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January 2023
Vol.73 No.866

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Editor: Lindsey Amrani

Designer: Richard Dyer

Illustrator: Grahame Chambers

Retouching Manager: Brian Vickers

Publisher: Steve O'Hara

By post: Model Boats, Mortons Media Group,
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Email: editor@modelboats.co.uk

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Answerphone 24hr
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Archive enquiries: Jane Skayman
01507 529423 jskayman@mortons.co.uk

ADVERTISING

Advertising Sales Executive: Angela Price
aprice@mortons.co.uk Tel: 01507 529411

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**FREE
PLAN**

Last month I flagged this issue up with an on-sale date of December 23, but chances are, due to a schedule change to avoid all the chaos of the Christmas rush, you've spotted and picked up your copy at newsstand as early as December 15, or even perhaps had it delivered some days prior to that if you're a subscriber. Sincerest apologies, then, for any confusion caused, but at least this does give me another opportunity to wish you all a very merry Christmas, and to very likely be the first person to wish you a Happy New Year! I'm neither male, tall nor dark-haired enough to really fit the bill as a 'first footer', but I was a New Year baby, born just after midnight on New Year's Eve (many, many moons ago now!), so maybe I can claim that as a free pass.

Anyway, we've got a jam-packed January issue for you, complete with free pull-out plan and supporting build guide, two exciting prize draws, a generous and exclusive reader discount offer, news, reviews, lots of fascinating features, a cracking selection of Your Models and some must-read correspondence in the Your Letters section.

Hopefully, amongst all that content you will find some ideas, inspiration and/or helpful hints and tips that will prove useful to you in the year ahead. Oh, and if you're making New Year resolutions, please make one of yours to either continue, or start, sharing the triumphs, the learns and even the disasters with us! After all, the writer Neil Gaiman was once quoted on New Year as saying "*I hope that in this year to come you make mistakes. Because if you are making mistakes, then you are making new things, trying new things, learning, living, pushing yourself*" and I think that's a great way to look at things!

Enjoy your read!
Lindsey

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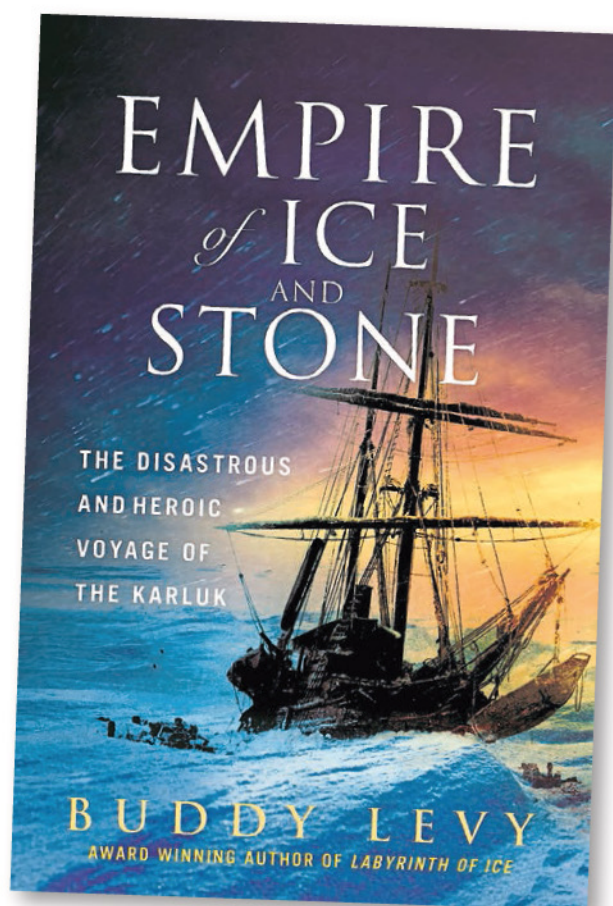
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BUY THE BOOK

Empire of Ice and Stone: The Disastrous and Heroic Voyage of the Karluk

A new book, penned by Buddy Levy and published by St Martin's Press, is set to tell the harrowing true story of the ill-fated 1913 Canadian Arctic Expedition, the wooden-hulled brigantine *Karluk*, and, in particular, two men: the expedition's leader, Vilhjalmur Stefansson, and the ship's captain, Captain Bob Bartlett – now widely considered one of history's greatest ever ice navigators.

Recounting one of the most disastrous and audacious expeditions in polar history, Levy explains how six weeks into the voyage the *Karluk* became icebound; why Stefansson disembarked with five companions for what he claimed would be a 10-day caribou hunting trip, never to be seen again by most onboard; and how Captain Bartlett then had to make the difficult and courageous decision to attempt, accompanied by a young Inuit hunter, a 1000-mile journey to try and get help for the shipwrecked survivors before they perished on the ice.

This hardback book, priced at £24.99, is due for release on January 24 but can be pre-ordered now from all good bookstores by quoting ISBN 978 1250274441. It is also available as a Kindle download via Amazon. ●

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Each set features colours, washes and pigments, and although clearly packaged to appeal to the military modelling market, the products included will serve equally well when weathering and texturing model ships, boats and crew figures.





Medway Queen wagons

If you're a diorama builder or also like to dabble in model railways, then you may be interested to learn that a new rectangular tank wagon is the latest product to emerge from a collaboration between the General Steam Navigation Locomotive Restoration Society (based at Blundsdon on the Swindon & Cricklade Railway) and the Medway Queen Preservation Society (based at Gillingham Pier).

The two societies have commissioned this joint batch of 00 models from Dapol



and profits will aid the restoration of locomotive 35011, General Steam Navigation, and of PS Medway Queen.

The wagon design fits the MQPS theme of fictional wagons that might have been seen at Gillingham pier if there had been a rail connection, but at the same time is also very relevant to the General Steam Navigation Locomotive Restoration Society. The wagons have been

produced in two colours, grey and red, and carry the running number 4 – to denote the fourth 00 wagon in this joint venture.

The wagons are priced at £17.50 each, or £35 for a pair. Available to purchase from the Medway Queen Visitor Centre on Gillingham Pier, they can also be obtained via mail order (a UK p&p charge of £3.75 per order will be applied) from www.medwayqueen.co.uk or by contacting Richard Halton at 2 Drury Close, Hook, Royal Wootton Bassett. SN4 8EL. If ordering by post, please make your cheque payable to R. Halton. ●

OUT AND ABOUT

BoatLife 2023

If you're looking for some inspiration for your next project, from Feb 16-19, the NEC in Birmingham will play host to the 2023 SBS BoatLife Show. Single day admission tickets priced at £15 (accompanied children under 16 years of age will be admitted free of charge to this family friendly event) can now be pre-ordered via <https://boatlifetickets.com> (please note a £1 booking charge will be applied).

The Ultimate Sea View

Through until February 23, 2023, the Scottish Maritime Museum, housed in the Linthouse Building, Harbour Road, Irvine

KA12 8BT, is currently hosting a galleried display featuring some of the stunning entries submitted from all around the UK to the Shipwrecked Mariners' Society (a registered maritime

charity) 10th Anniversary Ultimate Sea View photography competition. Free parking is available in the Museum Courtyard on Harbour Road and the adjacent public car park.



EXCLUSIVE READER OFFER CLAIM YOUR 20% DISCOUNT!

Thanks to the generosity of the kind folks at JSC, this month we can offer readers a tempting deal on the new *Enchantress* kit. Simply by quoting the exclusive to Model Boats magazine discount code of **YACHTMB20** you'll be able to claim a whopping 20% off this already very reasonably priced new 1:400 scale card kit when placing your order via the company's website at www.jsc.pl

The pirate ship The Black Pearl, representing just one of a whole bounty of beauties at the 2022 SMW show.



ABOVE: This year's SMW competition was well administered. Back packs and holdalls were not allowed in the competition enclosure – this, thankfully, allowing a clear unobstructed hour on Sunday morning for photography.

I.P.M.S. Scale Model World 2022

Dave Wooley reports back from this year's show at the International Conference Centre, Telford

My last visit to Scale Model World was in 2019 – and we all know what followed! Thankfully, after a stuttering re-start in 2021, the show has returned for 2022 with all flags flying. It is never easy to describe in a few paragraphs what SMW is all about as it functions on so many different levels of interest, but for those unfamiliar with it, I will do my best to provide a brief overview.

For 2022 the organisers made the decision to move away from the pay at the gate

system for non IPMS members, meaning tickets had to be bought in advance. In spite of this, there appeared to be little impact on visitor numbers (official figures were not available at time of writing), with both the Saturday and Sunday being very busy indeed.

Displays

Housed in the three vast halls were 104 branch clubs, 93 SIGs (Special Interest Groups), 21 overseas branch clubs, 108 vendors and a further 12 non-aligned groups. As for the

number of models exhibited I can only guess, but I would put the figure into thousands. Displays were divided into three categories: competition, club displays and SIGs. For those unfamiliar with SMW, it's not R/C centred – in fact 95% of the displays are static, and while marine/maritime models form only a small percentage of the vast number of exhibits, the input from our sector of the hobby, in all three categories, is, nevertheless, substantial. Kit [injection and resin], semi-kit and scratch-built model ships and boats, all built to a very high standard, were especially evident in the competition enclosure.

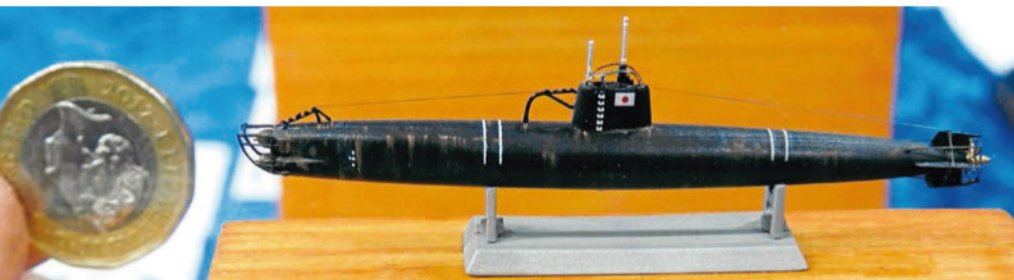
Competition

In previous years the competition arena had been on the first floor; for 2022, however, this was moved to Hall 3, thereby benefitting from much better lighting. There was also an increase in what could be described as large-scale ship models, or models that might be considered suitable for R/C conversion. This seems to follow a trend in the availability of larger scales kits from all the major manufacturers – most, if not all, being injection moulded (many of the 1:700 and smaller scales are either resin based or injection moulded, whereas those of 1:350 scale and above are injection moulded). There is, though, a category for scratch-built models; a superb example this year being the 1:72 top sail schooner *Scottish Maid*, which earned its builder a much-prized gold medal. At the other end of the spectrum was a magnificent little model of the 1:350 Imperial Japanese Navy mini-submarine *Ko-Hyoteri*, which was also awarded a gold medal.

Interestingly, considering the number of 'how to create credible crew figures' focussed articles there has recently been in *Model Boats*, the increasing popularity of 'manned' models was much in evidence. Great examples of this could be seen on the stunningly presented *HMS Dreadnought* and snow bound submarine *USS Skate* dioramas.

Special Interest Groups

These groups are very diverse yet at the same time highly specific when it comes to each of their individual subjects of choice. SIGs



From Czech modeller Peter Vodicka came this amazingly 1:700 scale model of the UN mini-submarine Ko-Hyoteri.



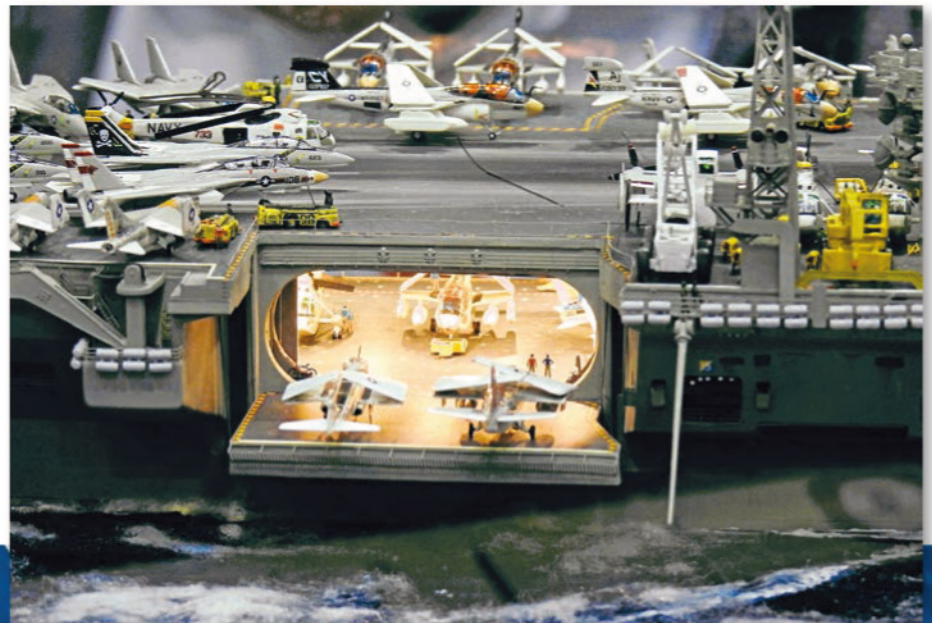
may be devoted to, say, a particular aircraft in all its variations, or, in the case of ships, especially warships, focus on a particular period, such as World War 1 or the conflict in the South Atlantic. Then you have sci-fi, which like other SIGs can be dominated by models of props used in a particular film or TV program, such as the model of the flying submarine used in the TV series *Voyage to The Bottom of the Sea*. This, of course, is only a generalisation and SIGs are growing in number, as in the world of models, so the choice is endless.

Vendors

Most shows, events or exhibitions rely on the support and presence of the trade, and the number of stands and choice of products available for visitors to browse at SMW 2022 was very impressive. Offered for sale were kits (both old and new) of all descriptions, modelling tools, paint (including very specialist

ABOVE: A well detailed and finely finished model of the Italian heavy cruiser Pola at 1:350 scale.

BELOW: A close up of the illuminated hanger on this 1:350 scale model of the aircraft carrier USS Nimitz.



A well-deserved gold medal winner was the top sail schooner *Scottish Maid*, skilfully scratch built by Stephan Newton.



'First through the ice', a fascinating diorama featuring the nuclear-powered submarine USS Skate.



ABOVE LEFT: MV Norland (a popular subject amongst R/C enthusiasts) superbly constructed as a 1:700 static model by Don McKeand.

ABOVE RIGHT: Check out the amazing detail that saw modeller Nicholas Charnock take home one of the show's top awards for his 1:350 HMS Dreadnought.



LEFT: Stuart Taylor's 'Embarkation England' diorama, featuring LCT landing craft loading up for D-Day.

BELOW: A 1:200 scale model of the research vessel Le Suroit, made famous for its connection to Robert Ballard and the search for the wreck of the Titanic.

BELOW: Entered under a generic but quite literal description was this 1:700 scale 'Pocket Battleship'.



Just one of the three large halls dedicated to models and vendors.

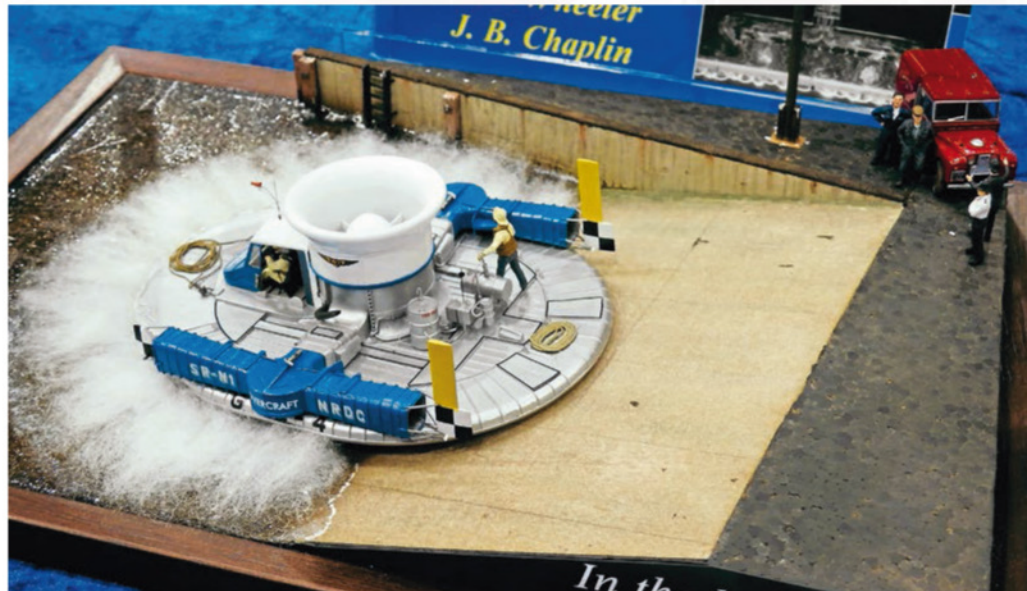


types), adhesives, decals, etched brass, display cases, books, etc, plus there was the opportunity to learn more about and take advantage of the latest in 3D printing services.

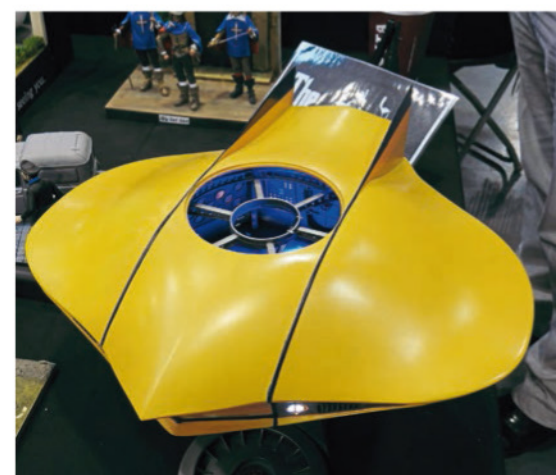
High recommended

Booking in advance certainly does have advantages as there was no queues as in previous years. Of course, if you're a member of the IPMS entry to SMW is free of charge. In the foyer entrance leading into hall, you can pick up a well presented and glossy Souvenir Show Guide, which is essential to navigate your way around all the exhibits and vendors. From a personal perspective, I love to engage with the numerous build/product demonstrations, all of which impart useful information that can be applied to our branch of modelling.

Granted SMW is not a model boat or engineering show, so for an R/C boat modeller a slight shift in appreciation of what scale Model World is all about is required. There is, however, more that connects than separates those involved in the multitude of modelling persuasions, and it's this that makes Scale Model World such an appealing and successful event. ●



ABOVE: A diorama depicting the trials of the world's first successful hovercraft, SRN-1a, great British invention of the 1950s.
BELOW LEFT: Larger scale models such as this 1:35 scale Fast Assault Craft are becoming more popular for R/C conversion, even though the full-size vessel is water jet powered. BELOW RIGHT: On display within the Film and TV Special Interest Group's stand was this flying submarine from the 1960s' series *Voyage to The Bottom of the Sea*, seen here with its interior illuminated.



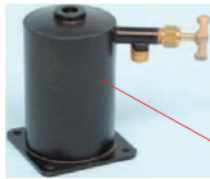


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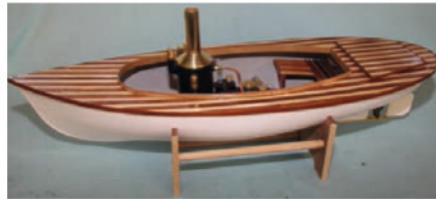
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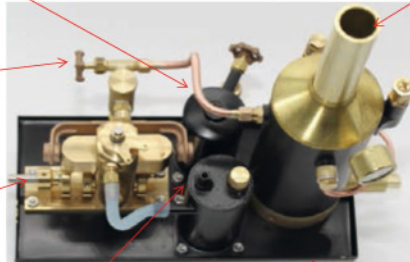
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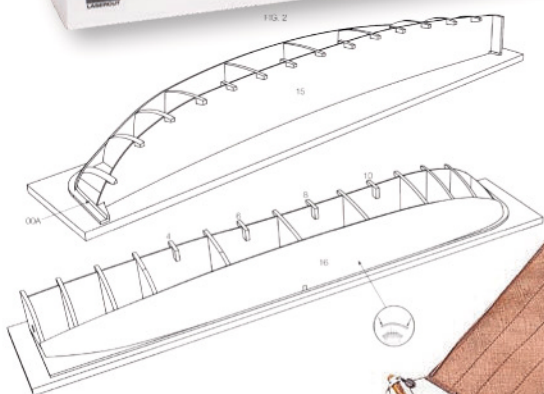
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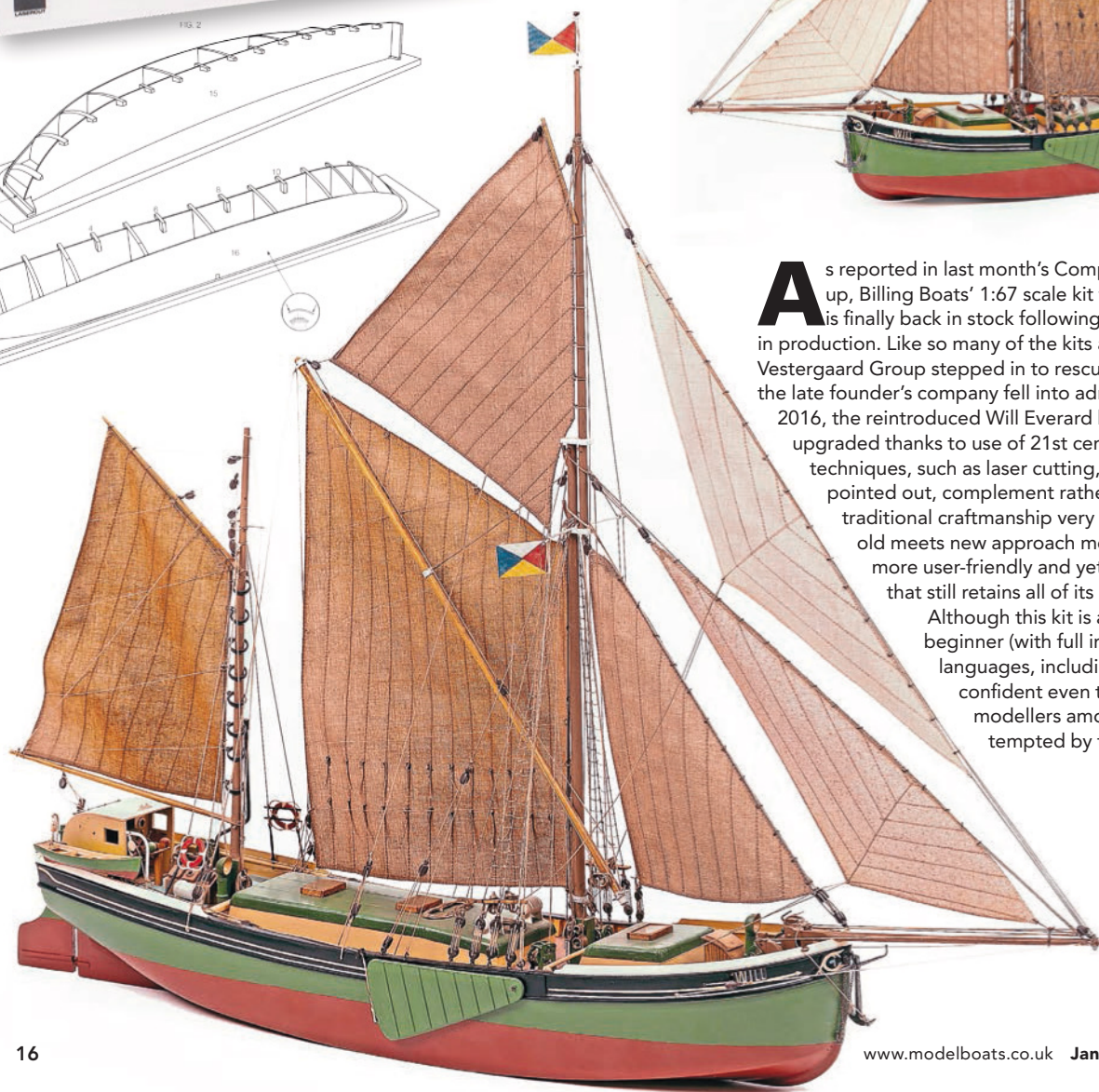
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As reported in last month's Compass 360 news round-up, Billing Boats' 1:67 scale kit for the *Will Everard* is finally back in stock following a three-year break in production. Like so many of the kits acquired when the Vestergaard Group stepped in to rescue the iconic brand after the late founder's company fell into administration back in 2016, the reintroduced *Will Everard* has been improved and upgraded thanks to use of 21st century manufacturing techniques, such as laser cutting, which, it should be pointed out, complement rather than replace the traditional craftsmanship very much still in play. This old meets new approach means the kit is now far more user-friendly and yet still results in a build that still retains all of its original charm.

Although this kit is aimed at the advanced beginner (with full instructions in several languages, including English), we're confident even the most experienced modellers amongst you will be tempted by this beauty! ●





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Good luck, everyone!

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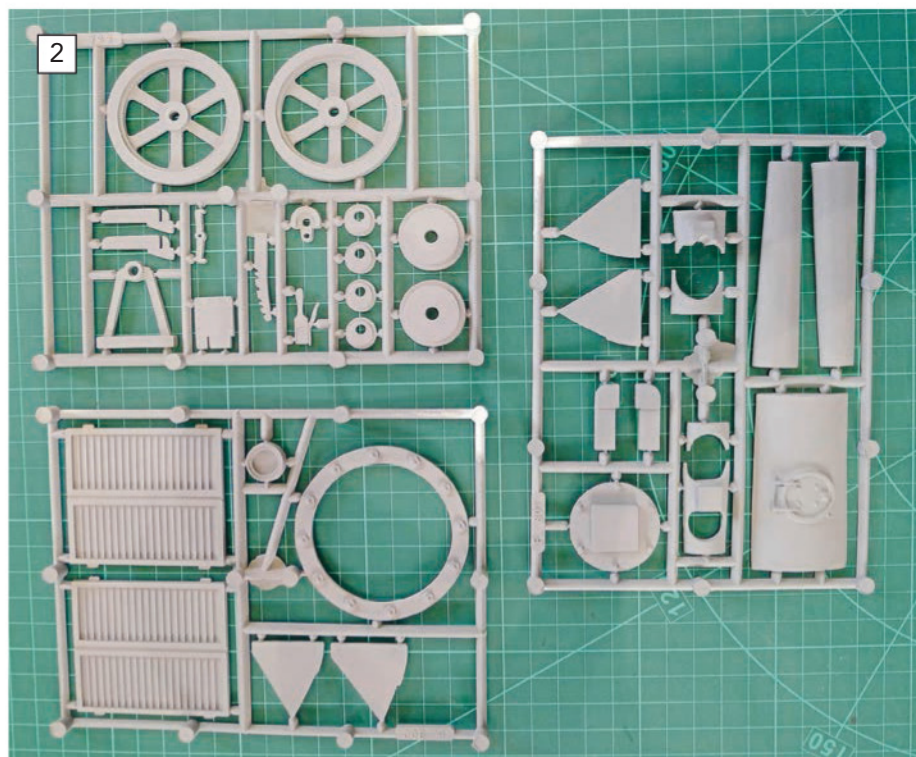
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Humbrol

A hands-on review

Richard Simpson tries out some of the new and upgraded products from this much-loved manufacturer...



I am sure I'm not alone in being a modeller who has been putting together various types of models all my life and who has, over the years, accumulated a veritable stash of products. I certainly have a small drawer full of Humbrol enamel tinlets which I started to collect as a teenager, and it still surprises me today when I open one up and find the paint in just as good a condition as it was when the lid was last placed on the tin more than 40 years ago!

Equally, therefore, I imagine I wasn't the only one who, several months ago, was concerned to see the rash of postings on various online forums prophesising the end of the Humbrol enamel tinlet. This speculation was prompted by word that new regulations banning the sale of products that contained an anti-skinning agent used in Humbrol's enamel paint were being brought into force. The only way to find out what was actually going on was to speak directly with the one of the team at Humbrol, which numerous people did, and the response was that while the rumours regarding the anti-skinning agent were true, Humbrol was already in the process of redesigning the formula of its enamel paints across the entire range and this would soon be on the shelves. Shortly after, the following statement was issued by Humbrol's UK spokesperson, Mr. Jamie Buchanan: "Over the past 18 months we have very much focused on Humbrol product development. Not only bringing new products to the market but also improving existing products, we are very keen to showcase this as broadly within the Hobby and modelling market. We are very proud of the Brand and products within and what the future holds for Humbrol, exciting times!"

During my conversations with Jaimie came an offer to try out some of the new and redesigned products. Recently, therefore, a package of Humbrol products arrived for review (see **Photo 1**). As I am in the process of building a Billings kit of the *African Queen* at the time, I thought a good idea to try out some of these new products on the model as this would enable me to compare them with the brands I'd normally use. Consequently, I put the boiler together out of sequence with the instructions so I could use this a test bed, particularly as it provided quite a range of different media. What follows, then, are some of my initial observations...

