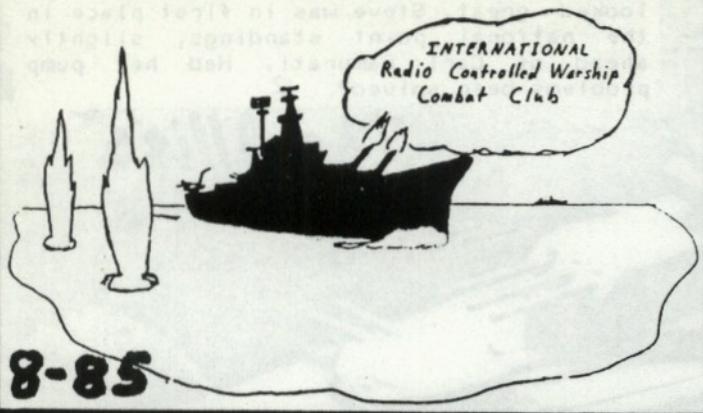


HULL BUSTERS



INTRODUCTION

Single shot combat is almost perfect! More people had more fun at this year's Championships than at any other previous event in the world!.....? Well, find yourself a comfortable corner and relive the magic of Championships as recorded by the distorted old-man-Jass, space cadet. Us Axes may need to insert a slab of baloney over both ears to act as filters. I know, we all have a big supply as it was the only thing the allies could dish out! Oh Yaw, I still need Logos for Hull Busters, don't be modest, please send them to me.

THE RULE CHANGES

By: Fluegel

At this time nobody knows what the mail in votes will be. The opinions I express are speculative, yet I will give them an 80% probability of being accurate. Hopefully, the next Hull Busters should have a complete and official rule set if the Executive Board will provide me with one in a timely fashion. As the ballet will be presented as a package to the voters, I believe that all the changes will be accepted. The following list is a paraphrased sample of some of the more important changes.

- 1.) Superstructure hits will no longer count. Superstructure may be made of any material and does not need to be penetrable.
- 2.) Hull hardeners test will be changed from a 12" drop test to an 18" test.
- 3.) Instead of having 3/8" ribs spaced every 3" and a solid inch in the bow and stern, which calculates to 12 1/2% of impenetratable Hull, ribs no closer than one inch. #157 is the new rule.
- 4.) Battleships over 33,000 tons will get 6 units. Battleships 25,000 tons to 32,999 tons get 5 units. Battleships 24,999 tons and under get 4 units. All weights are based on "As Built" tons.
- 5.) Speed Rule.

Prototypes	Max Speed	Model	Max Speed
35 knots +		22	Seconds/100 feet
30-34 knots		24	" " "
25-29 "		26	" " "
20-24 "		28	" " "
15-19 "		30	" " "
14-1 "		32	" " "

- 6.) A rotating turret will be allowed with the following restrictions. The turret must have only one gun and it can rotate from the side, 90° to an already gunned bow or stern quadrant.
- 7.) All battles must be fought with single shot guns. As these changes are not official and won't take affect until January 1, 1986. I will keep this article brief. As a whole, I believe this Executive Board has worked very hard and has improved the magnificent Obsession.

The 1985 NATS

SUNDAY OPEN POND

We drove from Lombard, Illinois in caravan with the Stevensons from Wisconsin. We were all buttoned up in our air conditioned Cessna Gray Chevy wagon and didn't realize until St. Louis how hot the weather was. When we exited the wagon to refill the gas tank, I almost fell over from the shock! It was about 100 degrees and 110 % humidity. We arrived in Springfield at 4:30 PM on Saturday after an easy ten hour drive. After checking in at the Battlefield Inn, we headed to the Ray Kelly Craft Center to offload the ships and equipment (including my trusty Apple III computer which I would use for scoring the Nats). We had supper with the Hamiltons to talk over British matters. (Would Churchill appear from the heavens to zap the Nazis?)

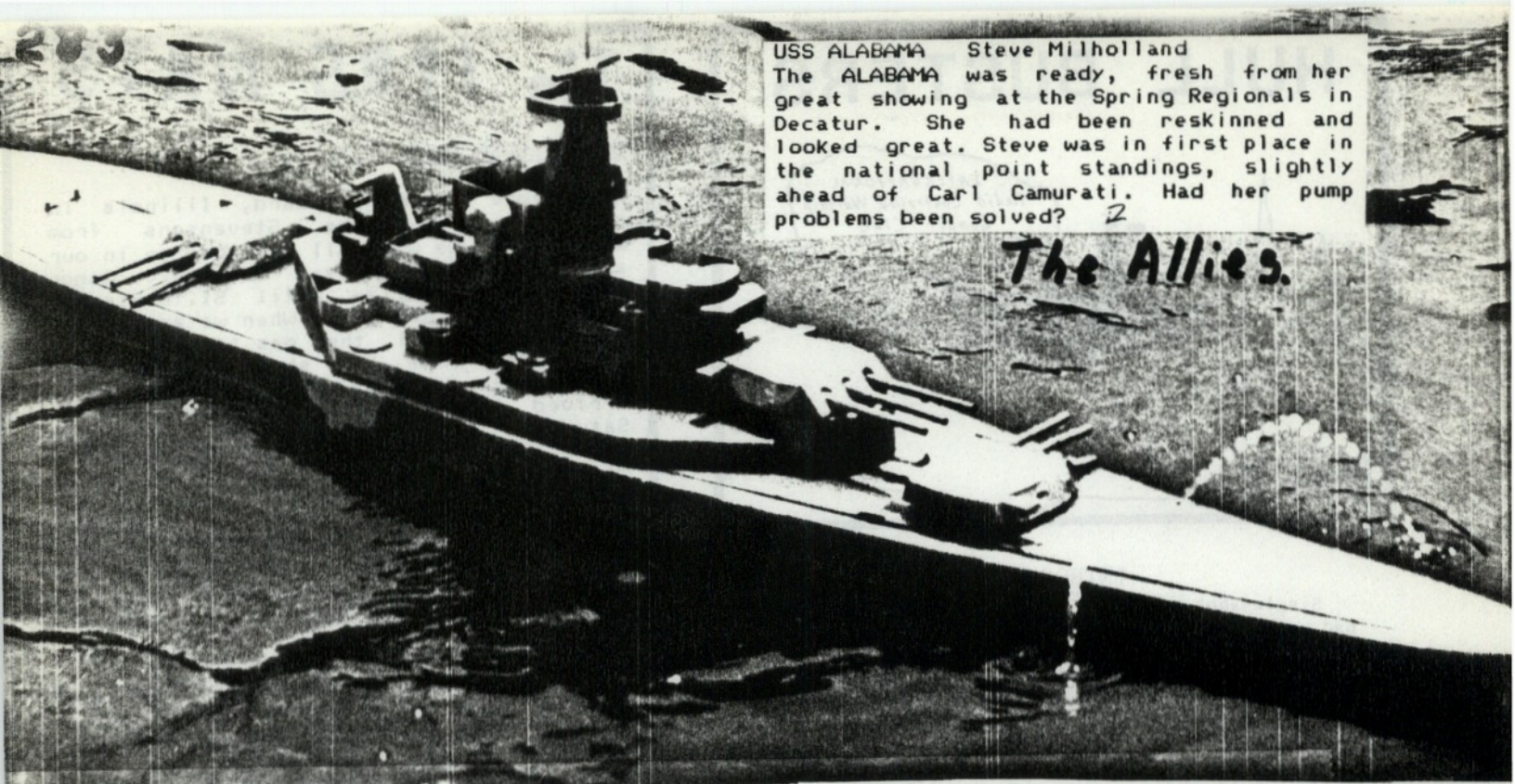
On Sunday the battlers began showing up at the battling pond to test ships. It looked like the moss was going to be a problem!! All the work that the Springfield Club had done applying chemicals seemed to have done some good -- but not enough. They assured us that one more application on Sunday evening would do the deed. We hoped so, because no one wanted Nats to be decided by moss and chance. We set up the tweaking area and erected the spectator fencing to enhance safety. All was in readiness for the 1985 Championships. A year of hard work by many people was coming to fruition. (I'll tell you what that means, Fluegel.)

A Captains Meeting was held on Sunday night at the Ray Kelly Center to straighten out all the admin work and explain to a group of landlubbers what a "chit" was. Safety rules were stressed, radio frequencies were assigned, and fleets were chosen. The captains voted to conduct all singleshoot fleet battles on a strict Axis/Allied basis. No one had a shotgun ship to battle, so all the fleet battles would be singleshoot. The great 1985 experiment had become the 1985 standard. Rookies were identified (Martin attempted to register as a rookie, but his son objected). The Allies attempted to convince James Foster to remain in the Allied fold, but Fluegel offered Axis fame and glory (and a town called Stalingrad, somewhere in Russia); Foster cast his lot with the Axis. We all went to bed with visions of glory (or sinks) in our heads.

A description of the ships that participated in the 1985 Nats is provided below for those who were unable to attend.

SINGLESHOT FLEET ROLL CALL

The ships and captains who battled in the singleshoot fleets are listed below. The turnout for this event was the greatest in number that has ever been assembled at our championships. The defending champions, the Allied Fleet members are listed first.



USS ALABAMA Steve Milholland
The ALABAMA was ready, fresh from her great showing at the Spring Regionals in Decatur. She had been reskinned and looked great. Steve was in first place in the national point standings, slightly ahead of Carl Camurati. Had her pump problems been solved? *Z*

The Allies.



USS MARYLAND Rick Schultz
This was her first appearance at Nats, but the Allies were counting heavily on these two. Battle-tested in the Eastern Regionals, MARYLAND was neatly built with lots of scale detail. Her clipper bow worried some captains concerned about rams.

USS CLEVELAND David Haynes
This new CH was built during the 1984-85 winter for the singleshot fleet experiment. She was well detailed and sported a colorful paint scheme. David plans to draw a planset of her for sale in the hobby. She had battled at the 1985 Southeastern Regionals.

Poor photo

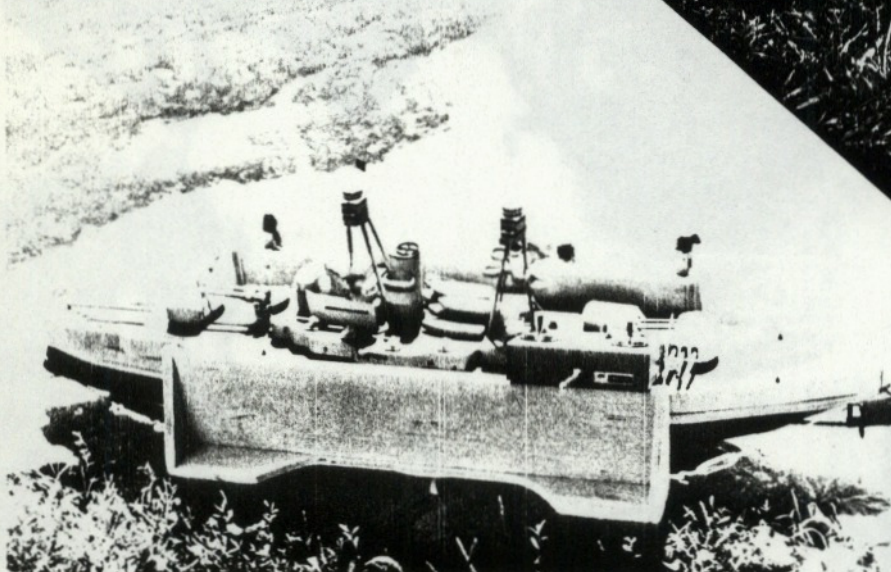
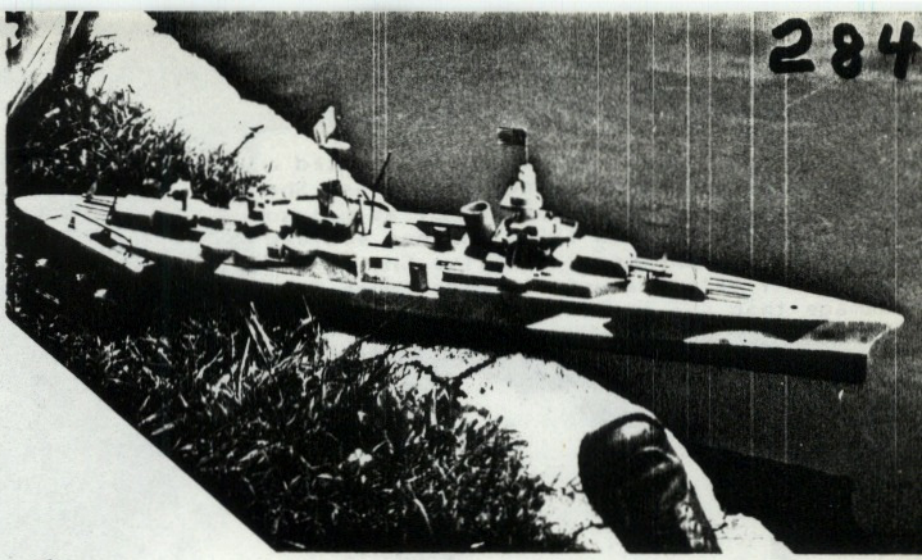
ESPANA Dan Shepard
From the land of surfers came the Allies' smallest BB. The Shepards had built a new BB for the 1985 Nats, still using their philosophy that "smaller is better". She was not the fastest ship, but she could turn quickly and didn't present much target. Would the ESPANA neutralize James Foster's VIRIBUS UNITAS?

Poor photo

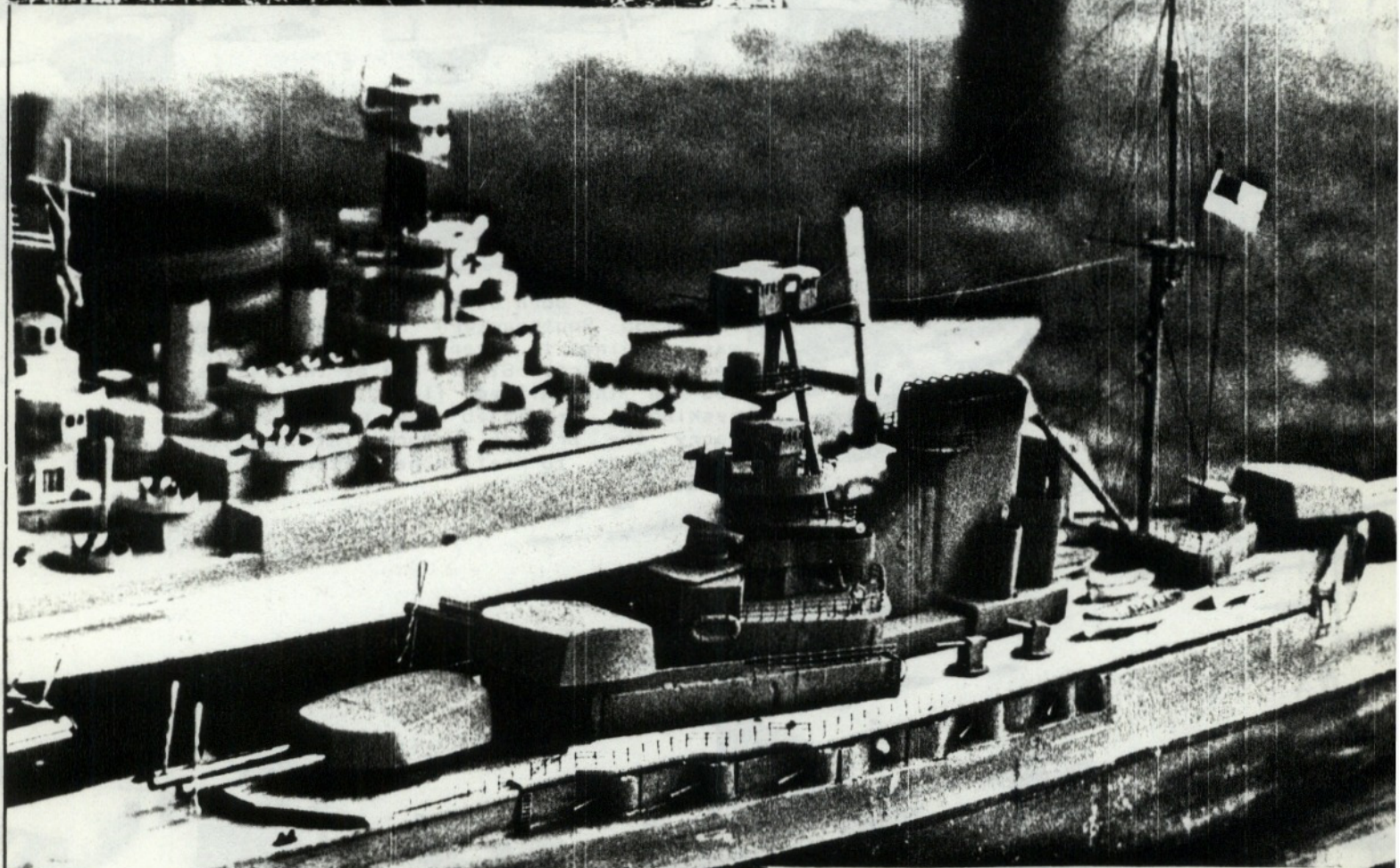
USS SALT LAKE CITY Jim Lisher
A battler in the 1984 Rookie Fleet, she and her captain are swiftly improving into an effective, aggressive team. Her details were greatly improved over 1984, and she had been heavily campaigned in spring 1985 at Springfield and the Southeastern Regionals. She should suprise the Axis.

