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June 2021
Vol.71 No.847

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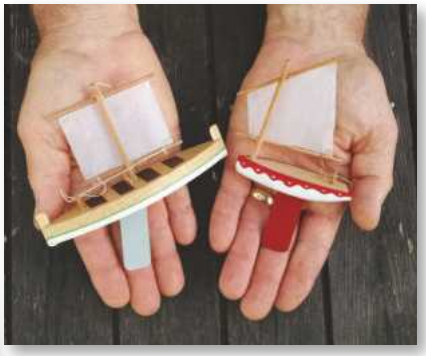

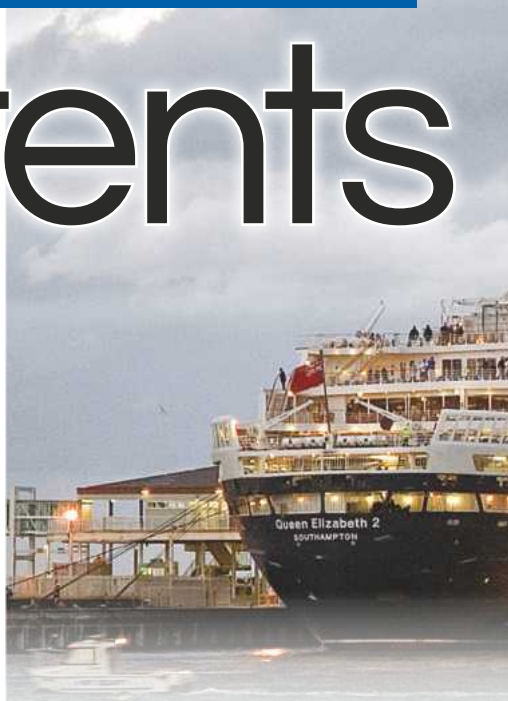

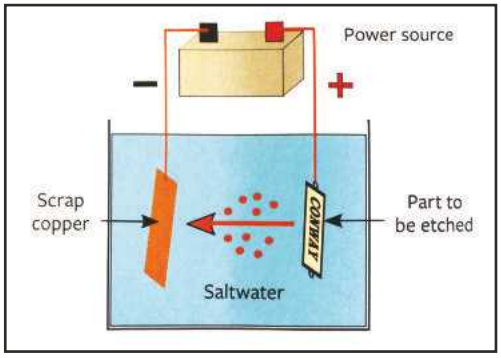

WELCOME TO THE JUNE 2021 ISSUE OF MODEL BOATS....

As I am now really missing the sun on my face, sand between my toes and the murmur of little waves gently lapping the shore, Colin Bishops' build of Navarino Models' *Chaniotiki Gaita* (this month's front cover star) had me at hello! If you're looking for your next project and find it holds the same emotional appeal, Colin has provided a detailed review of this 1:24 scale static wooden kit (see pages 22-26), which beautiful lends itself to just about every interpretation under the sun in terms of finish. Equally, it would be really fabulous to see someone scale up Navarino's plan/design and create a larger R/C version, thereby bringing the spirit of the Aegean to a pond or lake much closer to home.

Navarino Models has, incidentally, just added a another Greek fishing vessel, in the form of a 1:20 scale kit for a *Trechantiri,* to its range, which looks every bit as terrific (see image at the bottom of this column).

As 'staycations' are, however, probably going to be the reality for most of us this year, and with the long school summer holidays now in the very near offing, this month's MB Seaworthy Small Ships Q&A flags up some great little projects to keep kids of all ages entertained while at the same time introducing them to the delights of this hobby. Build and decorate in the morning, sail in the afternoon – what's not to love? The company does, as you will discover, also offer more complex kits and plans for adults, but in terms of finding a solution to how we engage and encourage the next generation of model boat builders I think this junior hands-on approach ticks all the right boxes. In fact, if you decide to give this a go with your children or grandchildren, let's cheer them on by getting some photos of their creations included in the Your Models section!

Of course, none of us ever stop learning and the pages ahead are simply packed with 'how to' type features, hints and tips, and ideas to be gleaned from others' work.
Enjoy your read!

Lindsey

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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 Alternatively, pick up the phone and call 01689 869840

Scheduled for release this July: Revell's newly tooled 1:72 scale US Navy Swift Boat Mk. 1

Newly tooled Revell kit coming soon

Due for release this July will be Revell's newly tooled 1:72 scale kit for the US Navy Swift Boat Mk.1 PCF [Patrol Craft Fast].

A sneak preview of the box artwork reveals the 93-part kit will be a Level 4 build, i.e., best suited to the more experienced modeller. We will, however, be bringing you both a 'box rattle' review on release, followed by a more in-depth and hands-on assessment of the build itself. The kit will carry an SPR [Suggested Retail Price] of £21.49, so not only does it promise to be an exciting project to look forward to, but an affordable one to boot!

Pre-orders are now being taken, but thanks to the kind folks at Revell, one of these kits has already been earmarked for a Model Boats draw prize, so watch this space for your chance to win it! ●

Medway Queen guided tours resume

Guided tours of the Medway Queen (Heroine of Dunkirk) berthed at the Gillingham Pier, Kent, will once again be offered from May 22 through June 20, 2021, each Saturday from 11am to 4pm (last admission 3pm). The vessel will then be towed to Ramsgate to undergo maintenance during July but will be back and ready to welcome visitors again from August 7, 2021.

Admission to the ship itself is charged at £5 (tickets can be reused within a 12-month period), but free to accompanied children under the age of 16. There is no charge, however, to the Medway Queen Visitor Centre, which showcases the history of the ship and its renovation and displays artefacts and ephemera from her long career.

For further details, visit www.medwayqueen.co.uk or call Pam Bathurst on 01843 227941 to arrange advance booking. ●

Return of the Blackpool Model Show

Further to a very interesting conversation with the Component Shop's Iain Lewis, it's looking very promising that the Blackpool Model Boat Show will once again be welcoming visitors at the Norbeck Castle Hotel complex located on the Queens Promenade, Blackpool, this October. This will, of course, depend on the government's pandemic route map to recovery staying on track, but in the meantime, plans are underway.

We will, of course, be bringing you updates in forthcoming issues, along with an interview with Iain, where we'll be discussing the organisational challenges presented and the much-needed improvements he's made, and is continuing to make, since taking over the management of this event in 2016. ●

The newly appointed CEO of the Portsmouth Naval Base Property Trust, Hannah Prowse. Image courtesy of Julian Civiero.

New CEO for the PNBPT

Hannah Prowse, formerly Head of National Projects for English Heritage, has been appointed the new CEO of the Portsmouth Naval Base Property Trust (PNBPT). Ms. Prowse, who has over a decade of heritage property experience, is tasked with championing the Trust's mission to develop and preserve inspiring, historically monumental environments that people can enjoy for years to come.

The phased, post-pandemic, re-opening of the Portsmouth Historic Dockyard will take place in partnership with the iconic historic landmarks and educational attractions housed on the Trust's estate, including the National Museum of the Royal Navy, and the world-class Mary Rose Museum. ●

ABOVE LEFT: Premier Ship Models' scaled down HMS Victory, believed to be the world's largest 'ship in a bottle', was originally commissioned by Boris Johnson during his tenure as Mayor of London and for a time was mounted on the fourth plinth in Trafalgar Square. It has since been sold on and can be seen on display at the National Maritime Museum. ABOVE RIGHT: Rashid Lalloo, CEO of Premier Ship Models Ltd.

PSM lands Queen's Award for Enterprise

Premier Ships Models Ltd has, in recognition of its "excellence in international trade", this year been honoured with Queen's Award for Enterprise. Founded in 2001 by CEO Rashid Lalloo, the company has been growing at an average rate of 25% per annum over the past four years, with export sales accounting for about 80% of the business.

PSM develops, manufactures, markets and supplies model ships and yachts for the corporate, trade and consumer markets.

With e-commerce sites already up and running in the UK, USA, Australia and France, 2020 saw the company's footprint expand further as it launched a new dedicated website for the Middle East. A website for the Far East is planned to follow later this year. Currently employing seven people in the UK and 13 in Mauritius, it is expected that additional staff and agents will be recruited within the next 12 months as the company continues to expand internationally.

As well as selling models commercially via its e-commerce websites, the company can also boast some of the world's most famous international museums on its 180+ corporate client list. Closer to home, clients include the BBC (which has commissioned models for set production) and London's National Maritime Museum. Other big name corporate clients include P&O, Maersk, Sunseeker, BP, BT and the American Museum of Natural History.

To learn more about Premier Ship Models products and services, visit:
https://www.premiershipmodels.com ●

Get your figure head on!

New to the Deans Marine's range are the latest additions to the Farcet series of 1:24 scale figures. These resin cast characters come in various guises and poses, most of them featuring cast metal arms and heads to allow repositioning. The figures

are supplied unpainted, so there's plenty of scope to finish and attire to your own personal requirements. (We'd love to see some pics of your interesting spins on these!).

Need something a little smaller? Then along with these 1:24 scale offerings you'll find various 1:50, 1:96 and 1:100 scale options listed on the Deans Marine website at www.deansmarine.co.uk ●

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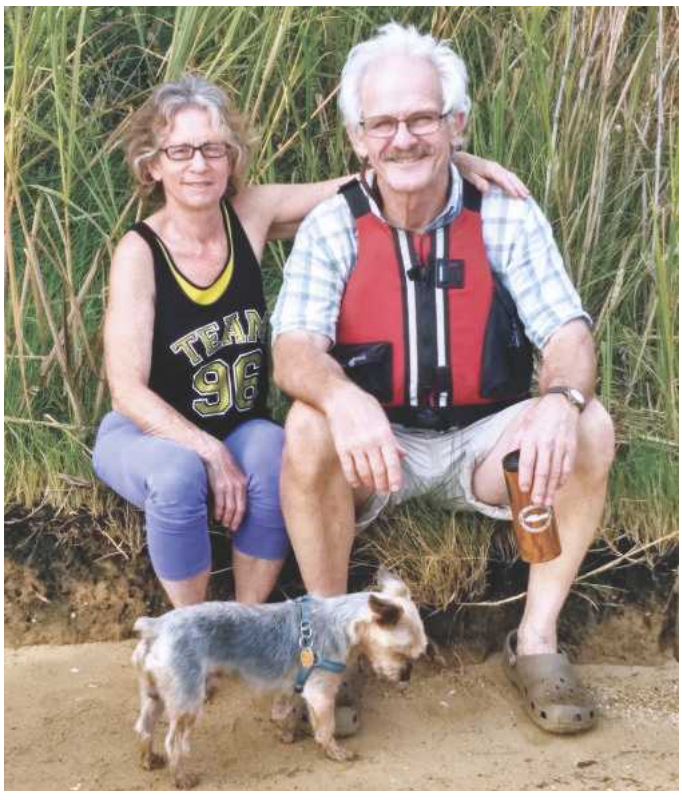
MB Q&A

SEAWORTHY SMALL SHIPS

Have you ever wondered, or worried even, how we're going to get the next generation interested in building and sailing model boats? This month our Ed, Lindsey Amrani, chats with **George Surgent** of Seaworthy Small Ships about an enterprise dedicated to helping us do just that...



George, Marla and their dog Houdini sitting on the shoreline of Battle Creek near their home.

Q I love that the idea behind Seaworthy Small Ships is to introduce children to the delights of building and sailing model boats from a very young age indeed. So, my first question, has to be, when and why did your own love affair with boats first begin?

A Growing up I spent time on the shores of Lake Michigan and Lake Superior admiring boats of all types – sailboats in particular. I would explore the shoreline occasionally using a small rowboat or powerboat. After my junior and senior years in high school I went on two, very memorable ten-day canoe trips in the Boarder Lakes National Park in Minnesota. During my college days my exposure to sailboats began. The University of Michigan is close to many lakes. One day while at Michigan I came across a small sailboat in need of repair in someone's yard and so it began...

Q How did this then lead on to eventually launching Seaworthy Small Ships?

A Not until I graduated from art school did I decide to pursue boat building as a career. I found employment with Peter Van Dine in Maryland. He designed and built traditional reproductions of Tancook Whalers, Crotch Island Pinkys and Grand Banks style schooner yachts. Eventually I opened my own boat shop specialising in restorations and repairs, as well as building custom sailboats – the largest of which was a 38 ft Yawl named *Alaria*.

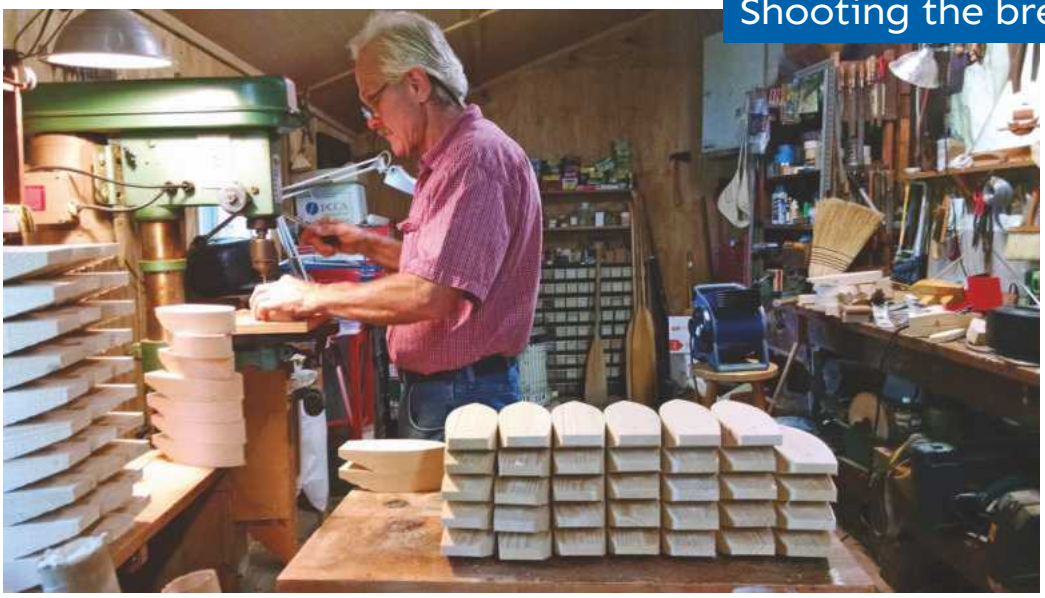
In order to grow my boat business, advertise my skills and meet others in the boating world, we attended small boat gatherings and festivals. Many of the attendees and exhibitors at these events were middle aged men who were not thrilled with the idea of pint-sized marauders climbing in and on their varnished show pieces. At an organisational meeting of the Mid-Atlantic Small Craft Festival in 1983 we discovered that a number of young families in attendance encountered the same issue: bored children. Since our kids were very young, having a boat builder for a dad meant there were always toy boats to play with, so Marla, my wife, and I volunteered to conduct a children's model boat building and sailing activity at the upcoming event. The rest is history... Over time people asked if these model boat kits were available to buy. Discovering that there was nothing like our kits commercially available, Marla and I decided to go in business. Our eldest son, Ahren, who was around ten years old at the time aptly named our company Seaworthy Small Ships.

Q You've since built up an extensive range of products, aimed not only at little ones but also at adults. Can you tell us a little bit more about the different series of kits you produce and the plans you offer?

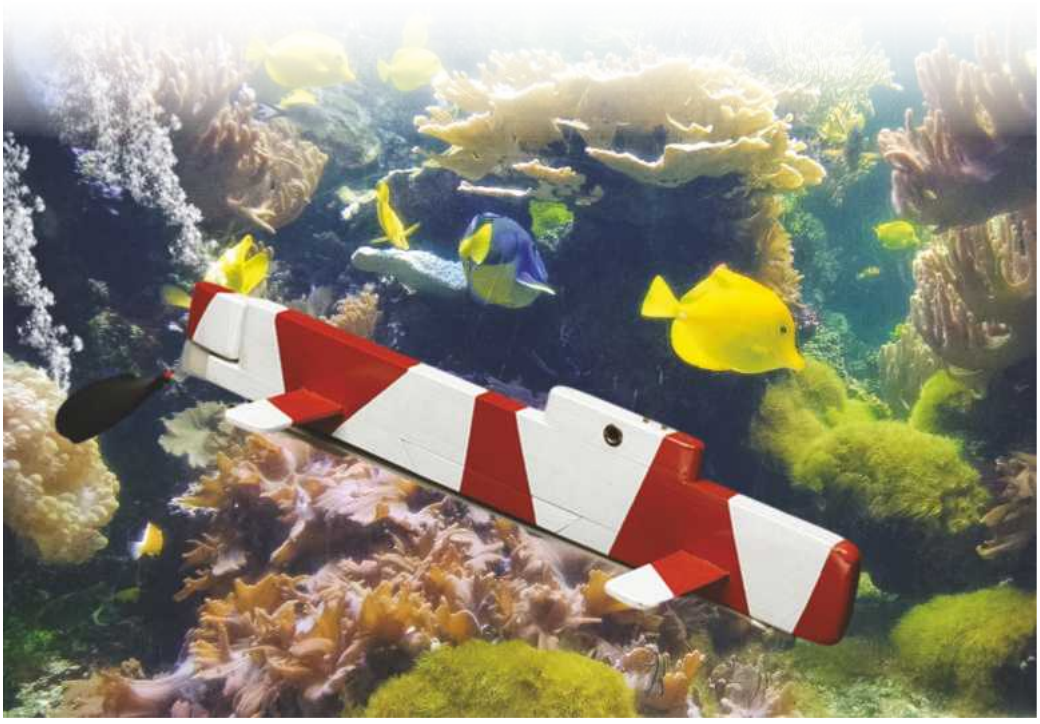
A We offer three different categories of model boat kits, plus several plans for the scratch builder:

Pine Wood Sailers

There are 12 different model boat kits in this group. We identify these kits as 'Sail Rigs from Around the World' and they are aptly named: *Sprit Sail*, *Gaffer*, *Bermuda*, etc. *The Sharpie*, *Log Canoe* and *Yawl* are two-masted rigs, whereas the rest of this fleet are single-masted. All hulls are pre-cut to shape, slotted on the bottom to accept the sailing fin or centerboard and pre-drilled (mast steps, *etc*). Pre-cut sails, cotton rigging line, spars, waterproof tape and sandpaper are also included in the kits where applicable. None of these sailboats require glue. The only items you need for their



ABOVE: George in his workshop using the drill press to make mast steps and holes for pegs for Bermuda hulls in the Pine Wood Sailers series.
BELOW: Seaworthy Small Ships' Pine Wood Sailers Neon Tetra diving submarine superimposed on a photo Marla took at the Baltimore Aquarium.



"Sails and fins are fully adjustable, enabling the boats to perform on all points of sail"

assembly is a pair of scissors to cut the tape and rigging line, and permanent markers for decorating. Our *Paddle Wheeler* is a power boat and the only Pine Wood Sailer that requires glue to secure the deck features.

Sails and fins are fully adjustable, enabling the boats to perform on all points of sail.

Slide the fin forward and they will sail close hauled. Slide the fin aft or remove it for downwind sailing. Even at this scale the differences in performance of the varied sail rig types are quite discernible. The *Bermuda* is able to sail close hauled, while the *Square Rigger* displays its prowess down wind. The two masted rigs' versatility and safety in strong winds can be demonstrated when hove to under mizzen alone. Despite their simplicity in design and construction, their performance is quite engaging.

The only skills required for construction of our PWS are:

- the ability to follow the illustrated instructions
- use scissors and tape
- tie knots (first part of tying a shoelace)
- use permanent markers

These kits are recommended for ages 6+. That said, the Minnow, our simplest PWS, can be enjoyed by 3-year-olds! Although, naturally, adult supervision is advised.

Semi-Scale Kits

We offer seven different Semi-Scale kits. These model boats have scale details like cabins, rails, wheel boxes, port lights, trail boards, *etc.* Other features enhance sailing performance, such as a ballast keel and adjustable rudder. Also featured are several rubber band powered boats, including a submarine that really dives!

"We offer seven different Semi-Scale kits. Also featured are several rubber band powered boats, including a submarine that really dives!"

The main parts of these kits are made of western red cedar (hulls, keels, rudders, *etc).* Other parts included are brass ballast keels, brass ports, stainless steel motor hooks and copper rudder pins.

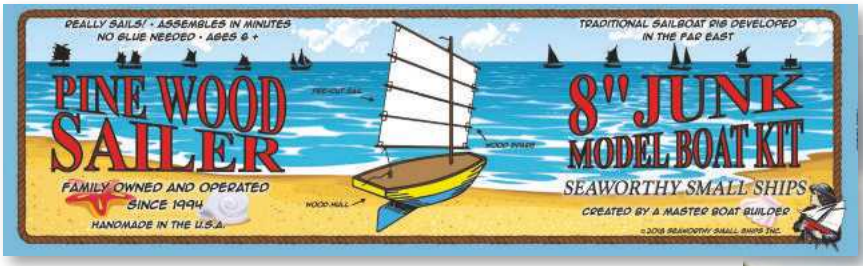
Skills needed for construction of our Semi-Scale kits are:

- the ability to read and follow illustrated instructions
- use a craft knife, hammer and/or pliers
- tie knots (first part of tying a shoelace)
- use a sewing needle or straight pin
- use instant glue or similar
- paint/varnish and use a fine point permanent marker

These kits are recommended for ages 12+ (with adult supervision advised).

BELOW: Perfect for pint-sized pirates, the 7-inch Pine Wood Sailer Minnow is suitable even for nippers, with a recommended building age of 3+!

ABOVE: The Pine Wood Sailer 14-inch two-masted Log Canoe in its basic form (left); still undecorated but showing off some sailing prowess (centre) and an example of how the model looks having been custom shaped using sandpaper and painted (right). BELOW: The gloriously nostalgic packaging for the Pine Wood Sailer Junk kit, shown here as built and decorated with permanent markers.



Sea Fleas

We believe these three kits are the smallest sailing model boat kits available in the world. They are true 'Pocket Cruisers' ranging in size from 3-inches to just over 5-inches. They can be sailed in a baking pan, puddle or pond. Although we would not recommend this – we have sailed our Sea Flea *Dinghy* in a nearby river with strong winds (white caps) and she performed quite admirably, being knocked down, self-righting, then sailing on.

"Plans includes a brief story about, or introduction to, the model or its origins, instructions and full-size patterns"

Kit hulls are light balsa wood with all parts being pre-cut and drilled. The *Dinghy* and *Viking* have metal fin ballast. As with our other kits, fins and sails are adjustable, enabling all points of sail.

Simplicity itself: the components for the Pine Wood Sailer 11-inch, two-masted, lug rigged Yawl.

Skills needed for construction of our Sea Fleas:

- the ability to follow illustrated instructions
- use scissors and tape
- tie knots
- decorate, using paint or permanent markers

Due to their diminutive size, small parts and a more delicate wood, the Sea Fleas are not suitable for very young children. We recommend these for ages 10+ (with adult supervision advised).

Plans for the scratch builder

We currently offer three sets of plans: *Polliwog*, *Trimaran* and '*Grandad's' Sloop*', *Shiner*. Each set includes a brief story about or introduction to the model or its origin, instructions and full-size patterns. These models are larger than our packaged kits and can be constructed from common building materials. They're designed using the same principles and techniques established in our other model boat kits.

Skills needed for construction of our Model Boat Plans:

- the ability to read and follow instructions
- carpentry/building skills
- tool use knowledge
- painting or use of permanent markers

The recommended age here is 12+ (adult supervision advised).

ABOVE: A boy with is newly built and decorated PWS Sharpie at the 2005 Urbanna Oyster Festival in Urbanna, Virginia.

RIGHT: Children participating in a model boat building and sailing workshop at the 2009 Mid-Atlantic Small Craft Festival (MASCF) hosted by the Chesapeake Bay Maritime Museum.

"Accessibility is the key word here, especially when it comes to our Pine Wood Sailers. No special or exotic tools, no special materials, no special facility, no special skills are required; only a desire to explore, experience and discover"

Q I have to ask who designed your beautifully colourful (for the little ones) and charmingly nostalgic (for us older folk) box artwork?

A Both Marla and I created the artwork and designs of our labels and illustrated instructions. I am well trained as a graduate of the University of Michigan School of Art, as well as having a long career as a boat designer and builder. A fellow classmate of mine in art school was Chris Van Allsburg of *Wreck of the Zephyr, Jumanji, Polar Express* and *The Garden of Abdul Gasazi, etc,* fame.

The Pine Wood Sailer labels were designed by Marla, while artwork, layout and lettering for our Sea Flea and Semi-Scale kit labels and illustrated instructions, as well as for our plans, were done by me. I am also responsible for the images of the boats and the illustrated instruction sheets, including the lettering.

On the side of our Semi-Scale boxes is a label that indicates the proper way to open our boxes. It also features the '*Echo of the Sage*', a poem I wrote under my pen name, M.A. Riner.

Q It's also lovely to see your kits are wooden rather than plastic. Was this decision made to provide a more authentic model building experience, as an aesthetic/sensory choice or for environmental reasons?

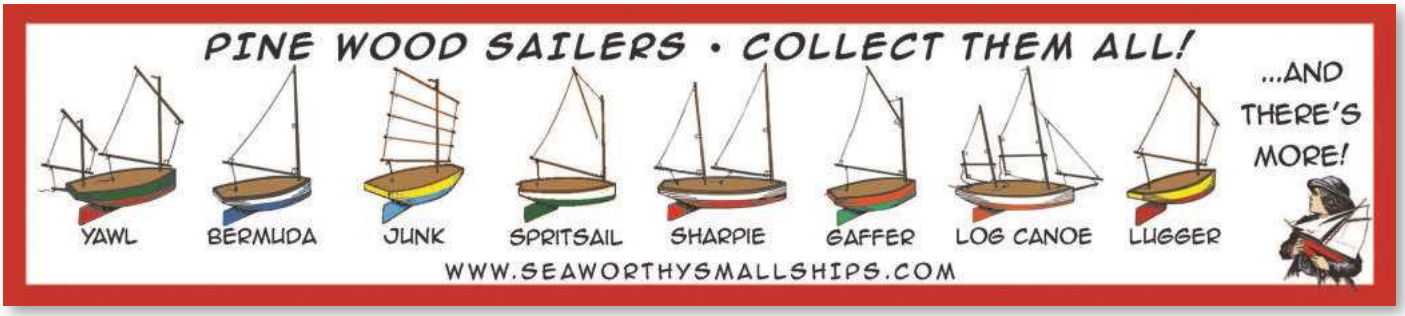
A My decision to create wooden rather than plastic model boat kits was made to provide a more authentic and traditional building experience, as well as aesthetic and sensory choice. The aroma of cedar along with the glitter and heft of metal parts all enhance the complete building experience.