Primer

A rattle can of primer was included in my Humbrol package, so the obvious first step was to prime whatever parts I was going to have a play with. The grey acrylic primer, in a 150 ml can, received was, therefore, given a good shake before I tried applying it to a ModelU resin figure and various parts of the *African Queen* steam plant. I am pleased to report that it sprayed nice and evenly and that the paint dried quickly to form a very smooth regular coating which was fine enough to not obscure any detail (see **Photo 2**).



Acrylics

Humbrol's second generation formula water based acrylic paint is supplied in 14ml squeezable plastic bottles. This enables your paints to be squeezed out in small quantities onto a mixing palette, or old saucer, to enable easy blending of your colour and watering down as required (see **Photo 3**). I applied a yellow to my figure's waterproofs and a brown to the wicker basket neat from the bottle. The yellow definitely required two coats to cover the grey primer, but the brown covered perfectly with just one. Obviously, a white primer would be better for the yellow. So, when painting something that necessitates the application of various colours, such as a figure, you first have to decide which colour/s you'd prefer to coat twice before selecting an appropriate colour primer (see **Photo 4**). To apply the acrylic paint, I used Humbrol synthetic Coloro brushes. These brushes allowed me to achieve a perfectly even and satisfyingly smooth finish (see **Photo 5**), which, even if I say so myself, looked quite cool complemented by the copper-coloured ferrules.

Chipping fluid

I didn't realise that Humbrol now produce a chipping fluid, so I was keen to give it a go and see how it performed. I've used both other manufacturers products and the good old hairspray technique for producing chipped paint effects in the past but have always tended to fall back on the hairspray as it's so cheap and easy to work with. I was, therefore, interested to see how the Humbrol product compared and decided to chip the paint on the boiler funnel.

The first part of this process involves applying a metallic coloured base coat, so



for this I used Humbrol Metal Cote enamel paint over the whole top of the boiler. I like Metal Cote as you can buff it up after it has dried to produce a very realistic metallic sheen, which can be even more effective than a dry brushing process. The Metal Cote was applied by brush and then followed by some matt rust-coloured enamel applied in random splotches (see **Photo 6**).

When it came to applying the chipping fluid the first noticeable property was the fact that it was thicker than any fluid I have seen before. This made applying the fluid with a brush very much easier and much more convenient than I was used to, so the fluid was applied in a couple of minutes. This was then left to dry until the next day, when a coat of water-based acrylic paint was

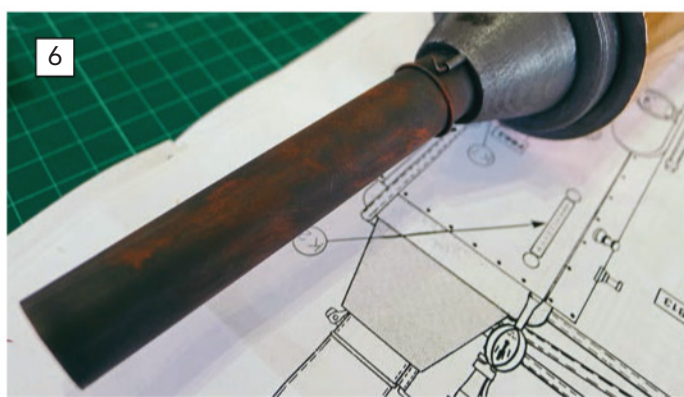


airbrushed over the funnel (for this process to work you must use a water-based acrylic). Again, I used a Humbrol Generation 2 water-based acrylic. I watered this down to enable it to spray successfully but I think my ratio was, at 50-50, a little too wet, so I would suggest a ratio of 70-30 might be better for airbrushing. Once the acrylic grey had dried, it was sprayed with clean water from the airbrush before the paint surface was teased with a small brush. Humbrol's acrylic paint lifted just as I'd hoped, giving nicely chipped paint effects and revealing the rusted metallic surface below. A word of caution here: great care needs to be taken with the chipping effect, as too much water and too much enthusiasm with the brush can remove too much paint!

Humbrol's chipping fluid certainly proved to be both easy to use and very effective, and the water-based acrylic paint airbrushed well, giving a nice even coat. At the end of the day, I had a nicely chipped funnel for my boiler (see **Photo 7**).

Pigment powders

Pigment powders consist basically of finely ground coloured powders. When these powders are applied to a surface, the minute particles of powder get caught in the equally minute surface textures they are being applied to. Consequently, a rougher surface, such as a matt finish, holds on to pigments much more easily and readily than either a satin or a gloss surface does, and hence the finer the particles of the pigment, the better they will adhere to, and remain on, a surface. Humbrol pigments are not aimed at the high end of the market and so do not adhere as well as the very expensive, very fine, pigments used by professional modellers. They do, however, open up a whole new area of possible effects to the serious hobbyist, within a much more reasonable price bracket. They are available in either individual 45ml bottles or in sets of six different colours, organized around type of use, with one set



even incorporating a texture enhancing powder to help with the creation of mud and scenic textures (see **Photo 8**).

What the pigment particle size means is that the Humbrol pigments will not adhere easily to satin or gloss surfaces but work perfectly well on matt surfaces. I enhanced some holding down nuts on the boiler base that had been pre-painted with Metal Cote Gunmetal paint and the pigment held well to the surface (see **Photo 9**). The pigments didn't hold so well to a satin finished surface, but if this is a requirement for a particular model then the surface could be made more accommodating by either spraying or brush painting a coat of matt acrylic varnish over the top of your paintwork before applying the pigments.

Washes

The next thing I wanted to have a look at was the washes. While washes are basically nothing more than very highly thinned down paint, and therefore very easy to make yourself, the great beauty of purchased washes is the fact that you have a consistency of colour across not just a single project but a number of projects. I chose to do a wash over the boiler surface to enhance the detail of the riveted surface and the knocked around cladding as well as the metal fittings and the wooden boiler top, thereby seeing it on metal, wood and plastic surfaces (see **Photo 10**).

I am used to being able to apply a wash, wait for it to dry, and then remove most of it with a wide flat dampened brush, leaving the wash only in the recesses of the detail. Unfortunately, the Humbrol wash caught me out slightly because it refused to be removed after being applied only a couple of hours previously (see **Photo 11**). Luckily, in this case the boiler will be having further weathering done to it to bring it more in line with the movie version of the *African Queen*, but it did remind me that a test piece is invaluable when first using a new product. The Humbrol wash did seem to be unusually dense when compared with other washes, so I suspect a good deal of thinning down may be required. On the plus side, of course, this will make it go a lot further.



Enamel paint

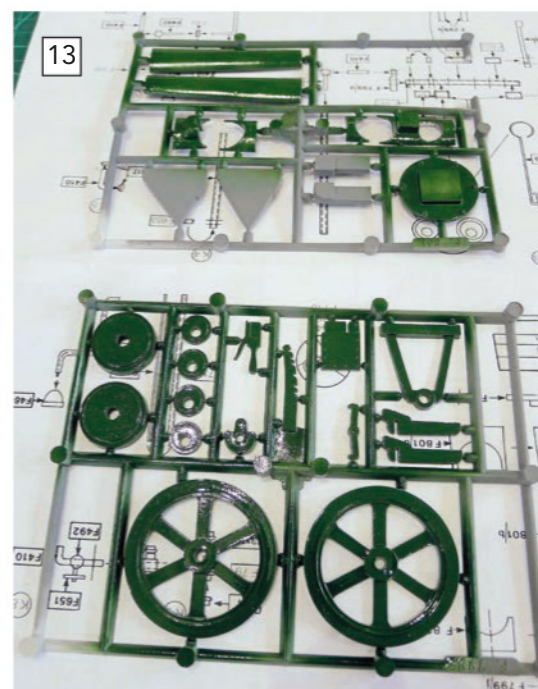
Going right back to the beginning of this article, the one product that I was particularly interested was the new formula enamel paint. Humbrol had sent me a couple of tinlets to try out, so I thought I would have a go at airbrushing the green components of the *African Queen's* engine. I left the parts on their plastic sprues for convenience, safe in the knowledge that subsequent weathering would cover up the touched-up attachment points, and first of all gave them a coat of the Humbrol acrylic primer. A couple of days later I opened the tinlet of gloss green enamel and gave it a good stir (see **Photo 12**). I then mixed up some green gloss enamel in around a 60-40 ratio of paint to thinners and give the parts a couple of coats with the airbrush.

The paint behaved as expected in the airbrush, coated the parts well and left a very pleasing high gloss finish. The density was certainly as good as any other enamel I have ever used. I didn't touch the parts until the next day, by which point the paint had dried to a hard surface (see **Photo 13**). I have to say there doesn't appear to be any noticeable change in performance between the previous formula paint and the new formula, so I for one will be very happy to continue using Humbrol enamels as I always have done.

Conclusions

I think the Humbrol enamel and acrylic paints can hold their head up and be seen as equal to any other product on the market. Coverage and finish are good and when applied by either brush or airbrush these products give pleasing results.

I think it's a brave and welcome move to see Humbrol taking tentative steps into more serious areas of modelling techniques and finishes, and while they are generally not aimed at competing with the very high-end products favoured by the serious/professional scale modeller they do offer access to techniques previously outside the price range of the enthusiastic hobbyist. This in itself can only be good for the hobby and will maybe tempt less experienced modellers to have a go at things like chipping effects, washes, pigments and other weathering techniques. ●



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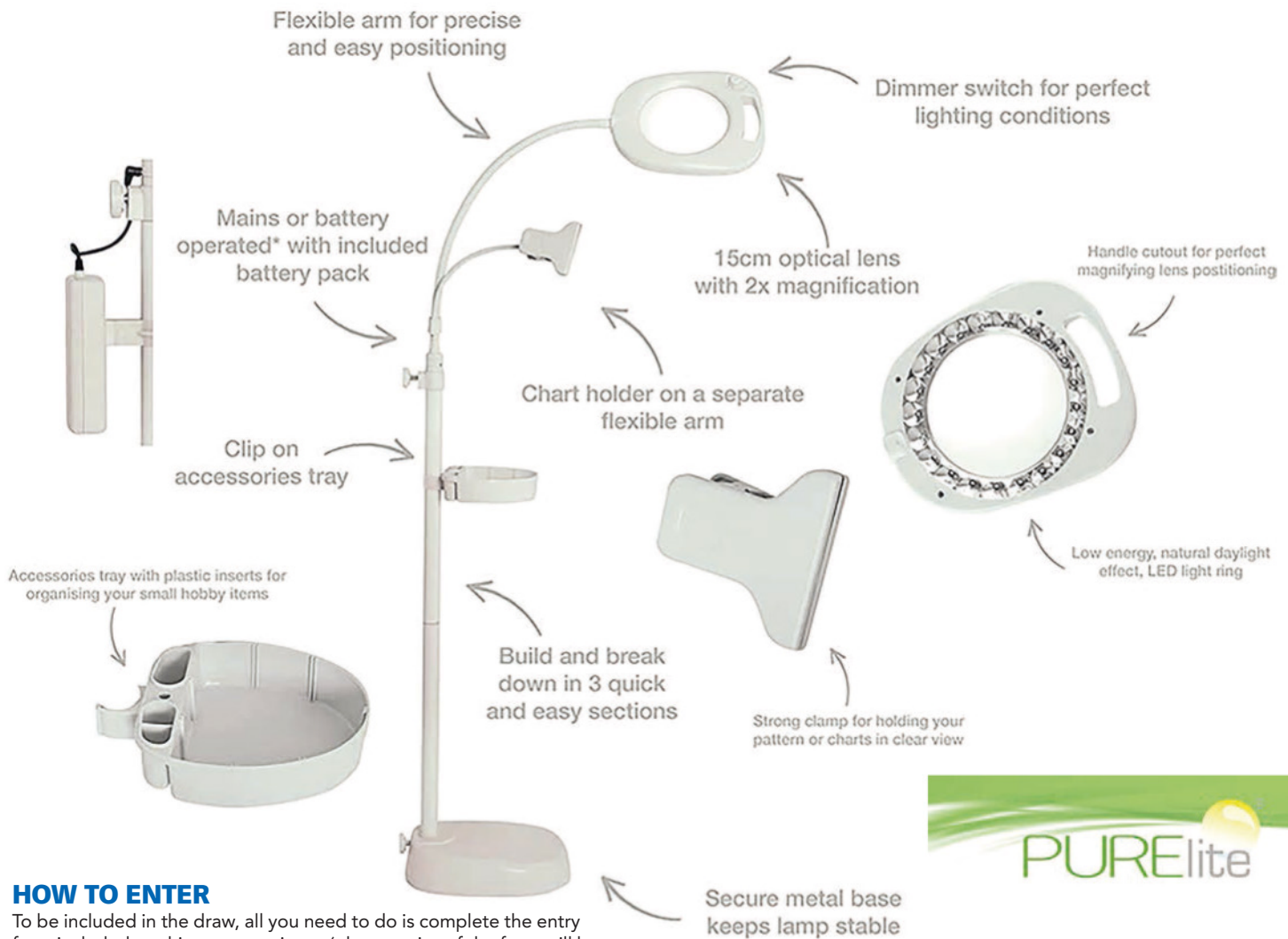


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Printed kit preview

The Admiralty Yacht *Enchantress*

Richard Dyer assesses JSC's latest 1:400 scale waterline kit

Gunboat diplomacy

Going back in time historically from JCS's last release (the Operation Dynamo set) to just before World War II, we now have a 1:400 scale model of the Admiralty Yacht *Enchantress*. Originally *Enchantress* was intended to be constructed as the first of the new 'Bittern' class sloops, a general-purpose design which could readily be employed as convoy escort vessels in event of war. As the first ship of her class, initially she was to be named HMS *Bittern*, but during her construction she was reconfigured to serve as an admiralty yacht and renamed as the *Enchantress*. Despite her new designation, though, *Enchantress* was still fitted with armament. At first the plan had been to fit four 4.7in guns as her main armament, but to increase the space for onboard accommodation only three of these weapons were actually

fitted, and shortly after entering service another was removed. In addition to the remaining pair of 4.7in guns, *Enchantress* was also equipped with four 3pdr. saluting cannon.

With the outbreak of hostilities in 1939, however, *Enchantress* reverted to her intended role as a convoy escort and was refitted accordingly.

JSC has chosen to model *Enchantress* as she appeared on completion (1935/38) and before her wartime service refit.

A doubletake

On first receiving my review sample of kit No. 421 Admiralty Yacht *Enchantress* I did a bit of a doubletake... Why? Well, because the first thing I noticed was that the main deck components appeared to have been duplicated! Had JSC made an error and printed the component twice, or perhaps deliberately repeated it to create a spare? On closer inspection, and after a quick read of the instructions, the answer became clear. No, it's not an error, and yes, it is intentional, although not as a spare but rather as an option. You see, from this kit you can construction your choice of one of three different versions of the *Enchantress*: **A.** as she appeared just after being commissioned in 1935, still retaining her third 4.7in gun and with most of her hull sides being painted predominately in black; **B.** without the third 4.7in gun and black hull sides and sporting a white band from bow to midships; or **C.** as she appeared just before the war in 1938 and particularly while on a diplomatic mission to Gdynia, Poland.

The main components of this model are printed on a single sheet of quality A3 card, folded in half to create the center spread of an A4 booklet. The front cover of the kit is illustrated with a contemporary photograph of *Enchantress* showing her from the starboard. Two more photographs, also starboard views, of the full-size vessel grace the inside front cover. All three images show *Enchantress* with the extended white band livery, which can be replicated by either option B or C from this kit. The first two pages of the kit are devoted to a potted history of the 1:1 ship, including a technical data box, and then it's on to the assembly instructions. This text is written in Polish – however, all this information is repeated in English towards the back of the booklet. Moving on from the Polish text, the next two pages have CAD style diagrams which illustrate the first stages of construction, sub-assemblies, and the construction of the armament and ship's boats.

As we progress through the booklet we reach the main components of the kit, which, as noted above, form the centre spread of the model. In line with its new and redrafted



FACTS AT YOUR FINGERTIPS

Company:	JSC
Product:	Card model construction kit
Catalogue No:	421
Scale:	1:400
Difficulty:	2/3
Length:	213 mm / 8.4 in
Hull type:	Waterline
Price:	€7.00

* A Laser cut detail set (Ref 421-L) to complement the *Enchantress* kit can be purchased for an additional cost of €5.00

Website: www.jsc.pl



All photographs of the completed model as built by Bartek Czolczynski are reproduced here courtesy of JSC.

kits, JSC has adopted a double-sided printing technique where colour is printed not only on one side of the sheet but also on the reverse, directly behind components where needed. This saves the modeller the chore of trying to colour match the printed parts and colour where the white of the card stock would ordinarily be visible. Also of note is that component part numbers are repeated on the reverse too, which is very handy if you cut parts out from the main sheet and then promptly forget where you've cut them from!

All the main printed components of this kit are to JSC's usual high standard, with crisp line work and great colour registration. Closer inspection of the model reveals that many of the smallest fittings and details are already printed onto the flat surfaces of the deck and superstructure; JSC, however, also provides repeats of these should you wish to add a little more textural depth to your build. Good examples of this are the extra blast doors and louvered shutters, which could be carefully cut out and glued directly on top of their original printed locations on the superstructure walls. In addition, and where space permits, JSC affords the modeller duplicates of some items, such as ship's boats, boat cradles, and a repeat of all the components for the construction of one of the main guns. Any extras are ringfenced off from the other components by a dotted line and are marked as 'spare parts' – and, let's face it, 'spares' are always most welcome, especially

in a card kit! If I were to make any criticism, I personally would have liked spares for the yellow funnel (parts 66 and 67) as if you get the forming of this wrong it's probably going to stand out and potentially spoil the overall effect of the finished model. To be fair to JSC though, it's difficult to see just where it would have been possible to add funnel spares in such an already component packed layout.

Moving on towards the back of the booklet, the remaining paper pages provide the modeller with constructional tabs for the hull and parts for the canvas awnings. There are more constructional diagrams, two close-up photos of a completed model, a side and plan elevation of *Enchantress* showing part location, and some 1:1 scale templates for masts and anything that needs to be constructed out of thin wire or styrene rod. The last two pages repeat the history and written build instructions in English. Finally, tacked to the inside back cover there is cellophane bag containing two laser cut sheets of thicker card stock which provide the internal formers of the model. For further reference and inspiration, the back cover shows two colour photos of the completed *Enchantress* kit.

A bit (more) on the side!

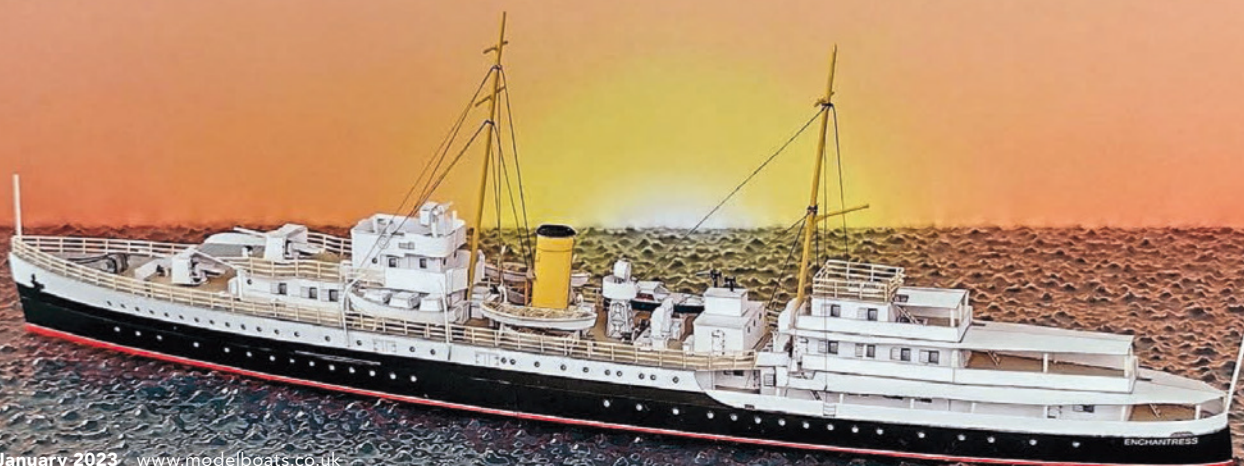
As has been the case with the majority of JSC's most recent releases, there are bespoke laser cut detail sets available to purchase separately at an extra cost. Laser cut detail set, 421-L, is

designed specifically for this kit and contains three separate sheets of card/paper laser cut replacement components. One of the sheets is black paper and contains funnel top, anchors, and fine anchor chain. As the sheet is black in colour there is no need for any extra painting, so parts from this sheet can be attached directly to the model. Another sheet in the set offers a laser cut alternative better representing the lattice framework for the searchlight platform, along with a more detailed lens for the searchlight. Replacement davits are another feature of the set.

If you still want more detail, then how about some scale laser cut railings to add to your model? JSC recommends triple railings from set DA 014 (£5.00). You could then also crew the *Enchantress* with some of the 1:400 scale naval crewman and soldier silhouette style figures from set DA 006 (£4.15).

Just before I fold...

This is another great new kit from JSC, offering the modeller a choice of three subtle build variants. The *Enchantress* has an unusual aesthetic combination, in that she has the livery appearance of a small civilian luxury liner and yet she carries guns. She's an interesting subject, whose charms, I am sure, many will find hard to resist! So, with the generous 20% discount being offered exclusively to readers of this magazine (see page 9), why not make it your New Year's resolution to build this beauty? ●

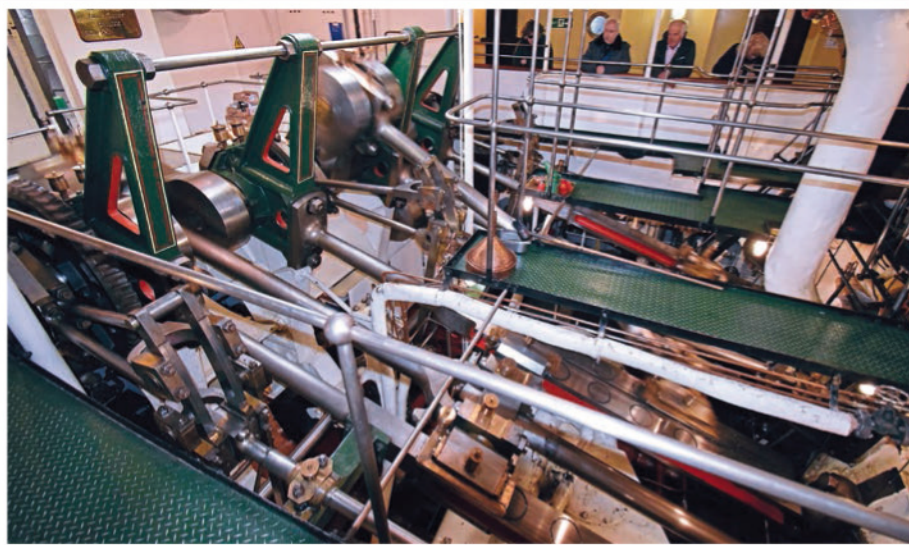




Style, Steel & Steam

Fraser Gray treats us to a photo special on the paddle steamer *Waverley*, which in the summer of 2022 returned to the River Thames after a hiatus of four years...

The world's last ocean sailing paddle steamer *Waverley* celebrated her Diamond Jubilee and 75th anniversary of service in June 2022, making a triumphant return to the River Thames after an absence of four years, caused by the replacement of her boilers, the public health crisis and some mishaps along the way.



INSET BELOW: The ship's bell located on the promenade deck.



ABOVE: Waverley's awesome engine room.

BELOW: Waverley sailing past Tilbury and on her way to London.





ABOVE: Waverley's Captain and Master on the bridge.

RIGHT: Waverley built in 1946 alongside Gravesend Town Pier built in 1834.



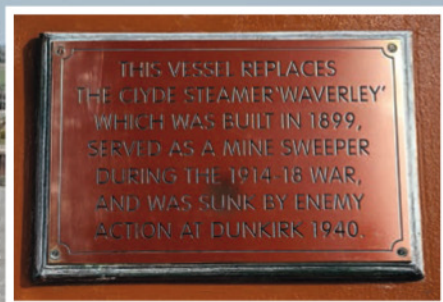
INTERESTING FACTS ABOUT THE WAVERLEY

- * Waverley is the only surviving sea-going paddle steamer in the world
- * Waverley was built in 1946 for the London LNER (London & North Eastern Railway)
- * Waverley was sold to The Paddle Steamer Preservation Society for just £1 in 1947!
- * Waverley has since been restored to her original Art Deco 1940s' splendour
- * The Paddle Steamer Preservation Society has donated over £3.8 million over the past 40 years for the maintenance and preservation of the Waverley



ABOVE: Waverley's steam whistle mounted on the fore stack.

BELOW: The brass plaque amidships in honour of her courageous predecessor.



Waverley was built as replacement for her older sister (also christened Waverley), a 1899 vintage vessel which served as a minesweeper during World War I and was sadly sunk in World War II's 'Operation Dynamo', the evacuation of Allied soldiers from the beaches of Dunkirk in 1940. Waverley, therefore, proudly carries a

brass plaque amidships in honour of her courageous predecessor. She was launched in the winter of 1946 from the shipyards of Glasgow, after which she entered into service with the LNER (London & North Eastern Railway) sailing on a variety of routes around the Firth of Clyde with other steamers.

Throughout the 1950s and 60s the flotilla of steamers was gradually reduced and replaced with diesel-engined car ferries. As the 1970s dawned, the paddle steamer was rapidly becoming an anachronism of a bygone age. By this point PS Waverley was the last of her kind on the Clyde and with

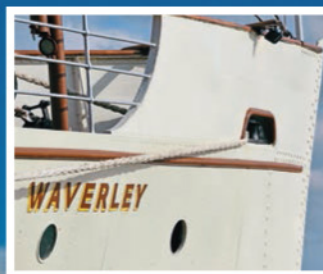
PS WAVERLEY SPECS

- * Built by A & J Inglis, Glasgow and launched in 1946
- * Maiden voyage: June 1947
- * Operators
London & North Eastern Railway Company (1948-1972)
Caledonian Steam Packet Company (1972-1973)
Waverley Excursions Ltd (1973-present)
- * Dimensions
Length: 73.13m
Width: 17.45m
Draught: 1.9m
- * Powered by: an oil-fired triple expansion steam engine built by Rankin & Blackmore Ltd. Greenock
- * Maximum speed: 14 knots





ABOVE: Waverley's starboard paddlewheel.



LEFT: Waverley bow and ship's name.



BELOW: Waverley sailing from Gravesend Town Pier, course set for the Thames Estuary.



ABOVE LEFT: Excellent views from Waverley's midships deck and the paddle steamer's twin stacks. ABOVE RIGHT: A crewman in position on the main deck, with the winch that tightens the line when Waverley has moored. On the horizon is Southend Pier. BELOW: Starboard lifeboat and davits.

ever increasing maintenance costs, sadly, of little economic value to her operators. In the autumn of 1973, therefore, after a final cruise around the island of Bute, Waverley was laid up and her future looked bleak.

The restoration and preservation of the sole survivor and the very last of the Clyde paddle steamers began with a telephone call from Mr Whittle, the General Manager of the Waverley's owners, to the Paddle Steamer Preservation Society (PSPS) member Douglas McGowan. Fearing Waverley he was about to be told the paddle steamer had been sent to the breakers yard, he was astonished to be offered the opportunity to purchase the ship for a nominal £1, to ensure the legality of the sale and transfer of the ownership to the PSPS.

With the help of the PSPS and its supporters, who contributed £100,000, the Waverley returned to service on the Clyde in the spring of 1974. Despite the generosity

of Waverley's supporters, however, the revenue generated was not sufficient to cover the increasing costs of the paddle steamer's maintenance and restoration. It was, therefore, decided to offer the public

day trips on the world's last ocean-going paddle steamer, from Liverpool along the Mersey and around the coastline of North Wales, her first ever excursions away from the Clyde. The cruises were a great success and



Waverley returning from a River Thames cruise and approaching Gravesend Town Pier at sunset.



ABOVE LEFT: A stern view of Waverley for as she sails to cruise the Thames Estuary. ABOVE RIGHT: Waverley's starboard bridge.

Waverley added to her itinerary port visits and day excursions from the Bristol, Solent, Thames, Kent and Essex coasts.

The Waverley's reputation worldwide was now secure, and this gave the PSPS the

opportunity to apply and secure a grant from the Heritage Lottery Fund to undertake a major refit and bring the paddle steamer's boilers up to modern regulatory standards.

In 2003 PS Waverley was listed as a core vessel in the National Historic Ships Collection. An icon of Scottish maritime

history, Waverley arguably represents the most successful maritime heritage restoration project ever undertaken in the United Kingdom, if not the world. The Waverley has delighted passengers and maritime enthusiasts from around the globe and given new generations the opportunity to experience the Art Deco splendour of this magnificent old timer! ●

EXTERMINATE, EXTERMINATE...

