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January 2022
Vol.72 No.854

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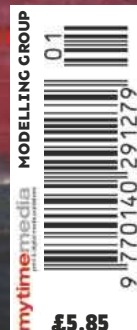
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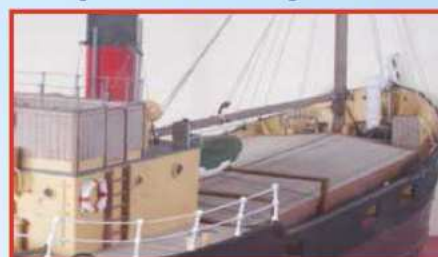
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1/96—1/100—1/50—1/24 FIGURES



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Your chance to net this fabulous prize courtesy of CenturyUK



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John Parker recounts the fascinating service history of five Royal Navy destroyers loaned to the Australia during World War II





Despite being cover dated January 2022, this issue should be popping through letter boxes and on sale in the shops just ahead of the holidays. So, whether you're up to your eyes in preparing for a big family get together or settling down for another quiet one, I first want to send out Season's Greetings, my very best wishes for the New Year and a big thank you for all your continued support over the last 12 months. I'd love to say "The drinks are on me!", but unfortunately the budget won't stretch that far. So, the best I can offer is a good excuse to spend a hour or two busy doing nothing more than recharging your batteries, feet up, cuppa in hand.

In the pages ahead, I think you'll find there's a good mixture of light, dip in and out, R&R type material as well as features that will demand rather more attention, possibly even requiring you to stick the kettle on more than once and crack open those chocolate biscuits!

For instance, following on from the 'easy build' free model ferry plan included in our November 2021 issue, the pleasure boat pull-out plan provided this month will almost certainly be more of challenge for all but the most experienced amongst you.

The crane (yes, I did say, crane) feature is also highly likely to require you stepping outside your comfort zone and raising your game.

But, whether you're a complete novice or simply hesitant about venturing into a less familiar aspect of the hobby and possibly finding you've bitten off more than you can chew – the curiously named (although all will be explained) 'A tale of Five Boys' (starting on p. 22) may prove just the encouragement you need to push yourself into trying something new in 2022!

Enjoy your read,

Lindsey



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Richard Simpson explains the role of the Boiler Inspector, in the hope of encouraging more candidates to consider stepping forward



56 ATLAS 5-ton crane

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Harry Hitchenes tucks up this pre-holiday issue with a bedtime story for the young at heart

71 Next month...

Just a little taste of what you can look forward to in the February 2022 issue, on sale January 21



Premium Line Bismarck 1:200



£799.99

This working model of the Bismarck from Premium Line/KY Models has undergone hundreds of painstaking man hours to create a 1:200 scale replica of the full size WW2 battleship in comprehensive detail. Straight out of the box! Plus with easy access to the internal electronics via a removable superstructure, it really is perfect balance between scale realism and practical everyday use. What more could you want!!

The Bismarck comes pre-built out of the box with powerful 390 size motors and a rudder servo already pre-installed. With all the hard work done for you all you need to finish the model is your suitable radio, ESC and battery charger. This famous battleship can be lake ready in no time at all!



Premium Line Grand Banks

£599.99
Ready Built



This fully working model comes pre-built straight out of the box and features stunning scale detailing as well as powerful twin 550 size motors, electronic speed controller and Steering servo all pre-installed.

All that's needed to complete is a suitable radio system, battery and charger and you can be ready to go in a matter of minutes!



Premium Line Landing Craft

£599.99
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The Premium Line American Higgins LCM 3 is built to a scale of 1:16 which is ideal to transport R/C Tanks of the same scale/size. This fully working model comes pre-built straight out of the box and features stunning scale detailing as well as powerful twin 390 size motors, electronic speed controller and Steering/Winch servo's for the launch ramp are pre-installed. All that's needed to complete is a suitable radio system, battery and charger and you can have this scale model on the water in no time at all!



Premium Line Norden 1:25

£119.99
Kit



The Premium Line 1:25 Norden is based on a German fishing vessel and is supplied as a kit of parts with a plastic hull and laser-cut wooden parts and photo etched metal parts to enable you to build this superb looking scale RC boat at 475mm long. The kit is also supplied with a "380" motor, propeller, propeller shaft and microservo for the rudder. To finish the electronic installation you will need a 2 channel radio, 15-20a ESC and either a 7.2v Nimh or 7.4v Lipo.



Premium Line Missouri 1:200

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You can view the Premium Line Models at these shops.

These RC Specialists try to keep some of the models on display so that you can see the quality of finished products and will be able to help you with anything you need to complete the models.

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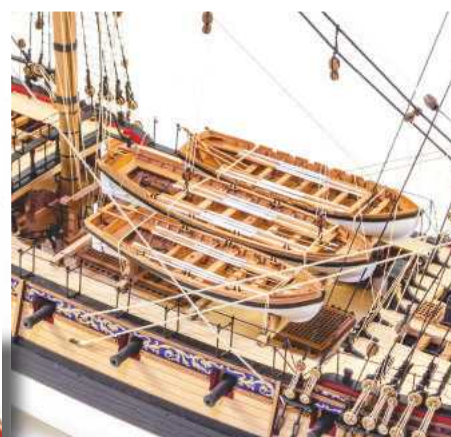
We completely sold out of our first batch, but our second batch of kits are now available and in stock



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Price - £689.95

Optional machined Pear wood
 block and deadeye set - £82



Designed, developed and produced in the UK

Our latest main kit development has been released, but our first batch of pre orders sold out. We have just re-stocked for our second batch of kits.

This kit is one of the most detailed wooden period kits on the market, which includes main gun deck detail, scale quarterdeck and forecastle beams, pre cut top sides, so the only standard planking required will be below main wale level. No less than 32 laser cut sheets and 5 sheets of photo etched parts are included, as well as cast and 3-d printed detail such as cannon barrels, figurehead, lanterns and stern decoration. Laser cut wood is pear, as is the second planking, with the gun deck and upper decks pre cut and laser etched with all planking and treenail detail. The three ships boats are included, and are just as detailed as the main kit.

The kit includes a full colour 154 page building manual, taking you through every step of the build, and this is supplemented by 23 full size plan sheets.

The manual can be downloaded on the Sphinx page on our website.

This is unlike any commercial kit most have been used to, it has been designed to make the assembly as painless as possible. Each kit takes 8 hours to produce!



Erycina - 1882
Length O/A - 525mm
Price - Kit - £168.50
Pre Made Sail Set (5 Sails) - £50



Nisha - 1907
Length O/A - 387mm
Price - Kit - £137
Pre Made Sail Set (4 Sails) - £40

Two New kits Just Released!

We have developed two new West Country fishing vessels, which are now available to buy at www.vanguardmodels.co.uk

Erycina (PH-63) is a Plymouth Ketch, built in 1882 originally as a fast cutter.

Nisha (BM-2) is a Brixham 'Mumble-Bee', built in 1907

As is standard with our kits, the kits include laser cut parts in ply, MDF and pear wood, pre laser-engraved and laser cut deck, full colour instruction manual and 15 plan sheets for Erycina and 10 for Nisha. Waterside decals are also included for the nameplates and registration numbers. Both kits are highly detailed and relatively easy to build.

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BATTERY AND CHARGER! LOW BATTERY AND LOW SIGNAL WARNING!

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LENGTH - 633CM

BEAM - 170MM



RACENT COMPASS YACHT

650MM Class Designed for

RG65 Competition!

Boat comes pre rigged. Ready

to sail in only 5 minutes!

Hull Length 650mm

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Compass 360

Our hobby-related news round-up

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



Falklands 40 Anniversary Collection

CN Collectables has launched the first of the 1:1250 scale releases in a specially commissioned Falklands 40th Anniversary Collection, and between now and April 2022 will be rolling out every Royal Navy and RFA ship involved in the conflict. These models will be available to purchase both as individual items and within a series of gift sets.

The gift sets will initially include one major ship, two smaller escort ships, a submarine and a 'sea' and mounting board, all packaged inside a custom-made strong box. Each ship within these sets will also be boxed separately to ensure safe passage to their respective recipients. The first three (carrying an RRP of £99 each) are already available, and include:

Gift Set 1
HMS Fearless, HMS Glamorgan, HMS Ardent, HMS Superb

Gift Set 2
HMS Intrepid, HMS Antrim, HMS Antelope, HMS Sultan

Gift Set 3
HMS Hermes, HMS Coventry, HMS Broadsword, HMS Conqueror.

While available as individual models are all the above-mentioned vessels, plus HMS Active, HMS Sheffield, HMS Spartan and HMS Glasgow.

Advance orders for the remainder of the individual models in the collection are now being taken, with details of further gift sets for 2022 to be announced. It may also be possible to tailor gift set contents to your own requirements.

For further details or to place orders, visit www.cncollectables.co.uk

OUT AND ABOUT



Deans Marine Christmas Open Day

Deans Marine will be hosting a special Christmas Open Day from 10am to 4pm on Saturday, December 18, 2021 (sorry for the short notice – one of those little frustrations of a monthly mag's lead time!).

On display will be prototype models of the proposed new additions for 2022, along with all the models added to the range during 2020-21. Visitors will also be able to browse a vast selection of kits and hulls, modelling materials, accessories and equipment and the test pond will be open for sailing, with viewing possible from the warmth of the interior. Free teas and coffee will be made available, and visitors are invited to bring their own mince pies. Christmas hats and pullovers are optional! ●

Pirates set to light up January

On the evening of Saturday, January 22, 2022, the Alvaston Pirates Model Boat Club will once again be putting on a display of illuminated model boats at the beautiful Alvaston Park (program your Sat Nav to DE24 8QQ).

This display will form part of the annual stargazing-themed event, featuring activities loosely related to astronomy) annually (although sadly suspended for the past couple of years due to Covid restrictions) organised by Alvaston Park Friends in association with Derby City Council Parks Department.

Admission to this fun for all the family event, which will start at 5pm and end at 9pm, will be free of charge. Just remember to wrap up warm! ●



HMS Express, one of the models displayed by the Alvaston Pirates Model Boats Club all beautifully lit up on the lake at the 2017 event.



CLUB NEWS

Met & Southern IOM Championship Event

ABOVE: Competitors on the water at the Met & Southern IOM Championship Event hosted by Chipstead SC Radio Sailing.

LEFT: Nigel Barrow of Frencham Ponds RS (left) accepts his Met & Southern IOW Championship trophy from M&S District Coordinator Peter Wilkins. Images courtesy of Trevor Cook.

November 20, 2021, saw 26 sailors compete in the Met & Southern IOM Championship Event hosted by Chipstead SC Radio Sailing. A fun filled day on the water culminated in the prize giving ceremony, at which Peter Wilkins, the M&S District Coordinator, announced the winners. Although closely contested, the top three slots on the day were awarded as follows:

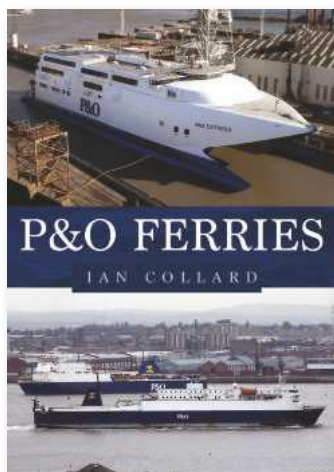
1 st	Nigel Barrow	Frencham Ponds RS
2 nd	Dave Allinson	Chipstead SC RS
3 rd	Vernon Appleton	Chipstead SC RS

BUY THE BOOK

P&O Ferries

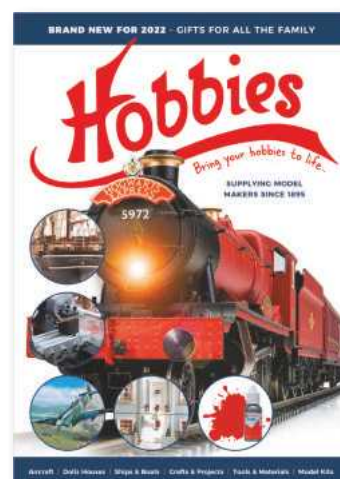
In this newly launched title from Amberley Publishing, author Ian Collard delves into the story of this iconic company and its ships. This fully illustrated 96-page paperback book carries 180 inspirational illustrations, amongst which are many rare and previously unpublished images, and is priced at £15.99.

This title can be purchased online via www.amberley-books.com or ordered directly from your local bookstore quoting ISBN 9781398103948 ●



The 2022 Hobbies Handbook

Now available to order, the 2022 Hobbies Handbook sports more pages and a wider range of products than ever before. Priced at £4.25, all handbooks will be despatched postage free to UK addresses (there will, however, be a charge for p&p if you're ordering from elsewhere, i.e., £7.15 (Europe) or £8.15 (Rest of World). For more details or to obtain your copy, visit www.hobbies.co.uk ●



HMS Suffolk under fire: a close up of Grzegorz Nawrocki's evocative artwork, which graces the front cover of Fantom Model's latest kits. This illustrates HMS Suffolk on the evening of May 24, 1941, under fire from Bismarck. (Image courtesy of Fantom Model).

Printed kit preview

Hands-on hobby-related product assessments

Considering shelling out for a new kit? On these pages, fellow modellers lift the lid on you what you'll get for your money.

Those in the industry that supports the hobby wishing to send in review samples for inclusion should contact the editor via email at editor@modelboats.co.uk or post samples, together with all supporting information, to **Models Boats, MyTimeMedia Ltd, Suite 6G, Eden House, Enterprise Way, Edenbridge, Kent, TN8 6HF**

Richard Dyer assesses Fantom Model's new kits for HMS Suffolk

For what seems like well over a year Artur Zuranski, the man behind Polish card model publisher Fantom Model, has been teasing the card modelling community with images illustrating the progress of his latest creation on the Fantom Model website (www.fantom-model.pl). Now, however, here it is available to purchase: a full hull model of HMS Suffolk.

As has been the company's practice in the past, Fantom Model offers two differently scaled kits for HMS Suffolk:

Kit No. 8 (1:300 scale)

Format: 20 A4 sheets featuring the components and 22 pages of drawings and description (some including two-sided printing).

Length of completed model: 64cm

Price: PLN 94.00 (£17.52)

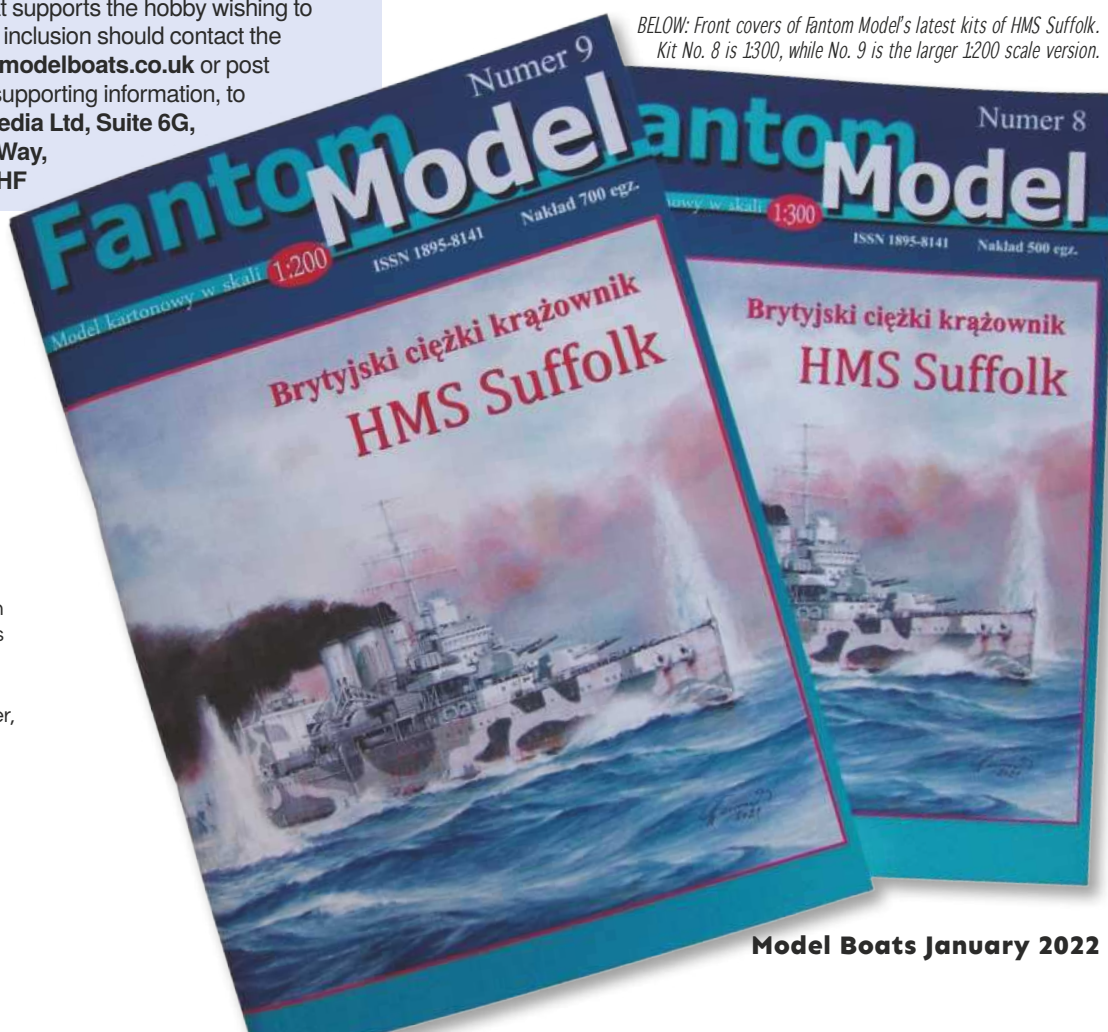
Kit No. 9 (1:200 scale)

Format: 30 B4 sheets featuring components and 22 pages of drawings and description (these feature on three different paper thicknesses and, once again, some feature two-sided printing)

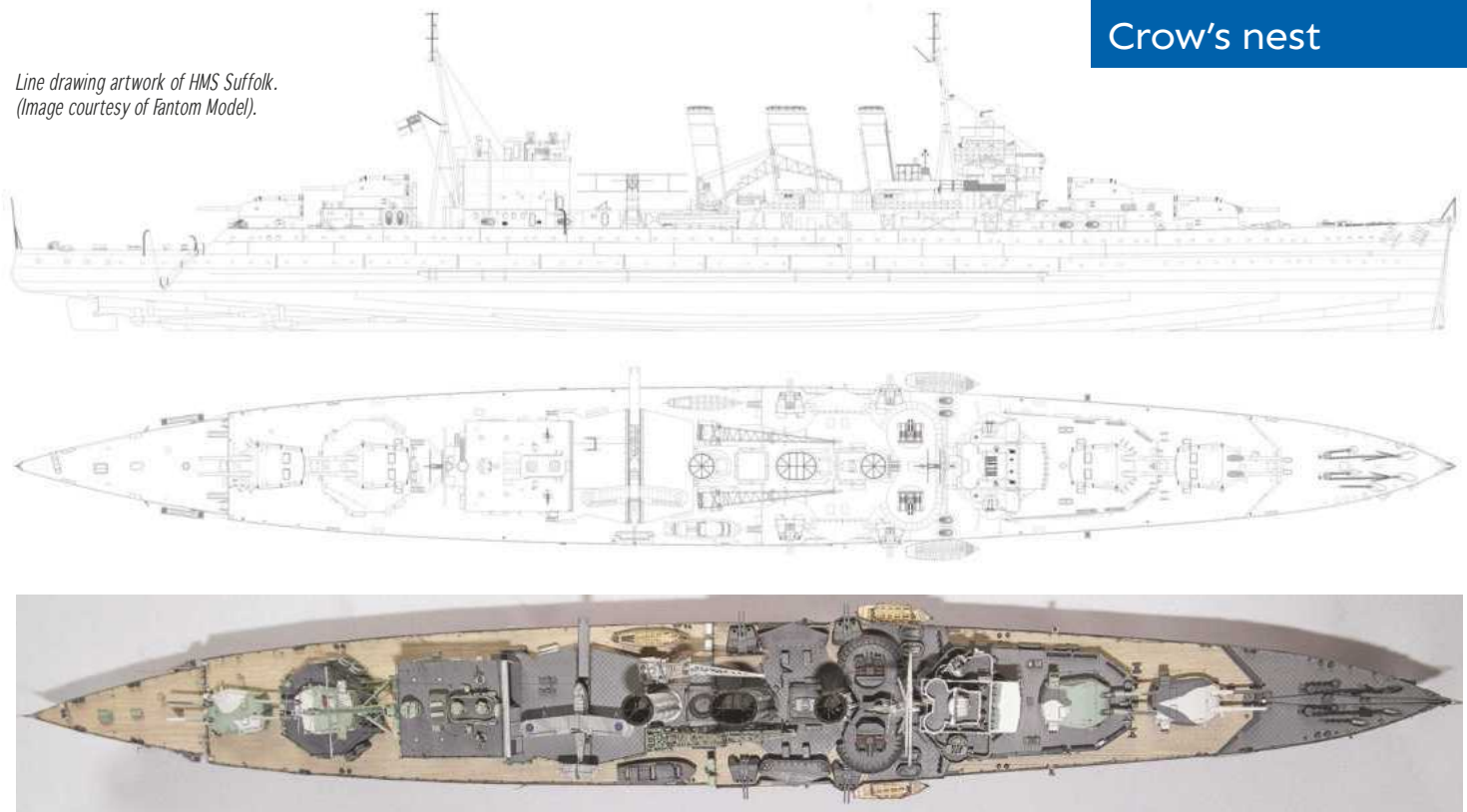
Length of completed model: 96cm

Price: PLN 155.00 (£28.89)

BELOW: Front covers of Fantom Model's latest kits of HMS Suffolk. Kit No. 8 is 1:300, while No. 9 is the larger 1:200 scale version.



Line drawing artwork of HMS Suffolk.
(Image courtesy of Fantom Model).



ABOVE: An overhead view of the completed model. (Image courtesy of Fantom Model). BELOW: An example of some of the printed components from the 1:200 scale version of the model.

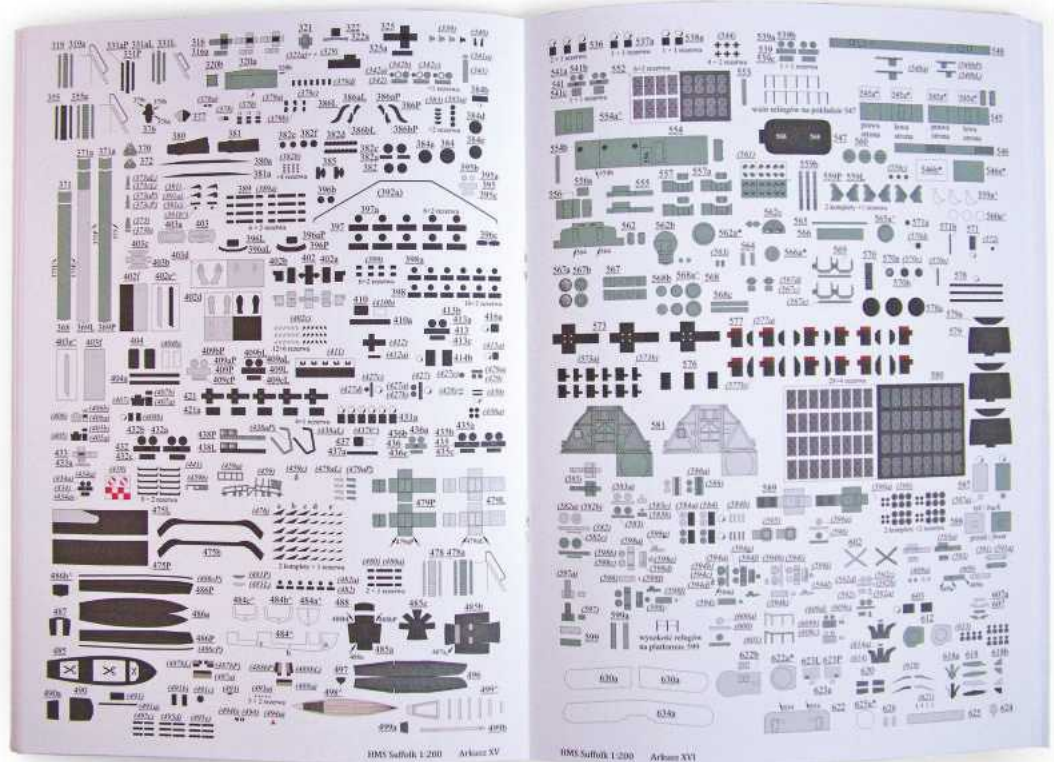
In this preview I am going to talk about Fantom Model's new HMS Suffolk kit(s) in general terms, as apart from their scale, and as far as I can see, both models have the same number of components and method of construction, so my comments and observations should apply to either of the two scale renditions offered.

1:1 Scale

HMS Suffolk (pennant number 55) was a heavy cruiser of the 'County Class' and was part of the 'Kent' subclass. Fantom's new kit depicts Suffolk as she appeared in May 1941, thus sporting a specific camouflage pattern she would have worn during the Battle of the Denmark Strait. During this action she played a vital role in shadowing the German battleship *Bismarck* through the Demark Strait. Along with HMS Norfolk (a near sister ship) Suffolk, using her radar was able to track *Bismarck* and kept contact long enough for other Allied warships to vector onto the *Bismarck*'s course. The rest, as they say, is history.