Q What can you tell us about the crew at Seaworthy Small Ships? For example, do you manufacturer as well as design all your products in house or is this task outsourced?

A We are a 'husband and wife' company and are known as '*Creator*' and '*Boss*': it says so on our business card! The story goes: Marla designed and created our business card many years ago. She always wanted to be '*Boss*' but insisted that I, too, get top billing as '*Creator*'. Occasionally we hire part-time help as needed. Since the Covid pandemic struck last year, it has been just the two of us that do it all.

Q For all the parents/grandparents reading, your kits will, I am sure, be a very attractive proposition, not just because they are a fantastic way to show children how much fun the hobby can be while teaching them new skills, but also because they will provide a novel and inexpensive form of entertainment during the long school summer holidays ahead – perhaps boat building in the morning and then sailing their very own creations in the afternoon. I know you've made this very safe and easy even for the youngest members of the family, but for the sake of our readers, can I get you to elaborate on this?

A Accessibility is the key word here, especially when it comes to our Pine Wood Sailers. No special or exotic tools, no special materials, no special facility, no special skills are required; only a desire to explore, experience and discover.



Artwork on the side label that appears on the front side of each Pine Wood Sailer model's box features yet more charming depictions of other vessels in the series.

The future looks bright! Check out the next generation of model builders.

Q In the US, your products are (or at least were pre-pandemic) used as educational learning tools in schools, something supported by your very own lesson plans. Likewise, Seaworthy Small Ships have been incorporated into the range of activities available at children's summer camps, and the crew at Seaworthy Small Ships can also be contracted to conduct, or advise and assist organizers interested in staging model boat building and sailing regattas (which incorporate various forms of racing) around the US. How did all this come about?

A The educational aspect of our company came about by accident. When our eldest son was four years old and in pre-school our involvement with teaching first began. Parents were invited to come to class and tell the kids what we did for a living. Being a boat builder, I created simple model boat kits for the kids to assemble. The excitement was palpable. The teacher and students loved my presentation and the building session I had with the kids. I repeated this activity several times during our children's early school years.

Next came conducting a model boat building and sailing activity on a larger scale, due to our involvement with the Mid-Atlantic Small Craft Festival hosted by the Chesapeake Bay Maritime Museum in St. Michaels, MD, Calvert Marine Museum's Patuxent Small Craft 'Build Toy Boats' in Solomons, MD and the Alexandria Seaport Foundation's community festivals. Our popularity continued to grow from there.

Major venues sought family-oriented maritime, educational, activities for public events. Over the years we have been invited to conduct 'Model Boat Building and Sailing' activities at the South Street Seaport in New York, the Mariner's Museum in Newport News, VA, Smithsonian Museum in Washington, DC and at large city celebrations such as The Cherry Blossom and Folklife Festivals – in Washington, DC and also at the Norfolk and Baltimore Harbor Festivals, *etc*...

As you mentioned, many organizations and educators, both private and non-profit, conduct this model boat activity. We like to think that this popular and now more commonly occurring model boat building and sailing activity began with us in this country almost 40 years ago.

"When learning is fun and creative its lessons are long lasting"

Q This is not just an innovative and fun way of promoting the hobby but clearly opens up all sorts of learning opportunities. Can you expand a little upon this?

A The importance of learning by doing is well documented. When learning is fun and creative its lessons are long lasting.

On our website we have a slide show that illustrates the association between boats and many school subjects. Your readers can view this by visiting our educational page at: https://seaworthysmallships.com/education/

Q I may be wrong – and I am sure if I am readers will correct me here if am – but we don't seem to have any similar programs being rolled out in the

ABOVE: PWS Sharpies, Bermudas and Minnows being sailed with great delight at the 2010 National Cherry Blossom Festival in Washington, DC.

Family fun: a hands-on dad helping out and encouraging his children in their PWS Bermuda builds at the 2014 National Cherry Blossom Festival.

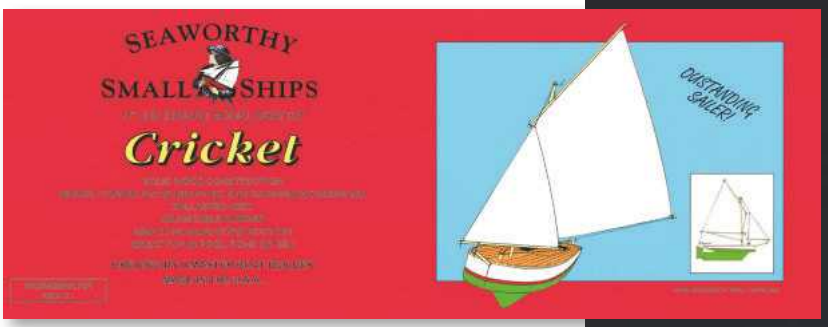
"We encourage event organisers to host their own model boat building and sailing activity. Having many years of experience conducting these programs, we are more than willing to help advise in the planning and organising for others"

UK. So, do you handle all your own promotion and marketing, or do you work with overseas distributors? And if, say, a model boat club was looking to put on a family event of this kind in the UK or indeed elsewhere outside of the US, as the support and guidance is able to be accessed digitally via your website at www.seaworthsmallships.com, are similar package deals in terms of product on offer?

A Yes, we handle all of our own promotion and marketing and do not have overseas distributors. We ship our model boat kits all over the world and can accommodate customer's needs.

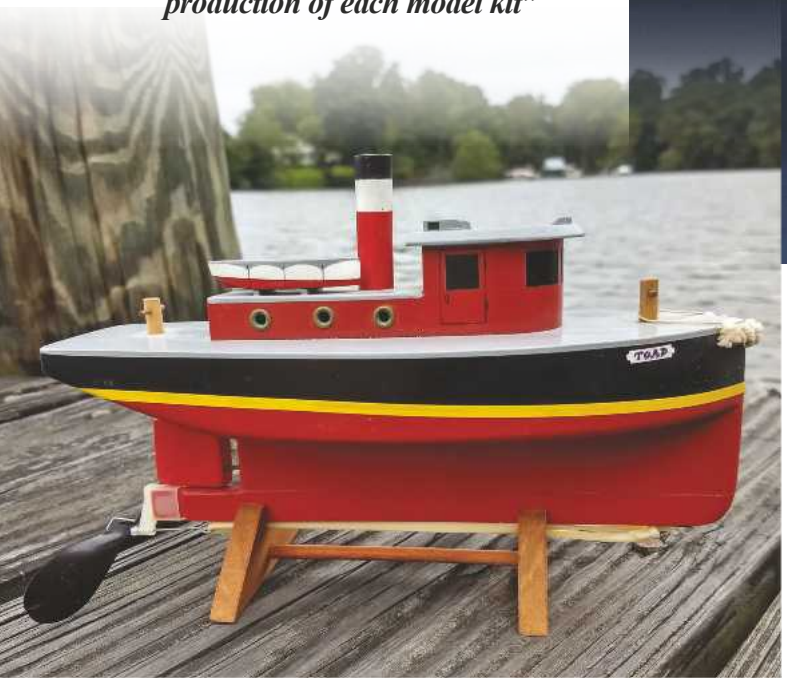
Our Pine Wood Sailers are used for the 'make and take' model boat building and sailing programs. These kits are available in bulk packaging with quantity discounted pricing. They are sold as Pine Wood Sailer 'Fun Fleet' kits.

We encourage event organisers to host their own model boat building and sailing activity. Having many years of experience conducting these programs, we are more than willing to help advise in the



Charming in its simplicity, Seaworthy Small Ships' 11-inch Semi-Scale sailboat, Cricket, and its delightful box depiction.

"Our boats appeal to all ages. Being designed by a boat builder, they mimic the sailing characteristics of their full-sized counterparts. Experienced builders recognise this and appreciate their performance, as well as the craftsmanship that goes into the production of each model kit"



ABOVE: Seaworthy Small Ships' Semi-Scale 8-inch rubber-powered tugboat Toad.

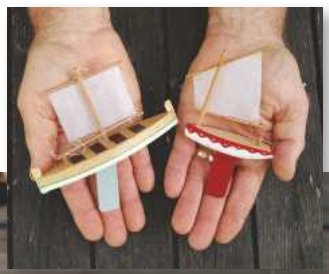
planning and organising for others. Detailed information regarding conducting a regatta is available in the CREW portion of our website. Your readers can sign up to become a CREW member at https://crew.seaworthysmallships.com/ to gain access to this information. Anyone interested in conducting a model boat building and sailing program, whether a private individual, organisation or municipality can contact us at info@seaworthysmallships.com to discuss their needs.

Q As we've previously touched upon, you also produce a great variety of kits aimed at adults, as well as plans for scratch builders. What sort of skill level do the plans require and what would you say the unique selling point of Seaworth Small Ships is in this sector of the market?

A Each person has his/her own experiences with the use of tools, reading instructions and understanding plans, *etc*. We have had 10-year-old kids build our *Coaster Schooner*, the most advanced and difficult of our kits, with excellent outcomes, yet we have had adults who struggle to master the construction of kits of lesser difficulty. Prior hands-on building experiences often dictate whether someone will be able to easily/successfully build one of our models from plan more so than age.

Our model boats appeal to all ages. They are simple, fun and unique, are of high quality and their sailing performance is superb. Being designed by a boat builder, they mimic the sailing characteristics of their full-sized counterparts. Experienced builders recognise this and appreciate their performance as well as the craftsmanship that goes into the production of each model kit.

BELOW: All three Sea Fleas, painted and posed on the deck. INSET: George holding a couple of the pocket sized Seas Fleas, the 3-inch Dinghy and the 5 ¼-inch Viking.



A ten-year-old shows how it's done as he carefully launches his very own build of the Semi-Scale 16-inch two-masted schooner Coaster.

Q I was intrigued to see you also offer boating pond plans. Are these specifically sized for events or could they be followed or adapted for assembly in readers own homes/back gardens?

A Our intent is to be able to offer our customers the ability to sail their boats no matter where they live – near a body of water or not. During the events we attend we bring a model boat pond for participants to sail their boats and we wanted everyone to be able to do the same. For this reason, we have included building plans for the construction of model boat ponds in the CREW section https://crew.seaworthysmallships.com/ of our website at no charge. They are FREE to everyone.

Included on our website are the items needed to build a pond of various sizes. In the US there are several common sizes of blue poly tarps available. We've designed our ponds to correspond to the dimensions of the tarps in the table below.

Our instructions, however, can be adapted to construct any size pond its builder requires – same tools, same hardware, you just vary the length of the wood.

Selecting a pond size that enables the model boats to display their great sailing qualities is optimal. The builder should keep in mind the space needed for the pond, its location within a reasonable distance to a water supply and away from buildings or other obstructions to the wind. Plans for safely draining the pond also need to be considered.

Standard Tarp Sizes	Corresponding Pond Size
16ft x 20ft	12ft x 16ft
12ft x 20ft	8ft x 16ft
12ft x 16ft	8ft x 12ft
10ft x 12ft	6ft x 8ft

Q You've definitely inspired me, the only dilemma being which of your gorgeous boats I'd like to have a go at first! So, tough question, but do you have any personal favourites within your current range?

A Yes, I do have favourites in each of our model boat categories:

- Semi-Scale sailboat kit: *Coaster*
- Semi-Scale power boat: *Neon Tetra Submarine*
- Pine Wood Sailer: *Yawl*
- Sea Flea: *Viking*
- Plans: *Trimaran*

Q Post-pandemic, what can you reveal if anything, about your plans for Seaworthy Small Ships going forward?

A As always, the simple plan is to sail on! ●

"Our intent is to be able to offer our customers the ability to sail their boats no matter where they live – near a body of water or not. For this reason, we have included building plans for the construction of model boat ponds in the CREW section of our website at no charge"

QUICK FIRE QUESTIONS

Q If someone were to narrate your life, who would you want that narrator to be?

A *My wife, Marla.*

Q Breakfast? "Yes, please"? Or, "Way too early to eat, just keep the coffee coming"?

A *Breakfast, please.*

Q When you first met your other half, which was the one quality above all others (aside from looks) that most attracted you to her?

A *Her brains.*

Q Name something retro that you'd like to see enjoy a revival in popularity.

A *Wood shop/traditional wooden boat building of rowboats that can be sailed or sailboats that can be rowed.*

Q What's your favourite place on Earth?

A *Other than my home, Michigan's Upper Peninsula.*

Q If work/circumstances dictated that you had to relocate to somewhere other than the USA that you haven't already visited, for a year, where would you most like to find yourself?

A *Italy*

Q If you found yourself marooned on a desert island, provided you were able to find a source of fresh drinking water/food and the materials with which you could build a basic shelter, name three luxuries that would make your imposed solitude bearable?

A A comfortable bed, comfortable footwear and ice cream!

Q If you could travel back in time, which historical figure do you think it would be most interesting to spend a day with?

A *Lakota tribal chief, Red Cloud.*

Q If you were a pirate, what name would you be known by?

A *Surge*

Q Are you a good cook? And if you were assigned to the galley, tasked with preparing dinner for the rest of the crew, which 'signature' dish would you be serving up?

A *Yes, I am a good cook. I would serve up Tortellacci pasta with tomato sauce*

Chaniotiki Gaita

Colin Bishop reviews Navarino Models' traditional Greek fishing boat kit

"These craft, although associated with the Cretan town of Chania, are found in similar guises all over the Aegean Sea"

The October 2020 issue of Model Boats featured an interview by the editor with Navarino Models, a Greek company offering an unusual selection of model boat kits. As a regular visitor to Greece, my attention was caught by the smallest model in the range, a *Chaniotiki Gaita* fishing boat. These craft, although associated with the Cretan town of Chania, are found in similar guises all over the Aegean Sea and I have often photographed them and admired their lovely, almost organic, lines and their colourful paint schemes. As 2020 drew to a close, with holidays having been missed and still seemingly no end to the Covid pandemic, my wife agreed that it could be my Christmas present.

I actually ordered my kit from Discount Hobby Zone (https://www.discounthobbyzone.com/en-gb), an agent for Navarino Models, for €99, and it arrived promptly with a kind personal note from the supplier, as is often the way when purchasing items and services from Greece.

What's in the box?

The kit is presented in an attractive box and while the contents couldn't be described as extensive, everything does come very well packaged. The wood is of good quality, as are all the fittings provided. Illustrated instruction booklets in both Greek and English are included, together with full size plans and bulkhead cross sections. The information supplied means it would be possible to use Navarino Models' plan as the basis for a larger scratch-built, maybe working, version. The kit itself, however, builds to a 1:24 scale model and, at 335mm long, makes for a great table-top project.

"It would be possible to use Navarino Models' plan as the basis for a larger scratch-built, maybe working, version. The kit itself, however, builds to a 1:24 scale model and, at 335mm long, makes for a great table-top project"

A Chaniotiki Gaita in the Maritime Museum in Chania, Crete. This one features the trapezoidal sail rig.

The kit arrives nicely presented in this smart box.

Construction

The core of the model comprises CNC routed keel member, 14 bulkheads and sub deck sections. These all slot together to make up the basic framework ready for planking.

There are two layers of hull planking, the first of 3mm bass wood and the second of 0.6mm thin strip wood. The whole process is made easier in that the finished hull is smooth painted carvel built so there need be no exposed surface planking. Ideally cyano glue is used to give a quick bond but, like many people, I am allergic to superglue and so relied upon Deluxe Materials' Superphatic acrylic glue and pins, which worked fine but took a bit longer. Gaps in the planking runs, inevitable with a hull of this shape, were filled with 'stealer' planks and the remaining minor crevices filled with fine surface filler. Once the first layer was on it was sanded down and the second thin planking layer applied on top. Some further light sanding and a bit more filler gave the final hull shape ready for sealing and painting.

Another set of thin planks was used to cover the sub deck. Modellers have the option to paint the deck or leave it in its natural finish; I opted for the latter and just sanded and sealed it before applying matt spray varnish.

The model features raised forward and aft decks, with the midsection showing the rib construction along the sides. Half of the ribs are part of the original bulkheads with false sections inserted between them. This part of the construction is often painted separately on full size boats and I picked it out in red.

LEFT: The basic CNC cut framework with deck support stringers in place.

BELOW: All decks fitted, with the main deck planked and the first layer of hull planking ready for sanding.

"The kit is supplied with a propeller to depict a motorised boat, although the gear for a sailing version is included as well"

"There is, of course, the option of finishing the model in a well-worn and weathered condition, but most of the working Chaniotiki Gaitas I've seen are kept in smart trim – Greek fishermen are very proud of their boats – and so I chose to reflect that"

Planking takes a bit longer if you cannot use superglue!

The forward and aft decks were planked the same as the midsection in natural colour.

Which version?

Prior to painting the hull, I had a decision to make. The kit is supplied with a propeller to depict a motorised boat, although the gear for a sailing version is included as well. Looking at my Greek photos and others on the internet, it's evident that motorised boats have an engine enclosure just aft of the fish hold hatch, often combined with a small wheelhouse as well. The Navarino kit is clearly based on the traditional sailing version and therefore a propeller would be wrong unless an engine box is included, in which case the sailing gear would probably not be there. I, therefore, decided my model would represent the sailing version. I might be tempted in the future to enlarge the plans to build a radio-controlled motor version with the extra detail, but that remains to be seen.

Painting

One of the most attractive things about these vessels is the exuberant and delightful colour schemes that complement their graceful lines, and my model draws on the many boats I've photographed over the years. There is, of course, the option of finishing the model in a well-worn and weathered condition, as shown in some of the online model examples, but most of the working *Chaniotiki Gaitas* I've seen are kept in smart trim – Greek fishermen are very proud of their boats – and so I chose to reflect that.

I used Vallejo Model Color paints, which have amazing covering power but do need to be sealed with lacquer to avoid abrasion.

A further option would be to leave the model in natural wood, as shown on the box illustration, but this would require taking a bit more care with the hull planking. However, the bright colours are all part the character of these vessels and I wanted a model not an ornament.

The hull, now complete and painted.

Detailing

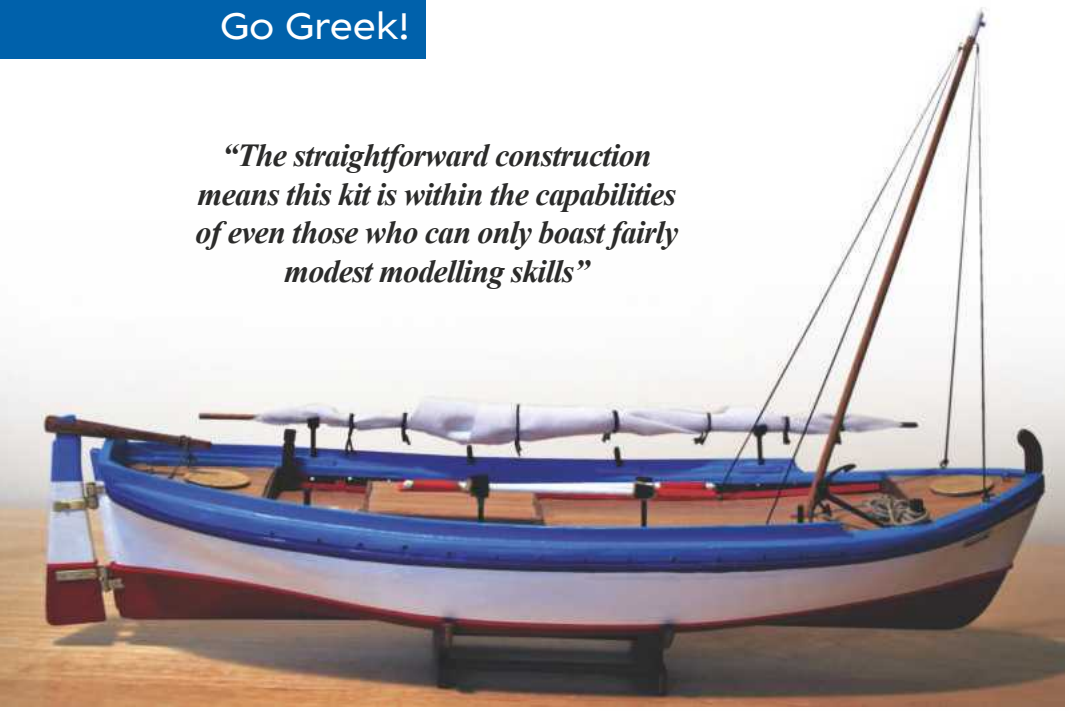
Having completed the hull, the next step is the detailing with fittings, masting and rigging, *etc.* Various items are provided, such as the anchor, rudder pintles, *etc.* but others have to be teased out of the miscellaneous pieces of timber in the box. It quickly became clear to me that the plans didn't entirely follow the box contents when it came to matching things up. Nor did I feel that the box illustration was totally in accordance with the instructions. To be fair, the latter did indicate that builders could exercise a degree of personalisation, but this in turn required a bit of research. A look online revealed that there are a number of pictorial representations of this kit, and they all differ according to the builder's interpretation. Googling '*Chaniotiki Gaita*' will bring up some interesting images with a variety of configurations, plus a You Tube video; if you intend to build this kit, you will find these very useful when considering how to complete your own particular model.

Rigging

There was a bit of head scratching on this front... The plan and instructions don't give much information on how the model should be rigged. The plan elevations show a lateen-type triangular sail, but the online research indicates that a trapezoidal sail was often fitted. These two options require different rigging arrangements, although the mast remains the same. My intention was to finish the model with the sail stowed along the

BELOW: The finished model. The cheerful bronze Greek owl came from a craft workshop near Delphi.

"The straightforward construction means this kit is within the capabilities of even those who can only boast fairly modest modelling skills"



port gunwale, as per the box illustration, as this would take up less room. Looking at the drawings, though, the sail yard was longer on the elevation than on the plan and the wood dowel provided matched the latter and the picture on the box. Moreover, although there was sufficient sail material to make a trapezoidal sail, it was clear that the thickness would make it impossible to drape it from the stowed yard as per the illustration. In fact, even the lateen sail shown on the elevation drawing would overlap the sail yard provided in the kit. I eventually decided to cut the lateen sail down to match the length of the yard, which provided sufficient material to enable it to 'drape' fairly realistically. I then fitted the standing rigging only, with no attempt to replicate the running rigging. All a bit of a compromise really, but it doesn't look too bad. I have lots of photos of these boats from our Greek holidays but, as they are now all motorised, with no sail plans. You will be able to find an online image, however, that shows a very detailed fully rigged *Gaita* model if you're prepared to get a bit more ambitious.

Hands-on therapy for the summertime blues

This is a charming subject, which distils the Greek sunshine so many of us are sorely missing due to the Covid pandemic. It's perhaps a bit expensive for what you get, but the materials and fittings are of good quality and it's evident that a number of the components are hand crafted, plus, it has to be shipped from Greece, so some allowances have to be made.

Not all the kit contents exactly matched the instructions but, fortunately, I had alternatives in my workshop. The basic hull construction is fine but, once you've completed this, the subsequent detailing and the rigging really require a bit of research and the use of some simple scratch building techniques in order to achieve the best results. That said, the straightforward construction means this kit is well within the capabilities of even those who can boast only fairly modest modelling skills. I really enjoyed building it.

As mentioned above, by scaling up Navarino Models' plan, you could create a larger – perhaps 1:12 scale – motorised version, which would be very attractive, especially if you can find an appropriate figurine to sit at the tiller! ●

Navarino models

EVERY OPTION UNDER THE SUN...

Of course, how this model is finished is entirely up to you: you can paint it in your own personal choice of colour scheme, leave it '*au naturel*', or have great fun weathering it down. If, therefore, you decide to go Greek, please send us in some photos of *your* finished build.

GOT TO HAVE IT?

To view the Navarino Models range in its entirety, visit http://navarinomodels.com/

LEFT: Two views showing possible ways to finish the kit, courtesy of Navarino Models.

The Wooden Sponson Shrimp Boat

"Back in the late 1990s I was designing, manufacturing and selling kits for wooden hydros and cats, so what made me think about buying this, instead of just making one?"

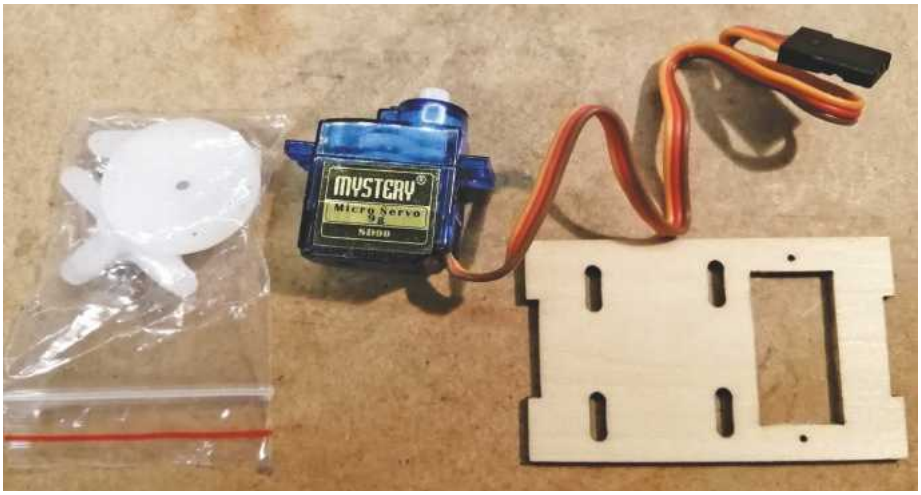
Ian Williams shares some useful tips and tricks you won't find in the build 'instructions' for this very reasonably priced little Fast Electric boat kit...

In late 2019 I almost bought a small wooden 3-point hydro kit from eBay. Now this doesn't sound too momentous, but for me it was an odd thing to do. The reason? Well, back in the late 1990s I was designing, manufacturing and selling kits for wooden hydros and cats, so what made me think about buying this, instead of just making one?

