reliable after long term storage.

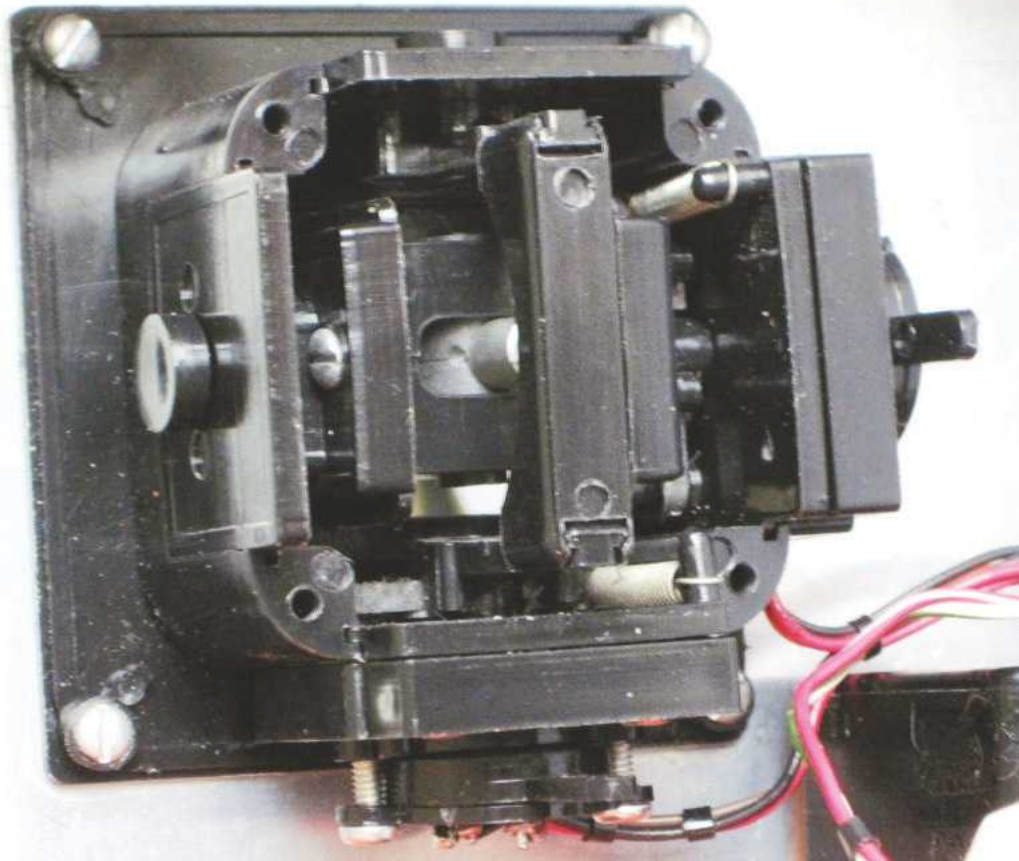
The Tx is powered by a pair of 4-cell NiCad receiver packs wired in series (the two cases are in different colours, so I suspect a past repair has been made) to give 9.6 volts. These are charged via the power switch 'back-contact' and a miniature 'DIN' socket set into the case bottom. Regarding the transmitter power packs, illustrated in this feature is one of the cases with its cells removed and after a clean-up using 'Meths' [Metholated Spirit]. Such units are almost always held into the Tx case using servo tape of one kind or another, and the residue from this ghastly stuff (in this case unfortunately also present on the receiver and servo casings), can be the very devil to clean off. I always start with hot water but inevitably end up using Meths or surgical spirit. The result: good as new!

As a footnote, the RS 20 was selected to be supplied as the standard radio with what was then a very popular high-tech/expensive RTF [Ready To Fly] model sailplane, the Hobbie Hawk. This must have given RS Systems good publicity. The 'outrightly Californian' radio gear means that even now one can almost imagine driving down the fabled Pacific Coast Highway, shades on and with radio or eight-track blasting out hits of the 70s, en route to a sunny Sunday R/C meet with radio gear, glider and/or powerboat tossed into the trunk. 'California Dreamin' indeed!

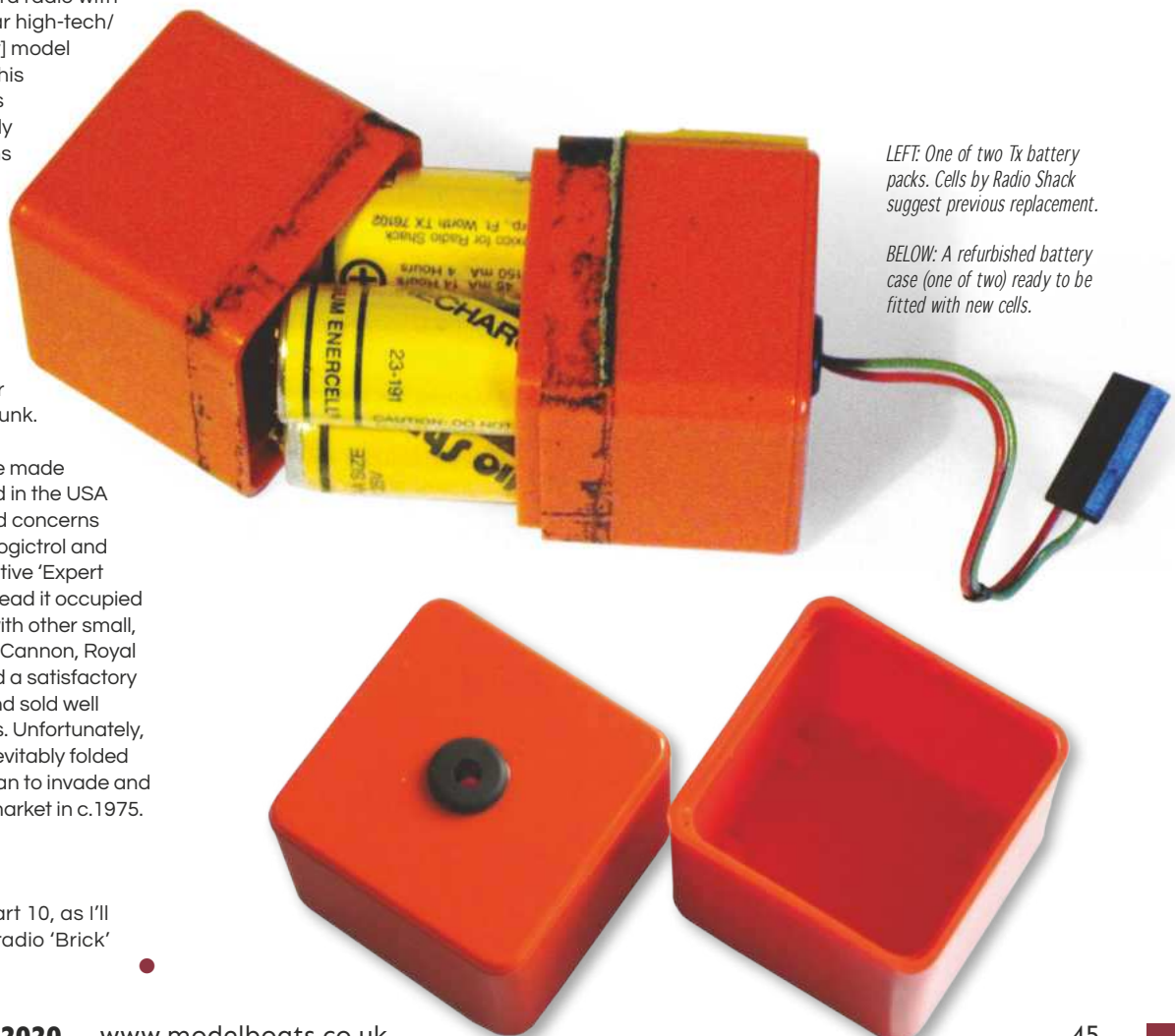
RS Systems Inc never quite made the 'major league', dominated in the USA by bigger and better financed concerns such as Kraft Systems, E/K Logictrol and World Engines (with its attractive 'Expert Series' & 'Blue Max' sets). Instead it occupied 'niche' territory, in common with other small, specialist, firms like Pro-Line, Cannon, Royal and Ace. The brand attracted a satisfactory US customer base though and sold well enough for two or three years. Unfortunately, it, along with many others, inevitably folded when Japanese makers began to invade and then go on to dominate the market in c.1975.

Next time

Don't forget to tune in for Part 10, as I'll be examining a pretty little radio 'Brick' receiver system!



ABOVE: The control stick with cover off after repair.



LEFT: One of two Tx battery packs. Cells by Radio Shack suggest previous replacement.

BELOW: A refurbished battery case (one of two) ready to be fitted with new cells.



LEFT: Deans Marine facility at Farcet boasts quite a range of workshops and showrooms, plus a retail outlet. There's plenty to do and even more to simply enjoy looking at.

Deans Marine

Richard Simpson provides a fascinating insight into one of the key players in the model boat kit industry

At the end of January, after some discussions with the (then) editor, Martyn Chorlton, we decided that it would be worthwhile doing a couple of vendor profiles, showcasing some of the major players in the hobby (as the proprietor of Deans Marine, Ron Dean, later succinctly quipped when the idea was put to him, "while we are still all here!"). I therefore turned up at the Deans Marine establishment in Farcet, near Peterborough (see **Photo 1**), for a meeting with Ron, fully expecting a half an hour chat and the opportunity to shoot a few photos. To be honest, I'd envisaged being home again by around

about lunch time. Ron, however, generously took the time to not only give me a potted history of the company but also a very interesting insight into the social and economic development of Peterborough, a thorough look around the entire premises and a very detailed presentation of his many other interests and hobbies. I was late for my tea when I got home!

I think it would be fair to say that if you asked anyone in the model boat world if they had heard of Deans Marine the answer would be a resounding "Yes". This is hardly surprising really, as Deans has been producing model kits for just shy of 40 years now.

How quickly the decades seem to roll by... I remember I first started toying with the idea of building a model ship while digging my R/C model aircraft out of a hole in a hillside after it had managed only around 30 seconds in the air. I decided it might be an idea to start with a built model that I could modify, improve and generally learn from before committing to a long-term build. I therefore purchased a completed Deans Marine HMS Cossack via a well-known online auction site. I then joined a club and took the model down to the water. I found myself surprised by just how well it handled, even under fresh wind conditions. I still have the model today and, perhaps because of the joy of that first experience, I now find myself looking for choppy water through which to sail it. The model behaves just like a real destroyer, leaning over in the sharp turns yet cutting through waves with hardly a reduction in speed. Great fun!

Impressively, the current Deans Marine catalogue stretches to somewhere in the region of 275 kits and semi kits. And, even after all these years, you will still find the Deans Marine team in attendance at most of the shows and events on the calendar.



ABOVE LEFT: Just a small section of the vast range of models produced. These are the smaller models and include launches, tugs and various vessels in smaller scales. ABOVE RIGHT: Cargo ships have been prominent in the range since the start, with subjects spanning the years and types of ship.



ABOVE LEFT: Warships have always been the backbone of the range with destroyers and auxiliary launches still popular after many years of production. ABOVE RIGHT: Kits are not held in stock but are assembled to order. This ensures customers get a product that has only just been checked, while it can still be shipped only a day or so after the order is received.





ABOVE LEFT: Strong working relationships with shipping companies ensure that the best possible information and drawings are used in the production of a kit. For example, Cobelfret and Maersk have both assisted throughout the design stage. ABOVE RIGHT: Close ties have also been developed the shipping companies Calmac and Rix, both of which maintain a keen interest in the finished products.



ABOVE LEFT: The showroom has a vast number of completed models available for potential customers to view, helping them to decide which model would best suit them. ABOVE RIGHT: The retail outlet has kits, materials and tools on show and available to purchase from Monday through to Saturday. Pre-ordered Deans kits can be collected or shipped, and a wide range of plastic ship kits can be studied at the shop.

Getting started...