The model(s)

As already noted, Fantom offers its model of HMS Suffolk in two scale options, Kit No. 8 in 1:300, and Kit No. 9 in 1:200 scale. Both come complete with a short history of the Suffolk, a table of technical data, and written step-by-step build instructions. The vast majority of the text is written in Polish. I



am, however, reliably informed that an English translation will be available on request in the near future; indeed, by the time you read this, a translation may already be available. As with previous releases from Fantom Model, the Polish language build instructions are supplemented with line drawings showing location of components and their individual part numbers as well as sub assemblies. Both kits also have their own templates for occasions where it maybe

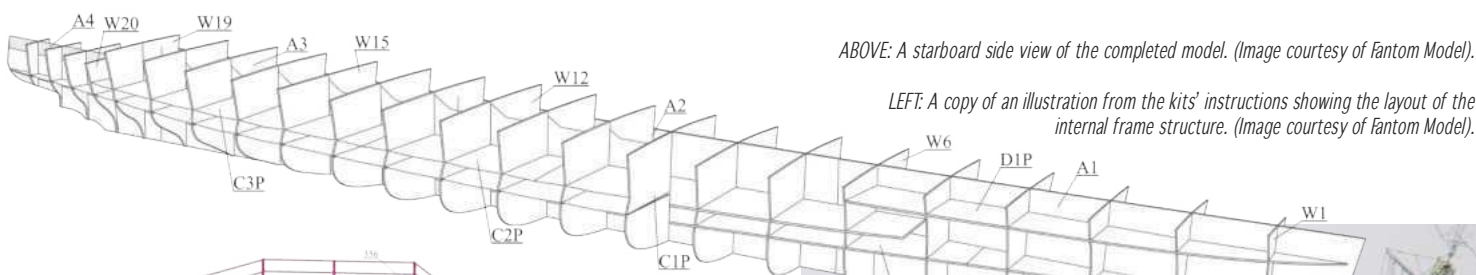
necessary for the modeller to fabricate smaller parts from thin wire to represent, handrails, railings, davit arms, flag staffs, and mast detail. These items are clearly identified in the constructional line drawings by being reproduced in a magenta (pink) colour.

Construction of each model follows a method that will be familiar to most card modellers, starting with an internal framework 'skeleton-like' base which will be clad by the colour

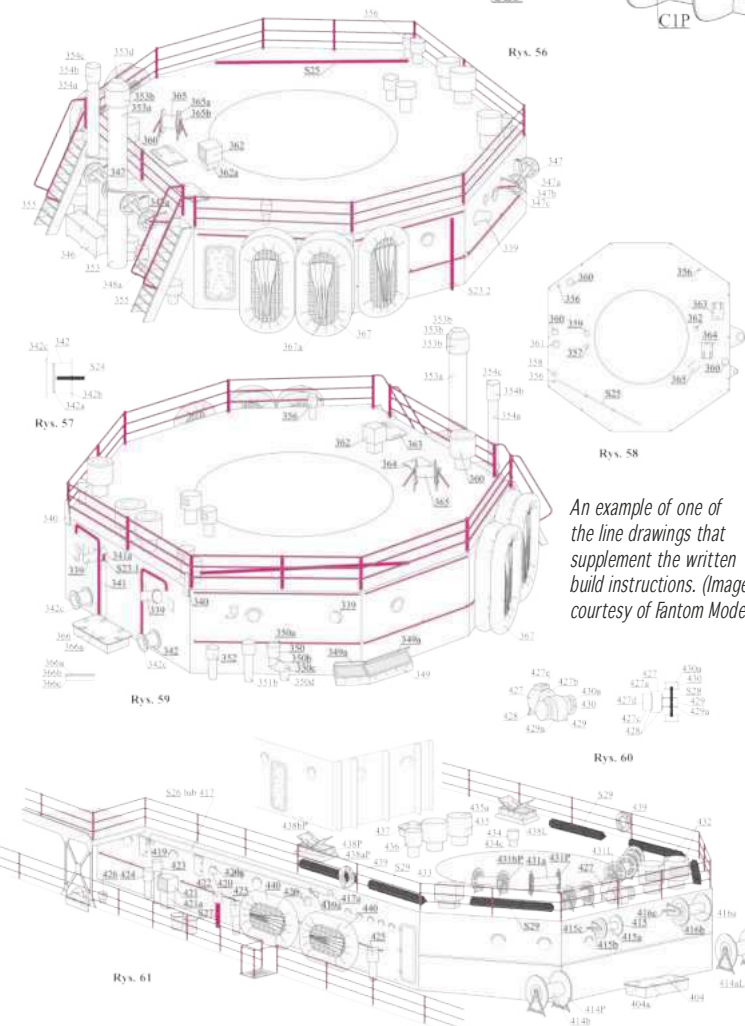
printed hull, side plates, and deck. In order to construct the internal skeleton straight from the basic kit you must first glue the relevant frame parts printed on paper onto card stock to form a thicker lamination. Internal frame parts showing a single asterisk (*) are glued onto 1mm thick cardboard and where two are shown (**) the paper part should be glued onto 1.5mm cardboard. The kits are both designed to be built as full hull models, however, with a little



ABOVE: A starboard side view of the completed model. (Image courtesy of Fantom Model).



LEFT: A copy of an illustration from the kits' instructions showing the layout of the internal frame structure. (Image courtesy of Fantom Model).



An example of one of the line drawings that supplement the written build instructions. (Image courtesy of Fantom Model).



ABOVE: Detail from an example of a completed model. (Image courtesy of Fantom Model).

extra thought and care, I don't see why they couldn't be finished as waterline models.

The general standard of printing and colour registration is excellent, and I have to say that the closer I looked at the printed parts the more fine detail became apparent to me. The shapes and general pattern of the printed camouflage

convincingly match all the contemporary photographs of the real ship that I have seen. It's obvious there's been a lot of time and research put into the production of these kits, not just in terms of achieving an historically accurate appearance but also in the engineering and the design of how the various components fit together. For

example, where blast and hatch doors are drawn onto elements of the superstructure nearby you will find a separate representation of the individual hatch, or door, so that you have the option to cut these out from the card stock and glue them directly onto the model, thus enabling a very authentic-looking finish. The same can be said where there is rectangular trunking and ducting; this can also be left as printed on detail or built up and added on top to create a more realistic 3D effect.

The models come with a full complement of printed 'Carley' floats (or rafts) with individually printed oars and a Walrus reconnaissance aircraft. Speaking of the Walrus, it looks like there's the option to build this with wings folded for storage in the hanger

With the colour printed gun barrels for the main turrets, I do wish that there were some spares, as this is part of the build that doesn't always go well on first attempt – but this may just be

me! Other than that, where space permits, there are duplicates of some of the smaller and more fiddly components. There are also generously sized strips of the four main colours used on the model, supplied just in case you need to do some repair/patching up work.

As always with Fantom Model ship kits, the printed decks look, in my opinion, very credible, particularly so on the 1:200 scale version. Another thing that I really like, which you don't see in all card model kits, is that, where they need to be, some pages are printed on both sides: a welcome addition and a sign of quality.

Whichever of the two differently scaled versions you opt for, with this new kit of HMS Suffolk, Fantom Model has produced a wonderful tribute to the real ship. These are real modeller's models. They will not be a fast build due to the high parts count, and, particularly in the case of the 1:300 version where obviously the parts will be that much smaller, are for veteran card modellers only. A magnifier,

*A port side view of the completed model.
(Image courtesy of Fantom Model).*



tweezers, and great patience will be the order of the day!

Though not for the novice or less experienced in card modelling, I have no hesitation in recommending these fine models of HMS Suffolk. As there are several kits of the Bismarck out there in 1:200, why not build a model of Suffolk to go alongside and create an impressive Battle of the Denmark Strait display?

Now, I think that it's fair to say that card models of this quality deserve that little extra touch and, thankfully, Fantom Model has this covered. Whether building the 1:300 kit or the 1:200 scale version, Fantom Model offers the following as aftermarket detail sets specifically designed for the HMS Suffolk kits:

* Photo-etched brass details.
A small fret contains most of the obvious details that you might want to replace with etch, such as the ships cranes, cradles for ships boats and some ladders. The brass fret is designed complement to laser cut card sets

* Laser cut details in card.
Sheets of card/paper carry a repeat of the ships' crane for those who prefer to work with card rather than brass. In addition to the cranes there are other scale components, such as oars for use with life rafts.

* Turned brass gun barrel sets for primary, secondary, and 40mm pom-poms.

* Laser cut card stock internal frames/bulkheads.

* A set of 33 individual Carley rafts.

Also, size 32x25 cm copies of the kit's cover artwork (minus any text) are available (product code 09SuffolkPla) priced at PLN 10.00 (£1.86).

In my opinion, from the list of extras available from Fantom

mentioned, the laser cut internal frame set is the biggest must, closely followed by the brass gun barrel sets.

For more information, or to view the entire range, visit www.fantom-model.pl. Fantom Model ships worldwide, (email

fantommodel@wp.pl for the shipping costs to your location) and accepts payment by either PayPal or bank transfer. ●

"Whichever of the two differently scaled versions you opt for, with this new kit of HMS Suffolk, Fantom Model has produced a wonderful tribute to the real ship"



*View of the completed model from the stern.
(Image courtesy of Fantom Model).*

FACTS AT YOUR FINGERTIPS

Company: Fantom Model
Product: HSM Suffolk card model construction kit
Scale: 1:300/1:200
Hull type: Full hull (or possibly waterline?)
Website: www.fantom-model.pl
E-mail: fantommodel@wp.pl

WIN!

A PREMIUM LINE KY MODELS' R/C FISHING BOAT KIT

**WORTH
£119.99!**



This month, courtesy of the kind folks at CenturyUK (www.centuryuk.com), we're offering you the chance to net a Premium Line KY

Models kit from which you can build the charming 1:25 scale R/C model illustrated, based on the German fishing vessel, *Norden*.

The kit (which retails at £119.99) has been designed for all modellers age 14+ upwards and, due to its construction method, is particularly perfect those looking to make the transition from static plastic kit

building to creating a fully working R/C model which you can get on out on the water and have some fun with.

It consists of a plastic hull, laser-cut wooden and photo-etched metal parts, a '380' motor, propellor, propellor shaft and micro-servo for the rudder. All you'll need to complete the project will be the glue, paint, etc, for construction and finishing of the model itself, and a 2-channel radio, a 15-20a ESC and either a 7.2v Nimh or 7.4v for the electronic installation. A comprehensive operating manual comes as part of the package, as does the useful addition of a stand for your boat. ●

MODEL SPECIFICATIONS

Scale	1:25
Age Range	14+
Length	475mm
Width	176mm
Weight	750g
Motor	130
Motor Rudder Servo	9g
Hull	Resin

CENTURYUK



To discover more about CenturyUK's Premium Line models, turn to page 6 or visit www.centuryuk.com



HOW TO WIN!

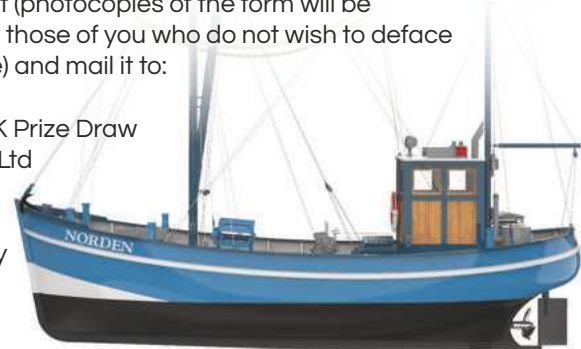
HOW TO ENTER...

To be included in the draw, all you have to do is complete the entry form included on this page, cut it out (photocopies of the form will be acceptable for those of you who do not wish to deface your magazine) and mail it to:

The CenturyUK Prize Draw
MyTimeMedia Ltd
Suite 6G
Eden House
Enterprise Way
Edenbridge
Kent TN8 6HF

before the closing
date of January 28, 2022.

Good luck, everyone!



TERMS & CONDITIONS

Entry is open to all UK residents with a permanent UK address, with the exception of employees (and their families) of MyTimeMedia Ltd, its printers and agents, and any other companies associated with the competition. All entrants must be aged 18 or over. Only one entry per household is permissible. No responsibility can be accepted for entries lost, damaged or delayed in the post. Winners will be notified by post. Prizes are not transferable to another individual and no cash or other alternatives will be offered. The promoters reserve the right to amend or alter the terms of the competitions. The winner will be chosen from all correct entries received by the closing date specified. Please note that data will be managed in compliance with GDPR law. Our privacy policy can be found at www.mytimemedia.co.uk/privacy. The decision of the judges is final and no correspondence will be entered into.

The CenturyUK Prize Draw

Name: _____

Address: _____

Postcode: _____

Tel No: _____

Email: _____

*RRS Sir David Attenborough
moored at Greenwich
in support of the
Ice Worlds Festival.*

'Boaty McBoatface'

Fraser Gray celebrates this enormously important eco-warrior of a ship...

"Not only does she boast incredible icebreaking capability but she's equipped with the very latest in high-tech instruments and equipment. The data gathered will be used to determine whether the changes agreed to by the world's leaders at the COP26 climate change summit are working, and working fast enough, in the battle against climate change"

The RSS (Royal Research Ship) Sir David Attenborough made her service debut with the British Antarctic Survey in December 2020, sponsored by the Duchess of Cambridge. Commissioned to replace the RRS Ernest Shackleton (which after 20 years of service for BAS was finally returned to her Finnish owners in 2019) and the RRS James Clark Ross (recently sold on to the Ukraine), she was built in the UK at Cammell Laird's Birkenhead yard, costing a cool £200 million!

Recognised as one of the most advanced polar research vessels in the world today, not only does she boast incredible icebreaking capability but she's equipped with the very latest in high-tech instruments and equipment. This will enable the scientists and crew aboard to monitor the ice sheets and

gather evidence of any rise in sea levels. This really is vital work as the data gathered will be used to determine whether the changes agreed to by the world's leaders at the COP26 climate change summit are working, and working fast enough, in the battle against climate change.

All serious stuff but, as many of you will be aware, the RRS Sir David Attenborough could just as easily have become 'Boaty McBoatface'! Why? Well, when back in March 2016, the Natural Environment Research Council (NERC) invited the British public to put forward names for



While the polar exploration vessel is officially named RRS Sir David Attenborough, she is still affectionately known on social media as 'Boaty McBoatface'.





ABOVE & BELOW: RRS Sir David Attenborough on the River Thames inbound for Greenwich. This polar exploration vessel can remain at sea for 60 days without needing to refuel; this allows her to embark on longer voyages than any other UK polar research vessel. Within her superstructure and hull there are 14 laboratories and workstations. Recreational areas include gyms, saunas, a cinema and a bar. The cabins for scientists and crew are located away from the ship's bow to reduce motion sickness in the turbulent seas of the polar regions.

SHIP'S PARTICULARS

RRS Sir David Attenborough

IMO
Number: 9798222

Construction
Cammell Laird

Propulsion
Diesel-electric propulsion connected by two shafts to two 5-bladed variable pitch propellers.

Installed Power
2x Bergan B33:45LSA
2X Bergan B33:45L9A

Service
Operated by British Antarctic Survey
December 2020

Ice Class
Polar Class 4

Home Port
Stanley, The Falkland Islands

Tonnage
15,000 GT
4,475 DWT

Length
128.9m (423ft)

Width
24m (79ft)

Depth
11m (36ft)

Draught
7m (23ft)

Crew
30 crew, 60 scientists, plus supporting staff.



RRS Sir David Attenborough outbound on the River Thames, passing the Port of Tilbury on her way to Harwich before beginning her maiden voyage to Antarctica.



The exhaust stack for the ship's engines. The engines run as silently as possible to avoid interference with the vessel's acoustic instruments, which map the ocean bed and collect information on sea life.

the new ship, BBC Good Morning Jersey presenter James Hand jokingly suggested 'Boaty McBoatface'. This playful nomination clearly struck a chord with the fun-loving British public and the name quickly topped the poll, winning over a quarter of the votes. Later that year, however, the then Science Minister, Mr Jo Johnson, revealed the new ship would in fact be named after the much-loved naturalist and broadcaster Sir David Attenborough. Although this had indeed been one of the names put



The stern of the ship, showing the massive main cargo crane (950 tonne capacity). Situated behind the crane is a winch system that's used to deploy equipment such as the rock drill to take samples of rock and sediment from the ocean bed to a 2,000 metres depth. The winch is also used to deploy a CTD (Conductivity Temperature and Depth) sensor to gather information on salt levels and temperature changes. For inclement weather the ship is equipped with an internal moon pool from which to deploy the submersible 'Boat McBoatface', or to give this its more technical name, the ALR (Autosub Long Range).



The starboard station for the ship's lifeboat and rescue boat.



The bridge and satellite communications systems. Below the bridge are the open doors of the helideck hanger, which house two small helicopters to transfer scientists and their equipment to shore. The helideck is also used to launch aerial drones for scientific missions.

forward, it had, despite the unquestionably high esteem in which Sir David is held, polled only 3% of the vote. In the spirit of good humour, however, Mr Johnson confirmed the name *Boaty McBoatface* would be allocated to one of the survey ship's autonomous submersibles.

Bearing in mind, then, 'tis the season to be jolly, here are some photographs of the RSS Sir David Attenborough, a.k.a. *Boaty McBoatface*, that I shot as she sailed down the River Thames on her way Greenwich this October just past. At the time, she was making a special visit to

London in order to take part in the Ice Worlds Festival (a three-day polar science and exploration showcase hosted by the National Museums and British Antarctic Survey), ahead of the COP26 climate emergency conference and her maiden voyage to the Antarctic. ●



Work boat *Erebus* and cargo tender *Terror* at their port stations. These boats commemorate the two Royal Navy ships lost on Sir John Franklin's expedition to the Arctic region in 1845, with the death of all hands in horrific circumstances. The RRS Sir David Attenborough passed three memorials associated with these tragic events on the embankments of the Thames as she sailed to Greenwich, one at Gravesend, one at Greenhithe and, finally, the memorial at Greenwich to Lieutenant Joseph René Bellot, who embarked on his final voyage in search of Sir John Franklin's ships and crew.



“Neither of us knew much about steam propulsion... Obviously, I didn’t want to let on about my previous disasters but, given the circumstances, felt I had to ask if there was the potential danger of boilers/engines exploding should, God forbid, they happen to be submerged”

while putting fingers to keyboard to record the series of events that led us to completing our Choupette steam launches, because they lend themselves perfectly (minus the chocolate) to each little chunk of this story as it unfolds...

DESPERATION

Perhaps the word desperation rather over dramatises our search for a kit that each of us could individually buy, compare build notes on and eventually, upon completion, sail together, but as quests go, this certainly wasn’t an easy task. Not only did we need to find a kit that would be of interest to us both, but we also needed to find one suited to our skills and capabilities, or lack thereof! Richard hadn’t built a model boat since he was 14 years old and, despite being able to boast considerably more experience (about twelve months’ worth), it’s fair to say my track record leaves something to be desired: two ‘sinkings’ in less than a year! On the upside, though – as ‘Always look on the bright side of life’ is one of my mottos – witnessing those sinkings did generate a lot of amusement for my fellow club members, so at least that’s something I can take credit for.

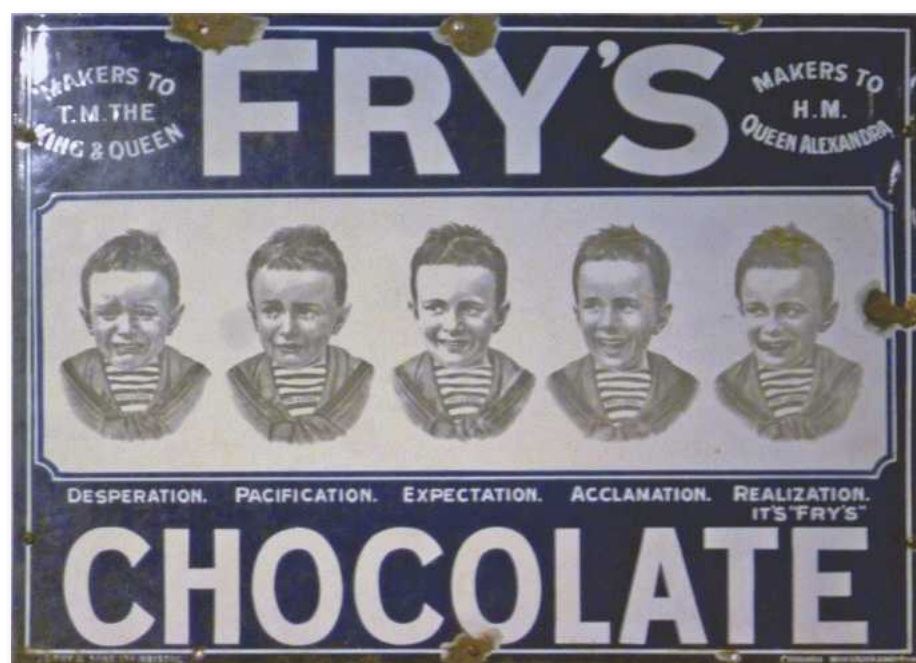
Anyway, getting back to the matter in hand, it quickly became apparent that most of the kits on the market are aimed at the more advanced modeller, so we found ourselves really struggling to find one we both believed we could realistically manage. Until that is, we came across the Sarik Hobbies’ Choupette Victorian River Launch ‘short kit’ flagged up as “Simple to build”, “Ideal for the beginner” and “Suitable for live steam”, which certainly seemed to fit the bill.

As neither of us knew much about steam propulsion, we contacted Jerry Watson at Clevedon Steam. He very generously took the time to explain, in great detail, all about gas fired boilers and engines. Obviously, I didn’t want to let on about my previous disasters but, given the circumstances, felt I had to ask if there was the potential danger of boilers/ engines exploding should, God forbid, they happen to be submerged. He assured us they were safe and easy to use and, more importantly, simple to assemble.

PACIFICATION

Somewhat pacified, we agreed to purchase two Choupette Victorian River Launch kits and two Clevedon boiler/engine kits. Naturally, we were anxious to get started and fortunately we didn’t have to wait too long for the Sarik kits to arrive.

A Tale of Five Boys



Whether you’re a newcomer to the hobby, or thinking about launching into a whole new aspect of it, but are worried about biting off more than you chew, **John Miles**’ satisfying shared experience may be just the encouragement you need...

This is a tale of five boys... Well, that’s not strictly true; it’s actually a tale of two boys: Richard Page and myself.

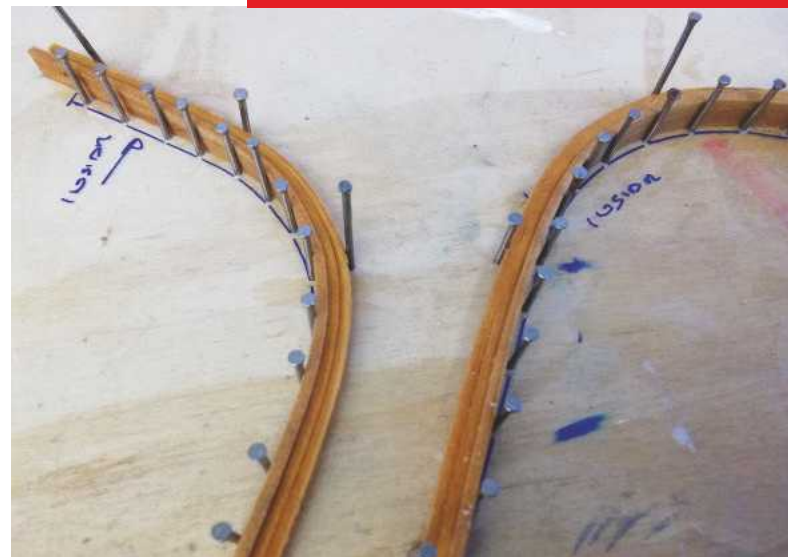
Where then do the ‘five boys’ in the title of this feature come in? Well, while both Richard and I are of a certain age and may now not be able to remember a lot of things, but we do both remember Fry’s Five Boys chocolate bars! This was never my favourite chocolate, but I was always fascinated by

the paper wrapper illustrating the heads of five boys, under each of which was a word describing their individual emotional states: DESPERATION (no chocolate); PACIFICATION (the promise of chocolate); EXPECTATION (the prospect of chocolate); ACCLAMATION (happiness at receiving chocolate and REALISATION (eating the chocolate).

For some strange reason that chocolate bar and those five words came back to me



The bottom and side plywood panels come in two parts and are joined by locating and gluing the ingenious laser cut zigzag together.



One of the more difficult tasks was forming the stringers to go round the bow section of the keel. This was successfully achieved using three pieces of stripwood, soaked overnight and then glued together around a template made up of panel pins.



A critical operation: getting the keel and bulkheads square in all planes.



ABOVE: The bow stringers in place: these were roughly contoured by removing excess material prior to fitting.