The answer is I'd initially seen this kit on the Hobbyking website and briefly considered perhaps using it for the mini hydro racing class. However, as it was advertised as 495mm long, I quickly gave up on that idea as the mini class rules only allow for a maximum length of 450mm (excluding rudder and drive). Fast forward to early 2020 and I kept seeing the same boat (albeit listed under a variety of different names, some of them being very odd – the title for this article being one of them) offered by a whole host of eBayers. Hobbyking had by this time stopped selling the basic boat kit and I realised that most of the eBay sellers were offering the buyer several options, from basic hull kit through to

The basic kit.

ABOVE: Assembling the tub sides. BELOW: The steering servo mount. If you buy the full kit, this is the servo you'll get. But you'll also be able to pick on up a good, strong, little servo on eBay very cheaply!



"Now, unless you have loads of bits and bobs lying around, BO68 is the version to get. This gives you everything: the basic hull kit and all the drive components, including the shaft, prop, rudder assembly, etc"

a top end package which included hardware, brushless motor and ESC. It was when I saw a basic kit being offered for £16 and thought to myself, "*I couldn't buy the wood for that amount*!", though, that I finally caved and hit the 'Buy It Now' button. By the way, the kits are still available from some sellers, in all options, but we'll come back to that later.

What you get for your money...

With the basic kit you get a pack of laser cut ply, two lengths of carbon fibre tube for the booms and a single sheet of paper on which the instructions are printed. As sparse as the instructions are, including just a few photos and diagrams, they're not hard to understand and shouldn't cause any problems even to beginners. But there are some fairly important things they don't mention, and I'll be getting to that shortly.

First, though, I will explain all the different versions of this kit that some (but not all) sellers are advertising for sale. The basic hull kit is sold under reference B061, with references B062 rising up to B068 including various add ons. Now, unless you have loads of bits and bobs lying around, BO68 is the version to get.. This gives you everything,: the basic hull kit and all the drive components, including the shaft, prop, rudder assembly, etc. Also, you get the ESC and a brushless out-runner motor. In fact, the only extras you'll need are a battery and the R/C equipment. All this will set you back around £70 or so, but that is extremely reasonable for what you get: it's a nice little boat. Before I get into the details of the build, if you're interested in this model I would look at Amazon or Bangood; they only sell the B061 basic hull or the B068 complete pack but are much cheaper than the current offerings by eBay sellers. It always pays to shop around, though, so just do a search for the kit online (simply key the title of this article into your search engine) and you'll find plenty of options will pop up.

What you're going to get from me...

Before I get stuck in, I should tell you this is not going to be a full step by step guide to the construction of this boat. I'm just going to give you some tips that should make your life easier when building. I will also explain how I modified my build to comply with the mini hydro class rules.

Tub thumping

Right, first of all, semantics! The instructions call the centre section of the hull 'The Fuselage', but this is more commonly known as 'The Tub' and that's how I will refer to it from here on in this feature. Yeah, I know it's pedantic, but we might as well get it right. What the instructions don't tell you is that it's vital that the tub is 'built square'. This means everything at right angles, and one of the composite photos shows set squares being used to make sure all the bulkheads are correctly aligned with the sides. As you will see, the bulkheads fit into slots in the tub sides and, although pretty well cut, there is still a little movement. One little tip is to use the sponson tubes through the holes in the tub sides as an aid to alignment when gluing in the bulkheads.

Instead of gluing the sponson tubes into the tub, I used brass tube glued in the tub and sponsons and then inserted the carbon fibre tubes into these brass inserts. Everything was held together by drilling 1.5mm holes through the brass and carbon fibre tubes and inserting R/C car body clips. All this was done because it makes things easier to replace the carbon fibre tubes if they get broken during racing. If you're just building this boat for fun, however, stick to the instructions and glue in the tubes – you don't need the extra complication.

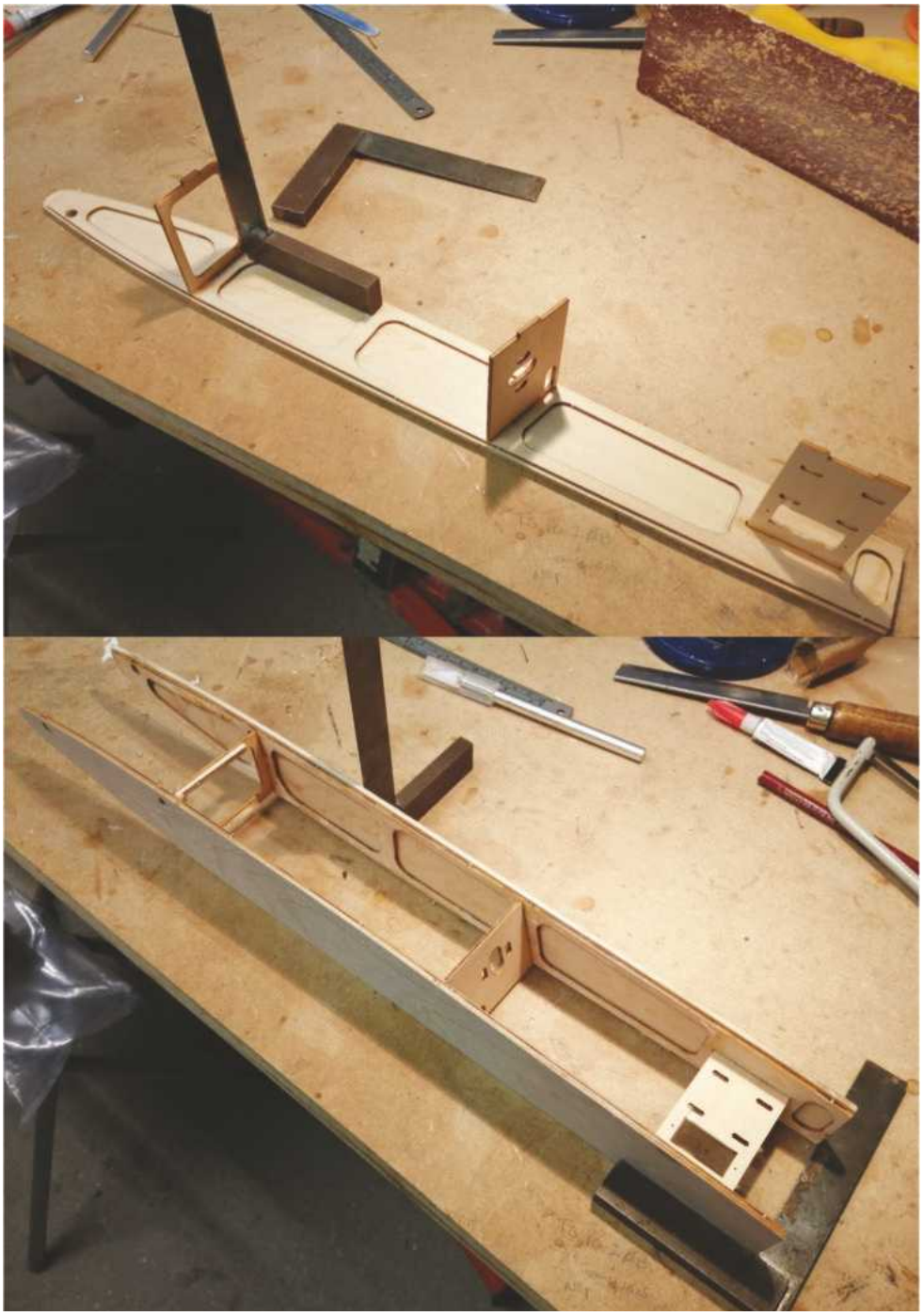
"The slot for the propshaft tube is not in the centreline of the tub but offset to the left as you look from the back of the boat. This is not a mistake!"

The sponsons

Constructing the sponsons is relatively straightforward. I should, however, mention one little point. On most outrigger hydros the running surface of the sponson is flat, *i.e.*, at 90-degrees to the inside face of the sponson, but these have a slight dihedral. It's no more than 1- to 2-degrees, but it's there. So don't think you've made a mistake, that's the way they're supposed to be.

Now to something more serious: the outside skins of the sponsons and the bottom (running) surfaces. The ply in the kit is quite thick and getting it to bend into place in these two areas is very difficult. I eventually used 0.8mm ply for the running surfaces and 0.4mm ply for the outside skins. These are much easier to work with and just as strong when glued. Use the original components as templates, draw around them onto the new material and then cut them out using a sharp scalpel for the 0.8mm ply and sharp scissors for the 0.4mm ply.

Also, the instructions don't tell you that a 'rigger will need a turn fin on the right-hand sponson, and, trust me, it won't turn well without one. You can see the shape of the one I made up in one of the photos. OK, so it's not very tidy, but it was just a rough job to ascertain the size, and it worked pretty well so I haven't altered it. I must eventually tidy it up, though! As you will have to screw the fin to the inside face of the right-hand sponson, I suggest that you use a piece of the scrap ply from the laser cut ply sheet; cut it to shape and glue it inside the sponson at the point where the screws for the turn fin come through to strengthen and give extra purchase for said screws. I hope that makes sense. Obviously, you will have to do this while you still have access to the inside of the sponson.



Composite photo showing the tub being assembled using engineers' squares to help alignment. (see text).

Hints & tips on the rest of the build

The rest of the build is pretty straightforward but, again, there a quite few aspects the rather basic, to say the least, instructions fail to address. Although you'll probably be able to work things out well enough from them to construct the boat, they're really quite laughable, especially when it comes to fitting the motor and drive system. For example, "*Lnstall the power system*". Yes, that is an 'L' not an 'I' – either a typo or poor translation into English. Two photos and a diagram later, that's it! Although, to be fair, if you bought the full package, fitting the rudder, drive strut, *etc*, to the back of the boat is easy as all the required holes have already been done for you, *i.e.* the rudder pushrod, the water-cooling tube inlet and outlet, *etc*.

The first thing that's obvious, but not even touched on in the instructions, is the fact the slot for the propshaft tube is not in the centreline of the tub but offset to the left as you look from the back of the boat. This is not a mistake! Surface drive props create a 'paddlewheel effect', which tries to get the boat to veer left. Offsetting the prop to the left has the opposite effect, so hopefully they cancel each other out and the boat goes straight. If you have to use rudder all the time to keep the boat straight it causes drag, which can slow the boat.

Now to my final tip, before I explain my mods to the boat for racing…

Fitting the motor and shaft and aligning it can be a problem with a narrow hull like this. My suggestion, therefore, would be to fit the motor temporarily and use this as a guide to lining up the flexi shaft using the motor with the coupling fitted. Don't forget to use washers on the motor mounting bolts: remember the mount is wood! To make life easier, fit the motor before you fit the upper part of the tub (the deck, for want of a better

Sponsons under construction.

"The motor is very fiddly to fit, especially with the shaft in and the deck on. In fact, it's virtually impossible to get your fingers in to get the mounting bolts lined up. However, I came up with a little tool to help…"

ABOVE: Rudder bellows: whatever tube you use to insert through the transom, always use a cable tie on the rubber to metal joint. LEFT: This the correct size brass tube to use if you want to make removable sponsons. The carbon fibre tubes supplied with the kit are an exact fit.

word). Be aware you will have to bend the brass outer tube for the flex shaft as it exits the tub. There's no need to heat the brass as it's a relatively gentle bend. Fit the inner PTFE to the brass tube and insert the flex shaft. Gently bend with your hands, not a vice! The fact the PTFE and flexi are in the brass tube should prevent it from kinking. Just be careful and go slowly. Once aligned and the outer tube is epoxied in place, remove the motor and shaft and waterproof the inside of the tub and the underside of the deck. When dry, fit the deck and you're almost finished – save for the painting.

As mentioned, the motor is very fiddly to fit, especially with the shaft in and the deck on. In fact, it's virtually impossible to get your fingers in to get the mounting bolts lined up. However, I came up with a little tool to help. I'm sure this has been done before but it was a first for me. The photo overleaf shows all and shouldn't require any explanation. So simple, but amazingly effective, this made the job of fitting the bolts much easier.

ABOVE LEFT: Almost complete: the white tape seen here is to hold the booms and tubes in place during drilling. ABOVE RIGHT: The radio compartment: the receiver is in the grey balloon. BELOW: The little tool I made to aid with fitting the motor: a simple rigid plastic tube and a little fuel tube (see text at the end of the previous page).

"The class rules for mini hydro say that the hull should be no longer than 450mm, excluding drive and rudder… So, somehow I had to lose 45mm!"

Mods made to comply with Mini Hydro class rules

As explained at the start, the class rules for mini hydro say that the hull should be no longer than 450mm, excluding drive and rudder. In a hydro this mean from the front tips of the sponsons to the back of the tub. The overall length for this boat is 495mm when measured from the front of the sponsons to the rear (transom) of the tub, so, somehow, I had to lose 45mm! That wasn't as easy as it sounds, as I couldn't just chop it all off the front of the sponsons without getting too close to the front sponson holes, and it was equally obvious that there wasn't much leeway at the back of the tub.

In the end, I trimmed off 12mm at the transom, which left 33mm to be removed from the sponson fronts. Well, I managed this; in fact, because I wasn't too close to the front boom mounts, I could probably have trimmed a bit more off the sponson fronts and left the back of the tub alone. However, then I would've had to reshape the curves at the front edge so as not to have too a thick leading edge to the sponsons – they're ugly enough as is!

Shortening the fronts of the sponsons should have no effect on the running of the boat as the rear edges of the sponsons are the running surfaces. Shortening the tub, however, is a different matter. This is because you are shortening the after-plane length (the distance between the rear edges of the sponsons and the rear suspension point of the hull, normally the propeller itself). Shortening the after-plane length will alter where on the model the CoG (Centre of Gravity) is located. This is usually around 15 to 20% of the after-plane measured from the rear edges of the sponson back towards the prop. Obviously, altering the tub length without altering the sponson position changes the whole relationship of the original design.

Hmm… Perhaps I've allowed this to get too technical, and we can't have that! To simplify, shortening the after-plane length has the effect of reducing the 'wiggle room' when it comes to moving the battery about to alter the CoG, even though the actual physical room where the battery fits is the same. Doesn't seem to make sense, does it? Just think about it and it will come to you.

Views of the finished boat: to the top, it's the right way up; the lower image shows what you see if the boat is upside down in the water.

Fast finish

You will notice that I haven't bothered all that much about the finished paintwork! That's not laziness, it's just that I can't see the point on spending a lot of time, and perhaps money, on a fantastic paint job just to have someone run over your boat in the first race and leave prop marks in the paint. I know there are some brilliantly decorated boats about, but for me it's not practical. Basic paint and a few decals – sorted!

As for those Rooster decals, Rolling Stones fans of a certain age should make the connection. My boat is little and it's red. 'Nuff said!

Testing

This section will be very short, as my boat has only been in the water twice. Due to weather, Covid and a bit of decorating, *etc*, I haven't been able to get to the lake.

The first test didn't go as well as I'd hoped (see photos). The boat ran OK but was slow and the CoG was obviously too far back. Added to that, I was running quite a small prop and erred on the side of caution to spare the new motor.

The boat then languished until the end of March this year when, after moving the CoG, adjusting the strut down by 1mm and fitting a bigger prop, it was ready to run again. This time it went far better: the boat was much faster and turned well. It's probably not very competitive yet, but with a few more adjustments I'm fairly confident it will give a good account of itself. In any case, it proves that in its standard form it should make a very good and quick little model. Definitely worth a look! ●

BELOW: In this composite of the boat in the water you can see how stern down it is (see text).

ABOVE: A couple of simple mast funnel stays and signal halyards can turn a model into a much more interesting and realistic subject.

LEFT: There's no doubt about it, visiting a real ship, where every single one of the ropes in the rigging has its own name and its own specific purpose, can provide inspiration and an insight into real rigging techniques. For the novice modeller, however, it can also prove a little intimidating.

Before you rule out rigging...

While you may have no desire to tackle the intricacies of an historic sailing ship, it may surprise you to learn just how little effort it takes to make major improvements to the realism of cargo ships, trawlers and all sorts of other modern vessels. **Richard Simpson** shows us the ropes...

If you've never visited *HMS Victory* in Portsmouth Historical Dockyard then I can wholeheartedly recommend it. I can remember very clearly standing on the main deck, looking up at the rigging and feeling simply amazed at the quantity and complexity of the ropes up amongst the masts, each and every one known by its own name and with a very specific job to do (see **Photo 1**). Obviously, there are other vessels around the country worth visiting if Portsmouth is too far, but, for me, *HMS Victory* will always have something very special about her. The trouble is that, as demonstrated by the incredible craftsmanship of Olya Batchvarov's fully rigged vessels featured in the April 2021 issue of Model Boats, while models of such ships can be absolutely stunning, they do present a rather daunting challenge – perhaps to the point where some will simply dismiss rigging

"Standing rigging is basically there to do a specific job without being required to move"

altogether as something best not to get involved with.

I tend to fall into the camp that sees rigging, rather like figures, as a good example of how a little extra effort can take a model to a whole new level of realism. In this article, therefore, I'm going to go back to basics and explain one or two simple ideas and techniques that can be incorporated to achieve a rigged look without getting too far out of your depth. For example, just a few simple ropes can make a huge difference to a model's overall appearance (see **Photo 2**).

The basics

I am not going to dive into fully rigged sailing ships, but I am going to offer one or two ideas that could be incorporated into cargo ships, trawlers and more modern vessels. In my own working experience of container vessels and passenger ships, there's still been rigging, in most cases doing the same job, in the same way, it always has. For modellers, this may involve little more than adding a halyard to a flag

3

"The purpose of running rigging is to move something around by way of a rope being pulled or released"

4

ABOVE: This beautiful model of HMS Bulldog by Vic Dobbs has had nothing more than a signal and a flag halyard added to greatly enhance its appearance.

LEFT: Standing rigging will be quite fixed. Wire ropes will usually be protected by either paint or tar; hemp ropes may just be tarred. A few shrouds will definitely improve the look of an old steamer funnel.

staff, a rope to a small deck derrick or a couple of pieces around a main mast (see **Photo 3**).

Before we go any further, though, let's just take a moment to consider the two different categories of rigging...

Standing rigging

Standing rigging is basically there to do a specific job without being required to move. This type of rigging comes in the form of stays or shrouds. These can be fixed, just as you might find on an old-fashioned steamer's funnel (see **Photo 4**), or, more likely, will be adjustable – mast shrouds being a good example, to enable the tension to be altered as required.

Frequently made of wire rope, standing rigging would be heavily greased or coated with tar or wax, or could be normal rope covered in tar. The means of adjusting, if fitted, will usually be some form of 'Bottle Screw', also known as a 'Turnbuckle', which will have a left-handed thread in one end and a right-handed thread in the other, with a means of rotating the main sleeve to either increase or decrease the overall length and therefore the tension in the rope by rotating it (see **Photo 5**).

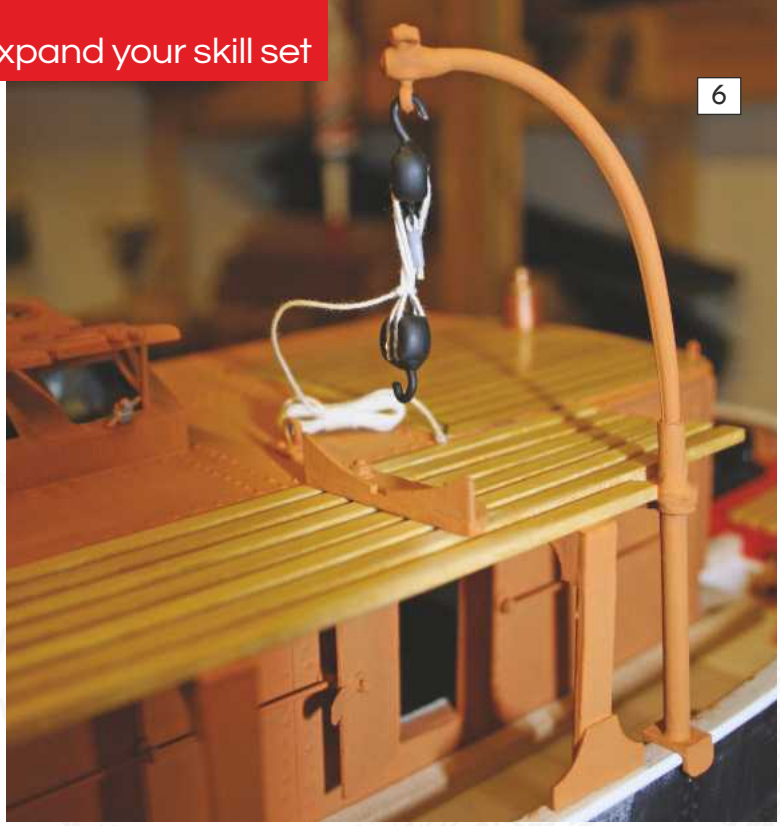
5

Standing rigging, especially on cargo handling masts, will usually incorporate some form of tensioning device, such as a bottle screw or turnbuckle, easily accessible from the deck. Working examples are available from marine model suppliers.

As mentioned, I will steer clear of sailing ships to keep this fairly simple, as they can use far more complex systems. Even on a modern cruise ship, however, you may still find the odd example of standing rigging. I last witnessed this on a ship that featured a folding mast to enable it to go below bridges in foreign ports; this was held secure in the upright position with a couple of stainless-steel shrouds.

Running rigging

As you may have guessed by the name, running rigging has quite a different job to do. The purpose of running rigging is to move something around by way of a rope being pulled or released. A system of pulleys may well be employed to maximise the force generated and running rigging may be found on cargo handling equipment, trawler nets, lifeboat davits and, even on modern vessels for hoisting signals and flags.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ABOVE LEFT: Running rigging quite often requires a little bit of thought into how it should work. As an example, boat davits must include enough excess to allow the boat to be lowered to the water line, and cargo handling arrangements need the same degree of thinking. ABOVE RIGHT: More modern lifeboats may well use a wire rope around an electrically driven winch drum. These ropes will invariably be manufactured from galvanised steel and heavily greased to protect them from the sea air.

You won't generally find any form of tensioning device on running rigging. You may, however, need to incorporate pulleys – in which case you'll have to take into consideration how they operate and how much spare rope should be included to enable whatever device being handled to run to the full extent of its travel.

For example, if you're going to rig the pulleys on a ship's lifeboat davit, there has to be sufficient excess rope to permit the boat to be lowered to water level (see **Photo 6**). This excess will usually be stored somewhere in the area around the boat or sometimes even in the boat itself.

"Make sure you fit the wire or rope with the tensioning device in its fully slackened position; if you make the mistake of having it in the fully closed or tensioned position then you'll have no means of adjusting it later"


8

A basic standing rigging arrangement: in this case, the wire rope has been made from the copper core of a servo cable, which, when painted up, can be made to look credibly close to a ship's wire rope.

Running rigging will invariably be made of some form of hemp, sisal or a modern equivalent such as polypropylene. This will normally not be coated with any form of protection as it has to remain flexible enough to run smoothly through the pulleys and around winch gear, *etc*, so it will usually be a natural fibre colour. For a modern motorised lifeboat winch, however, there will be a noticeable difference, as here there will be galvanised wire rope, greased up and stored on the winch drum (see **Photo 7**). But while this will be pulled by the use of electric motors and a winch drum, basically it works in exactly the same way as the old manual rope operated davits of years ago.

Probably the single most significant aspect of running rigging in terms of modelling is that it should be credible. For instance, a cargo handling winch – whether on an old steamer with a steam powered winch using sisal rope or on a newer cargo ship using an electric winch and a steel wire – will feature an arrangement of pulleys to maximise the force generated by the winch. At the very least you should be thinking of a double pulley at each end, with the corresponding double rope runs between them, for your model, rather than simply threading a single rope between the winch drum and the hook on the end. This is where studying some reference books or even visiting preserved ships will prove invaluable.

Modelling the two types

To model standing rigging, we first of all have to consider the scale we are working to and how the rigging looks in real life.

If working on a small-scale model, say, a 1:96 scale warship, then the standing rigging may be represented by black cotton or thread. Any tensioning device probably wouldn't even be noticeable at this size, so most modellers simply wouldn't bother with it. Stretching the thread across the two points of contact and adding spots of glue may well be enough but adding a sleeve of copper tube might just prove enough to represent a turnbuckle at the deck.

At scales of, say, 1:32 or larger, I would definitely attempt something a little more detailed. Working turnbuckles and shackles can be purchased from a number of model boat suppliers and are worth considering. Real steel wire is also available at such scales, and a fairly realistic compressed thimble can be created with a small piece of copper tube flattened over the end of a loop, with the excess tail trimmed off. You could use either a working turnbuckle or perhaps simply a representation of one, painted up to represent a galvanized finish. The rope can either be painted to look like wire, blackened represent a tarred finish, or even, if you want to go for the weathered look, finished to mimic a degree of rust on a poorly maintained wire. Bear in mind, though, that standing rigging is probably one area of maintenance least likely to be neglected; even on quite rusty older vessels stays and shrouds would fairly commonly be coated with something, even if nothing more than old engine oil. A tensioning device will invariably be connected to a shackle. Again, these are available in small enough sizes to represent 1:32 scale. Your complete set up, then, can be made to look very realistic (see **Photo 8**).

Make sure you fit the wire or rope with the tensioning device in its fully slackened position; if you make the mistake of having it in the fully closed or tensioned position then you'll have no means of adjusting it later. I would definitely use either real twisted wire or black thread for all standing rigging, as you want it to look distinctly different to the running rigging on your model. I have known

"It's important to understand how running rigging works and what job it has to do in order to model it properly"

modellers who've used solid brass rod to fashion their standing rigging, the argument for this being that it will remain looking tensioned and not slacken off with age, which sometimes happens when a flexible material has been used, as per the standing rigging on my trawler model (see **Photo 9**).

When modelling running rigging, once again we have to consider the scale and what will actually be visible. Even at 1:96, small (non-operational) pulleys cast in white metal are available.

As already mentioned, it's important to understand how running rigging works and what job it has to do in order to credibly represent it. If running rigging is there to hoist a flag then, invariably, we're talking a complete loop of rope, tied off to a cleat at the bottom of the mast. The seaman would untie this rope and then pull on whichever side of the loop necessary to either raise or lower the flag. I, therefore, adopted the same principle for a forward mast light on a steamer I was modelling which hailed from the days when naked flame oil lamps were used. These would be lowered to light before then being hoisting up the mast again and into position (see **Photo 10**). Two guide stays (fixed rigging ropes of either hemp or wire) ensured that the lamp could be pointed in the right direction. I went for wire in this case, for no other reason than I also wanted it to carry the power to the lamp (see **Photo 11**).