The story of how Deans Marine came about goes back to when Ron was working in the insurance business. At that time, he was heavily involved with investigations into large businesses, particularly those in manufacturing and the motor trade, and how they operated, which led him to develop a strong understanding of the strengths and weaknesses of large business practices and how they could be improved upon. The main challenges were seen as the inflexibility of large stocks of product creating lengthy lead times, and the fact that when an imperfection was identified the necessary modification all too often proved impractical or not financially viable.

Not averse to hard work, with a young family and limited funds available for his hobby, Ron supplemented his income by producing parts for model boats. He was able to call on his professional contacts, most notably at Ciba Geigy, to assist with the development of resin castings, white metal cast components, and chemical milling (brass etching). And as the demand for such detailed parts began to increase, it started to occur to him that there may just be more to this side line than just an extension of his hobby.

Based on what he'd learnt and the desire to take his career in a more personally rewarding direction, Ron, driven, as many of us find ourselves being, by his wife, entered the Peterborough Enterprise Programme Enterprise Award Scheme in around 1980-1981. With Peterborough eager to expand,



Steam products and a wide range of fittings and propellers can be perused, along with the examples of older kits and catalogues on display.

it was keen to attract more businesses to the area and support the development of local ones, so it embarked on an ambitious strategy of improving both its infrastructure and its roads. (40 years on, its population attests to the success of this strategy, with Peterborough noted as one of the fastest

growing towns in the country.) The business plan Ron submitted to the Enterprise Programme was based on his observations of how he could improve his processes, kit design, manufacturing techniques and capacity. As a result, his plan was included amongst the top 200 selected from the

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Ron showing how effective the laser printer is. He also uses this to produce card prints of model parts so that he can check the feasibility of a kit in development before its put into production.

many thousands of entries submitted and in the finals he was placed first in one of the scheme's three categories.

This proved to be the turning point so, armed with an endorsement from such an august body, he handed in his notice. Very much aware that the main competition

to his products were such manufacturers as Aerokits and Billings, who supplied kits with no fittings or running gear, Ron set about creating a company that would manufacture and supply detailed, all-inclusive and potentially operational out of the box model boat kits.

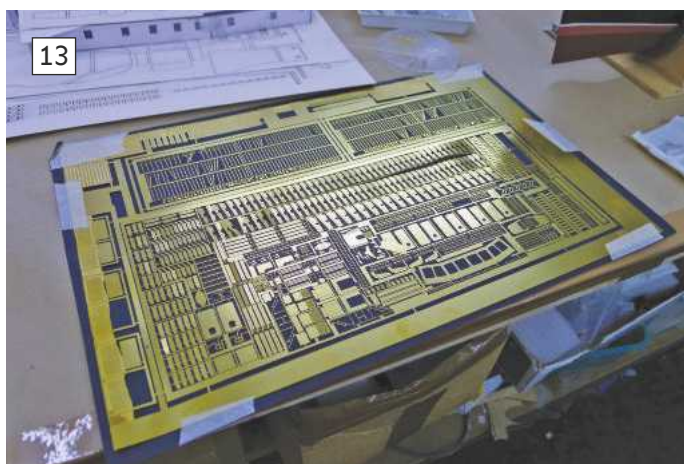
ABOVE: The annual open day in September provides an opportunity to show off your own models on the water, and to see some of the latest Deans' models performing. A lot of zones such as the workshops, retail areas and showrooms are open to browse, plus there's a canteen to tempt you with tea, coffee and bacon sandwiches!

These could accommodate radio control units easily and would be safe and reliable to operate. Right from the start was apparent that the philosophy behind the brand was slightly different. Rather than tentatively produce a single kit, which Ron knew wouldn't satisfy his potential customer base for very long, he patiently waited until he was in a position to launch three new kits. These included HMS Grenville, a kit put together with the assistance of a researcher who'd actually served in the Royal Navy and knew this ship intimately.

Not all plain sailing

While Ron initially thought the model boating world would welcome him with open arms and his company would leap from strength to

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ABOVE LEFT: Photo etched parts are increasingly used as a means of producing high quality, detailed components while maintaining minimum weight. ABOVE RIGHT: A prototype build of the 1:96 scale Admiralty Yacht HMS Enchantress looking superb on the workbench.

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ABOVE LEFT: After the first model is scratchbuilt, card examples of the components are created and the sheets are then used to build the first kit. This allows the feasibility of the components to be tested before making any final adjustments to the sheet design. ABOVE RIGHT: This all makes for a lengthy development process but does maintain a high degree of flexibility throughout, as parts and components can be adjusted right up to full blown production. This process is also used to create the instruction manual, which is actually the most lengthy and time consuming part of a kit's development.

strength, though, it quickly became evident just what a struggle it was going to be to get his models accepted. The trade made it very clear that they didn't believe his destroyer models could be made operational, as 'everyone knew' they would be too top heavy, unstable and difficult to manoeuvre. This proved to be a particularly difficult time for Deans Marine and there came a point when Ron began to question even his decision to start the company. With sales were slow, commitments consistent and both time and funds reaching very low levels, he seriously wondered if it was worth carrying on.

Passion and perseverance pay off

Those who know Ron, however, will attest to the fact that he's not one to easily give up and he eventually got the establishment to accept, by attending competitions and shows all over the country, that not only were his model warships stable on the water but actually handled superbly.

With the basics consisting of a relatively thin but strong fibre glass hull and a light superstructure boasting a combination of vacuum formed parts and resin details, the



ABOVE: Ron Dean proudly standing behind the first scratch-built model of HMS Enchantress and the part-finished second model built from card parts. BELOW: The prototype build of the stunning new 1:96 scale HMS Enchantress making her debut on the water. If this Admiral's yacht is a must for your fleet, the newly launched kit is now available to order priced at £325.





ABOVE: One of the development examples for the just released LST landing craft displayed in the workshop.

RIGHT: Now HMS Enchantress has been released, next in line to be launched is the SS Falcon. The interesting, albeit a little grim, story behind this vessel is that it carried racehorses from Ireland to England but returned to Ireland with horse meat.

kits proved to be exceptionally seaworthy. There are a number of film clips on YouTube showing Deans Marine destroyers sailing through 'heavy' seas and they really are a pleasure to watch.

To prove his point, Ron first entered the World Record attempt in Stevenage and sailed one of his models nonstop for 24 hours. He then went on to sail one of his kit build destroyers almost all the way across the English Channel – a fact that I had to ask him to repeat a number of times to ensure I had heard him correctly! This served not only as a testament to the model's seakeeping abilities but also its reliability and endurance.

The big breakthrough came when Greenwich Maritime Models agreed to stock Deans Marine kits. The credibility this gave his models proved to be just the kind of support needed.

Eventually, Deans Marine started to prosper and a whole range of models was developed. The spectrum was broadened from launches (see **Photo 2**) to cargo vessels (see **Photo 3**) and more unusual subjects, such as warships (**Photo 4**), right up to the impressive repertoire the brand is known for today.

Ron is quick to point out that he particularly enjoys producing kits for vessels with interesting back stories; indeed, he can walk you around his showroom and provide a good 15 minutes commentary on each and every one of the models he has out on display.



Running a tight ship

Currently, Deans Marine is able to supply any one of the kits in its extensive repertoire within a day or so of receiving the order; this being one of the most obvious advantages that the company has over the main competition from larger overseas suppliers.

Still maintaining the operational philosophies learnt from his observations of various businesses all those years ago, Deans Marine doesn't keep stock any pre-packaged kits. Instead each individual kit is assembled to order from the stock of parts maintained at Farcet (see **Photo 5**). This enables strict quality control and maximum flexibility in the supply chain should any imperfections be identified. It also ensures nothing leaves the premises without the team being 100% confident of customer satisfaction. The majority of customer challenges the staff have to deal stem from

second hand, or even vendor supplied, kits having been opened and tampered with prior to being sold on. However, every Deans Marine kit carries its own unique identification code, meaning the company is able to verify when it was produced and who purchased it. Consequently, the company can continue to offer customer support even if the kit in question has changed hands a number of times – assuming, of course, that the current owner is honest enough to admit to how he/she came about owning it.

Mouldeans

Nowadays Deans Marine also incorporates the semi-kits brand Mouldeans. These semi-kits enable modellers to create some particularly eye-catching models not featured in the main catalogue. What's more, many of them, due to their niche nature, have been produced in very low numbers, thereby giving them a potential future rarity factor. Mouldeans also works closely with the shipping industry, not only for

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ABOVE: Development of a range of figures is now underway. The figures will feature single cast bodies and legs combined with interchangeable white metal arms and heads to enable a range of poses.

the purpose of the pre-design/development research that goes into its kits but because it undertakes commissions to build stunningly detailed and finished models for display in shipping offices. Close affiliations have been maintained with Mearsk, Cobelfret (see **Photo 6**), Rix Shipping (see **Photo 7**), the Hudson Steamship Company and many others, who even communicate with modellers who have built examples of their ships.

Voyage of discovery

As previously mentioned, the team at Deans Marine attend a very high number of shows in the UK and Europe throughout the year (2020 sadly having been an exception due to the COVID-19 pandemic) and the company is also more than happy to support club events when requested to do so. Modellers can also visit its premises in Farcet and thoroughly enjoy an inspirational browse through the models on display in the showroom (see **Photo 8**) and shop (see **Photos 9** and **10**) there. The company also hosts an annual open day where models can be performance tested and demonstrated in the water (see **Photo 11**). If you are lucky you might just spot one or two models that have not yet been produced but which the company plans to add to its catalogue in the future.

On the horizon

Nowadays techniques have improved considerably. Deans Marine has long made good use of its own laser printer to produce sheets of parts (see **Photo 12**) and great use of photo-etch frets to further enhance levels of detail (see **Photo 13**). Having said this, the company doesn't simply continue to cruise along. New models are developed annually and, after a suitably interesting subject has been chosen (such as the superb model of Admiralty Yacht HMS Enchantress), it's first built by Ron from scratch to test feasibility of design (see **Photo 14**), and then again using card to replicate the plastic components (see **Photo 15**) and verify that it can be produced and built as a kit (see **Photo 16**). Ron therefore builds every single one of his new models twice before it is even produced as a kit (see **Photo 17**).

HMS Enchantress and the new landing craft, LST (see **Photo 18**), have just been released. The next vessel in line for development and release will be the SS Falcon (see **Photo 19**). Meanwhile, even with all this going on, lots more future innovative additions to the range are being planned. For example, I can reveal a range of figures (see **Photo 20**) is currently in the pipeline. These figures will feature lightweight cast resin bodies and legs but interchangeable white metal arms and heads, thereby ensuring the maximum level of detail and potential poses can be achieved (**Photo 21**).

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Examples of some 1:24 scale figures for possible use on private civilian vessels.

DEANS MARINE

Deans Marine can be found at:
Conquest Drove
Farcet Fen
Peterborough
PE7 3DH

Opening hours:
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The Ketch-rigged Sloop *Speedwell* of 1752

VOLUME II

By Greg Herbert and David Antscherl

Introducing volume II of *SPEEDWELL*, a ketch rigged sloop of 1752. Her rig was designed to be able to sail close to the wind to be able to go after her main prey, privateers and smugglers. She had light scantlings and was armed with 8 three pounders and 10 swivels.