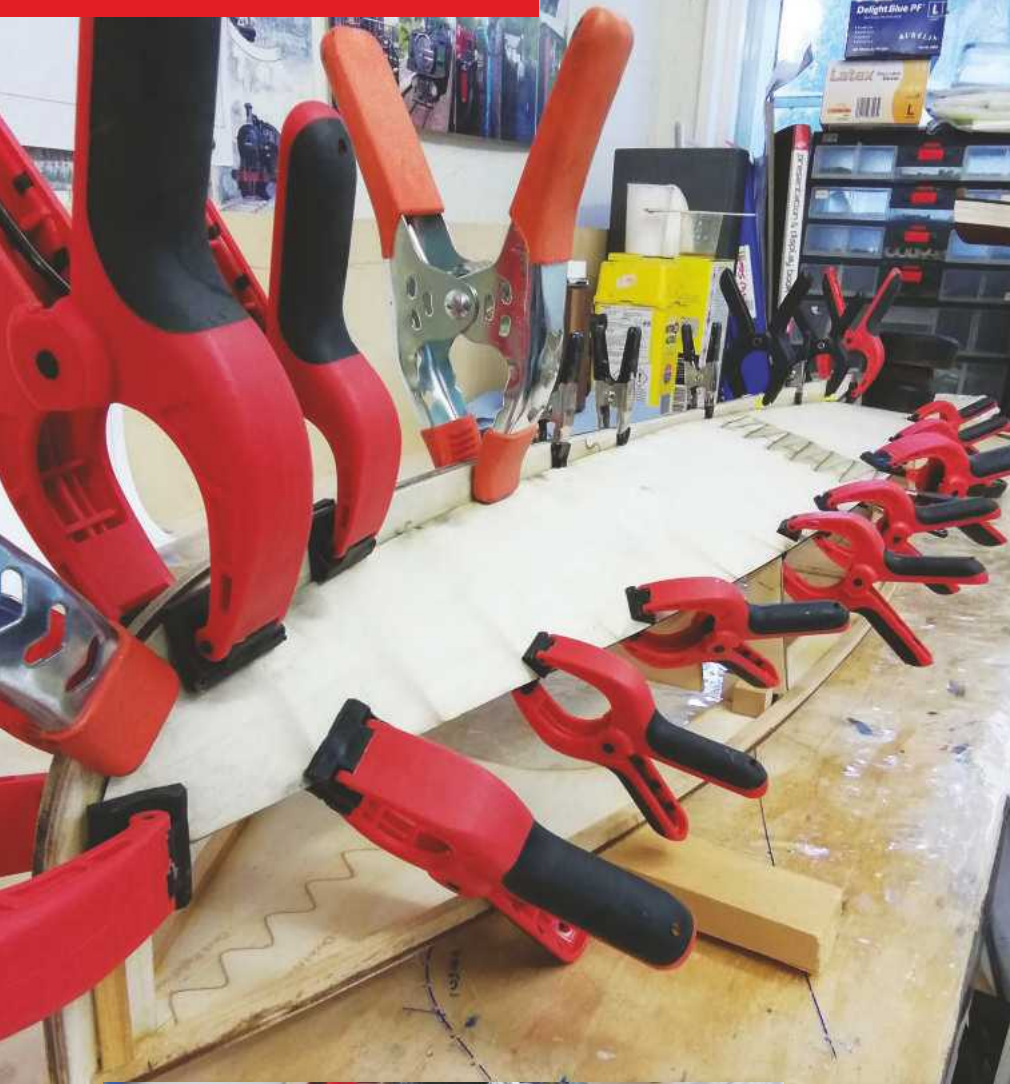
BELOW: All the stringers in place, ready for the plywood bottom and side panels to be fitted.



ABOVE: The deck and keel in situ. At this stage the assembly becomes more robust.

BELOW: The stern and propellor shaft glued in. Correct alignment of the shaft is imperative.





LEFT: Don't attempt to fit the plywood bottom panels without plenty of clamps!

The designation 'short kit' is a rather apt description, as these kits comprises of a set of beautifully laser cut plywood parts, each clearly marked for identification purposes.

While no instructions are included (a copy of an article about this model dating back to 2010 is provided, but personally I found this to be of limited use), the plan supplied is first class.

With everything looking very promising, we were ready to start.

EXPECTATION

While still a little apprehensive at this stage, expectations were high. Construction, therefore, began immediately, but almost as quickly floundered. Why? Well, the short kit is very reasonably priced and contains all the plywood parts required, but it doesn't include the few strips of wood required for the stringers. Had they been supplied, for a few extra pence, then the hull could have been completed. As beginners we didn't realise 'stringers' were required. Lesson learnt: these were duly sourced, at the cost of little over £5 for both boats.

We then came to fitting the plywood lower and side panels to the hull. With a little brute force and plenty of clamps, the lower (underside) panels were glued on and left to set.

As previously mentioned, all plywood parts were helpfully marked to identify



ABOVE LEFT: John's poorly fitting side panel at the stern. ABOVE RIGHT: And at the bow. Not the sliver of wood that fills the gap.



ABOVE: The inside of the hull looking reasonable after 'gallons' of resin were poured in to attempt to seal the unseen gaps.



ABOVE: Once the joint line had been sanded down in order to blend the plywood panels, long 'slots' appeared.

BELOW: Lashings of P38 body filler were required to bung up the slots after sanding.



The bow, clearly showing the marking on the plywood: 'Side Rear'!

them. Also, some, including the side panels, were marked up 'side front' and 'side rear'. Excellent! However, one could be forgiven (I hope!) for thinking that 'side rear' meant the end of the side panel went to the rear (stern). After struggling for a considerable time to bend and force these parts into submission around the bulkheads and against the edges of the lower panels we gave up. They would not, could not, fit. We had a problem. Then quite by chance we tried fitting the rear to the front and the front to the rear of the boats. Low and behold, this worked! Well, that's a slight exaggeration, they fitted where they touched. Great gaps were evident at both bow and stern but, with more brute strength and the use of clamps, we were able to fit them and, using considerable quantities of P38 filler on the external surfaces, and gallons (once again, I exaggerate slightly) of resin and matting on the inside, of the hull, bung up all the gaps.



The contents of the Clevedon Steam boiler/engine kits.

“Assembly proved to be child’s play. Everything fitted together beautifully”

BELOW: American Black Walnut cladding strips for the boiler come supplied with the kit. These are already cut to length and just require gluing on.



It was at this stage Richard expressed some concern: “Perhaps the wooden hull is meant to be a jig for building a ‘plastic’ boat. Have I got the wrong end of the stick?”. We were both beginning to doubt this was a kit for the beginner and our expectations were plummeting.

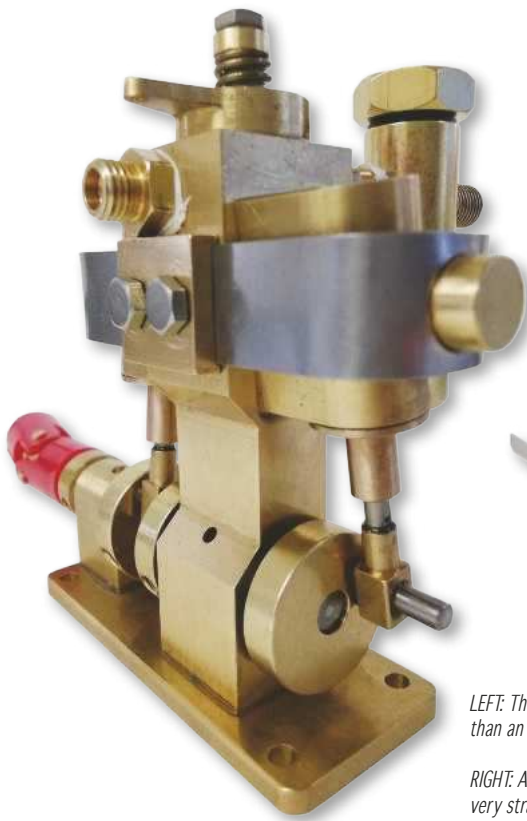
ACCLAMATION

Our spirits were, however, once again lifted by the arrival of the kits for the Clevedon boilers and engines, and on opening the boxes we were positively elated by what we saw. First impressions are very important and here we had a set of very ‘professional’ looking components; everything ‘sparkled!’ Well packaged and beautifully presented, the kits (one for the boiler assembly, one for the engine), contained the boiler, engine, gas tank, condensing tank, pipework and all the fittings. Even a bottle of thread lock, a small syringe for oiling purposes, and a boiler test certificate were included.

The instructions were very comprehensive. Maybe overly so for a simple assembly operation, but better too many words than too few! The exploded view of the engine was a little tired, and the print a bit ‘fuzzy’ and confusing, though.

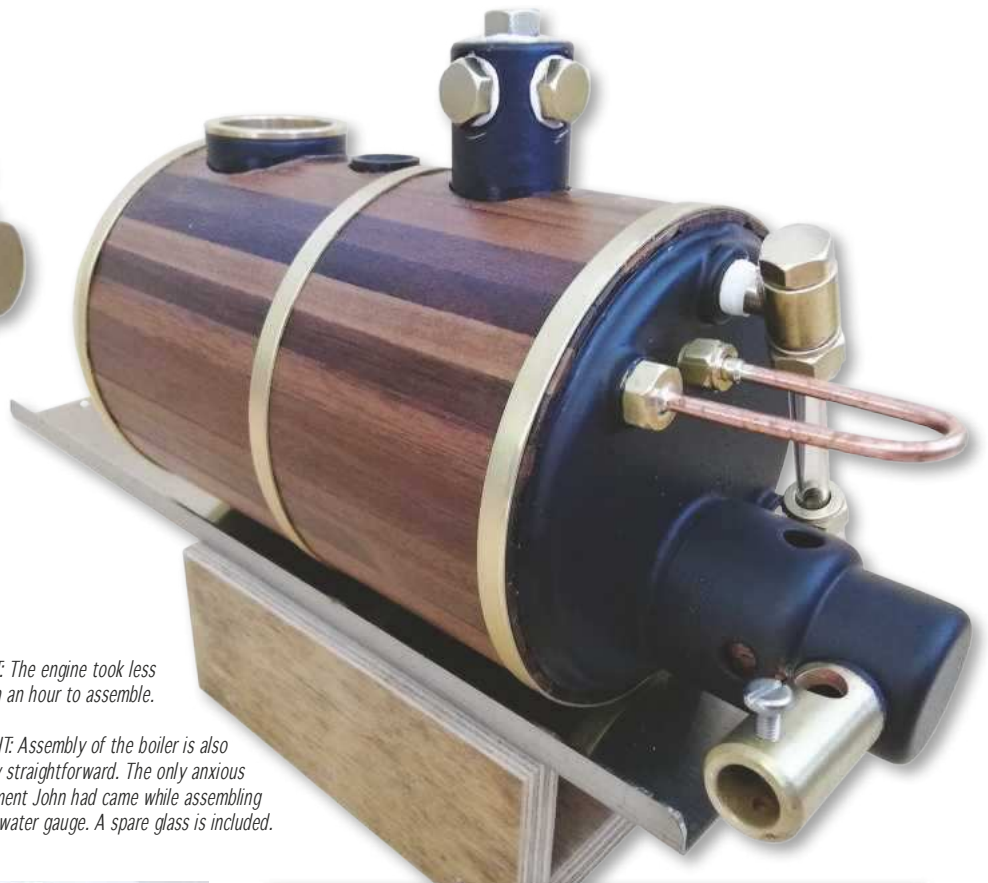
Nevertheless, assembly proved to be child’s play. Everything fitted together beautifully. Except, that is, for the boiler bands; I struggled for ages trying to get the ends to meet and the screws inserted. But, eventually, on deciding to replace the short screws provided with slightly longer ones (12mm), the job was done in seconds.

By now, we were both making good progress fitting out the hulls, too. We had previously brush painted our hulls with several coats of Phoenix Precision enamel paint. There’s something very therapeutic and



LEFT: The engine took less than an hour to assemble.

RIGHT: Assembly of the boiler is also very straightforward. The only anxious moment John had came while assembling the water gauge. A spare glass is included.



ABOVE LEFT: Offering up the boiler assembly to the launch to check for clearances. ABOVE RIGHT: Additional supports were bonded into the hull using P38: a lovely, neat job!



ABOVE: With the plywood inner skins fitted, the steam plant was again test fitted, this time with the pipe work connected. The small black cylinder is the condenser for collection of waste oil/water from the displacement oiler.

INSET BELOW: Starting to fit out the inside of the hull.



The hull having received several coats of enamel paint.



ABOVE: Fitting the strips of Bass wood and Black American Walnut was very satisfying. These were affixed using superglue, with care taken to avoid getting any glue on the outer surfaces.

RIGHT: The rubbing strakes cover up the rough edges of the decorative deck planking.



relaxing about brush painting and the finish obtained was excellent

The plan of the Choupette gives a good idea of all the related detailing, but it's up to the individual builder to create his/her own design.

Following the purchase of strips of Bass wood and American Black Walnut from SLEC, we decided on a 'stripey' finish for the decking and internal trim. Very effective!

Howes Models provided all the electronic equipment, which fitted well under the rear deck.





Testing the launch in the bath. Fortunately, no leaks!



LEFT: The canopy starts to take shape.

RIGHT: The duckboard flooring is cut from Parana pine and fitted around the boiler/engine. This is removable.

BELOW: Beneath the rear seat are the servos for the steam regulator and the rudder, plus batteries and electronics.



ABOVE: The gas tank is hidden beneath the removable front seat. It's advisable to remove the tank prior to it being filled with the Butane/Propane gas.





ABOVE: The rudder assembly was 'macked up' from scrap brass and parts from an old 13-amp plug.

BELOW: The stern complete, having had deck details added.



ABOVE: The bunting was made from strips of material taken from an old shirt. Drenched in a dilute mix of PVA glue and water, this is folded over the 'washing line' to dry. And before you ask, "Is that a bra hanging up in the background?", no, you're looking at two face masks!

RIGHT: After drying the bunting is cut out using a scalpel.



LEFT & BELOW: The pennant and bunting in place.

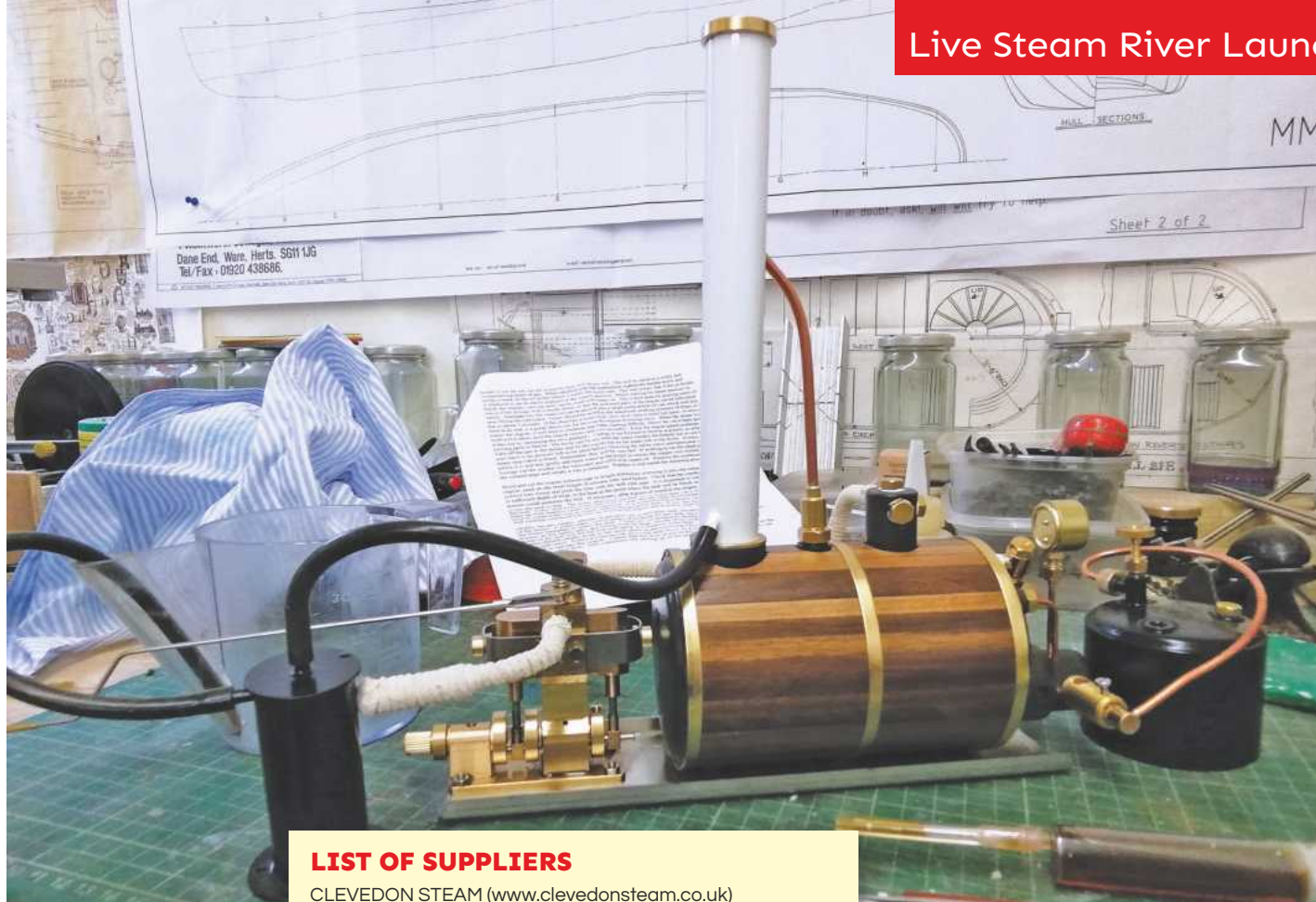


"Keep an eye out at your local pond for two old men with broad smiles and a look of self-satisfaction. It could be us!"

REALIZATION

Our earlier setbacks now forgotten, we were able to stand back and appreciate what we had made. We are both very proud of the results. Nothing quite like blowing your own trumpet!





LIST OF SUPPLIERS

CLEVEDON STEAM (www.clevedonsteam.co.uk)
Boiler/engine and brass deck fittings.

SLEC (www.slecuk.com)
A large variety of timber suitable for all aspects of modelling.

SARIK HOBBIES (www.sarikhobbies.com)
Model boat kits, plans and accessories.

HOWES MODELS (www.howesmodels.co.uk)
Model boats, kits, electronic equipment and accessories

PHOENIX PAINTS (www.phoenix-paints.co.uk)
Enamel paints and varnishes.

JUST THE TICKET (www.justtheticketsupplies.co.uk)
Brass rod, tube and a large range of other brass sections.

ABOVE: The power plant fully assembled and being tested prior to fitting into the launch. Very exciting!

Have our expectations been met? A resounding yes! Considering its aimed at beginners, the Sarik short kit proved a little trickier than we'd anticipated but, having overcome a few initial

problems, completing it has filled us both with a great sense of achievement.

Would we buy another 'short' kit? Well, yes. In fact, I'm current awaiting delivery of a Sarik TID tugboat and I'm sure Richard will also succumb to building another live steam model boat in the future, too – that is, when he's finished building several live steam locomotives!

Keep an eye out at your local pond for two old men with broad smiles and a look of self-satisfaction. It could be us! ●



The Choupette Victorian River Launch realised – and what a fantastic achievement for the first-time live-steam team of pals John Mileson and Richard Page.



A fully renovated vintage Taplin-Baker Hydro-Jet with its cork hull seal.



ABOVE: A closer look at the Hydro-jets steerable nozzle with transom rubber seal.

BELOW: A close-up view of the water inlet: this is equipped with a cork sealing ring.



JET!

Following on from December's Jetex joy instalment of Memory Lane, **Dave Wiggins** launches into New Year 2020 with the waterjet systems that are still with us – if in a much-improved form...

In its day, the Taplin-Baker 'Hydro-jet' from the Birchington Engineering Co Ltd, based in Thanet, Kent and owned by Lt. Colonel H.J. Taplin and his family, was the first of its kind to be brought to market, and was tested in this very magazine during March 1962 (the year I left school!).

While it was a novelty addition to this company's range, it nonetheless sold in quite fair numbers and was a popular 'fun' choice, often used in modified kit boats or, perhaps,

"These jets must have sold in satisfactory numbers, as even today they can pop up for sale on internet sites now and then, which is how I acquired mine"

in a Vic' Smeed 'Piranha' speed hull built from a then popular MAP plan. In this magazine's review, general observations made included a recommendation for the use of flat-bottomed hull forms in order to decrease pump 'head' and to make initial 'pump priming' easier. It was further stated that nozzle deflections of as little as 15-degrees would produce a snap turn.

Choice of boat

All this advice was correct. Popular hard chine kit boats of the period, such as the 34-inch HMM Wavemaster or the similar Aerokits Sea Commander, had slightly 'vee form' hulls, even at the stern, which were perhaps not quite ideal for jet power. I know for a fact, though, that such boats can be made to perform well with a jet, as I've seen it done. All the same, in my opinion, you'd be better off looking at some of the old MAP plans especially drawn up for this use; there's not a huge choice but I'd recommend going for something as flat bottomed as you can find.

A bit of background

Touted – quite correctly – as being ideal for those boaters forced to operate on shallow ponds, the product had originally been designed out in New Zealand by a chap called Ross Baker, hence the unit's name.



Taplin's 'Hydro-jet' was intended to be powered by the first 7cc Taplin-Twin.

Somehow or other 'Taps' Taplin got hold of Mr Baker's design and totally (and rather cleverly), re-engineered it in plated copper, and to a high standard, for serial production, offering it as a companion unit to his famous twin cylinder 7cc Taplin marine diesel.

Pumping is via a conventional 3-blade nylon propeller set housed deep inside the casing, an item sourced from RipMax Ltd. Drive is obtained via a conventional 4BA propeller shaft and tube, equipped with the excellent Taplin universal coupling, while the other end drives the RipMax prop. Engine coolant is obtained from a tube on the pump, so a water-scoop is unnecessary.

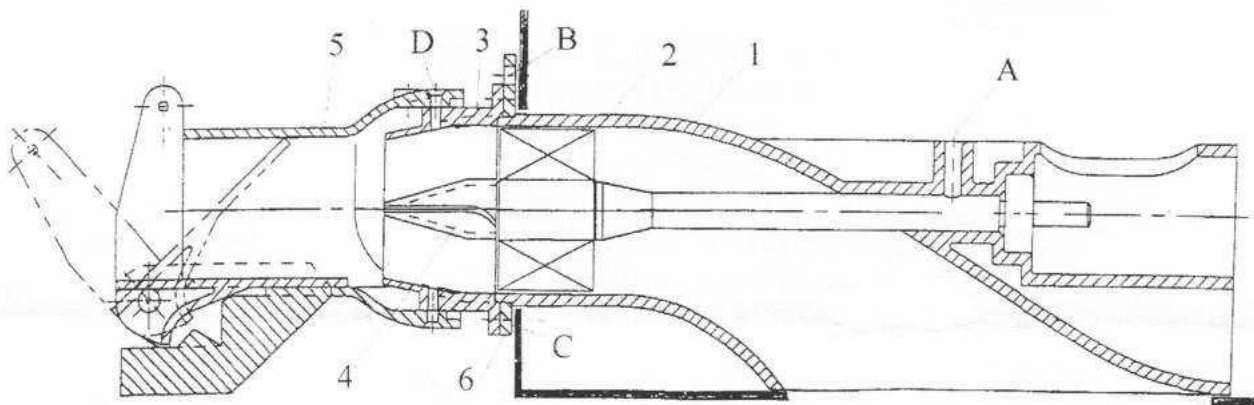
The shaft and tube used is a rather lightweight affair or, rather, its bearings are. A crueller person might say they are downright inadequate, though I've seen worse! This alone is a good reason to limit the applied horsepower to a vintage 5cc 'single' rather than to use the 7cc Taplin intended by the manufacturer.

Seals are employed in order to keep the boat dry; these being of cork and rubber. It's essential that they're replaced from time to time, as one effectively has a powerful water pump operating inside a boat. Sold, as mentioned, alongside the companies Mk 1 Taplin engine, they were, in my experience much more sensibly used with something like a 5cc diesel 'single'; my own ideal choice being the 'Miles Special' (later, the Viking) from E.D. Ltd.

These jets must have sold in satisfactory numbers, as even today they can pop up for sale on internet sites now and then, which is how I acquired mine.

The Turbo-Jet power system consists of the intake duct 1, the impeller 2 and the nozzle 3, which includes the stator 4 and the control section 5. The flow characteristics of the nozzle, stator and impeller are carefully matched to each other, so modifications (e.g. different impellers) will generally lead to reduced performance or increased current consumption.

The Turbo-Jet is designed for motors of 700 size or larger. Installing a smaller motor entails the risk of overloading the motor.



1. Installing a single Jet system in a standard V-bottom hull

The Turbo-Jet is designed primarily for hulls whose transom meets the fuselage bottom at right-angles. If the transom is not at 90° then you should add packing to correct the angle between the surfaces.

As for performance, and taking Vic Smeed's then popular Piranha speed hull as an ideal example, a 5cc water-jet powered boat is fun to operate but not actually as fast as using a conventional direct drive in the same hull/engine combination. In other words, a Taplin Hydro-Jet was rather more about novelty and fun than outright speed.

Modern water jets

The Water Jet idea has recently seen something of a rebirth, with nicely moulded units made by Robbe (for use in its 'SAR' Search and Rescue kit) becoming available, and I, for one, think use of one of these units with a modern brushless motor could make jetting around one's local pond good fun again.

Model ducted fans

Safety wise, ducted fans are harmless in comparison to a Jetex or a Dynajet (see last month's Jetex joy instalment of Memory Lane). They comprise only of a conventional multi-bladed impeller rotating safely, if at very high revolutions, inside an enclosed housing: a bit like a hydro-jet but making use of air rather than water.

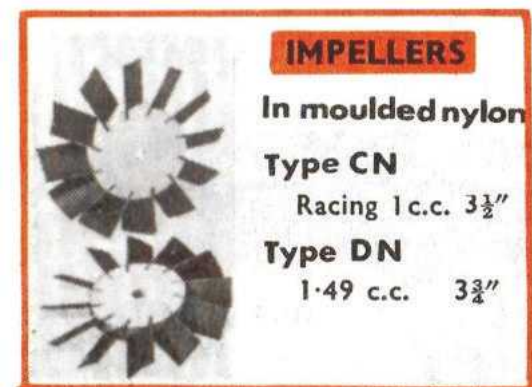
Unlike a modern gas turbine (we're in millionaires' row now, folks!), they propel models purely by compressing air. The only

ABOVE: A more modern hydro-jet unit by Robbe of Germany. BELOW: The first ducted fan impellers were made by Veron of Bournemouth.

