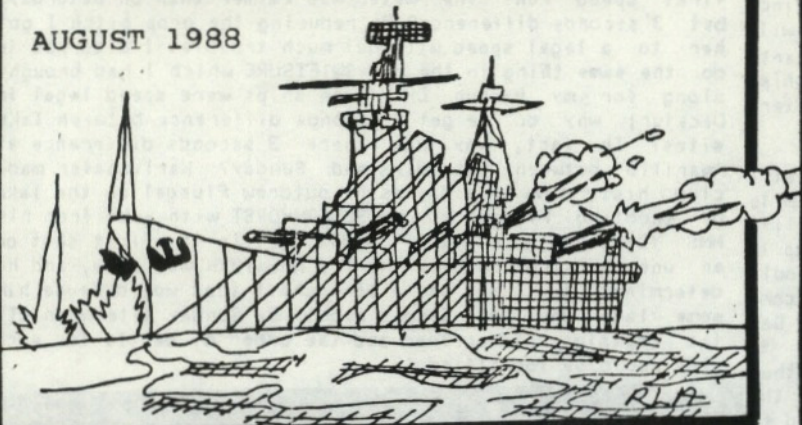


# HULL BUSTERS

AUGUST 1988



## NEW ROOKIES? Fluegel

Let's do it again. The following addresses are new people who have written me in the past month about getting involved in the Magnificent Obsession. Most of them have contacted me because of an article in "U.S. Boat & Ship Modeler" Spring 1988. I have sent them an hour long tape and a June Hull Busters. If they live within a hundred miles of you, let them know of your existence. Write them, call them, talk them a tape, invite them to spend the night. Show them your ship, photographs, old Hull Busters, videos and trophies. Should you want the letter they wrote me, send me a stamp and the name of your prospect, and I will mail the letter to you. Offer them free luggage or pots and pans, but don't do nothing. This small club must P.R. or DIE.

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The 10th Anniversary Championships has come and gone. It was Glorious! The facilities were excellent as was the battling! I just wish an Allie would have shown up. I suppose they have finally lived up to the "Springfield Treaty" and disarmed.

Scott Lide has graciously volunteered to send you a video of the sea maneuvers for only \$4.00 plus postage. To order write to: Scott Lide/5414 Coronado/Garland, Texas 75043 and request "The enslavement of the Allies." You will enjoy such classic scenes as Gerald Roberts "Bonsai", Tom Jass' waxing the Axie cars, and loving it, the burning of the Alabama, and the talented Allied singers wonderful rendition from "Fluegel sings Fluegel's Favorites". Upon receiving your copy, add \$4.00 to the postage on the package and mail it to Scott. That's right, order today and pay when you get it.

Wee, it's time, slip into a private reading room, put some Wagner on the record player, slip your favorite swastica arm band on and tie your "divine wind" headband on....It's time to enjoy another exciting HULL BUSTERS!

## RULE CHANGE DISCUSSION

BY RICK SCHULTZ

Since I couldn't make it to Nats this year to take part in the rules discussion, I thought I'd take this opportunity to make my views known. By the time this article reaches you many of you will have already cast your votes, but if you decide to change your mind, you can call Marty at 301-757-5593 (eve) or 301-993-8013 (days). Marty has agreed to amend your votes if you so choose until August 26, 1988.

I will discuss each of the rules in turn as they are numbered on the ballot.

1. This rule was suggested by Carl Schafer and is directly aimed at The CAPITANI. A few years ago, the ANDREA DORIA was attacked in a similar method. Who will be next? Rules made to single out one particular ship are detrimental to the hobby. vote NO.

2. This rule is aimed at a common practice of the Northeast club, and as such affects about six ships either operational or under construction. We have recommended this to our rookies over the past two years to make it easier to build their ships and give them more stability on the water. Many rookies have great difficulty in placing the equipment inside the hulls and displacing the freon tank below the hull makes it much easier for them to build.

This practice lowers the center of gravity and makes the ship much more stable. I have done numerous tests and would be happy to share the results with anyone interested. It in no way affects the ability of the ship to sink. Apparently a few think our empty freon tanks float, this is not true.

A stable ship is a safer ship. Safety is supposed to be the first priority in the hobby and with this in mind, the gun platform has less tendency to break horizontal resulting in fewer possible injuries to other combatants and spectators. I agree with Fluegel, the freon tank sticking out of the bottom of the hull is not safe, but it makes the ship safer. Which is more important scale or safety? vote NO.

3. This rule doesn't make sense. In most cases, a ship out of control is not going to attack but defend. However if there is a ship dead in the water but still has guns and another ship passes to flood the ship then firing would be appropriate. vote NO.