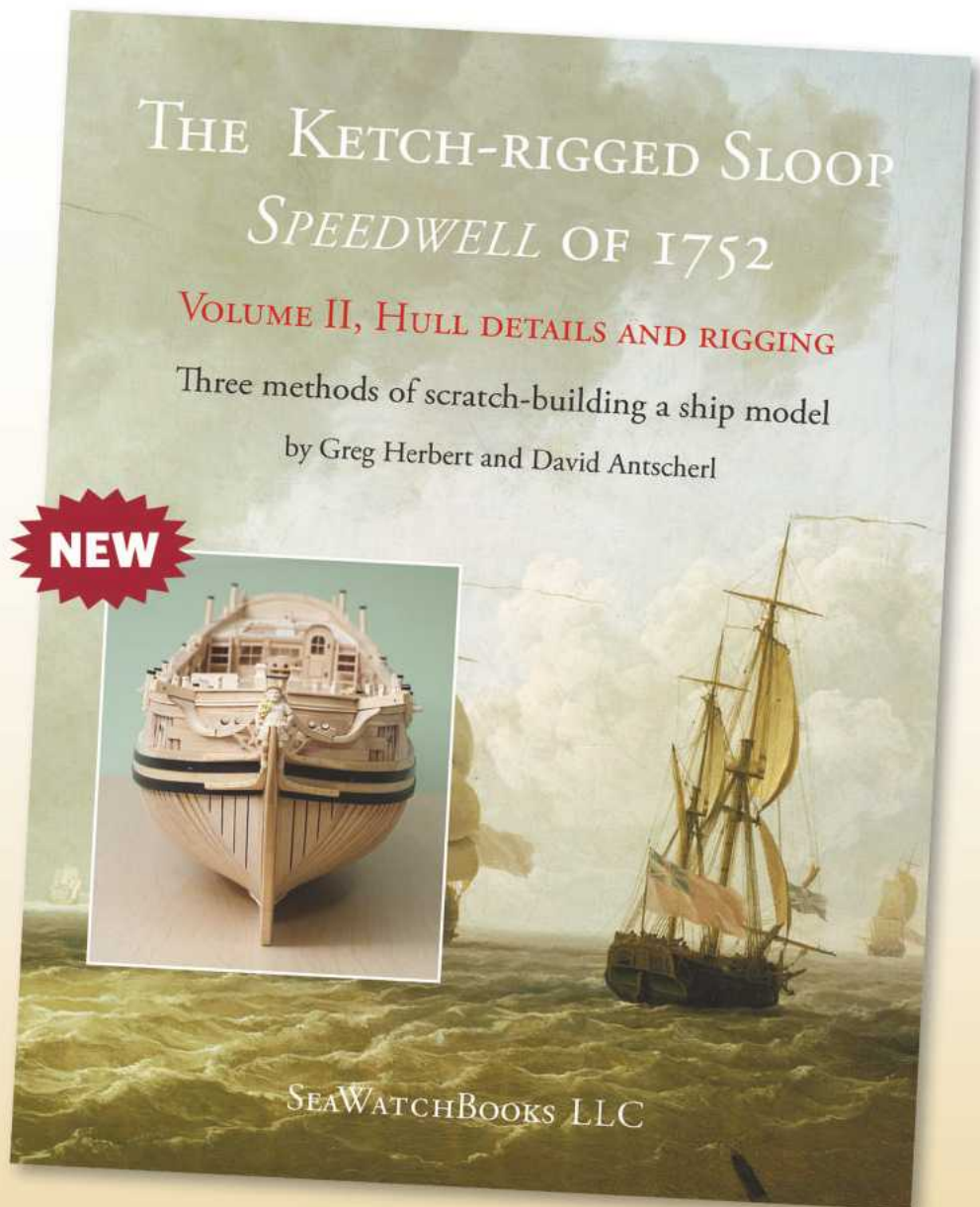
She was a member of the Cruizer class and had a long life, being converted into a fire ship in 1779.

Greg Herbert and David Antscherl have teamed up again after their efforts in the very successful Swan series to produce a new series on *SPEEDWELL*. In volume I the authors covered building the hull using three methods: plank on frame, plank on bulkhead and solid hull using the lift method. In this volume, the masting and rigging are covered.

The book is 8 1/2" x 11" format with 184 pages, bound in hard cover with a dust jacket. An eight page color section is included along with 4 sheets of detailed plans and hundreds of drawings and photos.

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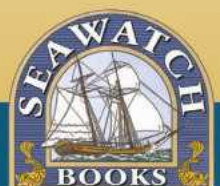
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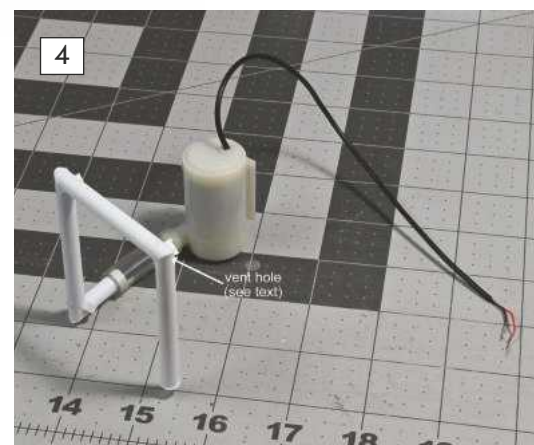
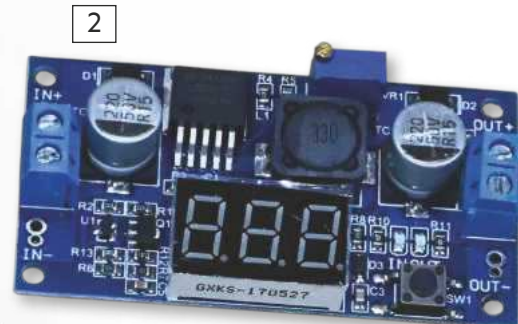
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Smoke on the water

Roy F. Cheers provides a step by step guide to making your very own water-based smoke unit...

I don't know if the Steammaster units were the first on the market but they certainly made news in the model boating world. Their advantages over oil-based units set them apart, being environmentally-friendly, clean and with low power consumption. It appears they are available no longer, but similar devices are.

Water-filled smoke units are relatively simple devices, which can be built from readily available components. The 'heart' of the device is a nebuliser which uses ultrasonic vibrations to create a water mist. According to my research, these are only effective over a small depth range. The device I will be explaining how to create here, however, has an effective depth of 5-7cm.

One of the improvements my design has over the Steam Master unit is that it uses more of the water, i.e. more than that top 2cm represented by the operational depth range of the nebuliser. I typically enjoy a sailing session of 90 minutes or more, and I so I like the smoke to last that long.

Another feature of this unit that I wanted to design differently was the size and shape of the tank. I'd bought two Steammaster units

for other models, only to find the tank did not fit, so I ended up discarding the supplied tanks and creating my own from styrene. In view of this, when it came to my next model, I decided to have a go at building something myself that would be better suited and more fit for purpose.

By following the instructions in this feature – and please note, these are based on using a 12V battery as the main power source – you can do the same. Ready? OK, it's full steam ahead...

Materials

The materials required for this project (which should be easy enough to source online or via eBay), are as follows:

1. Nebuliser, (See **picture 1**.)
2. Voltage increaser, variously described as voltage step-up, converter, etc. (See **picture 2**.)
3. 2-wire 25mm 12V DC brushless computer fan, (See **picture 3**)
4. Mini submersible pump (See **picture 4**)
5. 47 or 56 ohm resistor, 2 watt minimum, to be fitted in series with the pump.
6. Styrene sheet and strip to make the tank.
7. Smoke output control, optional.

Other modellers have suggested using a plastic food container as a tank. This is a neat and simple solution if you can find one of a size that suits your model.

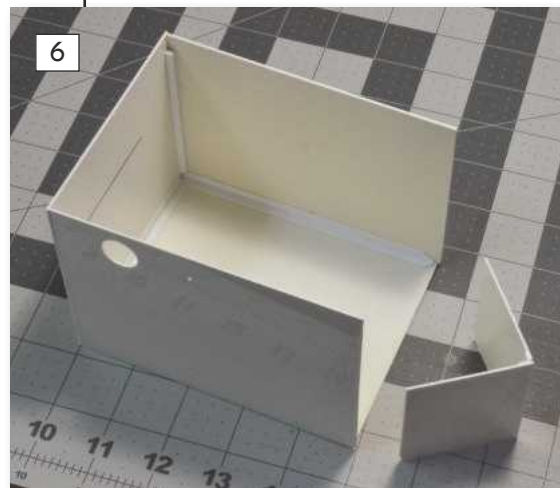
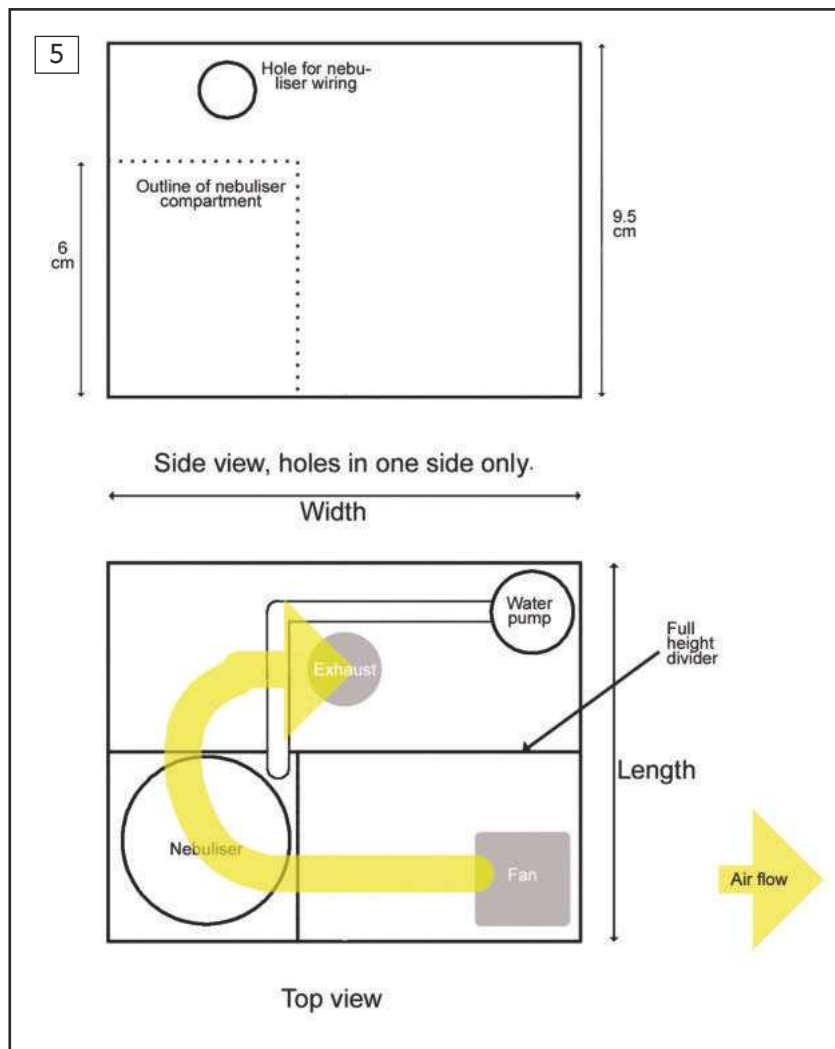
The nebuliser generates the water mist, i.e. 'smoke' and the voltage increaser steps up the voltage to the 24V that the nebuliser needs.

The fan creates pressure inside the tank to force the mist up the exhaust tube, i.e. funnel.

The pump maintains a constant depth of water over the nebuliser, pumping water continuously into an internal nebuliser compartment, drawing it from the main body of the tank. The slight surplus flows over the top of the compartment back into the main tank. The pump requires as little as 3V and 0.2A.

The resistor in series with the pump reduces the 12V to approx 3V at the pump.

If you wish the volume of smoke to vary with model speed you can also make the output control.



Tank

The tank dimensions I show in **Picture 5** are selected to fit my model, and you can adjust most of these to suit your own build. They must, however, take into account the operational depth of the nebuliser. I chose to make the height equal to the maximum depth for the nebuliser, plus 2.5 cm, making it 9.5 cm. I made the tank approx 13 cm by 10 cm. The maximum volume of water in the tank is thus $13 \times 10 \times 7 = 910$ ml. The nebuliser can generate 350ml/hr of mist, which gives over two hours of operation from one fill.

A small compartment within the tank is created to house the nebuliser. The height of this compartment's walls is selected to suit the operational depth of the nebuliser. The range of mine was 5-7cm, so I chose 6cm as the internal wall height. (7cm will be the maximum depth of water in the tank.) This compartment should be well sealed but does not need to be 100% watertight.

Styrene is one of the best choices for making the tank because it is impermeable and watertight joints are easy to achieve. I used strips that I had on hand to reinforce the joints.