'fuel' required is either a small vintage diesel, a glow plug 2-stroke or a modern brushless electric motor and its battery. As you can see from my illustration, you can't flick-start an impeller, so the only solution to starting an I.C. powered fan (like a Veron) is to use a ripcord via a pulley in marine style, and that's what the early adopters used to do.

Speaking of which, the originators of the fan idea in airborne models were the well-known firm of Veron Ltd in Bournemouth and the company's designer Phil Smith, aided by a talented experimenter named P.E. Norman. Veron made its family of fibre impellers available as separate items and the firm fully deserved to reap great rewards from this innovation. Its first few scale model kits (starting with a semi scale/free flight/Russian Lavochkin 17 fighter jet) attracted much attention, but I believe the concept was then sold on elsewhere due to disappointing sales. A factor in this during the early days may have been that Veron only made impellers available, rather than a complete fan unit. This meant that the efficiency of the final thing was limited by both air leakage within a balsa aircraft's lightweight framework and the individual modeller's skill.

In more recent times and, especially, with the introduction of high revving brushless



electric motor technology, the idea has seen fresh traction, to the extent that performance has drastically improved, with complete moulded fans widely available. Having seen such 'electric jets' demonstrated at air displays I can confirm that such is the increase in performance (from days of yore) that modern fan jets even sound jet-like, so high are the revs of modern motors and the efficiency of the fans. I'm surprised, then, that ducted fans haven't seen much application in boats yet. A ducted fan K7 Bluebird would be simply wonderful. I know I'd buy one! ●

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Claire

Clark Salisbury provides a step-by-step guide to constructing this delightful little pleasure boat...

Before we get into the build of this neat little 1:12 scale boat, I should probably explain the motivation behind her design. Quite simply, having already discovered the beauty of LED lighting on model aircraft, I really wanted to design a model boat that I could sail all beautifully lit up at dusk. My previous boat designs had only ever included a couple of driving lights up high, but for Claire (a neat little pleasure boat I decide to name for my granddaughter) I envisioned something a whole lot more ambitious.

I wanted to include a whole stripe of lights running from the back and then up the sides of the boat, along with driving and interior cabin lights. I also wanted to be sure she had plenty of power so she could easily get up on step and would only utilise about half of that power when cruising at scale speed. I began by making

sketches on a good old fashioned drawing board my dad had given me many years ago and along the way incorporated some tricks to keep her straight and true that I'd learnt while working on my last model aircraft.

Having successfully achieved my goal, here, then, is a step-by-step guide to her build...

First cut...

Cutting out your parts will be the most time-consuming stage of the build. Note that many of parts drawn on the plan serve as doubles, e.g., as hull sides (see **Photo 1**). Carefully stack your pieces of wood on top of each other and then glue around the edges – applying your glue far enough away so as not to interfere with your cut lines. The plywood deck needs to be 24-inches long, so you will

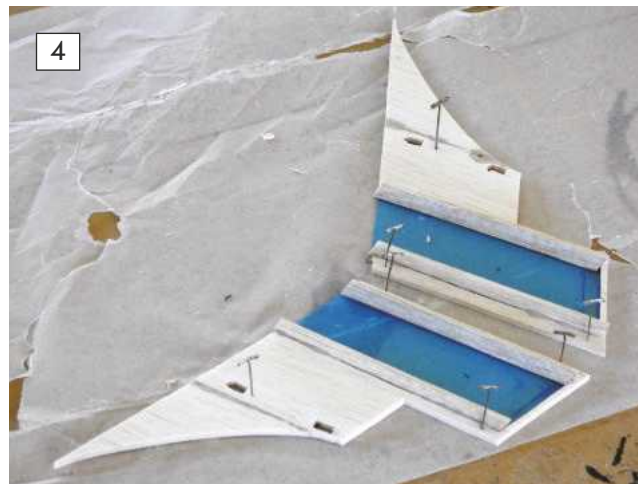
need to glue both of your 1/8-inch plywood deck templates together in order to cut this much larger piece. Note also, that some of the parts will need to be cut on an angle with a scroll saw, and when cutting out your oval hull windows, you will probably need a variable speed scroll saw. You will achieve the best results here if you cut these at low speed using a fine-toothed blade.

The upper hull

The upper hull must be constructed first, followed by the upper superstructure. You can then add your LED lights. By doing this before the bottom of the hull is glued in place, you will have easy access and plenty of room in which to work.

Photo 1 shows both hull sides (Part 2) and the transom (Part 3). You can make up the sides of your LED light boxes, if you don't mind me calling them that, from the 3/32-inch x 3/8-inch balsa strips, which can be cut as





required to make an airtight box. Note that the lightbox for the rear of the hull side should come in on a 45-degree angle, as should the transom light box; this is obviously so that later when the back and sides of the hull are glued together there will be no interference. Don't peel off the plastic coverings on your clear face pieces for the light box (Parts 4, 5, and 6) just yet; for now, simply use them as spacers, so that when eventually glued on they will be nice and flush with the hull sides and transom. You can, however, glue Parts 7 and 8, which first need to be made up from scrap 3/8-inch balsa, into the curved upper corners of the light boxes,

Sit your pinned top deck (Part 9) upside down on the building board. Your front bulkhead (Part 10) can then be glued to the deck using notches made to locate it. This needs to be perpendicular to the top deck; something I accomplished using a glue bottle and a can of paint. The transom should be held in position as it dries, at the correct angle, using the transom jig (Part 1).

Photo 2 shows the hull sides pinned and glued to the transom and the deck. You will need to sand the top of the light box on the hull side at an angle of 15 degrees so that the hull side can be glued down. Apply a glue strip of just 14 3/8-inches long, as you will only be affixing the rear section of the hull sides for now. Do not glue the hull sides to the front bulkhead at this point; simply leave the hull

sides resting against the bulkhead. Make sure you allow a full day for glue to dry and this assembly to achieve full strength before moving on to the next stage of the build.

The front bulkhead (Part 10) should now be glued to the top of the hull sides. Likewise, glue the deck to your hull sides up to the front bulkhead.

Photo 3 shows a very important task that needs to be completed before any glue is applied. Soak your front hull sides by brushing water carefully onto both sides; although take care not to get any water on the edges, as these are to be glued down. You may have to apply several coats of water; be patient, though, and apply just a little at a time. Having done this, test bend the front hull sides to make sure they can make contact with the front of the deck.

Next, glue and pin your hull sides to the deck. You will need to use the smallest T pins so that the balsa does not split.

The upper superstructure

Photo 4 shows both pieces cut from Part 11 on the plan, with the clear plastic pieces (Parts 12 and 13) laying flat on the building board. Use 3/32-inch x 3/8-inch balsa to form the sides of the LED light boxes on both sides. My photo shows both a right side and a mirror image left side being constructed. After the adhesive on these side pieces has dried, glue

on the back side of the light box (Part 14) to both sides. The top of the light box should be angled at 25 degrees so that it's horizontal for the next step.

These light boxes should now be glued to Part 15, i.e., the rear wall of the upper superstructure. You can check your superstructure is perfectly perpendicular by using a standard piece of paper, i.e., approx. 8.5-inches x 11-inches in size; your rear wall should be upright against the long edge of the paper, while your lightbox assemblies should sit along the short edge of the paper.

Photo 5 shows the superstructure now glued to the top of the hull. It should be located such that the lower light boxes in the hull line up perfectly on both sides with the upper light boxes. I used duct tape to hold this assembly together while the glue dried. It's not a good idea to use T pins here, as they could split balsa.

The front window pillar (Part 15) should be glued in place on top of the deck. I used a balsa block, which was exactly 2-inches high, laid across the boat to locate the top of Part 15. The front base of Part 15 should be 3/8-inches back from the front bulkhead (Part 10).

Photo 6 illustrates the window pillar outside pieces (Parts 16 and 17) glued in place.

You are now ready to glue your upper deck in place; this must be exactly centred. Next, you'll need to sand both the top of the front window pillars on both sides and the top of the



“We now come to an optional step...”

rear wall of the cabin, so that they're perfectly flat to accept the balsa upper deck (Part 18).

The air vent is created using Part 20 (x 2). These two pieces need to be affixing to each side of Part 19 (see **Photo 7**). Once the glue on all three pieces have dried, you can then stick Part 19A onto the back of your air vent assembly. It's important this lines up with the deck splice, which sits 3 13/16-inches from the very front

of the boat, and which, of course, should be perfectly centred.

We now come to an optional step... If you have cut your front windshield from a single sheet of plastic, then a centre windshield support will not be necessary, but if you've cut two halves, then you'll need a support (see Part 21).

Photo 8 shows the Part 22 glued to the top deck, exactly 6 5/8-inches from the rear of the top deck. Note how it's perfectly vertical. Parts 23 and 24 must be glued to the sides of Part 22. The front of Parts 23 and 24 should be exactly 3/8-inches rearward of your top deck front edge.

Next, glue Part 26 in position; the rear of this part should be flush with the rear of the cabin, while the front should be exactly in line with the window pillar below it. This is likewise true for Part 25 positioned on the opposite side.

Photo 9 shows Part 27 glued to the top of the parts show in **Photo 8**. Once again, perfect central alignment is imperative here.

Moving on, the LED white headlights can be epoxied into Part 27A. The wires' leads will need to be soldered to these LEDs before gluing your headlight mount in place; it's just too difficult to do it later. I chose to use blue wires for the short lead side of each LED and green wires on the long lead side. This method works well, because at the end you will be tying all the green wires together at the battery holder and doing likewise with the blue ones. I am sure you know that LEDs only work with current flowing in the right direction; so, all my positives are green, and all my negatives are blue. You may want to paint around the LEDs before you epoxy them in so that you don't have to cut around them with your paintbrush afterwards. I used white LEDs for the headlights themselves, and green LEDs above the headlights. Parts 29 and 30 need be glued in place above the headlights, but before you do this, solder the wire leads to the green (or positive) LEDs first, having first predrilled holes to hold your two green LEDs on each side. Again, you may want to paint around these holes first. At this point, having cut two Part 27Bs shown on the plan, glue these to the bottom and the backside of Parts 29 and 30. The drilled and tapped holes you've made in 27B will be used later to hold the upper windscreen in place.

I usually mask off various sections of a boat before spray painting it. In this case, however,



10



I felt the amount of masking required would take way more time than I had patience for. I, therefore, finished the entire boat using a brush. For the large surface areas, I used a 1-inch-wide foam brush, while for the more detailed areas I used an artist-sized brush. The overall result isn't perfect, but I reckon it looks good enough from a distance of 3ft or more.

Part 28 now needs to be glued to the bottom of Part 27. Again, it should be centred,

11



"You'll need some patience here, as you must literally do this one step at a time"

but the good news is you'll find it will self-locate in this position. It does need to be bent as it's positioned, though, so will benefit from its back and front surfaces being moistened with water.

Photo 10 shows the Part 31, which is the backing plywood piece for the three-cell AAA battery holder. As you will see, this needs to be glued to the centre underneath the upper deck and butted up to Part 15.

Before you screw the battery holder to the centre of the top deck, make sure that you've drilled holes in the top deck floorboard to feed the wires from the battery holder through. Your duplicated Part 32s will need to be glued and butted up to your battery holder, and Part 33 glued to its back side.

Photo 11 shows the top and bottom of the instrument panel glued together (Parts 34 and 35). The cut-outs in the instrument panel match a set of gauges that I can email to you on request (clarksalisbury@hotmail.com); you'll then just have to print the file off as a wallet-size photo.

The sides of the instrument panel box (Part 34 x 2) need to be glued in place. When slid into position, your instrument panel box will be what keeps the batteries from coming out of your battery holder. It's also a good idea to glue a piece of string to both your boat just in case you hit some particularly rough waves while out sailing.

Photo 12 shows the interior seats glued together. I made 10 seats, using Parts 35 and 36. You'll find your seats will look much more realistic if you glue some cloth to them; the sides can, of course, be painted.

Glue your rear floorboard (Part 37) to the left and right hull sides: note the required position is indicated on the hull side drawing. You can also now construct the ladder using Part 38 to create your ladder sides and Part 39 for the eight steps. I

used two short 3/8-inch diameter wood dowels to ensure I kept the steps the correct distance apart and started with the top step. You'll need some patience here, as you must literally do this one step at a time (pun intended!).

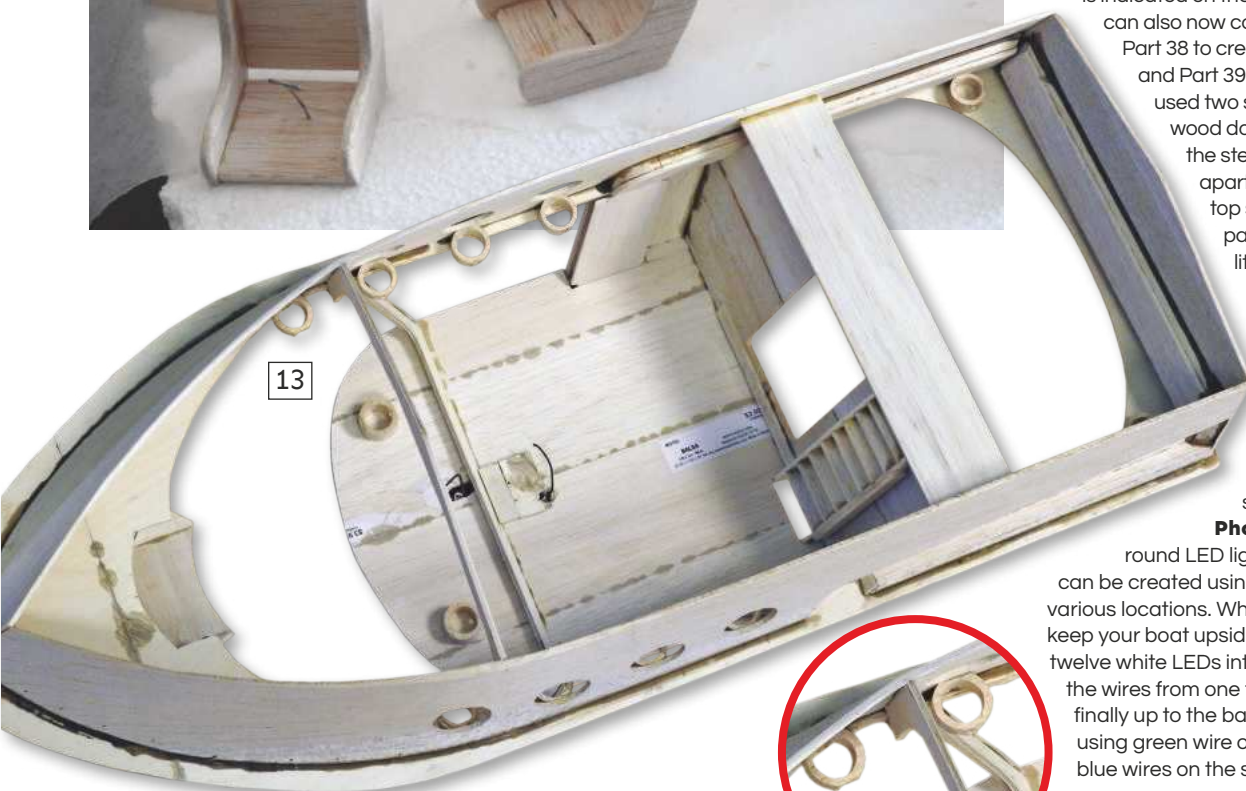
The cabin rear wall pieces, constructed using Part 40 x 2, should be glued in at this stage, as well; note that one of these needs to be cut to make space for the ladder.

Photo 13 shows twelve round LED light boxes (all of which can be created using Part 41) glued into various locations. When the glue has dried, keep your boat upside down and epoxy twelve white LEDs into your light boxes. Run the wires from one to another and then finally up to the battery box leads, again using green wire on the long leads and blue wires on the short leads.

12



13



14



The floorboard-engine tunnel assembly is constructed by gluing Parts 42 and 43 together and likewise the top of the tunnel, i.e., Parts 44 and 45. I used a bottle of glue to rest the side walls of my tunnel against and keep them vertically perpendicular while working on this.

Photo 14 shows Part 47 glued to the top of Part 9. Part 46 also needs to be glued to the top of Part 9. These pieces will help keep the front windshield in position and prevent water from entering the front cabin.

Rudder support assembly

The rudder support assembly can now be put together. For this you will need Part 48 x 2 (glue one of these pieces on top of the other). You'll then need to do likewise with Part 49. Joined together, these will form an 8-degree V shape, which is later going to match the bottom of the hull. An 11/64-inch diameter hole needs to be drilled in your V shape. So, once your glue has dried and you're ready to start drilling, be sure you to use a drill press and then drill straight down. In order to ensure the assembly is level on the drill press, support your V-shaped piece on each side using 3/32-inch pieces of scrap.

Photo 15 shows my V-shaped assembly glued to the rear section of the hull. When doing

this yourself, level the entire boat first, with some equally spaced scraps, and then similarly level the V-shaped assembly as you glue it on.

This next task is one you can undertake while the glue used in the step explained above is drying. Solder the flat brass plate, which will become your rudder, to the rudder shaft. My drawing shows the location of the shaft relative to the plate. I found that regular solder, which has some flux in the core, works well. Just keep the plate horizontal and solder in a fillet, both in front and at the back of where the shaft joins the plate. I did both sides of the plate just to be on the safe side. You could of course use epoxy here, but if you're soldering all my suggested LED lights, you're going to be an expert with a soldering iron anyway.

Photo 16 shows the entire rudder support-rudder servo mount glued to the rear of the boat. Glue Part 50 to Part 51 first, holding it perpendicular, then glue this assembly to the very bottom of the lightbox on the rear vertical part of the hull, the transom. This assembly should be glued to the V-shaped assembly. I used a single elastic band to hold everything together while the adhesive dried. Before gluing this all together, however, test fit the

rudder and make sure the rudder tube will feed through your 11/64-inch diameter hole and run straight down from there.

Rear deck

You are now ready to finish the rear deck, which includes a bulge for the rudder servo. Just be sure you build it perpendicular, and sand a nice radius on the corners of the bulge. This assembly is made up from Part 53 x 3 and Part 52. The cut-out in Part 52 will serve as the cover for the bulge. Your finished seats can now be glued in place.

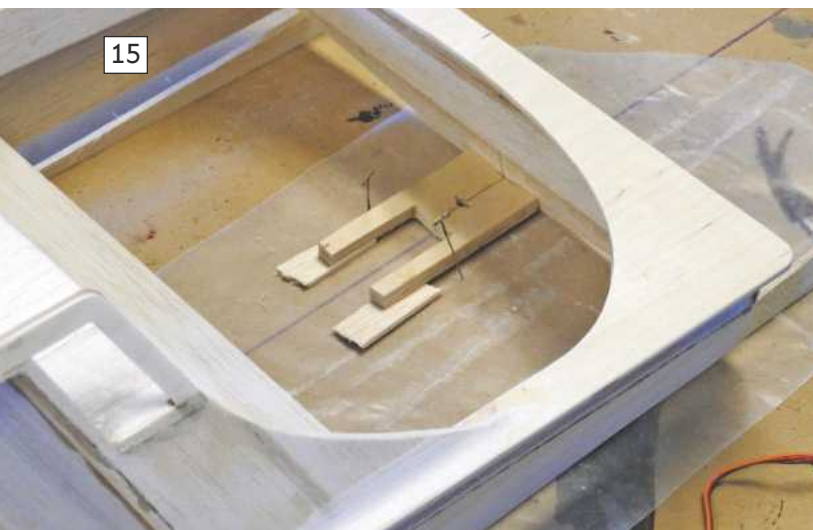
Drive tube support assembly

Photo 17 shows the drive tube support assembly; this will later be glued to the keel at the bottom of the hull. Here you will need to use Part 54 in the middle, with Parts 55 and 56 glued to the outsides. This will create a nice V-shape, which will cradle the brass drive shaft tube.

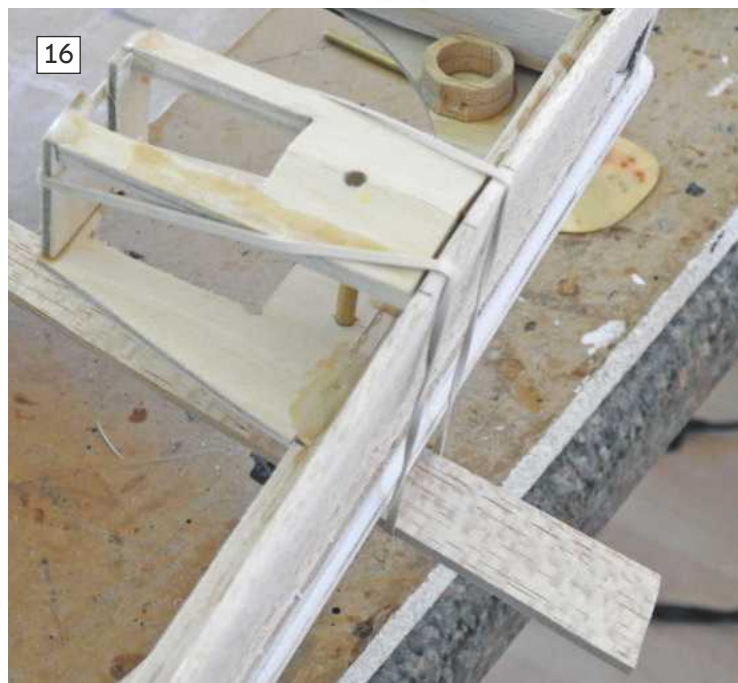
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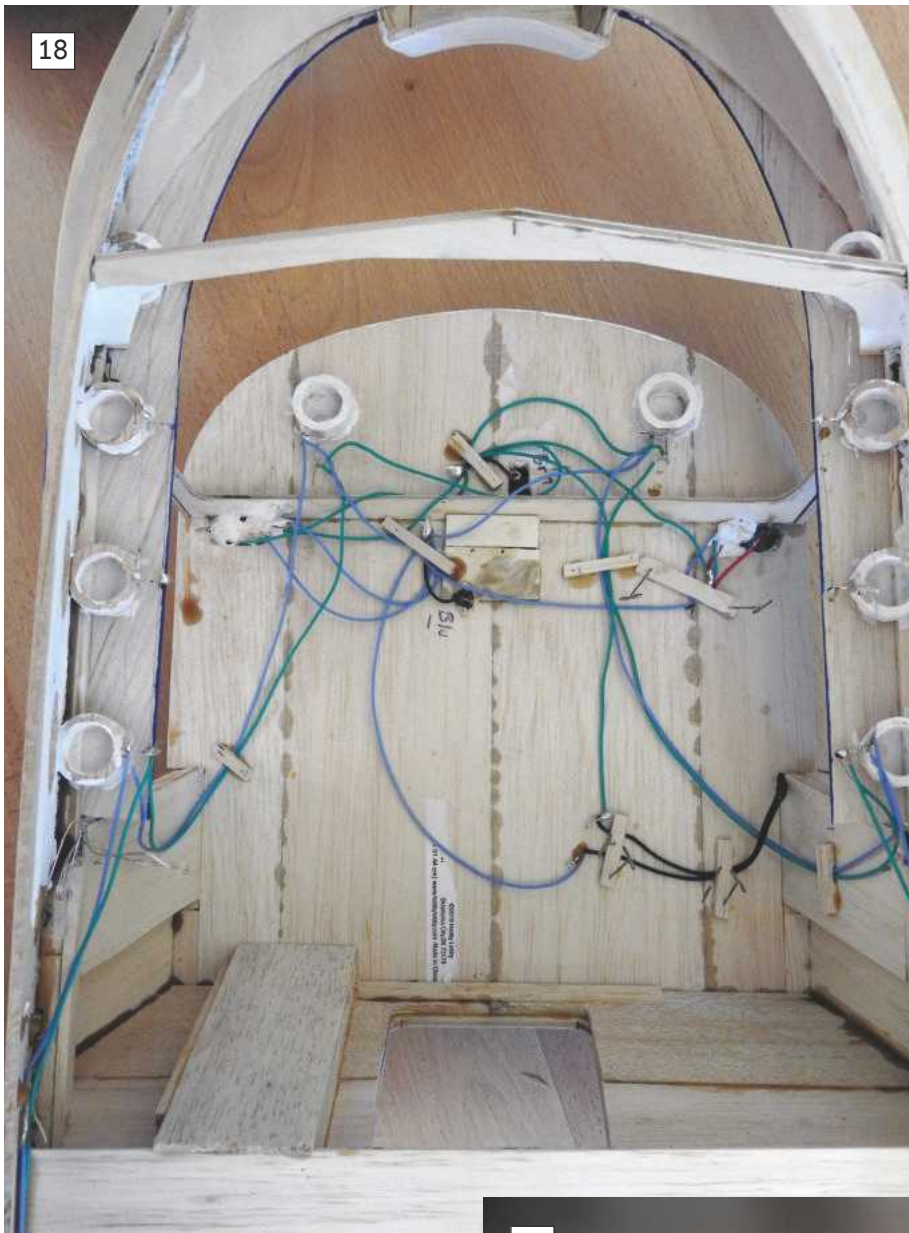


15



16





18

Tidying up the LED wiring

Photo 18 shows the bottom of the cabin roof, with all the blue and green wires from the LEDs coming together under the battery box. To hold these wires from dangling down, I used 1/8-inch balsa scrap notched on one side, then glued these parts to the bottom with wires running through the notched-out areas.