If you're of a nervous disposition hide behind the sofa now, as **Ashley Needham** is about to explain how his bumper boat can be regenerated into a Dalek!

I'm calling these Daleks 'bumper tops', as I made them to fit on my two bumper hulls (see my feature and mini pull-out plan in the October 2022 issue of *Model Boats*). They could, however, equally be regarded as simply floating Daleks, especially if you made a separate base for them.

There is a choice to be made between out-and-out accuracy or something that looks Dalek-y enough, and the latter is what I've gone for. No doubt if I made them again I would tweak the design and they would be a bit better still, but that's always the way.

This article should be read in the vein of constructing a superstructure for your boat, rather than just making a Dalek (as a toy) for instance.

As for "Why a Dalek?", I am running a bumper build assistance thread on the MB forum to assist anyone who is attempting such a project, and one of the forum's regular posters recently commented that he thought the base suggested the lower part of a Dalek, you know, from the *Dr Who* TV program.

Would a Dalek be possible? Well, there's was only one way to find out!

Design considerations

The design of a credible looking Dalek for your hull basically comes down to the size and shape of the hole you cut for the access hatch (once again, I refer you the free in-magazine mini bumper boat pull-out plan). A Dalek base is not long and thin, but more short and fat, and it's all angles. In hindsight, had I known when designing my bumper boats that one day I might make a Dalek top, I might have designed a smaller hatch opening, but hindsight is a wonderful thing and not available at the time you are first building something. With this in mind, if you are fitting this top to an existing bumper hull,

then making an exact replica is very difficult, and my renditions are passable but not necessarily accurate Dalek replicas.

In order to see if a credible Dalek could be constructed, the first step is to reach for a large sheet of paper and draw upon it the outline of your hatch (including the combing). Then you can, by trial and error, draw a sort of Dalek shaped base over this, allowing space to fit an outer combing, before moving on to getting up a side elevation.

At first, I was going to use all the base area, as this would look more realistic, but a shape even remotely Dalek-looking came to well over 14-inches tall, towering over the hull, and, for our purposes, makes the 'normal' car/Barbie structures appear tiny. So, I compromised, and drew a base shape as short as I could over the hatch cutaway, and

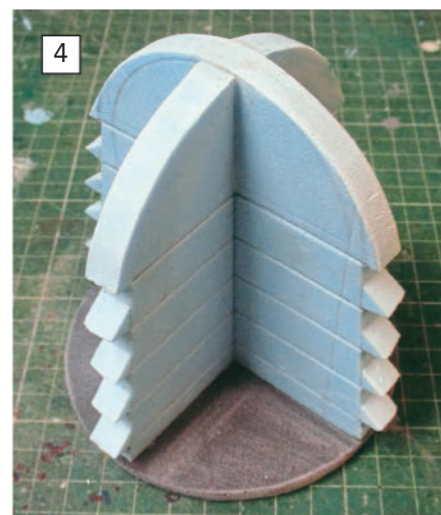
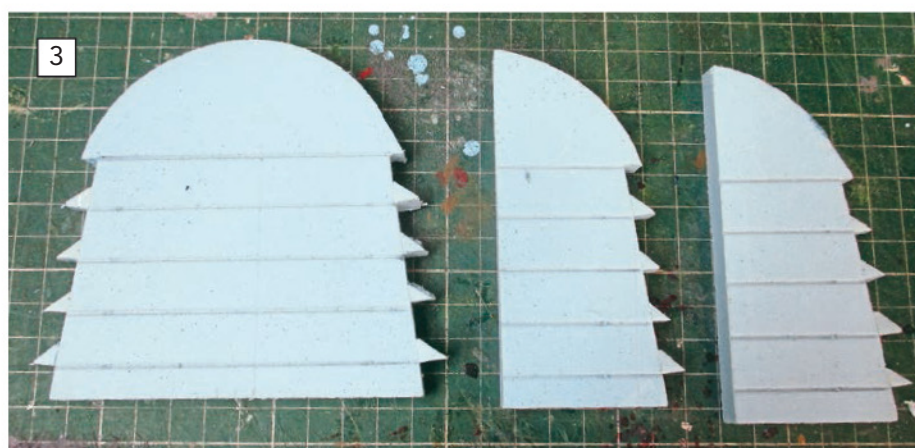
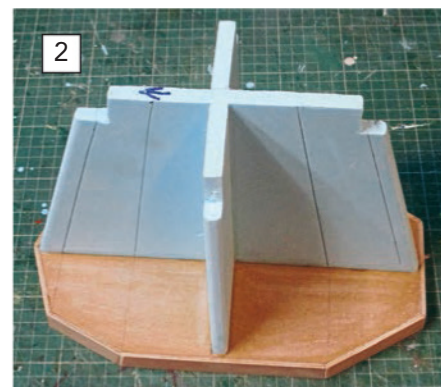
by using a Paradigm Dalek, from the latest series of the TV program (as these look a bit dumber than the originals) arrived at a much better 11-inches tall figure.

Flat or round?

By the very laws of physics, weight would be an issue here. Not simply because weight affects the buoyancy of a hull but because, at 11-inches in height, due to a high centre of gravity, there might be considerable leverage to overturn the craft if its weight was not kept to a minimum.

To this end, then, there were a few decisions to be made, starting with the choice of a lightweight building material. Styrofoam sheet (10mm in my case) fits the bill here, being easy to shape and adhering nicely with epoxy glue. Undoubtedly, the simplest





method would be to have an outline figure, basically a flat sheet of Styrofoam cut and painted. Although an easy approach, this method is lacking in several departments, but it occurred to me that, as I also had a sheet of 15mm thick Styrofoam, if an outline figure was made with the thicker material, and a very small horizontal piece was let into the front so that two arms (the sucker and blaster) were fitted, the results may well be acceptable. Alternatively, a 3D figure could be created using Depron, or something similar. This, however, would not be very strong and cutting all those angled panels would be a chore. I, therefore, chose a third method: the SEMI 3-D model – or that's what I am calling it! Basically, you have a flat outline, but with added sides, a bit like a slot-together model. This makes a (generally) solid looking figure but with minimum weight. I'm not saying it looks right from all angles, but when it's moving about on the water, overall, it looks quite solid.

All in a day's extermination

To make the Dalek base: strips of 12mm ply were cut and carefully fitted around the outside of the inner combing, just like making a normal bumper car base, as that's essentially what we are making. A faceted piece of (in my case) 3mm MDF sheet was cut to the nonagon (9-sided) shape in my drawing and glued on to the outer combing. Edges were then added in 15mm high 4mm ply (see underside view in **Photo 1**).

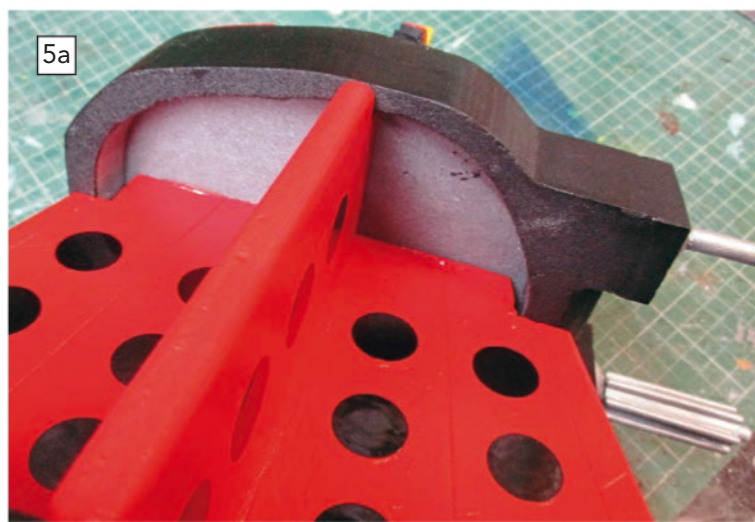
For the skirt, using the drawing, a sheet of Styrofoam was cut to make the side elevation. Another piece was cut to make the end elevation and cut vertically in half. Then, all the pieces were joined together in a cross-section, as per the photos, with epoxy. To mimic the panels that make up the skirt, I used a ruler and pencil to indent lines vertically in the panels. These would not be filled with black, but simply overpainted, and they do show up as they catch the light (see **Photo 2**).

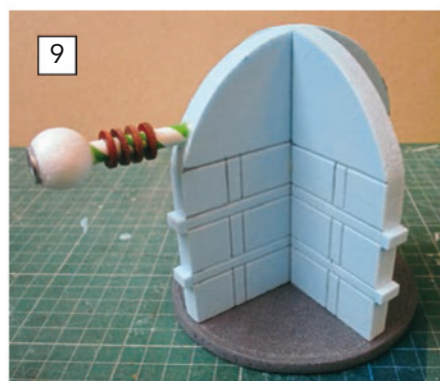
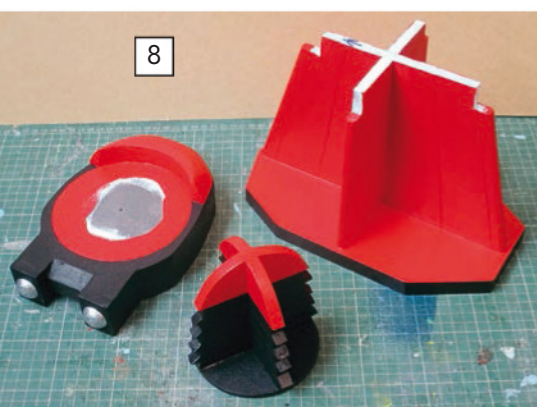
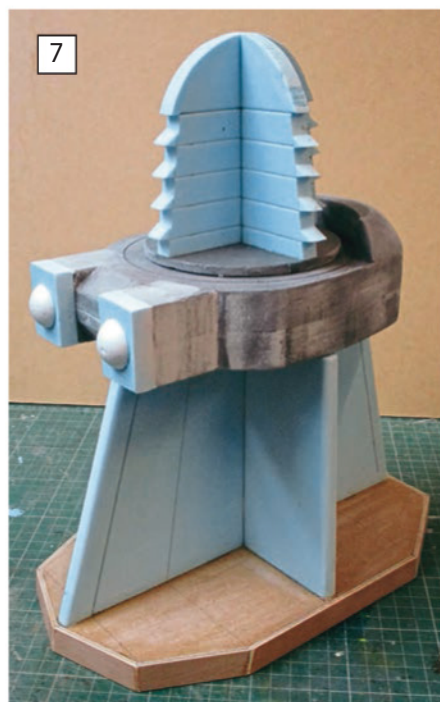
Employing exactly the same technique, a head was made, and lines similarly indented horizontally to suggest the slats that run around the top. I used small triangles of Styrofoam glued on the edges to further reinforce the illusion of the slats (see **Photo 3**).

This was glued onto a 2mm thick circle of Styrofoam, which, when painted, would suggest the roundness of the head, especially when looking down at it – the normal view we get when standing by the shore (see **Photo 4**).

Weapons station

The centre section had to be solid, as a flat front to accommodate the disintegrator and sucker arm was required, and this needed to be horizontally flat for the same reason there is a circle under the head. I made this from a 20mm thick top and 20mm skirts to keep weight down (see **Photos 5** and **5a**). A 'hump' was fashioned for the rear and pads were added at the front, then semi-circles





"Oddly enough, although the Dalek looked suitably Dalek-y simply painted, adding these dots transformed it into the mean alien nightmare that we all know and love. Well, not love, perhaps"

(polystyrene balls cut in half) were stuck in place (see **Photo 6**) to hold the sucker arm (a paper drinking straw and another 1/2 styrene ball) and blaster (a dowel with lengths of BBQ skewer glued on lengthways. Wire rod was threaded into the straw and blaster and was stuck into the centre section with epoxy glue to stop arm-droop, a well-known Dalek toy affliction! A similar treatment was adopted for the optical eye stalk (see **Photo 7** showing all bits loosely stacked).

Colour your Dalek

The Paradigm Daleks caused a bit of a stir in *Dr Who* circles due to their bright monotone colours and dumpy shape. The various colours represented a class of Dalek, with the red ones being common, or drone, Daleks. I rather liked the red, so that's what I went with.

The pieces were sealed with EzeKote and then undercoated with grey primer before being painted with acrylic craft paints, either red or matt black (see **Photo 8**) before being stuck together with epoxy glue.

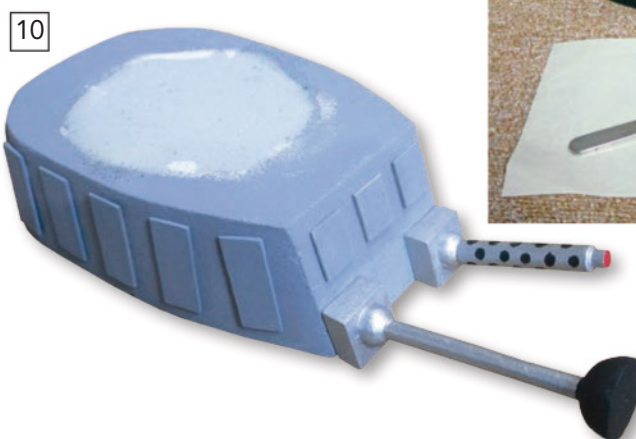
For the finishing touch, 20mm stick on black dots were purchased. These simulate the spheres that adorn the skirt and were stuck to the body, by eye – all 48 of them! Oddly enough, although the Dalek looked suitably Dalek-y simply painted, adding these dots transformed it into the mean alien nightmare that we all know and love. Well, not love, perhaps.

And then there were two

I have two bumper cars, so obviously I was forced to make a second top to go with the first, but only after I had tested the first one out.

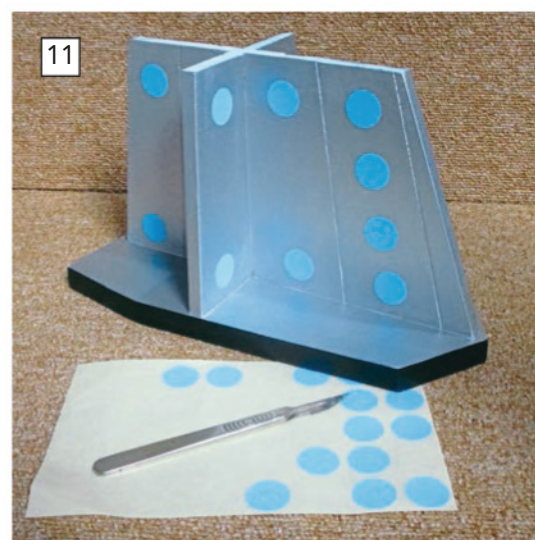
This time around, and using the vast experience gained in constructing the Paradigm, I modelled an original Dalek in the classic silver and light blue colour scheme.

The construction method I employed was much the same, other than the different base shape, as my hulls have different access cut outs. A big difference, however, came in the detailing on the head, as this model of Dalek had a black inner and silver bars on the outside. Again, the line indents were used (see **Photo 9**), only this time they had



to be painted silver. This was not a difficult job as the indents were easy to follow with a paintbrush and, after some remedial touching up on the black under coat, it was soon looking very passable. For the centre weapon section, a solid bit of foam was used, of the low-density variety to save weight. This has a very open crumb and needs sealing, painting, sanding and then wiping over with a lightweight acrylic wood filler, otherwise it will look like a painted sponge (see **Photo 10**). More dots, in light blue, and groan(!) again 48 of them, were fixed to this second Dalek (see **Photo 11**).

Having finished it, side by side with the Paradigm, it looked woefully thin. I had overdone 'the difference' and had to add two tapering 5-15mm strips to the sides and extra ply to bulk out the sides of the base. I hate doing remedial work, but luckily repainting was confined simply to the strips and a bit around the base, and the proportions are much better for it.





ABOVE & BELOW: Ashley's second Dalek, built and finished to represent a classic/original Dalek.



ABOVE: Ashley's red Paradigm Dalek; Paradigm being the name given to the restored Dalek race following their near destruction in more recent episodes of the long running Dr Who series.

Exterminating ducks

To my great joy, the Dalek on its integral base weighs in at only 200gm, and a Barbie in her car comes in at 300gm, meaning I was able to put a 100gm lead strip under the battery to assist in the staying upright department while maintaining the normal waterline!

As I already knew how well the basic hull performs, once on the water there was really only one test to carry out, and that was to get into a spin, left and then right, on full power, to see if the Dalek and hull stayed upright, and indeed to make sure the top didn't fly off into the water – all of which was OK! Spinning was no problem, and in point of fact the amount of lean was no worse than that with a 'normal' car top (see **Photo 12**) – a tribute to keeping things light, and the extra low ballast. A ramming attack on the concrete jetty similarly was all OK.

Once back in the mothership, I painted a bit more sealer on the inside of the base combing to just make it a slightly tighter fit.

The bumper hull is, or can be a multipurpose thing, and if you like the Dalek but don't want a bumper car, well, the

dimensions of the hull can be altered a bit, and the outline can be made more faceted, as the Armaflex foam will easily bend around shallow corners, and, finally, the hatch altered to suit a better Dalek shape.

Having made a Dalek top, I am just wondering what else I can make to put on

a bumper hull: all manner of thing suggest themselves. If it comes to it, simply making flat outline Daleks would look great simply by having numbers on the pond (assuming several of you get together with bumpers!).

There's no doubt about it, the Barbies are running scared! ●

Hands up, baby, hands up...



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Eventide

Ray Wood provides details of how to build your own 1:12 scale model of this classic single chine sloop working from this month's free plan

Hailing from an era before moulded hulls and decks significantly speeded up the process of home builders getting on the water, the Eventide design by Maurice Griffith proved very popular when it was first introduced into the range of full-size plans offered by *Yachting Monthly* back in the 1960s.

This single chine sloop, built basically of marine plywood and pine stringers, was originally designed with an inboard engine, thus offering modellers the scope to build her as a motor sailor.

"I must state from the outset that this is not a beginner's model. It may, however, be suitable as a first attempt at building from a plan for those with some plywood kit building experience"

Having long wanted to produce a stablemate for my 1:12 Wild Duck (another *Yachting Monthly* classic), the plan for which featured in this magazine back 2016 (and is now still available to order via Sarik Hobbies), it therefore made sense to adopt to the same scale for Eventide.

I must state from the outset that this is not a beginner's model. It may, however, be suitable as a first attempt at building from a plan for those with some plywood kit building experience as the fittings have been kept fairly basic, leaving it down to the individual modeller to decide how much extra detailing is added.

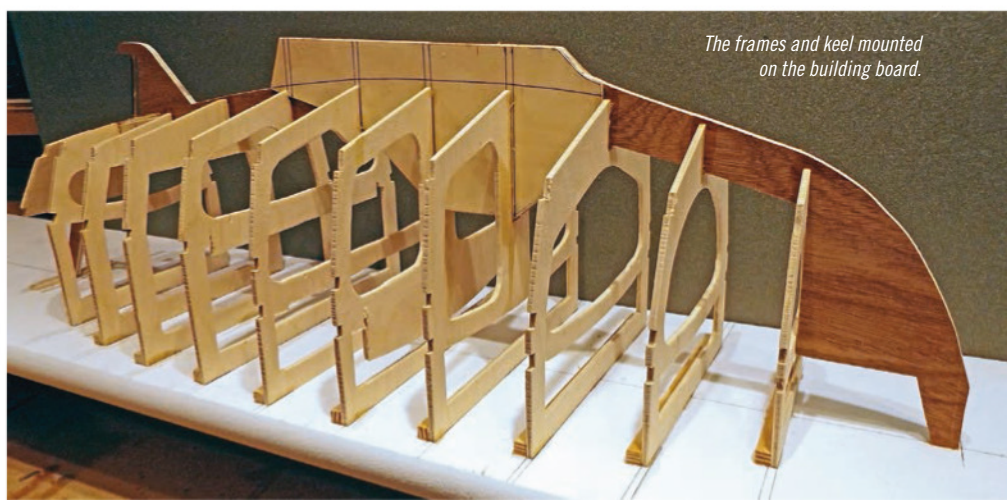
Model Construction

Largely following full-size practice, the model is built inverted on a base board, the bulkheads being mounted on cross beams with extensions to work to a common datum line either glued or screwed in place. These will be cut free once the hull is structurally complete.

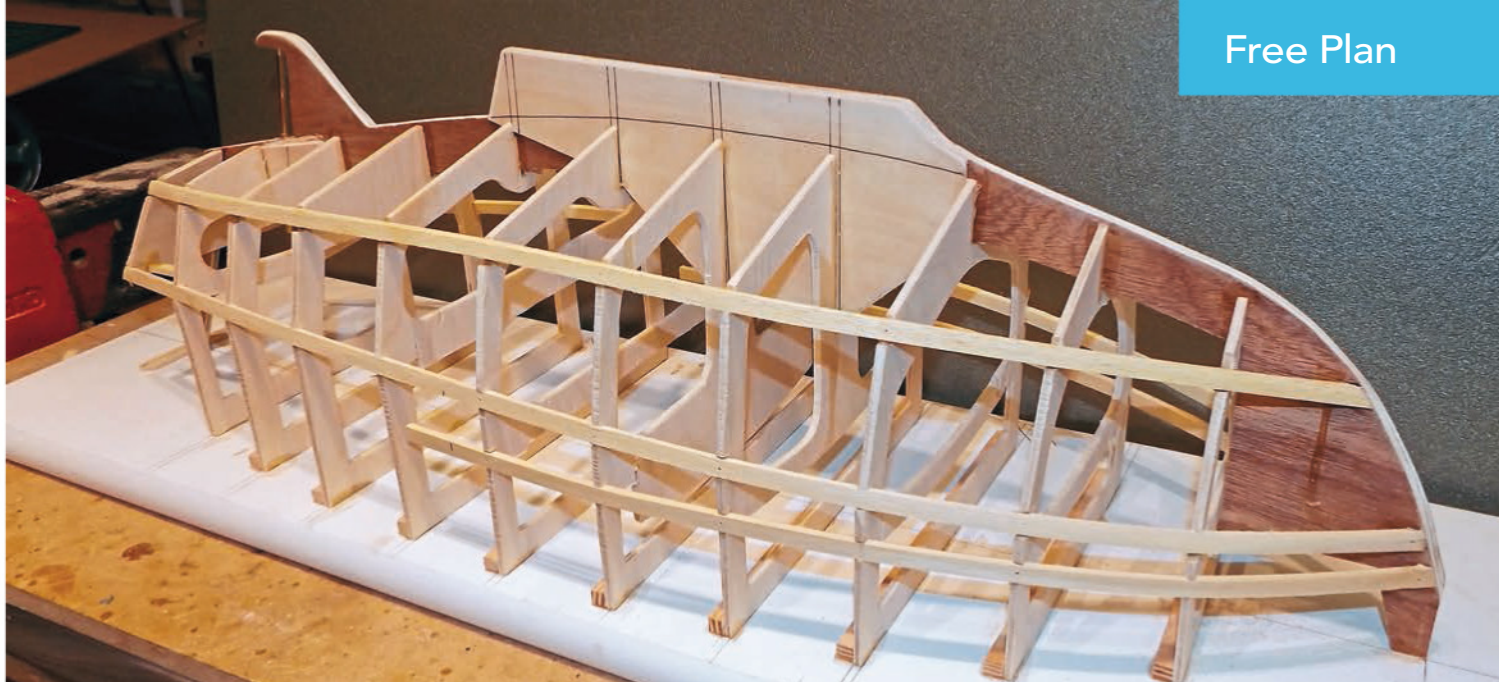
The bulkhead shapes are traced from the plan and marked on the 1/8-inch plywood for cutting. I normally have an extra copy of the plan run off at a repro shop and spray mount this to card so I can make a set of templates to draw round, but the choice is yours.

The keel is traced and cut from 1/4-inch plywood, with a built-up section to allow a removable 1/8th aluminium fin keel with a weighted bulb to be installed for sailing. The original yacht had a long cast iron ballasted keel and could be made to sail, but I think the performance would be marginal, to say the least. The scale rudder as shown on the plan requires a doubler fitted each side of the keel and requires a hole drilled and tube fitted to suit the rudder stock. The rudder also benefits from having an extension fitted for sailing to prevent too much weather helm.

With the bulkheads mounted on the board, using a centre line to keep the boat straight, the stringers and chines are fitted. It may require some fettling of the notches in the bulkheads to make them fit. The Eventide is interesting as she has the higher fore deck and

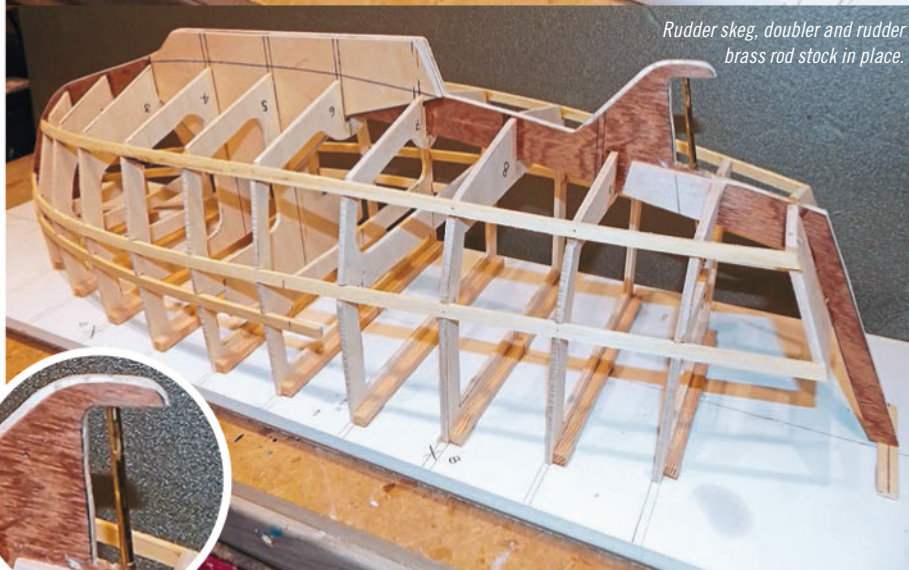


The frames and keel mounted on the building board.



Rudder skeg, doubler and rudder brass rod stock in place.

The hull frame viewed from the bow, with chine and gun whale stringers in place.



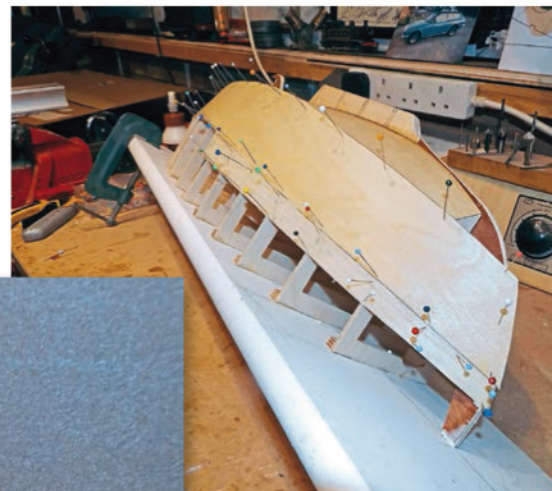
and resin the hull is probably a good idea, but not used on the prototype model. I normally trace the shape of the skins from the actual hull and make card templates to draw round so as to achieve a good fit without too much wastage. I use Gorilla water resistant PVA for all the wood-to-wood joints. The hull skins are glued and temporarily pinned in position until the glue has set, after which they carefully pulled out and the pin holes filled with P38 car body filler and sanded down.

At this stage, with your completed hull still inverted on the board, it's a good idea to make a decent stand for it to sit in while you construct the deck and cabin. I use

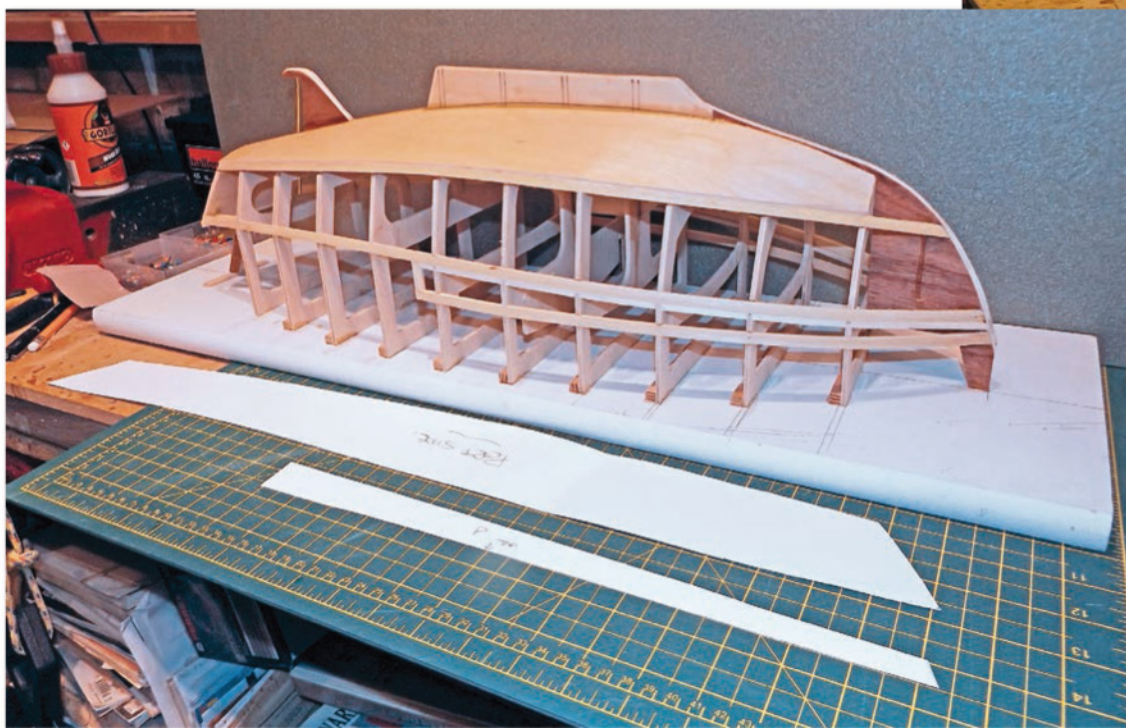
the lower-level cockpit deck and coaming, which I think adds to the appeal of the design and allows more headroom in the cabin.