- 4. The more the merrier. vote NO
- 5. I really haven't decided yet. vote ?
- 6. This rule makes battle sinks valuable. vote YES
- 7. I fought for this ruling for 3 years. vote YES
- 8. I fought for this one too. vote YES
- 9. I enjoy ships advertising how badly they are damaged. It makes good film footage. vote NO.
- 10. Makes no difference to me. vote YES
- 11. Speed has always been a problem, but size is of little importance. vote NO.
- 12. vote YES
- 13. This was an assumed rule in the past and has seemed to work well. vote YES

These views are mine and if anyone has any really good arguments that could change my mind let me hear from you. My number is 301-827-7491 (eve). Rick Schultz

## MONDAY AT THE NATS

By Tom Jass

### PREPARATIONS & THE TREK WEST

The 1988 Nats were held in Amarillo, Texas, and Fluegel asked (ordered) me to describe the Monday battling. Since he will probably arrange these articles by date this will be the first one you will read; I'll take up some early space then to generally set the stage, describe the ships and the site and provide some background (as the reporters say).

During the winter of 1987-88 I was not certain that I would attend 1988 Nats for several reasons: the 1000+ mile trip to the edge of the civilized earth; John's inability to attend due to summer employment at a resort camp in Michigan; the anticipated low number of Allies who could attend due to the distance. These "excuses" were overcome by several tapes during the winter from Peter Futschik, Dan Hamilton, Gerald Roberts and others who urged me to attend; it was all heartening -- although I suspect that Peter and Gerald desired my ship as a target. After the 1988 Southeastern Spring Regionals I definitely decided to travel west to the Pecos and the land of oil wells and longhorn cattle to celebrate the 10th Anniversary of R/C Warship Combat at the place this whole crazy obsession began.

From my winter and spring tapes with Dan Hamilton I learned that the probable Allied side looked to be small in numbers indeed. We could only count on 4 or 5 ships at the most, and those nasty Texas Axis would be out in force and honed to battle sharpness due to their own "Texas Triple Crown" spring battling. Imagine my surprise and excitement when I received a call from Will Montgomery about two weeks prior to the 1988 Nats asking if he could share a ride and a room in Amarillo. I offered to carry him (and his USS SOUTH DAKOTA) on my back from Chi-town to the 1988 Nats. He would help the Allied cause immensely!! None of the Texas Axis had ever battled Will and the terrible three stern guns of the USS SOUTH DAKOTA -- they would be in for a huge, unpleasant surprise. Our dim 1988 chances were looking up. Will agreed to drive from Maryland to Illinois on Thursday, July 7 so that we could drive together to Amarillo on Friday and Saturday. He arrived at my home in his merry Oldsmobile after midnight on Thursday. He bedded down for a few hours of sleep and arose at 0500 on Friday to begin the 17-18 hour trip on old Route 66 to Texas.

On Friday my Chevy wagon (loaded with four of my ships, Will's USS SOUTH DAKOTA and Marty Hayes' HMS INFLEXIBLE in a heavy wooden crate, countless boxes of supplies and the trusty Apple III computer) streaked southwest from Chicago through St. Louis, Springfield Mo., Tulsa and finally stopped at Oklahoma City for the night at about 1900. With my radar detector lit off we were making 70-75 MPH through the landscape. We tumbled out of bed on Saturday morning and finished the trip to Amarillo by noon. While the trip took 17 hours it wasn't as bad as I had expected. After asking directions to the motel we arrived and were greeted by Karl Shafer, Stan Watkins and Fluegel. We went to the battling site in Thompson Park and fiddled around with the ships during the afternoon. Stan ran the USS OKLAHOMA CITY (his CH) and I tested the HMS BELFAST (my CH). They were both running real close to 24 seconds and we were satisfied.

As advertised in HULL BUSTERS the lake was huge. There were no islands to add interest, however, and there was a dredge on the lake making lots of noise and perhaps radio interference. Stan said the dredge would be moved by Monday and the cables that tethered her to the shore would be out of our way. The water surface was calmer on Saturday than I expected from all the past HULL BUSTERS articles. The shore was shaded with trees right to the waterline and would make a great pit area if one wanted to work outside. The work and repair area was in a brick clubhouse within 25 feet of the water. This was really handy as we didn't have to daily load and unload ships and equipment from our cars all week long.