Two become one

The bottom halves of the hull (Part 57 x 2) should now be glued together. Note that this is a two-step operation. In step one, use your glue only from the rear of the boat, up to, and including, the front bulkhead. In the second step, once your glue is dry, wet the bottom of both hull halves until they're pliable and then bend them down to where they meet the hull sides. You will need to use a lot of small T-pins on both sides to hold the required shape while your glue dries. You will also find a C-clamp comes in handy as this will help hold down the front part of the balsa.

The drive tube support assembly should now be glued to the exact centre of the hull bottom. This assembly should sit exactly 2 5/8-inches from the back of the hull. Once your glue has dried, you can pull out all the T-pins and sand all the corners of the hull. You may find, especially at the front of the hull, that a little wood filler and some further sanding is required.

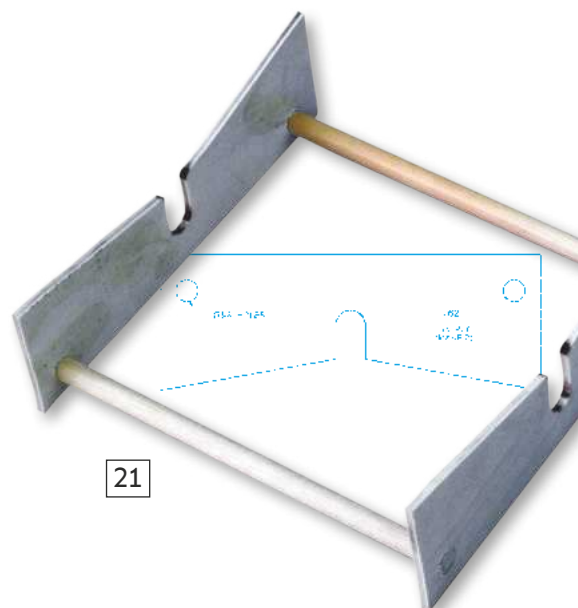
Photo 19 shows me fibre-glassing the hull bottom. Before you start doing this, however, the drive tube must be epoxied into the V groove of the drive tube support. You'll need to use plenty of epoxy for this. Apply your epoxy only in the V groove at first. Once that epoxy has set, turn the boat right side up and add tape around the drive tube; this is just to fill the gaps, so that when you turn the boat upside down again you can add epoxy until it fills the cavity at the front where the tube feeds through the hull's centre. That round of epoxy dry, you can begin to fibreglass. Be very careful, especially around the bottom of the LED light boxes, to leave the edges fibreglass free so that you can silicon in the clear light box cover sheets later. I didn't fibreglass above the light boxes, as that area isn't going to see a lot of water anyway. In total I used 4-ounces of fibreglass to cover the entire bottom, but I didn't add any fibreglass to the upper part of this boat as it just doesn't need it.

Next, chrome strips can be affixed to the outside edges of Part 6, i.e., the rear light box cover. I made my strips exactly 1/8-inch wide. These can be adhered to all outside edges of the windshield (Part 59), the upper windscreen (Part 58) and the clear acrylic pieces (Parts 4, 5, 12 and 13). This is an optional addition, but it will really dress the boat up nicely.



19

“Some Loctite thread locker, or similar, is advisable when installing these screws, as they will be seeing some vibration during operation”

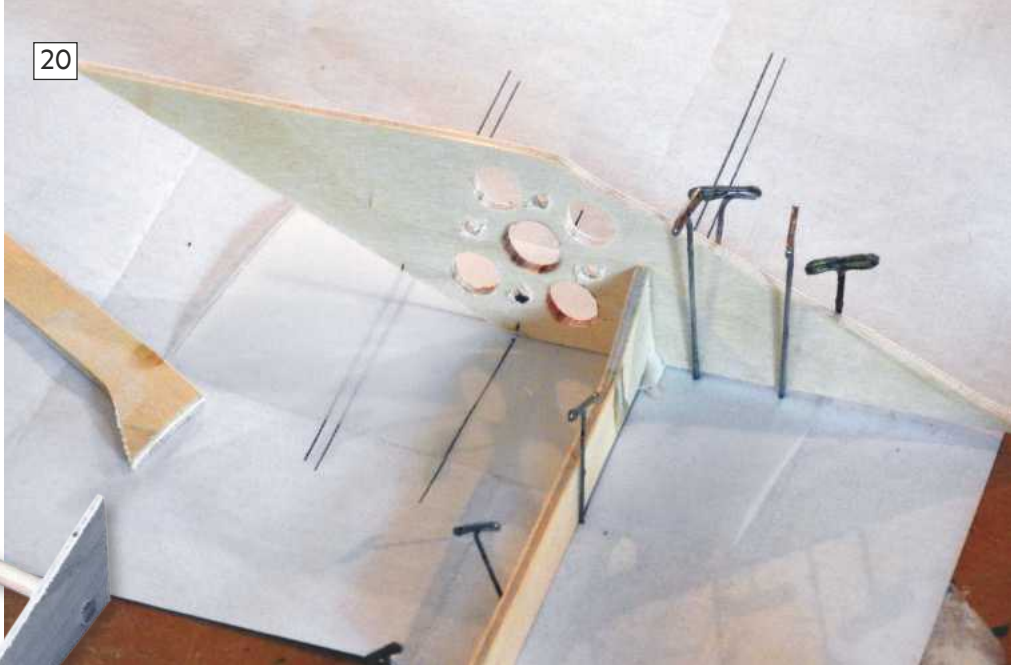


21

Motor mount

Photo 20 shows Part 60 x 2, the motor mount supports, glued to the back side of the motor mount (Part 61). Glue these one by one, each time letting allowing your adhesive dry before resuming work. Before gluing them all in place, however, using a sheet of paper as a guide, first draw a straight line, then two further straight lines perpendicular to the first at exactly 2-inches apart. The first line will represent the correct position for the motor mount, while the other two lines will indicate the position of your motor mount supports.

The motor mount will then need to be glued into the bottom of your hull. However, before doing this, sit the motor itself on the mount. I used the screws that came with my motor, but also some flat washers. Some Loctite thread locker, or similar, is advisable when installing these screws, as they will be seeing some vibration during operation.



22



Making a stand

Photo 21 shows the display stand glued together. Glue 2 x 3/8-inch diameter wood dowels (Part 63) which have been cut to 6-inch lengths between Part 62. This stand, of course, is not just useful for display but also when you transport your boat. I use mine to keep the prop and rudder out of contact with the trunk (boot) of my car. I've also built a box to safeguard both my boat and radio, but that's another project in itself.

R/C gear

We now come to gluing the ESC holder together. Lay your ESC on top of Part 64, then glue Parts 65 and 2 x 66 right up against the battery, and allow your glue to dry. Next, remove the battery but be sure to first draw a line marking where the front retainer, Part 67, will need to be glued. Once this has been affixed and the adhesive

has dried, adhere Part 68 to the back of Part 67 for increased strength. Note that the holes on the bottom of the ESC holder will be for a single nylon zip tie, which will hold the ESC down. Of course, when replacing the ESC, this zip tie will have to be cut.

Photo 22 shows the drive shaft for the propeller. I added some flat spots on the shaft and drew in a correlating blue line. These spots mark where each set screw will retain a cylindrical part. At the end of shaft, opposite from the propeller, will be a U-joint, retained with a set screw. Another flat spot is used to indicate where the set collar needs be retained. So, starting from the rear end, you should have a propeller, two nuts and a nylon bearing, while on the other end, a nylon bearing, a set collar, then a U-joint. On the motor itself, I flattened a spot on the motor shaft where the other U-joint will be retained. You will have to slightly enlarge the hold in the U-joint that attaches to the motor. I used thread locker on every set screw, the two nuts that go against the prop, and on the female threads of the prop. I also greased the drive shaft before inserting it into the drive shaft tube.

The assembled ESC holder can now be glued to the two Styrofoam supports, which need to be positioned exactly 2 1/4-inches apart.

Photo 23 shows the entire ESC support and the battery in position. Before you glue this assembly to the bottom of your hull, make sure the entire motor drive shaft and propeller rotate smoothly and freely. The battery should be retained with one nylon tie, at about the centre position, and the holder, of course, requires holes through which to feed this.

We've now reached the point where the rudder servo needs to be installed. To do this you'll first need to bind the radio to your receiver, make sure that your ESC works properly and check that the propeller turns in the right direction to make your boat to go forward. I set my boat in water about 4-inches



23

24

“The wires from the drive battery and the ESC are accessible via the cabin door of my boat, as this makes charging the battery a whole lot easier”

deep to test this. You will need to be careful, though, as you haven't installed the front oval windows yet. If your prop turns the wrong way, simply reverse any two of the three wires that feed into the motor, and it should then work correctly. The rudder should also operate in the right direction. I made my own connector from the rudder servo arm to the rudder arm using a short piece of 1/16-inch diameter steel rod. Once again, I made a flat spot on the rudder shaft so that when the rudder control arm is installed with a set screw, the set screw goes to the flat spot. I tested travel on the rudder and found I had about 30-degrees both directions. I also ensured the wires from the drive battery and the ESC are accessible via the cabin door of my boat, as this makes charging the battery a whole lot easier.

Photo 24 shows just the tail end of the boat, with the rudder and prop visible, all ready to go!

Windscreen and oval side windows

You will now need to install the nylon screws that secure the upper windscreen (Part 58) into position. Make sure you do this before gluing the three upper seats in place on the deck, as if you don't it will be impossible to screw them in later.

Glue two seats to the inside motor tunnel assembly. I glued mine right next to the cupholders, which are on the top part of the tunnel.

Photo 25 shows Part 71, which is the oak piece, with a #6-32 hole tapped into it. This needs to be glued to the bottom of the air intake structure. Once your glue is dry, this will support the motor tunnel cover in the front, with one #6-32 nylon screw. You will need to drill a hole in your motor tunnel cover to match the position of this oak piece.

The oval hull side windows (Part 72 x 8) can now be installed. Apply a thin bead of clear silicone all the way around each of these window as a watertight sealant.

Photo 26 shows the big wrap around windshield being screwed in place. Here you will need to drill twelve small holes into your frame for the insertion of the tiny servo holder screws that will secure your windshield. You can, of course, apply a thin bead of silicone under the bottom edge of the windshield to further prevent water getting into the cabin during turns, but naturally if you need to carry out a motor or a U-joint change at some point in the future, this will necessitate breaking said silicone seal.

On the water

Once you've finally completed the build, it will be time to find a decent size pond, with no rocks close to the surface of the water, so that





you can give your boat a good run. Don't be nervous; remember, if you get in trouble just throttle back. You'll find that even if you do capsize, thanks to all the Styrofoam inside, you won't have to worry about this boat sinking.

With a Power 25 brushless motor, I've found the boat gets on step nicely at about 1/3 throttle. I then like to cruise around at half throttle. Turn too tightly and you'll inevitably get some water up the sides of your boat, so my advice is to stick to big, smooth and pretty to watch turns. Of course, you'll find the boat turns more easily one way than the other, thanks to the prop rotation direction. At half throttle, I can run this boat for about 10 minutes – although on one occasion the battery quit, and quit completely, so I had to use my kayak to go recover it! I recommend, therefore, that you establish just how long and at what speed you can run your boat before this happens as it's not good to run the lipo battery to full discharge.

What's particularly magical about this boat, of course, is that at dusk you can put in your third AAA battery and enjoy the sight of 59 white, blue and green LEDs lighting up the water as you sail. Have fun! ●



Further information

A comprehensive list of the materials Clark used during his build, and the suppliers they were obtained from, can be acquired by emailing him at: clarksalisbury@hotmail.com



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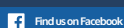
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“With completion of the preceding Tribal class of destroyers, design thinking changed...”

HMAS Napier (State Library of Victoria).



N Class Destroyers

John Parker examines the fascinating service history of five Royal Navy destroyers loaned to Australia during World II and their potential as modelling subjects

Three flotillas, each consisting of eight of the essentially identical J, K, and N class destroyers, were built for the Royal Navy from 1938. Of the eight that were designated N class, two went to the Royal Netherlands Navy and one to the Polish Navy. The remaining five – *Napier*, *Nepal*, *Nestor*, *Nizam* and *Norman* – were loaned to the Royal Australian Navy to be operated by Australian crews but remained the property of the British government. Being modern ships, incorporating the latest in design and weaponry, they were eagerly accepted by the Australians. As the contagion of World War II spread, they went on to serve with distinction

in all the oceans of the world, until finally two of the four surviving ships were present to witness the signing of the Japanese surrender in Tokyo Bay in September 1945.

Design rationale

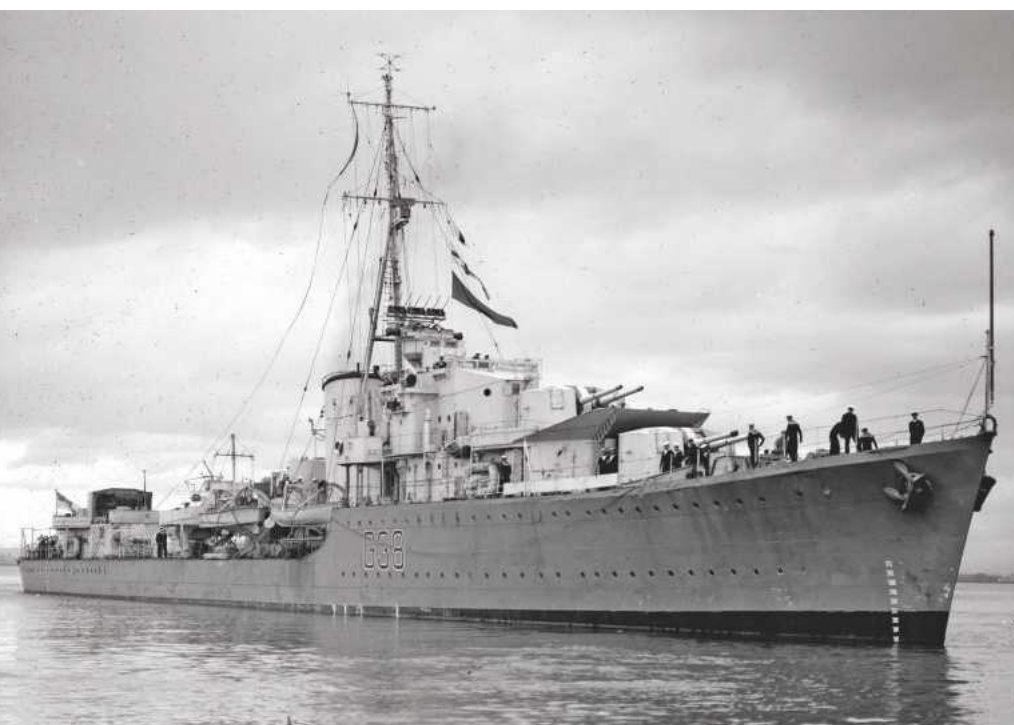
With completion of the preceding Tribal class of destroyers, design thinking changed to provide a lower cost design that placed a greater emphasis on torpedo armament and a smaller silhouette, influenced to some extent by developments in other navies. To achieve this, the important decision was made to adopt a two-boiler room layout in place of the usual

three boiler room arrangement. At the cost of making the ship more vulnerable to battle damage (a single hit could result in complete loss of power), this made possible the use of a single funnel, shortened the overall length to achieve a smaller silhouette, and opened up the firing arcs of the guns. Compared to the Tribal class, an extra torpedo mount was fitted in place of one of the twin 4.7-inch gun mounts, leaving three twin guns in Mk XIX mountings. One of the quintuple torpedo mounts could be exchanged for a 4-inch high-angle gun to improve the anti-aircraft armament, as was done in some instances for Mediterranean service.

Further innovations pursued by chief designer A.P. Cole included the use of longitudinal framing instead of the traditional transverse framing. This was a more efficient way of achieving the needed bending strength in the hull without excessive transverse strength, resulting in a lighter structure and further contributing to reduced displacement and silhouette. The logical next stage would have been to go for a welded structure, but it was felt that this would be a step too far for the traditionally conservative British shipbuilders and their workforce, so a riveted structure was retained.

Into service

Napier (commissioned November 1940) and *Nizam* (commissioned January 1941), usually operating together, were thrown into the maelstrom of the Mediterranean theatre, where they took part in the evacuation of Crete. *Nestor* (commissioned February 1941) initially served in the Atlantic, where she played a minor role in the search for the *Bismarck* before being transferred to the Eastern Mediterranean for escort duty. She narrowly missed being torpedoed by an Italian submarine and later by a German U-boat, but had her revenge on December 15, 1941, when credited with the sinking



HMAS Nizam (State Library of Victoria).



LEFT: HMAS Nepal (Royal Australian Navy).

BELOW: HMAS Nestor (Australian War Memorial).

“The four ships were recalled to the Mediterranean in June 1942 for Malta convoy duty, and it was here that Nestor’s luck ran out...”



HMAS Norman (Royal Australian Navy).

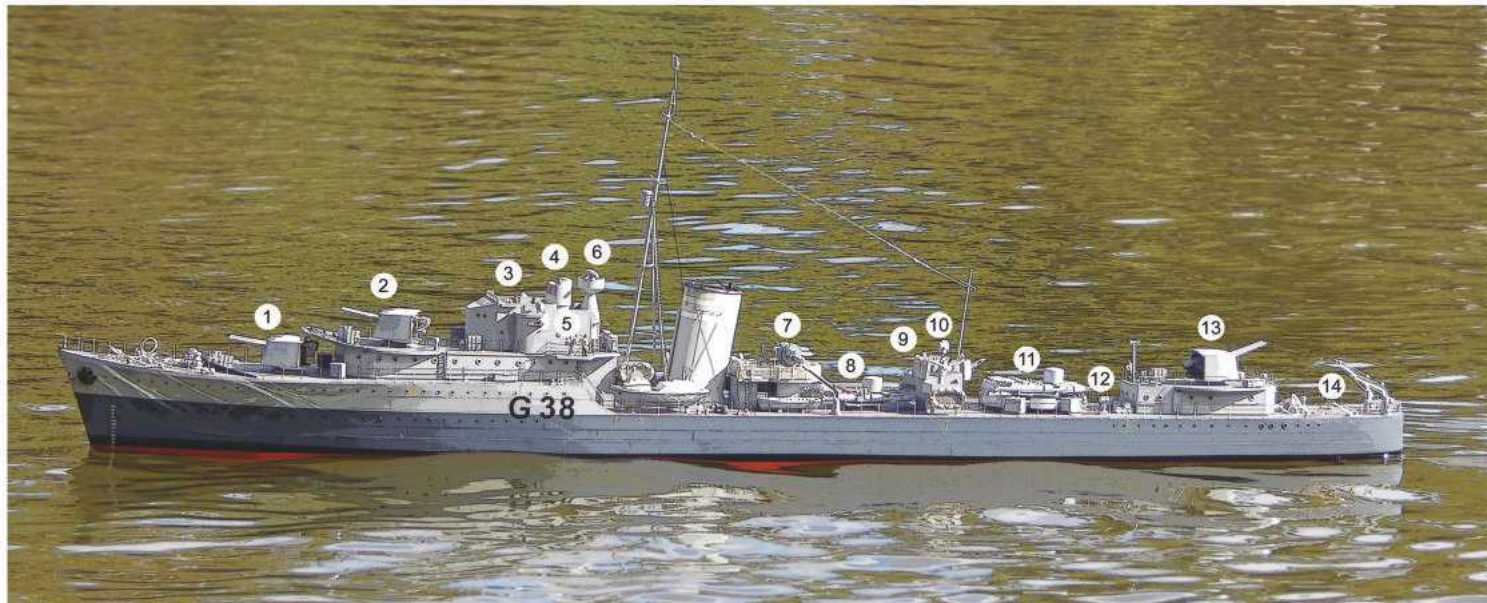
of the submarine U-127 after dropping a pattern of five depth charges. Along with Napier and Nizam, Nestor escorted a carrier force to the Far East in January 1942, where the three were able to team up with the Norman (commissioned September 1941) at Trincomalee (Ceylon, now Sri Lanka).

The four ships were recalled to the Mediterranean in June 1942 for Malta convoy duty, and it was here that Nestor’s luck ran out. On June 15, 1942 she was straddled by near misses from a high-level bomber that led to fires, the flooding of number one boiler room and complete loss of electrical power. Four crewmen were killed. An attempt was made to take her in tow to Alexandria, 250 miles distant, but with enemy E-boats circling the sad decision was made to take off her crew and scuttle the ship.

Nepal, the fifth N, was damaged by enemy bombing while under construction and required major reconstruction work that delayed her commissioning until May 1942. Joining her surviving sister ships, all three were transferred once more to the Far East. The remainder of 1942 and early 1943 saw the four Ns operating in the Cape of Good Hope area to combat the U-boat threat to Allied shipping supplying Montgomery’s Western Desert Offensive. With the war situation improving, in 1944 they were able to return to their Far Eastern base at Trincomalee, where they were employed on convoy duty and to screen the American fleet attacking Japanese strong points as far

PRINCIPAL FEATURES OF AN 'N' CLASS DESTROYER

Model: HMAS Nizam by Graham Hamilton Photo: Scott Rice



1	Twin 4.7in guns	4	Director control tower	7	4-barrel AA 'Pom-pom'	10	Searchlight	12	Depth charge thrower (2)
2	Twin 4.7in guns	5	20mm Oerlikon gun (2)	8	5 x 21in torpedos	11	5 x 21in torpedos	13	Twin 4.7in guns
3	Open bridge	6	Rangefinder director	9	20mm Oerlikon gun (2)		(or 1 x 4in AA gun)	14	Sweep gear (where fitted)

Displacement: 1760 tons in standard condition **Length:** 356 ft 6 in (108.66 m) **Beam:** 35 ft 8 in (10.87 m) **Draft:** 13 ft 10 in (4.22 m)

Complement: 226 **Propulsion:** 2 x Admiralty 3-drum boilers; 2 x Parsons geared turbines; twin shafts **Power/speed** 40,000 shp/33 knots

Armament: 6 x 4.7in guns in Mark XIX mounts; 1 x 2 pdr. 4-barrel Pom Pom; 4 x 20mm Oerlikon guns; 2 x quintuple torpedo mounts; 2 x depth charge throwers

afield as the north coast of Java. They also supported the British Army in its quest to drive the Japanese from Burma by bombardment of beaches and outposts, with Napier acting as control centre.

In the closing months of the war, they came home to Sydney to join with the British Pacific Fleet in the final assault on the Japanese. The fighting twins Napier and Nizam were chosen to be among the ships representing the Empire at the signing of the Japanese surrender in Tokyo Bay on September 2, 1945. All four surviving Ns were then brought back to Sydney, where Royal Navy crews

“The fighting twins Napier and Nizam were chosen to be among the ships representing the Empire at the signing of the Japanese surrender in Tokyo Bay on September 2, 1945”

embarked and returned them to Britain. There they languished in reserve for some years before one by one being sent to the breaker's yards in the 1950s.

Near the Shrine of Remembrance in Melbourne there now stands a tree and a plaque commemorating these fine ships, whose war was fought in far-flung places and never in home waters. 2022 marks the 75th anniversary of the loss of the Nestor.

Silver screen star

While in Britain undergoing her delayed commissioning in 1942, Nepal was used to represent the fictitious HMS Torrin in the film *In Which We Serve*. This film, “the story of a ship”, was directed by Noel Coward and

BELOW: The memorial plaque to the Australian N class destroyers.





Ship's badge, HMAS Napier.

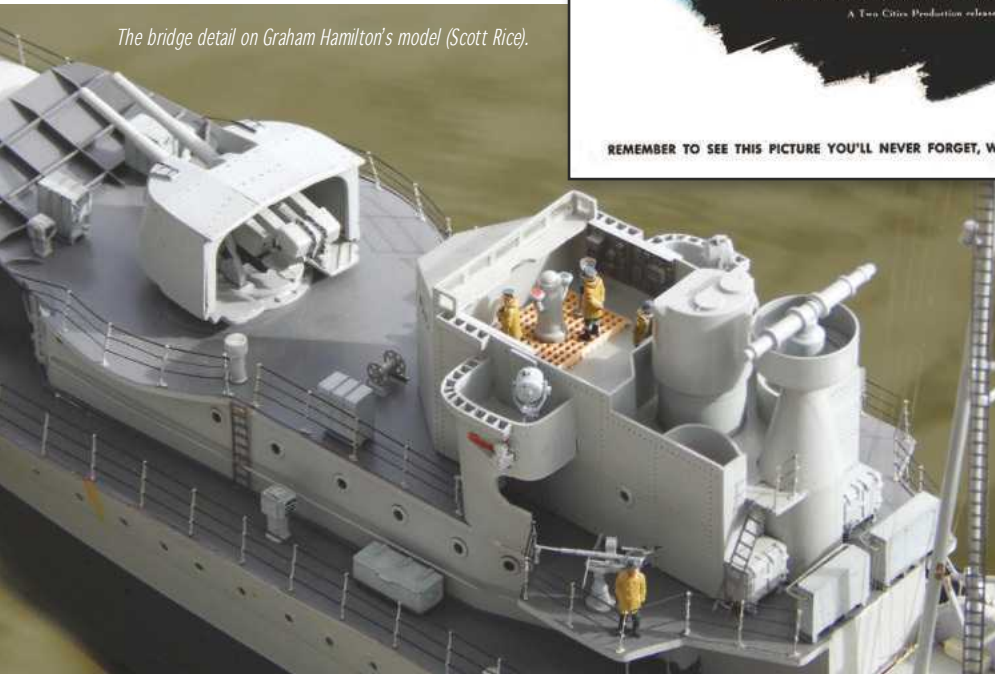
David Lean, with Coward also supplying the film music score and starring as the captain. It was based on the exploits of Lord Louis Mountbatten's Kelly in the Mediterranean and is the story of a destroyer of the J/K/N class from its commissioning through to its sinking, told through flashbacks of its surviving crew members in a moving but very 'stiff upper lip' style. It's worth watching if you're not already familiar with it (it can be viewed on YouTube), both for its vignettes of home life and action scenes on the deck of a destroyer.