The stringers and chine rails are shaped to receive the hull skins. I used 1/32 birch plywood, which is amply strong for a small boat like this. The current trend to glass cloth

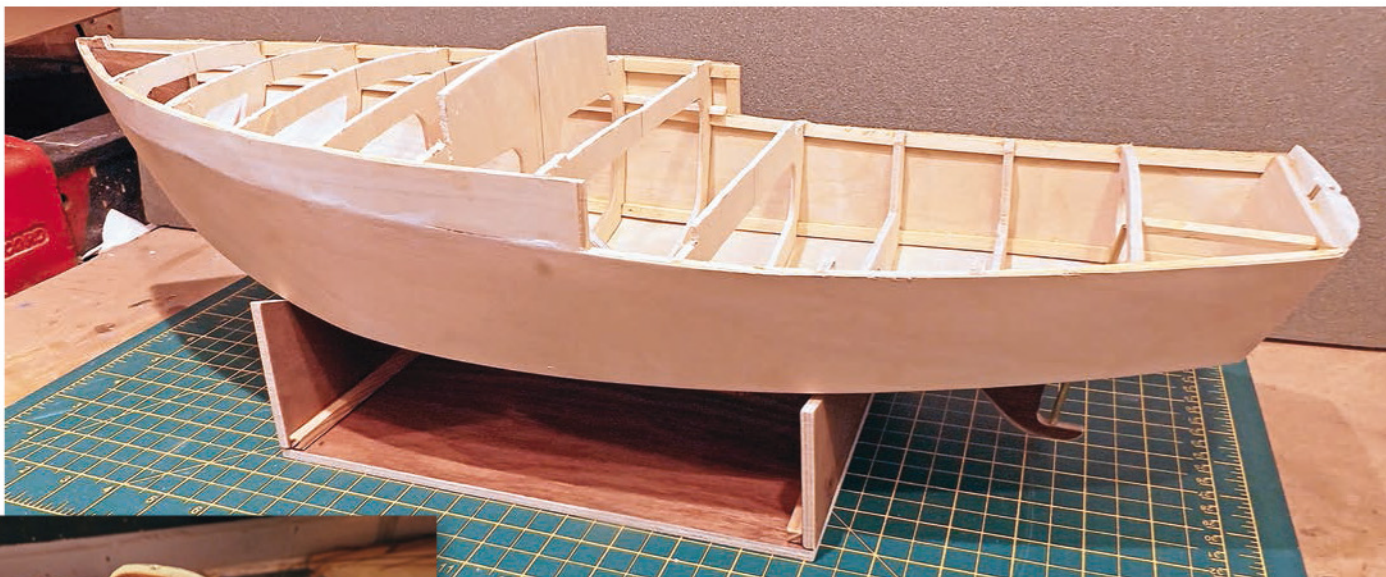
"At this stage, with your completed hull still inverted on the board, it's a good idea to make a decent stand for it to sit in while you construct the deck and cabin"



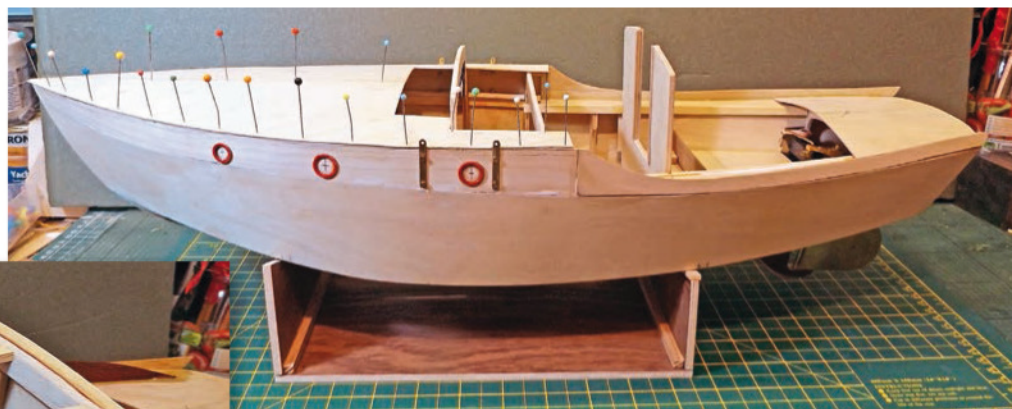
ABOVE: Side skins glued and pinned, Note the small balsa block infill for the stem/keel.



LEFT: Bottom plywood skin in place, with paper templates for the sides.



ABOVE: The completed hull removed from the building board and sitting on the building stand.
LEFT A close up of the brass rudder blade soft soldered to the stock.



ABOVE: The foredeck glued and pinned in place, with the rear cabin bulkhead installed.

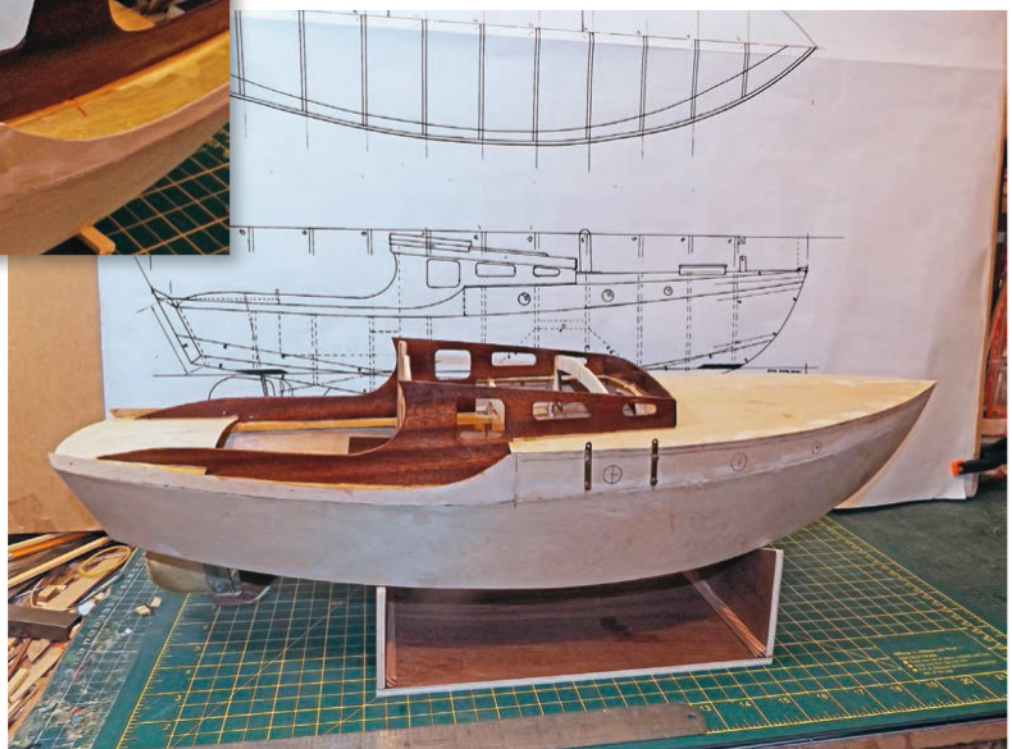


ABOVE: The cabin roof balsa frame built to fit with obeche support rails.

RIGHT: The mahogany cabin sides in position, with the building draft drawing in the background.

either 1/2-inch ply or MDF board, using the bulkhead shapes to allow the hull to sit with the waterline level to the base. This comes in handy later when you will want to draw the waterline on the hull for painting.

Deck beams will be needed to supplement the bulkheads for the decks and cockpit supports in various locations. I used 1mm Mahogany sheet from Mantua Models of Windsor for the cabin sides, as I think varnished hardwood just brings a model to life.





ABOVE: The painted and varnished hull and superstructure on its static display stand.



ABOVE: Acetate cabin window glazing, with canopy glue, which dries clear.

RIGHT: Eventide rigged in Ray Wood's busy workshop.

The cabin roof has a balsa sub frame and a 1/32nd ply top and is removable to allow access to the radio equipment. This can be built in situ, using clingfilm to stop the roof from being glued in place permanently.

The hull is ready now for a light rub down with fine abrasive papers, after which a coat of varnish needs to be applied internally and a coat of sanding sealer externally, followed by an oil-based enamel finish of your choice – although not forgetting to first varnish the brightwork cabins sides, grab rails, etc.





ABOVE: Mainsheet to the boom via a traveller on the brass rod horse, with collet end stops.

“Note the proviso, as this is a task best suited to the more experienced modeller, who will be familiar with the process”

Sailing equipment

The removable keel can be fabricated from 1/8-inch aluminium strip and, if you're able, a 1½ lb bulb weight can be cast from lead, as shown on the drawing. Note the proviso, as this is a task best suited to the more experienced modeller, who will be familiar with the process. Equally, however, you could use a Dragon Force RG65 fin and commercially available bulb keel weight cut to length and pinned to stop the keel falling out of the bottom of the boat.

The mainsail is controlled with a standard servo fitted with an extension arm. This has



ABOVE: Ray's Eventide at the Chantry Model Boat Club's Lake at Bluewater Kent, ready for her maiden voyage.

LEFT: An internal view of the standard servo sail with brass extension attached.



adequate power to control the sail. The main sheet exits the cabin washboards and goes to a traveller on a brass railed horse at the rear of the cockpit. The foresail is left as self-tacking, also controlled with a line to a smaller horse on the foredeck.

The mast on my model is laminated from two pieces of ¼-inch x ¼-inch spruce strips glued together but could equally be a carbon fibre, or aluminium, tube. This is mounted in a tabernacle, as it is on the full-size vessel, with working shrouds, fore and back stays. If



you opt for a mast going through to the keel these will not really be required but, as we're producing a scale model, I think it would look odd not to include them. My sails were made by Frank Parsons of Nylet, who as always does a superb job. In my opinion, a set of his sails are well worth investing in. The standing rigging is fashioned from plastic covered stainless steel fishing trace wire, secured with bottle screws and crimps.

Designed for comfort, not for speed

And there you have it... This is not going to be a racing yacht by any means, but for an enjoyable potter round the lake it fits the bill nicely! ●



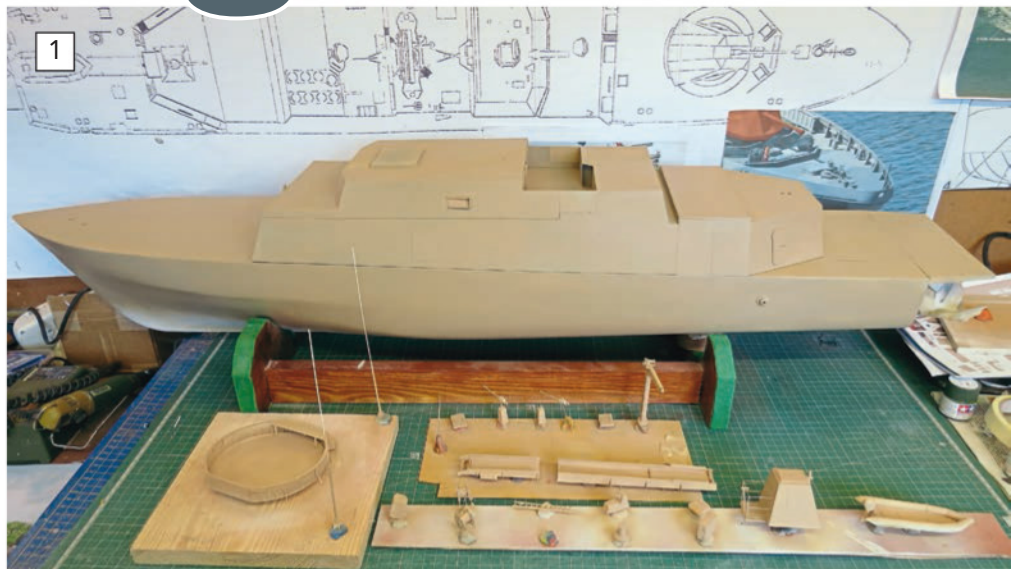
Pennant No. 81: the Tornio coastal missile corvette leaving home port.

Tackling Tornio

Part 3

Dave Wooley shares the methods and techniques he used to finish this 1:48 scale coastal missile corvette

This month our attention shifts firmly to the method and materials used for generating the complex geometric patterns seen on the Hamina class of missile corvette. Camouflage is divided into two distinctive types: either a disruptive pattern – which makes it harder to estimate speed or direction of a given vessel, or a concealment scheme – which allows a vessel to blend in with its operational environment. It may surprise you to learn the camouflage scheme that adorns vessels in the Hamina class and *Tornio* in particular, fall into the latter. The reason for this is that while the geometric shapes used might indicate a disruptive camouflage scheme, the colours used are all applicable to the environments in which these vessels operate, i.e., coastal inlets and bodies of water featuring small islands with densely wooded back drops. *Tornio*, therefore, is able to blend in with the surroundings in which she serves, in and around the Gulf of Finland and Gulf of Bothnia, thus concealment is obviously the scheme's primary function. As a point of reference, I adhered to the colour scheme used on the card model, being wary of the how reliable the colours seen in various photographic images may be.



The hull/superstructure and fittings of Dave's model airbrushed in the primary colour.

Masking and airbrushing

In the past, I, like other modellers, have approached masking off areas for airbrushing using a low tack tape, which for most airbrushing tasks is perfectly adequate. However, occasionally such a method is not suitable, and given the complexity of this camouflage scheme I had to consider a completely different method of masking.

On the recommendation of a good friend whose knowledge of airbrushing well exceeds mine, I opted for Ultra Mask – a fine, almost transparent, film which comes in 24cm x 2m rolls. This low tack masking film is stretchable and flexible, so perfect for use on irregularly shaped surfaces, and it's solvent proof, too. It comes with a paper backing from which the film can be easily removed and cut with a craft knife – more on this later.

Following the white primer, the entire hull, superstructure and fittings were given a coat of wooden deck tan, XF78 (see **Photos 1 and 2**). When it came to *Tornio*'s masking and airbrush work, I thought it prudent to get acquainted with the (new to me) techniques involved on small sample pieces before embarking on the larger areas of the model. And in terms of this article, I was also mindful that it would be easier for me to demonstrate in a controlled way the stages that would follow, note the 'do's and 'don't's and warn of any possible errors to be avoided.

As mentioned, the geometric shapes indicated on the card model were used as a template. Each shape was then given a number that identified the XF shade of brown for that given area/shape (see **Photo**

“When working with an airbrush, it’s essential to be vigilant with the cleaning process, and especially when a project involves applying one colour after another”

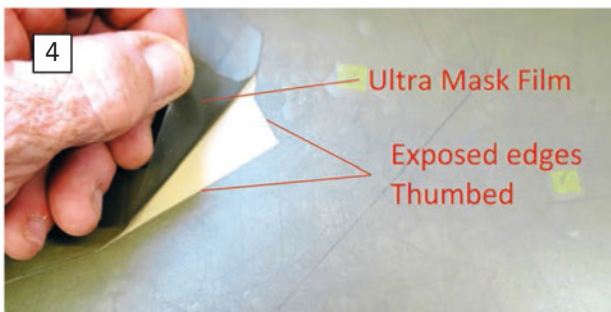
3). Following this, a suitably sized sheet of Ultra Mask was peeled from its backing and transferred to the areas to be airbrushed

The next step was to choose the area having the next shade of brown, marked ‘2’, and the first shape to be airbrushed. Taking a fresh bladed scalpel, a cut was made along the outline of the marks visible beneath the Ultra Mask. This was then carefully removed and, to ensure no leakage of paint, the exposed edges were thumbed down (see **Photo 4**). All that was then required was to airbrush the exposed surface with XF 57. Drying was hastened by applying cold air from the airbrush over the surface (see **Photo 5**). Once dry (which should take 1- 2 minutes), the Ultra mask was carefully replaced over the painted surface and the process repeated with the next shade of brown (see **Photo 6**).

When working with an airbrush, it’s essential to be vigilant with the cleaning process, and especially when a project involves applying one colour after another. After each application, I make sure any excess paint is decanted back into its jar and that small quantities of thinner are fed through back through the airbrush by covering the nozzle cap and applying the trigger. This is followed by spraying the remainder of the thinner’s



ABOVE: As evidence here, each of Dave’s fittings were given a number/s corresponding to the correct shade of brown.



ABOVE: The geometric shapes, marked and numbered.

LEFT: Removing the prepared area of masking ready for airbrushing.

BELOW LEFT: An exposed area and shape being airbrushed.

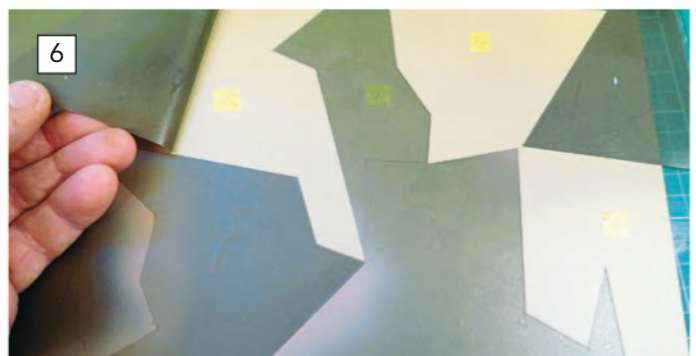
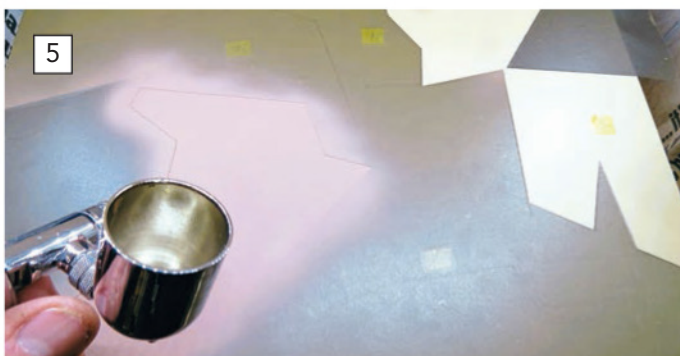
BELOW RIGHT: Having airbrushed an area, it is then recovered before the next area is exposed.

paint residue into an open paper towel.

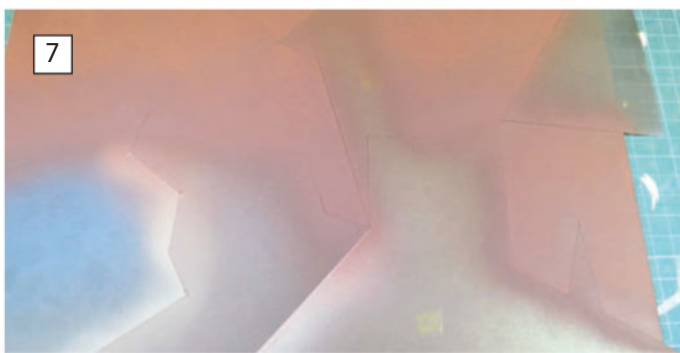
Having filled up with the next colour, you’re then ready to go again, but be sure to repeat this process for each colour (see **Photo 7**).

With all the shades of brown applied, the remaining Ultra Mask was removed, and the result was a neat clean job. The method really had overcome many of the drawbacks so often associated with the use of masking tape (see **Photo 8**).

Once the deck and hull were prepared, attention then shifted to the superstructure.

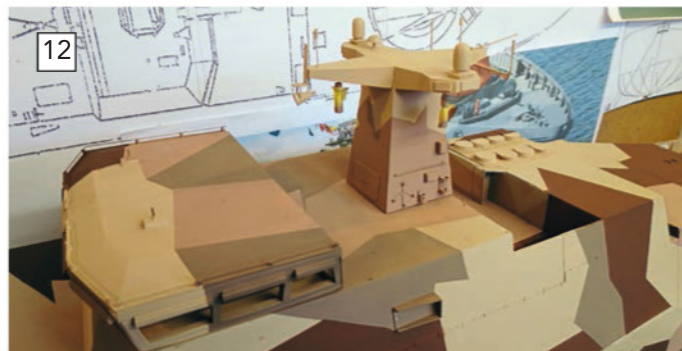
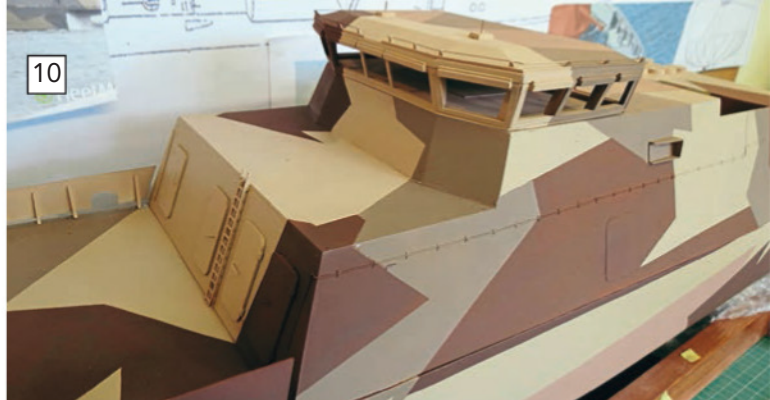


BELOW LEFT: All the exposed areas identified with the same number being airbrushed. BELOW RIGHT: Once airbrushing has been completed, all the remaining Ultra mask is removed.





ABOVE LEFT: Here the superstructure required a combination of Ultra Masking and Tamiya Low tack tape. ABOVE RIGHT: With the superstructure having several levels, more thought had to be given as to how the masking was applied.



ABOVE LEFT: Again, the camouflage geometric shapes on the superstructures merge and contrast in an effective way to disrupt and deceive at eye level and from above. ABOVE RIGHT: Masking the sensor tower involved the use of both Ultra Mask and a more conventional low tack masking tape.



ABOVE LEFT: The arms of the upper platforms were also masked. ABOVE RIGHT: Using Ultra mask as an alternative to masking tape improved both performance and results. BELOW LEFT: Applying wide area low tack plastic masking film for masking the hull prior to airbrushing the boot topping. BELOW RIGHT: Here the low tack tape is combined with a plastic sheet.



Once again, all shapes were marked out and numbered according to the shade of brown applied to a given area (see **Photo 9**). Following the method described above, the net results can be seen in **Photos 10**. It's worth mentioning how certain shapes with the same shade merge from hull to superstructure and from one surface to another (see **Photo 11**).

With the tower having had its fittings installed, preparation for airbrushing its camouflage followed a more familiar path,

using masking tape, the results of which can be seen in **Photos 12 -13**. This merging of shades is continued across the after-quarterdeck area and, akin to the tower, a more traditional approach to masking was applied to the after-bulwark (see **Photo 14**).

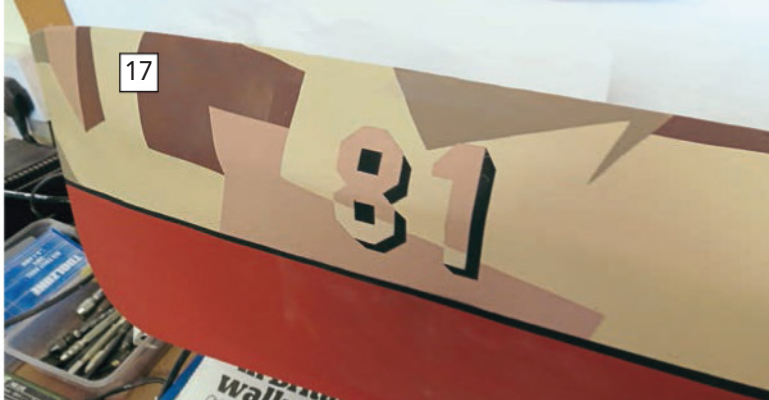
Water line /boot topping

For the black boot topping, my masking of choice was plastic masking film, a domestic masking sheet complete with its own low tack adhesive tape along the edge, which

is excellent for covering large areas in one go and readily available from the likes of Wilko stores and other online UK outlets (see **Photos 15-16**).

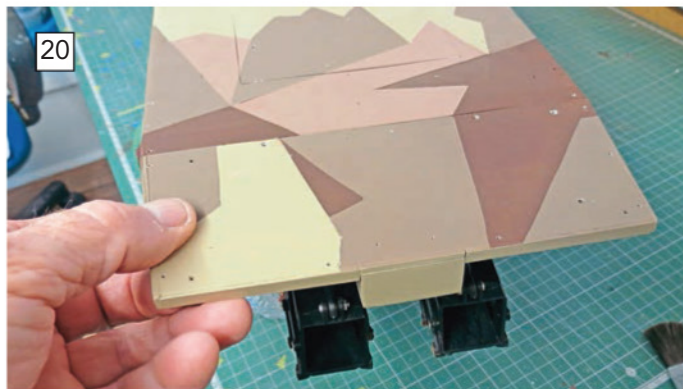
Pennant number

Tornio has the pennant number 81. As can be seen in the header picture, the numbers are shaded and merge with the camouflage on the side of the hull. Unlike more conventional naval pennant numbers, these are shaded, and as such had to be generated using a

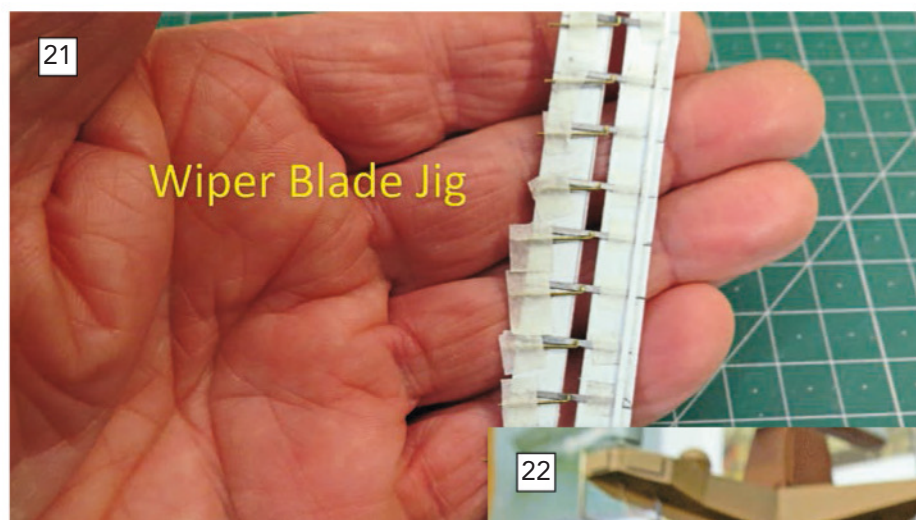


From start to Finnish

ABOVE LEFT: Creating and transferring the pennant number to the side of the hull required a bespoke approach, using a stencil. ABOVE RIGHT: The stencil involved the same methods Dave had applied to the camouflage.



ABOVE LEFT: On any model using water jet drives it is essential to have access to the jets and external linkages. ABOVE RIGHT: Akin to the full-size Tornio, an extension to the hull covers the jet drives, and as such is part of the camouflage scheme.