Unlike steam, the water vapour created by the nebuliser will not naturally rise up the exhaust by convection. The water vapour is heavier than air and will tend to 'float' above the water. The fan is required to push it up the exhaust. Also, the fan and nebuliser should be spaced apart so that the fan does not push the mist from the nebuliser back down but instead creates a draught which pushes the mist away from the nebuliser and up the exhaust pipe.

The pump can be placed anywhere convenient, and the exit holes for the pump and nebuliser wires can be positioned anywhere in the walls or on the cover.

Because my tank is wide and almost fits the width of the hull, I fitted a swash plate down the axial centre. It has holes in the bottom corners to let the water levels on each side equalise, but which minimise the water sloshing to one side in a turn or when heeled by the wind.

A discharge line built up from styrene tube connects the pump discharge to the nebuliser compartment (see **Picture 4**). Use a short length of $\frac{1}{4}$ in plastic tube to connect tube and pump. The tube discharge hole is positioned at the bottom corner of the nebuliser compartment so that it does not disrupt the stream of vapour bubbles rising from the nebuliser. You will need to blank off the end of the tube and drill a hole in its side so that the water flow is directed around the side of the nebuliser. I tested a 1.3mm hole to limit water flow from the pump to 80-90ml/min, a little more than needed to keep the nebuliser compartment full.

It is recommended that you first drill a hole of 1mm diameter in the tube and measure the amount of water pumped out in one minute. Increase the size of the hole until you reach a satisfactory surplus. Too little water being pumped will result in the water level above the nebuliser decreasing until no water vapour is created, even though there is water still remaining in the main tank. Too much simply

means that the pump will draw a few extra milliamps and increases the surplus that overflows from the nebuliser compartment back into the main tank.

There are options for the cover. It can be made from opaque or clear styrene. It is recommended that you add flanges to the tank and a lip projecting down from the tank cover inside the flanges. These lips should be a close fit to the flanges. You can then screw the cover down.

These features should be enough to ensure smoke and water do not escape between tank and cover but, if necessary, you can also take a 'leaf' out of the practices of the modellers of fast electrics and simply tape the cover to the tank.

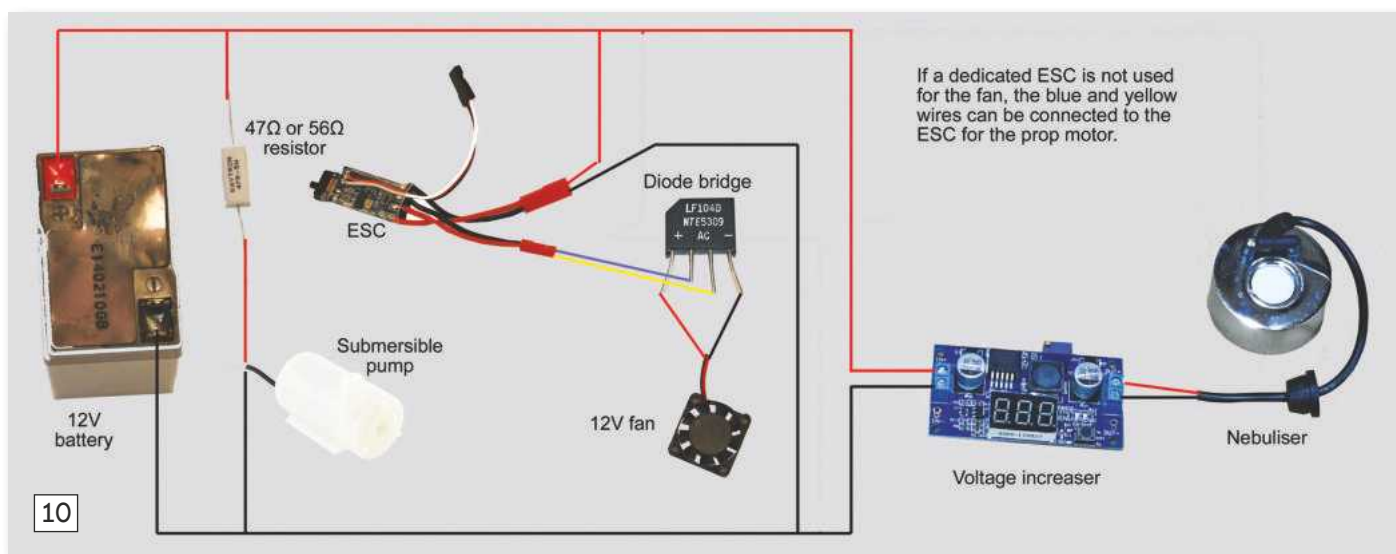
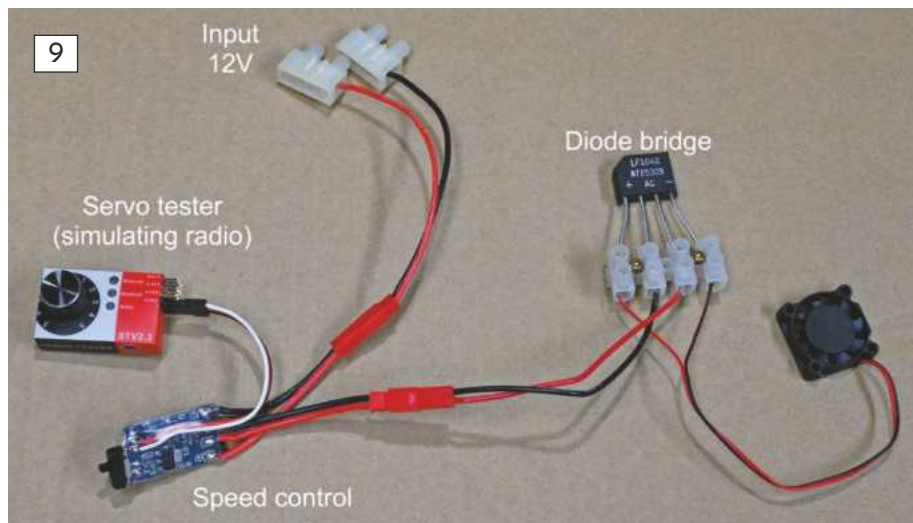
The exhaust tube is not shown. The Steammaster unit used 20mm tube for the exhaust and this may be the optimum size. It is best to avoid the use of corners in the exhaust.

Picture 6, shows partial construction of the tank and **Picture 7** affords a top view.

Nebulisers are typically supplied with a 5.5mm female connector. The simplest way to connect to this is to use of a male connector (see **Picture 8**). If you decide to cut off the connector and hard wire it, then be sure to check which of the two wires connects to the centre pin, which is positive.

8





Flow Volume Control

There are two solutions to choose from here....

Solution 1 - Fan Speed Control

The simplest way to control the smoke volume is to power the fan through an ESC and a diode bridge. A diode bridge will ensure that the fan always receives the correct polarity to make it run, whatever polarity comes out of the speed control. So, whether the model is moving ahead or astern, the fan will run. The fan can be connected in parallel with a propulsion motor to the same ESC, or it can be powered by a separate ESC using a Y-connector to the radio's throttle channel (See **Picture 9**).

I must add a technical caveat here. The fan motors are brushless and designed to operate on steady DC voltage, as from a battery, not the pulsing DC from an ESC. I have not been able to establish conclusively that the electronics inside the fan motor will not be harmed by this pulsing DC. The fans are cheap enough if one has to be replaced, but be aware.

The wiring layout for this set up is illustrated in **Picture 10**. A fuse is recommended, but not shown.

I noticed while testing this arrangement that when I moved the throttle from full ahead

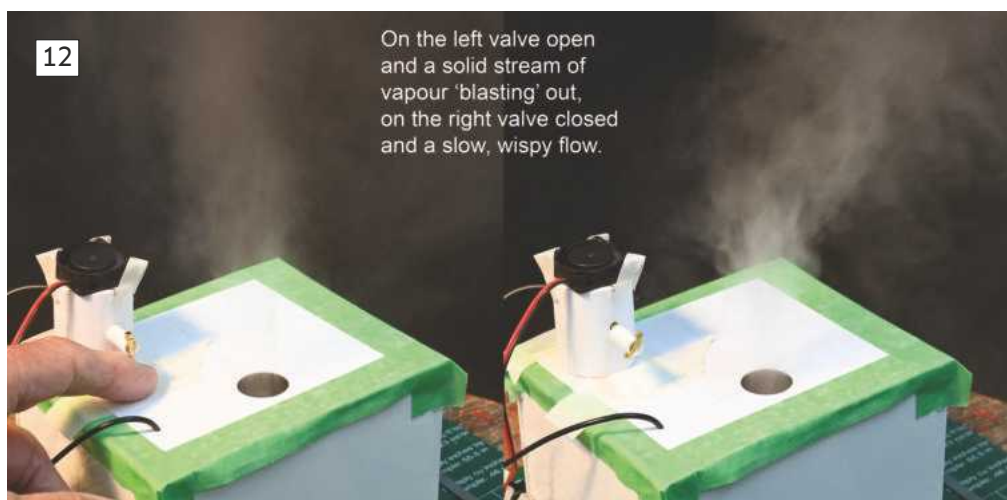
to full astern the fan slowed, stopped, then immediately sped up again. When I tried the other way, the fan stopped and remained stopped. To go from full ahead to full astern I had to pause in the 'stop' position and then move to full ahead. It's not a significant problem, but it's an indicator that there may be other quirks in operating these fans from an ESC.

Solution 2 – Direct Flow control

The second solution is a mostly mechanical one and involves fitting a damper in a duct between the fan and the tank. **Picture 11** shows an industrial size example. At maximum flow the valve disc is in line with the flow, and this is the

position for the model's maximum speed. When the valve rotates 90° it blocks the flow, as it would when the model is stationary. Rotate another 90° degrees and it's fully open again. The valve does not completely stop the flow but reduces it considerably (see **Picture 12**). To achieve the 180° rotation a servo stretcher (see **Picture 17**) must be connected before the servo.

The fans are an inch in diameter so, to fit the valve, a tube of this same diameter is required. If you are unable to find a suitable piece of 1-inch diameter tube, this is how I made mine... Draw two lines at right angles on a piece of paper. Wrap the paper around a piece of 1-inch diameter dowel so that the two ends of one line overlap and are in line. This line marks one end of the tube. The other line will lie





on the axis of the dowel. Wrap a piece of thin clear plastic film around on top of the paper. Tape both paper and film down with clear tape. Cut 25 pieces of 0.06 in x 0.125 in styrene. Place two strips axially on the dowel, glue their ends together, and then place a rubber band on them to hold them in place. The plastic film will prevent the glue from sticking to the paper and wood. Add more strips, a few at a time, gradually forming a tube. You might need a couple of pieces of 0.02 in x 0.06 in strip to close the final gap. Once you have the complete ring in place you can remove the rubber band and glue the whole length of the strips. Glue a piece of 0.01 in sheet around the tube to add strength (see **Pictures 13 and 14**).

To make the disc for the valve, draw a circle on a piece of 0.030 in thick styrene to a diameter a little smaller than the inside diameter of your tube. I do this by cutting off the outside of the circle to make a square. Then I cut off the corners and continue to cut off the corners until I can make it circular with a little sanding or filing. Cut a length of $\frac{1}{8}$ in square brass tube a couple of millimetres shorter than the disc diameter. Then glue the tube to the disc across the centre point (see **Picture 15**).

To make the shaft for the disc, cut a $\frac{2}{4}$ in length of $\frac{3}{32}$ in square brass tube. At the drive end, glue a $\frac{1}{2}$ in length of $\frac{3}{32}$ in round brass or styrene rod beside the square tube. Slide over it and glue a $\frac{1}{2}$ in length of $\frac{1}{4}$ in round styrene tube, extending beyond the two $\frac{3}{32}$ in tubes by at least $\frac{1}{16}$ in. Cut a $\frac{1}{16}$ in wide slot crossways in the end of the $\frac{1}{4}$ in tube and glue in a $\frac{3}{8}$ in length of $\frac{1}{16}$ in square tube. The last step for the shaft is to make up a connector to the servo, as described below, for 180° rotation.