Poor photo

USS OKLAHOMA Stan Watkins
The grand old lady of the Allied BB fleet. She was in her best condition ever. Stan had equipped her with truly awesome pumps. Her speed has never been blinding, but she is a slugger and a valued team member. Still using Mark IX guns, but then Stan always could tweak them.



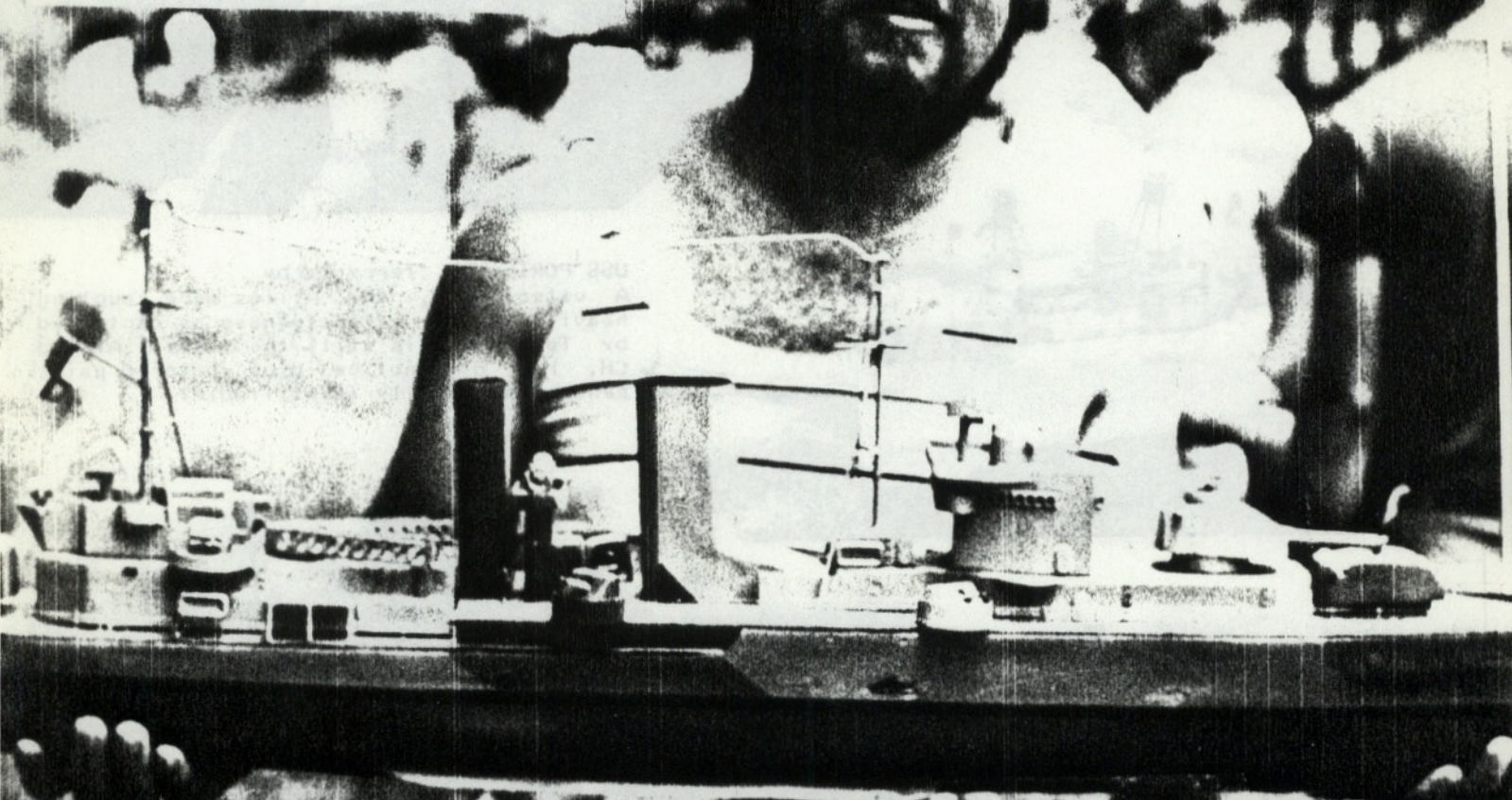
USS PORTLAND Terry Darby
A veteran CH, the Allies were counting heavily on her effectiveness as captained by Terry. She is still the fastest Allied CH. Her distinctive blue colored paint renders her easily identifiable.



HMS WARSPITE Marty Hayes
Marty brought his latest and best BB. Her finish and details were superb. She was a veteran of the eastern wars, and had been upgraded with broadside guns. She and the MARYLAND would sail as a team in an attempt to revenge some of the past damage that the eastern Axis had inflicted on them this spring.

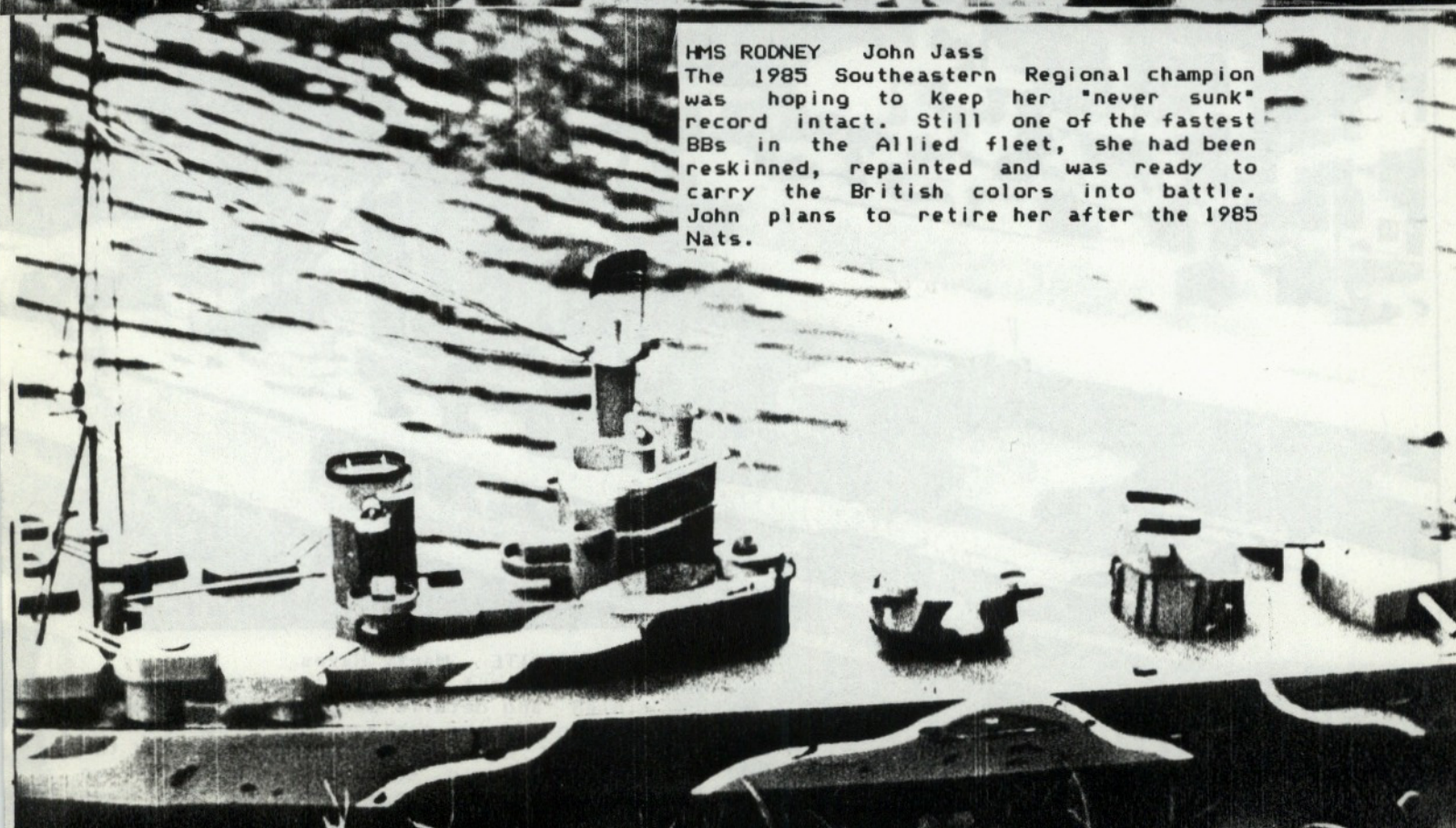
HMS EXETER Dan Hamilton

Last year's Best of Scale CH sported a new paint scheme and singleshot guns. She would be teamed with the RODNEY as was so effectively done in 1984. She has evolved into one of the most effective CHs in the Allied fleet. She usually gives much more damage than she gets.



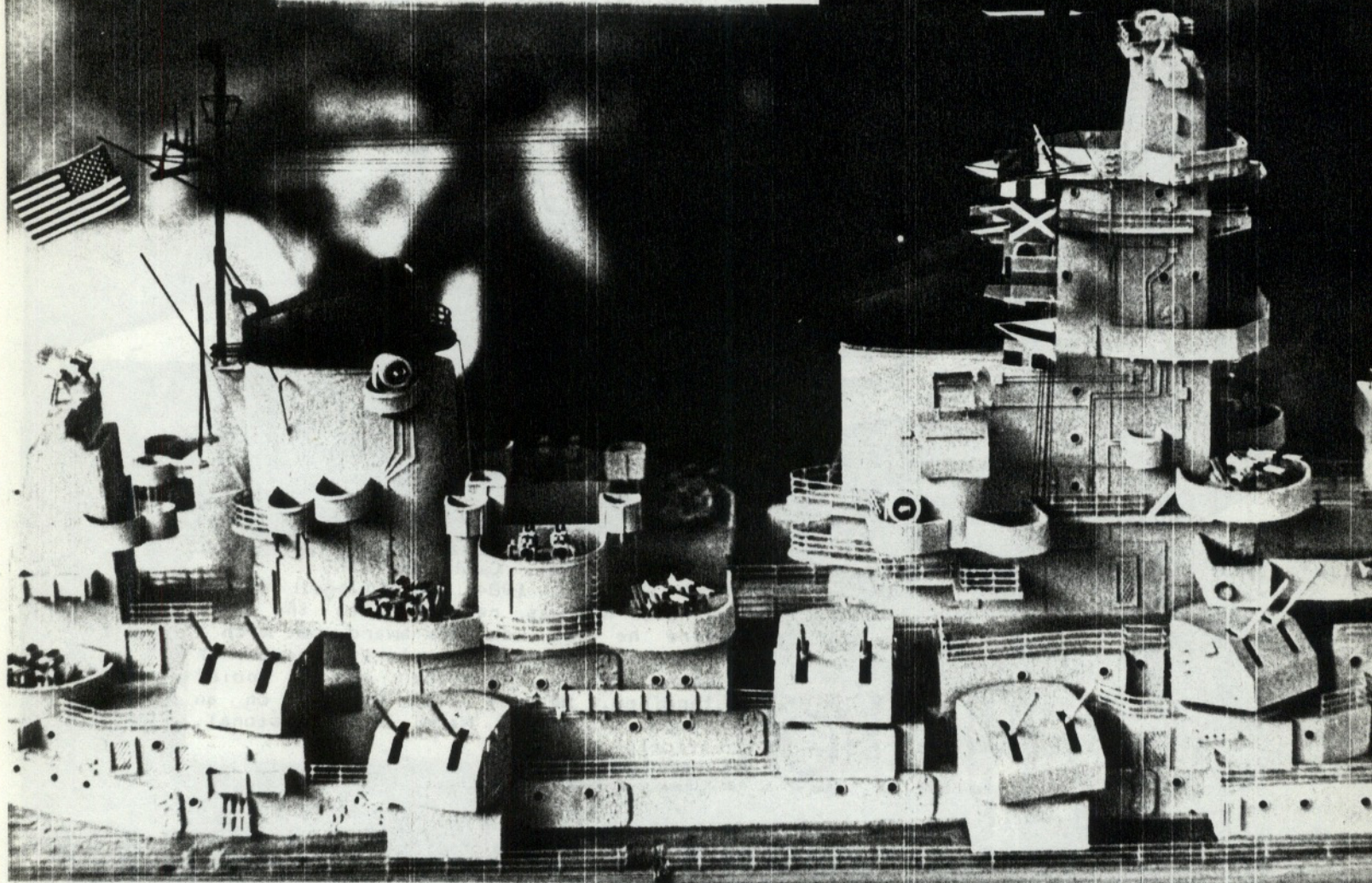
HMS RODNEY John Jass

The 1985 Southeastern Regional champion was hoping to keep her "never sunk" record intact. Still one of the fastest BBs in the Allied fleet, she had been reskinned, repainted and was ready to carry the British colors into battle. John plans to retire her after the 1985 Nats.



USS WISCONSIN Jeff West

This super detailed BB was in her first battle. She is a fabulous model that takes the scale aspect of our hobby to new (ultimate?) heights, but would her mechanical and electrical systems be reliable -- if not, she represented a huge target for the Axis.

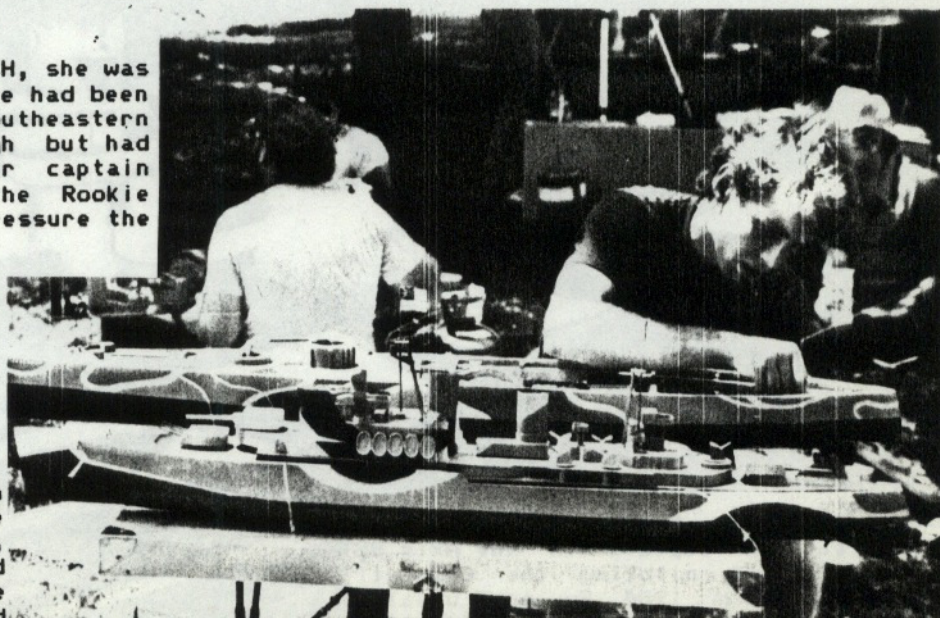


HMS SWIFTSURE Tom Jass

A new Colony class British CH, she was built for singleshot combat. She had been battle tested at the 1985 Southeastern Regionals and was fast enough but had experienced pump troubles. Her captain was only one Nats out of the Rookie class; would they stand the pressure the Axis would apply?

The Axis!