Wiper Blade Jig

Windscreen wipers

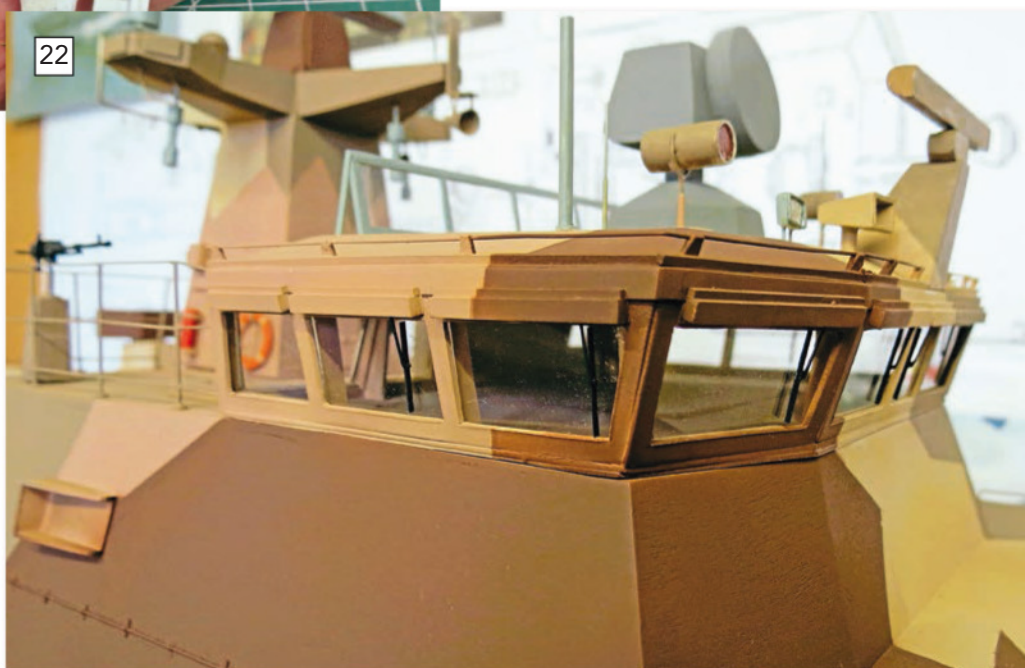
With Tornio modelled to 1:48 scale, fittings, such as windscreen wipers, needed to be not just visible but detailed. To this intent, I used .40 brass wire for the wiper arms and strips of litho for the wipers. To maintain consistency and ensure all wipers blades would fit into place on the windscreens, a simple jig was prepared (see **Photo 21**). Above each windscreen on the full-size vessel is the wiper linear motor drive, so for the model I pre-drilled a .40mm hole in an Evergreen box section and inserted the black painted combined arm and blade (see **Photo 22**).

ABOVE: The simple jig Dave used for assembling the windscreen wipers.

bespoke stencil. Using the Ultra Mask film and the same method explained above, the stencil was formed and each part of the number, including the shading, was carefully airbrushed (see **Photos 17 and 18**). As there are three pennant numbers, this was a time-consuming process.

Water jet drive external linkages

As mentioned previously and demonstrated in my two original articles on installing the water jet drives, Tornio's after end has an overhang, or extension of the transom. For access to the water jet drives and external linkages, this extension had to be removable, and yet show no interruption to the flow of the camouflaged paint scheme (see **Photos 19 and 20**).

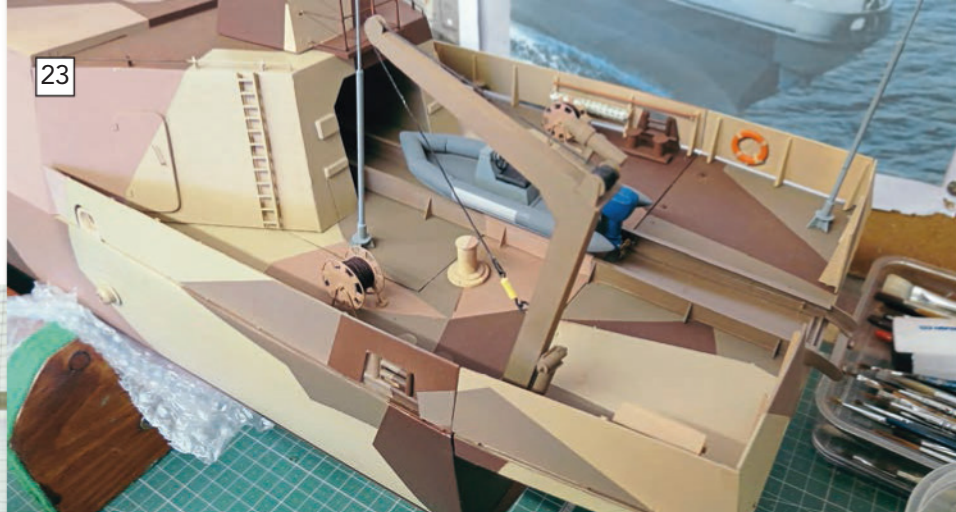


With the airbrushing complete, the wipers were added to the windscreens.

From start to Finnish

RIGHT: On completion of the camouflage, each fitting was carefully positioned in place.

BELOW: The completed model as presented at the Ship Modelling Society bi-monthly build group, but at this stage whether to add figures or not had yet to be decided.



At this stage I began fitting out the quarter deck with all the airbrushed deck fittings. As mentioned in Part 2, having fitted locating pins and pre-located each individual fitting, final fixing proved very straightforward and fuss free (see **Photo 23**).

The freshly airbrushed model was then taken to the bi-monthly build group of the Ship Modelling Society, now in its 22nd year, at the Holiday Inn Conference Centre, Ellesmere Port, where a demonstration of the build techniques was given. Yet there was still one vital element missing: crew figures (see **Photo 24**).

Crew figures

As many regular readers will know, I haven't always been a fan of figures on models. Since completing my Soviet aviation cruiser/carrier Kiev back in 2011, however, I've become a convert, and to be honest I now enjoy preparing and painting figures for a specific model.

In the article I penned about my *Seagull* build I mentioned the source of the figures I'd added to that model. I was thankful that for the fact that as 1:35 is also a popular military modelling scale, this therefore equated to more choice. With *Tornio* having been built to 1:48 scale, here the options were slightly more limited. Fortunately, however, I got lucky and managed to find some figures that could be finished to suitably represent Finnish

Navy crew members. As with my previous model, the source for these figures was the Ukraine and ICM, which I managed to obtain online via Amazon at a very reasonable price (see **Photo 25**).

Although the figures are listed as German Luftwaffe ground crew, certain aspects of the uniform have similarities to those worn by the Finnish Navy, such as the forage caps. Although not exact in every detail, now painted Field Blue, Tamiya XF 50, I think they look respectably credible (see **Photos 26 to 29**) when compared with the actual crew visible in the header picture.

On the water

Getting the keel wet on a new build is always a tense time, and this was no exception, even though I'd already conducted on the water trials back in early 2021. Water jet drives do require a different coordination to that of a propeller/ rudder arrangement. For one thing there's no pulling the stick back to go astern by altering the direction of the propellers.



ABOVE: Careful application of Tamiya paints transformed these figures into Finnish Navy crew.

RIGHT: Adding figures often transforms a sterile model into a purposeful one.





ABOVE: Dave always tries to show his figures going about their duties/undertaking tasks.

BELOW: The on the water performance exceeded all of Dave's expectations!



ABOVE: As mentioned in previous model build features by Dave, his figures are always well pinned to their location.



31 Across the full speed range, control is instant and precise.

Here, astern or reverse is affected by the drive maintaining its thrust but using a bucket, or internal flap, to direct that thrust forward, thus moving the model in a reverse direction. Control is more problematic but, using a combination of bucket or flap with the level of thrust from each jet control of direction, astern is possible (I'm still learning!).

The real adrenaline rush, however, comes when the stick is pressed gradually forwards and the noticeable rooster tail of water starts to build. This gradually increases until *Tornio* is at full thrust, and with it my heartbeat!

My anxiety, however, proved unwarranted, as I am amazed by how well this vessel performs. Indeed, she has exceeded all expectation. Not only does she turn within her own length but when using the reverse flaps stops instantly, and then goes astern (see Photos 30 and 31).

Finally Finished!

While this brief series was never intended to cover all aspects of the build, I hope my explanation of just some of the techniques used and the different methods employed when forming fittings may be of help to others considering a similar project.

I thought it would be interesting for comparing purposes to show a closing image of the model taken from the same perspective as the heading image of the 1:1 scale *Tornio*. And, yes, I would dearly love to get aboard the full-size *Tornio*, but I will just have to be content with the model, and I certainly shall be. ●



This shot taken during a bit of quiet reflection can be compared with the header shot to this article featuring the 1:1 *Tornio* taken from the same angle.

References and acknowledgements

Ultra Mask:

Ultra Mask Tinted Masking Film Roll 24cm x 2m (londongraphics.co.uk)

Masking film low tack:

Sourcing map Pre-Taped Masking Film, 94.5 in x 75 Ft, Plastic Drop Cloth with Low-Tack Painters Tape for Painting Protection : Amazon.co.uk: DIY & Tools

Also available from Wilco stores:

Wilko Masking Film 50cm x 20m | Wilko

ICM model figures /Amazon:

ICM ICM48085 1:48-German Luftwaffe Ground Personnel (1939-1945)
Amazon.co.uk: Toys & Games

I would very much like to thank my good friend Dave Howard for his expert advice, practical help and guidance in the sourcing, preparation and application of the methods and materials for developing the camouflage on my *Tornio* model, and for his expert assistance with this type of airbrushing.

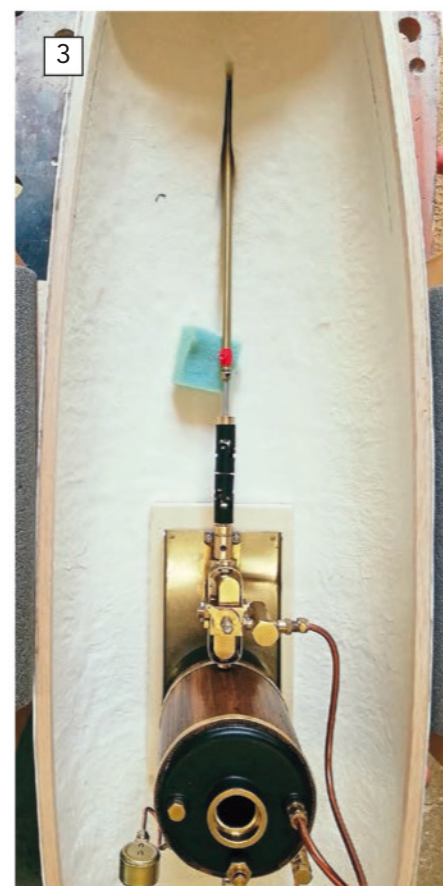
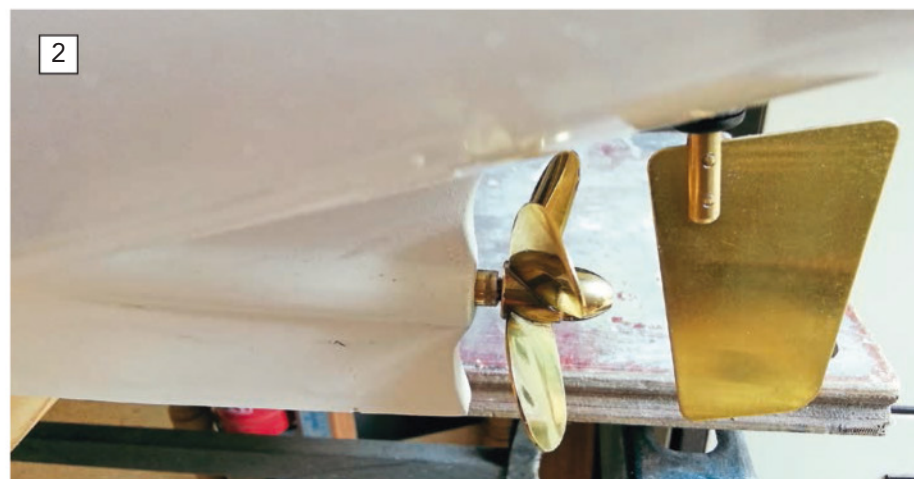
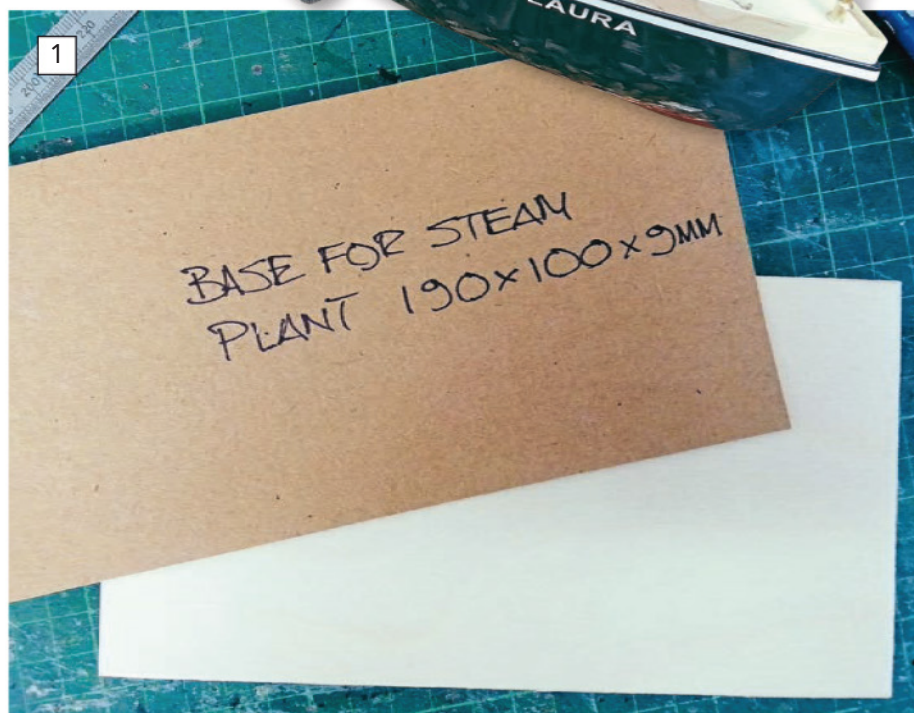
Building a Victorian Steam Launch the easy way Part 3

John Mileson continues his beginner's guide

Having covered the completion and testing of the steam plant and the marking out and cutting of the deck in Part 2, we now move on to the mechanical elements of the launch...

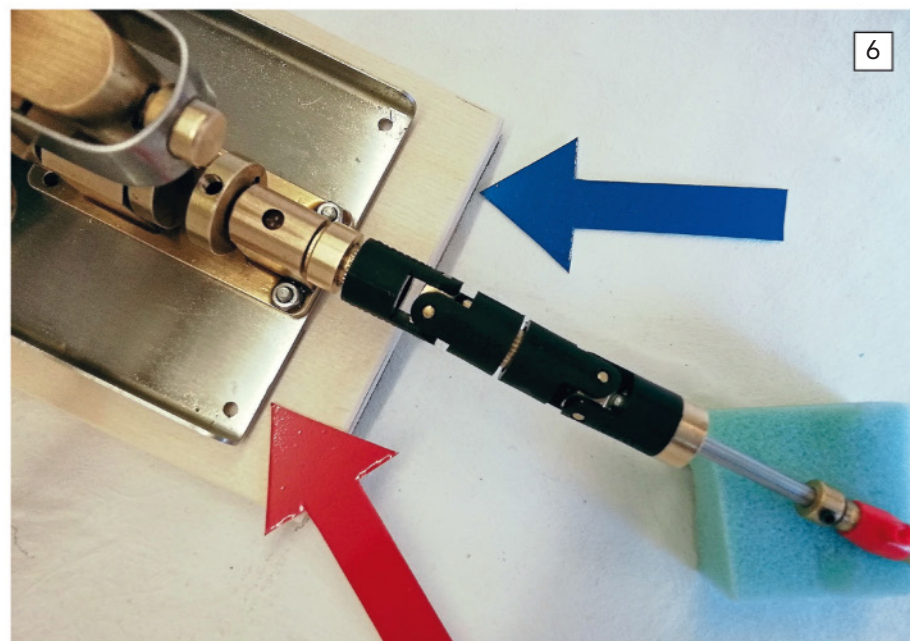
Firstly, you will need to mark out and cut, from 9mm ply, a base measuring 190mm x 100mm x 9mm for the steam plant to sit on (see **Photo 1**).

Having placed that base into your launch and sat your steam plant on it, fit your propellor tube such that it extends about 4mm beyond the keel (see **Photo 2**). Fit the universal joint to the engine output shaft. Adjust everything such that it is all in line (see **Photo 3**).





My plywood base is located 350mm from the inside of the transom (see **Photo 4**). Check yours is central in the boat. Measure from the corner of the plywood to the top of the 6mm

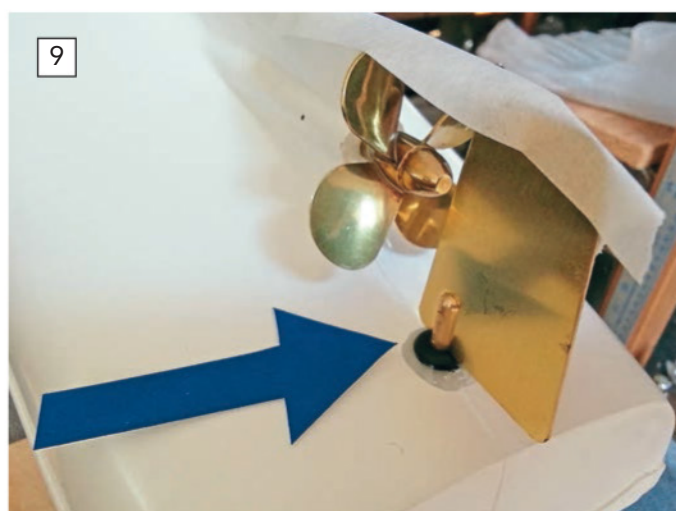
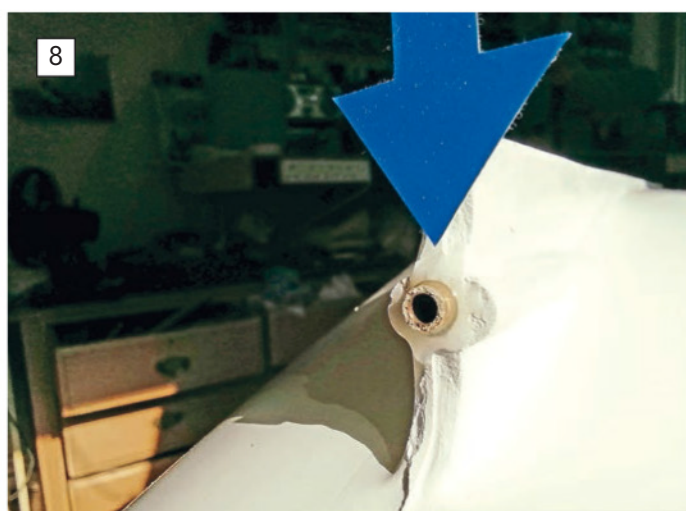
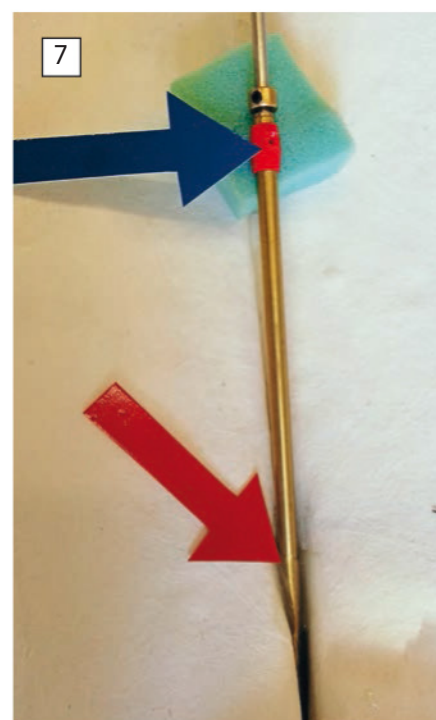


x 6mm balsa, and ensure the reading is the same on both sides (see **Photo 5**).

When satisfied all is correct, draw a pencil line around the plywood base (indicated by blue arrow) and around the stainless-steel steam plant base (see **Photo 6**), taking care not to move anything while doing so. Then mix up a reasonable quantity of epoxy resin to apply around the prop shaft and ensure the oil hole is vertical (as indicated by the red and blue arrows in **Photo 7**). Once your resin has set, remove the steam plant and ply base.

Having done this, turn the boat over and apply epoxy resin around the exit point on the keel for the prop tube (see **Photo 8**) and allow to harden.

Taking only the black plastic tube (threaded) and the rudder blade from your rudder assembly, insert this into a pre-drilled hole in the hull. Wipe some epoxy resin around the threaded portion so that it can be seated in resin on the outside of the hull (see blue arrow in **Photo 9**). Then, pull the blade back towards the propellor and tape in position. Check the blade is vertical along the axis of the hull (again, see **Photo 9**).



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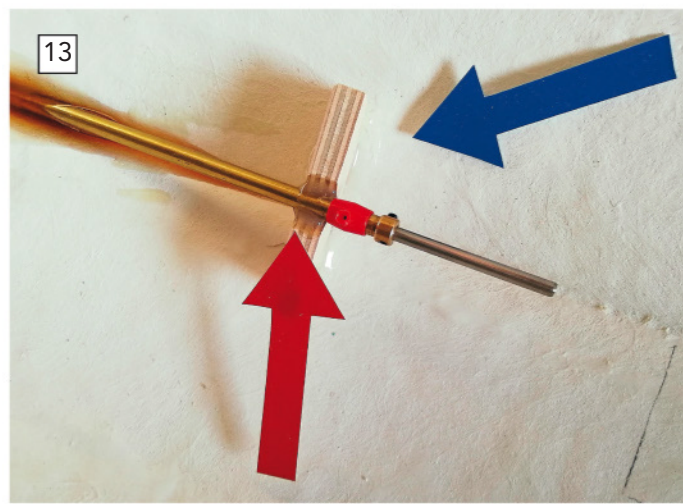
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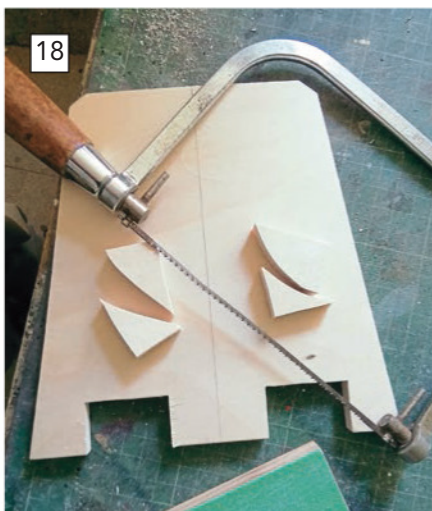
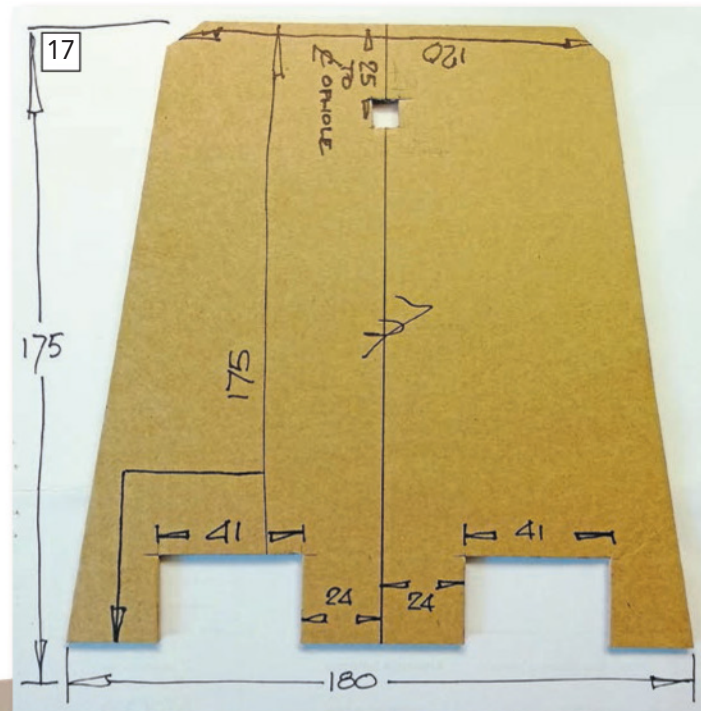
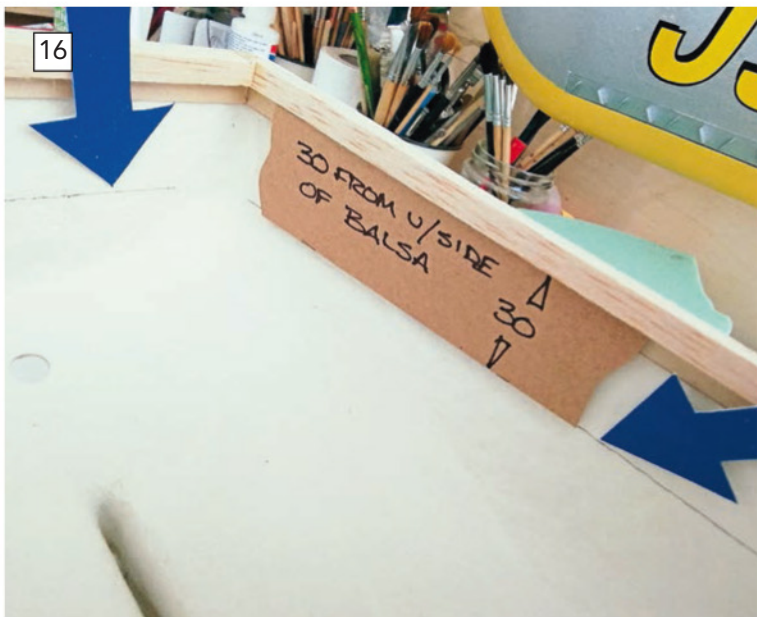
Exterior resin having set, turn the hull over and apply some more epoxy resin within the hull's interior (see **Photo 10**). To stabilise the propellor shaft, tip the hull back at an angle, and pour about an egg cup full of resin mix along the keel line (see **Photo 11**).

An additional support for the end of the prop shaft that's nearest to the engine can be made from a small scrap of 9mm ply. Cut roughly as shown, this fits beneath the shaft (see **Photo 12**).

With this support in place, glue in with epoxy resin as indicated by the arrows in **Photo 13**.

Measure out approximately two golf balls of P38 filler and two pea size balls of hardener. You can use the underside of the steam plant base for mixing (see **Photo 14**). Then, spread your mixed P38 to the outer edges of the base (see **Photo 15**).

Press this into place in the hull following the position of your pencil guidelines.



Fitting the support for the rudder and regulator servos

You now need to cut a piece of card about 90mm x 30mm to use as a marking out template so you can pencil a line on the inner face of the hull at the stern. Hold this template against the underside of the balsa that runs around the top of the fibreglass hull (see **Photo 16**). Mark a line across the transom and then, using the same card template, mark down from the balsa on the inner sides of the hull for about 200mm. These lines provide guidance when fitting the plywood servo support at the stern of the hull.

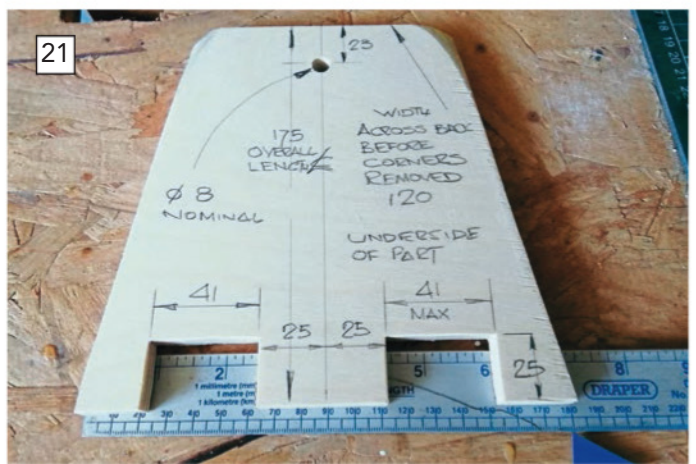
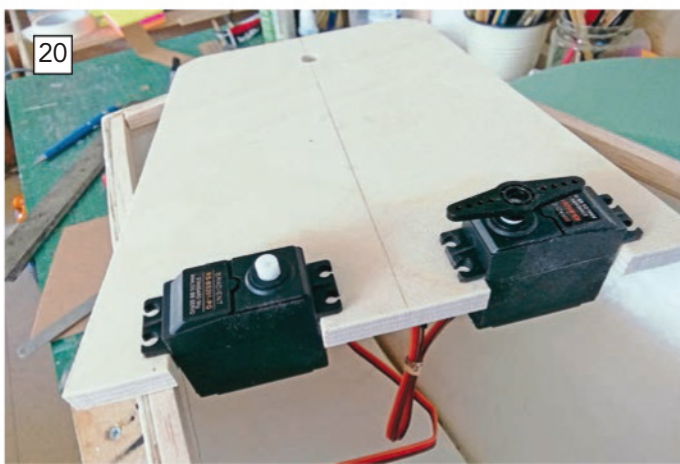
When marking out the support board, I recommend you initially make a card template before attempting to cut out in 9mm plywood. Mark out this card template as shown in **Photo 17**. Cut this out and try fitting in to the stern, holding it up against the 30mm pencil line around the transom and rear sides of the hull. Note any modifications required to make it a reasonable fit.