Useful techniques

While you are getting to grips with the ins and outs of rigging, I thought it might be worth sharing one or two techniques that I've used over the years which have proved to be very useful.

Thimbles

These are the small tubes of metal that hold two pieces of rope together when compressed with some sort of tool. You will often see them at the end of a rope to create a loop. I've found that gently rolling small diameter copper tube under a sharp knife creates a nice small section that can then be crimped with a pair of pliers to produce a very credible thimble. I usually add a spot of thin cyanoacrylate glue for security. Painting them in grey to represent a galvanised finish completes the job nicely (see **Photo 12**).

ABOVE: Halyards, particularly for flags and signals and, in this case, oil lamps, will usually be a complete loop of rope, allowing for raising and lowering from the deck level. This will then be tied off to a cleat to hold it in position.

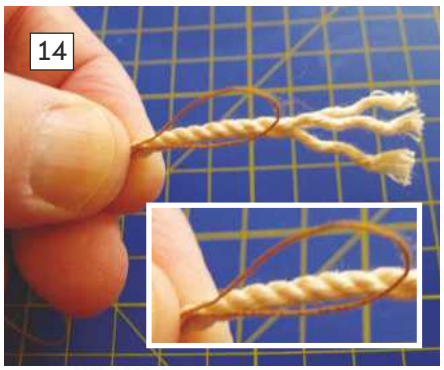
A number of pieces of the standing rigging on this trawler have been made from a solid rod. Painted up appropriately, they fit in perfectly and will not start to sag with age.

Whipping

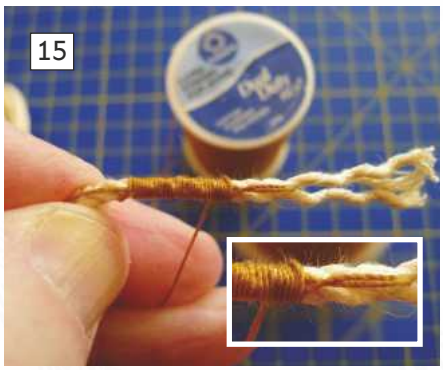
Traditional ropes would invariably be spliced to create a loop, which was an art in itself – and could get you most things you wanted from the bosun if you were able to make him a marlin spike for the job! A spliced joint, in, say, a mooring rope, would be covered with

BELOW LEFT: At the top of this foremast, you can clearly see the running rigging of the lamp unit, which is connected to the rope in Photo 10, and the two standing rigging guide wires either side of it to hold the lamp in position. BELOW RIGHT: In the past Richard has made thimbles out of crimped copper tube, glued plastic tube and even electrical heat shrink. Copper tube possibly looks the best when painted up on wire ropes. Note the use of real working shackles, easy to source from marine modelling suppliers.

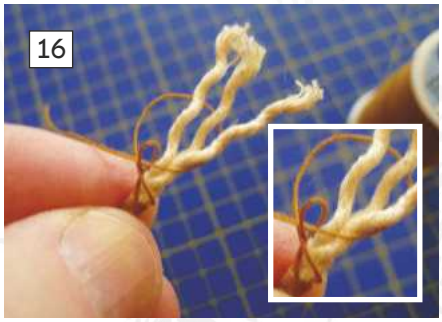
Just as an example, whipping the end of a rope to prevent further fraying will require a suitable sized main rope and a smaller diameter whipping rope. Richard likes to use a different colour so the whipping stands out.



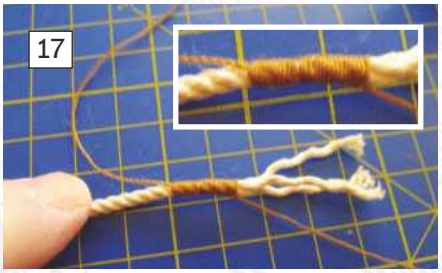
As shown here, start by creating a loop that is held in place by your thumb and which points towards the end of the rope. The tail of the loop should be in your hand, out of the way for now.



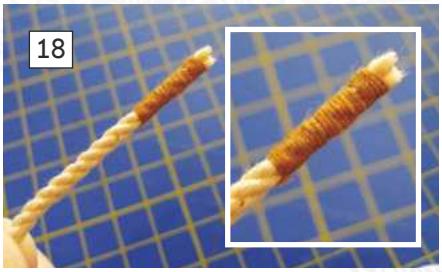
Neatly bind the loop onto the main rope, starting at the tail end and working towards the end of the loop. It's fairly easy to keep the wrapping neat, as long as you don't over wrap the previous coils. If you do, be sure to unwind and re-wrap.



When you've reached the end of the loop, cut off the wrapping thread and pass the loose end through the remaining loop.



All you need to do now is to pull the loose tail that you have in your hand, which in turn will pull the other end through the inside of the wrapping. Once the loose tail is safely secured inside the whipping, you should have a loose tail at either end coming out from inside the whipping.



Carefully trim everything off for a nice, neat rope end. If you are unsure as to the security, you can add a spot of glue to it to ensure that nothing comes apart in the future. Take care, however, if you intend painting or weathering the rope, as the paint will usually take to the glued part quite differently.

"As modellers, it's easy to employ the technique of whipping to create a pretty credible looking spliced loop for our tug towing or mooring ropes"

either a leather sleeve or would be whipped with a much smaller rope to keep the tails of the splice tidy (whipping was also used on the end of a single rope to prevent fraying).

As modellers, it's easy to employ the technique of whipping to create a pretty credible looking spliced loop for our tug towing or mooring ropes. The technique is basically as follows:

Starting off with your main rope, which should be of appropriate size to represent a mooring rope or a towing rope, and a much smaller diameter thread to represent a suitably sized whipping material (see **Photo 13**). Create a loop of the finer thread and lay it along the length you want to whip. Face the loop outwards and secure the other end with your thumb. The free tail of the loop should be long enough to hang down and not be held by your thumb (see **Photo 14**).

Carefully and tightly wind the small thread around the joint, starting at your thumb and working towards the end of the loop; try to keep the thread neat and closely wound until you reach a point where there is only a small piece of the original loop left visible at the end (see **Photo 15**).

Cut the free end you've been wrapping and pass this through the loop you have remaining (see **Photo 16**).

Two types of towing rope have both had whipped loops added to either ends on this tug. As you can see, it works just as well for a wire rope as it does for a traditional hemp rope and the two loops of rope add a nice touch of detail to the aft deck.

Pull the tail that you left free under your thumb; this will pull the end of the thread into the bound area where it will remain nice and neat (see **Photo 17**).

Trim off the original tail and the end of the main rope (see **Photo 18**).

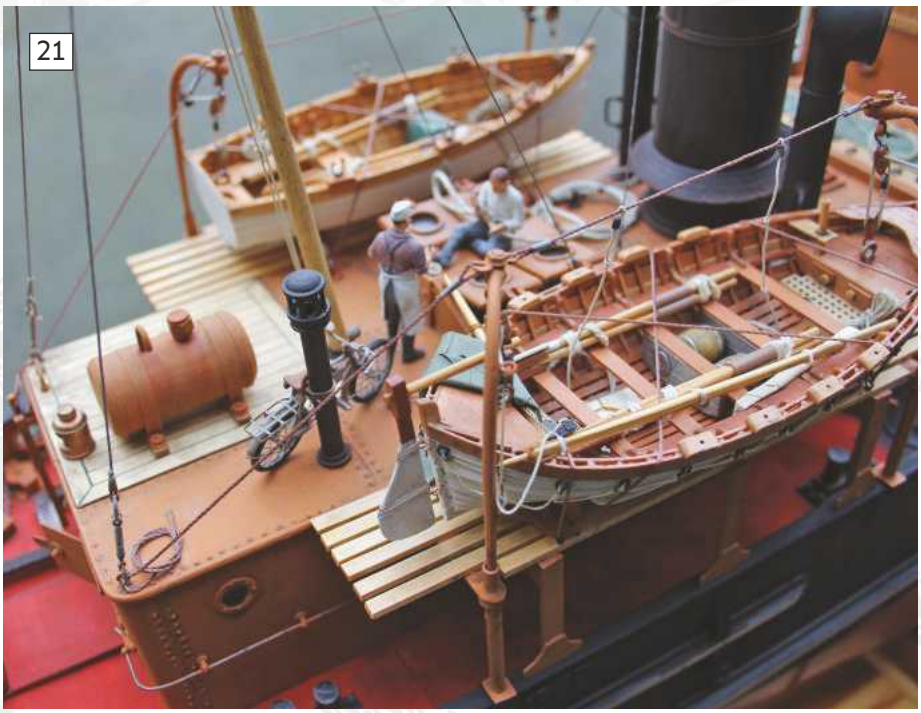
You might find it's worth practicing a couple of times, but the technique is surprisingly easy, and the results are very impressive. The resulting spliced loop for a mooring or towing rope will enhance the appearance of any deck area (see **Photo 19**).

"This sounds very hazardous, and it is, as it has the potential to ruin a lot of hard work if you hold it for a second too long, but…"

Cleaning the rope

The string, cord, cotton or thread that you decide to use for your rigging could well end up with stray strands appearing on the surface, particularly if it's been handled a lot. Some kit manufacturers used to put a small cup of beeswax in with their kits so that you could pass rigging through the wax to prevent such strands sticking out from the surface. I tend to pass a small flame very quickly over the surface of the rigging. This sounds very hazardous, and it is, as it has the potential to ruin a lot of hard work if you hold it for a second too long, but a very brief pass, will be all that's required to remove any stray strands that might make your rigging look that bit less to scale than hoped for.

ABOVE: Exhibition standard models may not only incorporate every piece of running rigging imaginable but may also use significant amounts of spare coiled ropes to add detail to a deck area, as has been done with this corvette. Note also the excess coils on the derricks to ensure that loads can be dropped to the water level.



ABOVE: Boat decks can certainly benefit from some rigging and a combination of standing rigging and running rigging adds to the interest. Note the bottle screws on the mast shrouds here.

Major improvements from minimal effort

As I mentioned at the start of this article, rigging is a huge subject and can be perceived as a daunting task. But, just adding a little rigging really brings a model to life. You don't have to include every bit of rigging found on the real ship, although some modellers do strive to achieve this (see **Photo 20**). The more you add, however, the better your model will look and areas such as boat decks (see **Photo 21**), and cargo handling arrangements (see **Photos 22** & **23**) will definitely benefit.

There is, of course, a downside to rigging an operational model: it will be a lot more susceptible to damage. The simplest answer to this may be to take note of Glynn Guest's advice in last month's issue, *i.e.*, build yourself a customised box to ensure you model is kept safe during transportation to and from your local pond/lake. After all, this seems a very small price to pay for such great improvements to our finished builds. ●

PART SOURCING

Along with the advertisers featured in the magazine, the following two vendors are also very useful suppliers of small marine rigging fittings, including blocks, pulleys, bottle screws, shackles, cables and scale ropes, *etc*:

Model Box
P.O. Box 3651, Bracknell, Berkshire RG12 7UP
Mobile No: 07786 485568
Email: info@modelbox.info
Website: https://www.modelbox.info/

Prime Miniatures
Website: https://prime-miniatures.co.uk/
Email: sales@prime-miniatures.co.uk

RIGHT: A typical masthead arrangement, with blocks attached to metal fittings around the mast and the shrouds all secured to shackles with thimbles on the ends.

BELOW: Running rigging should be credible, with appropriate use of pulleys and blocks to enable the arrangements to do what they are designed to do. When not in use these are stowed appropriately to prevent movement while at sea and secured with appropriate arrangements.

ABOVE: Rafał's completed kit surrounded by the tools, adhesives, paints, finishing products he used to build his model. Note the A4 referance book from Kagero Publishing.

BELOW: Italeri's box art for their 1:35 scale Schnellboot Typ S-38 kit.

Schnellboot S-38

Rafał Lebioda explains the additional touches of realism added to his build of Italeri's impressive new 1:35 scale kit

The torpedo boat *Schnellboot Typ S-38* proved one of the most effective and deadly weapons of combat operated by the *Kriegsmarine* (the navy of Nazi Germany) during World War II. I was, therefore, excited to see this vessel added to Italian kit manufacturer Italeri's range in an impressive 1:35 scale under reference number 5220.

Preparation and assembly

This latest release from Italeri follows on from its earlier injection moulded kit for the S-100 variant, and, at this large scale, while presenting a challenge for the modeller who wants to build it accurately and efficiently, the builds to a formidable looking and attention commanding display

Before starting a new project, I always first clear my work bench of any clutter and then familiarise myself with the manufacturer's instructions, which in this case come in the form of an A4 booklet. Having done so, the tools required for assembly can be selected – although I find often these have to be supplemented with other workshop aids.

As an experienced kit builder, personally, I don't always let a manufacturer's manual determine the stages of construction, but in this instance the build was fairly complex, so

ABOVE: The largest parts in Italeri's new S38 kit are two huge hull halves. These have to be screwed together.

BELOW: The joints in the lower part of the hull, which will require filling and sanding.

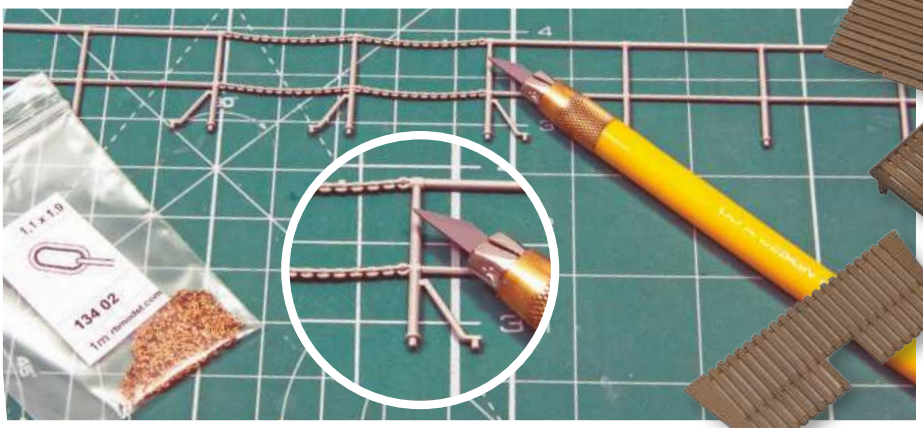
I followed Italeri's guide fairly closely. The kit consists of over 600 individual parts, but for the most part these are large items and easy to work on and control.

The first phase of construction is, of course, the assembly of the hull. Italeri has made things fairly simple for the modeller by moulding this as two large longitudinal halves and has provided metal screws to ensure these key elements can be safely secured together. All that was required to assist here is a suitable screwdriver, and, while this is quite an unusual method of strengthening the model's structure, it's one that proves very effective.

ABOVE: Rafal's completed Schnellboot model. See how he worked to achieve this most realistic finish.

ABOVE: Rafal has modified the floor of the gun platform on his build by removing some of the kit's existing moulded detail and reinstating it with styrene sheet.

RIGHT: The Italeri decal sheet provides markings to model one of three specific craft, S-105, S-51, S-46.



ABOVE: Rafal replaced Italeri's solid plastic representaion of chain found on the boat's railings with some high quality brass chain from RB Model.

ABOVE: Rafal used various shades of brown for variety when painting different parts of the deck.

ABOVE & RIGHT: Rafal felt Ataleri's dinghy was rather poorly made. He has therefore added a wooden floor, using fragments cut from balsa. He has also imitated the craft's seams using a thin wire attached with CA glue.

Rafal used a metal tube from MASTER to improve the realism of the anti-aircraft gun.

Once these main screws have been inserted into the cross members, a number of smaller screws are provided for the lower part parts of the hull on both sides. For additional peace of mind, I applied glue to the joins in both the interior and exterior of the hull.

I then continued to follow the manufacturer's instructions for both the hull and the superstructure, which I won't document in detail here, as that would simply be repeating information supplied with the kit by Italeri. I think I need to explain, however, about a few of the upgrades and modification of my own along the way...

For example, I obtained metal barrels for the machine guns from Mr. Piotr Czerkasow of the MASTER company (www.master-model.pl): FLAK M42 and FLAK 38 (Set No. SM-35-003), and I modified the depth mines by adding a narrow transverse strip of thin aluminium sheet to the central part.

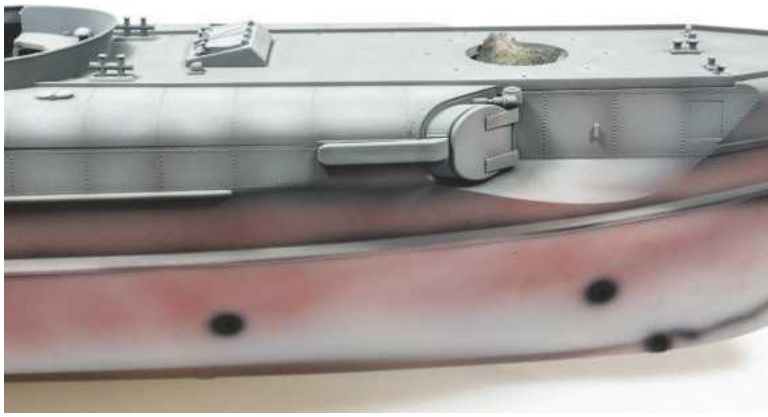
I changed the midships rails chains supplied in the kit for a more credible looking RB Model's ones measuring 1.1mm x 1.9mm and created my own rails at the rear of the ship and around the cannon on the platform using a thin 0.2mm width line.

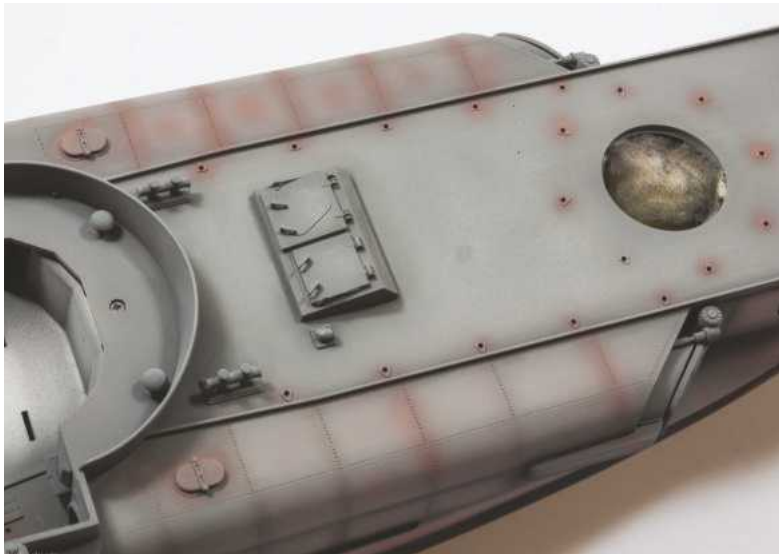
The inflatable dinghy supplied by Italeri also needed some attention, as when compared with images of that used on the real vessel in the KAGERO publication '*Schnellboot S-38A und S-100*' I'd noticed some significant differences. So, as you will see in the images here, I added in additional detail: e.g. the 'seams' around and across the pontoon. I fashioned these from a thin wire, which I fixed with CA glue. I also fitted wooden beams running across the interior to form a stable platform.

Painting and weathering

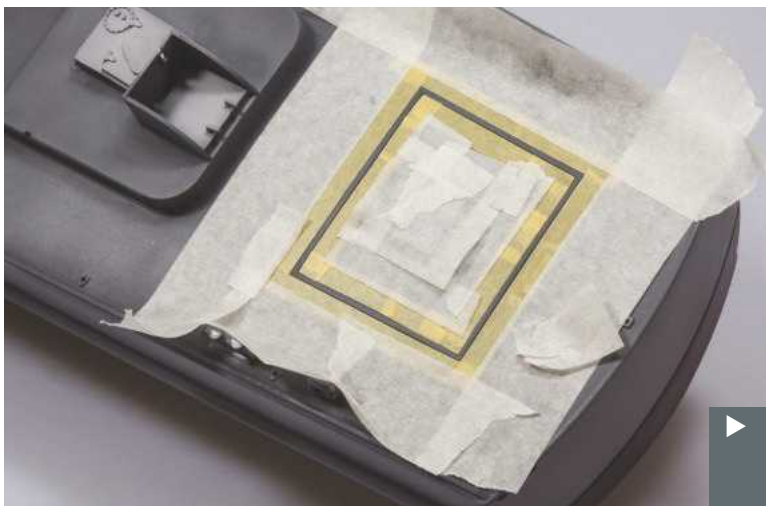
With the paint finish, I wanted to achieve a more interesting light to dark effect, so I employed the technique of pre-shading. This basically involves the use of

ABOVE LEFT: With the top of the hull already painted in its final colour, it's time to paint the underside, which has been masked off with 3M tape and colour tape. The paint Rafal recommends is Mr.Color spray. This needs to be applied in thin coats in a controlled manner, in order to spread the paint evenly and leave the delicate shadows from previous stages of painting.
ABOVE RIGHT: Rafal has applied a rust stain over the initial priming of the lower part of the hull. BELOW: Rafal has also applied a delicate rust tone and a dark colour stain in the hollows and around protruding elements of the hull.

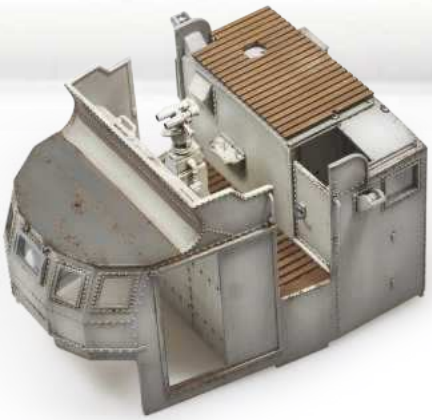




ABOVE LEFT: The effect of applying successive layers of base colour to the upper part of the hull. The lightest shade needs to be applied to the middle of the panels. ABOVE RIGHT: The deck is painted with several shades of grey, starting with the darkest colour and finishing with the lightest. BELOW LEFT: Small details, such as the mooring bollard, are finished in a lighter shade of grey. Prior to painting, Rafal has employed a plastic stencil as another form of masking. BELOW RIGHT: With model, you need to spend more time masking than painting!

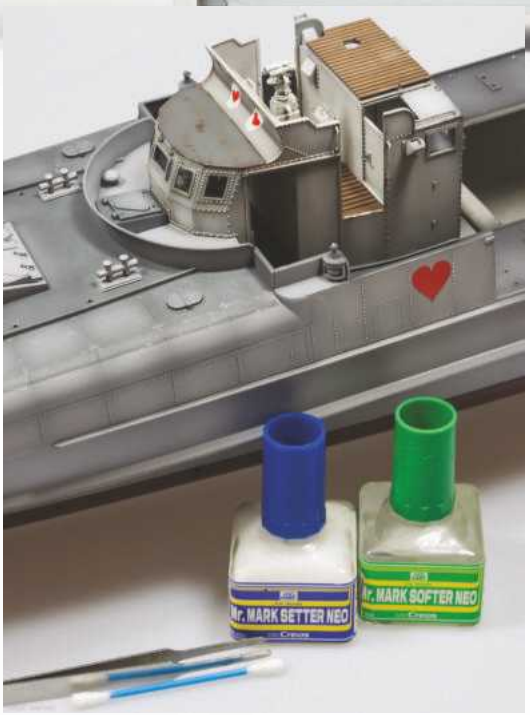


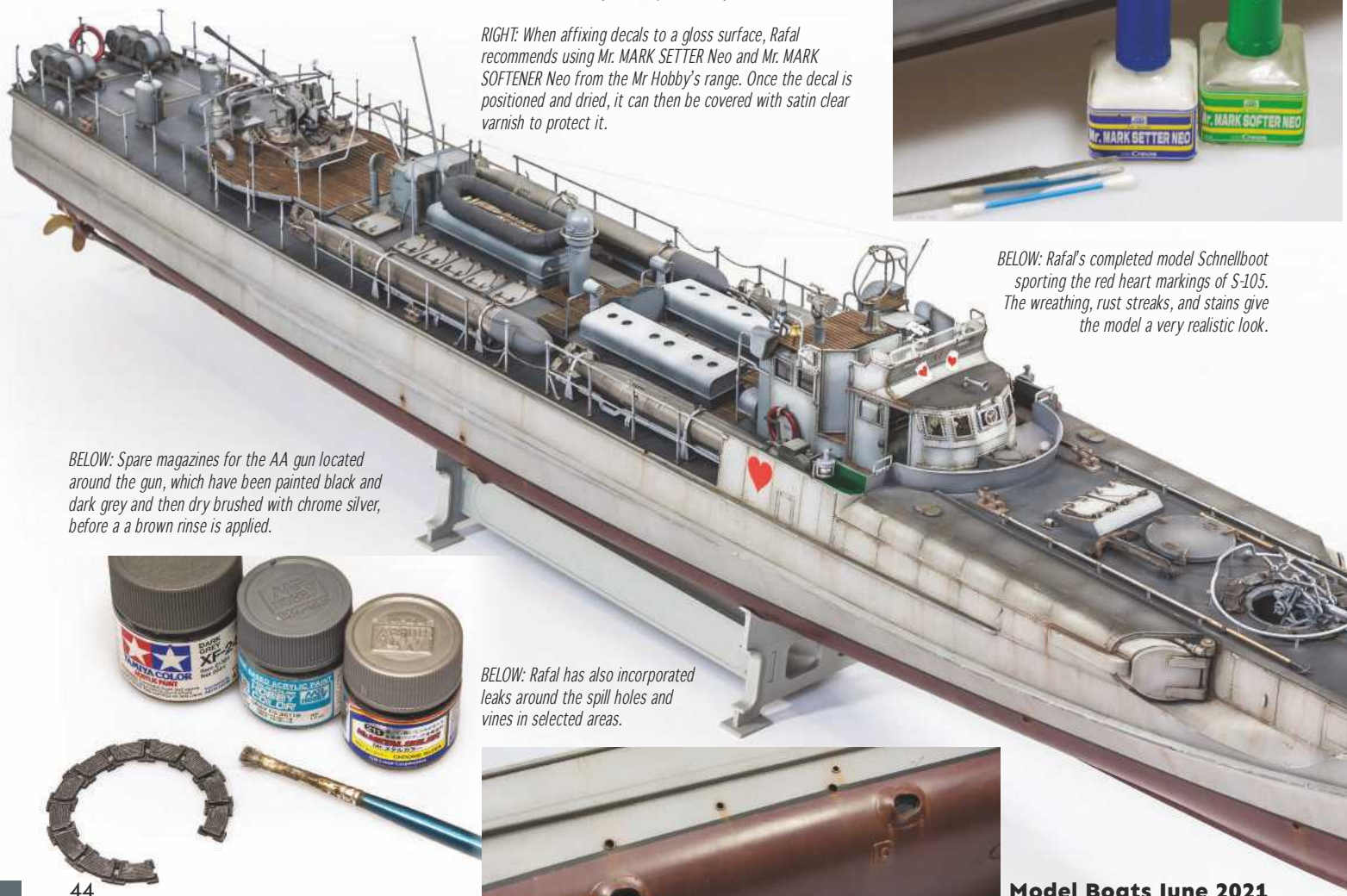
ABOVE: After completing the basic paint work, a few signs of wear and tear are added. This is done with a fine paint brush and grey acrylic paint, which Rafal lightens with white to give a lighter shade than the deck's base colour.