N class models

N class destroyer models number amongst the fleet of the Australian Task Force 72 Association (www.taskforce72.org), whose members build exclusively to 1:72 scale, and its database shows at least three either operational or under construction to represent the Nestor, Nizam and Norman. There is the possibility, therefore, that we may one day see all the five Ns operating together in model form, something that never happened with the real ships.

Graham Hamilton's fine model of HMAS Nizam, pennant number G38, stands as representative of the type. It is some 1.5 metres long, with a 150mm beam; large enough to include a good deal of detail yet still manageable for transport and launching.

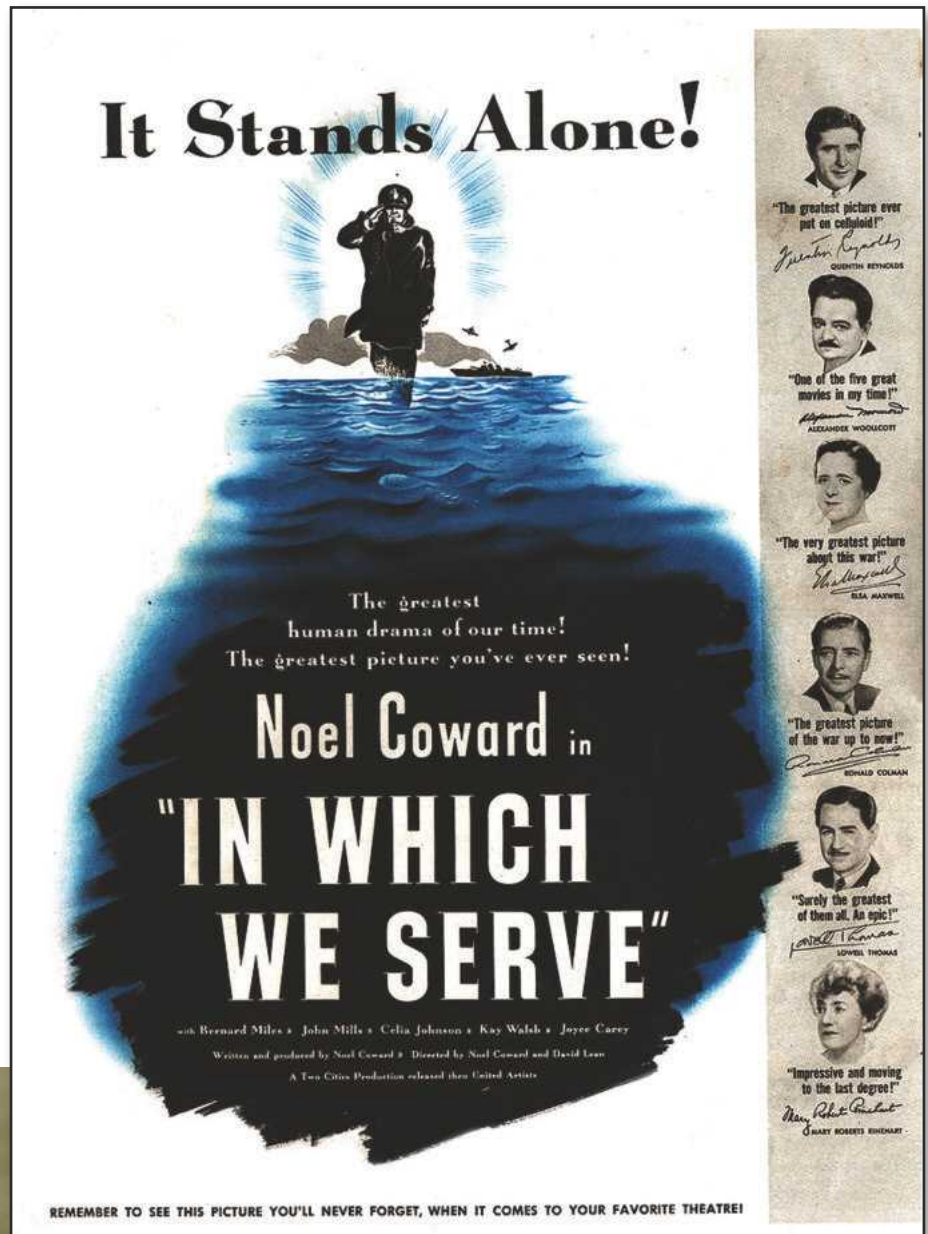
The bridge detail on Graham Hamilton's model (Scott Rice).



Like many, Graham chose to scratch build his model on a commercial fibreglass hull by APS Models (apsmodels@optusnet.com.au). It is powered by twin Bühler motors and has rotating turrets and a working whistle.

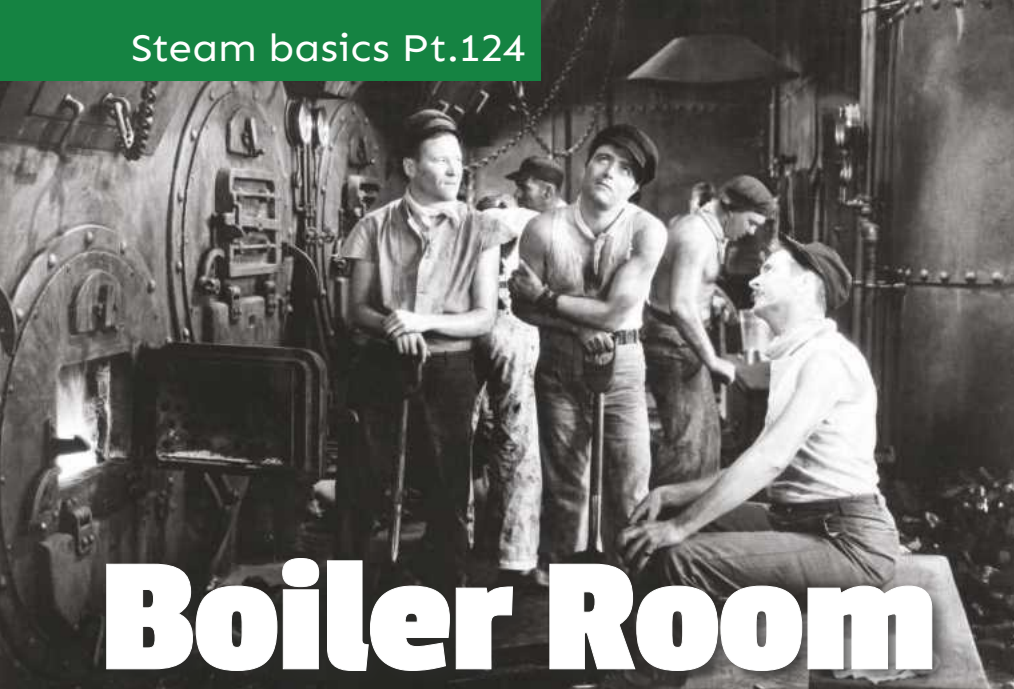
For complete scratch-builders, detailed plans for HMAS Napier are available from the Taubman Plans Service (<https://www.taubmansonline.com/LNAPIER.htm>) and from the Naval Historical Society of Australia (<https://www.navyhistory.org.au/shop/hmas-n-class-destroyers-1940-to-1945/>)

Taking a less specific approach, many more resources will be available to the modeller who looks for J or K class destroyers, realising that there are only detail differences. ●



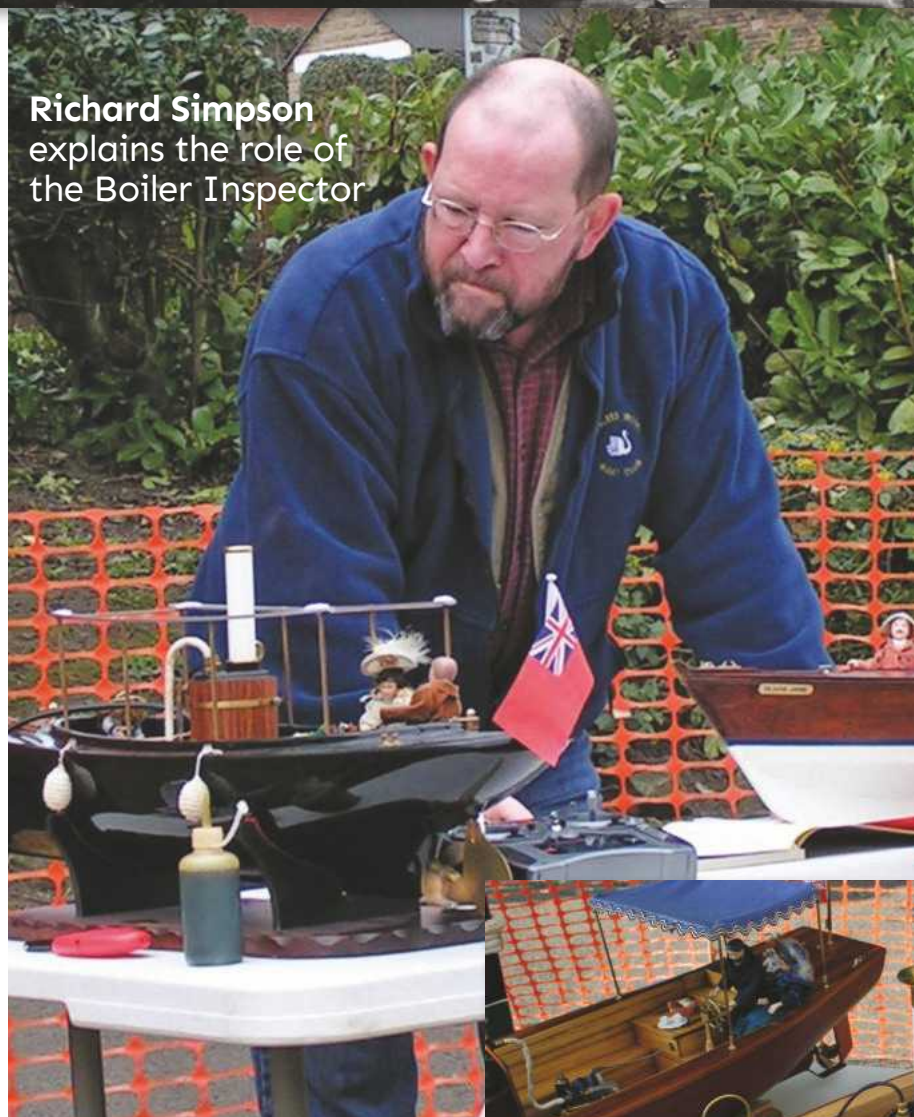
ABOVE: Movie poster for In Which We Serve.

"We may one day see all the five Ns operating together in model form, something that never happened with the real ships"



Boiler Room

Richard Simpson
explains the role of
the Boiler Inspector



It's hard to believe that this is Boiler Room Number 124 and I have now been writing the series for over ten years. During that time, we've looked at workshop practices, steam plant design, build and operation, specific items of associated plant and, quite frequently, the rules and regulations that govern us. I think we would all agree, however, that most craft-based hobbies, not just model



boating, have seen a decline in numbers, mainly as a result of the older generations passing on and the younger generations not really wanting to take up such pastimes. I've seen club numbers and activities diminish and, more specifically, less and less clubs wanting the additional challenge of operating steam propelled models. The easiest option is to simply not support them and let such members find their own inspectors, which invariably means them having to travel some distance to get their boilers tested. Obviously, that's far from ideal, so in this month I am hoping to plant one or two seeds into the minds of the steam modellers amongst you, in the hope that perhaps there may be some potential future boiler inspectors out there.

Why do we need boiler inspectors?

Not surprisingly, as with most things nowadays, the need for the Boiler Inspector finds its roots in insurance. With our society being more and more litigious, companies and organisations are looking for ways in which they can protect themselves and so, invariably, turn to the insurance industry to purchase that protection. The insurance companies then need to protect themselves

from unwanted and unreasonable claims, so the insurance policies they offer to customers come with many conditions. When it comes to model boat clubs, the insurance companies will require the club to follow certain practices and procedures to reduce the risk of a claim. This may simply require carrying out a risk assessment before embarking on an activity that has the potential to involve the public, or it could be more involved. In certain cases, there may be no flexibility, as we sometimes see with the use of internal combustion engines, which can be declined by insurance companies for the purposes of minimising risk.

When it comes to steam models, in 2006 a group of organisations concerned with the operating of model steam engines and boilers, including insurance companies, got together and created a set of rules for the building and operating of model steam plant. Model boat clubs are not required to have anything to do with these rules; however, if they want members to be able to operate steam powered model boats and they want them insured, the insurance companies will basically say: "Comply with this set of rules and we will agree to insure you".



"If a club wishes to operate model steam powered boats, it needs a declared Boiler Inspector to oversee testing, and the recording of all tests, for the purposes of maintaining the club's insurance"

The rules, of course, require a periodic testing of model boilers and lay out details of the tests required for varyingly sized boilers. These tests are certificated for the protection of the model owner and

recorded for the protection of the club. As long as all the requirements as laid down in the rule book are adhered to, the insurance company will insure the club for any appropriate liability.

To ensure that the testing and recording of these procedures is maintained accurately and efficiently, the rules dictate that a club must have a recorded Boiler Inspector, who is deemed suitable by the club and the relevant society that the club is affiliated with. As an example, the Kirklees Model Boat Club is affiliated to the Southern Federation of Model Engineering Societies. The set of rules has been updated a number of times, with the current ones, which came into force on May 1, 2018, commonly referred to as the 'Orange Book'. So, the bottom line is that if a club wishes to operate model steam powered boats, it needs a declared Boiler Inspector to oversee testing, and the recording of all tests, for the purposes of maintaining the club's insurance. Most inspectors will have their name registered with the club and the affiliated society, along with an assistant, who will normally act as a witness to testing. The general idea is that this witness will eventually take over as Boiler Inspector; but as my assistant is ten years older than me than didn't quite work out!





Why should I do it?

Many years ago, during a club AGM, the issue of operating steam plant was being discussed. We wanted to offer the service as a club and we had two enthusiastic and experienced steam modellers who it was felt were strong potential Boiler Inspector candidates. When approached, however, they both turned down the position. Looking on, and indeed forward to a future of operating my steamboats at the pond, it

suddenly occurred to me that this wasn't going to happen if someone else didn't step up to the plate. As a result, I found myself volunteering, and before I'd had time to give too much thought about what I was letting myself in for, my name had been put forward to the Southern Federation and I'd been accepted. I often wonder what possessed me, but if I hadn't, we wouldn't have steam at Kirklees nowadays; and the truth is, I'm quite proud of the fact that we do, and that we're

able to hold an annual Steam Gala Day, at which steam enthusiasts from far and wide can get their models tested and enjoy a day on the water with like-minded modellers.

I would, therefore, actively encourage any member of a club who wishes to promote the use of steam operated boats to consider doing the same. It won't demand a huge amount of your time and the more clubs we have out there that support the use of steam models the better it will be for all of us. Just to





“The rules require no formal qualifications for this role”

put things into context, when I first took on the role I was still working at sea and away from home for periods of three-month at a time, but we were still able to organise the Steam Gala Day around that and I was still able to keep all the clubs and visiting boats up to date with their certification.

There is, of course, no compensation for the role – indeed, this is something stipulated in the current set of rules – so there goes my supply of whisky, but the immense satisfaction of knowing you’re supporting the continued use of steam powered model boats is reward enough.

What qualifications do I need?

The rules require no formal qualifications for this role; whether someone is suitable is determined by their ‘credibility’. This, of course, is a rather loose term, and it’s supposed to be. A club’s committee will discuss the applicant in question and consider the relevant attributes that make him/her a viable contender. In my case, a life at sea working on full-sized marine plant and having the ability to inspect full sized boilers might have been seen as an obvious plus, although there are only limited similarities between this and working with scaled down versions. The most important attributes to consider are more along the lines of the following:

● A genuine interest in the building and operation of model steam powered boats

Experience with building and operating any form of model, be it fabricated or purchased as operational, should all be considered.

● A sound working knowledge of the current rules (these can be downloaded from many of the model engineering society websites for reference)

I am not suggesting you need to be able to recite chapter and verse word perfect, but you do need to be conversant with the content of the Orange Book and know where to find the appropriate detail required for a specific application. The various tests for the different size and types of boiler should also be well understood, and, likewise, you should



have a firm grasp of how the test procedure should be followed. It’s important to be familiar not just with the rules as they apply to a boiler inspector but also with the guidance they offer the modeller when it comes to what the test procedures will be.

● A neat and tidy approach to paperwork and record keeping

Once the various certificates, and which is required for each boiler, is understood, neat and tidy filing of these forms and maintaining a club’s records will be required. The certification is not difficult, but it does require care. This can be particularly challenging when you have a queue of modellers waiting in a line to have their boilers tested and the one you’re trying to do will not ignite because there isn’t enough gas left in the tank. Don’t think you have to be infallible, or that the world will fall apart if you make a mistake; I have made mistakes and have had to try to sort out an incorrect certificate afterwards – that’s what we do.

● A desire to be involved

Many of the model engineering societies hold annual seminars where current rules are discussed, and potential directions of the rule book are considered. Go along to the ones in your area and take an interest in what the latest developments are. You will certainly pick up a lot of interesting information and meet some very interesting model engineers.

At the end of the day the rules are reasonable. They offer guidance for all concerned, as well as making it very

clear that if an inspector doesn’t feel comfortable, for whatever reason, about testing a boiler, then he should simply advise the modeller that he doesn’t feel qualified to conduct the test. I remember when I first started feeling very uncertain about how best to progress with the testing of certain uncertificated home-made boilers and having to decline to do so. Since then, I’ve attended a few seminars and done lots of research, so I now feel more confident about carrying out some of the more difficult and demanding tests.

Let’s not run out of steam...

It could be argued that it’s inevitable the number of steam-powered model boat enthusiasts will dwindle as time goes by, and that may well be the case. But there’s no doubt in my mind that a steam-powered model has far more soul than any electrically driven model ever could, so they’re well worth preserving for all to enjoy.

Finally, I’d just like to point out that if your own club doesn’t do steam testing, you’re more than welcome to take your model to a club that does. This can be either another model boat club or one of the many model engineering clubs and societies dotted up and down the country (you can contact The Southern Federation of Model Engineering Societies or The Northern Federation of Model Engineering Societies for lists of member clubs). It’s also worth noting that the latest edition of the rules states very clearly that all tests should be conducted free of charge, although there will be a cost to join the club. ●



ATLAS 5-ton crane

Want to add some additional fascination to the deck of your R/C model boat? **Mike Smith** explains how a static model can be converted into a fully functioning piece of equipment controlled directly from your joystick...

What, you may ask, is an article of a model crane doing in the pages of Model Boats magazine? Well, for some time I had been looking to add some additional interest to the rear deck of my tugboat Aptitude. So, inspired by a YouTube video channel called R/C Modders (in which the vlogger animates large scale trucks and diggers), I decided to purchase a 1:32 Atlas 5-ton crane from Macs Mouldings with a view to converting it into a piece of working apparatus that could be controlled from the joystick of my boat. This would be an experimental prototype to determine if I could get all the potentially operational components of this small-scale model to move with various electro-mechanical devices. I realised from the outset that there would be no way of waterproofing this but decided that, provided the tug was sailed only on very calm water – such as on a pool at a show – this was unlikely to be an issue.

Having now successfully completed my objective, I thought I would share how I achieved this with fellow model boat modellers, as the concept behind it will serve numerous different purposes and projects. Not only can the electronics be incorporated into an entirely different piece of plant or onboard equipment, but the model you chose to adapt doesn't necessarily have to be boat mounted; it could, for example, be installed on a quayside, diorama.

What follows, then, is how you can apply the methods I used yourself. I do, however, appreciate that some of you will have

“I wanted to be able to use four joysticks and the control knob to raise, extend both arms, pivot and rotate the crane”

very limited knowledge when it comes to electronics and/or software, so if you need any further instruction or advice, please feel free to contact me via the magazine.

Mechanics

Having already chosen my electronic hardware, my first job was to decide on the mechanics and software, bearing in mind that I wanted to be able to use four joysticks and the control knob to raise, extend both arms, pivot and rotate the crane.

I began by sketching a few ideas of what I thought would work (see **Figures 1-9**).

Below are the comments I added to each of my sketches noting the reasons why in practice they may or may not work:

1. The belt would slip or get stuck when it wasn't at the correct tightness and, besides, the servo makes the model look odd.
2. The cogs would slip if too loose or jam if too tight.

3. This would simply be too difficult to mount on a model of this scale.

4. This would need permanent voltage applied to the motor to keep the cord retracted (hence drawing too much current).

Very difficult/impossible to fit a motor or servo with a pulley wheel at right angles at this scale.

5. Possibly will work, because a 10mm geared motor would fit inside the first arm.

6. An 8mm diameter stepper would fit inside the second arm and pivot joint with good torque for its size, but it would need complicated electronics and the use of four wires to rotate.

7. Could work but would alter this model too much. Useful to know for a larger scale model.

8. Could work if this crane wasn't intended to rotate or for a larger scale model where a geared motor would fit in its turret base.

9. Same comments as made for **Figure 6**, but would require mods to the crane's side plates, i.e., making them bigger to hide the motor.

With much to contemplate, I next trawled through the specifications of various motors, finally deciding on a geared linear motor to

operate the first arm (main arm); two micro stepper motors for the pivot point and second arm; one larger stepper to rotate it and one 360-degree continuous servo to raise/lower the crane. One of the reasons behind choosing steppers was that I've written an automatic program whereby the crane makes a continuous loop of moves and the steppers will start and stop exactly where the program tells it to, something that may prove very useful if displaying at a show.

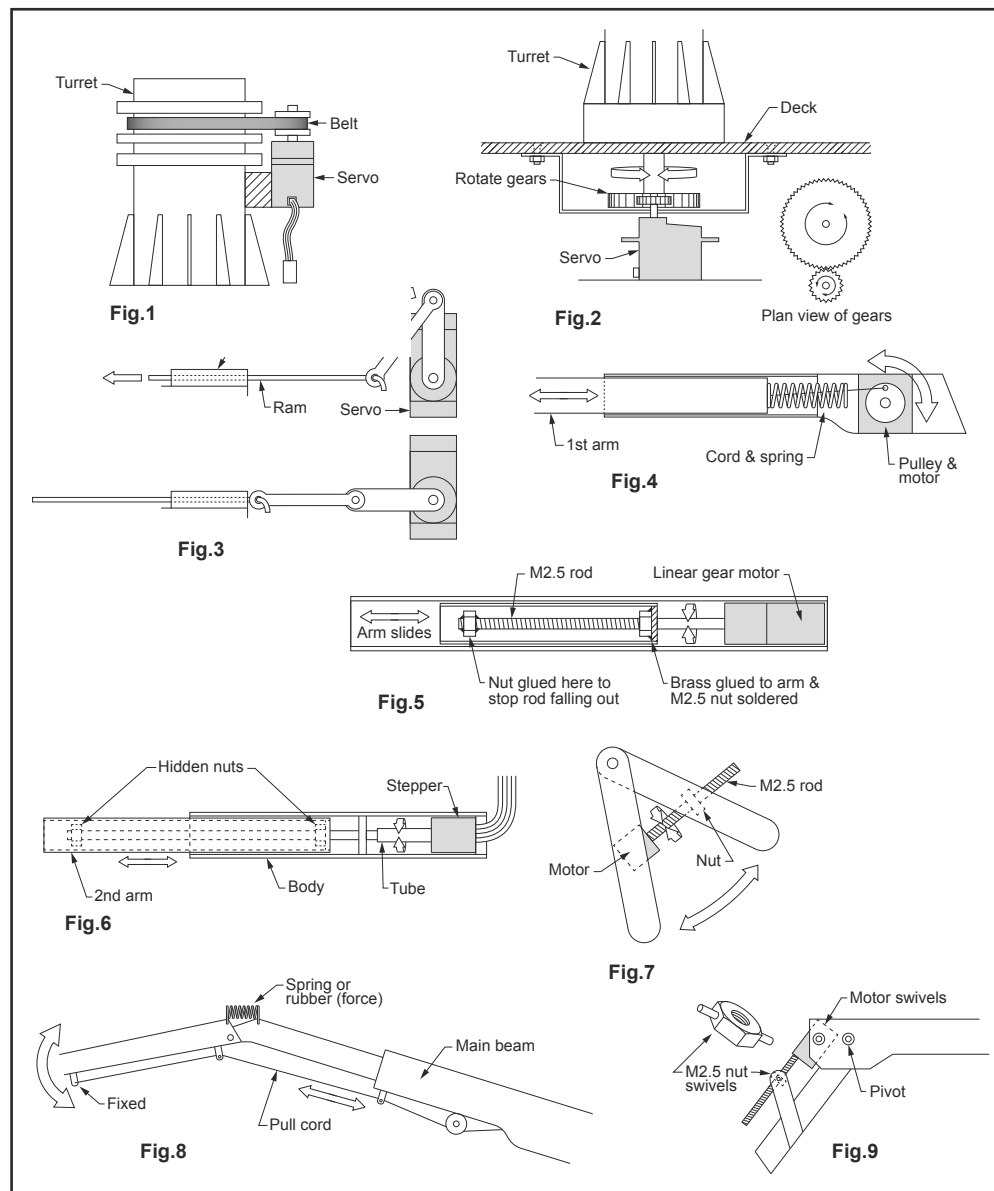
The motors, together with M2.5 steel rod and nuts, were ordered.