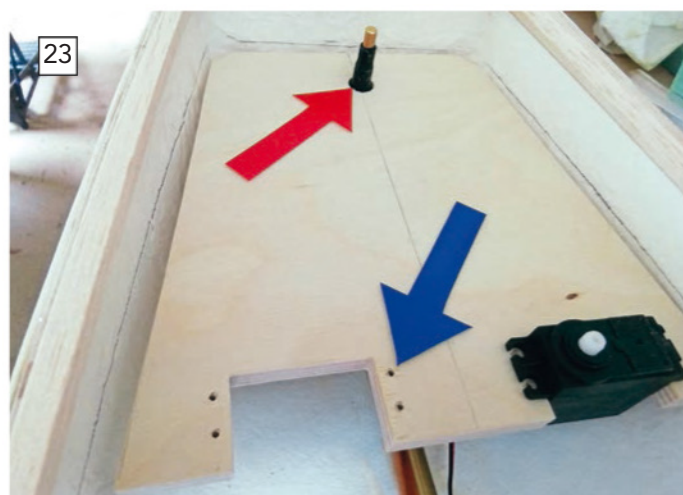
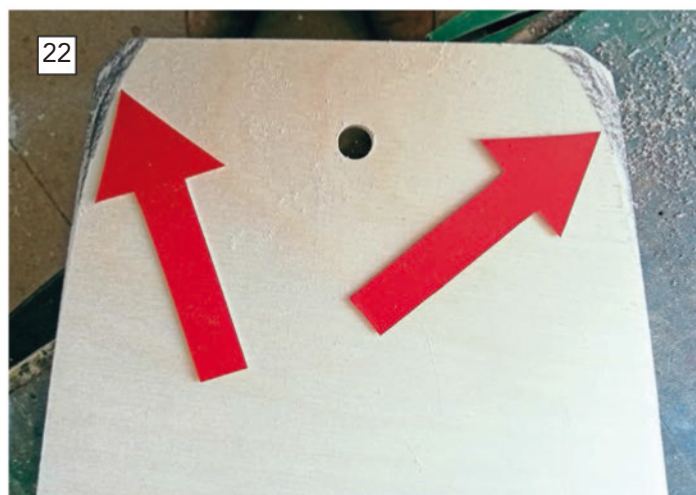
You are now ready to transfer the template onto a piece of 9mm plywood and mark round the template in pencil. After cutting this out using a coping saw,

do a trial fit. Modify as necessary until a reasonable fit is obtained. Don't be too fussy as the filler will remedy any slight discrepancies (see **Photo 18**). It's likely to bind in the corners.

Next, drill out an 8mm hole for your rudder post. You can open this up for an easy fit using a sandpaper 'pencil' (see **Photo 19**). Follow this by cutting out the slots for the servos and make sure the 41mm dimension is adhered to (see **Photos 20 and 21**).

You may find it easier to fit the support by filing back the underside transom corners





shown by the shaded areas (see **Photo 22**). Ultimately, the support board will be secured in place using P38 body filler. Once you're happy with the fit, bond in with P38 (see **Photo 23**). Run some P38 around the black rudder post too.

Fitting and testing the servos

I'm sure some of you will have set up servos, etc, many times before. For those who haven't, though, the following notes may be of use.

Components required

- * 2 off servo units.
- * 1 off transmitter.
- * 1 off receiver.
- 1 off battery. (I selected a 6-volt Powersonic 1.3-amp hour model PS - 612ST as I had it in 'stock' but suggest a flat pack of AA rechargeable batteries are ideal. Consult your dealer for a 'package' of everything you need.)
- * 1 off switch with combined charge wire/socket. This will require spade adapters, 2 off for charging purposes. These are only required if using a lead/acid battery.
- * 2 off M2 rods (200 mm) – or, alternatively, piano wire. (When ordering piano wire, Dean's Marine will put a kink in the wire at one end if requested to do so.)
- * 4 off Quicklink connectors (if using M2 rods)

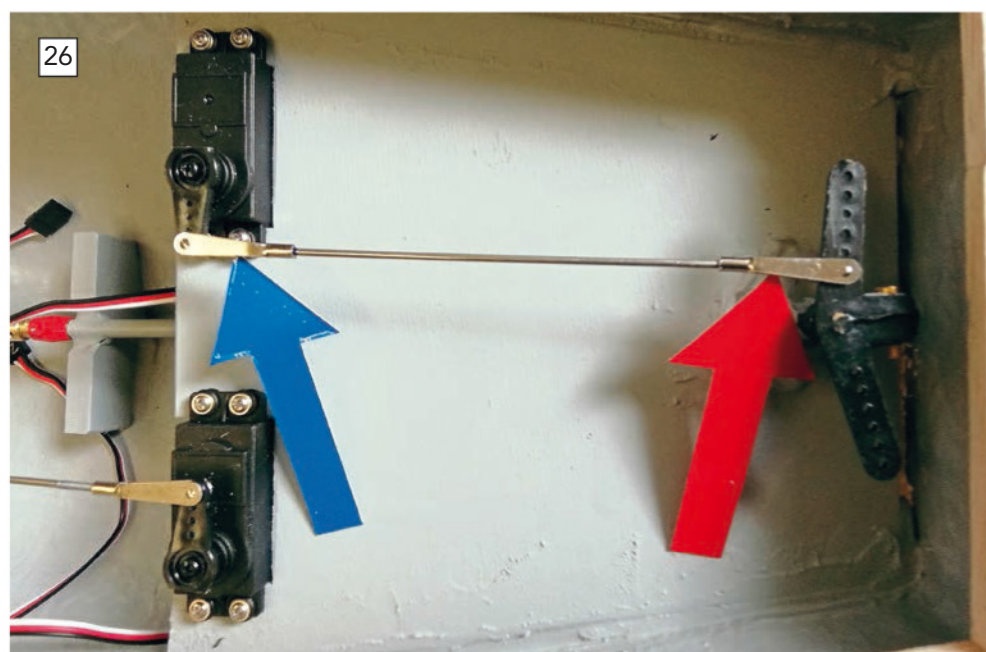
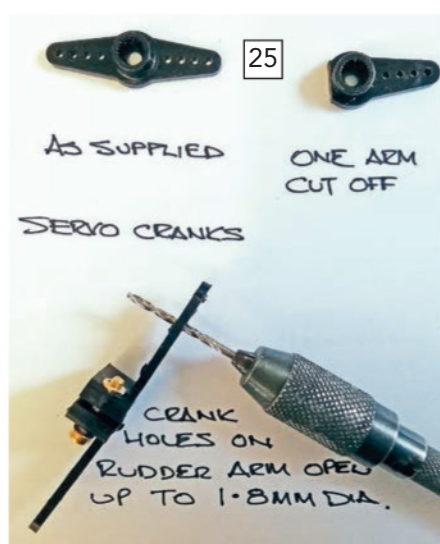
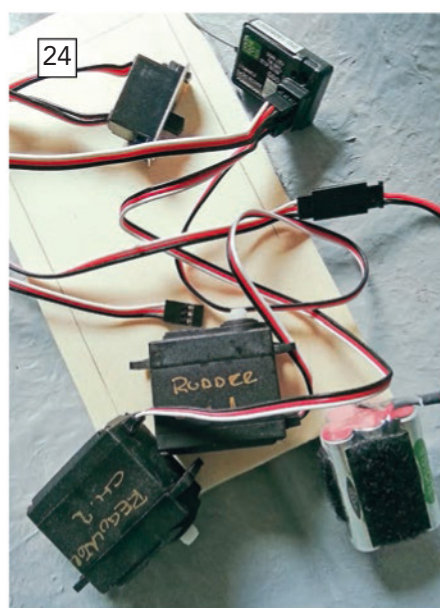
If in any doubt consult Howes Models or Dean's Marine.

Fit your two servos in place, mark off your four holes and drill them (1.5 mm diameter.) Then remove the servos and fit the rubber collars and brass ferrules. Your servos can now be screwed into place (see **Photo 24**). Having chosen a transmitter and receiver, refer to the binding instructions. Check the operation of the servos, and once tested, remove all the electronics, except the servos. Next, cut off one arm of the servo crank and rudder crank, and on both cranks open up the holes to 1.8mm (see **Photo 25**).

Set up the system as per **Photo 26**. You'll find it's a question of trial and error to get the settings on the cranks right. The end indicated by the blue arrow is super glued into the Quicklink. The threaded end is wound in about halfway along the thread. The rod connecting the steam regulator servo and the engine can only be fitted when the engine is in situ. You may find that the 200mm rods are not quite long enough. If that's the case, resort to the piano wire.

Next month

In Part 4 it will be all hands on deck, literally! So, join me again, then. ●



Small Wonder

Richard Simpson reviews the new 2-inch Vertical Boiler/Avon Steam Plant by Miniature Steam Models

Some of you may remember my review of Miniature Steam Models 3-inch Vertical Boiler Clyde Plant way back in 2012. Since then, MSM has continued to develop further engines and boilers and has recently sent me an example of its latest offering, the Economy Plant. This consists of a 2-inch vertical boiler on a common base with a gas tank, separator and Avon twin cylinder oscillating in-line engine. The entire plant is, therefore, self-contained and, if you use a simple drive device such as a pin-on-pin connection in the propeller shaft, all you need to do to lift it out is disconnect the linkage to the speed control valve and undo the base screws. This can be done in a matter of minutes.

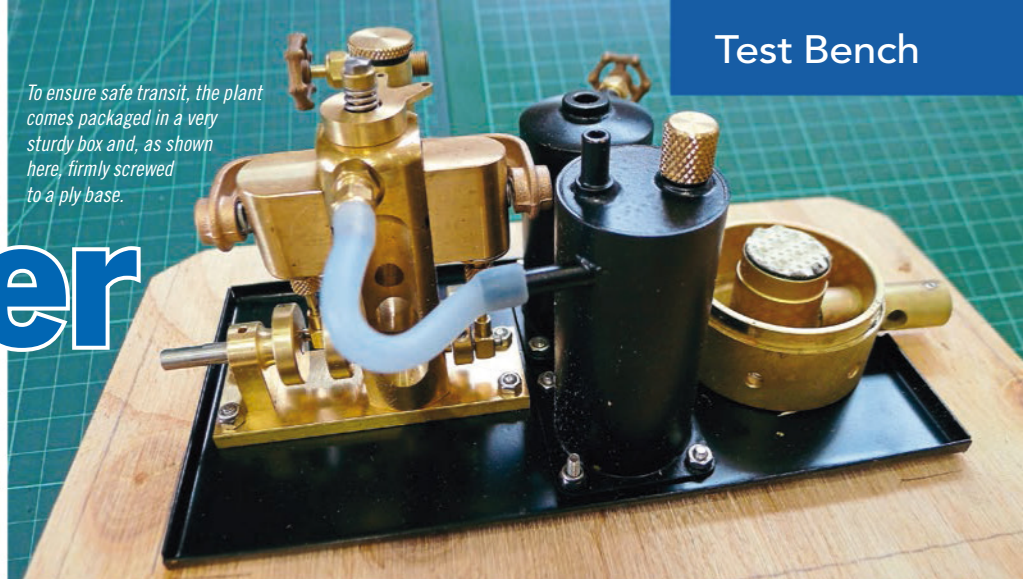
The base measures in at 90mm x 190mm, making it an extremely compact plant, yet it has a powerful and controllable Avon twin oscillating engine. It's ideal for small models of up to around 800mm in length and can be run for up to 15 minutes on a single fill, by which time the lubricator, gas tank and the separator will all require attention anyway. Obviously, the gas tank and the separator are both small, but they're matched to the size of the boiler so attention to all three would be required at around the same time.

The plant arrives extremely well packaged, with the base screwed to a thick ply board to ensure things remain well protected during transit (mine arrived from Australia in perfect condition). Included are a set of instructions, pressure test certification for the boiler and the gas tank (although theoretically the certificate for the gas tank is not required), and even a sample of steam oil and two syringes – one for topping up the water in the boiler and one for emptying the separator. The instructions are clear and well laid out and lead you through the process of setting up the burner before putting the boiler in place.

The plant comes almost ready assembled, apart from the boiler, which is packaged separately. This is an extremely convenient arrangement and allows you to set up the flame perfectly, as the burner is also the boiler base. Once you have the nozzle set to give the best flame, the boiler can then simply be dropped in place and connected up.

I am impressed by the fact that everything is included to enable a live steam plant to be easily installed in a small model and the boiler and engine appear to have been built to a beautiful standard. It's also worth noting that this plant has all the benefits of a gas-

To ensure safe transit, the plant comes packaged in a very sturdy box and, as shown here, firmly screwed to a ply base.



powered boiler and fully reversible oscillating engine in a size compact enough to compete with solid and liquid fuel fired boilers with single cylinder engines. For projects with very restricted space and weight requirements, the plant is also available with a single cylinder 'Tyne' engine; this version also forms the basis of a bespoke kit that Miniature Steam Models has put together for the Caldercraft Joffre tug kit.

The Miniature Steam Models 2-inch Econo vertical boiler and Avon engine is currently retailing

at £544.79 (based on the exchange rate at the time of going to press).

A more in-depth bench top operational review will be included in a future Boiler Room article. ●



ABOVE: A comprehensive selection of all the bits and pieces needed to get the plant up and running are included. The only additional requirements are water for the boiler, gas for the tank and some light oil to lubricate the engine running surfaces.

BELOW: Put together, the plant makes for a handsome, fully operational, gas-powered boiler with a reversible engine, all mounted onto a single base, that's perfect for smaller models that might not have been considered suitable for steam operation before now.

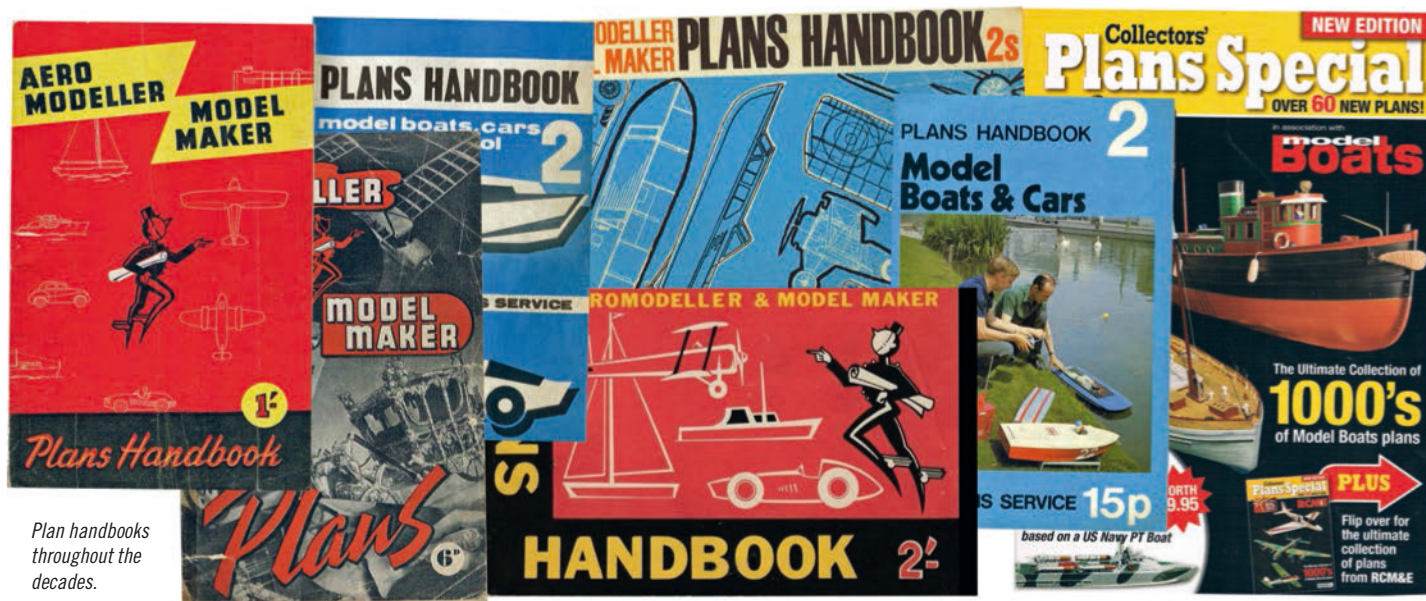
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Australia.





The Model Maker Plans Service

John Parker delves back into archives that chronicle the history of model boat building

Motor yacht Cynette built by Tom Prior to Plan No. MM762.



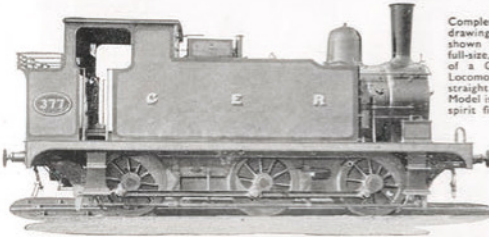
About 75 years ago, the Drysdale Press began compiling plans related to the articles it ran in its magazines *Model Cars* and *The Model Mechanic*. Some early nautical examples included the river cruiser *Dubarry* and a series of air-sea rescue launches. When the two magazines were amalgamated in 1950 to form *Model*

Maker the accumulation of plans continued apace, and a handbook had to be printed to make sense of them all. This combined the *Model Maker* plans with those of its sister magazine *Aeromodeller* and was emblazoned with the logo of a winged messenger delivering the latest plan by 'return of service'.

Over the decades the plan collection grew substantially, receiving a major boost in 1954 when Vic Smeed joined the staff of *Model Maker*, becoming editor in 1959 and overseeing the production of a large number of model boat plans, many of his own design. There have been several changes of publishers since then, and *Model Maker* became *Model Boats*, but the plans handbook was regularly reprinted to include the latest designs. In a surprise move, the plans service was sold to Traplett Publications in 2016, publishers of *Marine Modelling*, a competitor to *Model Boats*. With the demise of that company just shortly afterwards, there was some uncertainty as to the future of the plans service, but to the relief of modellers it was subsequently taken on by Sarik Hobbies, who run it to this day.

75 years of modelling history

The three-quarter century span of boat modelling represented by these plans reveal a history of the changing technology and tastes. Early plans were penned in an era of post-war austerity when materials were hard to get and accessories such as motors and fittings almost non-existent. Hull construction tended to be bread-and-butter, with enlarged non-scale proportions to carry the weight of home-built steam plants, wet cell batteries in glass containers and ex-disposal motors that had seen previous service in an aircraft bomb sight.



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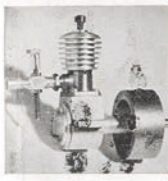
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A 1950s' advertisement for the plans handbook, priced at sixpence – posted!

Model internal combustion engines were taking the mantle of high performance away from flash steam and petrol engines, but lacking guidance, had to be tethered to run in a circle. Radio control was possible but unreliable and limited to the very few affluent enough to afford the hefty price tag, or experimenters able to build their own. As the economy recovered, model shops began to carry a range of kits and accessories for model boats and an ever-increasing range of scale fittings started a trend toward greater realism and lighter built-up construction. The plastic age had begun and introduced new products to the modeller such as fibreglass, polystyrene sheet and moulded fittings, while an explosion of specialist books appeared in bookshops providing ever-greater detail of the full-size subject matter, in turn placing more emphasis on a model's scale accuracy.

Radio control became more common in the 1960s and was in reach of many from the 1970s; with the risk of crashing somewhat reduced, models could become more intricate and detailed. Dedicated electric motors and fast-charge nickel cadmium

batteries made the fast electric boat possible and began its take-over of the high-performance category from the diesel and glow-plug powered craft, a trend accelerated

Fairey Huntsman built by Tom Prior to Plan No. MM680.



ABOVE: A new plan in the post – that next project?

by increasing legislation against the noise of internal combustion engines and the easy availability of high power from the modern brushless electric motor.

All these trends and more can be seen flicking through the pages of an old *Model Maker/MAP* plans handbook. The choice of subject is telling, too, and reflects the interests of the time. There has always been traditional craft, but the numbers of fishing boat and coastal steamer plans declined with their disappearance from our shores; there was a flurry of hovercraft designs in the 1960s when the full-size craft first made its appearance, but this soon died out; and space models were big for a time when the 'space race' was making headlines in the 1950s.

It would be a sad thing if this inadvertent chronicle of model boating history were ever to be lost to the world. Most of the designs are still quite capable of providing a workable model today, especially if upgraded with modern materials, motors and radio control.



Some classic examples

To illustrate this article, and hopefully generate some renewed interest in the old *Model Maker* plans, I have chosen some representative models and gone into a bit more detail in the case of two of them that were penned by that most famous and prolific of model designers, Vic Smeed.

Thornycroft MTB, Plan No. MM337

With this plan, announced in the August 1954 issue of *Model Maker*, Vic Smeed managed to combine good scale accuracy (by the standards of the day) with fairly simple construction in balsa and ply to produce a model of the 73ft Thornycroft MTB that remained in the best-seller list for a long time.

The example featured here was built by Denis Brouet around 47 years ago and still runs regularly at a local lake. He writes: "My model represents MTB49.... The bulkheads and deck are plywood whilst the hull is planked from Tasmanian oak. The torpedo tubes and torpedoes are fibreglass. A recent re-fit has seen the original two Mabuchi RS-540 motors replaced with brushless ones...". I hear Denis also has plans afoot to make the torpedoes operational.

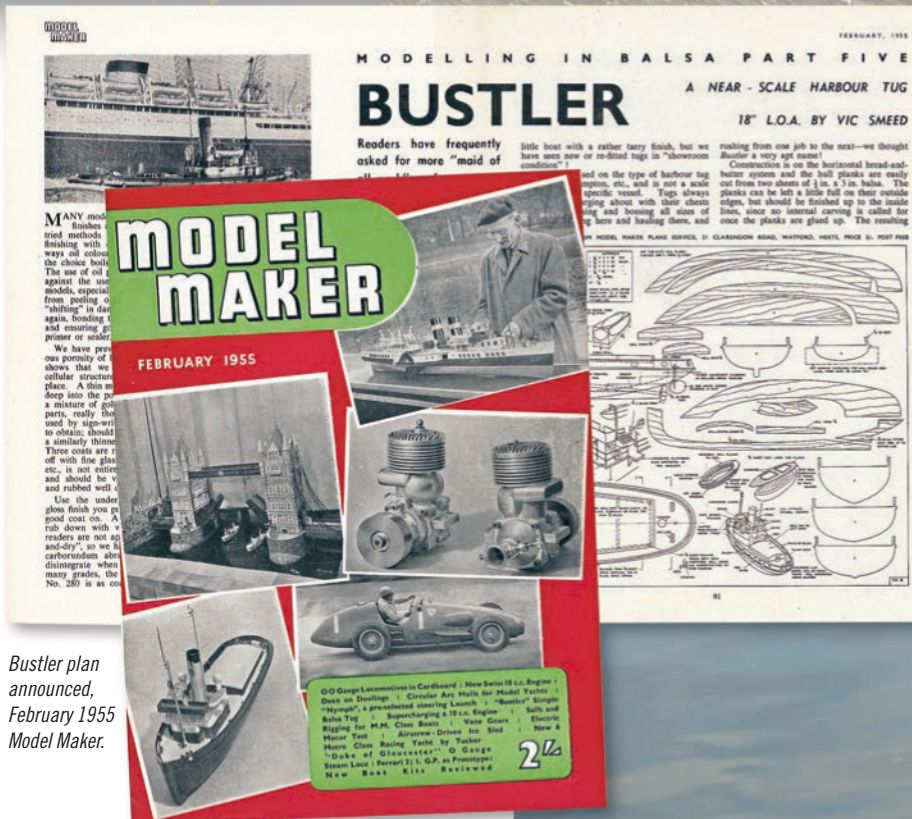


ABOVE: Thornycroft MTB plan announced, August 1954 *Model Maker*.

BELOW: Armoured cruiser Kent built by Phil Brain to Plan No. MM897.



Mississippi stern wheeler built by Tom Prior to Plan No. MM826.



Bustler plan announced, February 1955 Model Maker.

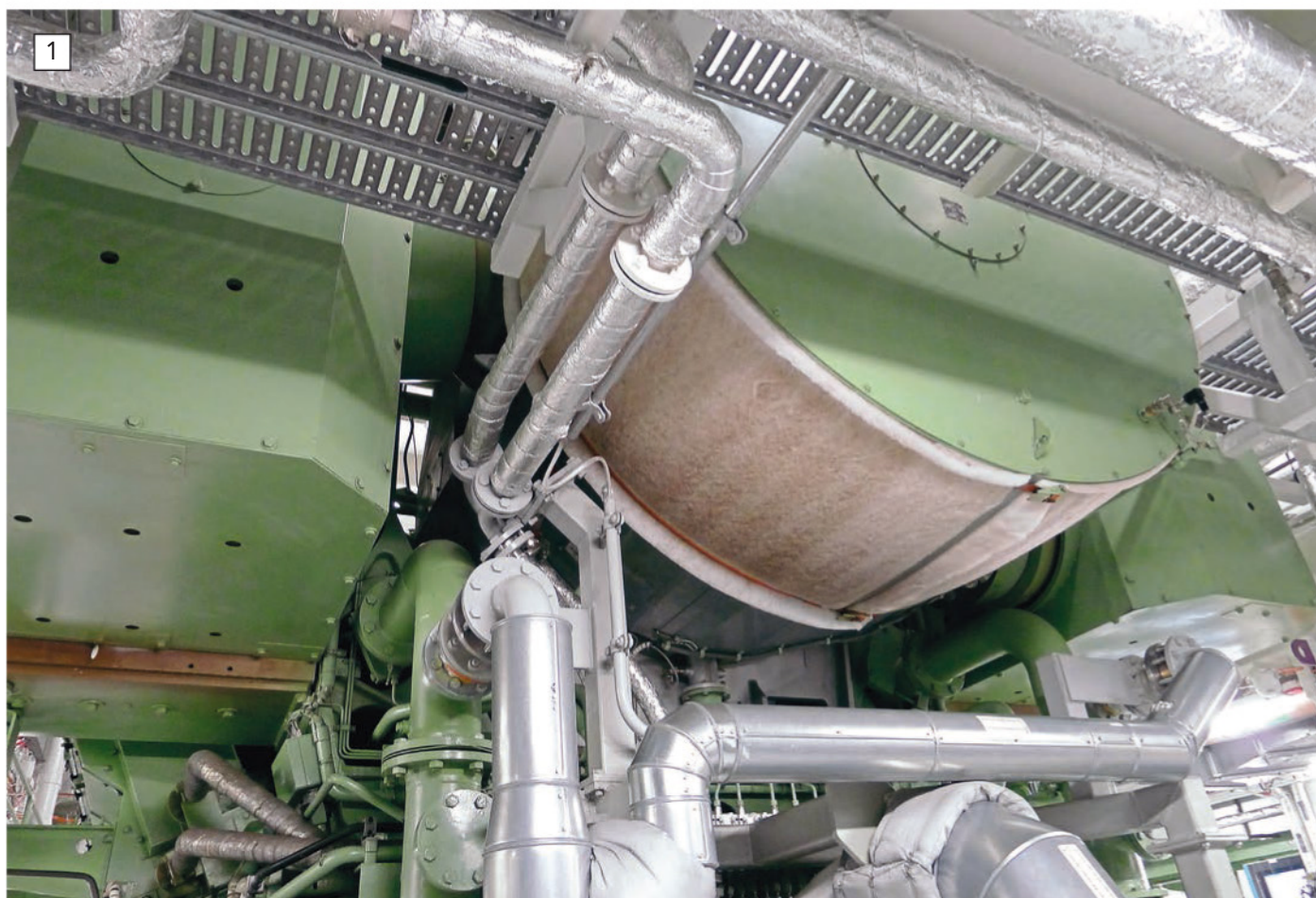
Bustler tug, Plan No. MM363

Part five of Vic Smeed's *Modelling in Balsa* series appeared in the February 1955 issue of *Model Maker* with this plan for a simple 18-inch (457mm) near-scale harbour tug. It featured 'bread-and-butter' hull construction with just five layers cut from two sheets of half-inch balsa. Sketches on the plan showed how effective fittings could be made from scrap and offcut material, with a small electric motor to provide the motive power (a Bassett-Lowke 1461, Taycol Star, Frog Revmaster or similar was called for).

Tom Prior, who built the example depicted here, was having none of this though. He used built-up construction and enlarged the size to 23.5 inches (597mm) long because he wanted to fit a low-profile steam engine he had built. "It is a horizontally opposed twin cylinder type, 5/16" (8mm) bore by 5/8" (16mm) stroke. On the main bearing I mounted a swivelling plate, servo-operated, with gears arranged to provide a reversing function." He describes it as "a reliable little steam boat." To which I would add, one of considerable charm and another fine example of what can be done with an old *Model Maker* plan. ●

BELOW: Bustler tug model built by Tom Prior to plan no. MM363.





Looking around the end of a large marine diesel engine you can quickly identify a number of different pipes. The different appearances relate to their purpose, from plain painted cooling water pipes to high temperature pipes with lagging and tin cladding or lagging and tape wrapped.



Want to create more convincing looking pipework? Richard Simpson shares some handy tips and tricks...

Some of you may remember the two new open steam launch builds that I described recently in Boiler Room, namely the German harbor launch in Boiler Room Pt. 122 (Nov 2021 issue) and Boiler Room Pt. 123 (Dec 2021 issue), and the *Wide-A-Wake* project in Boiler Rooms Pt. 129-132 (June 2022 and Sept 2022 issues). In both those projects one of the main aims was to produce a model that was, while not totally to scale, acceptable enough looking in terms of credibility. To this end, both models were weathered with a restrained approach, the aim being to give them each of them the appearance of a well-used and realistic steam-powered boat.