ABOVE: The main assembly of the cabin, now with glazing. After applying the base colour, weathering can be done and the finished assembly can be permanently attached to the hull.

RIGHT: When affixing decals to a gloss surface, Rafal recommends using Mr. MARK SETTER Neo and Mr. MARK SOFTENER Neo from the Mr Hobby's range. Once the decal is positioned and dried, it can then be covered with satin clear varnish to protect it.





BELOW: Rafal's completed model Schnellboot sporting the red heart markings of S-105. The wreathing, rust streaks, and stains give the model a very realistic look.

BELOW: Spare magazines for the AA gun located around the gun, which have been painted black and dark grey and then dry brushed with chrome silver, before a a brown rinse is applied.

BELOW: Rafal has also incorporated leaks around the spill holes and vines in selected areas.

ABOVE LEFT: Salt and oil stains, rust, etc, is applied with oil paints and blurred using a brush soaked in white spirit. ABOVE RIGHT: Further 'weathering' applied using Ammo Mig in dark brown colour.

ABOVE LEFT: The torpedoes are fixed in situ with miniature harness. ABOVE RIGHT: Further dirt and stains are applied with dry pastels.

applying thin layers of paint to areas where you want to mimic natural shadow and/or enhance definition underneath your final coat of paint.

I also wanted to give the appearance of the vessel having seen some service, by representing salt and oil staining, rust, etc. For this I used Ammo Mig paint in a dark mud colour and various other rust colours obtained by mixing classic oil paints for artists, which I applied with a fine brush.

Before complete dry, I blended and softened the effect by using a wide brush and cotton swabs soaked in white spirit.

Italeri offers the modeller a choice of three different variants in terms of markings. I opted for the characteristic red *Keirami* (hearts), representing S-105 as it operated in the English Channel in 1943. These were applied to the painted and fully dried surfaces using Mr. Mark Setter Neo and Mr Mark. Softer Neo from Mr. Hobby – this useful liquid helps decals adhere more easily and securely.

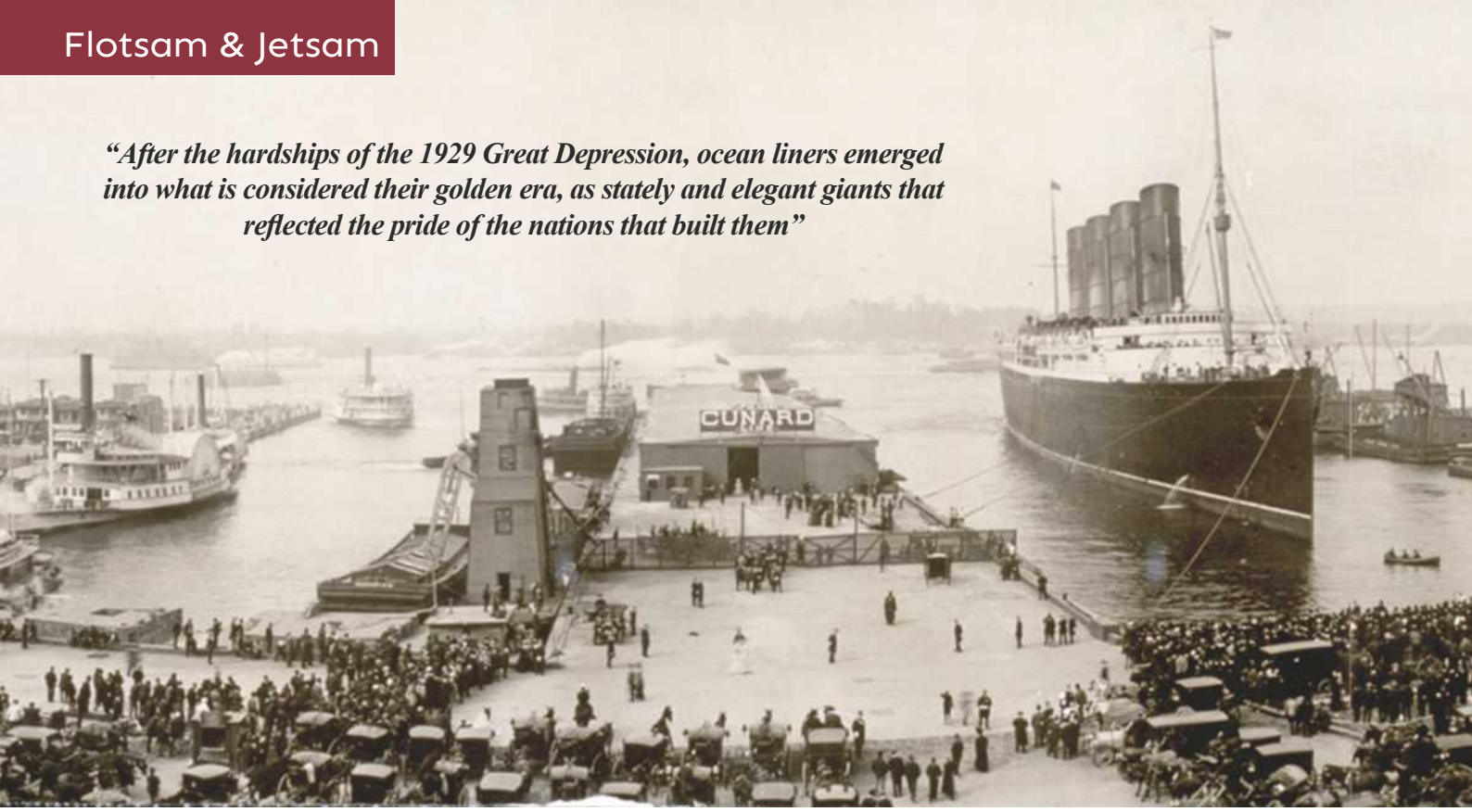
The final step in terms of finish was to apply the Mr. Hobby clear coat. Here I also applied a new product in this manufacturer's range called Premium Clear Flat (Series H, No. 103) and its quite intense matting properties worked well on the hull and superstructure

The 'seen some service' look give Alteri's S38 Schnellboot some additional realism.

Schnellboot showcased

Satisfied by how credible the finished model looked, I could now put her on display, but not without taking some final end result pictures to share with you here! ●

"After the hardships of the 1929 Great Depression, ocean liners emerged into what is considered their golden era, as stately and elegant giants that reflected the pride of the nations that built them"



Ocean Liners

ABOVE: The Lusitania enters New York in 1907 (Wikimedia).

BELOW: Isambard Kingdom Brunel photographed at the launch of the SS Great Eastern in 1857.

John Parker reflects on these magnificent, and lesser modelled, vessels and their sad demise...

Some of us are old enough to have witnessed the passing of the ocean liner era and watched as the jet airliner slowly but inexorably usurped its role as the mass mover of people between continents. The change began slowly in the 1950s but gathered pace with the introduction of the Boeing 707 in 1958, until by the 1970s the liners that were still afloat were being hurriedly converted into cruise ships – a very different role that many were unable to perform well, or rusting away at piers in the hope that one day they'd be converted into a floating hotel. It was a sad end for the elegant leviathans that once were the largest moving structures built by man, but they have left an enduring legacy as a source of inspiration for historians and model makers alike.

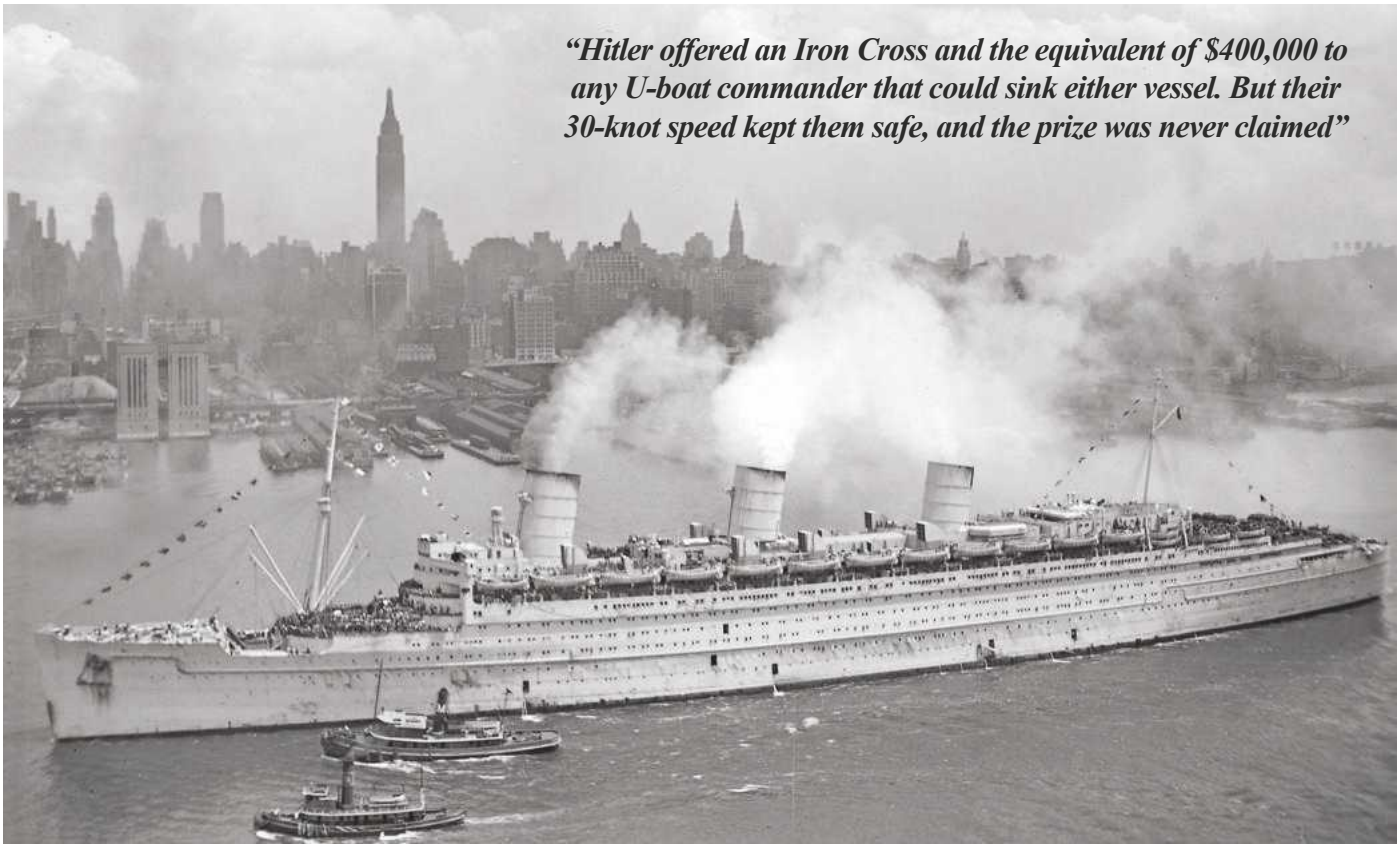
Technological advance

Key to the development of ocean liners was, of course, the available technology prevailing at the time. When the *SS Savannah* became the first liner to cross the Atlantic in 1819 she had a steam engine driving side paddle wheels; despite this the crossing was made mainly under sail and took 29.5 days. It was Brunel's Great Western that really proved the practicality of Atlantic crossing under steam, in 1838 completing the voyage in just 14.5 days and prompting the tradition of awarding the Blue Riband trophy to the ship that made the fastest crossing. The Great Britain did away with paddle wheels in favour of a screw propeller, and along with its iron hull, set the standard for what followed.

By the turn of the 20th century, hulls were of steel, with dividing bulkheads providing compartmentation for safety, propellers had completely replaced paddle wheels, and compound steam engines were providing greater economy. The introduction of twin propeller shafts in case of one failing did away with sail as a backup power source, while innovations such as electric lighting and ventilation, handrails in place of bulwarks, and improved cabins with hot and cold running water, convinced the public that sea travel could be comfortable and safe. Tonnage was now up to 25,000 gross tons, service speed up to 20 knots and capacity to 1,500 passengers.

Steam turbines were the next step forward and enabled Britain to regain the Blue Riband from its great rival Germany when the *Lusitania* entered service in 1906; but that ship is probably more famous for having been torpedoed and sunk by a German U-boat in 1915 after World War I had broken out.

The *Titanic* disaster of 1912 led to improvements in safety, including the number of lifeboats carried, and better navigation and radio meant ships could be in touch with the shore throughout a voyage. After the hardships of the 1929 Great Depression, ocean liners emerged into what is considered their golden era, as stately and elegant giants that reflected the pride of the nations that built them, delivering their passengers safely and speedily, yet with a dash of glamour and adventure.



"Hitler offered an Iron Cross and the equivalent of $400,000 to any U-boat commander that could sink either vessel. But their 30-knot speed kept them safe, and the prize was never claimed"

A very tired looking Queen Mary, serving as a troopship, arriving in New York in 1945 - note the degaussing cables on the sides for protection against magnetic mines. (Wikimedia)

Competition for the Blue Riband was fierce and when the revolutionary French ship Normandie entered service in 1936 it was an obvious contender against Britain's new ship the *Queen Mary*, an altogether more conservative design. The trophy passed from one to the other as successive crossings posted average speeds of around 31 knots. *Normandie* was notable in many ways, for her interior design, for her efficient hull but most of all because of her turbo-electric machinery, which had the steam turbines driving generators that in turn powered electric motors that drove the ship.

To help fund the cost of these ships, shipping companies turned to their governments, who would subsidise the build if the ships could be quickly converted into troopships in case of war. In this way, the *Queen Mary* and her new sister ship, the *Queen Elizabeth*, did some of their finest work in World War II, transporting up to 15,000 troops at a time. Hitler offered an Iron Cross and the equivalent of $400,000 to any U-boat commander that could sink either vessel – it would be equal to achieving a great victory on the battlefield. Their 30-knot speed, however, kept these ships safe, and the prize was never claimed.

With the end of World War II, many people sought to escape a war-ravaged Europe and start a new life in Australia, Canada,

Ocean liners of the past vividly portrayed on a collection of old postcards.

New Zealand and elsewhere. This provided profitable business and new routes for the shipping lines, who were refurbishing their fleets and having new liners built to replace those lost in the war. Some innovative designs emerged in this period, but they were all by now chasing a declining market.

Some notable post-war liners

The *Oriana* (1960-2005) was a large and fast ship of singular (read: unattractive) appearance designed for the UK-Australia route; later she became a successful cruise ship.

The *Canberra* (1961-1987) used aluminium in her top structure and had turbo-electric machinery mounted well aft, providing a unique profile with its twin side-by-side funnels. She eventually proved a reliable and popular ship and was used as a troopship during the Falklands war.

The *France* (1962-2006) was built to restore French pride as the largest liner in the world after the *Queen Elizabeth* and *Queen Mary*, the natural successor to the Normandie, and capable of 35 knots.

The *United States* (1952–to date) was built as a super-fast ship, with an emphasis on fireproofing and ease of conversion to troop carrier. She easily took the Blue Riband from the *Queen Mary*, averaging over 35 knots, with a maximum later revealed to be 38 knots. Sadly, she is now rusting away and only being kept afloat by donations.

The *Queen Elizabeth 2* (1969– to date), a troublesome build and design, was saved by her dual-purpose liner-cruise ship role and the replacement of her turbine engines with diesels. She became the longest serving Cunard ship, and now is slated for conversion into a floating hotel in Dubai.

Queen Elizabeth (closest) and Queen Mary models docked at Illawong Port, Melbourne.

"Not many ship modellers choose to make models of ocean liners and it isn't difficult to hazard a guess at the reasons why…"

A Queen Mary model in more familiar civilian guise.

One morning in 2008 I got up very early to photograph the *QE2* at Station Pier, Melbourne as she was about to undertake her final voyage into an uncertain future. Her demise means her successor, the dual-purpose *Queen Mary 2*, is now the only ship that can still operate as an ocean liner on the North Atlantic route.

Liner models

Not many ship modellers choose to make models of ocean liners and it's not difficult to hazard a guess at the reasons why… Liners are not known for being action models. After all, their full-size counterparts were best known for proceeding in a straight line from

ABOVE: The SS Normandie model on her maiden voyage.

LEFT: RMS Orion model strikes a sandbank.

BELOW: The real QE2 preparing for her final voyage, Melbourne, 2008.

A to B in a stately fashion – apart from hitting the odd iceberg, that is! (Some years ago, a model of the Titantic was made that could repeatedly split in half and sink when it struck a model iceberg.) They have no turrets to rotate and no guns to fire, but there's enough repetitious detail in the form of lifeboats and windows to tax the patience of any prospective builder. And unless the model is large and the waters calm, the majesty of a famous liner will be lost when it bobs excitedly up and down in the wake of a speedboat.

Fortunately, there have always been some modellers prepared to rise to the challenge and build magnificent models of liners. One such was Nigel Allom; I say was because illness recently took him from this world. Nigel built his models large; most were over 1.5 metres and some considerably larger.

The QE2 – model or full-size?

This inevitably meant careful preparations were needed to transport them to, and manhandle them onto, the water, whereupon an assortment of batteries, concrete blocks and lead weights would be fitted into their allocated positions in the hull until the model was floating at the correct waterline. Sailing in a sheltered lake at Illawong, here in suburban Melbourne, there was little to detract from the realistic appearance of his models, and at a casual glance they can be mistaken for the real thing in photographs.

Nigel was working his way through building many of the liners of the golden age of sea travel: the Queen Mary, Queen Mary 2, Queen Elizabeth, Queen Elizabeth 2, Oriana and Normandie that I know of, but there were others. Surprisingly, he would invite any interested spectators to pilot his models, calling out manoeuvring instructions as he walked alongside them. His model of the Normandie was launched down a slipway as a bare hull to the accompaniment of fanfare and a speech that mirrored that of the full-size launch. Later the superstructure was quietly fitted, and the model undertook its maiden voyage.

Another very talented modeller, Denis Kendal remembered seeing the launch of the RMS Orion at Vickers Armstrong's Barrow-in-Furness shipyard in 1934, when he was just 14 years old. To his amusement, a strong wind blew it on to a sandbank before the attendant tugs could intervene. The memory stayed with him and found expression many decades later in retirement when he decided to build a model of the Orion, which had long served the England to Australia route. This fine model is depicted in one of the photographs here less its lifeboats, which Denis was unable to complete before his own time was called. ●

The steam gala days at clubs such as The Kirklees Model Boat Club are a great way of getting a number of models steam tested ready for another year of sailing.

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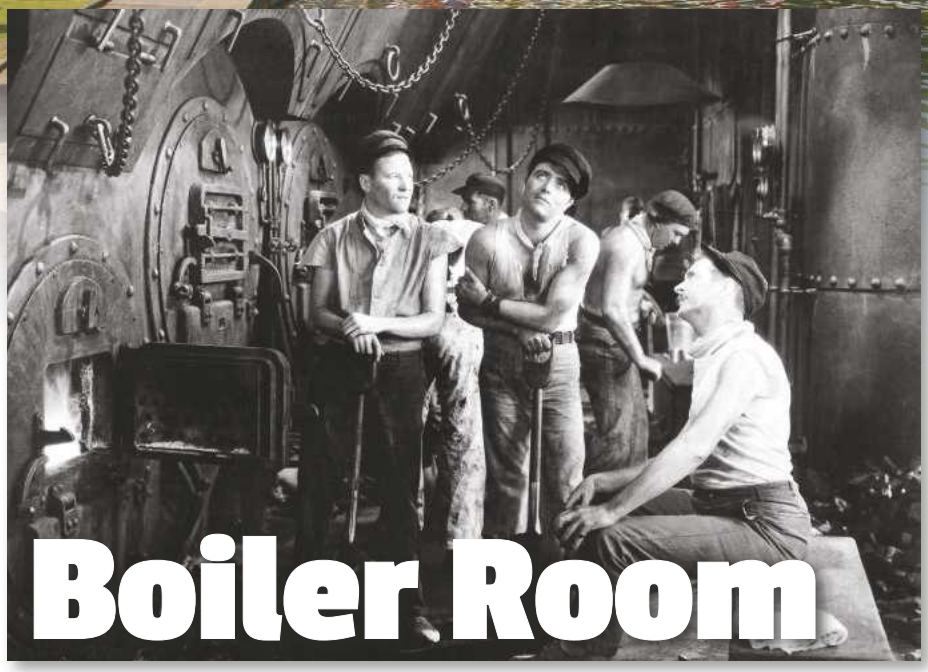


Boiler Room

Richard Simpson offers some sage, and face saving, advice on steam test preparation

2

Even under normal circumstance we all want the steam test to be quick and efficient, but when we eventually open for business again there's going to be a much higher than normal demand at the first meeting.

This month's Boiler Room is something along the lines of a bit of a cry for help, as you will see. In past years the Kirklees Model Boat Club has held an annual Steam Gala Day in around April (see **Photo 1**). This gives the club members who run steam powered models the opportunity to bring their steam models along, get them steam tested (see **Photo 2**) and then enjoy a day at the pond side sailing their steam models with a group of like-minded model boaters (see **Photo 3**). As we are all very well aware, this couldn't happen in 2020, and even at the time I write this in 2021 it would be a brave man who would put a bet on it not being affected this year as well. By the time this article goes to press, however, we should know either way. What this has made me realise is that probably almost 100% of steam model boats will be out of certification and require at least a steam test. This is despite a number of requests being received by at least one of the large model steam federations to suspend certification requirements during periods of lockdown, in the same way that vehicle MOTs were suspended at one point. This was decided against by that particular federation.

Taking this a natural step further, when we do eventually start to get out again and are able to hold model boat-related functions I rather suspect that the first opportunity to get model boats steam tested will see a flood of requests from modellers. On a normal Steam Gala day at Wilton Park with the Kirklees Club I'll usually steam test around 12 to 13 model boats, but, as I now expect far more than that, I am bracing myself for a bit of a challenge. I've decided, then, to dedicate this month's instalment of Boiler Room to explain how you can prepare a model for a quick and easy test that can be conducted simply and smoothly, thus allowing us to get as many boats back up and running as quidkly as possible.

There's nothing more rewarding than seeing a good number of steam models on the water at the same time and a steam day is a great opportunity to show our models off to both fellow modellers and the watching public.

Initial prep

The first thing any model steamboat operator should do is read the current edition of the Rules. The latest version, which came into effect on May 1, 2018, is known as The Orange Book, and, as this is now also signed up to by the MPBA, is acceptable for all events held in the UK. This doesn't have to be a cover to cover read but should at least take in the section that relates to what can be expected when the model is presented for a test. Familiarising yourself with this will be the first step towards preparing for the test.

If we just consider a steam test for the sake of this article, as that is by far what most modellers will be requiring, then we can for now ignore all the sections that relate to the hydraulic pressure testing. Consequently, we are looking at all model boilers below 3 bar-litres with previous certification, and all model boilers above 3 bar-litres with current pressure test certification.

Copies of the rules can be obtained from your club if it supports the use of steam models or, alternatively, can be downloaded from the Southern Federation of Model Steam Societies website. You don't even need to be a member to be able to access the rule books and associated guidance documentation.

The boiler

Most boats will have been sat on the shelf throughout the winter months, with many at the moment probably not having moved since the 2019 summer season. If this is the case, it's time to give the boiler a good internal cleaning by 'pickling' – as covered in the January 2016 instalment of Boiler Room (see **Photo 4**). Failing that, then flushing with a small pump and hot water will be worth doing. Some sort of hand drill-powered or electric motor-powered pump can be connected to a lower fitting and returned to a bucket or bowl from a fitting on top of the boiler. To be honest, if you've gone to the trouble of

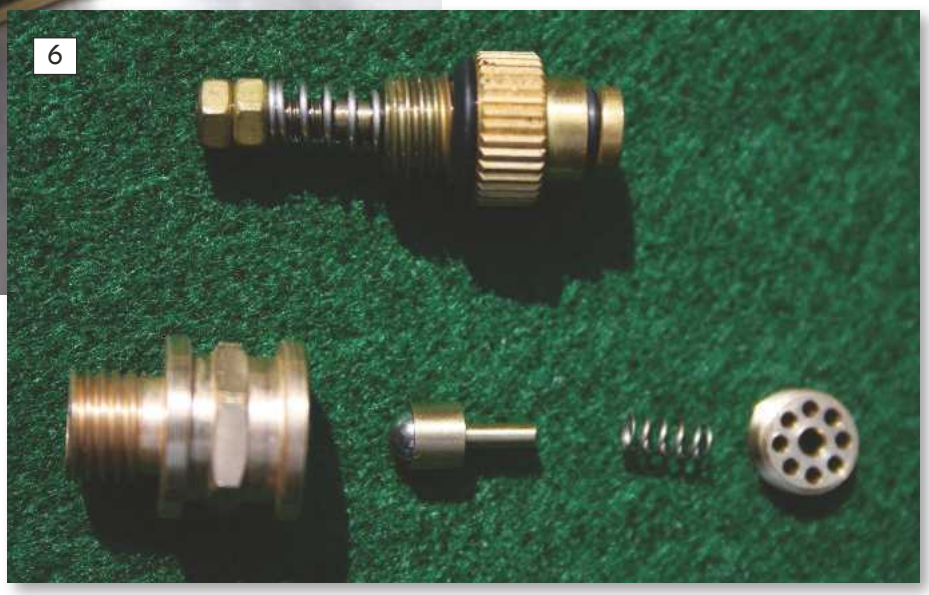
Refer to Boiler Room Number 61 (in the January 2016 issue of Model Boats) for a guide to the pickling process. Once you've done this, you'll realise just how quick and easy it is and how it ensures any collected sludge is removed from the bottom of your boiler.