The circuit

While waiting for these parts to arrive, I started to sketch out the electronic circuit. I could have purchased a control board called 'Arduino™', which has become very popular in scale military modelling. For anyone interested in learning more about these Arduino™ control boards, though, it's worth reading the feature by Roy Cheers that appeared in the May 2020 issue of Model Boats. Instead, however, I opted to use just the programmable integrated circuit itself, because I've used 'chips' (their actual trade name is 'Picaxe') in the past and they've always proved very effective and economical. These chips can be programmed to monitor voltages from things like sensors or switches. In this case, they would be used to monitor pulses from a radio-controlled receiver and then carry out certain functions such as turning on a light or motor.

My circuit consisted of two Picaxe 18M2 and four L293D chips. The reason for using the L293D driver chips is that the output voltage pins from most programmers can only supply 20-40mA; enough to drive something like an LED (light emitting diode). The motors used here, however, will draw over 400mA and the L293D chips can supply that.

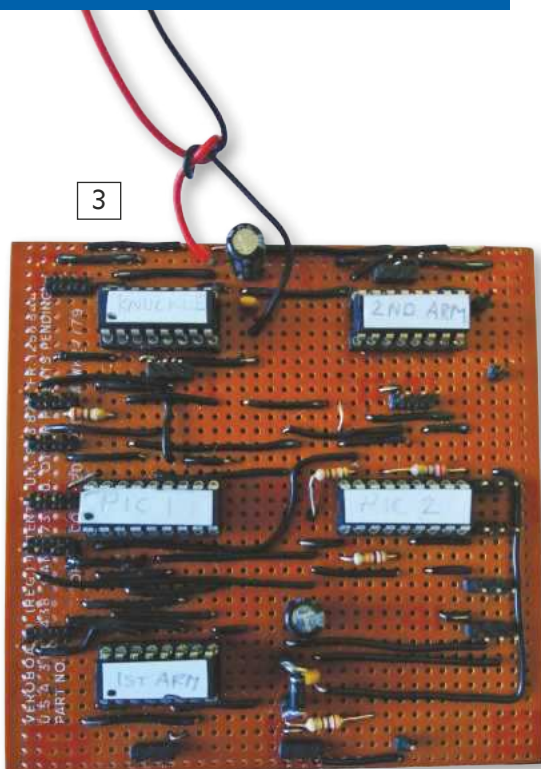
As illustrated (see **Photo 1**), I connected an oscilloscope to channels 1, 2 and 3, of my receiver. The vertical axis is set up as 2-volts per square, so the voltage here shows



about 3.2 volts. The horizontal axis is 0.5mS (500 micro-seconds) per square. The bottom waveform is 1.0ms, e.g., fast speed reverse; the middle w/f 1.5ms (neutral), and top w/f shows 2ms, e.g., fast speed forward. In fact, the oscilloscope shows it is 2.1ms but there's a +/- tolerance on these receivers.

The motors were connected one by one, before using an oscilloscope to check the motor pulses were correct. Note how small the stepper pins are to solder to in (see **Photo 2**).





The circuit was soldered to a copper stripboard (see **Photo 3**). The three chips that can be seen on the left are the 18M2 in the centre with an L293D to either side. Both drivers were connected by four wires to a micro stepper motor. It has to be said that if these chips were surface mount devices (smd), mounted on a smd pcb, everything would look rather more compact and neater. For visual reference, I've provided a block diagram (see **Figure 10**) of the above mentioned three chips, receiver and motors.

Arm assembly

I divided the build into various sub-assemblies, thereby facilitating any modifications required before everything was brought together as one. Just as well, as I had right fun and games getting the motors and wiring fitted into the crane!

The two original plastic sliding arms were replaced with hardwood. In my illustrations, you will spot the micro stepper with the wires and silicon rubber tube on its shaft joining to the M2.5 threaded steel rod (see **Photo 4**).

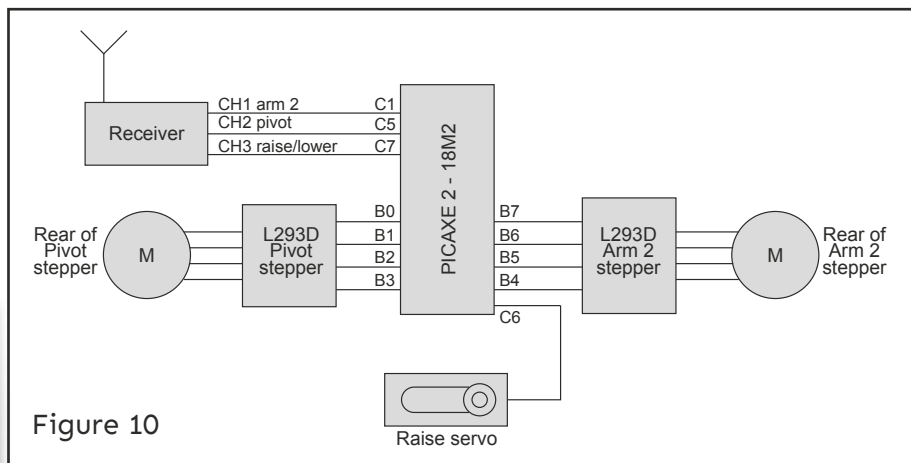
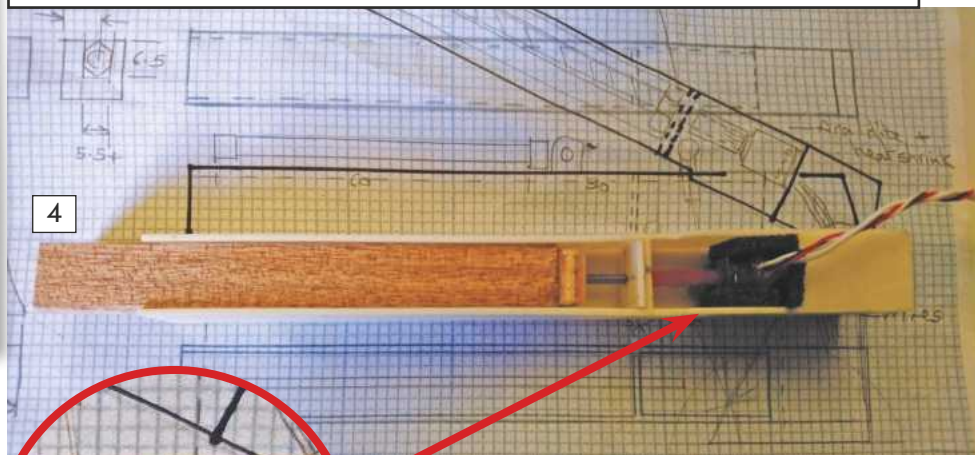
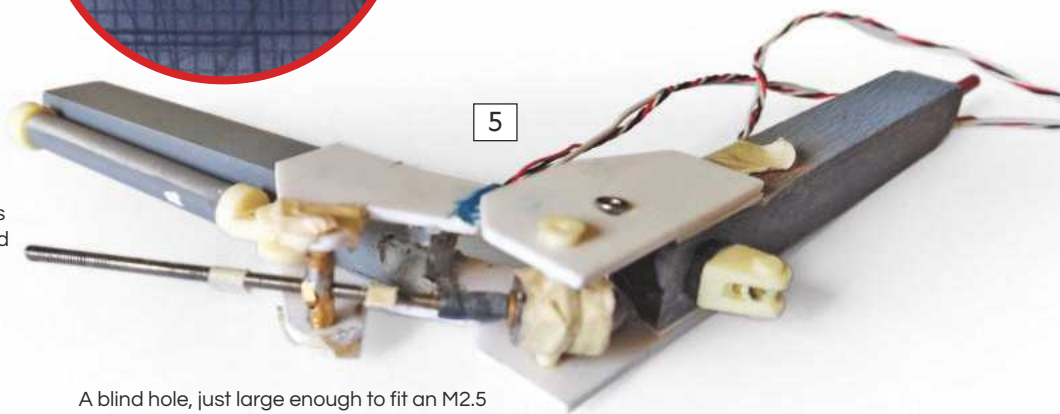


Figure 10



"I divided the build into various sub-assemblies, thereby facilitating any modifications required before everything was brought together as one"



A blind hole, just large enough to fit an M2.5 nut, was drilled in the centre along these slide arms. I then glued a nut onto an end cap on the right side of the arm (again, see **Photo 4**).

Following this, a rod was screwed into the end. This end cap was then glued to the end of the wooden arm. The reason for doing this was so the slider cannot fall out of the housing because the second nut encapsulates it.

The first arm, being bigger than the second, was fitted with a geared two-wire motor. A stepper had to be used for the second arm.

My next job was to work out how make the pivot move up and down. Here, I, again, used a stepper, with the rod passing through a nut mounted in a 3mm tube. This was necessary to cope with the changing angle.

I replaced the original plastic panels with differently shaped ones that sandwiched the tube and stepper. Two hollow caps held the tube loosely in place and twisted wire around the stepper was also held in place (see **Photos 5 & 6**).



Turret assembly

When it came to the turret, I experimented with a couple of different ideas. One (see **Photo 7**) involved the servo rotating a cog, with a linear stepper motor glued onto it and a threaded shaft that moved a nut up or down. The stiff copper wire soldered to the nut was intended to push the main arm housing up or down. The other (see **Photo 8**) involved gluing the servo under the cog; this was intended to work on a principle like that shown in **Photo 7**. Unfortunately, neither proved not very successful.

Having sold my wood lathe and being unable to find a bar of the right interior diameter, I had to resort to using a broom handle to make the turret's inner shaft.

The square base of the turret was screwed to the hull deck, while the stepper was secured underneath it, so, in effect, these two parts are fixed.

The upper turret's ring of bolts was hung over the turret edge to act as a top bearing, and this was secured to the top of the broom handle via a central screw. In effect, this gives two fixed points at the base of the crane but leaves the upper ring of bolts free to rotate when the stepper turns the wood shaft. This works but, naturally, would be better if some parts were machined in aluminum or such like.

I've included two under the turret views (Photos **9** and **10**), although as you will see things are rather messy, because I was designing and modifying on the fly, so I've considered buying the same crane again and making a neater job of it!



My next job was to assemble the motors and arms, ensuring the wiring was routed down the turret, which has been hidden in a groove along the length of the wood shaft to the pcb.

I glued a small servo to the shaft. An M2.5 threaded rod was also glued vertically to this servo's shaft. A nut was soldered inside a length of brass tube and screwed onto this rod. The other end was fitted like a swivel joint under the main crane arm to raise and lower it.

The shaft of a larger stepper (28BYJ-48) was glued into the centre of the wood shaft,

“When it came to the turret, I experimented with a couple of different ideas”



thereby serving to rotate the servo and the whole crane.

Connectors were fitted to the wires and the individual parts electrically tested via the pcb (see **Photo 11**).

Final assembly

During the build the crane was primed with Halfords' grey, and using an airbrush sprayed with acrylic gloss yellow.

Photos 12, 13 and 14 show different views of the crane. In **Photo 12** you will see the 'T bar' type of joint where a 1mm hole was drilled through the arm and the 'T bar' and wire passed through to allow it to swivel; while in **Photo 13** you can see the micro stepper joined to the rod with sleeving. Again, the motor and

nut can swivel. **Photo 14** shows how the crane can be raised and lowered when fitted to a removable cargo deck. White vinyl decals were painted black before being applied.

Software

The first thing the circuit has to do is monitor where the joysticks and control knob are; if one of them moves above or below about 2/3rds from neutral position the corresponding motor direction will rotate. To do this the pulse width is converted into a digital number by the program (in this case, 100 to 200). This number can be seen on a computer while writing the program (for my project, numbers 130 and 180 were chosen).

It took some weeks of head scratching and modifications to the program until it finally worked. Some steppers got very hot and burnt out, some arrived wired wrong.

For your reference, I've included a small section of the program written in B.A.S.I.C. In this case Channel 6 of the receiver leads are connected to C.5 of the picaxe chip on the pcb. The program reads from top to bottom and jumps to another section when asked:

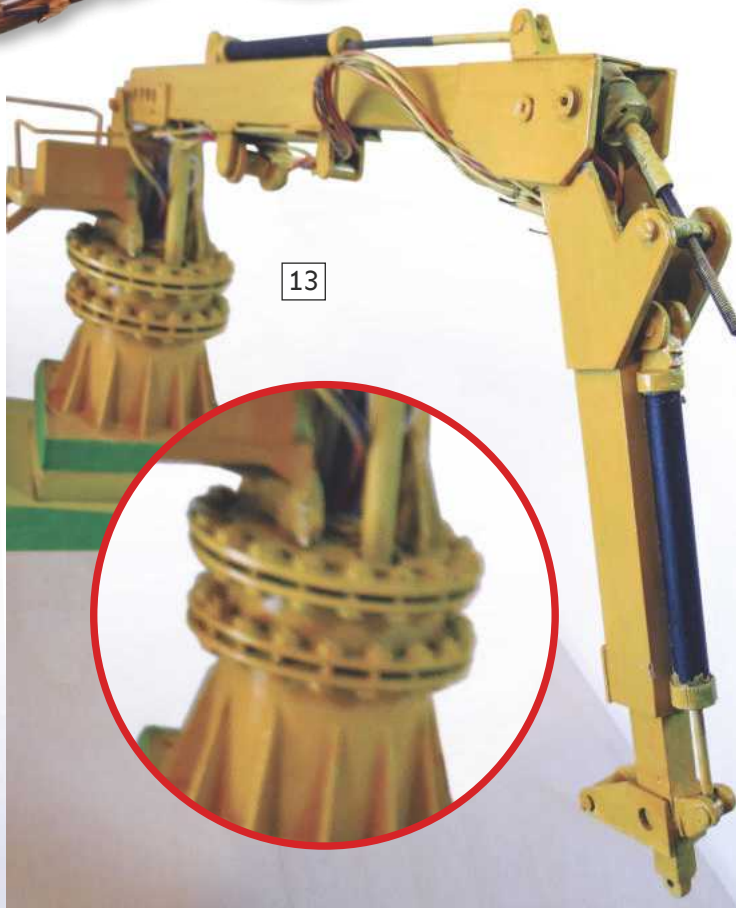
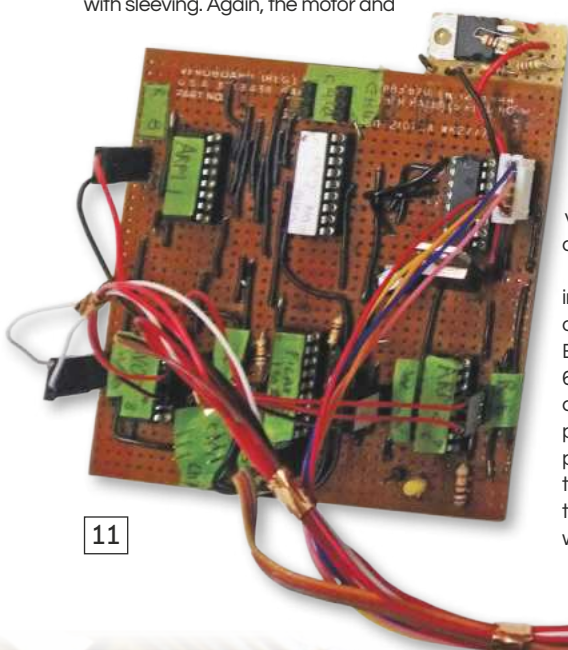
Crane:
pulsin C.5,1,w1
if w1 < 130 then starboard
if w1 > 180 then port
goto crane

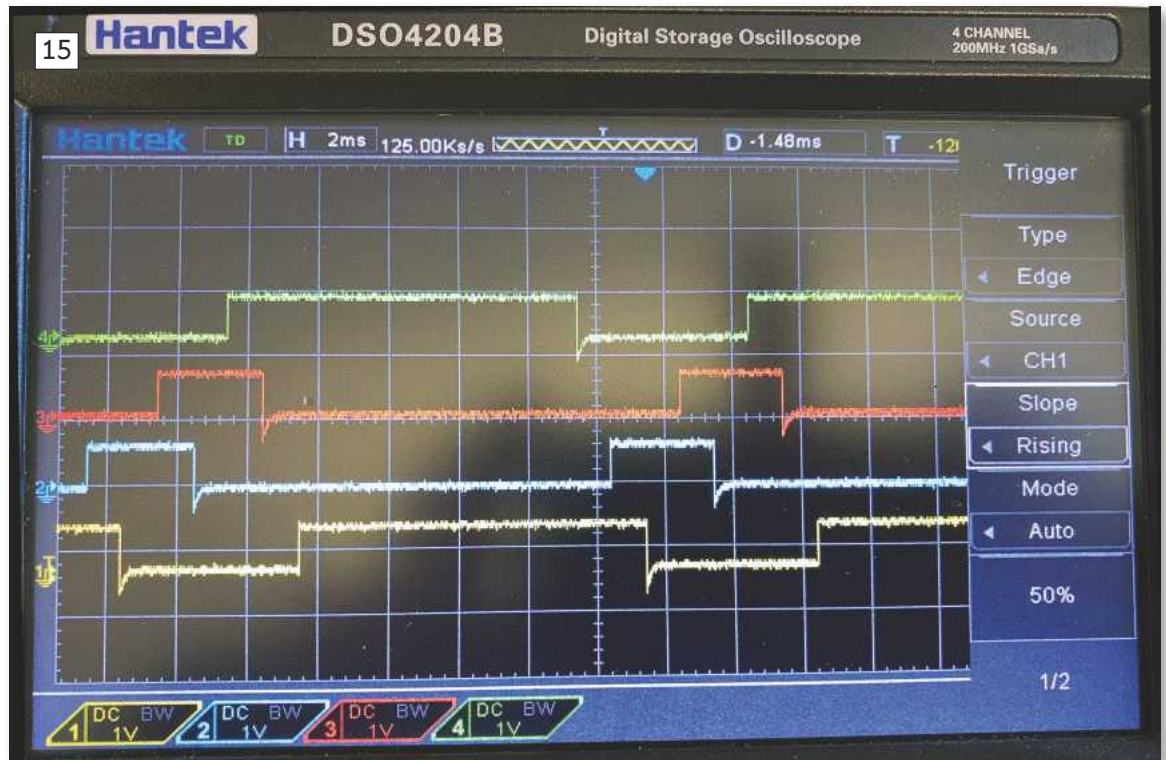
starboard:
let pinsb = %00010000 : pause 15
let pinsb = %00110000 : pause 15
let pinsb = %00100000 : pause 15
let pinsb = %01100000 : pause 15
let pinsb = %01000000 : pause 15
let pinsb = %11000000 : pause 15
let pinsb = %10000000 : pause 15
let pinsb = %10010000 : pause 15
goto crane

pulsin: measures the width of the pulse.

w1: shows a number representing the pulse width, e.g., 120.

'If w1 < 130: this means if the number is less than 130, i.e., when the joystick has moved about 2/3rds down, the program then jumps to starboard (I chose starboard as a name because that's where I want the crane to rotate to).'





If the joystick is moved upwards to 2/3, the program will jump the to the port code and rotate the other way.

goto crane: means start again and read the receiver pulse.

All the ones and noughts above indicate the 5-volt pulses out of the picaxe pins to the stepper motor driver chips.

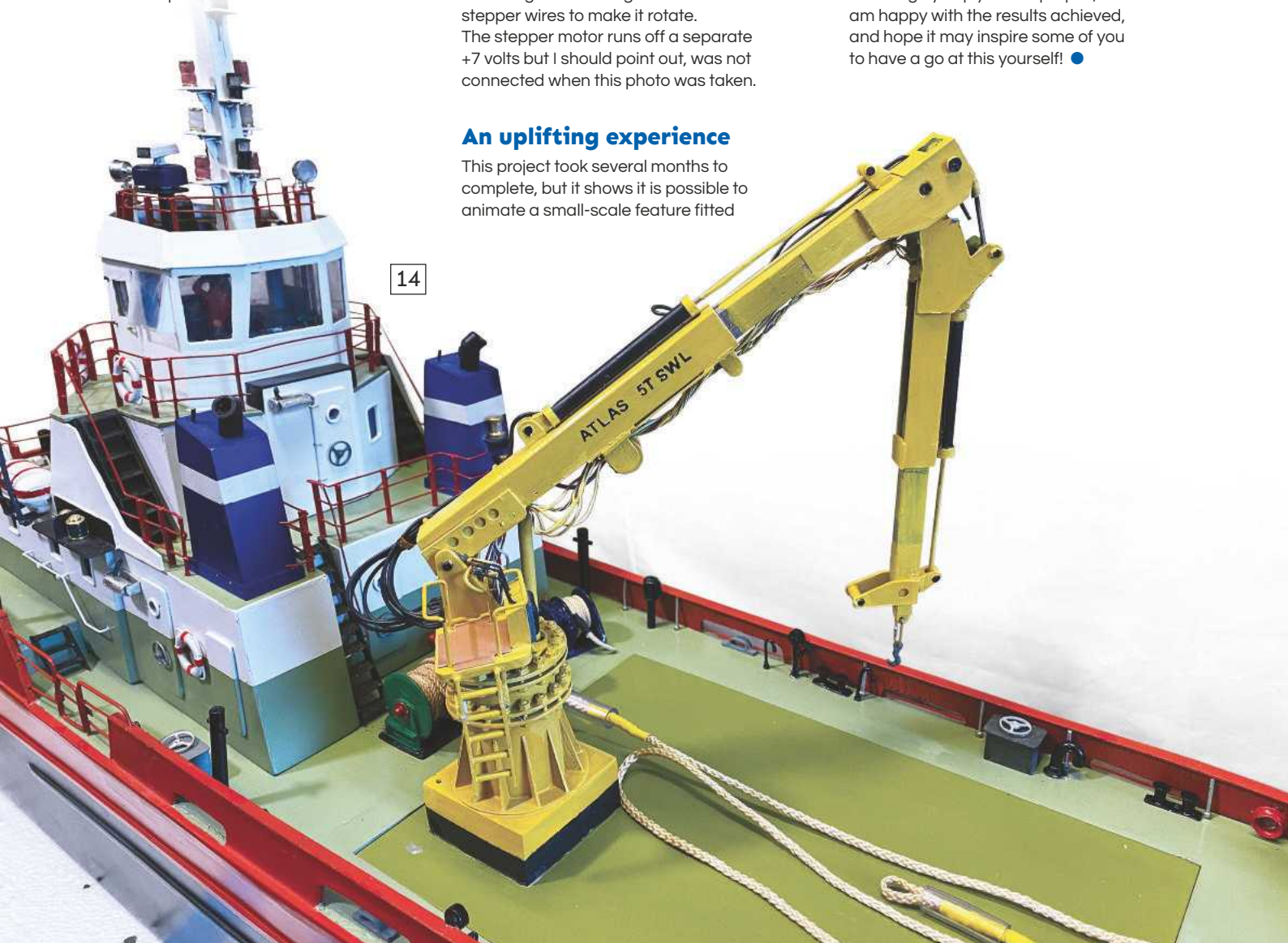
The pulses (see Photo 15) give you an idea of what the noughts and ones are doing to the voltage on the four stepper wires to make it rotate. The stepper motor runs off a separate +7 volts but I should point out, was not connected when this photo was taken.

to the deck of a boat using the pulses from a radio control kit.

The rotation part of my turret could be improved, as could the wiring and circuit board. But, overall, I thoroughly enjoyed this project, am happy with the results achieved, and hope it may inspire some of you to have a go at this yourself! ●

An uplifting experience

This project took several months to complete, but it shows it is possible to animate a small-scale feature fitted





David Bray's astonishingly detailed 1:16 scale whaleboat built from a Mantua/Panart kit.



Open boats

After completing a number of kit-based period vessels, I fancied trying my hand at an open boat. This would be a new challenge, as the interior planking would be in full view. No room for bodging!

I had always admired the various types of whaleboats, and consequently acquired a Mantua/Panart kit for a whaleboat of about 35 feet overall, at a scale of 1:16. Construction was straightforward. With the inner skin (of three), laid first, great care was taken to ensure

it didn't become bonded to the bulkhead formers and because it would be fully visible within the interior. The second and third skins were then applied, and the hull gingerly removed from the former. Effectively, what resulted was a cold-moulded three-ply hull, ►

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



The Golden Arrow ferry, Invicta

In May last year you kindly published details and photos of my father Harry Maynard's panel of ships' funnels. I have now just located another of his treasures.

This sculptural model of the Golden Arrow ferry, Invicta. John Maynard's dad, the late Harry Maynard (a professional shipwright and exceptionally talented modeller and cabinetmaker), created this sculptural model of the Golden Arrow ferry, Invicta.

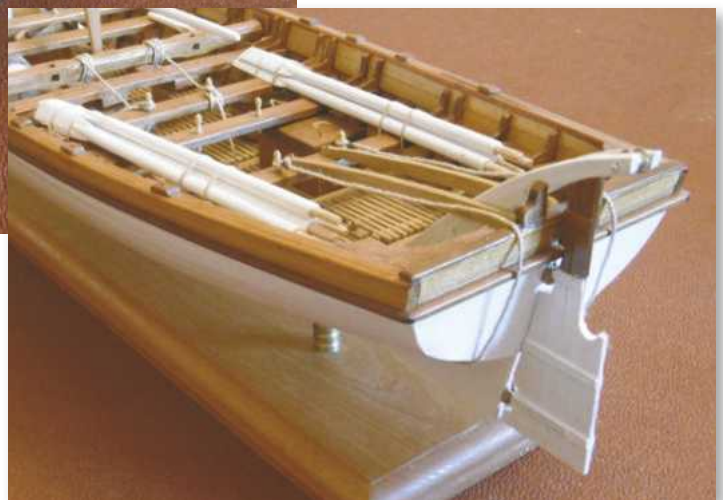


the boat pulls ten oars and is equipped with arrangements for carrying out a kedge anchor for the ship. Construction was very interesting, with much internal detail on view.