To make the shaft holes in the tube for the valve disc, position the disc with its shaft on top of the tube and mark out the positions of the shaft on the tube. From these marks draw lines down the side of the tube to the height selected for the location of the disc shaft. Drill $\frac{1}{8}$ in holes at these locations. Put it all together. Hold the valve disc in place and insert the shaft through the tube. Finally, put the assembly into its operating position. I suggest using a few drops of silicone or Goop to hold the fan in position. When setting up the connection to the servo, the disc should be in the closed position when the servo is in the zero-speed position. **Picture 16** shows disc, shaft and tube assembled.

Servo drive for a pot - 180° rotation

180° rotation requires a solution different from the usual servo linkage (see **Pictures 18 and 19**). A length of $\frac{5}{16}$ in outside diameter styrene tube has a slot cut crossways into one end, and this fits over the disc shaft. At the other end of the tube four 25mm lengths of $\frac{1}{8}$ in square tube are glued on the outside

as spacers. Outside that is glued a piece of 17mm diameter tube. This came out of my 'bits box' and is the smallest diameter that will fit a Futaba standard servo horn. Slots are cut in the servo end of the 17mm tube so that the tube end fits over the servo horn. This makes a simple, if somewhat bulky, assembly. It can, however, be made more compact by shortening the tubes or using a micro-servo. As mentioned, the servo requires the use of a 'servo stretcher' (see **Picture 17**).

The wiring layout is similar that shown in **Picture 10**, except that the ESC and diode bridge are omitted, and the fan is connected to the 12V power.

Weight and stability

The trim and draft of the model will change as the water is used up, especially if you make a big tank. The weight of my prototype tank will change by almost 1kg from full to empty. In general, the stability will increase as the water is consumed and the weight decreases, because the height of the centre of gravity of both tank and model will decrease. Any change of fore and aft trim should be negligible.

Water

It is recommended that you use distilled water rather than pond or tap water in this unit, unless, of course, the latter is very soft, because any gunge or sediment may clog the pump or the small discharge hole. I have made it my practice to drain the water from the tank after every sailing session, simply refilling it next time around with a measured amount of water.

As the construction of the tank is described here, if you want to drain the tanks completely you will have to empty the main tank and nebuliser compartment separately. If you prefer, however, you can drill a small hole, say, 1mm in diameter, at the bottom of one of the walls of the nebuliser compartment. This will allow the compartment to drain into the main tank. Bear in mind, though, you will need to increase the size of the pump discharge hole to offset this amount.

Air

Filling the main compartment and allowing the pump to fill the nebuliser compartment should ensure that the air is expelled from the pump tube. Should you experience a problem, drill a very small hole at the nebuliser end of the top branch of the tube.

Steam team

If you decide to have a go at creating your own smoke unit, please let us know how you get on by sharing details of any problems encountered, solutions come up with and lessons learnt. ●



Take note!

If you intend to connect the fan wires using a terminal block, do not cut off the plug at the end. Instead cut off the tabs holding the connecting pins in place, then pull wires and pins out of the plug and leave them intact.





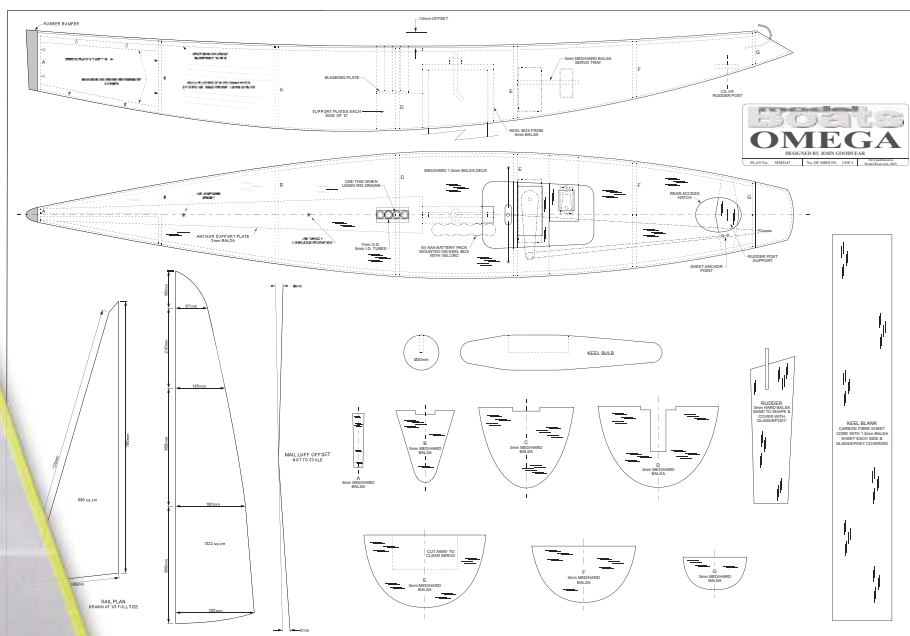
Tasmanian Devils



TOP: Omega, built from a recent MB plan but slightly tweaked, leads the fleet.

RIGHT: Sure to make many model boat builders green with envy, the immaculate finish on Graeme Cooksey's version of Omega.

Don't you just love it when a plan comes together?
John Goodyear shares the tale of two model yachts, designed in Great Britain but built and tweaked in Van Diemen's Land...



It's always nice when it's brought to our attention that Model Boats Magazine is reaching the parts other publications can't, and especially so when we receive word from just about as far away as it's possible to get on Planet Earth from the title's UK base:

Tasmania, to be precise.

Aussie modeller Graeme Cooksey is clearly not only a big model yacht fan but someone who isn't averse to getting out his cutting board and building from our plans. We were, therefore, delighted to learn that Graeme had taken John Goodyear's RG65 designs, Varmint and Omega, and incorporated some very

innovative ideas of his own – and we think you'll agree from the photos included in this feature, the results he's managed to achieve are impressive, to say the very least.

In Graeme's own words...

When communicating with us, Graeme explained: "Varmint, published in the September and October 2017 editions of MB, was the first RG65 yacht model I built after moving over from R/C aircraft and gliders. Bearing in mind that the established theory tends to suggest that racing yachts need to weigh virtually nothing, save for taking into account that big lump of lead on the bottom of the keel, I elected to, while generally using the hints and tips offered in the magazine article, keep my build as light as possible (with the just the odd concession made in the hope of gaining a few advantages when it came to sailing and racing). The rudder I built from



LEFT: Club fun, with some close racing round the mark.

BELOW: A few of the unique twists Graeme has put into his build while working from the Omega plan demonstrate how the (Tasmanian) devil really is in the detail.

hollow carbon fibre, which might just have saved a couple of grams over the epoxy-glass covered balsa original. It's certainly extremely strong and does the job well. For the fin I followed the recommendations in the article but opted to cover everything with epoxy and carbon fibre instead of glass cloth, something I believe added to the rigidity of the finished component."

As for the remainder of the build, Graeme continued: "I spent some time deciding how best to fit the keel, pondering on whether I ought to make it exchangeable to allow for experimentation further downstream. In the event I decided that maybe the designer knew that the shape and placement of the one depicted on his plan was the best option, so I glued mine firmly in place to prevent any possibility of water ingress and to ensure maximum hull strength. I next took a long, hard look at the opportunity to make a waterproof, sliding mast-foot arrangement but, again, decided that the multiple, plug-in mast steps shown on the plan would prove the best option.

In terms of sailing, as indicated in the feature that supported the plan, in light winds Varmint performs very well, albeit with the need for some weather helm as the wind picks up. This, I discovered, was largely solved by fitting a slightly bigger headsail. Plans were afoot to make a smaller main as well, but Omega got in the way! As soon as I saw the pictures in Model Boats, I just knew I would just have to build her. Reading the supporting feature convinced me yet further, so it was off to the model shop to acquire all the necessary bits. Returning to my Varmint, I finished up with a nice looking little yacht, weighing in at 920g, which sails well and has proved very competitive at club meets. With the 'A' rig, she does tend to nose-dive in higher winds, rather like most other models when sailing with too much canvas. She's generally a very pleasant little yacht to sail and race, though.

As for building Omega, as noted, I immediately liked the design (featured



BELOW: Shooting the breeze: thanks to Mother Nature, changeable conditions on the Vineyard Lake mean no two days sailing are ever quite the same at the Puddleduck facility.



in the July/August 2019 issue of Model Boats), so I put my ongoing experiments with Varmint to one side and got the building bench ready pending acquisition of all the necessary bits and pieces. Omega's shapely hull was both interesting and satisfying to craft. It planked nicely, providing a pleasing and innovative sheer, which helps avoid some of the issues with 'ploughing' when running downwind with big sails fitted.

"With this build I pushed the boat out a bit, so to speak, and modified quite a few of the items noted in the feature; too many to mention really, but, for example,



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ABOVE: Club members/skippers proudly show off their models before putting them through their paces in the water.

I included a hollow carbon fibre fin and small fishing swivels for deck fittings. All of my ideas were intended to improve the breed and, even if I say it myself, they do seem to have worked.

The finish I managed to obtain on the model is something that has attracted a lot of attention. So, here's how I did it... I first spent a lot of time rubbing down the glass and cloth outer layer on the hull, which was then sprayed up using good old rattle-can grey primer. This was rubbed back after each coat had fully dried, taking off a large percentage of applied paint in the initial stages. A good tip here is to immerse the cans in hot water and shake very well, as this ensures that all of the contents are thoroughly mixed. It also decreases the viscosity of the paint and increases internal pressure, which means that you can not only can you put down a thinner layer of paint faster but that it dries more quickly, too. After the primer I lay down just one coat of white undercoat, and then use a 1500 foam sanding pad to prepare the surface for the finishing paint. Here I generally put down two coats of colour, using acrylic paint rattle-cans. Once the coats of acrylic have dried, I spray on two or three coats of lacquer and then put everything to one side to allow the lacquer to dry and harden up. The final job is to put in some elbow grease with a good quality car polish. All of this work may prove time consuming, but it's definitely worthwhile and results in a hull that looks as good as it gets. I sail regularly, mostly against Dragons, and I am proud to say that Omega has proved more than competitive against some very good skippers."

The perfect mix of water and wine

Commenting on the facilities at his club in Tasmania, Graeme points out: "We don't have a formal club as such, just a collection of skippers who come together to sail in a competitive yet friendly atmosphere. This takes place on a dam situated at the end of a vineyard just east of Hobart – we call it the Puddleduck Facility, where we have an excellent launching bay, complete with a covered area adjacent to a restaurant – somewhere to retire to if the weather becomes inclement. I rather think we are spoilt!" If anyone is interested, we have a Facebook page running where further details and videos of us sailing can be found. Just enter Puddleduck Tasmania and you'll discover us."

The 'Admiral' at Puddleduck, Tasmania, Colin Johnson added: "A group of just six of us formed a model yacht section from within RC

BELOW: The club house and race rostrum. Oh, to have such facilities in the UK! With a vineyard on the doorstep, it doesn't get much better.



Toys' Tasmania Group back in 2012. We must have done something right because we now have 35 active, paid up members, with +75% racing regularly. We race DF65s and DF95s week and week about, which keeps everyone on their toes and adds to the overall interest. We've now added RG65s to our DF65 fleet, so yachts like Varmint and Omega can take part and show their paces. The RG65 class allows a great deal of experimentation in both hull and sail design, so it's ideal for the innovators

and those who want to try something a little bit different. As for our racing course, we are limited by the wind strength and direction, just like all other clubs I imagine, but we generally try to lay out a 'Triangle & Sausage' course starting and finishing to windward.

"Our group continues to flourish and grow, with enthusiasm and good humour being key motivators and more and more folk discovering what fun can be had building and messing about with boats."