These models have generated conversation both at the pond side and via communications as regards the weathering processes I used, so I thought it might be worth looking a little bit more closely at the techniques and processes I employed to achieve the finishes ultimately obtained. Open launch type steam models lend themselves to adding character as well as realism, so wanting to make the engineering side of things look that little bit more credible has quite a bit of merit. This month, therefore, I would like to start off with the pipework and then, next month, move on to explaining what on earth possessed me to turn two beautifully shiny polished boilers into sooty, oily, hard-working versions.

Real pipe work

One of the most important aspects of weathering, whether you are looking at model railways, plastic armour kits or model boats, is to refer to reality. Copying weathering from another model is always going to produce less than acceptable results, as you introduce your own shortcomings on top of someone else's, so it's crucial you refer to either the real thing or, at least to photographs of the real thing, to guide you. I have an advantage of a lifelong career in a ship's engine room, so I have a good idea of what pipe work can look like but, even so, there's a huge difference in a modern cruise ship engine room and an open-hulled harbour boat from the 1940s. An understanding of pipe use, and just why the finishes are as they are, however, helps tremendously.

As an example, you will find that most fresh or saltwater pipes in a ship's machinery space are either bare copper or, if they're galvanized, maybe left with the bare zinc plating or painted to match adjacent machinery (see **Photo 1**). On the other hand, steam pipes will probably have a thick insulating cord wrapped around them, which is then covered with either plaster impregnated bandage or, more likely nowadays, foil tape, and have either been left



Even nowadays steam pipes will either be wrapped with thick insulating cord covered in foil or, in this case, thick insulating material with the foil covering pre-applied.

bright (see **Photo 2**) or have been painted. High pressure and high temperature fuel pipes will, again, be thick insulating cord wrapped and then have a tin plate cladding riveted together around them to provide a shielding. The overall final look of the pipes can, therefore, be quite different.

Model pipe work

So, the question now is how do we relate this into our model pipe work? I'm not suggesting we attempt simulating metal cladding and I'm not suggesting we try to emulate the perfect pipe finish for every different use of pipe we might have, but an understanding of the pipe's use and therefore a credible finish might just help us to elevate our pipework to a much more visually interesting look. In our models, of course, we are probably not going to have high

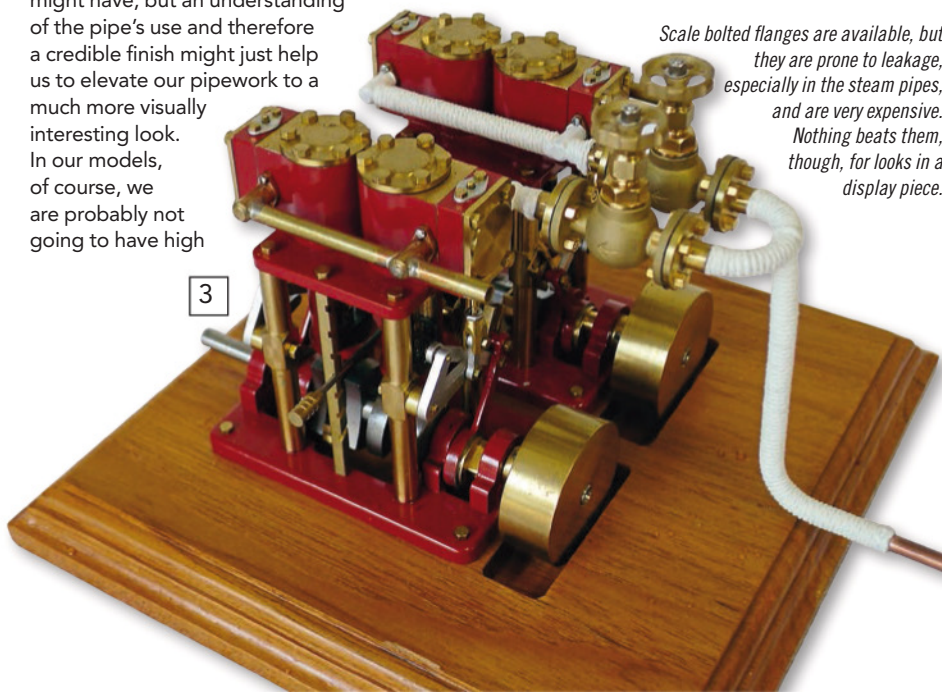
pressure, high temperature fuel pipes and we are also unlikely to have cooling water pipes, but there is a good chance we will have steam, inlet and outlet, gas and possibly feed water pipes, so let's just look at them.

Water pipes

If we have a feed water system in our model, then we can take an alternative look at the pipes.

Some modellers may want to go the whole hog and fit scale flanges, but they're very fiddly, notoriously prone to leaks and cost a fortune. They look good, though (see **Photo 3**).

Scale bolted flanges are available, but they are prone to leakage, especially in the steam pipes, and are very expensive. Nothing beats them, though, for looks in a display piece.



I'm happy with compression fittings but try to enhance them. The effect I am looking for is a well-used but well looked after plant. The first thing I do, therefore, once all the pipe work has been fitted and tested, is to give it a liberal wash with a thinned-down dark brown enamel. This will find its way into all little crevices and the nooks and crannies around the fittings and immediately enhance the shadows (see **Photo 4**). When this has thoroughly hardened, after a couple of days, I then polish the copper pipe with very sparse quantities of metal polish. Too much polish increases the chance of leaving a residue

BELOW: Typical pre-mixed enamel washes. For pipework purposes Richard usually further dilutes them down 50-50 with thinners so that the brass work remains visible once the wash has settled.





Liquid metal polish is fine but more difficult to control when you don't want the liquid polish hiding in the same nooks and crannies that you have just highlighted with a wash. This type of impregnated fibre polishing material is far more controllable.

and might remove more of the wash than required. I like to use the impregnated cotton type of polish such as the old Duraglit, which is now manufactured by under the brand name of Brasso (see **Photo 5**). Once this is then buffed up, the pipe will look like it has been frequently



Air conditioning sticky-backed silver foil is not cheap, but a roll will last a lifetime and can be used for various applications aside from steam pipe cladding. Richard uses his for a number of different tasks, including make canvas covers.

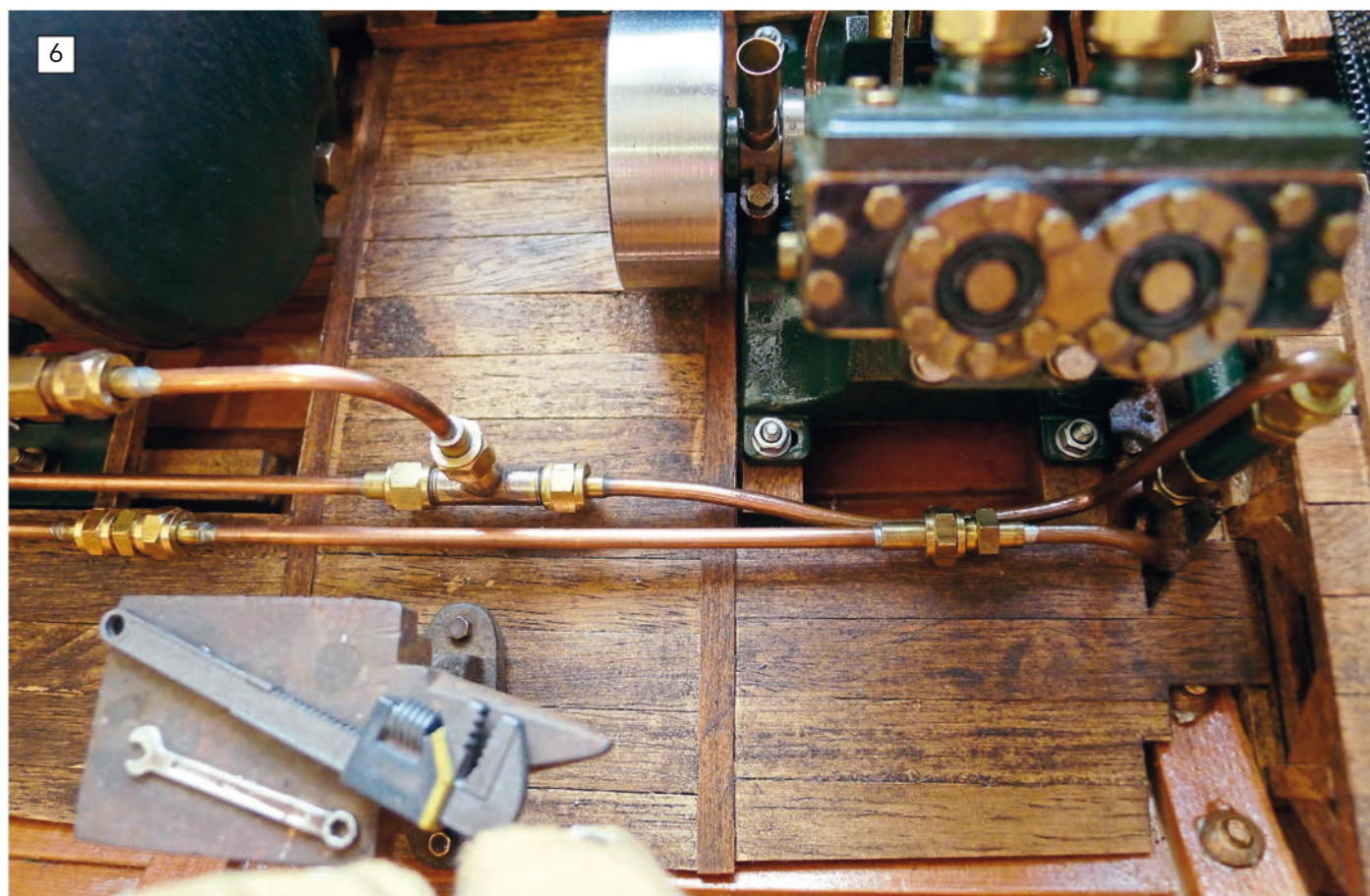
polished, but the fittings will continue to sport a patina that looks much more realistic than bright new brass (see **Photo 6**). You will also then find that, over time, the pipe dulls a little, allowing you the control of doing a little more selective polishing in some areas, thereby generating a much more visually pleasing overall appearance.

Steam pipes

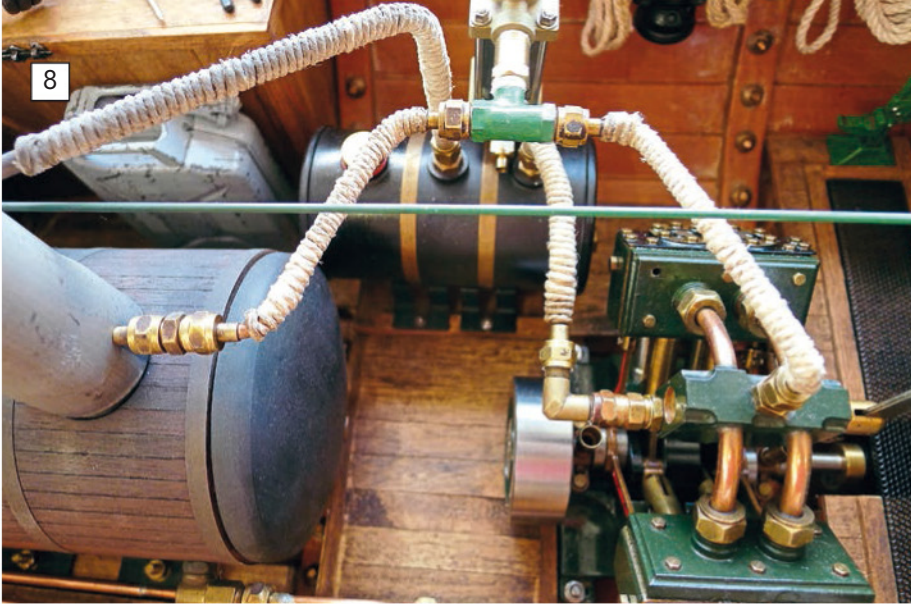
Steam pipes will always be lagged in some way or another. Traditionally, a thick asbestos-based cord was wrapped around the pipe, with then some sort of protective covering, but nowadays, of course, a non-asbestos

material is used.

A very common mistake with lagging steam pipes is to lag them and then paint them. Pipe work insulations works in the same as a string vest does, by trapping air amongst the fibres – which then does the job of insulating. As already mentioned, in real life the protective covering, to prevent the soft lagging from being scuffed off, could be sticky foil tape (see **Photo 7**), tin cladding or even plaster impregnated bandage, which is then frequently painted. This then leads modellers to think that the pipe should be painted without any



Water pipe work finished with an enamel wash then polished only along the top surface of the copper pipe. This keeps the pipe looking well maintained but also well used. A strategically placed rag also works well hanging on the pipe.



ABOVE: A collection of roughly lagged steam pipes going from the boiler into the engine, out of the engine into the separator, and from the separator to exhaust up the flue. Note, also, the exhaust pipe has been dusted with soot (airbrushed enamel paint) as it is next to the flue. BELOW: Just a test piece to show what can be done with quite thin copper pipe. The lagging in this case was quite fine string and the end only was sealed with foil tape. Richard went on to use this technique for steam winch and windlass steam supply pipes as a scale dummy example.



While admittedly for model railway use, the lagging, fittings and weathering are all on a piece of bent copper pipe from Richard's steam spares box and could just as easily be used, minus the plastic gantry of course, in a model boat.

protective cover. Painting the lagging will result in paint soaking into the air holes in the lagging fibres – basically, creating a solid mass of paint and fibre; this then does a reasonably good job of transmitting heat, so the surface of the pipe becomes hot again. If you are leaving the lagging bare, then I wouldn't recommend painting it. If you want to cover it, then the choice is yours. My own preference is to use a rough, cheap natural coloured string to lag a steam pipe. A spot

of cyanoacrylate glue anchors the first end, then, after wrapping along the length of the pipe, the last loop is tucked into itself before a final spot of glue is applied to anchor that end (see **Photo 8**). Branches and connections need to be planned before you start, but the way I do it is to lag the branches first, then the main pipe lagging over lays the joint to give a neat finish.

Another word of warning: do not wrap the lagging over the shank of the conical fitting



ABOVE: Even a section of black rubber hose looks much better when treated to the addition of some lagging and a little weathering. Here, nothing more than a very thin wash to blend it in with the surrounding machinery was required.

right up to the back of the connecting nut. If you do, you might find you cannot undo the nut to remove the pipe. Just lag up to the brass fitting. If you then want to clad the insulation, I'd suggest the easiest option is sticky-backed foil, such as used in the air conditioning industry, which can then either be left bare or painted. A test piece is shown here (see **Photo 9**).

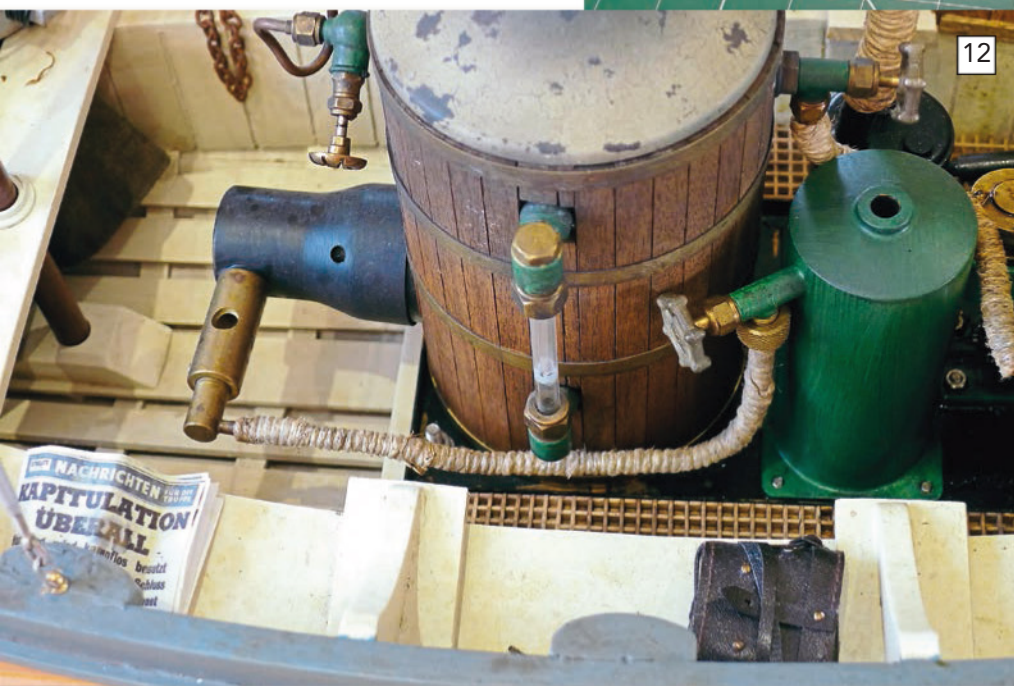
For a more period look I tend to leave the rough string and apply some light washes and possibly pigments to add some realistic weathering. You can even go as far as making realistic pipe clips and adding scale flanges to the outside of the pipe for a more convincing overall effect, as was done with this model railway example (see **Photo 10**). While that may initially seem unrelated to model boat steam plant, it's actually a piece of copper pipe with metal external flanges fitted, lagged with string, fitted with pipe clips made from brass plate, and weathered. It could just as easily be used in a model boat steam plant – without the gantry, of course.

Other pipes

Probably the only other pipes we might find in most common installations will be exhaust pipes and gas pipes. With these pipes you can basically use your imagination. I have even wrapped rubber exhaust pipes with rough string to simulate lagging, as I particularly dislike looking at rubber pipes in a plant that I'm trying to make as realistic as possible.

Illustrated is a quick and easy improvement that saved me the job of making up a copper pipe, and the pipe can still be pushed on and removed as required because the string remains flexible (see **Photo 11**).

“Don’t be afraid to experiment but do give some thought to what the pipe in question is doing and therefore what might be an appropriate look”



ABOVE: While working on an open launch, Richard decided to have a go at lagging a gas supply pipe. After a couple of outings, he’s happy to report this shows no signs of having suffered under the effects of the hot burner, and while he’ll obviously be keeping an eye on it going forward, all going well will repeat this on future projects.



Even a very simple compact plant with only a couple of pipes can be elevated by the use of some lagging and a bit of weathering to make a much more realistic looking steam set up. Richard has found this also seems to attract more comment than a highly polished example.



ABOVE: A complex boiler flue Richard made a few years ago to fit a steam coaster model. The engine steam exhaust was initially painted; however, realizing the error of his ways, Richard later applied lagging and foil covering. Insulating the boiler flue might be worth doing in an enclosed model.

Gas pipes tend to be of a small diameter and while they may be at ambient temperature in the middle, they could be lower where they are connected to the tank, and much higher where they are connected to the burner. I tend to apply a wash and then polish the pipe as I would with a water pipe. I am sure that if you tried painting them the paint would blister at the burner end and be potentially hazardous, and lagging might get very fiddly with 1/8-inch copper pipe. In an open boat, however, temperatures are more stable and this one looked better for it, particularly as there were only a couple of pipes around the plant; making the most of them, therefore, seemed worthwhile (see **Photo 12**).

As a final note, in enclosed models it may well be worth considering lagging the boiler flue to help keep the internal temperature down, so the same lagging and cladding process may well be a good idea. Working on the model illustrated proved to me the folly of painting the string lagging on the exhaust steam pipe, so this section was redone with string and silver foil (see **Photo 13**).

Experiments in realism

There will, of course, always be those modellers who prefer a pristine looking model, and one can’t deny the fact that a highly polished plant with varnished boiler cladding looks simply superb. Those who want to try for a more realistic looking model, though, might just want to try out different pipe finishes to achieve a credible and more in keeping with the character of the model effect. Don’t be afraid to experiment but do give some thought to what the pipe in question is doing and therefore what might be an appropriate look. Even nothing more than string lagging on a very simple plant can, with a little creative weathering, make a huge difference to the overall appearance (see **Photo 14**). ●



The spirit of the hobby, beautifully captured by Chris Mead of the Kirklees Model Boat Club.

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

One moment, one morning

I realise that the attached photo is probably not the usual image for 'Your Models' page, but I thought it may be of interest, nevertheless. It was taken at one of the recent weekly Sunday morning sailing sessions of the Kirklees Model Boat Club in Wilton Park Batley.

Early in the day, the watery morning sun is quickly burning away the last remnants of the

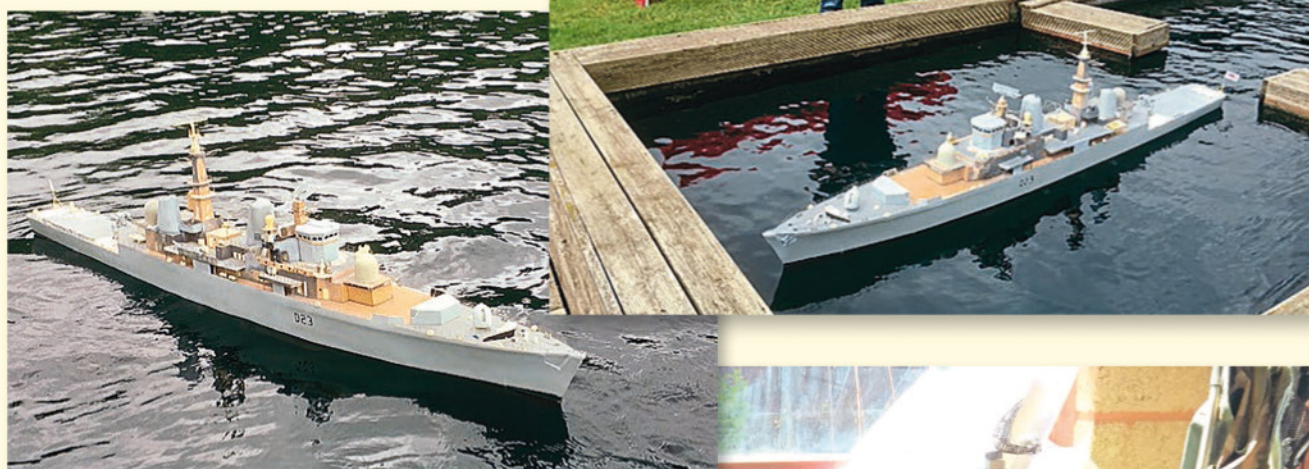
dawn mist. Club members are beginning to arrive and prepare their vessels for sailing, the first boat on the lake being a steam powered tug. There is not really much more to add, other than to say it epitomises the appeal of the hobby for me.

CHRIS MEAD
KIRKLEES MBC

You've got a really good eye for photography. This is an incredible shot. I love how you've captured the play of light and shade, how you've managed to frame the scene so to the viewer it appears as if he/she could simply step right in, and how it goes way beyond the visual in sensory terms. Ed



Fortunate to have been given onboard access to HMS Bristol, Rob Griffin has now almost finished his own splendid 1:72 tribute to her.



HMS Bristol

I thought I would share some photos of my model of HMS Bristol with you. She's currently still a work in progress as I am trying to make her as accurate as possible. Fortunately, in the past I've spend a lot of time aboard the 1:1 ship, being allowed to roam freely, thanks to my friendship with her last Commanding Officer. I've modelled her to 1:72 scale (so she just fits into the back of my Kia Magentis), and she features lighting, sound, stabilisers a traversing turret and rotating radar. Recent trials have shown her to be a very stable model and, although not quite finished yet, I think she really looks the part on the water.

ROB GRIFFIN
EMAIL

She's splendid, Rob! Ed





Murray River Paddle Steamer

I thoroughly enjoyed John Parker's piece on the Murray River Paddle Steamers in the November issue.

As a family we spent many holidays water skiing on the Murray River. 40 years ago, while in Echuca, we came across this paddle steamer on the other side of the river in Moama. I made a quick sketch of it, which I kept as a souvenir, and then completely forgot about until I started teaching our 9-year-old son to make some simple balsa boats based on the ski racing boats that compete in the Southern 80 Ski Race, which finishes in Echuca. When I pulled out my sketch and showed it to him, he was fascinated and asked if I'd have a go building a model of it.

This resulted in a generic representation of one of these craft rather than a scale replica of a specific vessel. All of balsa construction, its size was dictated by the rim circumference of the dog food cans I used to create the paddle wheels! I motorised the model by salvaging the drive system from a broken Tandy Sherman tank we just happened to have.



ABOVE: Some years later, the 'quick sketch' he made riverside proved the inspiration for this generic but beautifully detailed and accessorised model.



John Graby's superb sketch of a Murray River paddle steamer.

Installed in the boat and run on only 1.5 volts, this provided a realistic speed, as well as days running powered simply by a pair of alkaline batteries, wired up in parallel if required. Due to the very low freeboard, however, it can only be sailed on very smooth water.

As John points out in his article, these boats were workhorses and carried mixed cargoes, which I tried to capture with the help of some extra detailing. The lumber on the back deck hides the rudder servo, which had to be mounted somewhat proud of the deck as there was limited room in the rather shallow hull.

Prior to John's feature, this model had sat idle for the better part of 38 years, so please thank him for inspiring me to dig it out and dust it off.

JOHN GRABYN
EMAIL

I am so glad you did, John! Despite your modesty, you are clearly a man of many talents. Not only is the model excellent and charmingly detailed (loving the tethered cow!) but your 'quick sketch' is absolutely gorgeous. Ed



LCT1365, LCT(4).



LCT119, LCT(2).

LCT trio

Lockdown saw me looking for a project and after digging around in the loft I found two part-built landing craft, started almost 20 years ago. LCT1365, an LCT(4),

was about 80% complete and had previously sailed, so was easily completed. Only the hull had been tackled on LCG939, also an LCT(4) type, before the project had stalled due to lack



Race ready Cigarette

I thought your readers and Ray Wood would like to see a few photos of my latest build 'The Cigarette', constructed from Ray's plan (MB May 2021 issue).

While the plan forms an excellent basis for a model, I have always admired the boat, so right from the off my intention

was to incorporate some extra detail for a more scale like appearance. After studying the many images found online, therefore, I added all of the fittings and decals shown and three crew members (modified Star Wars figures). For the rear air inlet/outlets I used model aircraft air vents, available from SLEC.

I also replaced Ray's suggested motor/battery combination with a brushless A2212/10T 1400KV outrunner, supplied by a 3S 2200mAh Lipo driving a standard 35mm prop. On the water, this has provided excellent performance. As a result, the model has a scale-like appearance in a straight line and she turns really nicely, too.

There are now four 'Cigarettes' that have been built by members of the Potteries Model Boat Club, with another two on the building board, so next year we plan to have our very own 'Cigarette' race series.

ASHLEY COOPER
EMAIL

of guns – a 3D printer solved that, and provided a lot of other fittings, and the model sailed in 2021, although is not quite complete yet. The next logical step was to 3D print everything, hence LCT119, an LCT(2). I started her in August 2021 and sailed her in October 2022. She still needs rigging and is a little underpowered.

ANDREW EGAN
EMAIL

What a terrific trio! Hopefully, last month's prize draw winner will find his/her 3-D printer equally as useful. Ed

LCG939, LCT(4).



I am sure Ray will be delighted to see what a great job you have done of building your own customised version based on his plan. And how exciting that you and your fellow club members intend to run your very own 'Cigarette' race series in the near future. If there's someone able to take a few on water action shots, please send them in so that we can share. Ed



The model which Ashley Cooper based on Ray Wood's plan for the 'Cigarette' but then cleverly customised and detailed.

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, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR**

Identifying Julie

Further to Michael Bogley's letter about the Vosper restoration of 'Julie' on page 68 of the December edition, I am sending you a photograph of the finished model from Vic Smeed's 1979 book *Model Ships*.

The text which accompanies the photograph reads: "One of the bigger kits available is this 52in (1320mm) Vosper Fast Patrol Boat for 10cc engines produced by the British firm of Veron". I hope this helps Michael.

TONY HADLEY
EMAIL

Gold! (Sorry, couldn't resist, Tony). Unfortunately, however, as much as I'd have liked to reproduce the image you've kindly sent, I've had difficulty getting hold of the publisher in order to seek permission and can't risk getting into deep water by breaching any copyright that may be attached. But while now out of print, secondhand copies of this book can be still be picked up very inexpensively online. **Ed**



Felt not foam

I was interested to read David Marks letter (MB Dec 2022 issue) regarding using foam as the cushioning material on model boat stands. I've also experienced a reaction between certain foam type materials and paint. I now always use a felt-like material available from a certain Swedish furniture store, which is sold in large sheets as draw liners. Many boats later, finished with many different paint types, there has so far never been a reaction between one of my boat and its stand.

ASHLEY COOPER
EMAIL

Thanks for giving us the nod on this tried and tested alternative, Ashley. Much appreciated. Ed



Kenwith Castle MBC invitation

Formed in the 1980s, Kenwith Castle Model Boat Club is a small, friendly club. Currently comprising some 25 members, we are privileged to have access to the beautiful lake at Kenwith Castle Care Home in North Devon, situated between Westward Ho! and Bideford.