ABOVE: A good blow through with a large syringe should ensure that any restrictions around the glass connections are removed, ensuring the glass reads correctly.

setting that up, I would simply drop a couple of descaling tablets into the bucket and let it circulate for 15 to 20 minutes. Finish off with a clean hot water rinse. Once that's done, remove the plug at the top of the sight glass and force water through the sight glass under some pressure from either your pump or even a large syringe. You want to be sure that the connections to the sight glass are free of obstruction, so do this a number of times and see that a water level reads correctly according to what you have in the boiler (see **Photo 5**). I would also at this point remove the safety valve – noting the position of any adjustment, dismantle it, clean it and reassemble it with the adjustment to the same position. Pay particular attention to the condition of your stainless-steel ball and valve seat and if you spot any corrosion either try to refinish or replace the valve with a new one (see **Photo 6**).

With the water side done, next check out the burner. Nozzle orifices can block up over time with atmospheric suspended moisture and dirt so may well require cleaning. Do not use any form of mechanical device, as even a cocktail stick can damage the orifice. Instead, soak in some warm soapy water for a half an hour or so and then blow through with a compressed air line in an opposite direction to normal flow (see **Photo 7**). If you have any pressure regulating devices and can check them then do so. Failing that, you might have to wait to run the burner to test it.

If you have a rig to test your pressure gauge then remove it and test its operation, but obviously most of us will not. In which case you can still have a fair idea of how it's performing by simply lighting the burner, raising pressure and watching what it does. Try comparing more than one gauge in the same boiler to at least make you feel confident in its operation. If it doesn't move, or if it moves and sticks, then that's a pretty clear indication it's not working correctly. Change it for one that you are confident in or, better still, put a new one on. Make sure that the face, not the glass, is marked with a red line at normal working pressure and fit it back on the boiler.



Prolonged periods of inactivity can lead to safety valves sticking. A good clean is well worth the effort and will give you confidence that it will work for the test.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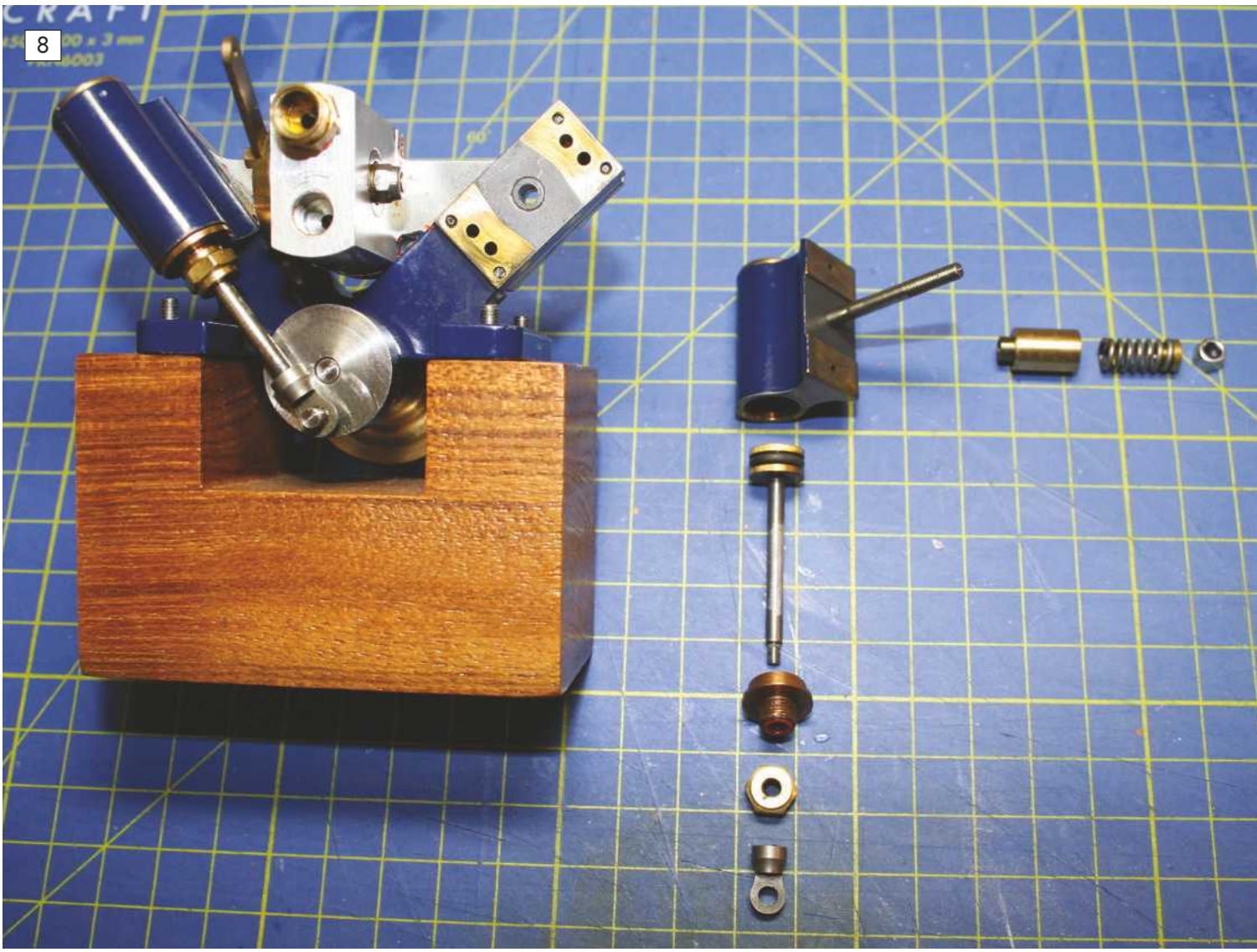
Airborne moisture and dirt can, over time, block the extremely fine orifice in the nozzle and affect performance. Avoid any form of mechanical interference when cleaning and rely on warm soapy water and a blow from compressed air only.

You can then run the boiler up to pressure with the main steam stop valve closed and see how long it takes to raise pressure. Check that any gas regulating devices are working correctly and then set them to a fully open position to put the burner into its maximum flame setting.

Take the pressure up to the point where it lifts the safety valve and leave it there for around five minutes or so. The safety valve should lift at no higher than the marked working pressure and, under continuous full flame, the pressure should not rise any more than 10% of the maximum working pressure. Consequently, if your boiler is certified to 60 psi or 4 bar then the gauge must not go above 66psi or 4.4bar. Adjust the safety valve if necessary to ensure that this happens.

The engine

Once you're happy with the boiler you want to turn your attentions to the engine. I would at least give the engine a good external clean to remove any collected congealed steam oil from around the outside but a quick strip down and thorough internal clean would be best. This may involve nothing more than removing the pistons for a clean and re-oil (see **Photo 8**). Steam oil is thick when in good condition, but after being left for long periods of time it can get so thick as to affect the engine performance. You don't need to go as far as replacing seals and springs but a good clean would be worth the effort. I wouldn't use solvents that completely degrease any surfaces as they can dry out and you can get films of oxidation on some; it's better to use something such as WD40, which will clean all old oil off very effectively and leave an oily protective film. Make sure you clean out the displacement lubricator as well, and clean and check the faces of any face-to-face control valves and port faces.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An external clean and re-oil of the engine is the least that you should do, but removing the pistons would be better, and a full strip down would be best of all. Reassemble with some fresh engine oil.

ABOVE: A proper clean out of the lubricator will remove solidified old steam oil and collected sludge in the bottom. Refill with some clean fresh steam oil. Richard fills right to the top so that screwing the cap on forces a little oil into the steam line to protect the engine when the first slug of condensate goes through. BELOW: Common or garden motor oil is fine for bearings and external surfaces of the engine. The steam oil will look after all internal surfaces but will take time to distribute, so Richard recommends you push open the port faces and put a spot on there as well.

"Steam oil is for internal engine use only. All external surfaces, linkages, valves and auxiliaries should be oiled with a normal engine oil"

Refill the lubricator with fresh steam oil (see **Photo 9**) and oil all the external surfaces and bearings with an engine oil (see **Photo 10**). Whatever you choose to do, the engine should be smooth to run, and you should feel a compression when you try to turn it with the steam valve closed.

Auxiliaries

At this point it's worth going around the plant with a spanner to check all connections and fastenings are tight. Likewise, have a good look at anything that operates to check that it's free to work. I would power up the radio and receiver and check the operation of all control valves and reversing gear, before oiling anything that moves with a spot of engine oil. I'm always wary of using steam oil for general lubrication as it's so thick it can actually affect smooth operation. Steam oil is for internal engine use only. All external surfaces, linkages, valves and auxiliaries should be oiled with a normal engine oil. Check that such things as attenuator valves and water pumps are free to operate and adjust and put new batteries in anything that uses them.

The rest of the model

While taking the time to go through the steam plant, it's also worth checking out the rest of the model. How many of us say every year that we will remove the rudder and propeller shaft next year? And yet we invariably leave it until it either makes an embarrassing squeaking

BELOW: Being prepared will help whoever is carrying the steam tests to conduct them quickly and efficiently. This way, everyone will be able to go home with a new certificate in their box and a smile on their face. Please, therefore prepare for the test and be as ready as you possibly can.

Won't it be great when we can get back to seeing such superb models under steam again and sailing around the pond as they were designed to.

Download the docs

You can download the latest documentation from The Southern Federation of Model Engineering Societies website at www.sfmes.co.uk/public/

noise or seizes up completely. They are well worth removing, cleaning and regreasing or oiling before putting back together and adjusting. A little time spent doing this will prevent frustration at the pond side and spare you embarrassment, because, let's face it, if the rudder falls off one day because the tiller has become slack the whole world will know about it before you even get home!

Better safe than sorry

When we eventually get out of these current restrictions and can have steam related activities at the pond side again, there's going to a huge increase in demand when it comes to getting steam models certificated again. This process will need to be slick and quick, so you don't want to discover, when you have a queue of six fellow steam modellers stood behind you, all waiting for the attention of the steam inspector, that your boiler will not ignite, or raise steam, or that the batteries in your receiver are flat! I would, therefore, strongly recommend that you give your model a good once over, check everything that you know the inspector is going to check and do at least a trial run at home the night before. Do not bring your model down to the pond for a test if you haven't even run it for many months, as you run the risk of wasting the inspector's time and all those others waiting for their turn.

The very basic process will be to remove the pressure gauge and calibrate and refit it, and then raise the steam to test the correct operation of the safety valve before opening steam to the engine for a run while looking for leaks. Once the test is complete, you'll want to make the most of an operational model by putting it on the water so that you can enjoying sailing it for a while (see **Photo 11**). Let's all look forward to a smooth return to normal steaming operations and enjoying seeing some steam models on the water again (see **Photo 12**). ●

IN BETWEEN ISSUES...

While awaiting your next copy of Model Boats magazine, why not visit our website at **www.modelboats.co.uk** or our Facebook page at **www.facebook.com/modelboatsmag**, where you'll find additional content, be able to interact with both the MB team and fellow enthusiasts in the model boating community and be given a sneak peek at what you can look forward to in the next edition.

Soobrazitelnyy

Dave Wooley completes his 1:72 scale of the Batch 1 Russian multi-purpose corvette *RFS Soobrazitelnyy*

Soobrazitelnyy close in, well-trimmed and ready to sail.

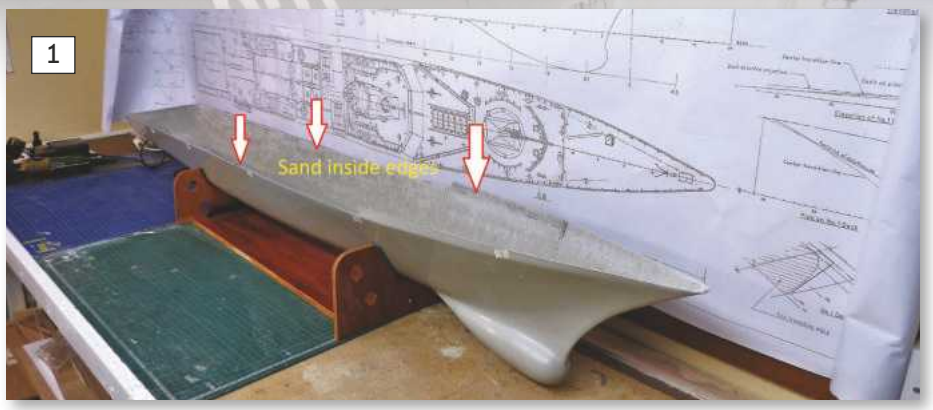
With this being the final part of this long running series, I think it's worth taking a look back at the salient points of the build over the last two years. My intention here is not to regurgitate past material or bore the socks of you but rather to briefly reflect on the path of construction. This will then make the on the water pictures more relevant, especially to any of you who may be new to the magazine. Then, to round things off, we'll take a very brief peek at the batch two variant of this attractive missile corvette.

Before we continue, though, I'd just like to thank naval architect Peter Brown for the amazing set of highly detailed drawing that made the construction of this model possible.

A condensed review of the construction

When building a model using a GRP hull, I always like to start by sanding down the internal top edge of the hull to allow a good bond for the stringers, so that's where I began with *Soobrazitelynn* (see **Photo 1**). I followed this by installing all the hardware, shafts, motors, couplings, rudders, electronic speed controllers, servos, linkages, and radio receiver {RX}. The more experienced amongst you will perhaps feel this recap is stating the obvious, but it's worth remembering we were all beginners at some stage and the basics were once very much part of that learning curve.

The internal part of the hull also includes any athwartships frames, gunwale (internal deck edge supports) and longitudinal deck timbers. So, at this stage, openings into the hull could also be determined (see **Photo 2**). Once all the internals are installed, I always find it useful to undertake ballasting trials by adding black tape to indicate the waterline, as illustrated for *Soobrazitelynn* here (see **Photo 3**); this provides a visual marker in the absence of a specific waterline.



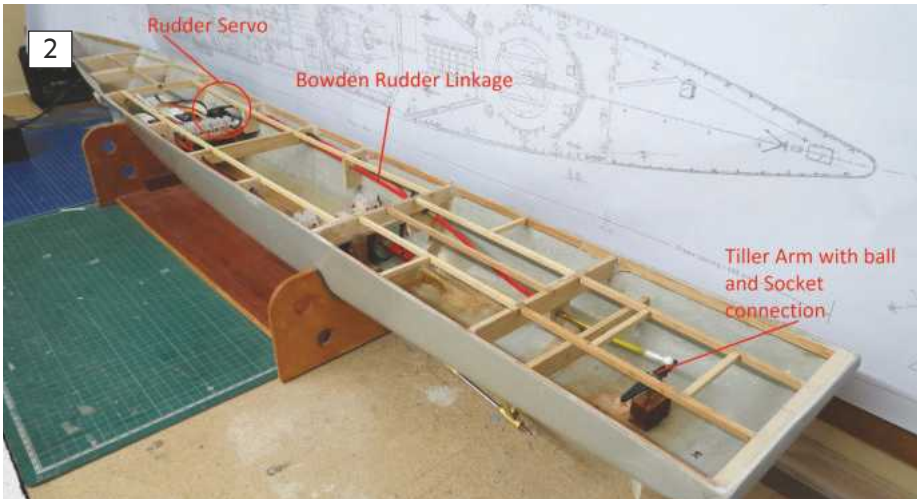


Photo1: Careful preparation is the corner stone to better modelling. Photo 2: A planned installation of hardware and electronics.

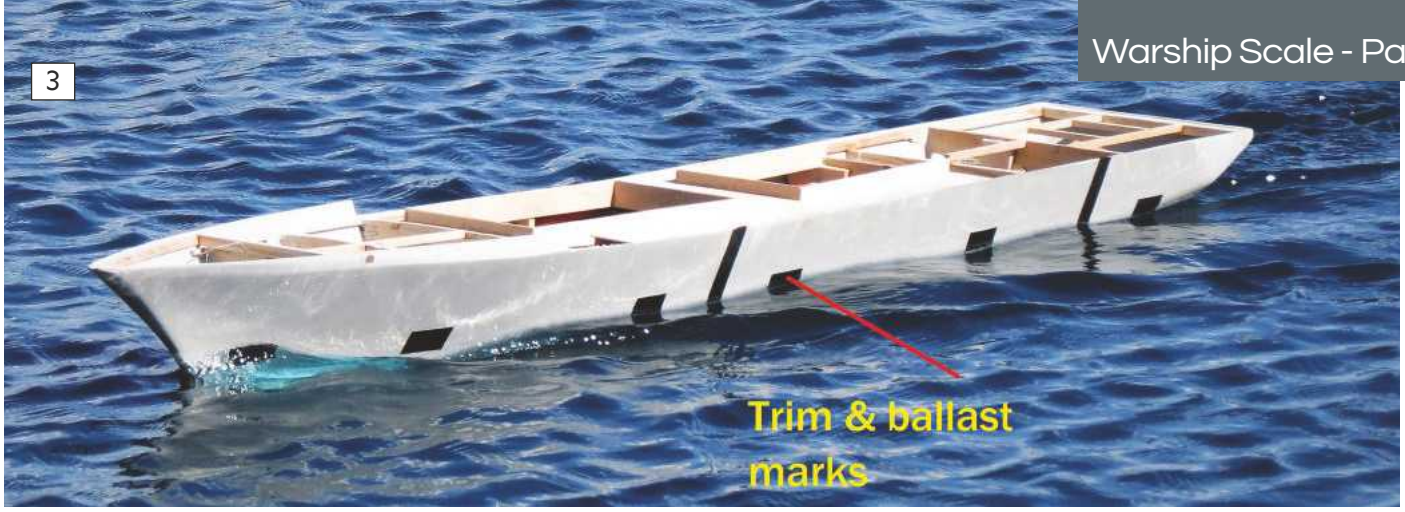
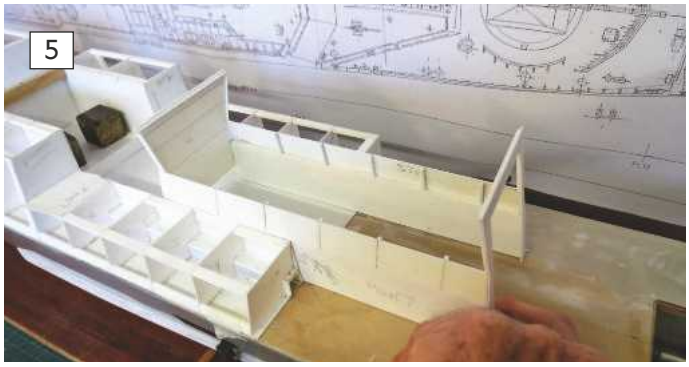


Photo 3: Initial on the water trials; Dave conducted four more such trials at various intervals. Photo 4: The superstructure of Dave's Soobrazitelynn model was designed to be lifted clear in its entirety but had to be well braced to accommodate hull sheer and form a good fit along the deck edge and inner comings. Photo 5: Developing the removable hangar.



Developing the superstructures

The deck, and the access openings within the deck, could be added at this point. My choice was 1mm marine ply; it's light and, unlike styrene, is not subject to possible distortion when exposed to direct sunlight on a hot summer's day. I then prepared the superstructures. There were a number of factors to take into account here, as the entire length of superstructure needed to be removable but at the same time also retain its strength. I also had to consider the need to accommodate the sheer of the hull. To this end, the principle of the egg box was chosen (see **Photo 4**).

Photo 6: Bracing the roof to provided added strength.

The hangar & bridge module

As part of the brief for the build, the hangar was to be developed internally, including its lighting. It was therefore designed as completely removable from the main superstructure, allowing all the aforementioned internal work to be undertaken with ease (see **Photos 5** and **6**).

A similar method was applied to the bridge, where lighting and internal detail also needed to be added, thus the bridge, like the hangar, became a module within *Soobrazitelynn*'s superstructure (see **Photos 7** and **8**).

On the water trials

With the superstructures and forward tower mast in place, my thoughts turned to returning to the lake to access the impact of the additional weight and the distribution of that

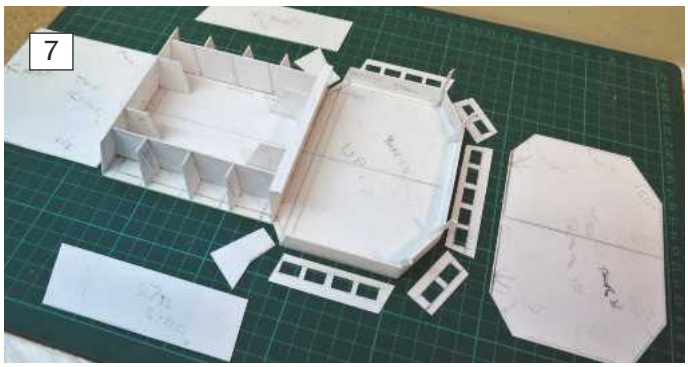


Photo 7: The bridge sections being prepared for assembly Photo 8: Each section is defined as a module that's slotted into place but can also be easily removed.

Photo 9: With the addition of the main sections of the superstructure, a second set of on the water trials was called for.

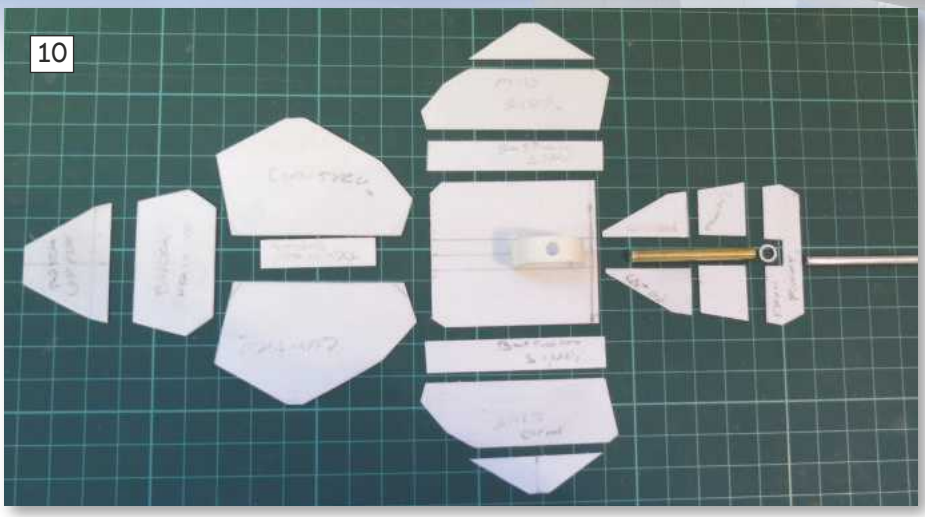


Photo 10: The 100mm main gun features a radar cross section, thus the multi-faceted shape was reduced to its component parts for ease of construction.

weight on ballast and trim. Although ballast is one factor, windage can be another given the beam to length ratio of *Soobrazitelynn*. She has a relatively narrow hull and sloping sided structures, a configuration that can have a surprisingly effect on stability. Although small amounts of weight had been fitted during the initial runs, the distribution changed slightly with the addition of the superstructure. Here the weight and size of battery were used to adjust both ballast and trim. Thus far, the results looked favourable, but the final ballast and trim trials would have to wait until the build had advanced further (see **Photo 9**).

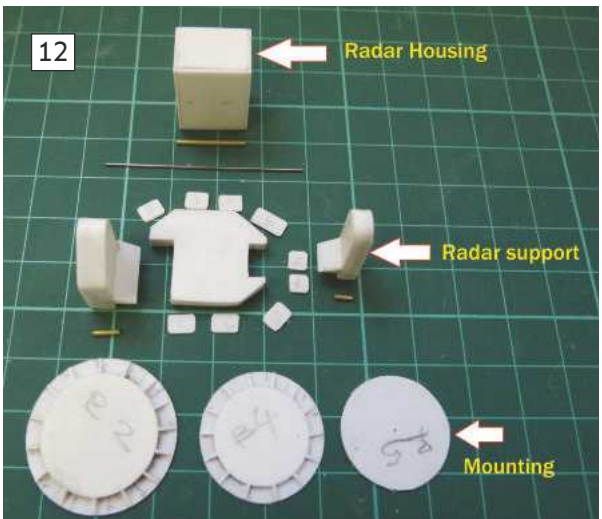
Some of the principal fittings

On completion of the second on the water trials, attention shifted to the principal fittings; for example, the main gun turret (100mm/59 calibre naval gun). Once again, the initial step was to reduce this fitting to its component parts using both drawings and pictures, while applying the old adage of measure twice, cut once (see **Photos 10** and **11**).

PUMA Targeting radar

Although the targeting radar is a quite different fitting from the main gun, the basic method was employed. Having reduced the radar to its component parts, these were subdivided into three separate sections: mounting, support and radar housing. The full-size radar may look complex, but this simple method made it far more manageable (see **Photo 12**) and successful (see **Photo 13**).

Photo 11: Fully assembled and fitted into place, the 100mm main gun. Photo 12: Each of the parts for the PUMA targeting radar housing. Photo 13: Ringed in red, the fully assembled PUMA radar in place.