The Axis fleet was smaller in number than the Allied fleet, but was more experienced. In addition James Foster, the 1984 Allied high point battler, had built an Austrian BB and had joined the Axis fleet. The Axis ships are described

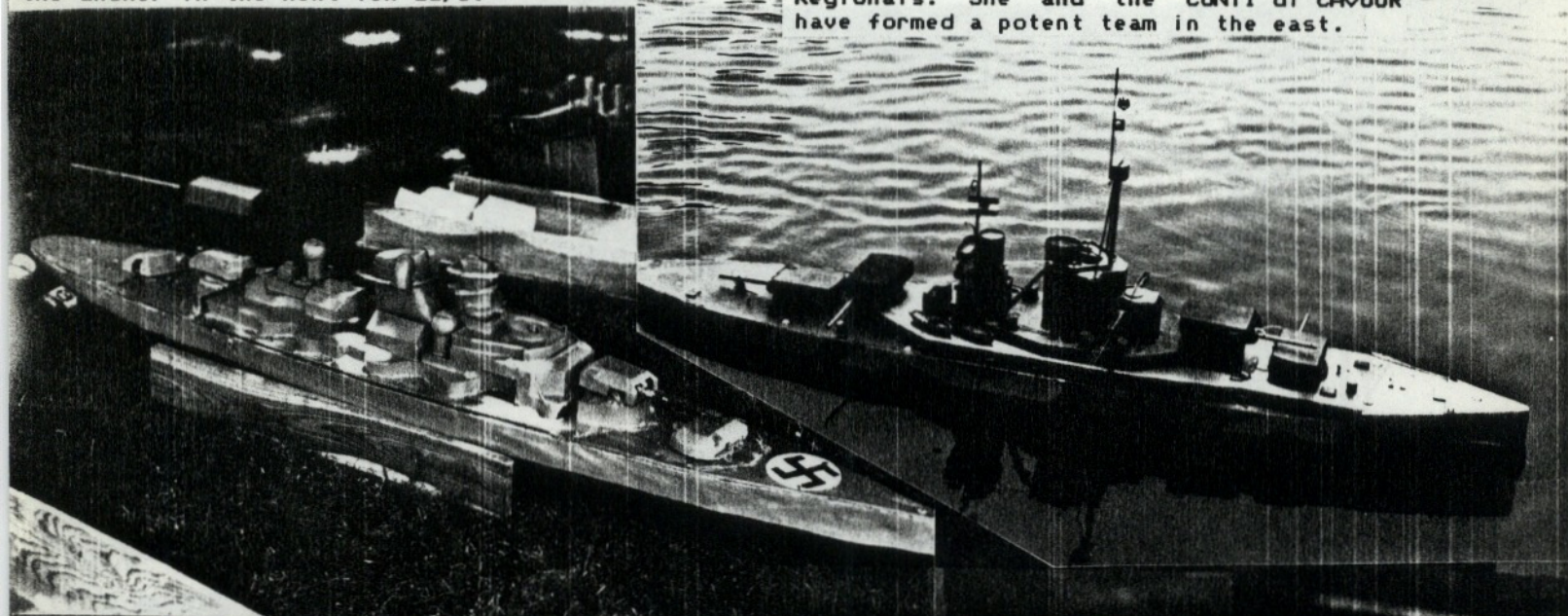


DKM TIRPITZ Martin Schneider

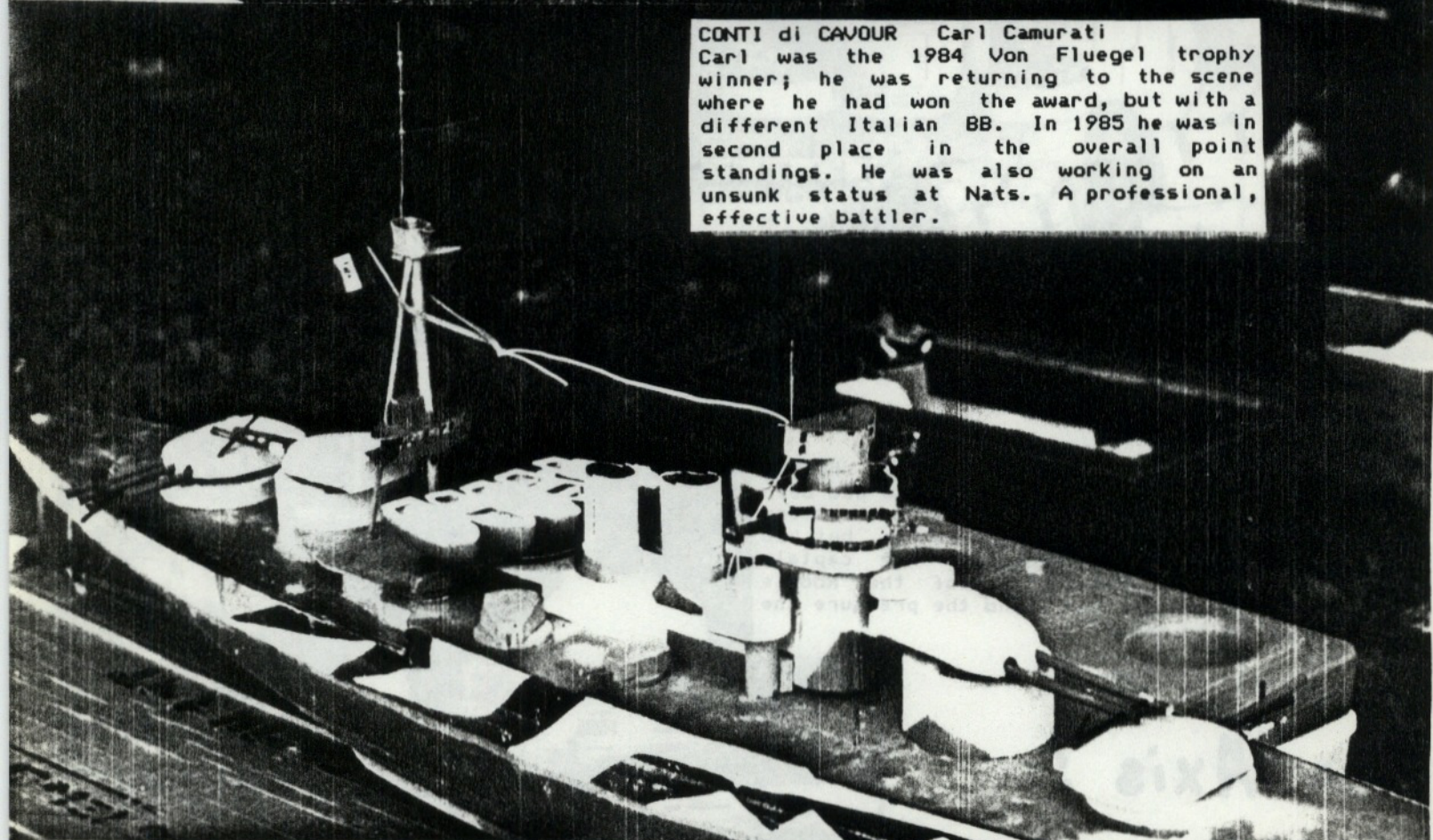
This veteran combination was returning to place hurt on the Allied fleet. Martin had devoted many winter hours to testing singleshot guns -- had he discovered a new, potent singleshot weapon that would destroy Allied ships? We would find out the answer in the next few days.

DKM BADEN Joe Vilar

From the east coast came Joe and his super detailed WWI BB. This was their first appearance at Nats; however, they are an experienced duo in the east. BADEN was the winner of the 1985 Eastern Regionals. She and the CONTI di CAVOUR have formed a potent team in the east.

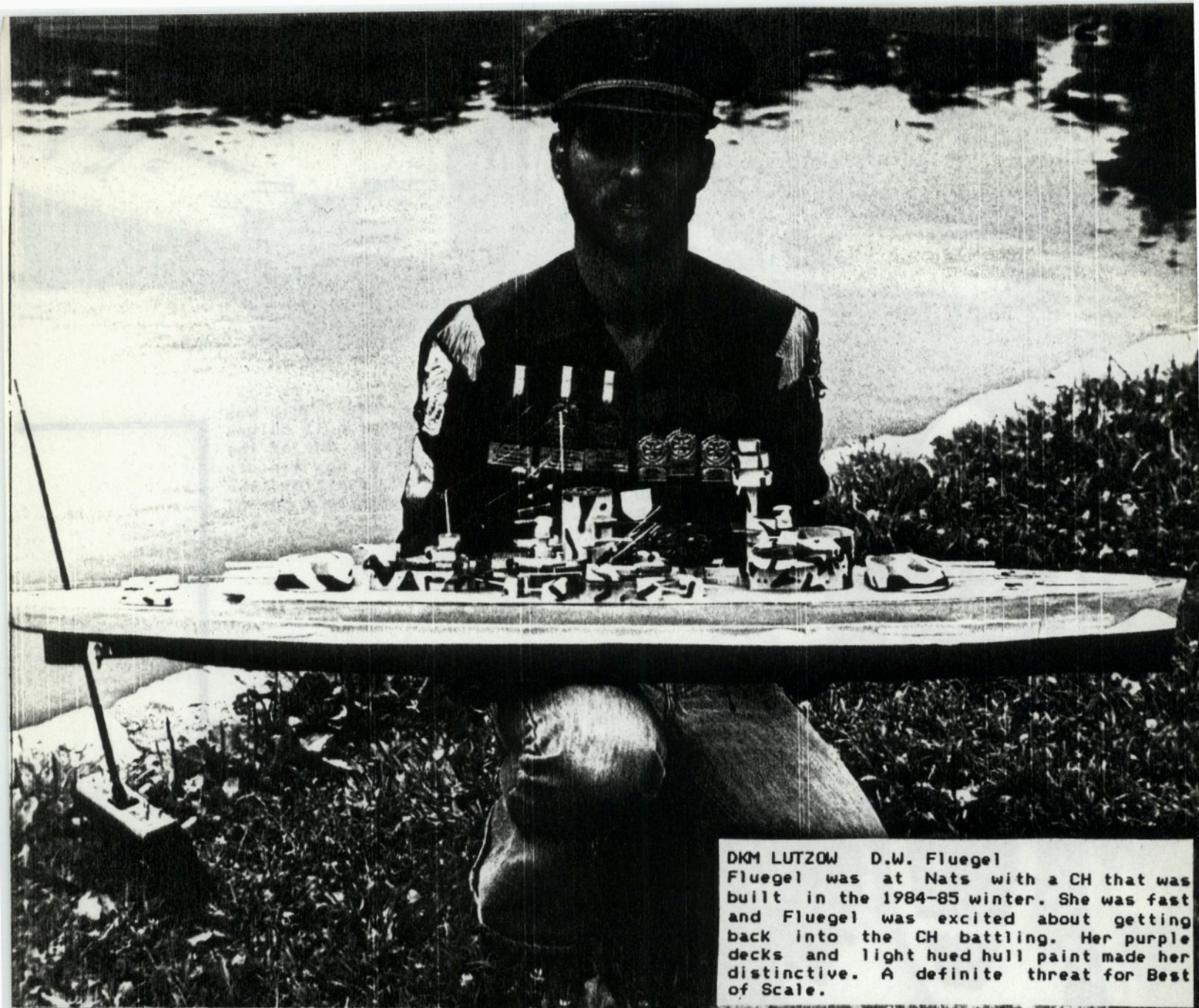


CONTI di CAVOUR Carl Camurati
 Carl was the 1984 Von Fluegel trophy winner; he was returning to the scene where he had won the award, but with a different Italian BB. In 1985 he was in second place in the overall point standings. He was also working on an un sunk status at Nats. A professional, effective battler.

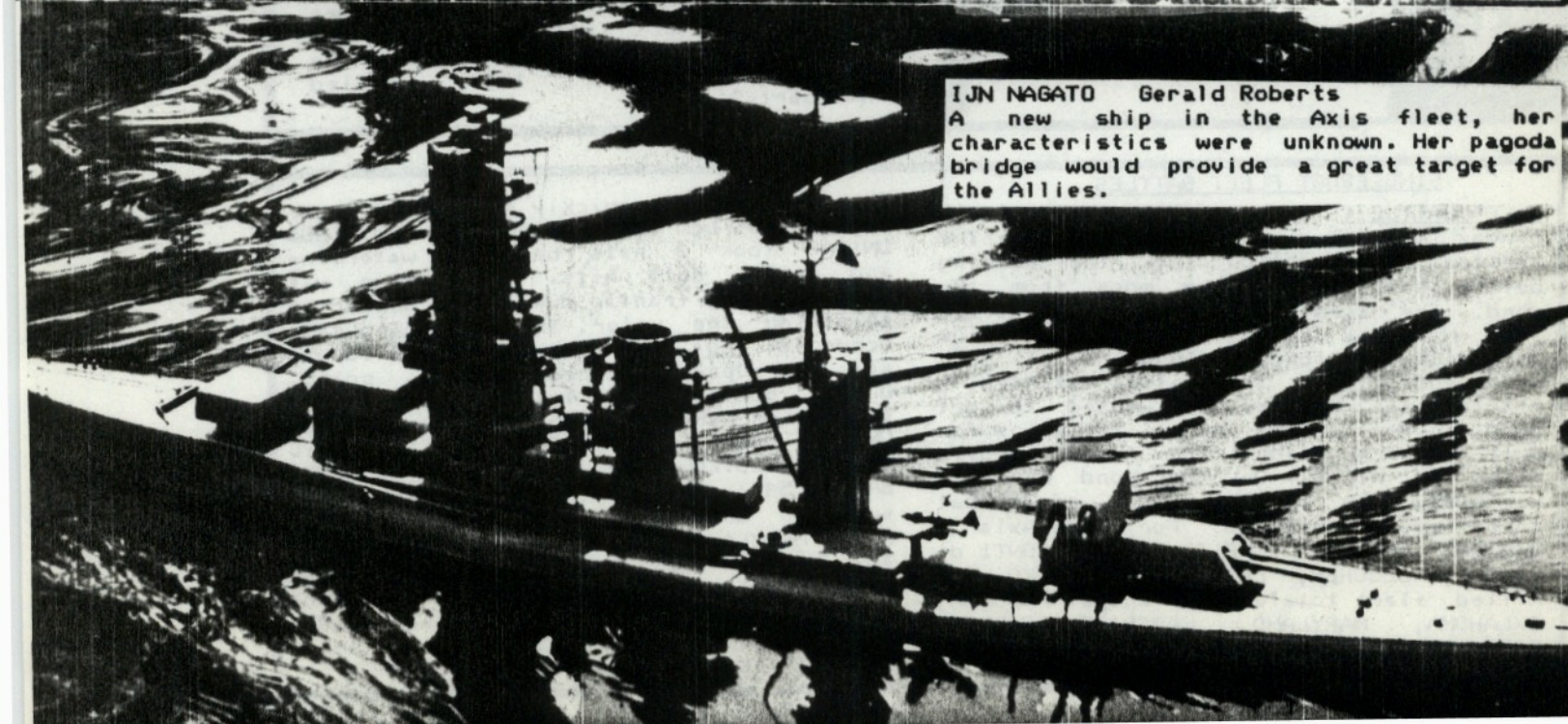


ANDREA DORIA Mike Deskin

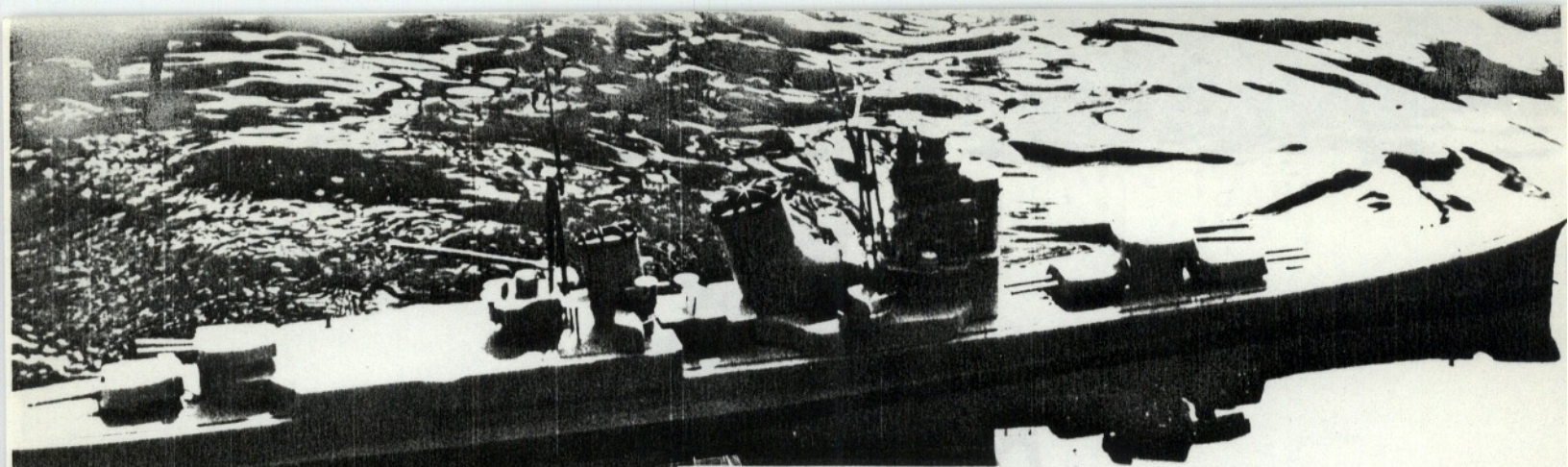
Another eastern captain in the Axis BB fleet, Mike was piloting the Camurati champion BB from 1984. Equipped usually with fore and aft guns, she has effective pumps and great turning ability. The Italian twins would be formidable opponents for the Allies.



DKM LUTZOW D.W. Fluegel
Fluegel was at Nats with a CH that was built in the 1984-85 winter. She was fast and Fluegel was excited about getting back into the CH battling. Her purple decks and light hued hull paint made her distinctive. A definite threat for Best of Scale.