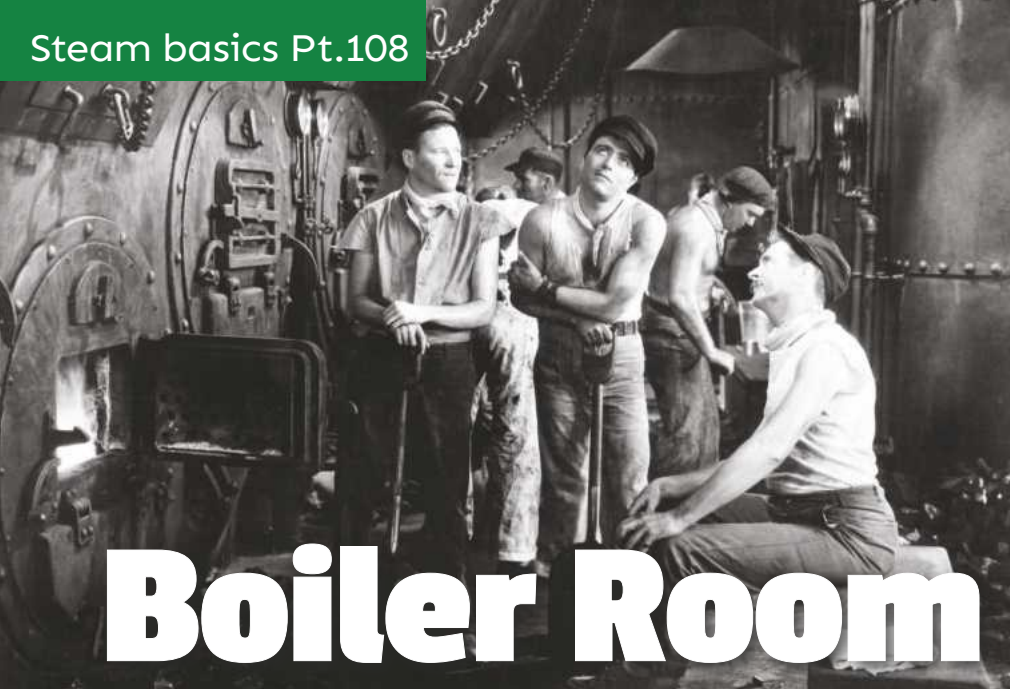
We're sure you'd like to join us in thanking Graeme for such an interesting and informative insight into his experiences of building and sailing two of our published designs 'Down Under' and for the superb photographs he's provided. He's made a great job of both yachts, both of which will no doubt continue to provide hours of sailing and racing pleasure. As for the Puddleduck Facility, due to its wonderful scenic location and proximity to a vineyard, many of the skippers probably go home after a day's racing not really caring, regardless of splendid prizes on offer, whether they've won or lost. There's a moral there!



Prizes in the Antipodes aren't half bad either!

SHOW AND TELL

If you've completed a build from one of the plans featured in Model Boats, please get in touch and share the learns from your project, along with photographs of, and thoughts on, the end result.



Boiler Room

Richard Simpson continues his informative model steam plant series, this month attempting to unravel the tricky topic of thread systems....



The last couple of instalments of the Boiler Room series covered both real examples of working plant and model arrangements, but it's now time to get back into the workshop...

A question that seems to crop up regularly concerns model steam plant thread systems. The complexity and uncertainty of the subject has ensured that it remained on my back burner for a number of years. For starters, the number of fittings required for the purposes of trying to accommodate every thread likely to be found find on a model boiler is quite considerable (see **Photo 1**), the largest number being the boiler plugs (see **Photo 2**). I have, however, finally decided to bite the bullet and try to make at least some sort of sense on the whole issue.

A little background

When I first started my life as a sea-going engineer in 1977, a fairly typical cargo ship workshop would have tool or shadow boards

up on the bulkheads for the commonly used tools. There would almost certainly be a full set of Metric ring spanners and a full set of Whitworth ring spanners, as these were very commonly required. Usually in a drawer would be the less frequently used spanners, such as those that would be common sizes for UNC and UNF threaded fasteners. On top of these, the electrical lads would have their own spanners for the fasteners found in electrical switchgear and installations, which were usually BA, and you might even have one or two rarer sizes still, to suit perhaps more specific American sizes. Then there were the pipe threads with their own spanners and tapered or parallel threads. It is, therefore, easy to see how complex things could get.

Over the years the number of tools required has reduced dramatically. Most have been consolidated into a metric range, starting with the smallest spanners and progressing upwards in size to those that can accommodate the largest nuts and bolts found on main machinery. Reduced-sized heads are designed to match the size of the next spanner down, thereby ensuring the minimum number of spanners is required to meet every need. I consider myself to be lucky in that my career spanned this transitional period and that I've come through it with a reasonable understanding of both imperial and metric unit systems. Oddly enough, I use centigrade for temperature and litres for liquids, but I still find boiler testing easier in pounds per square inch for pressure. When it comes to length, I can use feet or metres, depending on which looks to be more convenient on the steel rule. As we used to say on the later British built ships, "Every inch of this ship is metric!"

This consolidation of thread systems, of course, has not happened in every area we may come across. One area in particular that steadfastly remains embedded in Imperial sized fastenings is model engineering.

ABOVE: You never quite know what you are going to come across when testing a boiler, so having a good range of thread sizes to hand will serve you well. Sometimes the connections are not too pretty, but as long as they seal a good result can be achieved. BELOW: I have built up a large collection of plugs over the years - a selection of which are shown here. Even so, I still often come across a boiler bush that has a thread I simply don't have a plug for.





ABOVE: Supplies of common sized plugs are still plentiful, most of them being available from model engineering suppliers, such as Blackgates. It's always worthwhile attending model engineering shows, though, as various useful bits and pieces can be picked up on the trade stands. BELOW: Digital verniers are very inexpensive nowadays and I have a number of them scattered around my workshop. But, while quick and easy to use, they only give a linear reading in either inches or millimeters, so this may need converting to a fraction. INSET: Manufacturing costs frequently determine head size and, as can be evidenced here, spanner size is not necessarily an indication of thread size.

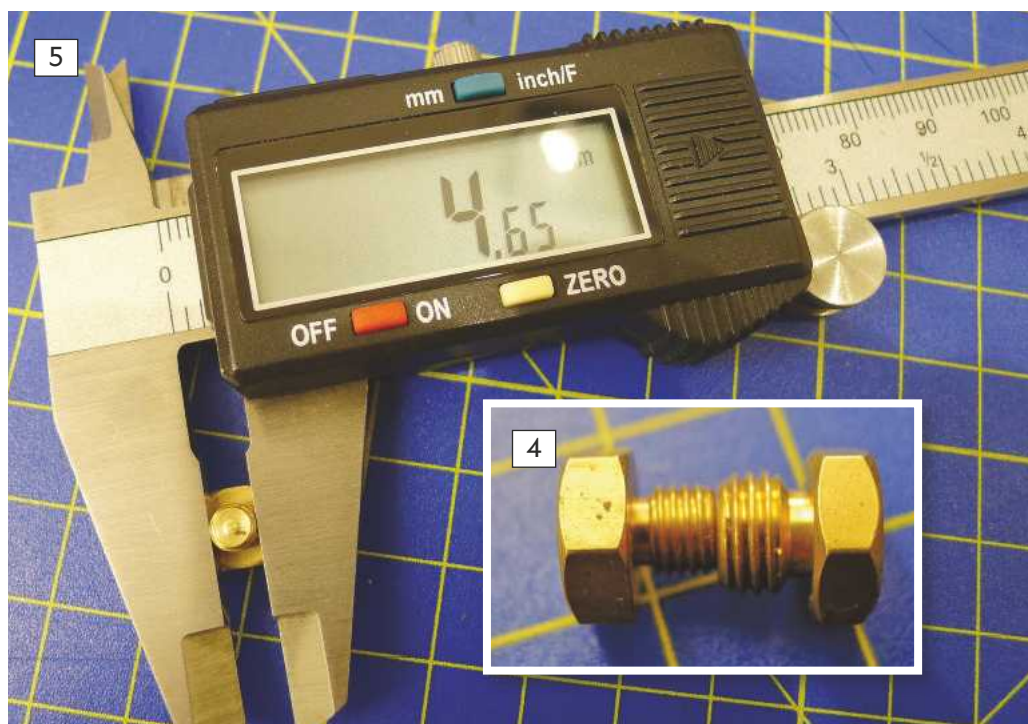
Whether this is a throwback to the very high proportion of railway modellers in the hobby who were trained with Imperial systems I am not sure but, to cater for these preferences, manufacturers of model engineering and specifically steam related items still produce their products with Imperial based fastenings, as can be seen in the selection of boiler plugs by Blackgate Engineering (see **Photo 3**).

Even today there is no guarantee any two model steam plant producers will use the same thread systems, so when combined with the fact that there's still plant out there that's been around for years and incorporates some truly weird and wonderful threaded fasteners, there's every chance you're going to come across a particular thread that will prove challenging to identify.

One thing probably worth clarifying at this point is that the size of the head is not necessarily an indication of the thread. Heads can be any size the manufacturer decides upon and can be oversized or under sized. As an example, the two boiler plugs featured in our illustration have the same sized head but a completely different thread diameter and pitch (see **Photo 4**). This may well be for no other reason than ease of manufacture but, of course, it does reduce the number of spanners required as well. The bottom line is that it's the thread that's the important consideration, rather than the head. The thread of your fitting must be a perfect match to the thread of your bush. The spanner can have anything written on it; it doesn't matter as long as it fits.

Identifying a thread

If you look through engineering books at drawings of thread forms, you will be amazed at the complexity and the detail of a prescribed thread. You will find all particular

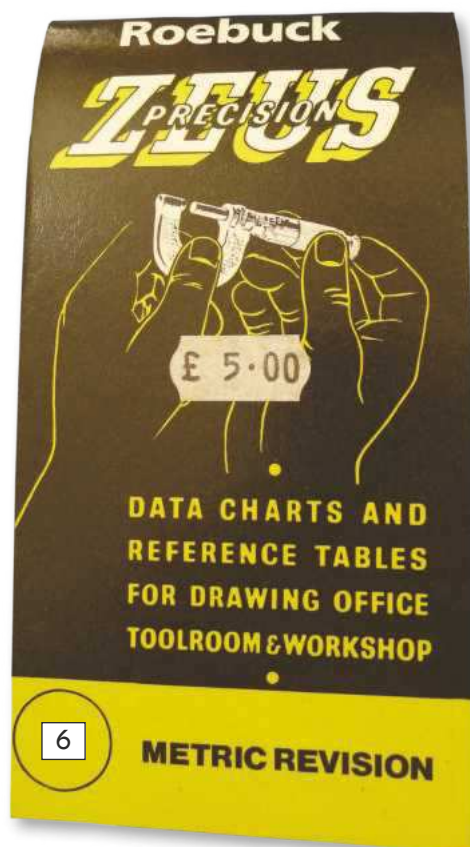


thread systems, for instance, Whitworth, will have the more obvious dimensions stated (such as angle of the thread sides and pitch for a given diameter) but the thread drawing will also include the radius of the root of the thread and the exact shape and dimensions of the 'crest'. Then there is the minor diameter, the major diameter and even the pitch diameter, just to completely overload us!

For the purposes of this article, however, and, in fact, for a lot of common engineering applications, we can get a good idea of a thread by measuring just a couple of simple parameters. To simplify things, we will consider a male thread, as it is so much easier to deal with.

In fact, when confronted with a female thread I invariably find a male fitting that screws into it perfectly and then deal with the male thread instead. The first consideration, then, is the outside diameter. This can be measured simply with a calliper and a steel rule for a rough idea or, for greater accuracy, a Vernier (either manual or digital). The challenge here is that you are going to measure a distance and get a reading in either millimetres or decimals of an inch when what you really want is a fraction (see **Photo 5**). To help here, there are tables, which you can either create yourself, download from the internet or purchase in handy pocket form, to help you convert linear readings into fractions

“One of these can be hung near to your drill so that conversions and sizes can be identified quickly and easily while working”



ABOVE: Zeus tables have changed very little since I first started work as a naval engineer in the 1970s. These tables contain a huge amount of information, most of which you will never need, but the millimeter to fraction conversions are very handy.

of an inch. These tables also contain drilling sizes for common threads and all sorts of other mathematical information if you are that way inclined. I've had a set of Zeus tables (see **Photo 6**) all my life and still refer to these occasionally. Also, handy if you spend all your time in a single workshop are similar tables laid out on a wall chart. One of these can be hung near to your drill so that conversions and sizes can be identified quickly and easily while working (see **Photo 7**).