Our members enjoy static and scale models, power boats and

yachts, with a number of One Metre and Marblehead yachts sailing regularly. The emphasis is on enjoyable boating with friends rather than competitive racing. Have a look at our website www.kcmbc.weebly.com where there is a photo gallery giving a flavour of the type of craft we sail.

The lake is weed free, and we have a launching pontoon complete with hydraulic lift for heavier boats. We also have a

Fancy sailing on this fabulous, picture perfect lake? If so, the Kenwith Castle Model Boat Club in North Devon is extending an open invitation to anyone interesting in finding out more about membership.



rescue boat used for recovering craft that have run aground or broken down. Models are restricted to sail or electric motor only; fast electric craft and IC are not allowed.

We generally meet Wednesday and Saturday afternoons, as well as on Sunday mornings, at the lake, although access at other times is available. We would be happy for anyone interested to visit us there, but please ring one of the numbers below first to

make sure someone will be there.

We hold a number of social events, such as picnics, throughout the year (although they have been a bit sparse over the last few years due to Covid), travel to other club's events and endeavour to host events ourselves.

Also, we hold a number of fundraising events for the Appledore lifeboat. 75% of the monies raised go directly to the local lifeboat, the Mollie Hunt – a

Tamar class all-weather boat, and are used for purchasing equipment specifically for its needs. The remaining 25% goes to the local RNLI lifeboat guild. To date we have raised over £5,500.

Membership costs £25 per annum, which also includes spouses/ partners. We gather once a month at the North Devon Golf Club for our club meeting and a get together. We welcome new members, who will be assured

a warm reception, whether experienced model boaters or novices. Please contact Rik Sell, our chairman, on 07434 270450, or our secretary, David Hunter, on 01237 478753 for more details.

**STEPHEN MURCH
KENWITH CASTLE MBC**

Thanks for this open invitation, Stephen, and wow, what a beautiful setting for some leisurely sailing. Ed

A great day was had by all at the September 25 Open Day at the Manvers Waterfront Boat Club.



Manvers Waterfront Boat Club Open Day

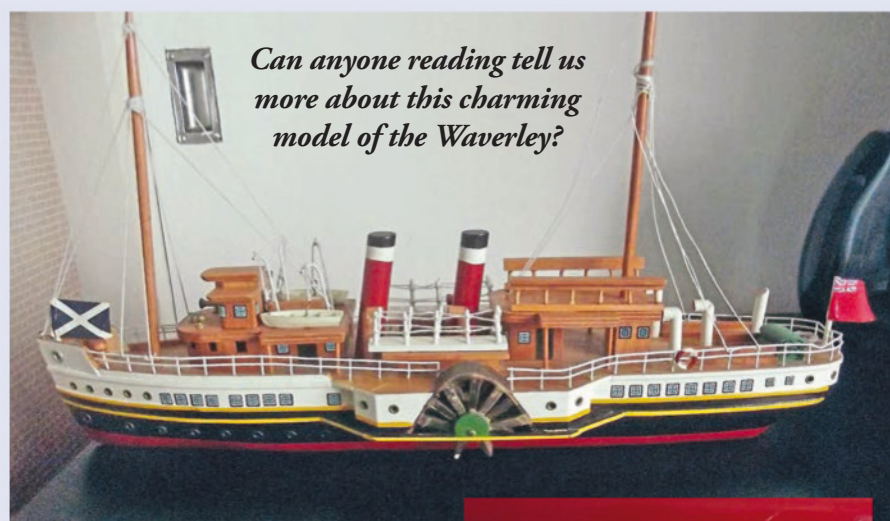
On Sunday, September 25, those of us in the model section of the Manvers Waterfront Boat Club held our first open day. Unsure as to how many exhibitors would turn up and display and sail at our venue, I was overwhelmed when by mid-morning an amazing 50 scale models of all descriptions, from scale tugs to hovercrafts, work boats, steamboats, and even two submarines, were being both statically

exhibited and displayed on the water. We were also joined by members of the Kirklees Model Boat Club. This made for a superb day. The weather was in our favour and even the breeze that developed into the afternoon was fair for late September.

A big thank you, therefore, to all who supported the event. We have more events planned for 2023.

STEPHEN PERKINS
mwbc.org.uk

Glad it all went so well and that everyone had such a great day, Stephen. Please keep us posted on those future events so that we can flag up details in good time for anyone interested in attending. Ed



Waverley

I wonder if you can help me. I recently purchased a model of the paddle steamer Waverley that used to sail on the Clyde, and I

am trying to find out more about it. All I have managed to glean so far is that it was produced by, or for, Elgate Products around 20 years ago (I think), although I am not sure whether it was sold in kit or ready-built form or where it would have been manufactured. Any further information would be gratefully received.

ERIC DA-COSTA
EMAIL

What a lovely display piece! And what an apt inclusion for the Letters pages of the issue in which we are running Fraser Gray's spectacular photo special on this iconic paddle steamer. The script on the labels visible in your photos, i.e. "The House of Valentina" is a registered trademark of Elgate Products Ltd" and "THIS IS NOT A TOY. FOR ORNAMENTAL USE ONLY", suggests to me that the model was probably produced for the gift, rather than hobby, market, Eric, making it likely this was sold as a finished item rather than in kit form, but I may be completely wrong. Can anyone reading tell us more? Ed





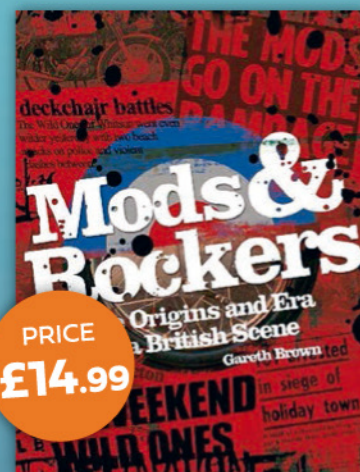
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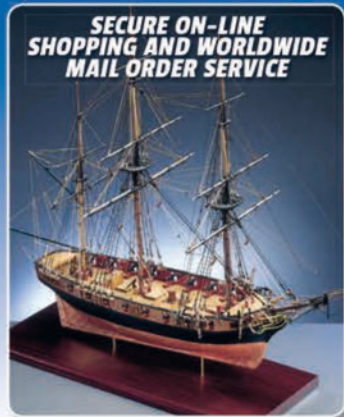
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Americas Cup Challenger 1:80 480mm	79.00
Arno XI Ferrari Timossi 1953	381.00
Arrow Gunboat 1814 470mm	93.80
Bellezza Italian Sports Boat R/C	153.00
Bismark 1:200 Scale	490.00
Bluenose Fishing Schooner	87.00
Bragezzo Venetian Fishing Boat	75.00
Chinese Pirate Junk 400mm long	84.00
Dorade Fastnet Yacht 1931 1:20 Scale	279.95
Endeavour Americas Cup Challenger Built Hull	248.00
Fife Scottish Fishing Vessel R/C 700mm	224.00
Greek Galliot 18th Century 1:65	103.00
New Bedford Whaleboat 1:16 Scale	112.00
Rainbow J Class Yacht 1:80 Scale	79.00
Riva Aquarama - Italian Runabout 850mm	318.00
Q-Ship Hunter 1:60	94.96
Sexy Lady Riva type launch R/C	173.00

Billings

Andrea Gail - Perfect Storm B608 Static	118.00
Bluenose B576	158.00
Colin Archer Static B606	98.00
Cux 87 Krabbencutter B474	145.00
HMS Victory B498 Expert Range	500.00
HMW Renown B604	91.00
Havmagen Fishing Boats B683	82.00
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Marie Jeanne B580	130.00
Nordlandsbaaden B416 Experienced kit build	158.00
St Roch B605	130.00
Smit Rotterdam B478	342.00
USS Constitution B508	281.00
Viking Ship Oseberg B720	233.00
Wasa B490 - Expert Range	356.00
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Caldercraft R/C Boats / Aerokits

Alte Liebe Harbour Tug C7020	398.00
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Cumbræe Clyde Pilot Cutter C7009	354.00
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Schaarhorn Steam Yacht C7021	505.00
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Caldercraft Nelsons Navy

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HM Yacht Chatham C9011	119.00
HMAV Bounty C9008	256.99
HMS Cruiser 1797 C9001	269.00
HMS Jalouse 1794 C9007	295.00
HMS Victory 1781 C9014	980.00

Corel Static Display Kits

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Amphion 18th Century Swedish Yacht SM20	225.00
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HMS Bellona 74 Gun ship SM54	418.00
HMS Victory Corss Section 1:98 SM24	121.00
HMS Victory SM23 1:98 Scale	442.00
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Disar Models Static Kits

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Atrevida Cannon Boat	95.00
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Barquira Cantabrian Motor Fishing Boat	104.00
Laud Del Mediterraneo	74.00
Merucera Fishing Longline Boat	104.00
San Luis Spanish Galleon 17th Century	121.00
World Salvado Falua	85.00

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Golden Hind 1577 1:72 Scale	126.00
Greek Bireme 1:72 Scale	51.00
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La Real 1:72 Scale	345.00
Le Cerf French Cutter 1:72 Scale	179.00
Maria HF31 1:72 Scale	130.00
Nina 1:72 Scale	93.00
Nuestra Senora 1:72 Scale	710.00
Pinta 1:72 Scale	89.00
Santa Maria 1:172 Scale	130.00
San Martin 1:72 Scale	310.00
Viking Longship 1:35 Scale	130.00
Viking Ship Gokstad 1:35 Scale	128.00
Viking Ship Knarr 1:35 Scale	116.00

Dumas Navel and Patrol R/C Boats

PT-212 Higgin 78" Patrol boat DUM1257	208.00
SC-1 Class Sub Chaser DUM1259	215.00
Us Army Tug St-74 1941 DUM1256	127.00
U.S.S Crockett DUM1218	221.00

Joysway

Binary Cataman Yacht RTR 2.4GHz	118.74
Bullet V2 ARTR 2.4GHz	189.95
Dragon Force 65 V6 ARTR 2.4GHz	237.00
Dragonflite 95 ARTR Yacht	427.49
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Mad Shark Brushless V2 RTR 2.4GHz ABS	189.00
Orion V2 Yacht RTR 2.4GHz	137.00
Rocket V2 Brushless PNP	169.99
Sea Drifter EP Brushless RTR 2.4GHz	341.99
US.1 RTR Brushless 2.4GHz V3 RTR	247.49

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Antares sailing yacht With Rigging Set 1260mm	643.00
Borkum Island Supply Vessel Inc Fittings	448.00
Lisa M Motor Yacht	124.00
Muritz 650mm Length	169.99
Grimmershorn Motor Vessel	289.00
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Antares With Rigging Set	643.00

Mantua & Panart R/C Boats

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Bruma Open Cruiser Yacht	214.00
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RMS Titanic 1:200	950.00

Mantua Static Display Kits

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Arm 82 Dutch fishing boat 1:25 Scale	91.00
Armed Swedish Gunboat 1775 1:35 Scale	146.95
Dutch Naval Gunboat Cannoniera Olandese 1:43	215.00
Gorch Fork German Sail Training Ship 1:90 Scale	322.00
HMS Endeavour 1768:1:60	194.00
HMS Victory, Nelson's Flagship 1:98 1070mm Long	322.00
La Couronne French Warship 1636 1:98 Scale	314.00
La Madeline French Fishing Boat 1:50 Scale	107.00
Mercator, Belgian Sail Training Ship 645mm Long	175.00

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Calella Light Boat 1:15	49.94
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Buccaneer Pirate ship 565mm Length	89.95
Aurora Brig 682mm long	121.00
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Mississippi Paddle Steamer	185.00
Ulises Ocean Going Tug OC61001	218.00
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N S Mercedes Spanish Frigate 1:85 Scale	225.00
Endeavour 1:54 Scale	239.95
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Amerigo Vespucci 1:100 OC15006	340.00
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Montanes 74 Gun Ship of the line 1:70 Scale	395.00
Nuestra Senor del Pilar 1:46 Scale	395.00
San Ildefonso 1:70 Scale	395.00

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Amerigo Vespucci, Italian (741)	745.00
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HMS Victory Nelson Flagship 1:78 (738)	475.00
Open Whaler 1850 1:16 Scale	160.00
Panart Section Between Gun Bays	162.00
Venetian Passenger Motor boat 1:28	259.00

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Paula III R1159	153.00
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Sergal Static Display Kits

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French Xebec Sciabecco Francaise	89.00
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HM Bomb Vessel Granado 1:64 Scale	269.00
HMS Fly 1776 1:64 Scale	259.00
HMS Pegasus 1776 1:64 Scale	339.00
Mercury 20 Gun Brig 1:64	343.00
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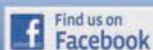
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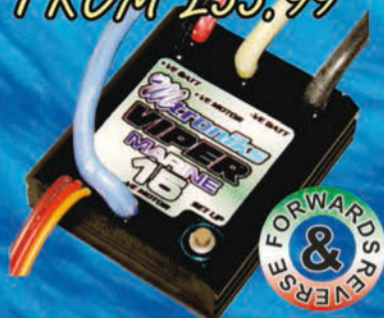
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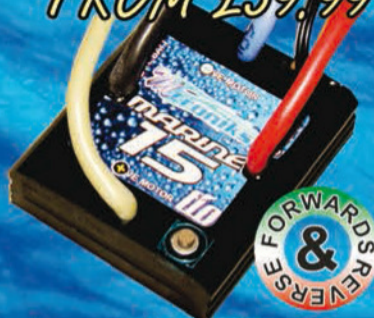
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BUILD EXPERIENCE REQUIRED ***
(NOT FOR THE BEGINNER)

Boats

Y.M. EVENTIDE

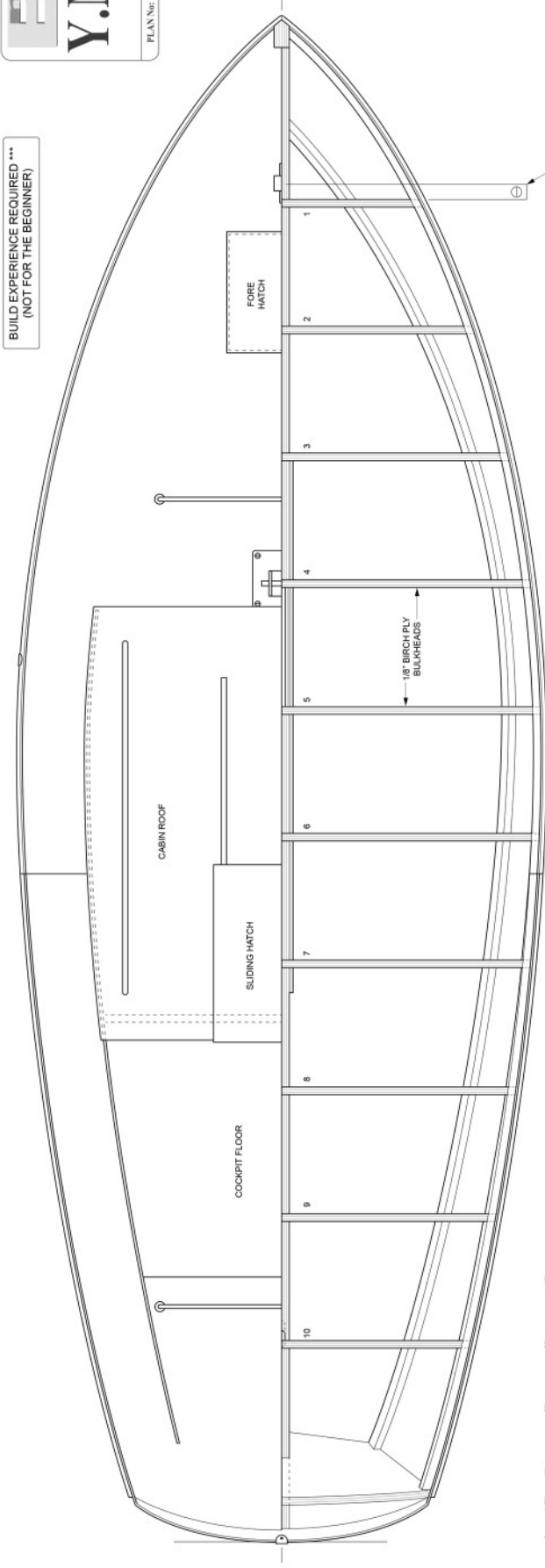
BY RAY WOOD

PLAN No: MM1167 No. OF SHEETS: 1 OF 2 First published in Model Boat January 2013

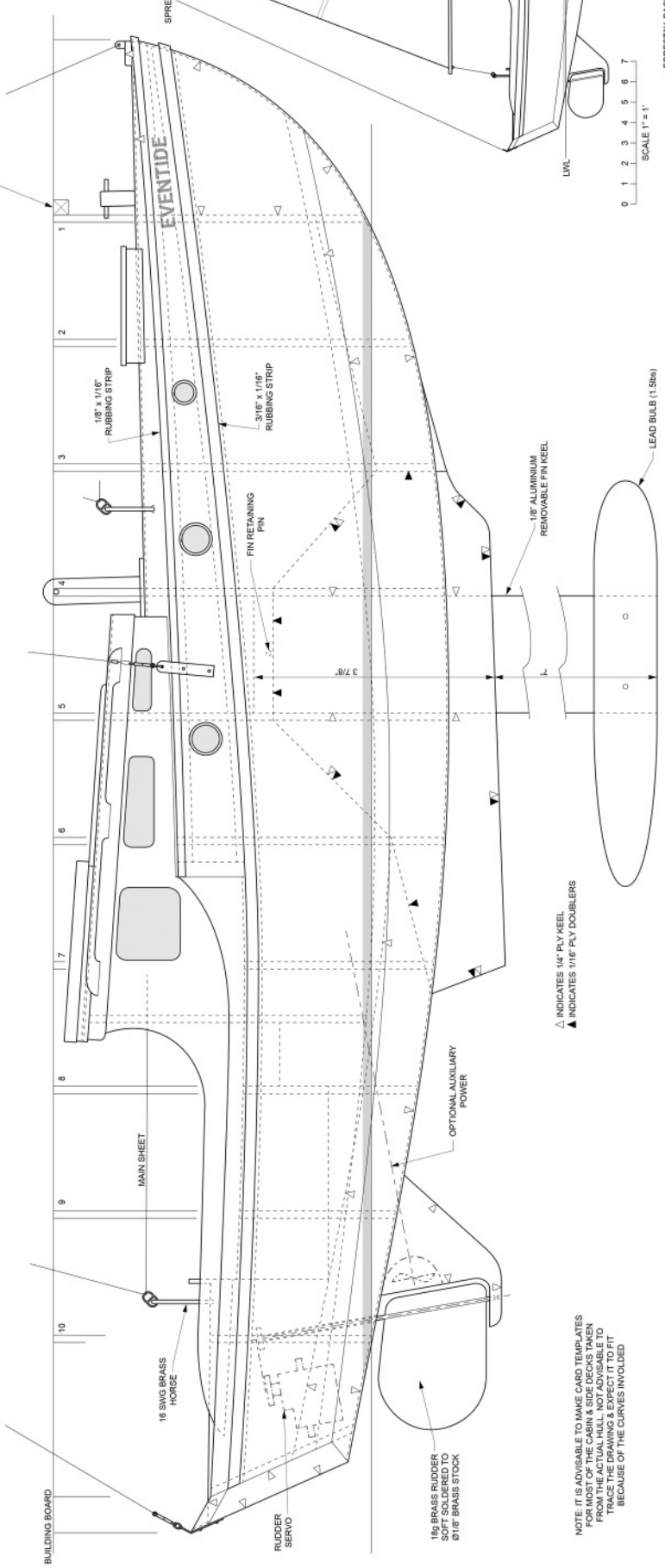
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LAMINATED SPRUCE MAST
1/4" x 1/4"
SPRUCE BOOM
1/4" x 1/4"



1/12 SCALE 1" = 1'

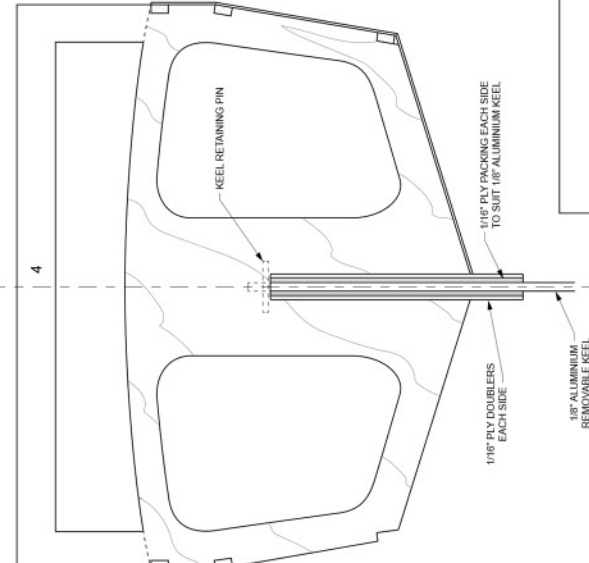


△ INDICATES 1/4" PLY KEEL
▲ INDICATES 1/16" PLY DOUBLERS

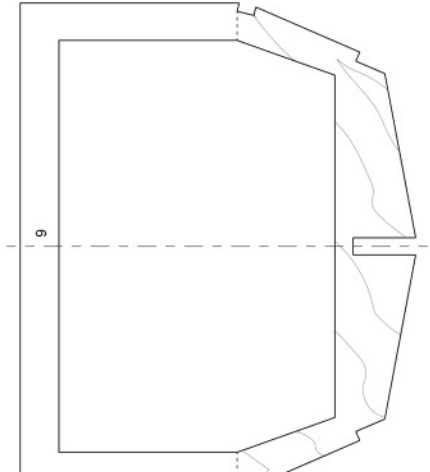
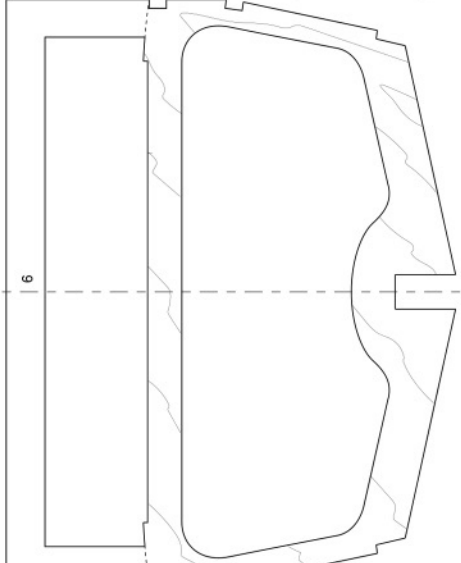
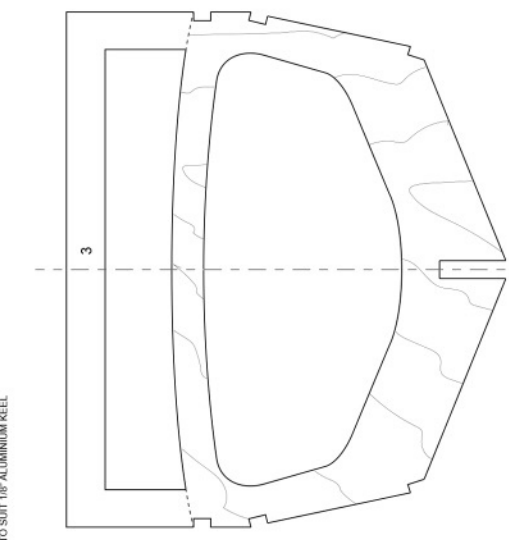
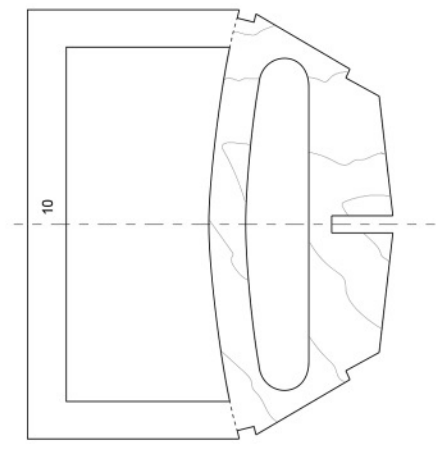
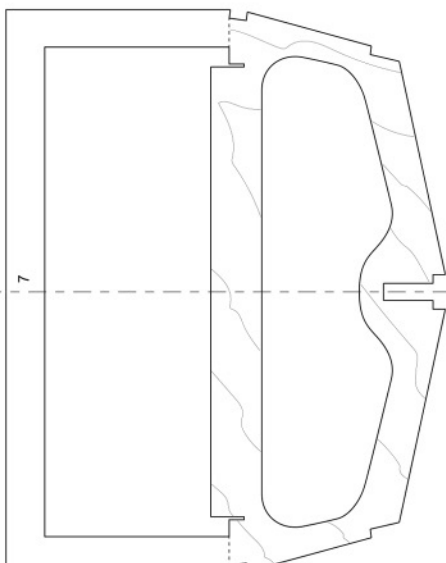
NOTE: IT IS ADVISABLE TO MAKE CARD TEMPLATES FOR MOST OF THE CABIN & SIDE DECKS TAKEN FROM THE ACTUAL HULL. NOT ADVISABLE TO TRACE THE SHAPES DIRECTLY FROM IT BECAUSE OF THE CURVES INVOLVED

EVENTIDE SAIL PLAN
PROTOTYPE SAILS BY NYLET

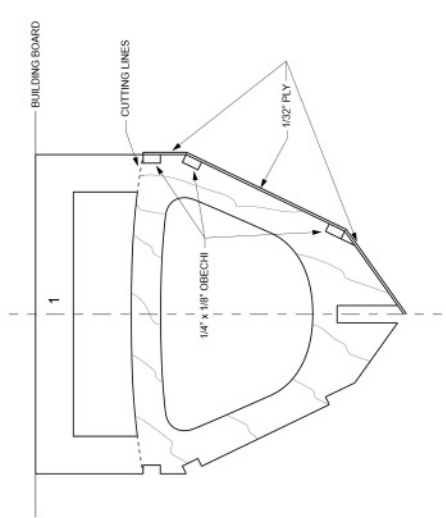
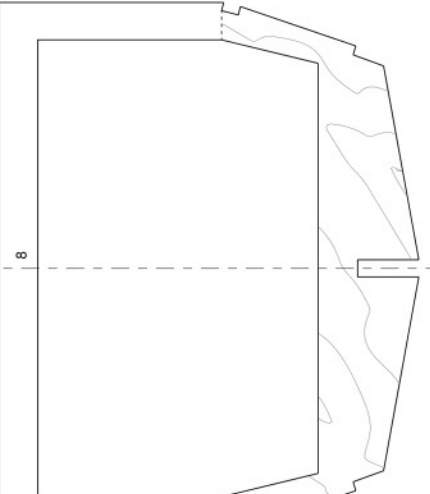
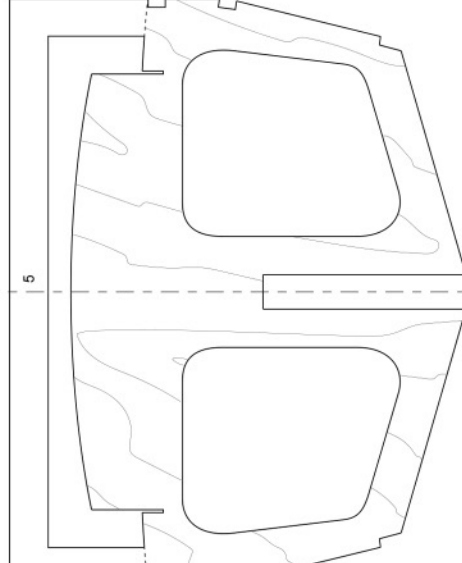
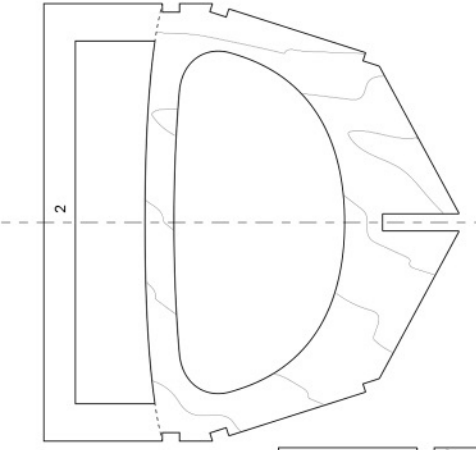
STANDING RIGGING
FIBREGLASS BACKSTAY & SPRUCE FOOT SAILS
PLASTIC COATED, 3/16" BREAKING STRAIN WITH CRIMPS OR BOTTLE SCREWS



NOTE: TRANSOM NOT DRAWN - MEASURED
IN SITU TO SUIT, FLAT OR CURVED



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"SAILING MODELS"
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Boats
Y.M. EVENTIDE
BY RAY WOOD

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