I paid a visit to HMS Victory two years ago, and it was interesting to see the real thing, but unfortunately there was no possibility of viewing the interior.

DAVID BRAY
EMAIL

*You must be so proud of these fabulous and intricate builds, David. There's so much detail to marvel at. Thanks for sharing. **Ed***



very strong and stiff. The whaler completed as a very attractive model, and I am very pleased with her.

That was many years ago. More recently I acquired a Mantua kit for the Victory launch. This is one of the many boats carried by HMS Victory and is the largest. About the same size as the whaleboat, and the same scale,

More recently constructed, David's equally impressive Victory launch, also built from a Mantua kit to the same scale.

My father was apprenticed as a shipwright with the Southern Railway in Dover, maintaining the company's cross-channel passenger ferries. In 1929 the Golden Arrow service was introduced with First Class Pullman trains from London. In Dover, passengers transferred to the company's newly commissioned flagship *Canterbury* for the crossing to Calais. Like the train, this was limited to First Class until 1931, when economic considerations necessitated additional cheaper options by both rail and sea.

The popularity of the service was such that the Southern Railway commissioned the *Invicta*, a new and upgraded flagship; but being launched in December 1939,

she was immediately requisitioned for war service, and did not take over the Golden Arrow service until October 1946. The day-to-day care and maintenance of the *Canterbury*, the *Invicta* and the rest of the passenger ferry fleet was Harry Maynard's pride and joy.

Alongside his profession as a shipwright, Harry was also an exceptional model maker and cabinetmaker. Honing his skills through the 1930s, he was considerably influenced by the Art-Deco movement, which clearly inspired his impressionistic model of the *Invicta*. This would have been made around the time of his retirement in 1970 and I well remember it in pride of place on the living room mantelpiece. I had no idea what

had happened to it in the 30 years since Harry died, until last month when I visited Harry's grandson Derek (my nephew). It had graced Derek's office at the Port of London Authority until his recent retirement, and now has pride of place in his study at home.

It would hardly qualify as a scale model, but it is a novel and interesting expression of the model maker's art and hopefully warrants some space in Model Boats.

JOHN MAYNARD
EMAIL

*Such a beautifully crafted and gorgeously tactile display piece, and, considering the story behind it, what a fantastic family heirloom, John! **Ed***



ABOVE: The wreck of the Kaffir, just north of Ayr harbour, as shot by Thomas Gilfeather.

BELOW: Inside Ayrshire Housing's offices, Elaine's stunning model will complement the gable-end mural to the exterior of the building featuring the Kaffir wreck.



ABOVE: Elaine's superbly detailed model of the Kaffir, shown on here on her workbench but ultimately destined for Ayrshire Housing's new offices.



The Kaffir

Following on from your feature this month on the new Mobile Marine Models VIC/Puffer, here's one I did earlier, and a very enjoyable build this was, too!

The Kaffir was launched by J. Hay & Sons in 1944 from its Kirkintilloch yard. The ship's name may grate on sensitive modern years, but most of the Hays fleet were given 'ethnographic' names, which include Serb, Cretan, Saxon and Basuto. This puffer, which was converted to diesel in 1961, had an uneventful career on the Clyde until the fateful night of September 23, 1974, when her engineer decided to take her on a joyride from Ayr Harbour (drink having been taken!). The pilot cutter pursued her, but she ran aground on Newton Beach just north of the harbour and became a total loss. Still visible at low tide, the wreck has become a local landmark.

The model is destined for the new offices of Ayrshire Housing in Ayr, complementing a gable-end mural which features the Kaffir wreck.

Keep up the good work – the magazine is looking great!

**ELAINE MCFARLAND
ARDROSSAN**

*You really are an incredible modeller, Elaine! A quick online search reveals that the wreck as a local landmark has inspired some absolutely stunning work by various artists and photographers. I love the fact that Ayrshire Housing has not only incorporated it into that striking mural on that now features on the gable-end of its offices but that your superbly detailed model of this vessel, as she once was, will be put on display for the whole community to enjoy. **Ed***

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 6G, Eden House, Enterprise Way, Edenbridge, Kent TN8 6HF**

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Gwen Eagle

Further to your readers quest for details of the cabin cruiser Gwen Eagle, these plans are, I think, still available. Their source is indirectly advertised every month in your magazine. The company selling them are Brown, Son & Ferguson, Ltd. of Glasgow, a rather old-fashioned (in the best sense of the words) company, which provides various illustrated lists of sailing models by Harold A. Underhill and power craft by B. Reeve and P.W. Thomas.

I have a very old copy of the sailing models catalogue, on the inside back cover of which are drawings and details of Shipwright plans, including the Gwen Eagle at 1-inch to 1ft, model, measuring 40-inch x 11-inch.

I would say that the whole range of many hundreds of drawings are of the very finest quality and scale.

DAVE METCALF
EMAIL

*Thank you so much, Dave.
Much appreciated info! Ed*



Jetex joy

Dave Wiggins' Jetex Joy feature in last month's issue bought back memories of my youth, when I had a Jetex 50. For a while the *Daily Mirror* published a *Junior Mirror* and in one edition included a plan for a Jetex-powered simple model of *Bluebird*. I made one, well two actually, as I also built one to a slightly larger scale, and both worked! I also made KK model aircraft, one of which was the Hawker Hunter, which I tested in our long garden. On its first flight it caught fire, so I just launched it and of it went; all that was left when it crashed was the motor, mounting clip and augmentor tube!

With regard to model Pulse Jets, I was racing model cars

at Wings and Wheels, it must have been in the early '90s, with my two sons. I well remember a demonstration of R/C pulse jet planes, I think by an Italian team. The planes had two or three of these engines mounted on them and when they took off the whole show stopped to watch. The noise was incredible, and the speed was amazing. They did loops, wing overs and relatively low passes down the runway. They could also climb vertically. I cannot believe it would be allowed today.

ROGER PICKETT
EMAIL

Makes you wonder, doesn't it, how we ever survived our childhoods and lived to tell these tales! Ed



Winner!

I recently received an unexpected parcel and was pleasantly surprised to find that it contained the Airfix kit for the Severn Lifeboat and the Humbrol paints required to finish it. Although I haven't received any notification, I am assuming that I've got lucky and won the prize draw

featured in the October issue of Model Boats. It looks to be a very good kit and I am now considering the possibility of motorising it, as shown in the article by Tony Dalton run in the same issue. My hobby has always been static display but as I live not far from Bridlington Model Boat Club this may well present an interesting challenge and experience.

Thank you for the prize and for an excellent magazine.

BERNARD TUKE
EMAIL

You are so welcome, Bernard, and I'm delighted that this came as a nice surprise. If you do decide to give motorising it a go, please let us know how you get on. Ed

HMS Herald

I know Mr Pottinger has forgotten more about ships than most of us will ever know, but in regard to his letter featured in the November 2021 issue I feel I should point that in this incidence he is mistaken. HMS Herald was

built at the Robb Caledon yard in Leith, not on the Clyde, in the early '70s.

DUNCAN VEASEY
EMAIL

Many thanks for so respectfully setting the record straight, Duncan. Ed

TRAINS & BOATS & PLANES

Normally, I don't bother busy editors, but flicking through some back issues of Model Boats, in the April 2021 issue Robert Stableford's broadside and your response caught my eye. I'm a subscriber to Model Boat and to the *Railway Modeller* – yet missed somehow missed the articles, 'No Fly Zone' and 'Every picture tells a story', so it is only now I am responding to this exchange in 'Your Letters'.

I agree with Robert that Model Boats has done well through the pandemic, and, while I would not normally submit a model railway article to Model Boats, or a model boat piece to the *Railway Modeller*, I also agree with your response to Robert.

As a keen amateur transport historian, I believe we should appreciate how various means of transport are used as integrated tools, subject only to business cases that evolve over time and with developments in technology.

If we take Porthmadog as a case in point – I note that Chris' model railway features a coastal narrow-gauge setting – the Dwyryd barges that carried slate to the sailing ships at Ynys Cyngar at the start of the 19th Century could not compete with the new Festiniog Railway. In turn, the new railway enabled



Shooting the breeze

MB Q&A

Every picture tells a story

Crime novelist and extremely talented modeller Chris O'Donoghue, chats to our Ed, Lindsey Ammon...

Q Chris, you're a crime novelist and a model railway enthusiast. How do you manage to fit both into your life?

A I've always been a modeller, but I didn't start writing until I was 40. I was a bit of a late starter, but I've been writing for about 20 years now. I've always been a modeller, but I didn't start writing until I was 40. I was a bit of a late starter, but I've been writing for about 20 years now.

Q You've written a book called 'The Blood on the Tide'. How did you come up with the idea for this book?

A I was inspired by the story of the RMS Titanic. I was a big fan of the ship, and I was always interested in the story of its sinking. I was inspired by the story of the RMS Titanic. I was a big fan of the ship, and I was always interested in the story of its sinking.

Q You've also written a book called 'The Blood on the Tide'. How did you come up with the idea for this book?

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No fly zone

Supermarine Walrus

Ashley Needham, a scratch builder never afraid to explore whether an idea actually has wings by testing the water, explains how he achieved his objective with this non-flying flying boat model...

Q Ashley, you've built a Supermarine Walrus. How did you come up with the idea for this model?

A I was inspired by the story of the RMS Titanic. I was a big fan of the ship, and I was always interested in the story of its sinking. I was inspired by the story of the RMS Titanic. I was a big fan of the ship, and I was always interested in the story of its sinking.

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Shooting the breeze

RAF airmen downed in the Channel in World War II

Whether the Walrus 'flying boat' that rescued them should appear in the pages of Model Boats or RCM&E, in years to come.

Q Ashley, you've built a Supermarine Walrus. How did you come up with the idea for this model?

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Q You've also written a book called 'The Blood on the Tide'. How did you come up with the idea for this book?

A I was inspired by the story of the RMS Titanic. I was a big fan of the ship, and I was always interested in the story of its sinking. I was inspired by the story of the RMS Titanic. I was a big fan of the ship, and I was always interested in the story of its sinking.

Porthmadog to emerge as a new town and as a major maritime port over the next 100 years. Some 250 sailing ships were built there before World War 1 suddenly halted the slate trade with Hamburg. Porthmadog also rapidly declined as a port, as steam ships took over exports, standard gauge railways took over movement of slate within the UK and the use of slate itself fell away. However, in the town's

heyday in the 19th Century, both ship and railway owners in Portmadoc, as the town was then called, would have understood their mutual dependence. *Railway Modeller's* model railways routinely feature harbours, and the ships are often very well represented, just as on Chris' dioramas. Static Royal Navy dockyard models also feature in UK maritime museums.

RAF airmen downed in the Channel in World War II cared not whether the Walrus 'flying boat' that rescued them should appear in the pages of Model Boats or RCM&E, in years to come.

The Walrus's big sister, the Coastal Command Sunderland 'flying boats', based in Milford Haven, lived on moorings during World War II, were serviced afloat, and took off in the estuary three abreast to meet the Atlantic convoys. When the sailors saw them coming, and knew they were then safe from the U Boat wolf packs, they did not debate whether the Sunderland was an aircraft or a boat.

Making an exhibition of myself

I'm looking forward to going to exhibitions again. Being a relative newcomer to the hobby, I've not been to any model boat exhibitions yet. That said, during the course of my career I've attended numerous other shows, from the more 'local' ones in Europe to those in more exotic locations, such as San Francisco and I've always experienced a buzz of excitement in the days leading up these events. Unfortunately, however, I do seem prone to not so much to accidents but to mishaps at shows, which include not being able to find my car, being locked

in a toilet, using a toilet cubicle with no lock, (when I wished my arms were about 2 ft longer), having a cup of hot chocolate tipped over my trousers first thing in the morning, and attending a show on the wrong day! Why, then, this buzz of excitement? Obviously, having been deprived of being able to do so over the last couple of years has heightened both anticipation and expectations to a fairly high level. I'm looking forward to browsing suppliers' wares and chatting with the stall holders; buying 'online' is simply not the same. Having a large fried breakfast before the show is always a treat, too. And then

there's the beer tent at lunch time, with the opportunity to compare purchases, catalogues, etc, with whoever is at the table I've joined, whether they like it or not! I always carry a large shoulder bag with me to stash away all my purchases and the sandwiches I've prepared before leaving home. I don't know why I bother making these as they never seem very appealing and invariably return home with me. Any acquaintances I have seem to adopt a different attitude to me when attending shows. They seem to be very relaxed about the whole thing. They turn up well after the show has started, whereas I often find

myself at the head of a queue an hour or more before the doors open. And frustratingly, organisers seem in no hurry to open up, leaving poor saps like me out in the cold and, more often than not, busting to go to the toilet! Is it just me, or do exhibition organisers appear to employ the most obnoxious 'more than my jobs worth' types? I recall some years ago at the NEC, I was, as usual, at the front of the queue waiting to get into the exhibition. The visitors behind me were pinning me against the large sliding doors at the entrance to the exhibition hall. The opening time came and went, and after a few minutes I banged on the



In UK history, transport has variously included these and the rivers; the drove road, the pack horse and the horse and cart; the toll roads and the canals; the horse tramways and railways; and today is focused on air, rail and road. All have their time and place, often in combination. Now, they are more or less remembered; some are preserved, and some remain part of today's transport system.

I have no issue with *Railway Modeller*, *Model Boats*, or *RCM&E* highlighting the integration of trains and boats and planes. The old railways were also major ferry operators.

Like Ashley, I have considered the idea of the wonderful Walrus

as a flying boat that can taxi but not fly. The concept of a flying boat as a semi-static/semi-working model that's more model boat than aircraft, and therefore a somewhat different modelling proposition, is intriguing.

There is a flying Lancaster in the RAF Battle of Britain Memorial Flight, one of only two such aircraft in the world today. But there is also another preserved Lancaster at the Lincolnshire Aviation Heritage Centre, *Just Jane*, that can taxi but not fly. People pay to ride around the airfield in her and to get close up to her on the ground, as she taxis in and out of the hangar area. When *Just Jane* fires her engines,

up and close, the old lady and her four roaring, flame spitting, Merlin engines are a truly awesome sight and sound.

The Boiler Room article series does have a key role in *Model Boats* - just as steam has a leading place in our maritime history.

I remember when you recently published my article on the Galway Hooker, Saint Brendan, that you were then new to the model boat world, when you took over from Martyn. I think *Model Boats* is making good progress on your watch and that, faced with Robert's comments, a word of encouragement is due.

I am intrigued by Chris and Ashley's modelling and will try

and get hold of a back copy. I am sure that others found the articles interesting, too. So, well done and please keep up the good work!

**MIKE BENSON
EMAIL**

Thanks for the encouragement. Like you, Mike, I find the history of transport, in all its various forms, absolutely fascinating, and, while I appreciate the focus of this mag is ships and boats, as you point out there are so many real world and modelling (as the Atlas crane feature included this month so ably demonstrates) cross-over points to explore and consider. Ed

door. It seemed to work, for the sliding doors opened about a foot and I came face to face with some chap about eight feet tall and built like a brick lavatory. He demanded to know who banged on the door. It was a bit obvious really. He proceeded to give me a lecture lasting some minutes on how he decided when to open the shutters, not me! In the meantime, several hundred visitors had streamed past me and were already enjoying the show.

Judging how good a show is, I suppose, quite subjective. I always seem to be at odds with other visitors. If I have enjoyed it, they all to a man say how lousy it was, and vice

versa. For me, if I've been able to purchase everything I want, have somehow managed to get out unscathed and find myself wishing the show had gone on longer, all is good. I also like to feel I've been inspired by what I've seen and return home armed with plenty of ideas. I usually come away with a lot more than I intended to buy, which in itself creates a problem. Getting this cache of goodies unseen into the house can prove difficult, so the larger items tend stay in the back of the car until the coast is clear.

Over the years I have learnt to squirrel away a load of cash to take to the shows. Paying by credit card leaves a paper trail, and ultimately confrontation and

interrogation by the other half.

There we are then. Perhaps realistically I ought not to get so excited about visiting the shows, but I can't help it. Roll on 2022 and the new show season.

**JOHN MILESON
EMAIL**

I'm laughing but in a lot of ways I can relate to these 'adventures'. For example, I can well remember many years ago now, while working on my former title, attending the Great Dorset Steam Fair with my photographer, Claire. After a glorious, wall to wall sunshine, working day, we stayed just that little bit too long to enjoy the funfair and a beer with friends we'd met up with (who

unlike us were camping there and not heading home) and then found ourselves combing a dark field for more than an hour trying to find our dark grey car amongst the hundreds of others parked! On another occasion, my flight out to Nuremberg, where I was attending the annual toyfair, got in late and I arrived at my Airbnb accommodation on a very snowy night only to find the apartment owner had given up on me arriving and wasn't answering his phone, so I had no way of getting into the apartment I'd booked.

Oh, and by the way, if you're seriously trying not to leave a 'paper trail', you may need to eat this copy of the mag once you've read it! Ed



*“The Boss has quite a few different names down here, but upstairs she’s just ‘The Boss’.”
“SHE!” exclaimed Harry.
“Oh, yes”, replied Albert...*

A modeller's Christmas Carol

Harry Hitchenes tucks up this on sale pre-holiday issue with a bedtime story for the young at heart...

Twas the night before Christmas and... Hang on, I'm sure that opening has been used already! Anyway, Christmas Eve found Harry and wife Edna sitting quietly enjoying a couple of G&Ts before going to bed early. Remember, you have to be asleep before midnight or Santa won't bring you any presents. Harry's thoughts drifted to what he would most

like to unwrap. For some time he'd wanted to build a model of an RNLI lifeboat. Current favourites were the kits available for either a Waveney Class or a Rother Class. With his head full of ideas about engines, props, fittings, etc, he headed for bed, obviously draining his glass first – must get our priorities right. After 30 minutes reading (about boats!) he then fell fast asleep.

“11:30pm found Harry wide awake, absolutely certain he could hear something in the garage. Somebody was in his workshop after his beloved models!”

Not a creature was stirring, until, wait a minute...

At 11:30pm, Harry suddenly found himself wide awake, absolutely certain he could hear something in the garage. Somebody was in his workshop after his beloved models!

Creeping down the stairs with only his trusty baseball bat as a defence, he cautiously entered his workshop. Sure enough, there was an old bloke having a good look at his paddle tug; but the strangest thing was that, somehow, he appeared to be looking down on the model, which surely he couldn't be as it was located on quite a high shelf? It

came as a shock when Harry realised that this intruder was hovering about three feet off the ground. If anything could really concentrate the mind, this was it.

Ghosts of Christmas past

“Sorry”, said the old man as he descended slowly to the floor. “Please let me introduce myself. I am the ghost of Christmas... No, no, sorry again, just can't resist saying that. My name is Albert, and like you I was a model boat builder. The Boss sends me out around this time of year to try to convince model makers to build the models they really want to. You want to build a lifeboat. So, do it! I always wanted to build a sailing model of a two masted schooner. This was in the 1920s, long before all this wonderful radio control equipment you have now. We lived near a lake, so even though we didn't own a car, I had no transport problems. On Christmas Eve 1923, therefore, I went to bed assuring myself that, after 30 years of putting it off, I would start this build in the New Year. About 4:30am, heart attack – bang, gone, just like that. When I got upstairs the boss said that because I had missed out on something I really wanted to do then I should spend some of my time helping others.”

Harry was totally flabbergasted. The first thing he wanted an answer to was, “Who is ‘The Boss’?”. “Well, that's kind of complicated”, said Albert. “The Boss has quite a few different names down here, but upstairs she's just ‘The Boss’.” “SHE!”, exclaimed Harry. “Oh, yes”, replied Albert. “This comes as a surprise to most people but she's a great boss. She's the perfect wife and mother all rolled in to one. As far as we're concerned, she's even better. You see, she's an avid aeromodeller. She loves a bit of free flight. And let's face it, there's plenty of space up there.”

Harry decided he needed a drink and reached for some 12-year-old malt. “Can





“We have a real challenge ahead of us next. This bloke we’re going to see is obsessed with straight runners...”

you drink?” he enquired. “Oh, yes” replied Albert. “We are allowed one little luxury every day. Mine is malt whisky.” So, the two model makers sat drinking and discussing all things model related.

After a few minutes Harry noticed a ghostly head peering through the garage door. “I am the ghost of Christmas...” “I’ve already done that!” declared Albert. The rest of the new ghost slid through the door. Albert introduced the newcomer as Fred. Harry went to pour Fred a drink. “No thanks”, said Fred. “If you don’t mind, my little luxury is chocolate biscuits.” Once supplied with chocolate biscuits Harry enquired what Fred had missed out on. “Not so much missed out as didn’t make use of what was on offer”, he explained. “I spent all my modelling career building tugs and Clyde puffers as they had the capacity to carry the big DC motors and lead acid batteries that I always used, along with my 2-channel 27 meg radio gear. There were only a couple that even had mechanical speed controllers fitted; the rest just had micro switches for ahead and astern. I used to wonder how other club members managed to do it when they shared stories about getting up early and fast charging a 7.2 pack while they were having their breakfasts. Then they’d talk about replacing the dry batteries in their transmitters, as they’d been in for over a year. 2.4 Gig radio and electronic speed controllers with BEC available were lost on me. And as for brushless motors and LIPOs, well, they were just beyond my scope. I really should have investigated all these wonderful things and then I could have built some different models.” Harry was at a loss as to what to say as he didn’t want to admit that he, too, was unsure about brushless motors, etc. The talk between the three of them continued on to new topics.

About 30 minutes later yet another head appeared at the garage door. “I am the ghost of Christmas...” “Done that” chorused the other three. Albert introduced this new ghost as Jimmy. Harry asked him if he would like some whisky or chocolate biscuits. “No thanks,” said Jimmy. “My luxury is my pipe, but I’ll wait until we are outside as I wouldn’t like to stink up your workshop.” Harry was happy about that as he was a non-smoker and proceeded to ask Jimmy what his story was. “Well, basically my problem is that I didn’t handle my future correctly. I’d always been a scratch builder of highly detailed, exact-scale, models, but when I got to 80 I decided to give up building anything new and just sailed what I had. My excuse was that I probably didn’t have a lot of time left. What I should’ve done was to keep building simpler models and enjoying the variety of different prototypes. As it happened, I had another 14 years to go and could’ve made quite a few more boats. When my time finally came, I was coming back from the lake after my regular third sailing session of the week. So, my advice would be to always look to the future and be prepared to modify your outlook on what to build next.”

Calling time...

After another hour of friendly chat and banter, Jimmy reminded Albert that they still had another visit to do across the river in Newcastle upon Tyne. As they’d been talking for several hours Harry wondered if they’d have time for their next visit but when he glanced up at his workshop clock he was amazed to find that it was still only 11.30pm. “Clever beggars, aren’t we?” quipped Albert as he registered Harry’s confusion.

“We have a real challenge ahead of us next. This bloke we’re going to see is obsessed with straight runners. That’s the only type of boat he builds. As a brilliant engineer, he’s able to produce superb steam engines, boilers and petrol engines. He’s on the committee of his local club and is going to insist that all new members must have at least one 6ft straight runner with a massive petrol engine on board. We need to convince him that modern boaters are not all time served engineers and that quite a few are happy just to buy a nicely finished radio-controlled boat and enjoy the relaxation of sailing quietly around the lake.”

Harry thanked them all for their visit and the jolly good natter about models, before they quietly slid through the garage door and out into the night. Returning to bed, Harry had a lot to think about.

The morning after the night before...

Christmas Day dawned crisp and chilly. Harry and Edna enjoyed a good breakfast and started to open their presents. As usual there was a good selection of smellies, along with socks and scarves – but no lifeboat



“Oh dear!”, he said to himself, as he was a bit disappointed at not getting the lifeboat kit he would have loved. Then it suddenly dawned on him...”

kit. So, after finishing the unwrapping Harry disappeared into the workshop to enjoy a quiet hour before going off to see daughter, son and grandchildren.

“Oh dear!”, he said to himself, as he was a bit disappointed at not getting the lifeboat kit he would have loved. Then it suddenly dawned on him: if he never built a lifeboat, he could probably look forward to an eternity of ghostly visits to other modellers’ workshops. Consequently, Harry made the decision there and then to just leave things as they were. After all, what model maker would give up the chance of an eternity of free access to every workshop in the world.

Merry Christmas, everyone! ●



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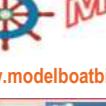
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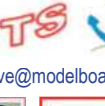
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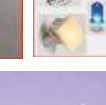
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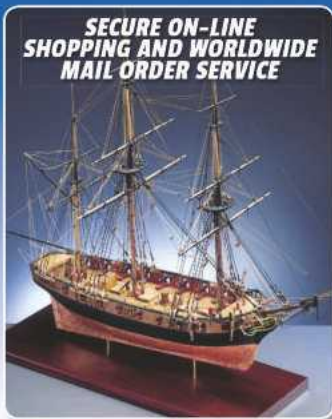
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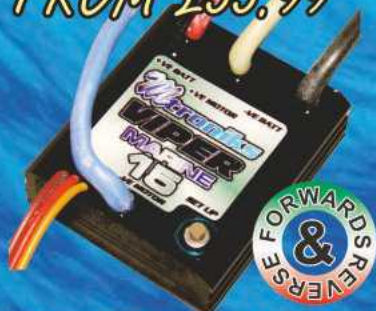
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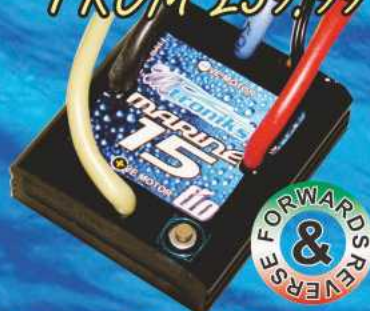
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