Getting back to the thread, as an example, if you were to measure an outside diameter and obtained a reading of 0.125" you would have an external diameter of 1/8". Similarly, 0.0625" would be 1/16". On the other hand, if you measured the diameter with a metric vernier and got a reading of 1.5mm then, again, it would be 1/16".

The second thing we need to know in order to identify the thread is the pitch. This is



I bought these workshop tables at a model engineering show to wall mount behind my milling machine. Not only are they easy to refer to but they are printed on a plastic sheet, making them easy to wipe clean should they accidentally get sprayed by any workshop fluids.

basically nothing more than a measurement of the distance from one thread crest to another and is usually in model engineering terms expressed as the number of pitches in an inch of length, known as Threads Per Inch or TPI. You can use a steel rule or even a vernier and try to count the number of thread peaks in a set distance but dealing with

the fractions of a thread usually make this method a bit hit and miss and consequently inaccurate, plus you are, invariably, required to measure a distance of considerably less than an inch, so when multiplied up the inaccuracies are also multiplied. The easiest way to measure TPI is with a pitch, or thread, gauge, which includes a number of standard

“... Such a set will cost just over £5, so it's not an expensive tool and it makes identifying a thread so much easier”



ABOVE: For a modest outlay of just over £5, a set of thread gauges will prove a very worthwhile investment. You'll find they will help you quickly, easily and accurately identify a thread pitch.

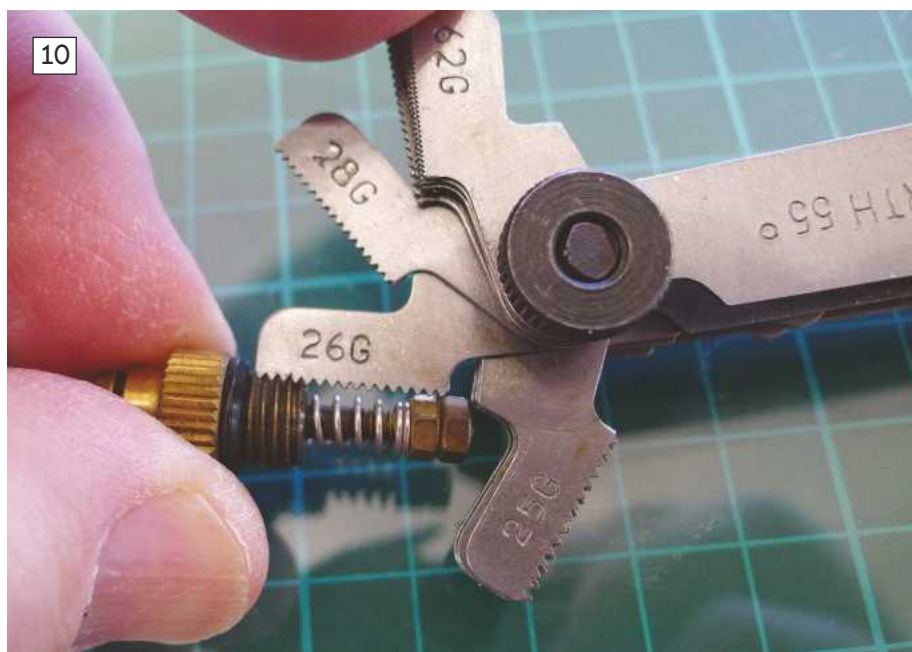
LEFT: A typical Hemmens' fitting will usually have connections of 40 TPI pitch, as can clearly be evidenced from the two-way valve shown here. The pitch tends to remain constant across a wide selection of thread diameters and is not an exclusive pitch to Hemmens.

BELOW: The safety valve shown here illustrates the 26 TPI pitch fittings found on older Cheddar boilers and engines. Also used by other boiler manufacturers, this pitch is certainly not exclusive to Cheddar items.

thread forms in a holder, in pretty much the same way as a set of feeler gauges does (see **Photo 8**). Such a set will cost just over £5, so it's not an expensive tool and it makes identifying a thread so much easier. All you need to do is to try the gauges in the thread and when one fits perfectly read the TPI off the gauge. As a couple of examples, if the 40 TPI gauge fits perfectly then the thread is a 40 TPI thread (see **Photo 9**); however, if it is the 26 TPI gauge that fits perfectly the thread must be a 26 TPI thread (see **Photo 10**). If using metric TPI gauges and none of them fit perfectly, then you can be fairly sure that you have an imperial thread. Once armed with the outside diameter and the TPI, you should have a fair idea of what the thread is.

Common threads used nowadays

As mentioned earlier, not all manufacturers of model steam plant use the same types of thread, which is one of the main reasons why I would always suggest that someone new to the hobby starts with a complete plant, including boiler, engine, separator and gas tank from the same supplier. This will save any confusion over mixing threads from different manufacturers and make life significantly easier to start with, something always worth considering if you're trying to simplify things a little. Let's consider a couple of examples... Current manufacturers, such as John Hemmens, usually use a 40 TPI thread pitch for boiler mountings and fittings, the pipe fittings and all the conical fittings around the engines and auxiliary pieces. On the other hand, in the past, manufacturers



such as Cheddar, seemed to prefer to use a 26 TPI thread pitch for their fittings and pipe work and, just to keep things interesting, tended to use a flat faced type of compression fitting in their pipe joints rather than a conical fitting.

If you are looking at buying a currently available plant, you should have no difficulty in contacting manufacturers and asking them what thread systems they use. If, however, you are faced with an older plant then the issue might not be quite so straightforward but armed with a vernier and

a set of thread gauges you should be able to gain a better understanding of what you are dealing with.

Over to you...

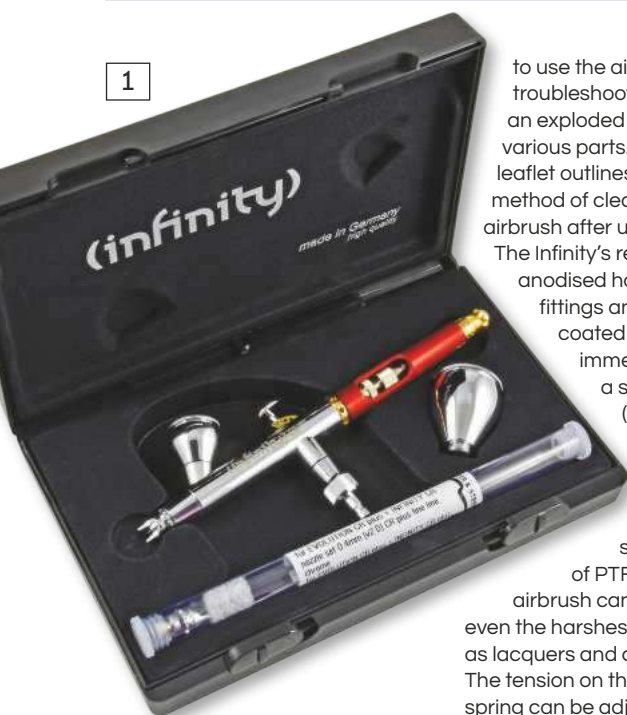
I hope you have found the subject matter tackled in this instalment of Boiler Room helpful. If, however, you have any further queries, comments or useful information you can add, please do get in touch either by letter or email, as that's what our Letters pages are there for.

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Harder and Steenbeck Infinity Airbrush, reviewed by Gary Radford

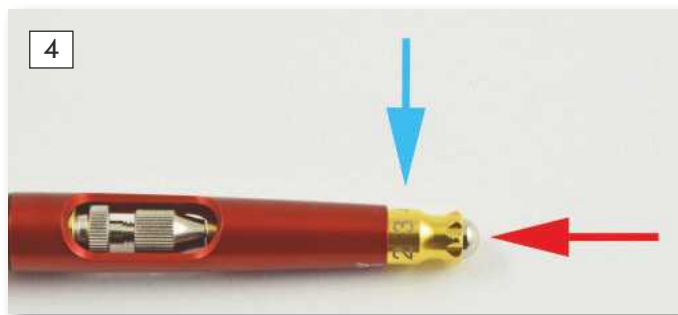
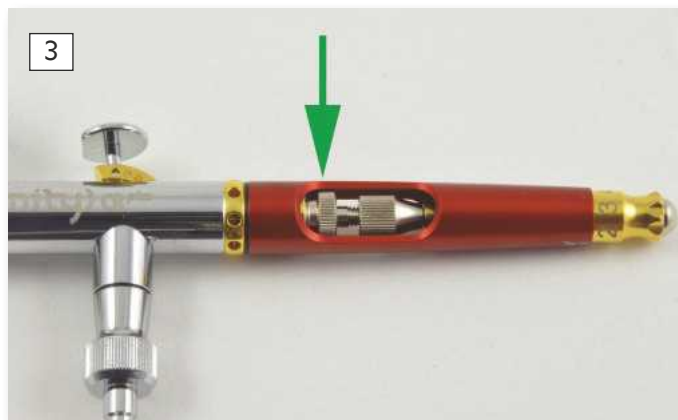
The Infinity has been on the market for a while now, but recently finding myself in the market for a new airbrush, I decided it was time to try it out. It comes in its own neat black plastic case (see **Photo 1**) with moulded sections for all the relevant parts included in the kit. On opening this case you will find a small instruction pamphlet which explains how

to use the airbrush, some troubleshooting advice and an exploded diagram of the various parts. An additional leaflet outlines the correct method of cleaning the airbrush after use.

The Infinity's red satin anodised handle, brass fittings and triple coated chrome finish, immediately convey a sense of quality (see **Photo 2**). And that triple coated finish and the fact that the seals are made of PTFE means the airbrush can be used with even the harshest of paints, such as lacquers and cellulose.

The tension on the trigger spring can be adjusted by either tightening or loosening the nut (indicated by the green arrow in **Photo 3**). The amount of air passing through the airbrush can also be regulated by pressing in the chrome button on the tip of the handle (as indicated by the red arrow in **Photo 4**), and then setting the distance the needle can travel by fine-tuning the brass numbered collar (indicated by the blue arrow in **Picture 4**). To release this, it's a simple case of pulling the brass collar back until you hear a click.

To see how the Infinity CR plus airbrush performed I did a series of tests first with the .2mm needle and then the .4mm needle.



To start I mixed up some Tamiya acrylic to the consistency of milk and loaded the air brush. I attached this to my Iwata Smart Jet compressor, as fortunately the Infinity is compatible, but you will need a Quick release coupling 2.7mm 1/8BSP male thread, which can be obtained from Graphics Direct at www.graphicsdirect.co.uk

Having set the psi to 20, I sprayed first in a wide arc to see how the Infinity performed in terms of overall coverage. The results were pleasing: a nice even flow of paint with no spluttering evident at all.

As with all airbrushes, I found the needle does tend to suffer the occasional paint blockage. This, however, is easily enough to deal with by wiping any clotting around the needle clean with a cotton bud soaked in thinner.

I further experimented using Vallejo, Life Color, AK Paint, Humbrol, and Mr Color, giving the Infinity a good clean between each separate test.

I have to say it's one of the simplest airbrushes I've ever used when it comes to cleaning. The bowl simply unscrews, while the needle is removed by first detaching the red handle,

followed by the needle securing nut, pressing the trigger and gently extracting the needle. After you've finished cleaning, it's a merely case of repeating the process in reverse.

Results were consistent. The only paint type I didn't try out was a lacquer based product, as unfortunately this has an adverse effect on my breathing, despite the fact that I always wear a mask. Without wanting to sound like a Health & Safety officer, I cannot emphasize strongly enough how important it is to wear a face mask – you only get one set of lungs! Likewise, I undertake such tasks in a vented spray booth; if, however, you don't have access to one, make absolutely sure the area in which you are working is well ventilated.

Last, but not least, amongst the bagged accessories included with this airbrush are a needle protector and, unique to this particular model, a distance cap (which simply pulls on and pushes off). After just a little practice with this, I was able to spray lines as thinly and as evenly as if I'd applied them using a pen.