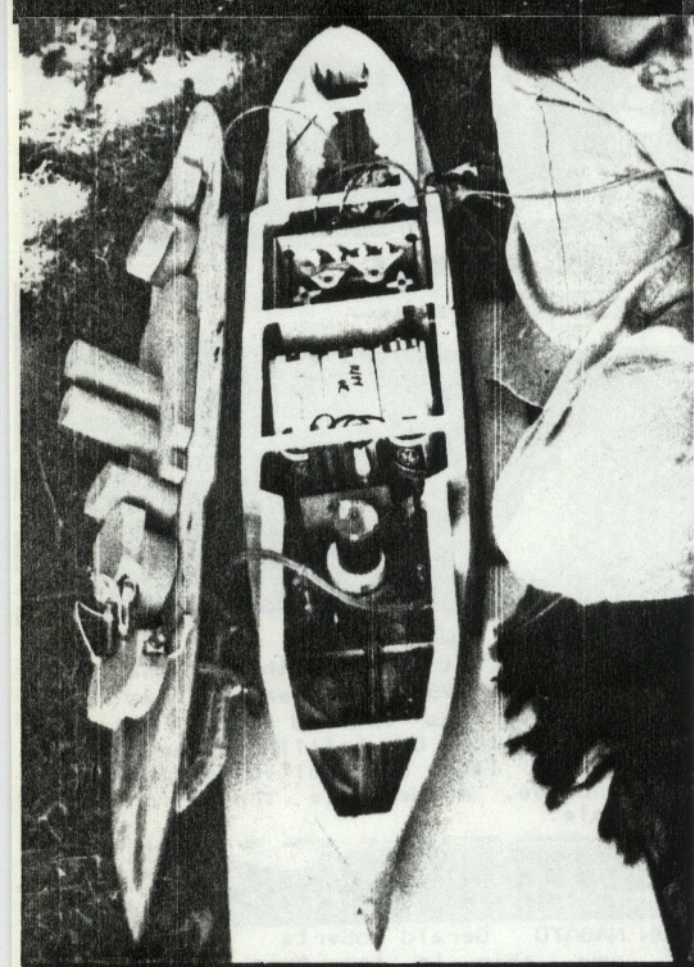


IJN NAGATO Gerald Roberts
A new ship in the Axis fleet, her characteristics were unknown. Her pagoda bridge would provide a great target for the Allies.



IJN MYOKO David Haynes

The 1985 Rookie of the Year ship was improved by the addition of hull bulges and a switch to poppet valves. One of the fastest of the CHs. David has rapidly developed into a top CH captain; the MYOKO has sunk the BISMARCK in a one on one battle.



VIRIBUS UNITAS James Foster

The VIRIBUS UNITAS was rumored to be a super BB: fast (18 volts); maneuverable; a minimum target (42" loa). James was the 1985 Allied high point captain. Could she tip the scales in favor of the Axis? Could the Allies hit her, let alone sink her?

Peer photo

DKM BLUCHER James West

A new German CH for the 1985 battling season, she had been equipped with a Schneider pump for damage control. James is always an effective captain, especially with his stern gun. Could the Axis CHs outduel their Allied counterparts?

SINGLESHOT FLEET BATTLES

FLEET BATTLE 1

Monday morning dawned bright and hot. The chemical application of the evening before had cleared the moss from the pond. The first singleshot battle at the 1985 Nats was scheduled to begin at 10:00 AM. Magazine loads of 50 bbs on all guns were authorized. The battle started a little late because we wanted to get good, clear photos of all the ships for Hull Busters before they were riddled with bb holes. On the pond were 17 warships, the largest fleet of combat ships ever assembled. For the Axis: VIRIBUS UNITAS, TIRPITZ, BADEN, CONTI di CAVOUR, BLUCHER, LUTZOW and MYOKO. The Allied fleet totaled nine ships: ALABAMA, OKLAHOMA, MARYLAND, WARSPITE, RODNEY, ESPANA, SWIFTSURE, PORTLAND and EXETER.

The BLUCHER was quickly sunk as her pump proved to be ineffective. The VIRIBUS UNITAS took 3 hits below the waterline and nine hull hits. The action was confused and frantic due to the number of ships on the water. Three damaging rams occurred, but the damage inflicted was all to superstructures at this point. During Sortie 1 the following damage was scored on the battling ships: VIRIBUS UNITAS 525; TIRPITZ 195; BLUCHER 1070 (sunk); LUTZOW 55; CONTI di CAVOUR 595; BADEN 545; MYOKO 220. The Allies had suffered much less: ALABAMA 535; OKLAHOMA 230; MARYLAND 80; WARSPITE 110; ESPANA 75; RODNEY 300; EXETER 180; SWIFTSURE 20; PORTLAND 220. Was this to be a portent of things to come? The Allies had soundly won the first sortie 3105 to 1700 after penalties were counted.

Sortie 2 followed the same script as the Allies were rolling along. The CONTI di CAVOUR was sunk when her pumps couldn't handle the damage imposed by 2 hits below and 9 hits above the waterline. The Allies were overjoyed at Carl's first sink. To add insult to injury, the CONTI di CAVOUR had previously sunk the PORTLAND with a ram to further hurt the Axis' cause. Allied fortunes were boosted when the VIRIBUS UNITAS was sunk when her pump became clogged with balsa scraps after she had taken two additional hull hits. The Axis (and Allies) were stunned at this turn of events -- two top Axis BBs sunk in the same sortie. The Axis scored a measure of revenge when the EXETER sank because her pump rotor setscrew became loose on the pump shaft. Again the Allies gave much worse than they got. Sortie 2 damage to the Axis ships was: VIRIBUS UNITAS 865 (sunk); TIRPITZ 400; LUTZOW 90; CONTI di CAVOUR 1215 (sunk); BADEN 750; MYOKO 175. The Allies suffered as follows: ALABAMA 415; OKLAHOMA 306; MARYLAND 350; WARSPITE 60; ESPANA 140; RODNEY 380; EXETER 600 (sunk); PORTLAND 315; SWIFTSURE 45. Two BBs and two CHs were combat sunk in this fleet battle.

Fleet Battle 1 ended with an impressive 6600 to 3220 Allied victory. This was the final score after penalty points on each fleet were deducted. Was a great upset in the making?

FLEET BATTLE 2

The next battle started in mid afternoon on Monday when the ships were repaired and rearmed. Once again the magazine loads were 50 bbs in all guns. The victorious Allied fleet from Battle 1 was augmented with the SALT LAKE CITY; the Allied fleet numbered 10 ships -- six BBs and four CHs. The Axis fleet was composed of the same seven ships that started Battle 1 -- four BBs and three CHs. Would history repeat?

During the first sortie the ALABAMA and RODNEY worked over the BADEN, inflicting a total of 21 hull hits (14 above, 2 on and 5 below the waterline). BADEN hung on, however, as her pumps were effective and she avoided a sink. The Allied damage was minimum and it appeared that they were headed to another resounding victory. Sortie 1 Axis damage totals were: CONTI di CAVOUR 320; LUTZOW 240; VIRIBUS UNITAS 75; MYOKO 210; TIRPITZ 230; BADEN 910; BLUCHER 320. The Allies damage was as follows: EXETER 100; WARSPITE 125; RODNEY 520; SWIFTSURE 15; SALT LAKE CITY 100; MARYLAND 110; OKLAHOMA 110; PORTLAND 130; ALABAMA 215; ESPANA 20.

Driving rains then came and washed out the second sortie, but the Allies had scored a 2205 to 1445 victory. A wild and crazy battling day. Rain came down in buckets; it rained for about 3 hours, but the rain cooled off the temperature (in the high 90s) and beat down the moss that was present on Sunday.

At the end of the first day the Allies had built a commanding 8805 to 4665 lead! Was it to be a slaughter all week long?

FLEET BATTLE 3

Tuesday morning was cooler and less humid than Monday, a result of the heavy rain on Monday. The Allies were flushed with their resounding victories of the previous day. Magazine loads of 50 bbs in all guns were allowed in this battle. The Allied fleet now included ten ships with the addition of the WISCONSIN. Their fleet included: WISCONSIN, SALT LAKE CITY, PORTLAND, SWIFTSURE, OKLAHOMA, WARSPITE, EXETER, RODNEY, ALABAMA, and ESPANA. The Axis added the ANDREA DORIA piloted by Mike Deskin who had arrived on Monday. Their fleet was composed of TIRPITZ, ANDREA DORIA, MYOKO, VIRIBUS UNITAS, LUTZOW, BLUCHER, CONTI di CAVOUR and BADEN. These combined fleets totaled 18 ships for again another record.

The start of Sortie 1 was delayed because the WISCONSIN ram sank the BLUCHER as the fleets were forming up. The BLUCHER was repaired and the fleets were reformed. The SALT LAKE CITY was sunk in Sortie 1 as her pump failed; she only had taken one hull hit above the waterline. Worse (much worse) was to befall the RODNEY. Her throttle failed when a contact burned out and she went dead in the water. The Axis ships surrounded her and pumped her full of bbs. In all they inflicted 98 hull holes (87 above, 7 on and 4 below the waterline), and yet she did not sink as her pumps did the deed! The BADEN was sunk by the Allies after taking 15 hull hits. Would any BB survive the week? The Allies took 4555 points of damage: RODNEY 2605; SALT LAKE CITY 630 (sunk); ESPANA 55; PORTLAND 225; SWIFTSURE 275; OKLAHOMA 0; WARSPITE 0; EXETER 275; ALABAMA 405; WISCONSIN 85. The Axis fared much better. Their damage was: TIRPITZ 650; ANDREA DORIA 395; MYOKO 55; VIRIBUS UNITAS 135; BLUCHER 5; CONTI di CAVOUR 555 and BADEN 1250 (sunk). The Axis had turned the situation around and won Sortie 1 4480 to 2880.

John Jass was convinced that the RODNEY could stay afloat in the second sortie as her pumps have been effective and most of her hull damage was high above the waterline. She returned to the second sortie and was quickly dispatched when her pumps didn't work effectively (wrong battery polarity). Another unsunk BB sinks early in the week. To keep the BB sinkings going, the Allies blasted the TIRPITZ to the bottom with 15 hull hits (14 above and 1 below the waterline). The BLUCHER was again sunk in the second sortie with 2 hull hits and an ineffective pump. Damage totals for Sortie 2 were: ESPANA 15; PORTLAND 190; SWIFTSURE 210; OKLAHOMA 0; WARSPITE 25; EXETER 0; RODNEY 820 (sunk); ALABAMA 710; WISCONSIN 185. The Axis totals were: TIRPITZ 1215 (sunk); ANDREA DORIA 305; MYOKO 175; VIRIBUS UNITAS 110; LUTZOW 0; BLUCHER 645 (sunk); CONTI di CAVOUR 40. Of the 18 ships that started Battle 3, five ships were sunk at the end of Sortie 2 (3 BBs and 2 CHs).

The Axis had reversed the tide and scored an impressive 6485 to 4370 victory and had narrowed the Allied lead to 13,175 to 11,150.

FLEET BATTLE 4

Fleet Battle 4 was held on Tuesday afternoon; the bb loads were 50 in every gun except BB broadsides, where only 25 bbs were allowed. The Allied fleet numbered eleven ships: MARYLAND, SALT LAKE CITY, ESPANA, PORTLAND, SWIFTSURE, OKLAHOMA, WARSPITE, EXETER, RODNEY, ALABAMA and WISCONSIN. The Axis were able to field seven ships for the fracas: TIRPITZ, ANDREA DORIA, MYOKO, VIRIBUS UNITAS, LUTZOW, BLUCHER and CONTI di CAVOUR. During Sortie 1 the OKLAHOMA was sunk with 8 hull holes (6 above and 2 on the waterline). The ESPANA took eight hits also (6 above and 6 under the waterline), but was able to survive the fray. The TIRPITZ was the most heavily damaged Axis ship, 14 hull hits above the waterline. The Allied damage was: MARYLAND 45; SALT LAKE CITY 10; ESPANA 330; PORTLAND 55; SWIFTSURE 0; OKLAHOMA 1045 (sunk); WARSPITE 90; EXETER 25; RODNEY 95; ALABAMA 50; WISCONSIN 40. The Axis suffered less damage: TIRPITZ 415; ANDREA DORIA 75; MYOKO 155; VIRIBUS UNITAS 395; LUTZOW 0; BLUCHER 20; CONTI di CAVOUR 95.

The SWIFTSURE had to withdraw from Sortie 2 due to wet radio equipment. The SALT LAKE CITY also bowed out due to mechanical difficulties. So the Allies went off to war with 8 ships. The BLUCHER withdrew because of wet radio gear; she had been rammed, but was unable to identify the culprit to assign penalty points. The Axis fielded 6 ships for this battle. The Allies continued to work over the TIRPITZ, scoring 27 additional hull hits (23 above and 4 below the waterline). She remained afloat, however, because of her working pumps. During this sortie the MARYLAND was raked for 20 hull hits, to become the most heavily damaged Allied ship. Total Allied damage was: MARYLAND 485; ESPANA 0; PORTLAND 90; WARSPITE 5; EXETER 380; ALABAMA 230; RODNEY 385; WISCONSIN 20. The Axis suffered 100 less total damage distributed thusly: TIRPITZ 915; ANDREA DORIA 85; MYOKO 130; VIRIBUS UNITAS 270; LUTZOW 0; CONTI di CAVOUR 95. One BB had been sunk in this fleet battle. After subtracting penalty points, the Axis had made it three in a row, winning 2860 to 2450. This Axis victory narrowed the Allied overall lead, but the Allies were still ahead 15,625 to 14,010.

NIGHT BATTLE

The annual Night Battle was held on Wednesday night. There was a huge crowd of spectators present (200+) as Channel 10 TV had run a feature on the championships on the Monday evening news. The roped off viewing area was a necessary safety feature. The Night Battle was to be a one sortie affair with magazine loads of 50 bbs all around. Once again a record was set for the number of participating ships. The Axis fleet was: TIRPITZ, CONTI di CAVOUR, BADEN, BLUCHER, LUTZOW, ANDREA DORIA and VIRIBUS UNITAS. The Allied fleet consisted of: OKLAHOMA, ESPANA, WARSPITE, WISCONSIN, MARYLAND, EXETER and RODNEY. There were 14 ships competing -- 7 in each fleet. Battling began at about 10:00 PM. A few park lights were still operating, but the

water was dark enough for most all captains. The Axis' traditional launching end of the pond was the most illuminated, consequently much of the heavy exchanges took place on that end of the pond. The BLUCHER was the first ship to sink, after taking one hull hit; that pump just wasn't doing the job. The OKLAHOMA was damaged severely with 16 hull hits (14 above 2 on and 1 below the waterline), and was sent to the bottom forcing Stan to swim for her once again. The VIRIBUS UNITAS and the RODNEY tangled in the narrow channel and the VIRIBUS UNITAS got the best of it as seen by the scores. Fluegel had the LUTZOW sunk out from under him after she took 3 hull hits above the waterline. He wasn't aware of the damage and left the pump off too long. The WISCONSIN took damage but was able to escape off to the dark end of the pond to wait out her 5 minutes. She subsequently sank after her 5 minutes were over; Jeff spent quite a while in the water before finding her. The total Allied damage was: OKLAHOMA 1310 (sunk); ESPANA 65; WARSPITE 135; WISCONSIN 315; MARYLAND 65; EXETER 205; RODNEY 300. The Axis damage was less severe: TIRPITZ 80; CONTI di CAVOUR 85; BADEN 40; LUTZOW 690 (sunk); BLUCHER 630 (sunk); ANDREA DORIA 20; VIRIBUS UNITAS 0. One BB and two CHs were sunk in the Night Battle.

The Axis had avenged their loss last year in Night Battle by winning this one 2295 to 1345. The Allied lead was melting like butter on pancakes; the overall score was Allies 16,970 to 16,305. Could the Allies turn around the momentum and win another fleet battle?

FLEET BATTLE 5

This battle was scheduled to begin at noon on Thursday to allow the battlers time to sleep later after patching the Night Battle damage. Stan Watkins decided to use his heavy cruiser SALT LAKE CITY in the next battles. David Haynes was switching to his CLEVELAND (another Allied CH), so the Allies had lost a BB and gained two CHs. In an excellent tactical move, the Axis decided to drydock the BLUCHER; James West was sailing the I-400, his Japanese sub. The I-400 was a small target and her stern gun has tasted Allied blood. The I-400 thereby became the first small ship to battle in a full fleet battle. More combat history being made. The magazine load once again was 50 bbs all around. The Allies fleet was composed of: MARYLAND, SALT LAKE CITY, ESPANA, PORTLAND, SALT LAKE CITY (Watkins), SWIFTSURE, WARSPITE, EXETER, RODNEY, ALABAMA and CLEVELAND. The Axis ships on the water were: TIRPITZ, ANDREA DORIA, BADEN, VIRIBUS UNITAS, LUTZOW, CONTI di CAVOUR and I-400.

EDITOR'S NOTE: The first small ship to participate in the experienced Class "A Team Fleet" was the USN Tweedy (Watkins). This was particularly eventful as it was last year when ships carried the awesome spurt guns and the tweedy isn't even a DD, it's a Destroyer Escort! I remember some Axes declaring the tiny ship "A-piece-of-ship". On with Jass's wonderful and well organized battle report.