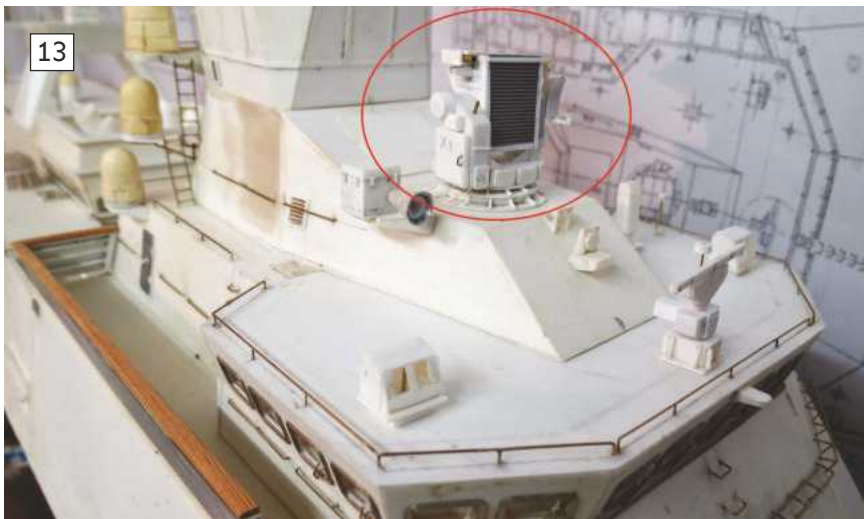
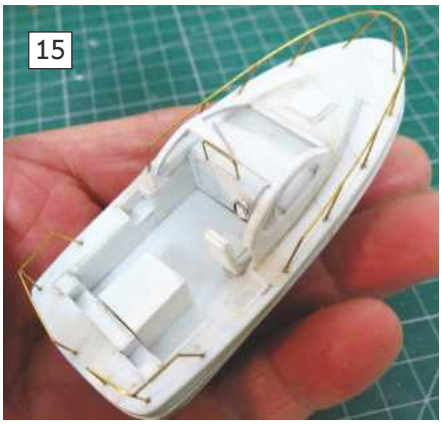


Photo 14: The Crew Boat was modelled in Dave's tried and tested method of construction, but in this instance using styrene. Photo 15: Fully assembled, but the deck, cab and hull can be separated for ease of painting.



The Crew Boat

Unlike the RHIB, the Crew Boat is an enclosed power boat. The method I adopted here was based on experiences of building similar power boats in timber – only the scale and material differed (in this instance, my material of choice was styrene). With the hull form hard chine and the principal stringers to frames on a keelson (see **Photo 14**), it was all very simple and workable. The hull sides were covered in styrene and likewise the remainder, including the deck and cab, where also formed in styrene, while the rails were formed in .4mm brass. (See **photo 15**).

Missile launcher and tubes

Basically, the SSM launcher was reduced to two basic sections: the launcher frame and launcher tubes – four per frame (see **Photo 16**). As these slotted into a well amidships of the superstructure, care needed to be taken so each frame was symmetrical from the location of the tube openings to the seating at the base of the frame (see **Photo 17**). This attention to detail ensured that the fully fitted launchers had a precise fit within the well (see **Photo 18**).

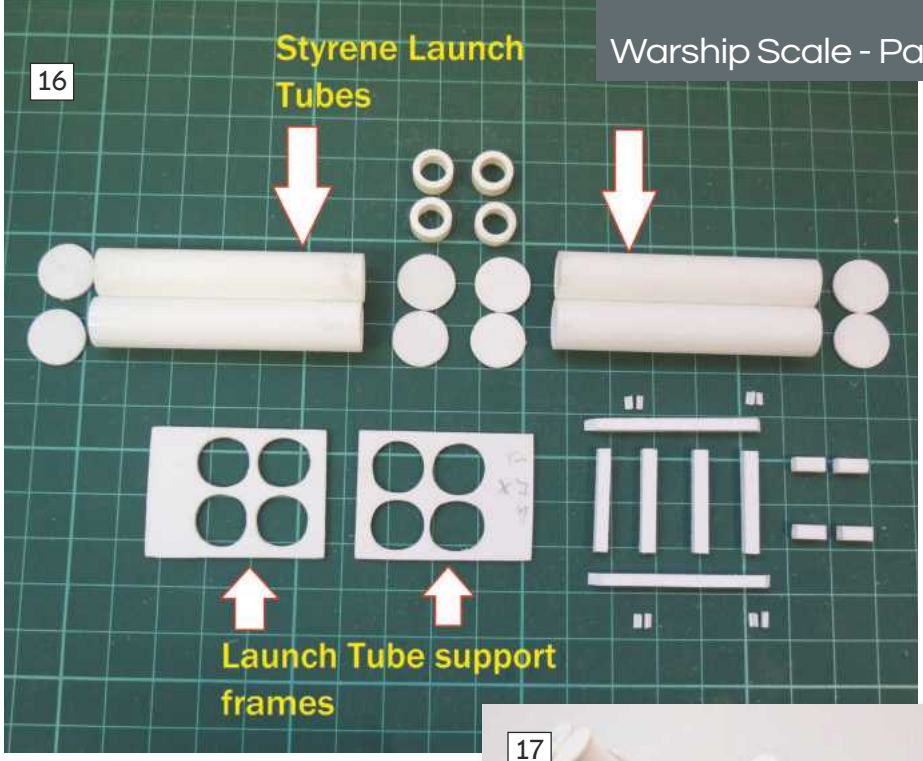
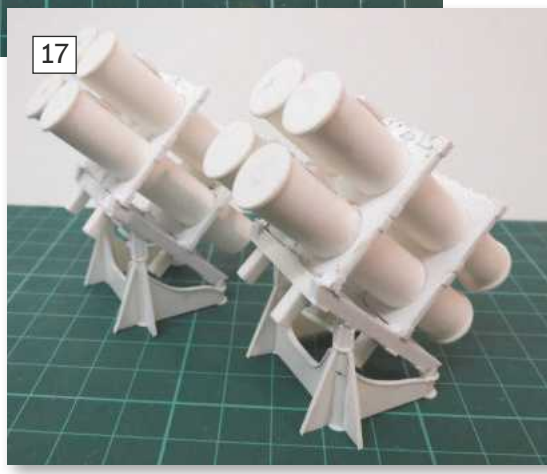


Photo 16: The missile launch tubes and support frame.
Photo 17: Two assembled missile launchers.



Hanger detail

As mentioned, it was my intention from the off to detail the interior, add lighting and return the hangar as a completed module. Allied with this, the roof was made to be detachable and the bottom to open, thus providing as much access as possible. In fact, it was the interior of the hangar that was the first part of the build to be fully prepared for painting (See **Photos 19** and **20**).

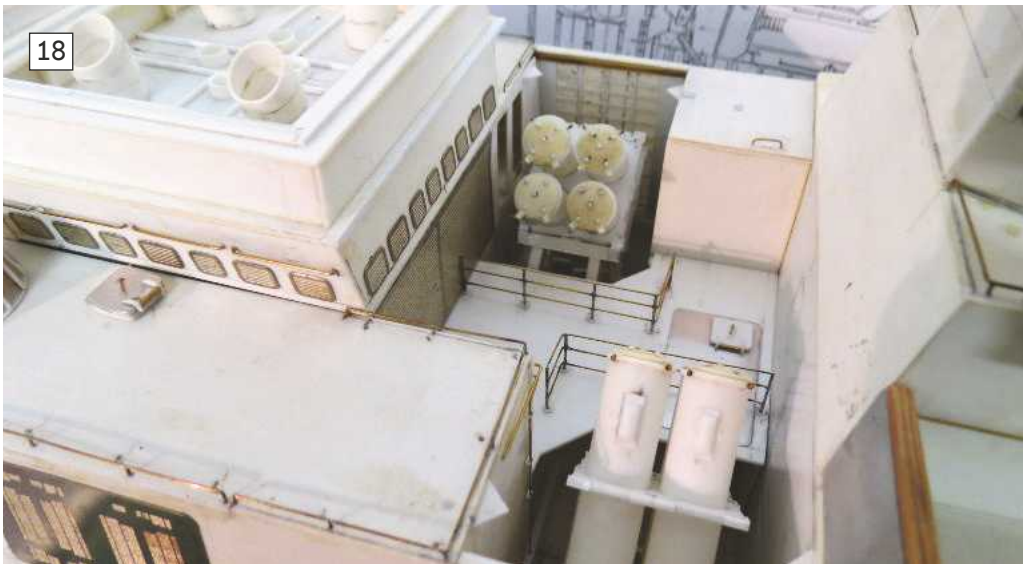


Photo 18: The two sets of launch tubes slotted into bays amidships. Photo 19: The fully prepared hangar interior.
Photo 20: The hangar painted and with lighting added.

Photo 21: Bridge, foremast and sensors located in position prior to painting.

Dry run fitting out

Each modeller has his/her own approach to preparation for painting. Given that they'll be painted separately from the main build, my own preference is to initially dry fit but not fix all of the fittings to the model. This will highlight any problems with the location of these fittings and allow for them to be easily and accurately returned after painting. For me, this is done just beyond the halfway stage in the build cycle, something which provides a much-needed boost before moving on to the more demanding task of airbrushing itself. With *Sobriety*, this involved the hull, structures and the hundreds of smaller fittings (see **Photos 21 and 22**).

Finishing

To do justice to any model, painting requires good preparation, a suitable environment, the appropriate finishing tools (be they brushes, sprays or airbrushes), grades of wet and dry sandpaper, and, above all, patience! A two-part article on airbrushing is currently in preparation. For now, though, we'll move on, but not before pausing to take a look at the fully painted *Soobrazitelnyy* ready for final sea trials (see **Photo 23**).

Aerial rig

Last month mention was made regarding the fitting of suitably scaled separator rings to form the three-part aerial rig spanning the fore and main masts. The method I employed to make the job of rigging easier was discussed

Photo 22: Soobrazitelnyy with most of the fittings now in place and ready to test for conformity. Photo 23: Airbrushing completed, Soobrazitelynn mounted on a purpose-built display stand.

in detail, but since then the nickel silver rings have replaced the temporary ones I'd fitted – and I must thank Mark Hawkins of Shapeways for all his help here (see **Photos 24** and **25**).

The nameplate

I pondered for some time on the best way to replicate *Soobrazitelynn*'s nameplate, the fact that the script is in a Cyrillic format compounding the issue. Here 3D came into its own and, with the help, once again, of Mark Hawkins, a perfectly respectable nameplate was produced. With a steady hand, a fine brush and some relaxing background music, the raised lettering was carefully hand painted with satisfying results (see **Photo 26**).

Sea trials of the completed model

Once fitted with the new KA 52K Shark helicopter (as mentioned last month, the Shark is being trialled for future operational deployment on warships of the Russian Navy), as with all newly-completed ships the next stage was sea trials in a suitable location – in this case New Brighton Model Boating Lake. Fortunately, the majority of days this April were suitably calm and sunny for a photo shoot. The time was 7:30am; early, yes, but I find the lower angle of the sun can give some interesting effects if the model and the camera are in the right spot (see **Photo 27**).

Photo 24: The nickel silver photoetch aerial spreader rings.

Photo 25: Photoetch spreader rings, forming part of the three-part aerial array.

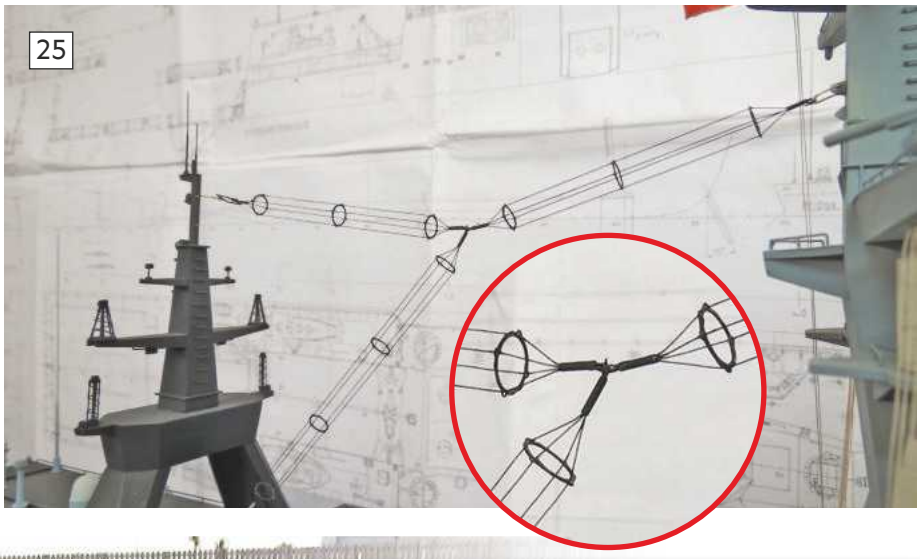


Photo 26: The 3D nameplate. The painting was the tricky part here and called for a steady hand and some calming music!

Photo 27: The early morning start for the first of two on water trials saw almost perfect conditions.

In earlier ballasting trials, I'd made the error of overcompensating to achieve ballast, trim and stability, which induced the hull to sit deeper in the water than was necessary. I therefore removed 30% of the added weight to give a clearly visible waterline and slightly bow up attitude, as per the full-size ship and fine adjustments were made for stability.
To better represent the full-size ship during my photo shoot, I referenced as many photos showing *Soobrazitelynn* in operation under

Photo 28: Soobrazitelnyy arriving for a port visit. Photo 29: The early morning light playing its part in getting the money shot! Photo 30: Making ready for her next sortie and replacing the KA52k with the KA27 helicopter.

Photo 31: Final checks.

different conditions as possible. An image of *Soobrazitelnyy* in calm seas with the water line clearly visible (see **Photo 28**) made it evident that, in contrast, at approximately half power my model gives the impression of being slightly lower at the stern. Forewarned is forearmed, and aware of this I was able to make the necessary adjustments to get the shot I wanted (see **Photo 29**).

Soobrazitelnyy had her KA52k replaced by the KA27 (see **Photo 30**) while dry docked. For the following trials, the time of day was changed to around 5:45pm – this time taking advantage of photographic-friendly late afternoon light. One of the shots I took (see **Photo 31**) allows you to appreciate how the entire superstructure can be lifted clear, thereby facilitating easy access for any fine adjustments and minimal risk of damage during transportation.

On this occasion, the surface of the water was rippled, followed by an increase in the breeze across the lake – just the conditions I had hoped for. I was, therefore, able to capture *Soobrazitelnyy* in slightly choppy conditions (see **Photo 32**). One of the truisms is you can't scale water, but you can choose the conditions in which you sail and photograph a model in achieve your desired effect (see **Photos 33 and 34**). And, as if to prove this point, I managed to take, most fittingly as this series draws to a close, a stunning image of *Soobrazitelnyy* sailing into the sunset (see **Photo 35**).

Batch 2 Project 20385 alternative

For those of you who've admired *Soobrazitelynn* but fancy taking on something just that little bit different, then there's the Batch 2 variant, officially known as Project 20385 *RFS Gremyashchy* to consider: the latter being the first of the Batch 2s entering service in the Baltic in December 2020. Her

Photo 32: The full size Soobrazitelnyy out on trials.

Photo 33: The model Soobrazitelnyy out on trials.

Photo 34: Trials successfully completed in slightly more choppy conditions.

upgraded design offers better habitability and greater endurance. From a modelling perspective, the main differences would involve the removal of the after-goal post mast and the redesign of the foremast tower to enclose most of the external sensors seen on the batch 1s. The anti-air VLS silos would need to be moved aft, while the forward VLS would remain but accommodate the new anti-ship cruise missiles, hence the lack of amidships launch tubes (see **Photo 36**).

Now for a change of tack...

Well, that's it – for now. But I will be back very soon, not with another series where the focus is an epic build but rather with a number of articles where I will be sharing my experience when it comes to various transferable modelling skills and techniques. Watch this space! ●

Photo 35: To draw this series to a close, Dave has fittingly selected this image of Soobrazitelynn sailing into the sunset.

Photo 36: The all-new batch 2 Steregushchiy class Project 20385 RFS Gremyashchy on trials.

Acknowledgements and thanks to:

Peter Brown, former naval architect at Vosper Thornycroft

Mark Findler for the use of his images of the *Soobrazitelnyy*

Kurt Grainer of Warships Underway USA

Mark Hawkins of Shapeways

Sourcing of parts and materials

A GRP hull is available from Fleetscale at www.fleetscale.com

Lithoplate, tubes rods, wire, etc, can be sourced from Albion Alloys http://www.albionhobbies.com/

Plans can be purchase from Jecabin at www.trinityaries.com/shop/plans-drawings/jecobin-plans/corvettes/jecobin-plan-drawing-rfs-soobrazitelnyy

Both the 1:72 scale Kamov KA27 and KA 52k are manufactured by Zvezda and available online and in all good model shops.

Photo 1: Begin by entwining lengths of heavy-duty copper wire. These will be used to suspend both your piece of scrap copper plate (shown) and the plate to be etched (see Photos 2 and 3) in your salt solution. Two should be entwined for the scrap copper, but you will need to entwine four for the heavier brass plate to be etched. These all need to be about 18-inches long so that they can be bent over the edge of the container for your salt solution and connected to a power supply.

The Dark Art of Alchemy

David Payne explains how to conjure up your very own electro-etched model name plates at home

Photo 2: Your brass plate will need to be prepped, i.e. lightly sanded and cleaned, before you begin masking off the areas to be etched.

We've all seen the polished name plates on the likes of model railway engines and traction engines, so could we make them for our scale model boats? The answer is yes, and you don't need to be a chemist or handle any dangerous chemicals. Indeed, you probably already have most, perhaps even all, of the ingredients and components necessary. So, what's required and how do you do it? Well, I don't profess to be a chemist or that I've invented this; what I have done is simplify an already established process.

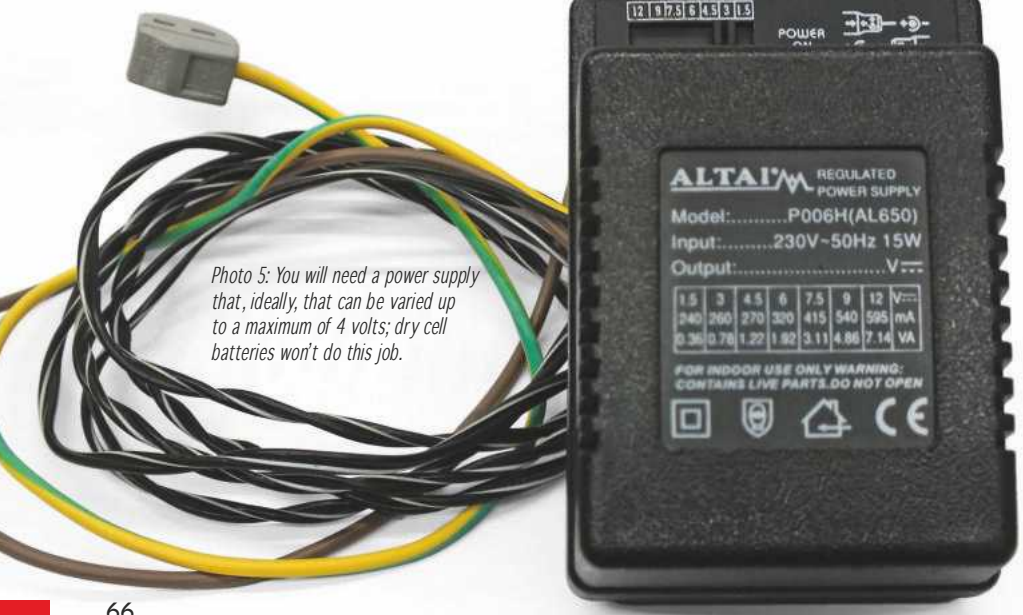


Photo 5: You will need a power supply that, ideally, that can be varied up to a maximum of 4 volts; dry cell batteries won't do this job.

Photo 3: Here we see Dave's brass plate masked and with letters and numbers 'blacked out' by 5mm BECC transfers ready for the 'alchemy' part of the exercise.

RIGHT Photo 4: Salt is something most of us will have in our kitchen cupboards, but for the purposes of this exercise make sure you use natural coarse/rock salt rather than the refined and finely ground type to make up your salt solution.

What you'll need

- Patience, and a good supply of tea, coffee or perhaps something a little stronger!
- Heavy copper wire – the copper wire from 2.5 twin and earth is ideal
- Scrap copper plate
- Brass plate – this will be etched
- BECC transfers of the size you want, and a VERY steady hand. Alternatively, you could make your own transfers using transfer paper
- Insulation tape and a black marker pen
- Coarse salt – this must be either pure or rock salt rather than the refined and finely ground type used for cooking
- A plastic container (don't use a metal one), with a lid, large enough to accommodate the part/s you want to etch
- A power supply, ideally that can be varied up to a maximum of 4 volts – dry cell batteries are no good
- Power cables
- A pair of tweezers
- A sharp craft knife

"Time spent masking and ensuring you accurately position your 'fonts' will pay end result dividends"

Black ops

This is going to be a bit fiddly, so before you get started make yourself a drink (tea, coffee or whatever floats your boat).

Your first job will be to take two strands of the heavy copper (2.5mm) wire and tightly entwine them, before then repeating the exercise but this time with four strands, thereby creating one two-strand length and one-four strand length.

Now drill a hole into your scrap piece of copper plate – mine was approximately ¾" by 3 inches by 16 SWG [Standard Wire Gauge] 1.63mm thick – and insert the length of copper wire that you've created by entwining two strands together into the drilled hole and secure by twisting the ends around the plate.

Next, take your brass sheet. I used 20 SWG (0.9mm thick) brass sheet, which may not be your preferred/immediately to hand choice, but I certainly wouldn't recommend going any

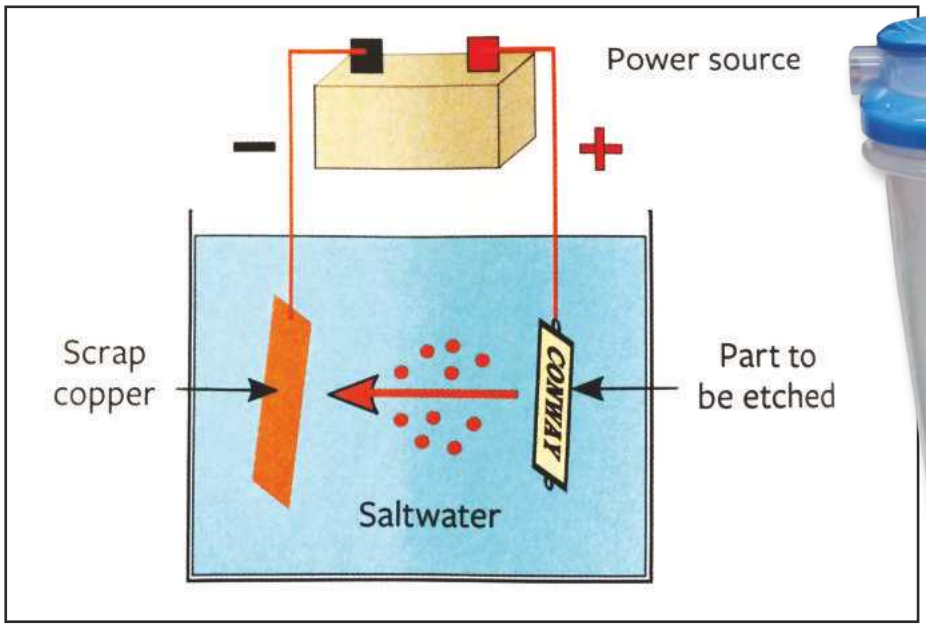


Photo 6: Plug in, switch on and very quickly you will start to see 'bubbles' rising from the copper plate as the process of etching begins.

thinner. Once again, drill a hole into the top of your scrap piece of copper plate; the one Insert two entwined strands of copper wire into this hole and secure by tightly twisting the ends together.

Make sure you cut an oversized piece of brass sheet for the plate you'll be etching and once again drill a hole in which the four-strand length of copper wire can be inserted. Don't, however, fix the wire just yet.

Your next task is to lightly rub down the surface of the brass plate you are going to etch with fine sandpaper or wet and dry and then clean, prior to 'blacking out' all areas other than those to be etched. While I use the term 'black out', any colour will do as long as these areas are fully covered. Insulation tape can be used for the edges and back, while a black marker pen will do the job for the smaller areas. Transfers can be used for letters and numbers (I chose to use black 5mm BECC ones, see Photo 5). These need to be carefully lifted off their backing sheet and placed on your layout. A scalpel comes in handy for this delicate job. Remember, time spent masking and ensuring you accurately position your 'fonts' will pay end result dividends.

Having got this far, it's time to pause for another drink!

Now for the alchemy bit...

Right, ready for some fun? First, you will need to make up a saturated salt solution. The amount of salt required will, of course, depend on how large the container needs to be to accommodate the plate you'll be etching and the volume of water therein. So, start adding the salt and keep stirring until the water will dissolve no more; without wanting to state the obvious, this is what we call a saturated solution. Don't worry if during the course of doing this you add more salt than necessary and some excess sits at the bottom of your container; it doesn't matter, better more than not enough.

Now connect the cables coming from your power supply as shown my diagram, immersing the scrap copper plate and the brass plate to be etched into the beaker/vessel containing your salt solution. If you are using a mains powered unit (you will see in Photo 6 that the unit I used was set at 3-volts), don't plug this in or switch it on yet; before doing so, you will need to ensure that the two plates don't/won't touch/come into physical contact with each other. This is because if they do, you will have a direct short between the positive and negative power supply and no etching process will take place.

Once you've done this, you can plug in and switch on. Very quickly you will start to see 'bubbles' rising from the copper plate. The process of etching has begun. You will have to experiment with both time and voltage, but my advice would be not to exceed 4-volts.

Check the progress about every 15 minutes by gently lifting the part being etched out of the salt solution. My first attempt took about an hour; yours will depend on how deep you want the etching to be, and the thickness of the plate you've opted for.

In between checks, you may as well have another drink!

You will find the solution turns a brown colour while in use, but afterwards the sediment causing this discolouration – a mixture of salt and brass – will sink to the bottom of your container. The solution can be reused; just remember that the copper wire holding the part to be etched will also gradually 'waste' away. It's best, therefore, not to re-use the same solution and wires more than three or four times.

Photo 7: After use, a layer of brown salt/brass sediment will settle at the bottom of the saturated salt solution in your plastic container, as shown here. This doesn't mean your solution can't be reused, although Dave would not recommend doing this more than three or four times.

Finishing touches

Once you have the required depth, switch off and remove the brass plate from the salt solution. Remove all the tape and 'fonts', wash thoroughly in clean water and dry.

Decide what colour you want the etched surface to be and paint. Allow your paint to dry and harden and, once it's done this, gently rub with fine sandpaper or wet and dry. Your DIY etching will be then be revealed in all its glory. When you've finished, you can then mark out and cut/file the borders to your required size.

Assuming you are satisfied with the finished article, you can now sit back and congratulate yourself on a job well done! ●

Photo 8: Just in case you're wondering, the finished article shown here differs from the earlier 'work in progress' example illustrated because the masked plate is just that, an example. Dave didn't want to use up all of his 'fonts'.

A few helpful hints and tips

* I know I've advocated frequent refreshments but if you're going for something a bit stronger than tea or coffee don't drink too much!