At around £250 (shop around – I got mine from Amazon but the Harder and Steenbeck Infinity CR plus can also be obtained from Graphics Direct in the UK) this is not exactly a cheap bit of kit, but you get what you pay for and I have to say, I'm impressed. For further information visit the Harder and Steenbeck web site at www.harder-airbrush.eu

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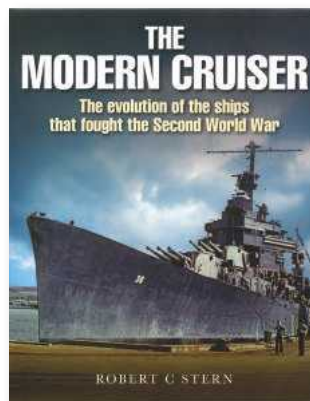
The Modern Cruiser – The evolution of the ships that fought the Second World War, by Robert C Stern

reviewed by John Deamer

Cruisers probably vary more in their characteristics than any other warship type and have certainly been subjected to more convoluted development. There was always a basic tension

between quantity and quality, concerning numbers and unit size, but at a more detailed level every one of the naval powers made different demands of their cruiser designers. This makes the story of cruiser evolution in the world's major navies fascinating but complex.

In this well-illustrated new book the author, Robert Stern, sets out to provide a coherent history of



the fortunes of this ship-type in the 20th century. He begins with a brief summary of development before World War I, before providing accounts of notable actions during that conflict which helped define what cruisers would look like in the post-war world. The core of the book is devoted to the impact of the naval disarmament treaty process and how the focus on

Crow's nest

defining limits to the number and size of cruisers that could be built resulted in the 'treaty cruisers', a type that had not prior the treaty process existed. The book then goes on to cover how the cruisers of the treaty era performed during World War II, concluding with a look at the fate of the cruiser-type since 1945. The result is probably the best single-volume account of the subject to date.

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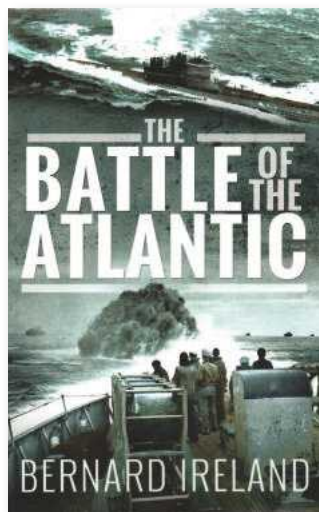
ISBN: 978-1-5267-3791-5

The Battle of the Atlantic, by Bernard Ireland

reviewed by John Deamer

70 years on from the Battle of the Atlantic, leading naval historian Bernard Ireland takes a fresh look at all aspects of a campaign that held the key to victory or defeat. He examines not only the struggle to safeguard the convoy routes and the technological battle but also, fascinatingly, the crucial background tensions between the Allies, the politicians and the senior commanders.

Drawing on a wealth of source material documenting the extent to which Ultra intelligence



influenced the conduct of the campaign, the author comes up with not only a compelling narrative but some radical conclusions. Using no more statistical data than necessary, he puts forward a number of controversial arguments, such as the suggestion that the situation was never as perilous, nor the struggle so evenly balanced, as was perceived at the time and then consistently described as such ever after. The 'doomsday' pronouncements were, he suggests, very possibly a matter of political expediency due to the air of general pessimism at that time; the dice, however, were

to become increasingly heavily loaded against the U-Boat due to the dramatic improvements in anti-submarine technology, awesome American industrial capacity and the brilliant coups of the Bletchley Park code-breakers. Such radical hypothesis needs to be backed by powerful lines of reasoning and in this book, which was first published in 2003, Bernard Ireland does not disappoint.

Publisher: Seaforth Publishing Ltd
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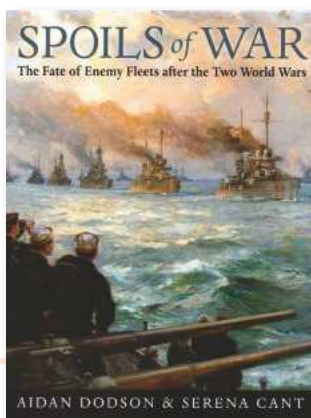
ISBN: 78-1-5267-8589-3

Spoils of War – The Fate of Enemy Fleets after the Two World Wars, by Aidan Dodson & Serena Cant

reviewed by John Deamer

By documenting the fates of defeated navies, this new book offers a fascinating insight into both the intent of the victorious powers and the plight of conquered nations. Both copy and illustrations trace the histories of navies and the ships of defeated powers through two world wars, from the months leading up to the relevant armistices or surrenders

through to final execution of the post-war settlements. In doing so, the authors are able to discuss the reasoning behind the terms and conditions of surrender stipulated by the winning nations, how these



were implemented, and to what effect. The later histories of ships that saw subsequent service are also described.

During the course of their research, the authors have delved deeply into (in some cases previously unpublished) material from archive sources and, by doing so, a wide range of long-standing myths have been busted, many of them deriving from errors and misunderstandings that have passed into the 'standard sources'.

The fascinating and highly original narrative is accompanied by comprehensive lists of all navy-built ships, and

some significant ex-mercantile vessels, in service at the end of the various hostilities, which includes key dates in their careers and their ultimate fates (the latter checked as far as possible from both national and international archives).

This story, completely overlooked until now, will make compelling reading for all those interested in the naval history of two world wars.

Publisher: Seaforth Publishing Ltd
(www.seaforthpublishing.com)

Pages: 328

Format: Hardback - 284 x 230mm

Price: £35 (RRP)

ISBN: 978-1-5267-4198-1



SS TALACRE

I thought I would share some photos of a project that has taken me three years to complete. Caldercraft's Talacre, a 1:48 scale single hatch coaster, is now my second finished build and is seen here sailing on my local pond in Fermoy, Cork, Ireland.

George Norman

She's a beauty, George! You should be so proud. It's great to see her in the water with the smoke unit you've cleverly installed operating, and I also love how you've used weathering techniques to add little touches of extra realism. Like you, I am a big fan of black and white photography, so thanks for sending me shots both in B/W and colour. I've opted to use a colour shot, though, as I feel it better highlights all the painstaking detail you've worked in to the finish. **Ed**

Your Models

Whether you're highly skilled and experienced or completely new to the hobby, you're definitely invited to this launch party! So please keep the contributions coming by emailing your stories and photos to editor@modelboats.co.uk

HARBOUR DEFENCE MOTOR LAUNCH 1009 AND HOTCHKISS ORDNANCE

This is my scratch built 1:24 scale Harbour Defence Motor Launch 1009. This represents an early example with a 3pdr Hotchkiss ordnance (a close up of which I have included) and a twin Lewis .303 M/Gs + eight depth charges and was based on the original Admiralty drawings given to me by my late good friend John Lambert. The photos were taken on our North London Society of Model Engineering pond at Colney Heath, Hertfordshire. I also belong to The Surface Warship Society, and was with them at Ally Pally again in January.

My main interest is in Royal Navy Ordnances, so I am also sending you a photo of the 6pdr Hotchkiss I've scratchbuilt to 1:12 scale.

Peter Stern



Fabulous work, Peter. Thank you for sending in these images of your stunningly realistic Harbour Defence Motor Launch 1009 on

the water and for allowing us to marvel at your incredibly detailed, scaled down, static Hotchkiss replica, which has been made all

the more impressive by the sheer amount of thought that's been put into the way you've chosen to mount it for display. **Ed**





USS CHEVALIER

I enjoyed the Readers' Models section in the May issue and wonder if my latest project is good enough to be featured. It's a 1:144 scale static model of the World War II US Destroyer

DD-451 USS Chevalier. It won several trophies at the 2010 Hong Kong Scale Modelling Competition and is now being displayed at Hong Kong Maritime Museum.

Douglas Chan

Are you kidding, Douglas? You've done an absolutely amazing job of the build. It's no wonder you've won so many trophies. I am delighted you've allowed us to share these fab photos. **Ed.**

CLYDE PUFFER

It was interesting to see a Clyde puffer model (or two) included in Model Boats. I've also made one, but it's just a static model and is only about 10 inches long (so about 1/3 of the size of the plans you published).

The wheel house, funnel, cargo, tender boat and winch were all 3D printed.

The wheel house roughly followed the plan you published, the winch and funnel were my own design, while the cargo and tender were downloaded from

the web (Thingiverse.com) and resized to fit.

The cargo was originally to about 1:18 scale and was made for a garden railway model, but I was able to resize and move the boxes around to make them the fit in the hold.

I am still fairly new to ship modelling, so found this was a good, easy way to start.

David James



I love the fact that, although you partially followed the plan, you also not only designed some of your own components but

modified/adapted others that had originally been produced for garden railway enthusiasts – and all to great effect! **Ed.**



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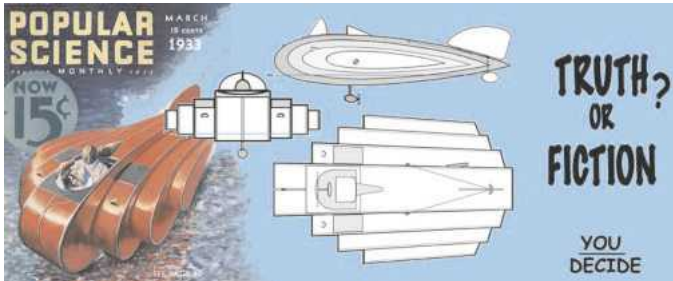
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● The sensational Sea Gull

How a weird and whacky 1930s' 'flying boat' prototype gave wings to a fascinating R/C modelling project



● Anchor points

The low down on steam-age anchor gearing arrangements

You will find more about the exciting content coming next, features of particular interest you may have missed in past editions and details of the very latest subscription offers on our website at www.modelboats.co.uk

You can, of course, order your copy of the September issue, which goes on sale at all good newsagents from August 28, now, but why not treat yourself to an annual subscription, as monthly copies will then be delivered directly to your door.

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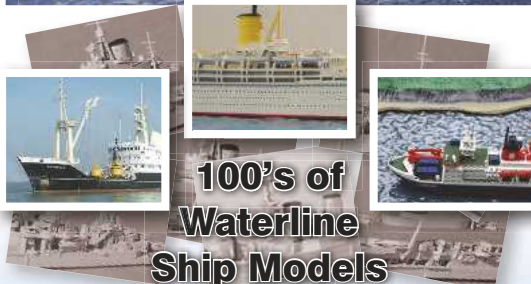
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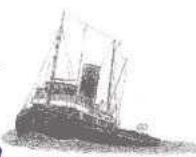
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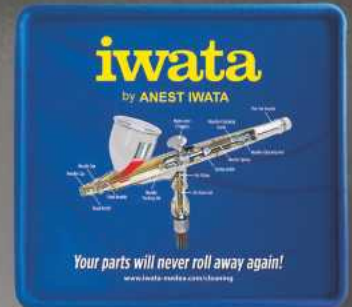
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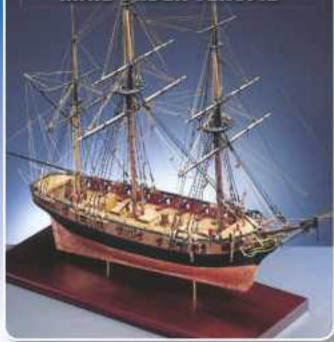


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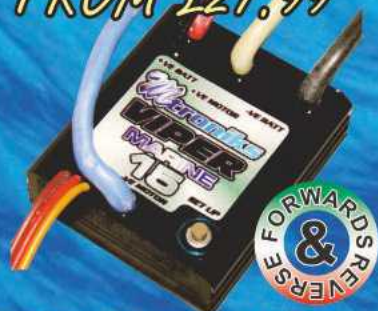


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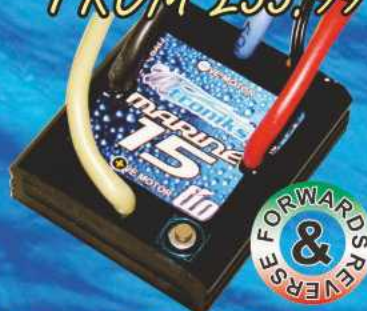
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