The EXETER was sunk in Sortie 1 after her pump failed trying to dewater after the EXETER took 4 hull hits above the waterline. The pumps were a problem all week long. The Axis continued their rampage in Sortie 1 as they outscored the Allies 2665 to 1510 in damage points, although the Axis were penalized 600 points for damaging rams. The damage totals were: MARYLAND 275; SALT LAKE CITY 215 (Lisher); ESPANA 90; PORTLAND 295; SWIFTSURE 90; SALT LAKE CITY 45 (Watkins); CLEVELAND 60; WARSPITE 0; EXETER 695 (sunk); RODNEY 225; ALABAMA 675. Axis damage was: TIRPITZ 460; ANDREA DORIA 250; BADEN 380; VIRIBUS UNITAS 110; LUTZOW 85; I-400 5 (strategy succeeds); CONTI di CAVOUR 220. After penalties were deducted the Axis had kept their streak alive, winning 2065 to 1310.

In the second sortie Watkins' SALT LAKE CITY was sunk after suffering 19 hull hits (17 above, 1 on, and 1 below the waterline). The ALABAMA was hit for 19 damaging hull shots, but her pumps kept ahead of the incoming water. The Allies pounced on the BADEN and sent her to the bottom with four hull hits. The next Axis captain to swim was Fluegel, whose LUTZOW was holed with 8 hull hits above the waterline. Perhaps the Allies were staging a comeback! The MARYLAND was ram sunk by the Axis -- this would hurt the Axis even further. When all were off their 5 minutes and the damage had been totaled, the sortie 2 damage was: MARYLAND 200; SALT LAKE CITY 100 (Lisher); SALT LAKE CITY 1165-Watkins (sunk); ESPANA 20; PORTLAND 150; SWIFTSURE 10; WARSPITE 165; RODNEY 345; ALABAMA 730; CLEVELAND 200. The Axis damage was: TIRPITZ 645; ANDREA DORIA 270; BADEN 905; VIRIBUS UNITAS 65; I-400 0; CONTI di CAVOUR 210; LUTZOW 815 (sunk). The ram penalties against the Axis in this fleet battle were 1600 points; the Allies were docked 700 points

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for infractions. This was not professional piloting!! In Fleet Battle 5, one BB and three CHs were combat sunk.

When the dust settled the Allies had won Sortie 2 by a score of 2410 to 2085, but the Axis lead from the first sortie enabled the Axis to win the battle 4150 to 3720. The Allied overall lead was now even more narrow -- 21,120 to 20,025.

Could it get any closer after six full fleet battles? It could and did!

FLEET BATTLE 6

A mini Axis-Allied singleshot fleet battle was set up on Thursday afternoon. The Allied side included: EXETER, RODNEY, CLEVELAND, ALABAMA, SALT LAKE CITY (Lisher) and ESPANA. The involved Axis ships were: VIRIBUS UNITAS, ANDREA DORIA and IJN KATORI. It was agreed that this would be a single sortie affair with 50 bbs per magazine. The Axis fleet seemed to be at a disadvantage, but they were hot since the debacle on Monday. Could the Allies pad their lead? The KATORI was sent to the bottom and Gerald Roberts went swimming. Meanwhile, the Axis had damaged the CLEVELAND with 4 hull hits above the waterline; she was pumping, but the water seemed to be winning. Sure enough, the CLEVELAND settled slowly into the water for an agonizing sink and the Axis had avenged the KATORI. A CL for a CH seemed to be a good deal for the Axis. The Allied damage was: EXETER 60; RODNEY 265; CLEVELAND 705 (sunk); ALABAMA 160; SALT LAKE CITY 55; ESPANA 15. The Axis damage score was less, as shown; VIRIBUS UNITAS 345; ANDREA DORIA 455; KATORI 540 (sunk). One CH and one CL were sent to the bottom in this mini-fleet fray.

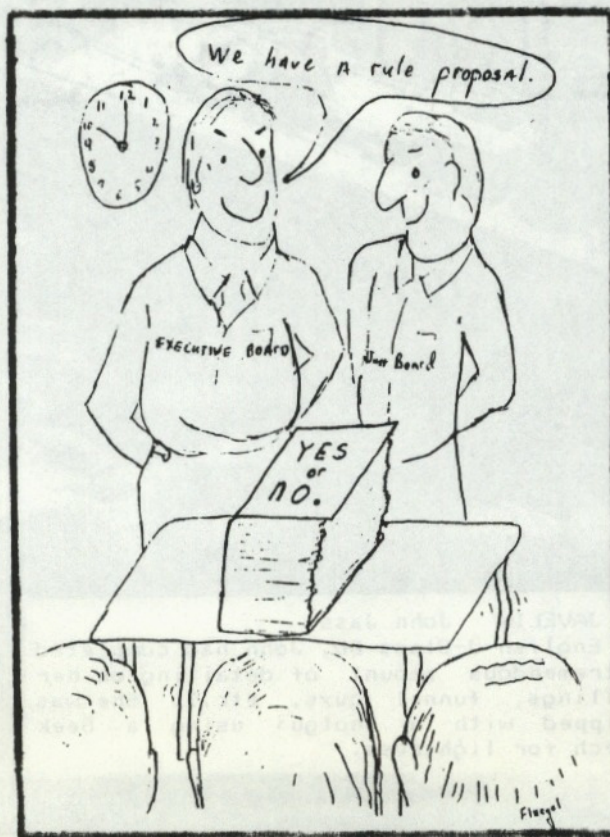
When the scoresheets were tallied back at the workshop the Axis had defeated the Allies 1260 to 1140. Through Fleet Battle 6, the overall weekly score was:

ALLIES	22,260
AXIS	21,285

An entire week of battling had produced a points spread of 975 out of 43,545 points scored!! Talk about evenly matched fleets. How many captains were kicking themselves for a careless ram, or a stupid tactical move at one time during the week?

FLEET BATTLE 7

As they say in the NBA, "Only the fourth quarter counts." All the marbles (and 1985 bragging rights) were riding on the final fleet battle of the week. A maximum effort was made by each fleet to insure that all ships would be available for the battle. David Haynes was sailing the MYOKO on Friday and Mike Deskin had departed for home, so James West was sailing the ANDREA DORIA. The Allies fielded essentially the same fleet they had used all week: MARYLAND, SALT LAKE CITY (Lisher), ESPANA, PORTLAND, SWIFTSURE, SALT LAKE CITY (Watkins), WISCONSIN, EXETER, RODNEY, ALABAMA and WARSPITE. It was time to pull out all the stops. The Axis fleet consisted of: TIRPITZ, ANDREA DORIA, BADEN, VIRIBUS UNITAS, LUTZOW, MYOKO and CONTI di



CAVOUR. Once again there were 18 ships on the pond -- 11 Allies and 7 Axis. In Sortie 1 the BADEN was hurt by the ALABAMA after the BADEN had become hung in the bushes on the shore by one of the islands. ALABAMA hit her for 13 hull hits (11 above, 1 on and 2 below the waterline). The BADEN was declared sunk by Joe Vilar to prevent additional damage. The EXETER was damaged and out of control, but the Axis were unable to sink her and she escaped after drifting for 5 minutes. RODNEY ram sank the VIRIBUS UNITAS, but she was repaired and reentered the fray. The Axis damage was: TIRPITZ 450; ANDREA DORIA 110; BADEN 1285 (sunk); VIRIBUS UNITAS 0; LUTZOW 10; MYOKO 240; CONTI di CAVOUR 220. The Allied damage was: MARYLAND 120; SALT LAKE CITY 170; ESPANA 5; PORTLAND 145; SWIFTSURE 15; SALT LAKE CITY 365; WISCONSIN 5; EXETER 165; RODNEY 180; ALABAMA 335; WARSPITE 75. The Allies were penalized 900 for rams, while the Axis were docked 100. The adjusted score of Sortie 1 was Allies 1415, Axis 1485. The slim Allied lead was still holding.

Sortie 2 of the decisive battle was for the whole civilized world. The SALT LAKE CITY (Lisher), EXETER and the MYOKO were all sunk in the sortie. The Allies were accessed a further 400 points due to damaging rams. The Axis were not penalized a point due to careful

seamanship. The Axis ship damage was: TIRPITZ 425; ANDREA DORIA 270; VIRIBUS UNITAS 75; LUTZOW 310; MYOKO 1175 (sunk); CONTI di CAVOUR 100. Allied damage totaled: MARYLAND 155; SALT LAKE CITY (Lisher) 640 (sunk); ESPANA 10; PORTLAND 140; SWIFTSURE 30; WISCONSIN 30; EXETER 1050 (sunk); RODNEY 470; ALABAMA 335; WARSPITE 150. One BB and three CHs had been sent to visit Davy Jones in the final fleet battle.

When the smoke cleared and all points and penalties were totaled, the Axis had emerged victorious in this Fleet Battle by a score of 4490 to 3370.

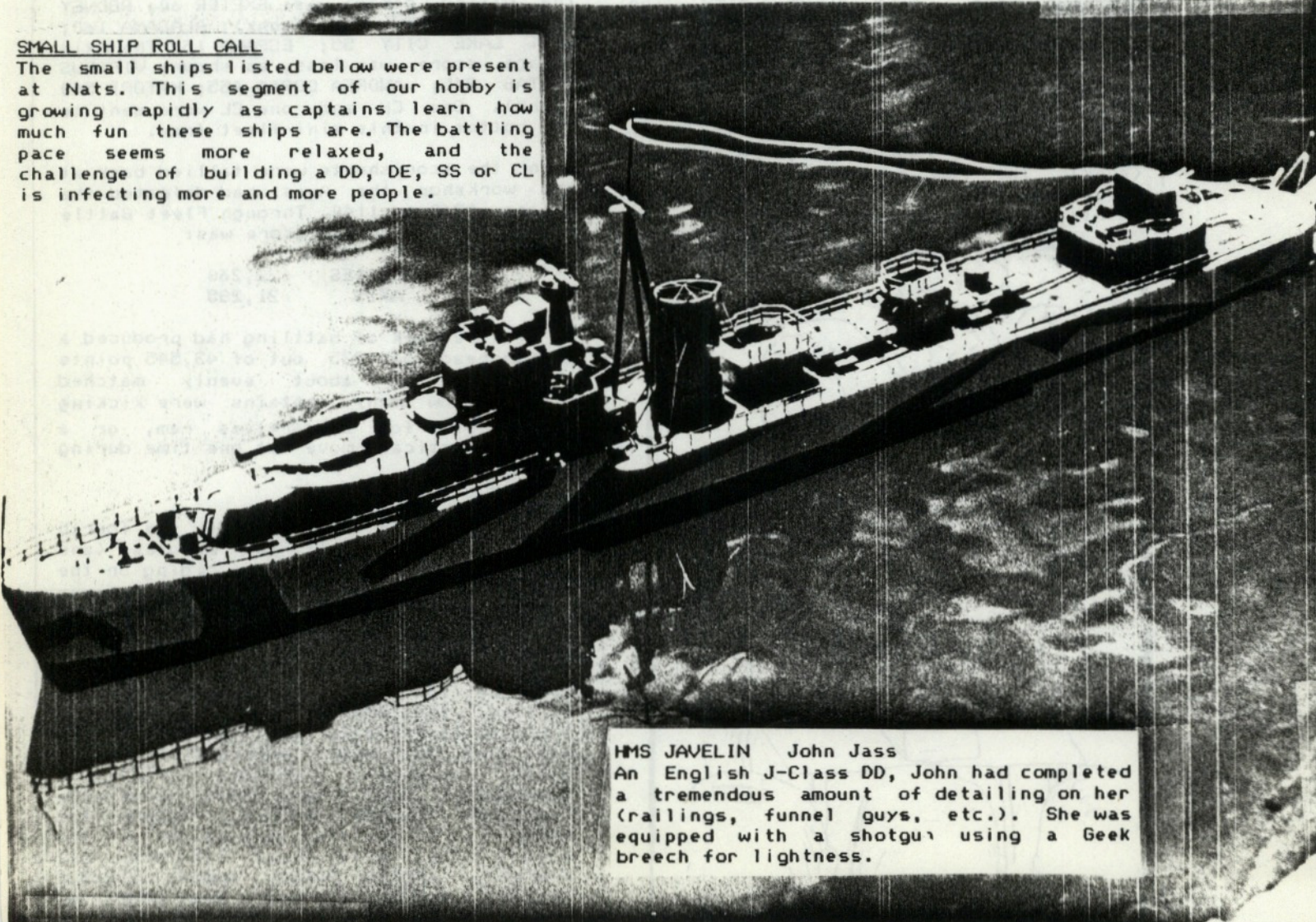
WITH THIS VICTORY THE AXIS WON THE OVERALL WEEKLY BATTLING 25,775 TO 25,630. THE MARGIN WAS 145 OUT OF A TOTAL OF 51,405 POINTS SCORED.

During the week of singleshot battling, nine BBs, thirteen CHs and one CL had been combat sunk. Both fleets were effective in dispatching ships.

It could almost be called a draw -- but close only counts in horse shoes, and I'm sure HULL BUSTERS will claim a smashing Axis victory. The battling was furious and even and the ram penalties played a definite role in the outcome (as well they should). As we in Chicago say "Wait until next year!!"

SMALL SHIP ROLL CALL

The small ships listed below were present at Nats. This segment of our hobby is growing rapidly as captains learn how much fun these ships are. The battling pace seems more relaxed, and the challenge of building a DD, DE, SS or CL is infecting more and more people.

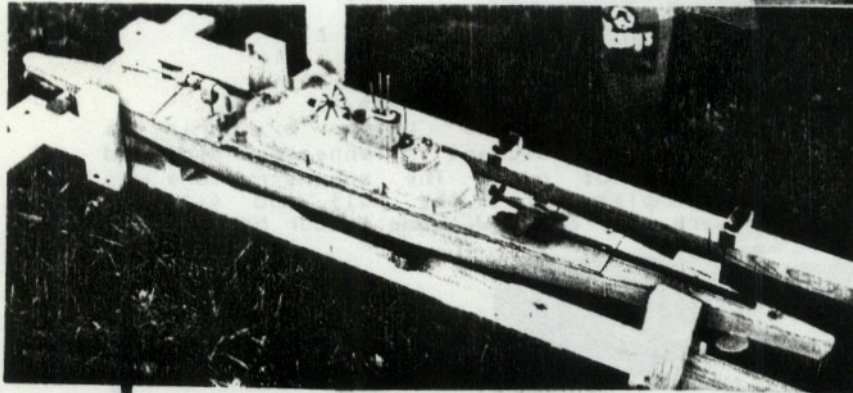
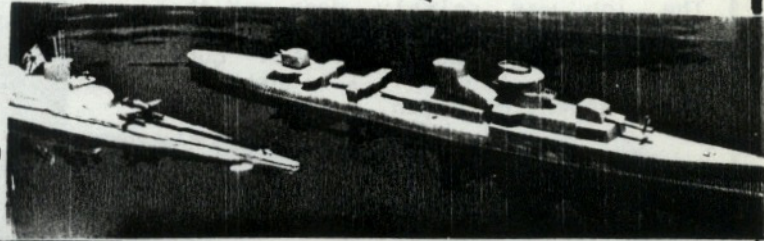


HMS JAVELIN John Jass
An English J-Class DD, John had completed a tremendous amount of detailing on her (railings, funnel guys, etc.). She was equipped with a shotgun using a Geek breech for lightness.

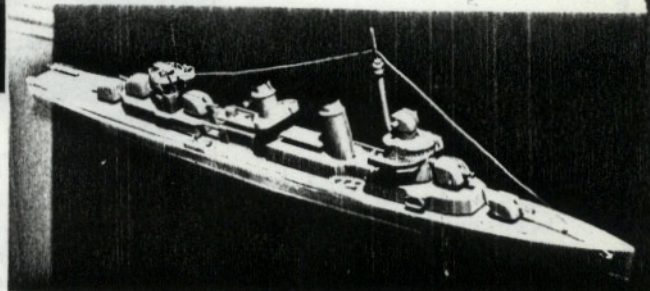
HMS ARETHUSA Tom Jass
 A veteran CL from the 1984 Nats, she was by far the largest ship in the small ship class. Equipped with 4 motors and X-Cells, she looked like a BB compared to the other ships. She carried a shotgun forward and a penny pump. *Poor photo*

IJN YUBARI Terry Darby
 A new Japanese CL with a single screw and high battery capacity. She was quick through the water. She carried a singleshot bow gun. Her detailing was incomplete, but Terry had her mechanical systems in top form.

IJN I-400 James West
 This veteran Japanese submarine was making her second Nats appearance. Her singleshot gun was stern mounted and she doesn't present much target to aim at. She carries neat detail, including a float airplane.



USS O'BANNON Stan Watkins
 Stan's new DD is a Jewel of a ship. She is fast and stable and a quantum step forward from the USS TWEEDY. She was equipped with singleshot guns and had battled this spring in Texas.