* BECC 'font' transfers come in a variety of sizes (some as small as 2mm) and colours (and remember, they don't have to be black. You will, however, only be able to use these once.

* If the copper wire holding the plate to be etched corrodes and the plate sinks to the bottom of the salt solution, turn off the power and use a pair of plastic tweezers to retrieve it. This solution will cause your metal tweezers or pliers to rust.

* The scrap copper plate you should be able to re-use but be sure to clean it up first.

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**

CHRISTINE

I am sending you photos of *Christine*, a boat I designed – my plans were drawn with the classic style motor yacht in mind – and built from scratch. She was constructed from some scrap timber I had lying around to a length of 8ft 3½-inches and with a beam of 22-inches and sports twin props and 4.5-inch bronze three-blade propellers purchased from the Prop Shop. The motors, bought from Mobile Marine Models, are BF motors (which are sadly no longer available). I fitted gearing to 1.5-1 gears and fabricated cooling pipes to combat over heating problems, all powered by two 12v 22Ah SLA batteries purchased from the Component Shop.

Performance wise, she simply glides through the water.

TIMOTHY DAVISON
LANCHESTER, COUNTY DURHAM

Oh, my goodness, you don't do things by halves, do you, Timothy! Talk about 'dream big"! She's magnificent. So many questions, though... Where on earth did you work on her? Where do you keep her? And how to do you manage to transport her to and from, and get her into, the water? ***Ed***

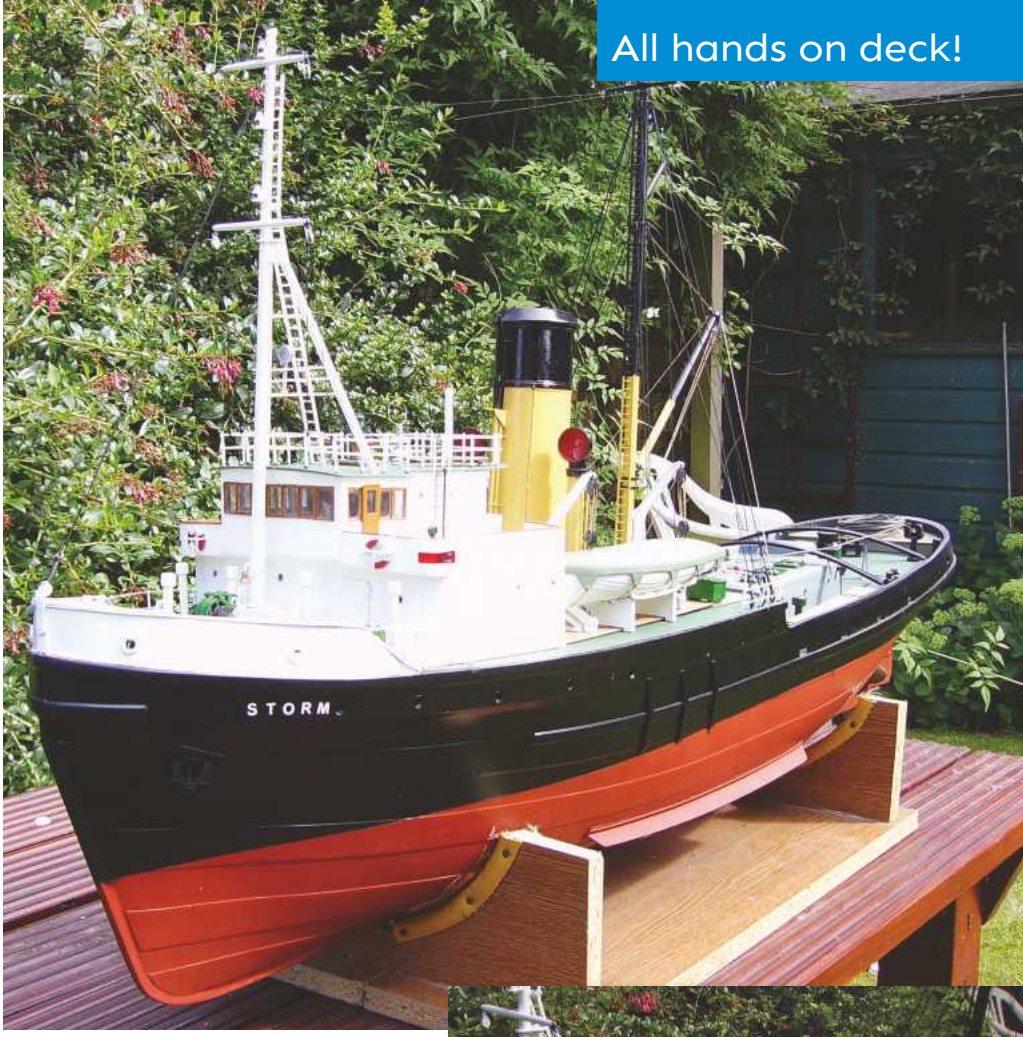
STORM

First off, congratulations on the May issue. I've followed the correspondence in respect of individual likes and dislikes and have come to the conclusion that the hobby is so varied and compartmentalised that you can never please all the people all the time. I think you succeed admirably in your balance!

I was saddened to hear of the loss of Jackie White. I met her and Laurie years ago at the Great Yarmouth Model Boats exhibition. I bought a kit for the Envoy class naval tug. This was my first foray into the world of working R/C models. On the day, it was blowing a full hurricane, and we had great difficulty driving home due to fallen trees. But we, and the kit, made finally made it to safety, and she was subsequently completed. I modelled my tug in 'civilian' guise, named her *Storm*, after the weather that day! A few pics attached.

Incidentally, the 'mystery model' on page 68 of last month's issue looks like a near-scale of *M.V. Georgic* of the Cunard/White Star line, built at Harland & Wolff's Belfast shipyard in 1931.

DAVID BRAY
EMAIL



Thank you, David. She's absolutely superb! I can hardly believe this was your "first foray into the world of working R/C models".

Whatever anyone thinks of the rest of the content in the magazine, surely no-one can contest how brilliant in terms of variety and sheer inspiration the Your Models section is. Both Richard, MB's designer, and I absolutely love working on these pages, always blown away by the sheer level of talent out there. ***Ed***

JET PROPELLED

As, like so many others, I had time on my hands during lockdown, I decided to have a go at building my first ever boat. The inspiration for her came to me while looking through a book that featured *Bluebird K7*. I am scratch building her from my own design. She isn't quite finished yet, but I think she's shaping up nicely. I stripped the canopy you can see in the photos of her from a crashed R/C plane I managed to pick up on eBay. The two EDF jets (also bought from eBay) will be powered by 2 x 5 or 6s batteries.

JAMES COX
EMAIL

What an ambitious and exciting choice for your first ever build, James, and how cool does that dude in the cockpit look! Please, please send us in some more pics once she's finished (have you given her a name yet, or are you still thinking about that one?), along with a report, and, if possible, some shots, of how she performs on the water. ***Ed***

FELIX

Further to your comments in last month's Welcome column, I am delighted to tell you that at the Shepton Mallet Drifters Model Boat Club in Somerset, five of us managed a morning's sailing today (Sunday, May 2). The weather was beautiful and we all comfortably maintained social distance while still enjoying each other's company. Hopefully, next month, when restrictions are lifted, we will be able to have a few more members lakeside.

For now, though, as my own little celebration, I am sending you some photos of my Krick kit- built harbour launch, *Felix*, both on and off the water.

GLYN PHILLIPS
EMAIL

That's really encouraging news, Glyn, and Felix looks absolutely fab. Perhaps some of your fellow club members could take their cameras along to the next meet, too? It would be lovely to be able to share some of pics of post-restriction launches. ***Ed***

OSCAR BEAR

A good friend of mine, Corey Snell, wanted a model of his boat, a 14ft Solar Jiffy, so I agreed to build one for him.

Working from photographs and dimensions sent to me via messenger, I made a set of drawings (scaling the boat down to 1:12) and began assembling the frame for the hull, mainly from lite ply. This took about 10 weeks to complete.

The outboard motor was taken apart and rewired to a micro switch, which was encased inside the brass constructed throttle body on the starboard side. It can, therefore, be put into forward and reverse as per the full-size engine.

The batteries in the engine also power the nano LEDs for navigation and operate via a nano switch to the left of the ships wheel.

The wheel itself was made from copper tube, tinned wire and brass tubing. All other parts were scratch built, too. The screws to secure the windscreen are the kind used on glasses – a very fiddly job!

It was a build that took a lot of thinking about, and it required me to adopt a number of methods and techniques that were new to me. But the end result was very satisfying, and Corey is really pleased with it

JAMES THOMPSON
EMAIL

Now that's friendship for you! You've done an incredible job, James. Lucky, Corey. I love that you've even thought to include the catch of the day. ***Ed***

The red, white and blue colour scheme of the hull was originally copied from another power boat named US1, which featured in a long defunct publication called Speed & Power. Despite lots of searching I cannot find any information on US1. Perhaps a fellow reader can help?

ASHLEY COOPER
EMAIL

You are way too modest, Ashley! No consideration needed. How could I not want to share this terrific conversion? Since coming aboard as editor, the letters pages have made it very apparent what a very knowledgeable readership this magazine has, so I've no doubt someone reading will be able to supply some further info on US1. Over to you, chaps! ***Ed***

WAVERIDER

Further to the free plan and Ray Wood's feature on the Cigarette offshore power boat in last month's issue, I would be grateful if you'd consider my Norstar Waverider semi-scale offshore powerboat for inclusion in the Your Models section.

This story really begins many years ago, when I found myself admiring the SHG Marine 1:12 scale Cigarette kit advertised in the December 1975 issue of Model Boats (priced, back then, at the princely sum of £25.90!). I never did get around to building one, but fast forward 35 years and I decided to retrieve my old boats from the loft and convert them to electric power. I'd always thought the hull of my Norstar Waverider, resembled an offshore power boat and it occurred to me that her original cabin cruiser design could easily be modified by scratch building a new superstructure for her. So, after poring over many power boats images, including the Cigarette, I arrived at the design you see here.

Your Letters

Got views to air or information to share? Then we want to hear from you!

Letters can either be forwarded via email to **editor@modelboats.co.uk** or via post to **Readers' Letters, Models Boats, MyTimeMedia Ltd, Suite 25, Eden Hse, Enterprise Way, Edenbridge, Kent TN8 6HR.**

Miami vice

Film and TV fans: just in case you took one look at last month's front cover and found yourself wondering what we'd been smoking, please note the lower case 'v' was used for the word 'vice'. We had hoped this would avoid any confusion, but that was clearly a fail on our part!

COVERLINE CONFUSION

I would like to point out the misconception that the boat in *Miami Vice* was a Cigarette. The boat driven throughout the 1980s' hit TV series *Miami Vice* by Don Johnson was, in fact, a Wellcraft Scarab 38 KV.

TREVOR HUGHES
EMAIL

I really appreciate your email, Trevor, because I think my coverline last may have inadvertently muddied the waters. It was not intended as a nod to the 80s' TV show but rather as a reference the fact that these boats unfortunately became the 'go-to' choice for Miami's drug runners back in the day. I'd hoped by using a lower case 'v' for the word 'vice' this would be clear, but I now appreciate there was always going to be the danger this would be overlooked or seen simply as an editorial faux pas. My apologies for any confusion caused. ***Ed***

TAKING A MEASURED VIEW...

The closing remarks in Mr C.O. Stanford's letter, featured under the 'Hitting the spot or not' banner in last month's issue, about metric/imperial measurement threaten to open up a whole can of worms.

Born in a city but having lived most of my life in the country, I still have difficulty with the concept of 'Acres' being an approximate measure used for selling land, so I have some sympathy with Mr Standford's point of view. However, as a modeller, surely the only thing that matters is that the distance from point A to point B is exactly what it should be, irrespective of it being measured in microns, thou or cubits.

The UK supposedly went metric in the early 70s but never really succeeded. For us boaties, though, is there not some beauty in the SI system with its simple linkage between length, volume and weight? Underwater length x underwater beam x draft (all measured in centimetres) produces an underwater volume in cubic cm. Of course, 1000ccs equal one litre, and one litre of water weighs one kilogramme (ignoring the effects of salinity, temperature and pressure given the small volumes we might be worried about). A simple displacement calculation.

Directly from the plan of my next potential model, therefore, I can easily determine the maximum weight of the vessel, which in turn may drive the method of construction and also tell me if I will be able to launch/recover the beast once completed.

In reality we must use the system which suits us individually. The last time I looked most UK measuring sticks are still marked out in both metric and imperial units.

MIKE PAYNE
EMAIL

Thanks, Mike. As you so rightly point out, most UK rulers and measuring tapes are marked in both metric and imperial units – and failing that, conversions can of course be done in a couple of clicks online. ***Ed***

CAN YOU HELP?

As one of my lockdown projects I have been trying to complete a 'pond' style yacht. She's similar to Dawn, a 36-inch R boat featured in the book Model Sailing Yachts by Percival Marshall. My model is 30-inch long, but the size of the sails matches those for Dawn. I think dad was also using Model Boat Building by F.J. Camm as a point of reference. Although how he intended to rationalise the two books, I have no idea. The yacht has 'Braine' steering gear.

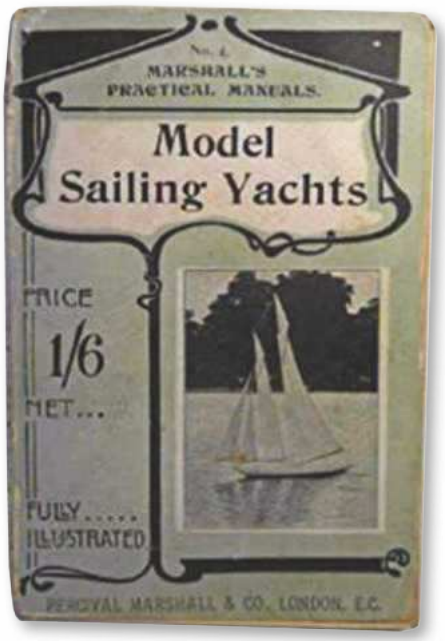
I think dad started the model just after World War II, so that he and I could sail together on the local boat pond in the park. Sadly, he died (in 1951) before he was able to finish it. The model was then passed to a neighbour's two sons with the expectation of them finishing it. I would have been seven years old at that time.

I knew nothing of the boat's existence until, 40 years later, it came back into my possession, still unfinished! Another (approximately) 26 years on, I've finally almost got around to finishing it. However, and this is where I hope some advice from fellow readers will be forthcoming, I've reached an impasse when it comes to how to rig the mast and sails, as the two books I have tend to offer conflicting information.

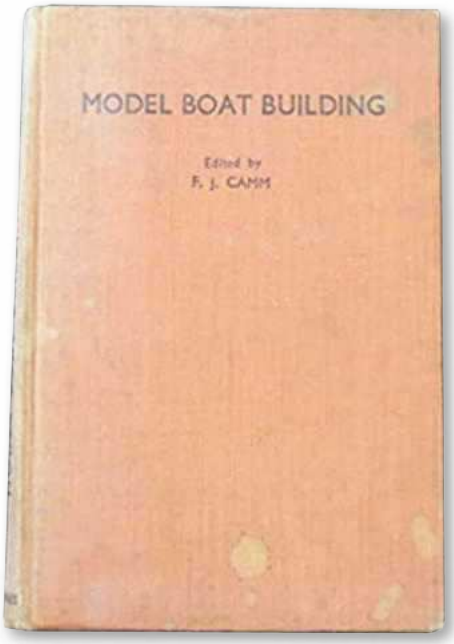
I would dearly love to finish this model and sail it at least once, thereby realising my father's now 70-year-old dream.

TREVOR BRIGGS
EMAIL

She's gorgeous, elegant, and I'm really glad she's back in your hands just as your father had intended, Trevor. I do hope someone will step forward with some advice here, as I for one would love to see her complete and finally on the water. That would be such a wonderful tribute to your dad. ***Ed***



A little confusingly, John's late father had apparently been using two different books as his point of reference for the build.



Can anyone advise Trevor Briggs on how best to rig the masts and sails on this charming 'pond yacht' and, thereby, help him finally fulfil a dream his late father had some 70 years ago?

Our Ed, **Lindsey Amrani**, provides some (hopefully, helpful) feature writing guidelines...

If you have a feature suggestion you believe will broaden the content of this magazine, please get in touch, as we'd love to hear from you.

SELF IMPROVEMENT

I've just received the May issue and would like to say thanks for another excellent publication. Free plans are always welcome, and the Cigarette looks very promising.

On the matter of the recent negative comments on concerning content, can I suggest that these readers do something positive and provide you with their own articles on topics they prefer, providing they have the necessary knowledge and ability to produce an interesting feature. It's very unreasonable to expect every issue to encompass all aspects of our very diverse hobby. I'm sure most of us appreciate the challenge of trying to please all readers all the time. I'd imagine you'd be delighted if you were to become submerged in future feature proposals on every subject known to model boaters, as this would surely solve many editorial headaches for you.

Please keep up the good work!

CLIVE NELSON_SINGER
EMAIL

Thank you so much, Clive. Pitches for articles, especially those that fill gaps in thematic coverage, are always very welcome. The specialist nature of the magazine means its content relies heavily on submissions from those in the community it serves, as it's not a title where professional freelance journalists can simply be commissioned to cover all the bases. That said, I appreciate not every reader will have the time or inclination to contribute full length feature articles. There are, however, plenty of other ways to help expand on the variety of subject matter/topics covered, as I think the Your Models and Your Letters have been demonstrating really well. ***Ed***

WORTH FLAGGING UP

I look forward to your magazine dropping on my door mat every month and, being new to the hobby, I find all the content very interesting.

I am surprised to see, however, how many models feature the Union flag the wrong way round; the thick white stripe should, when fitted to the jackstaff, always be in the top left-hand corner. Even Olga Batchvarov, who is a magnificent builder, would, I'm sure, be annoyed with herself for getting this little detail wrong. Please don't see this as moan, I am simply pointing it out as I'm sure everybody would much prefer to get things right.

GARRY MITCHELL
TAVISTOCK

Glad you are enjoying the mag and, rest assured, I don't see your comments as a moan at all, Garry. Flagging up (pardon the pun) info and advice like this is always very helpful and much appreciated. ***Ed***

MODEL MYSTERY IDENTITY SUGGESTIONS

Further to the 'Mystery Model' enquiry in last month's issue, I would say this model is based on one of the last two ships built for the White Star Line, *i.e.*, either *M.V. Britannic* or *M.V. Georgic*, both being motor ships. I would go for the *M.V. Georgic* as of the two she had the more rounded bridge front featured on the model.

RAY BROADFIELD
EMAIL

Last month's 'Mystery Model' appears to me to be loosely based on White Star's Britannic, although the bridge front windows, funnels and stern look nothing like original.

JIM POTTINGER
EMAIL

Further to Frank Steadman's quest to find out more about his 'Mystery Model', I believe it's based on *Dominion Monarch*, which used to dock at Tilbury, load up with passengers and sail out to place like Australia, New Zealand.

JOHN IRISH
EMAIL

Thank you so much for all your input (and I'm including David Bray here, as he's incorporated

LEFT: Sadly, extensive damage and the ravages of time and neglect have made last month's 'Mystery Model' very difficult to definitively identify. Nevertheless, some very interesting suggestions have been put forward...

RIGHT: M.V. Georgic.

BELOW: M.V. Britannic.

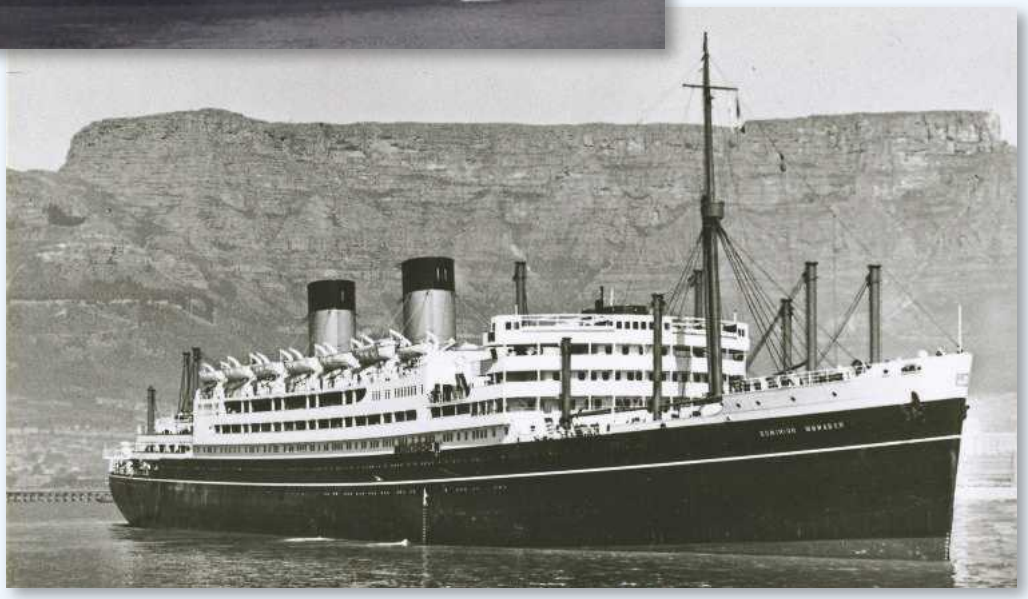
not be entirely accurate, which complicates things yet further. I hate not being able to get to the bottom of things, so I think my next port of call may be a specialist auctioneer. Promise I'll let you know if I ever I'm finally in the position to settle this debate once and for all. ***Ed***

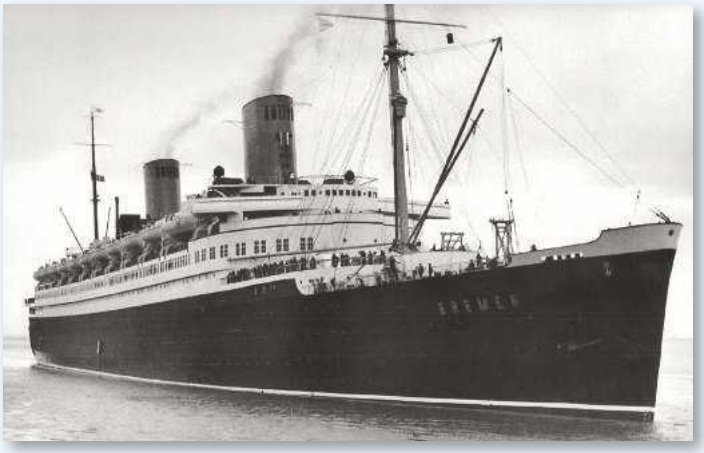
BELOW: Dominion Monarch.

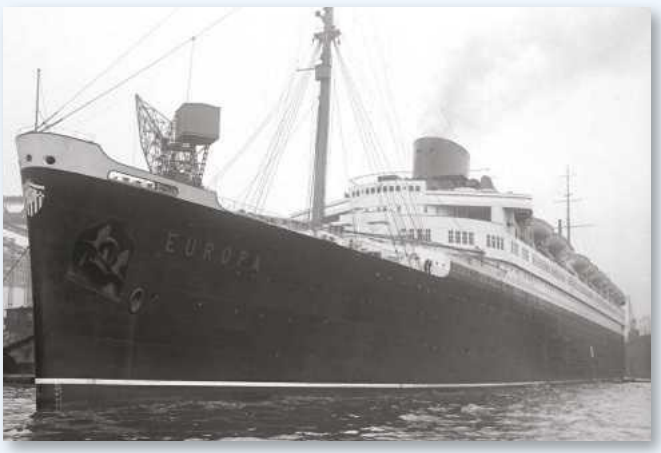
his views on this matter as an aside to the story behind his sensational model, Storm, featured in the Your Models section). It occurred to me that if, as I suspected, the model itself was attributable to Bassett Lowke, then a quick check of which of the three actual vessels suggested had featured in that company's range may reveal a definitive answer. Life's never that simple, though, is it? Turns out all three qualify on that front!

Just to throw in a curve ball, our designer, Richard, wonders whether it is perhaps either SS Bremen or SS Europa.

Old models like this were, of course, representations and may







ABOVE LEFT: SS Bremen. ABOVE RIGHT: SS Europa (image courtesy of Bundesarchiv, Bild 102-09251 / CCBYSA 3.0)

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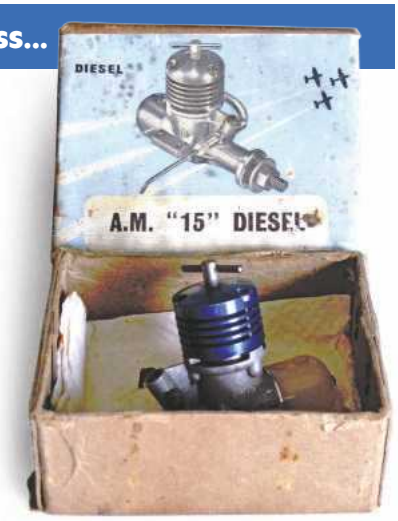

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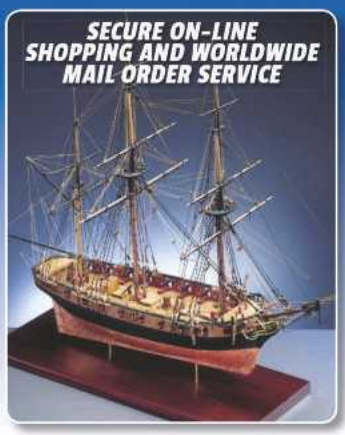

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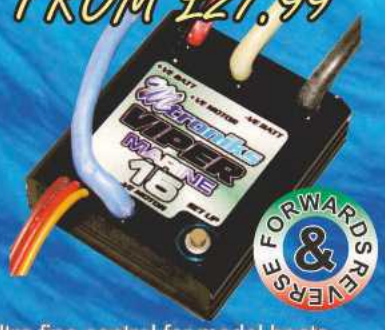

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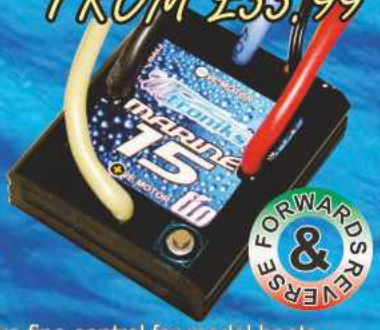

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