IJN KATORI Gerald Roberts
 A veteran of the 1984 Nats, she had been reskinned and still carried a stern gun (singleshot) and a pump. This CL carries landing craft on her deck as part of her detailing. *Poor Photo*

HRMS TROMP Dan Hamilton
 A Dutch CL, the TROMP was finished and detailed in Dan's special way. She was equipped with a singleshot gun and a pump. The first Dutch ship seen in our club.



In addition David Haynes brought a Japanese DD (whose name I can't recall) and John Jass' SURCOUF (a French submarine) was present. Neither of these ships were involved in a battle, but they increase the number of small ships in our hobby.

SMALL SHIP FLEET BATTLES

Small ship fleet battles were held on Wednesday. The turnout was excellent, and the battling is getting more and more effective. The Axis vs. Allies format was followed since the fleets were fairly equal. The HMS JAVELIN was unable to participate due to motor/radio interference. We missed seeing her on the water.

FLEET BATTLE 1

This USA vs. Japan battle found the ARETHUSA and the O'BANNON against the I-400 and the YUBARI. The Allies seemed to have an advantage, since the ARETHUSA had a pump (the YUBARI wasn't so equipped) and also a shotgun mounted on the bow. However, the Axis were game and the battling commenced. The Allies won Sortie 1 as the O'BANNON scored a below the waterline hit on the YUBARI; I-400 shot the ensign from the ARETHUSA, but only 5 points were scored by the Axis. The O'BANNON and the ARETHUSA continued

their mastery in the second sortie, and won the fleet battle by a score of 220 to 15. During these small ship battles a 2 minute rule (rather than 5 minutes) was in effect as agreed by all the captains.

FLEET BATTLE 2

In the second USA/Japan fleet battle the KATORI (a Japanese CL with a stern gun) joined the Axis fleet, while the Allies added the TROMP, a Dutch CL. The Allied fleet was: O'BANNON, ARETHUSA and TROMP. The Axis ships were: YUBARI, I-400 and KATORI. The Allies drew blood quickly as the O'BANNON and the TROMP concentrated on the YUBARI -- sending her down quickly with 8 hull hits (7 above and 1 on the waterline). The Axis were only able to inflict 3 superstructure hits. The Allies had won big in the first sortie, 695 to 15. In Sortie 2 the TROMP suffered a hull hit (from the shotgun of the ARETHUSA -- sorry, Dan), and the YUBARI was holed in the hull above the waterline. The Allied small ships continued their victory string with a thumping 720 to 35 victory.

ROOKIE FLEET ROLL CALL

There were seven rookies present at Nats ready to get their feet wet (a bad pun) in the battling game. Their ships are described below.

USS SALT LAKE CITY Chris Pearce *Poor Photo*
Chris' CH was built entirely by himself. The job was crisply done and there was excellent detail for a rookie ship. She was carrying two singleshot guns and a penny pump. Chris is a highschool senior from Lapeer, Michigan.



USS SALT LAKE CITY Scott Uttech and Wayne Stevenson
From Wisconsin came a father and son rookie team. They had sister ships that were well built and in fact were finished at Nats. They were equipped with singleshot guns and penny pumps.

↓
Poor Photo

DKM LUTZOW Chris Anders.
The LUTZOW was built by Chris (a highschool student in Tennessee) and used singleshot guns. The superstructure was incomplete, but the hull and fittings were well done. Welcome to our hobby!

↓
Poor Photo

IJN YAMATO Jeff Lide
This giant BB was built by Jeff (a teenager) and his father. The ship is complex and sophisticated with redundant systems and many new ideas. He resides in Texas and came along with Fluegel to Nats. Everyone was looking for a YAMATO vs. WISCONSIN duel.

DKM SCHEER Brian Schneider
The SCHEER was a veteran German CH that has been handed down from father to son. Brian was an effective captain who was always ready to battle and the SCHEER was prepared to carry on in the Schneider tradition. Armed with singleshot guns.



HMS EXETER Eric Noble
Eric's EXETER was completed at Nats and was effectively battled. She was equipped with a singleshot forward gun and a pump. He plans to retire her after this Nats.



ROOKIE FLEET BATTLES

FLEET BATTLE 1

The initial Rookie battle on Monday pitted the SALT LAKE CITY of Chris Pearce and the WISCONSIN of Jeff West against the SCHEER captained by Brian Schneider and the NAGATO of Gerald Roberts. In Sortie 1, the WISCONSIN and the NAGATO both went dead in the water due to system problems. The SCHEER riddled the WISCONSIN for 195 points, while the SALT LAKE CITY was unable to score on the NAGATO. Both BBs dropped out of the second sortie, and the SALT LAKE CITY and the SCHEER faced each other. SCHEER outpointed the SALT LAKE CITY 30 to 0. When the points were tallied up, the Axis had won 255 to 0. The Allied rookies should have paid more attention to the Allied singleshot battlers in the morning.

FLEET BATTLE 2

The rookies were having trouble getting more than 3 ships ready to battle, so the Contest Director arranged a three ship, one on one on one "cut throat" battle. Involved were the SCHEER, the SALT LAKE CITY (Pearce), and the SHROPSHIRE piloted by Jeff Lide. The SHROPSHIRE is an English CH owned by Tom Jass and loaned to Jeff so he could get into battle. SHROPSHIRE is equipped with two singleshot guns and a penny pump. Jeff was having great difficulty getting the YAMATO operational due to her complexity. It was a 2 sortie affair, with the SALT LAKE CITY suffering the most damage. The damage totals were: SALT LAKE CITY 140; SHROPSHIRE 90; SCHEER 55. SCHEER had been penalized 200 points for a damaging hull ram, so when the points were divided the final score was:

SALT LAKE CITY	73
SHROPSHIRE	43
SCHEER	-85

The "S" ships had fought a good fight and the "cut throat" format is fun.

FLEET BATTLE 3

This fleet battle was fought on Wednesday and pitted the Axis against the Allies. For the Axis it was the LUTZOW and the SCHEER; the Allies steamed the SALT LAKE CITY, EXETER (Noble), and the SHROPSHIRE. The Rookies were getting better and better at shooting and this sortie was exciting. The damage in the first sortie was: SALT LAKE CITY 140, EXETER 30, SHROPSHIRE 40, SCHEER 5 and LUTZOW 50. In Sortie 2 the Axis sank the SALT LAKE CITY with 2 hull hits as her pump was not operating correctly. Both fleets uncranked their heavy guns in Sortie 2 and escalated the damage. The totals were: SHROPSHIRE 40; SALT LAKE CITY 645 (sunk); EXETER 5; SCHEER 80; LUTZOW 195.

After totaling the fleet score sheets, the Axis had emerged triumphant by a 900 to 330 score. No ram penalties were awarded in this battle -- good work!

FLEET BATTLE 4

Fleet Battle 4 was joined on Thursday, and the Allies were looking to avenge their defeat on the previous day. The fleets were essentially the same with

Scott Uttech and his shotgun equipped SALT LAKE CITY replacing the EXETER that Noble had fought on Wednesday. The fleets were the SALT LAKE CITY, SALT LAKE CITY and SHROPSHIRE versus the SCHEER and the LUTZOW. In the first sortie the LUTZOW took 7 hull hits above the waterline while her partner, the SCHEER fared no better, taking 5 hull hits (above the waterline). The Axis were only able to inflict 190 points of damage on the 3 Allied CHs. Sortie 1 damage was: LUTZOW 245; SCHEER 105; SALT LAKE CITY (Scott Uttech) 70; SALT LAKE CITY (Pearce) 40; SHROPSHIRE 80. The Allies had won Sortie 1 250 to 90 after rams were deducted.

In Sortie 2 both sides stepped up their effectiveness and 2 sinks were recorded. The LUTZOW was dispatched with 16 hull hits (14 above, 1 on and 1 below the waterline). SHROPSHIRE fared better as far as damage was concerned (3 hull holes above the waterline), but the result was the same -- she sank with a serious list to starboard. The total damage count in Sortie 2 was: SALT LAKE CITY (Pearce) 0; SALT LAKE CITY (Scott Uttech) 0; SHROPSHIRE 660 (sunk); LUTZOW 1030 (sunk); SCHEER 40.

The Allies were the victors in this battle by a score of 1320 to 750.

FLEET BATTLE 5

The final fleet battle fought by the rookies was held on Friday. In Sortie 1 the Allies put SHROPSHIRE and the two SALT LAKE CITYs on the water. The Axis joined them with their usual lineup -- SCHEER and LUTZOW. Not much damage was inflicted in the first sortie, which was won by the Axis 110 to 50. The damage was: SHROPSHIRE 20; SALT LAKE CITY (Pearce) 50; SALT LAKE CITY (Scott Uttech) 40; SCHEER 25; LUTZOW 25.

In the second sortie the EXETER (Noble) replaced the SHROPSHIRE to keep the sides equal and allow Eric to battle. This Allied combination clicked and they raked the LUTZOW for four hull hits (3 above and 1 below the waterline), causing the Axis CH to join the BISMARCK (rumored to be permanently sunk in the pond). Pearce's SALT LAKE CITY suffered 14 hull hits above the waterline, but her pure Allied heart allowed her to remain afloat and she refused to join the LUTZOW. The damage totals were: SALT LAKE CITY (Pearce) 295; SALT LAKE CITY (Scott Uttech) 65; EXETER 15; LUTZOW 785 (sunk); SCHEER 20. The Allies had triumphed in the final encounter by a score of 855 to 485.

The rookies fought well throughout the week and are to be congratulated for their ships and the battling ability they displayed. They will be welcome captains (TARGETS) in the wars in 1986. WELCOME ABOARD!!

EDITOR'S NOTE: To chime in with the space cadet's "hurrahs" about the rookies, I'm going to share with you these guys battling innovativeness. For reasons I don't recall, the two allied rookies were dead in the water. No batteries or motor problems, I presume. One nearby Axis ship was like-

wise dead in the water. The only mobile ship was Schniederlets Scheer which was out of ammo. The Axes worked together by pushing the one disabled ship around to bring her guns to bare on the disabled Allied ships. In fact, it was ineffective but I was impressed with such creative thinking. I believe us "old salts" loose about twenty pints of I.Q. at lakeside and the new guys loose their I.Q. when faced with technical challenges before they get to the lakeside.

INDIVIDUAL BATTLES

LISHER VS. DAVID HAYNES

The first One on One was between the SALT LAKE CITY and the MYOKO on Wednesday. It was a one sortie battle, with the MYOKO emerging the victor by a score of 245 to 70. MYOKO inflicted 11 above the waterline hits on the SALT LAKE CITY to gain the victory. MYOKO suffered 2 hits (above) as her major damage.

SCHULTZ VS. HAYES

The two Eastern BBs staged the next One on One -- it was strictly a family affair. In the single sortie the WARSPITE inflicted the greater damage: 100 to 80. MARYLAND was penalized for a damaging ram below the waterline (200 points), so the final score was WARSPITE 100, MARYLAND -120. Age triumphs over beauty as Marty won over his son-in-law.

MILHOLLAND VS. DESKIN

This Wednesday One on One featured the ALABAMA against the ANDREA DORIA -- two extremely effective BBs. They duelled two sorties and the ALABAMA was the winner -- 520 to 440. I recall a ram penalty against the ALABAMA, but none was recorded on the scoresheet and consequently none was awarded. This was a good tactical fight as the ANDREA DORIA had a bow and stern gun and was fought as a CH, whereas the ALABAMA had 2 broadside guns and a bow gun. The ANDREA DORIA attempted to stay in front of the ALABAMA, while the ALABAMA tried to bring her broadside guns to bear. At times the ALABAMA was sitting on the ANDREA DORIA's stern pushing her; it reminded me of two stock cars sliding through turns, front fender to rear fender. This was a memorable One on One.

FLUEGEL VS. SCHULTZ

This One on One between the LUTZOW and the MARYLAND occurred on Wednesday. The two ships fought a 2 sortie battle. In the first sortie the MARYLAND took 21 hull hits (18 above, 2 on and 1 below the waterline) in addition to 16 superstructure hits. LUTZOW only suffered 55 damage points. Things were no better in Sortie 2, as Fluegel continued his mastery. The swifter, more maneuverable LUTZOW dominated the MARYLAND by a score of 870 to 145. A good CH is hard to beat when a BB has no team mates.

DARBY VS. DAVID HAYNES

This One on One featured two excellent CHs -- the PORTLAND and the MYOKO going at each other for two full sorties. It was a good old CH captain against a good new CH captain. The MYOKO was the victor in a close decision -- 340 to 280. This

battle was a delight to witness as both ships were well-handled and they were both fast and equal in turning ability. We all learned tactics watching these two.

DARBY VS. FLUEGEL

Terry likes One on One Combat and he fought the PORTLAND often in this category. This battle pitted the PORTLAND against the LUTZOW, the best Axis CH. After a scoreless first sortie, the LUTZOW decided to establish her superiority in a decisive way. She sank the PORTLAND with a combination of 5 hull hits (above the waterline) and 4 superstructure hits. Before sinking, the PORTLAND inflicted 45 damage points on the LUTZOW. Fluegel was the winner by a big margin -- 720 to 45.

DARBY VS. VILAR

Darby came back strong on Thursday, challenging the BADEN to a One on One. The PORTLAND would have her hands full with the German BB. The PORTLAND was cursed with depleted batteries, and she was without her speed. The BADEN took advantage of the situation and dunked the PORTLAND in the first sortie. BADEN scored 17 hull hits on the PORTLAND (13 above, 1 on and 3 below the waterline). The BADEN took serious damage in return -- 11 hull hits (10 above and 1 below the waterline), but a BB can survive such damage where a CH cannot. The BADEN was the one-sided winner by a score of 1255 to 310. After the battle the PORTLAND was heard to ask Terry about the wisdom of challenging BBs to One on One battles.

SCHNEIDER VS. CAMURATI

The first Axis vs. Axis One on One was held between the CONTI di CAVOUR of Carl and the DUILLIO (an Italian BB) of Martin Schneider. These two Axis butchers proceeded to punish each other to the delight of the Allied captains. Carl outpunished Martin by 985 to 675 in battle damage, but Carl was awarded a 100 point ram penalty (they even ram each other - old dogs can't unlearn old tricks). The final score, then, was 885 for the CONTI di CAVOUR and 675 for Martin and the DUILLIO. A fun match to watch as two old friends went at each other. Their next One on One was really a dilly!

LISHER VS. JEFF WEST

On Thursday morning the SALT LAKE CITY challenged the WISCONSIN. It was a one sortie affair, one the WISCONSIN had to get into to become eligible for the Best of Scale award. The WISCONSIN experienced throttle problems as 3 of her 4 motors went dead. The SALT LAKE CITY took advantage of the WISCONSIN's "Out of Control" condition and put in 21 hull hits (19 above and 2 on the waterline). The WISCONSIN's bulk absorbed the damage and she remained on the surface. WISCONSIN was able to counter with her guns periodically, and inflicted 70 points of damage on the SALT LAKE CITY. SALT LAKE CITY was the winner by a 490 to 70 score.

WATKINS VS. ROBERTS

This was the first of two small ship One on Ones that happened on Friday. The

O'BANNON (Stan's) and the KATORI (Gerald's) went head-to-head. The Japanese CL and the American DD were unable to score any hits, and the "battle" ended in a scoreless tie. However, it was fun and that is what small ship battling is all about!!

HAMILTON VS. ROBERTS

The next small ship One on One pitted the TROMP (Hamilton's CL) against the KATORI (Roberts' CL). It was to be bow gun (TROMP) against stern gun (KATORI). They agreed to fight one sortie, and the Japanese CL emerged the winner by a 100 to 60 margin. TROMP had taken 3 hull hits (2 above and 1 on the waterline), while the KATORI was hit by 3 hull hits above the waterline. These two CLs put on quite a show, and the small ships are becoming more and more effective as time passes.

CAMURATI VS. SCHNEIDER

An unofficial (unscored) shotgun battle was held between Carl and Martin on Friday afternoon. I'm not sure even of what ships they used, but it was total war with any type of guns allowed. Martin had built a singleshot gun that incorporated a servo driven interrupter that controlled the firing of two singleshot stern guns. When the joystick was activated once, the interrupter continued to fire the two singleshot stern guns alternately as singleshot machineguns until the joystick was released. Leave it to Martin to develop a singleshot shotgun! My informants tell me that neither ship sank in this battle, but tremendous damage was done by and to each ship. Maybe Carl or Martin will write it up for HULL BUSTERS.

NOBLE VS. PEARCE

The lone Rookie One on One took place on Friday afternoon as the EXETER threw down the gauntlet to the SALT LAKE CITY. Both ships were by now experienced, and the battle was joined. It was one sortie in duration, and not much damage was done. The EXETER outpointed the SALT LAKE CITY 35 to 5.

MILHOLLAND VS. LISHER, DARBY & HAYNES

This fleet battle was held on Friday and is included in the One on One section because it was not counted in the singleshot Fleet Battles of the Axis/Allies. The ALABAMA was pitted against the PORTLAND, the SALT LAKE CITY and the MYOKO in an attempt to see if one effective BB can handle herself against three good CHs. All agreed it would be one sortie as Fleet Battle 7 was yet to be fought. The fight was proceeding well when the ALABAMA rammed the PORTLAND; as the PORTLAND steamed in to shore it was apparent that she was sinking. I jumped in and caught the PORTLAND as she was about to sink alongside the shore. A ram



sink was awarded to the ALABAMA, casting a cloud above the battle. The ALABAMA had outscored the 3 CHs, 1035 to 600, but the deduction of the ram penalty from the ALABAMA resulted in a CH victory. Happily, the PORTLAND was patched in time to participate in the crucial Fleet Battle 7, on which the singleshot fleet championship depended.

AWARDS BANQUET

The banquet was held on Friday evening at the Heritage Cafeteria at 6:30 PM. The battlers and guests were all dressed up in their Sunday best (some had even showered). The food was excellent, but the awards were what everyone was waiting for. Listed below are the winners -- well done.

MILHOLLAND VS. JOHN JASS

The last official One on One Battle in the 1985 Nats was another epic between the ALABAMA and RODNEY, the Allied BBs that had last fought at the Southeastern Regionals for the championship. It was a fight between the BB that had only been sunk once in her three year career -- RODNEY, and the Allied BB who was the most effective at the 1985 Nats -- ALABAMA. The captains agreed to two sorties, and the struggle was begun. Neither ship sank, so the scoring was totaled after Sortie 2. ALABAMA had continued her roll, as she outgunned the RODNEY 1710 to 1075. ALABAMA had 39 hull hits (35 above, 2 on and 2 below) while the RODNEY was blasted for 63 (56 above, 3 on and 4 below). Both ships were pumping furiously during the battle, and both survived because of their pumps.

HIGH CRUISER - SINGLESHOT FLEET

This award was given to the CH who participated in at least 8 singleshot fleet sorties and maintained the highest sortie average. In order of finish, the captains were:

D.W. Fluegel	349
James West	297
David Haynes	290
Tom Jass	256
Dan Hamilton	242
Terry Darby	229
James Lisher	196

Fluegel and the LUTZOW are truly Champions.

HIGH BATTLESHIP - SINGLESHOT FLEET

The BB/BC competition in the singleshot fleet was furious, as these ships were truly again the Queens of the Sea. This

award was given to the BB with the highest sortie average who was in 8 or more sorties. The order of finish is listed below:

Mike Deskin	381
Martin Schneider	343
James Foster	324
Carl Camurati	295
Stan Watkins	265
Steve Milholland	246
Dan Shepard	238
Rick Schultz	216
Marty Hayes	214
Joe Vilar	183
John Jass	145

I'm sure the 1985 Nats will be remembered by Mike for a long, long time. He did a great job with the ANDREA DORIA, fighting aggressively yet avoiding rams.

HIGH SMALL SHIP - SINGLESLOT FLEET

The final singleslot award was presented to the ship and captain who had the high sortie average in the small ship singleslot fleet battles. The minimum number of required sorties was two. The order of finish was:

Dan Hamilton	120
Stan Watkins	88
Tom Jass	88
Terry Darby	6
James West	6
Gerald Roberts	5

Dan Hamilton and the CL TROMP were the small ship champs. (That lady wasn't a TROMP)

VON FLUEGEL TROPHY

This illustrious award is presented yearly to the battler who accumulates the most battling points throughout the year -- including all meets, Regionals and Nationals. This was the first year that an Allied captain has won it since Stan Watkins did years ago (when he and Fluegel were mere pups). WAY TO GO, STEVE AND THE ALABAMA!!! The High 10 finishers were:

Steve Milholland	26,712
Carl Camurati	22,529
Joe Vilar	14,542
Jim Lisher	13,791
John Jass	13,450
James Foster	13,307
David Haynes	13,184
D.W. Fluegel	12,040
Mike Deskin	11,772
Martin Schneider	11,430

Doesn't that list read like a R/C Warship Combat "Hall of Fame"? All of these captains are to be saluted -- WELL DONE!!

ROOKIE OF THE YEAR

This award was given to CHRIS PEARCE for the battling ability he displayed during the week, as well as the craftsmanship his ship, the SALT LAKE CITY, exhibited. Well done, Chris. We expect to see much more of you in 1986 and beyond.

BEST OF SCALE

Two awards were given in this category to recognize the scale appearance of the battling ships. The awards were presented to:

Jeff West WISCONSIN First Place
Fluegel LUTZOW Runner up

I hope that the Exec Board will authorize more scale prizes in the future. This will encourage more effort in this area. This year's fleet was much improved in the scale appearance area compared to previous Nats. KEEP IT UP!

BRYAN SPYCHALSKI AWARD

This was the first year that this trophy was awarded; it is a traveling trophy that is awarded to the battler who best exhibits the spirit of helpfulness and co-operation throughout the Nats' week. The Exec Board voted to determine this award. The FIRST winner of this trophy was

CARL CAMURATI

The award was well deserved, as Carl was indeed the model of helpfulness as he dealt with veterans and rookies alike. AN EXCELLENT CHOICE.

SATURDAY BATTLING

Some battling occurred on Saturday as battlers hung around Springfield rather than head for port. The moss cover on the pond was thick; we were fortunate that Nats were over on Friday as the conditions were terrible. I don't have any scores, but I do remember what happened, and I'll relate it to you.

DARBY VS. WATKINS

The YUBARI fought a single sortie individual battle with the O'BANNON. A "moss rule" was in effect whereby a ship could be brought in to de-moss if it went dead in the water. This option was exercised several times as the battle progressed. YUBARI won a close decision, as the fight was called after one sortie due to moss conditions.

FLEET BATTLE

A battle was arranged with the ALABAMA, PORTLAND and SWIFTSURE vs. the RODNEY, VIRIBUS UNITAS and KATORI. The VIRIBUS UNITAS was only allowed 2 guns (one bow and one broadside) to even out the fleets. All agreed to one sortie and accepted the moss rule. This battle took place near the tweaking area, as that was the most moss-free area in the lake. The close quarters left the CHs at a disadvantage, but the SWIFTSURE was the only sinker. She was hit soundly by the VIRIBUS UNITAS and sank by the bow after her pumps did not pump well. The fleet composed of VIRIBUS UNITAS, RODNEY and KATORI won the fracas.

DARBY VS. FLUEGEL

This One on One was a repeat of the battle in the Nats. Except this time the PORTLAND revenged her previous loss to the LUTZOW. I have no details, as I was at the "Git and Go" gittin Dr. Pepper.

ALABAMA VS. RODNEY "DEATH MATCH"

The final battle of the day was a "Death Match" between the two Allied BBs who had slugged it out on Friday. In this match there was no "moss rule" and no repair time allowed -- each ship could return to load bbs and freon as often as needed.

1985 CHAMPIONSHIP POINTS

SMALL SHIP

NAME	SINGLESLOT FLEET										1/1	TOTAL POINTS		
	SS1	SS2	SS3	SS4	NITE	SS5	SS6	SS7	SS8	DD1			DD2	
CAMURATI	37	206	827	421	242	885		727					885	8460
SCHNEIDER, M.	657	206	802	401	342	885		627					675	9190
FOSTER	437	206	777	221	342	885	420	727						8030
DESKIN			877	521	342	885	420						420	6930
VILAR	637	206	569		342	-515		226					1255	5440
WEST, JAMES	250	206	877	255	342	442		727		8	15			6244
ROBERTS							420					5	100	1050
FLUEGEL	637	206	877	521	342	685		727					1570	11130
HAYNES, D.	587	206	877	521		228	223	727	200				585	8308
LISHER			231	128	105	428	223	446	200				745	5012
SHEPARD	744	131	605	292	221	428	223	446						6180
WEST, JEFF			-395	292	221			346					70	1068
JASS, T.	744	231	605	105		428		446		110	240			5818
HAYES, M.	744	231	405	292	221	428		246					280	5694
SCHULTZ	744	231		292	221	228		446					25	4374
WATKINS	694	231	605	105	221	428		210		110	240		0	5688
JASS, J.	744	231	605	92	21	328	223	-354					1075	5930
MILHOLLAND	694	231	605	292	428		23	246	435				2230	10368
DARBY	744	231	605	292		228		446	200	8	15		635	6808
HAMILTON	744	231	605	292	221	137	223	446				240	60	6398

ROOKIE BATTLES

NAME	R1	R2	R3	R4	R5	1/1	TOTAL POINT
PEARCE	0	73	110	373	285	5	1692
SCHNEIDER, B.	143	-85	450	325	243		2152
LIDE		43	110	473	17		1286
ANDERS			450	425	243		2236
NOBLE			110		268	35	826
UTTECH				473	285		1516
WEST, JEFF	0						0
ROBERTS	113						226

NOTES: TOTAL POINTS ARE BATTLE POINTS X 2

1/1 SHOWS INDIVIDUAL BATTLE POINTS

The battle would continue until one of the warriors was sunk. The battling tactics were interesting as the RODNEY attempted to maintain distance between ships as her broadside guns hit the water farther from her hull than do the ALABAMA's. Both ships were about equal in speed in Sortie 1, with the edge going slightly to the RODNEY. In the first sortie they slugged it out toe to toe, with damage about even. RODNEY seemed to be getting in more bow gun damage, but the ALABAMA's broadsides seemed more effective. RODNEY was pumping harder than ALABAMA, but that might be good news or bad news. Both ships exhausted ammo at about the same time, so they reloaded and got it on again. Early in Sortie 2 the ALABAMA slowed and her pumping volume decreased also. This gave the RODNEY an obvious edge, and the RODNEY used it to full advantage. She sank the ALABAMA about five minutes into the second sortie. ALABAMA sank by the bow, for her first dunking of the week -- a fantastic record!!

LESSONS LEARNED

Singleshot battling is the answer!! The shotgun is dead (RIP). However, singleshot battling is in only as long as we pass the proposed rule changes. VOTE "YES" TO THE NEW BY-LAWS AND INSURE THAT SINGLESLOT IS THE ALLOWED BATTLING METHOD.

Reliable pumps and mechanical and electrical systems are a must. The battles last longer, and a singleshot ship can just pick you apart if you're dead in the water (remember the RODNEY). Work on reliability.

More scale detail can be constructed with singleshot battles. The proposed "solid superstructure" rule change will help in this area also. VOTE YES.

Perhaps 18 ships in the water at one time is too many. The number of damaging rams and ram sinks was way too high. The 1986 Contest Director will have to give this problem much thought.

frequency conflicts will just about limit us to that as a maximum.

Get on the 75 MHz radio band and buy some spare crystals. This will allow you to change crystals anywhere in the band and avoid a conflict which removes you from battle.

When we pass the speed rule (VOTE YES) we will be able to solve the problem of speed control for our ships. We have some geniuses in this hobby -- if they can develop a singleshot gun in one winter, they can develop a cheap, variable throttle that will allow us to meet the speed rules. HAVE FAITH.

THANK YOU'S

As Contest Director I have many, many "thank you's" to express for the support I recieved that made the Nats possible. Thanks to the Springfield, Missouri Club members (Steve Milholland, James Foster, Jim Lisher and Chris Lawson) for the long hours they expended getting the lake into battling condition. They applied chemicals several times in the weeks prior to the meet to kill the moss that inhabits the surface of the lake. They also gathered the materials for the gun tweaking area and the fencing material to construct the spectator control area. Steve also made arrangements at the Heritage Cafeteria for the Awards Banquet on Friday evening. A special thank you to Chris Lawson for the long, hot hours he spent running the video camera during the meet. We all enjoy watching these films during the winter, and Chris' dedication to capturing the battles on tape will be appreciated by all of us as we relive the meet time and time again.

Thanks to James Foster for hosting a Bar-B-Que on Saturday evening for all the battlers who stayed around to continue the battle.

Thanks to David Haynes and John Jass for the construction of the beautiful trophies for Nats. David built award plaques that featured a US Navy 5" twin turret mounted on a walnut base; they were beautiful and unusual. We awarded them to the winners in the singleshot categories. John built the more traditional type with golden warship models mounted on a walnut base; these were given to Best of Scale (two awards), and Rookie of the Year. Thanks for the hours of time that you put into the

construction of these awards.

Jeff West purchased the medals and stars that were given out at Nats to participants and victors. He bought them at a Navy PX and consequently saved us quite a bit of money.

The following people and companies sponsored the Door Prize drawing by providing the gifts shown:

- | | |
|------------------|-------------------|
| Bob Spychalski | 7 Channel Radio |
| Pactra Industrie | Paint |
| Jeff Poindexter | Books |
| Futaba | Gift Certificate |
| Gerald Roberts | Copper Tubing |
| Astro | Gift Certificate |
| Tom Jass | Books |
| Hull Busters | Spychalski Trophy |

When we arrived at home on Sunday a package from Repla Tech was on the dining room table. The plansets that they had sent for door prizes had arrived during the week of Nats; we'll save them for next year. Thanks to all for their support of our 1985 Championships.

I would like to especially thank the Axis Fleet Admiral, Carl Camurati, and the Allied Fleet Admiral, Stan Watkins, for the work they did during the entire week. They played a significant role in keeping the meet running smoothly, settling the minimum number of scoring questions that occurred, and displaying the attitude of sportsmanship and fair play that was in evidence during all battles. They made my job 100% easier by their example and attitude. Thanks again!

As long as we co-operate together like we have, our Championships will always be the successful, fun filled events that they have been. Give James Foster, the 1986 Contest Director, the same support you gave me, and the 1986 Championship will be even more successful than this one was.

We all did jive in 85

Tom Jass



Tom Jass
Contest Director

WAR REPARATIONS

First off, I would like to thank all of you for making it a great championships. It was a hard fought war, with many casualties (even me). The Axis had to pull themselves out of the hole after "Murderous Monday". But after rallying the forces, we managed to win most of the fleet battles. The turning point must have been the night fleet battle; we had them running for their lives.

I am proud to have commanded and served with such a courageous, handsome, gallant, brilliant and modest group of Axis commanders.

As commander in chief of Axis naval forces, I demand these following war reparations for each Axis commander:

1. Free 800 telephone number.
2. 1 case of "cyanoacrylate glue"
3. 2 sheets of Polystyrene
4. unlimited quantities of aircraft ply.
5. one new 6 channel radio
6. four new Dumas Pittman Motors
7. 30 lb. can of Freon 22
8. five new "X" cell packs from Jerryco
9. 2 1/2 lb kit of "West System Epoxy"
10. \$100 gift certificate from "Naval Institute Press"

If these demands are not met by the pig breathed Allied swine, war will commence in July 86.

British warships make good fishing reefs!

Bill Smith

SOME THOUGHTS(?) ON RAMMING
By Chris Pearce

When I was at the rule meeting, it was proposed that there be a rule making captains build ram bows out of foam or some such thing. I realize there is good intent behind this, but I do not think that such a rule is the solution to the problem of ram damage and sinking. During the week, I saw the Wisconsin, with its clipper bow ram sink another ship, or at least severely damage it. At another point in the week, I was rammed at high speed by the Scheer, and it put a hole below the waterline on my ship, with its straight stem. Obviously, the ships with ram bows are not the only culprits. Otherwise, in the rookie fleets, at slow speeds, the rams were rarely damaging. On another occasion, I saw the Viribus Unitis with its "soft" ram bow almost sink itself when the bow was knocked out of place and cracked the balsa on the hull. Obviously, the reductions in speed will help reduce the number of, and damage done by rams. When I was rammed, the hole would have been much bigger and deeper if it weren't for the solid balsa I had about an inch and a quarter below the waterline which stopped the Scheer. If it weren't for this protection, I could have sunk! Perhaps a better protection for all ships would be for the captains to rig a stringer about a quarter inch behind the hull skin, a half inch below the waterline, so that if ANY bow penetrates the hull below the waterline, it would be stopped before it could do extensive damage. Of course the fact that I plan to build a ship with a ram bow has nothing to do with this... Really, I think it is unfair to tax the captains with the ram bows when it is not entirely their fault. We couldn't expect the captains to build the entire bow on every ship out of foam rubber... Really, since people are currently fitting cardboard to prevent BB's from going through both sides of their ships, it wouldn't be too much work to put a little piece of hardwood a little behind the skin of the ship. In all reality, I fear superstructure damage from a ram more than hull damage, because it is more difficult to repair. I really think that if captains took a little time to modify their ships, it would make a large difference in the amount of damage done by ram bows and other bows alike. Well, if I am going to get these in the mail, (today is July 25) I had better quit this preaching. Anyways, some of you could think about this idea as a fair solution to the problem.

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OBSERVATIONS OF THE FOUNDING FATHER
By Stan Watkins

Greetings Combatants!

The 85 championships proved that single-shot combat is a viable hobby. Even with the much smaller holes many of us still managed to "Founder", right Carl? Fluegel amazed us all with a pump that had a built-in delay (27 seconds of cavitation before it would finally prime). After four years of problems, Steven Milholland finally showed all of us how to blow the bilges off the other combatants as he edged Carl out for the 7th Annual Von Fluegel Traveling trophy award.

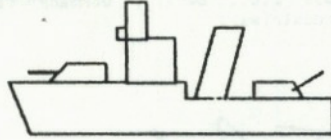
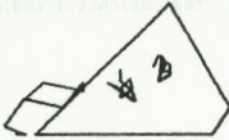
CONGRATULATIONS STEVE!! It was a pleasure to be on your fleet.

As it was last year, somehow the winning fleet was the one that did not have the VFTT winner on it. Yep, the Axis fleet after falling badly behind on Monday gradually worked their way up and finally won it on the last sortie of the Friday Fleet battling. I am resigning my Fleet Admiral position after 7 years to the very worthy dmiral Milholland. What's our strategy, Steven, Sir?

Jeff West's magnificent USS Wisconsin won the Best of Scale Award with Fluegel's DKM Lutzow being the second place winner. It was as great as ever, even with the traffic a bit heavy with 20 ships out there at once.

Let's Battle for FUN!
Stan

HOW TO HAVE A REGIONAL EVENT



Hopefully, as I sail on through life, I learn from each of my experiences. One thing that I think I learned recently was improvements to the way to hold today's meets. For some of you much of this may be old hat as you have held more of these than I. But for those of you who will be holding their first sometime in the future, I hope that it will be worthwhile.

The lake and facilities should be your first consideration. With the recent advent of s/s guns and the safety questions which are being raised about their use, I feel the ideal lake has five foot banks around it and the pit area (short of providing Plexiglas shields for the spectator area). Spectators and camera people are best kept above the line of fire. The distance from the cars to the lake bank is important as that is the distance which everyone will carry their ships and supplies. Not many of us can provide the excellent repair facilities which we have at Nationals, but any event is improved by consideration of some similar arrangement.

To properly prepare for an event, you must start your planning early (6 months to a year). If you intend to advertise the event in Hullbusters, SSM, etc., it takes that long for the news to get around. Permission to use the lake and any other facilities may take several months to acquire.

As a suggestion (one which I intend to use next year), you might consider having some outside concern take care of crowd control. For one thing, you will have your hands full with the events and your own ship(s). The possibility exists for the use of such organizations as the BSA (Boy Scouts), CAP (Civil Air Patrol), or the Naval Cadets. These groups are often looking for some events to fill out their schedules and keep their people busy.

Areas of use at the lake should be planned ahead of time

and marked clearly on the day(s) of the event. Consideration of other users and avoidance of an conflicts should be included in your plans.

The accommodations for visiting entrants must be planned well in advance also. A primary Hotel (Motel) should be suggested and several alternatives (someone is always going to be too late for the first hotel).

Media coverage will still be difficult to handle for some time to come. We may be crazy but we are still not numerous enough to provide easy access to the six o'clock news. Most small town newspapers prefer accent on the local team so slant your news accordingly. In my regionals, slant the whole thing that way and let me win.

A chart (map) of the lake may be a consideration that is not too difficult but handy for out-of-towners. A map of the surrounding area is also helpful (show eating places and hobby shops). A packet made up ahead of time with the above items, a schedule of events, combat damage reports, etc. could be issued at the lake or sent out ahead to the entrants.

The next suggestion will get me in trouble with a lot of of our killer types but here goes. Some events should be held which are not strictly combative and damaging. (WHAT! - not combat!!) Yes, I think that some events should be held along the lines of ship management, best of scale and a photo session early (the ships will not look as good later). The purpose of these events will be to fill in the long lagging time periods between combat events, and provide the new modeler with something to remember besides seeing his once proud ship reduced to kindling. Secondly, it will allow us to invite other segments of the modeling community to partake in the event without insisting that they first build a combat ship. This may gain us some new members and also aid in raising our standards of exterior appearance.

Holding an event in your home state is a gratifying but tiring experience. Ask for and gain as much help as you can get (many hands make the work go faster). Our hobby will benefit as more events become available and more people find out about this crazy hobby. Lastly, support these events by coming to them if at all possible.

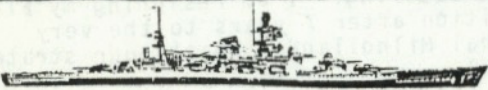
Marty Hayes, Capt. of the Warspite

By: Bluegel

Reliability, reliability, reliability. It is the key. It's the unfair advantage and it wins wars. As an example, the Yamoto has a 3 serve, 18 relay, 16 micro switch throttle and it never got into the water. My cruiser has a forward, off and reverse toggle switch throttle and it won the best cruiser trophy. Keep it simple if it involves guns, pumps, rudder or throttle. If you need to build something complicated, make it your lights, rotating turret or ship box.

My observation of the current pump rule leads me to believe a ship with a 380 motor on the turbo pump is unsinkable by gun fire. Lisher told me that we should have a rule against such pumps being reliable. I believe further pump rules will be past in years to come, however, right now, Lishers rule is in fact in force.

I know a ship equipped with the "amend gun", a toggle switch throttle, a 380 powered turbo pump and 15 prebattle sea trials can win best cruiser at Championships. Remember the words of Admiral Camarti, "Sink is a four letter word". or Admiral Schnieder, "Reliability, reliability, reliability," or myself, "Reliability is the unfair advantage".



President's Column

First off, the executive board has had all of it's power to change rules taken away. This is great! This leaves us with more important things to do. If "gray" areas come up during this year, we will be sure to send out a mailing to all members and ask their opinion, and take an informal vote on it. This may cost a little money (\$25-\$30) but it is a small price to pay to keep everyone in the know.

One area that needs immediate attention is the insurance situation. (Namba). If one reads the Rules of R/C combat safety in the Namba rule book, it is very obvious that some of the restrictions are unreasonable and in some ways impossible to meet. If air conditioner manufacturers had to deal with the same construction requirements for their freon 22 units, we would be sweating our little tails off.

If anyone has any ideas about getting some meaningful insurance, please contact me or any of the other executive board members.

I would like to thank the previous executive board for putting together a very comprehensive and fair rules package. Much effort and time was put into this package and the 'game' we play will be better because of it.

Superstructure may be built out of any material and can be made impenetrable. This rule was suggested so that people could make good looking, permanent and damage resistant superstructure. I like this idea because it helps us make better looking ships. (the Axis may even look good next year.) One area that is important is weight in the superstructure. Styrene plastic is 3 to 6 times the weight of balsa. (1 sq. ft. 1/32 balsa equals 16 grams. 1 sq. ft. .020 styrene equals 52 grams. 1 sq. ft. .040 styrene equals 105 grams.) This extra weight won't hurt big ships but light ships will have a problem with stability. Get out those diet scales and put your superstructure on a weight loss program, lets not have any "tippy" destroyers.

I wish to thank each and everyone of you that came to the Championships this year. Safety didn't seem to be a problem, the spirits were high and both teams had a good time. (Axis had a better time because we won!) I hope to hear from all of you in the coming year and I wish "you all" the best of luck.

British warships make good fishing reefs!

Alto Amfalgio D'Italia



1985 CHAMPIONSHIP ACCOUNTING REPORT

Shown below is an income/expense report for the Nats held at Springfield, Missouri.

INCOME

Entry Fees

Individual Entries	
Seventeen @ \$25.00 each.....	\$425.00
Two @ \$30.00 each.....	60.00
Family Entries	
Five @ \$35.00 each.....	175.00

Donations (Hull Busters).....	25.00
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Total \$685.00

EXPENSES

Mailing Expenses

Stamps, envelopes, etc.....	\$30.80
Name Tags (30).....	6.36
Award Ribbons.....	20.00
Trophies.....	101.85
Chemicals (moss control).....	389.25
Site Materials	
Tweaking Area.....	50.75
Spectator Fencing.....	28.73
Miscellaneous.....	18.98

Total \$655.72

Total Profit (\$685.00 - \$655.72).....\$29.28

RECOMMENDATIONS

The cost of chemicals and the trophies require that we have income of about \$600.00 to break even at Springfield. I recommend that the Entry Fees be increased to \$30.00 for individuals and \$40.00 for families. We have no mechanism to offset a loss on Nats if the Entry Fees don't cover expenses.

The accuracy of this report is attested to by the firm of Blum und Voss Ltd., Berlin, Germany (auditors for the Reichstat and Krupp Industries).

Tom Johnson
Contest Director.



Preparing for Championships By Chris Pearce

Since I seem to be on a roll, I think I will write an article to help other victims, I mean rookies, like me. When I got to Springfield, I found out that I had several new problems like leaky freon tanks and bad batteries. I spent the week super glueing recurring leaks. Anyways, one good thing to do is to try to run your motors and hold on to the props. If the motors still turn, your universals are slipping. I finally figured this out on Friday, and it made quite a difference. Another thing to do is bring extra batteries and enough chargers for them. I wouldn't have sank if my batteries were charged. Another thing to bring is spare O-rings and fiber washers. Also have some sort of spare safety pins. A few misfirings nearly destroyed mine. Still another thing is a small screwdriver for taking apart radio equipment to dry. Finally, bring spare Clippard parts, because connections can go bad, and it is nice to be able to replace something instead of having to super glue it. These are some of the things I wish I would have done. Perhaps you can avoid my mistakes. Also, make sure your guns don't shoot your deck; it sure improves your accuracy.

LABOR DAY REGIONALS

COME TO THE NORTHEASTERN REGIONALS (SUMMER/FALL) TO BE HELD IN MARYLAND ON AUG 31-SEPT2. THE CONTEST DIRECTOR WILL BE OUR OWN EL SUPREMO, CARL CAMERATI. HOTEL ACCOMADATIONS CAN BE HAD AT THE BEST WESTERN (301-490-9595) ON THE OUTSKIATS OF FORT GEORGE G. MEADE (3440 FT.MEADE RD.) THE RATES ARE \$32/DAY SINGLE, \$37/DAY DBL W/ONE BED, AND \$43/DAY DBL W/TWO BEDS. THE HOTEL STAFF SUGGESTED STRONGLY THAT YOU CALL FOR RESERVATIONS ASAP.

NOTE THAT THIS IS SET UP AS A THREE DAY EVENT (ASSUMING THERE WILL BE ENOUGH SHIPS AND INTEREST TO KEEP US GOING THAT LONG.

FIRST FLEET CLUB

By Schnieder

The club is happy to announce that on September 14-15 the South Central Regionals will be held in Amarillo, Texas. The lake is also available for "unofficial" battles on September 13. To enter contact Martin Schneider at 3518 Rutson, Amarillo, Texas 79109 or call 806-355-6383.

DALLAS FIGHTING WARSHIPS CLUB PROPOSED REGIONAL BY SCOTT & JEFF LIDE

If enough contestants can be found, The Dallas Chapter of the R/C Warship Combat Club would like to host a regional battle in Dallas either during the month of September or October. Please advise Scott Lide (214) 681-3415; 5414 Coronado Drive; Garland, TX 75043 or D.W. Fluegel (214) 681-9471 as to interest and dates.

GREETINGS BY SCOTT LIDE

To All Glorious Axis Captains and to all land lubbers, sea lawyers, salts, swabs, square-knot admirals, gold brickers, and other scavengers of the seven seas to include any allied captains:

Be it known that The Dallas Chapter of the R/C Warship Combat Club holds its regular club meetings on the first weekend in each month and does hereby invite any or all club members that are in Dallas during our recall of all our glorious moments of past combats and dreams of future allied sinkings. Please contact either D. W. Fluegel (214) 681-9471 or Jeff Lide (214) 681-3415. Any allied captains will be given ample time to hallucinate if they so desire.

Scott Lide

News From

"BATTLE GROUP BB63"
Springfield, Mo.

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The 1985 Nationals will probably go down in history as the single event which made the Club here in Springfield. The media coverage during the week was above and beyond our wildest dreams. As a result, the public was out in force. All week Chris Lawson, Jim Lisher, James Foster, and I were being shoved by out of town combatants into local people who were interested in our Grand Obsession. In addition to the four of us already active there are now two prospective Captains with ships under construction (as of 8/10/85) and two who are committed but are waiting on catalogs from Jeff Poindexter to order plan sets. There are also people all over the Ozarks who are talking about us. It seems that every other day someone comes up to me and says that so and so that they know was at the lake and saw us and would like to get some info on the club.

The four of us are having a demonstration battle on August 17th at the lake in front of the R.T. French factory, makers of Frenchs mustard and other food products. This is at the invitation of the management as an entertainment event for their employees during the company picnic. We did this last summer but did not have a very big crowd (only about 500 people) due to torrential rains. This year maybe it will be better.

BATTLE GROUP BB63 is having a regionals here on the weekend of Labor Day, August 31 and Sept 1. It is open to all R/CWCC members. Entry fee will be \$12.50 per person + \$5.00 for each additional family member competing. Jim Lisher has volunteered his garage as a workshop for the out of towners. If you are interested in competing, please call me at 1-417-883-7089 and let me know you are coming.

Keep your freon dry,

Steve Millhollan

RULE PROPOSEL #1
No (nonscale)identifying sysbol such as a flag (longer than 2") shall be allowed at a sactoined event. Fluegel

CONCLUSION This is the longest Hull Busters ever. Special thanks are due Chris L, Carl and myself for the photos, and a big Axies hug is in order to Tom Jass. He is an a-TOM-ic contributing author! This would have been a 4 page Hull Busters if not for a-TOM-ic. It would have also been a more glorious Axies victory. His article was sickening in its fairness.....almost embarrassing! I worry a little about Hull Busters if it wasn't for old-man-Jass. Hull Busters would be suffering instead of growing. Hull Busters needs more contributing authors, Tom may pass away to the "Big Axies Pond" any issue now (Tom is by blood eternally Axies).

It seems that everybody and his allie is hosting a fall regionals. A number of NATS participants only battle at NATS. I encourage those to partake in the feast of regionals. Like NATS, they are special in their own way and will enrich your appreciation of the Magnificent Obsession. Love Fluegel

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CAT

By editor

At Nationals I asked everybody to write three things for Hull Busters. 1.) Most fun, 2.) Worst thing and 3.) Best idea or advice they got. Listed below are the responses I received. I still want your articles for the next Hull Busters.

MY WEEK
By Chris Pearce

Well, Fluegel asked all of us to write a paragraph about our high and low point of the week. In response, I can say that I did not have any real low point of the week, but I guess Monday, when nothing worked was as close as it came. As for a high point, perhaps it was plastering the grounded Lutzow. Either that, or being awarded Rookie of the Year on Friday. Anyways, I had a lot of fun, and it would have been even better if everything would have worked at once. (when I finally got my propulsion working, I discovered that my bow gun had a dent in the magazine from a BB) Anyways, I will bring this to a close, and, if I have time, write an article about something. Finally, I would like to thank all the many people who helped me work out the many bugs on my ship.

By Stan Fluegel wanted us

to tell our best and worst times at the Championships, ok. My best time at the battling was when my O'Bannon caught the IJN Katori napping and put a quick 3 holes in her hull. My worst time was when Martin's Tirpitz caught my USS Salt Lake City napping and put a quick 3 holes in her hull. Also Fluegel wanted me to give the best advise from my experiences at war. OK, Don't put your 3 redundant pump actuation switches on the same radio function. Mine were all on "down elevate" and the radio got wet and went to up elevate so My pumps would not come on. That water is dark and wet in night battle.

By Jeff Lide

The best thing that ever happened to me; going to sleep at night. The worst thing....; getting up in the morning.
The best idea I got; bring a working ship.

MEMORABLE MOMENTS OF THE
1985 NATIONALS FOR THE
USS ALABAMA

This article was written at the request of our beloved Hull Busters editor, Flueg.

Most Triumphant Moment; Monday, first fleet battle, second sortie, the Alabama chases down and drives under "The Geeks" Conte de Cavour.

Happiest Moment; Realising that the Axis Captains were deliberately avoiding the Alabamas broadsides because of their effect on Axis buoyancy.

Happiest Moment No. 2; Hearing second hand on Tuesday a story from an Axis Headquarters meeting. Martin Schneider tells the other Axis Captains, "I don't understand it, the Alabama used to be so easy to sink."

Most Forgettable Moment; Ramming and sinking Terry Darbys USS Portland.

Most Embarrassing Moment; Ramming and sinking Terry Darbys USS Portland.

Most Regrettable Moment; Ramming and sinking Terry Darbys USS Portland.

Most Frightening Moment; I almost forgot to pick up a desert in the cafeteria line at the banquet.

Worst Moment; I did'nt have one.

Happiest Moment No. 3; Friday afternoon, realising that it was all over and the Alabama had performed flawlessly all week long. Everything had worked perfectly. The guns had not jammed or malfunctioned even once. The pumps had kept her afloat, she had not even come close to sinking. The Alabama had come through at last.

Steve Milholland
Flip
Dead Eye
Captain USS Alabama. BB60

Hull Busters
3524 Gray dr
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75150
der U.S.A.

POASTMASTER;
Please do not
RAM, sink, or shoot.