## SUNDAY TRIALS & TESTING

Sunday was time trial and testing day. It was cooler in Amarillo than it had been in Chicago and the wind was absent (what about all the talk in Texas about the constant 25-30 MPH breezes?). On Sunday, in dead calm water, the HMS BELFAST was too fast by 3 seconds on her first speed run! The water was calmer than on Saturday, but 3 seconds difference? By reducing the prop pitch I got her to a legal speed with out much trouble. I also had to do the same thing to the HMS SWIFTSURE which I had brought along for my backup CH. Both ships were speed legal in Decatur; why do we get 3 seconds difference between lake sites? In fact, why was there 3 seconds difference at Amarillo between Saturday and Sunday? Karl Shafer made club history on this day as he outdrew Fluegel on the lake by shooting Fluegel's DKM SCHARNHORST with a bb from his HMS YORK. For once Fluegel didn't get in the first shot on an unsuspecting rookie. Karl's HMS YORK was slow, and he determined that she had a bent shaft that would cause him some late work on Sunday night. By Sunday afternoon all the captains had arrived and the order of battle for each side could be identified.



Karl Shafer arranged a one sortie "unofficial battle" between the USS SOUTH DAKOTA (Will Montgomery) and Futschik's DKM SCHARNHORST. It was an interesting affair because the ships have two very different battling styles. Will likes to close and slug it out, while Peter prefers to battle at longer range and use the three bow guns on the Nazi battle cruiser. The USS SOUTH DAKOTA was able to bring her stern guns to bear too often and won a convincing victory. After the battle was complete Peter found that two of his forward guns were shooting the A turret on his ship and bouncing off high into the air. We Allies hoped this battle outcome was a good omen for the week ahead.

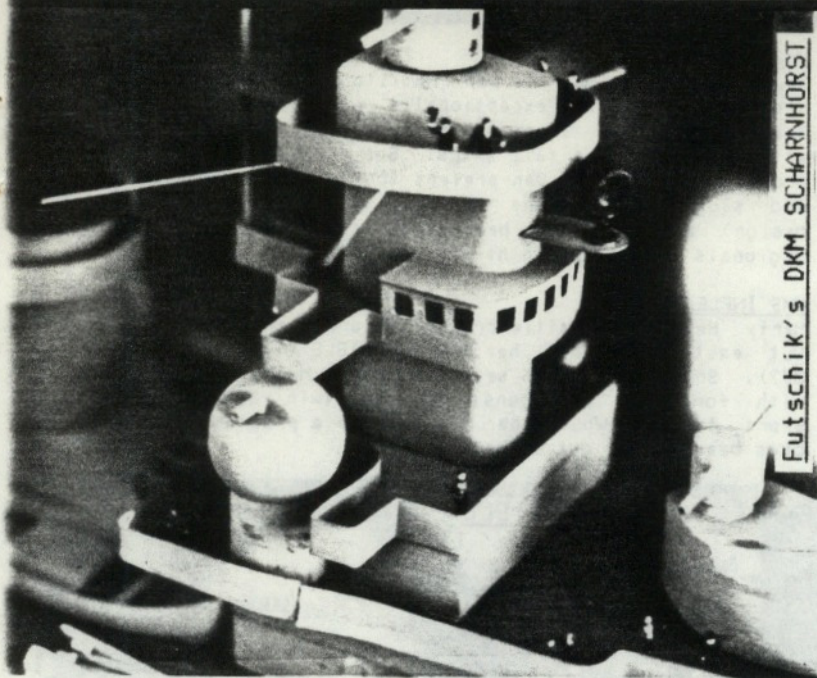
### ORDER OF BATTLE

These ships were representing the Axis fleet who hadn't lost a Nationals Fleet battle during the past two years, and the winless Allies who were hoping that the famous R/C Warship Combat worm would quickly turn in their favor.

### THE AXIS FLEET

#### Futschik's DKM SCHARNHORST

Peter had once again made the trip from Australia with his best of scale battle cruiser. He had added a rotating turret on the stern and also an operational smoke stack to add to her realism. She was armed with four bow guns (three in the B turret). I feared the effect of these guns in the shore bombardment aspect of Campaign or if Peter trapped an Allied ship against the shore. She is a 24 second, five unit ship and could outspeed any Allied BB present.



Futschik's DKM SCHARNHORST

IJN SUZUYA

Contest Director David Haynes' CH has always been tough. David had added many scale items to his 24 second, three unit, twin ruddered CH and if she fought as well as she looked, she would be hard on the good guys. No one builds a ship as beautifully and neatly (both inside and out) as David does. Would his Contest Director duties cut into the time he could give his ship?

IJN KIRISHIMA

Jeff Lide's battle cruiser is a sister to Gerald's IJN HARUNA. All the Axis capital ships were faster than any of their Allied counterparts. Jeff had armed her with fore and aft guns so she would probably not go side to side with the Allied BBs. In a few short years Jeff has become one of the Axis' top captains -- we don't need him in a ship as fast as his original CH with an additional gun.

Fluegel's DKM SCHARNHORST

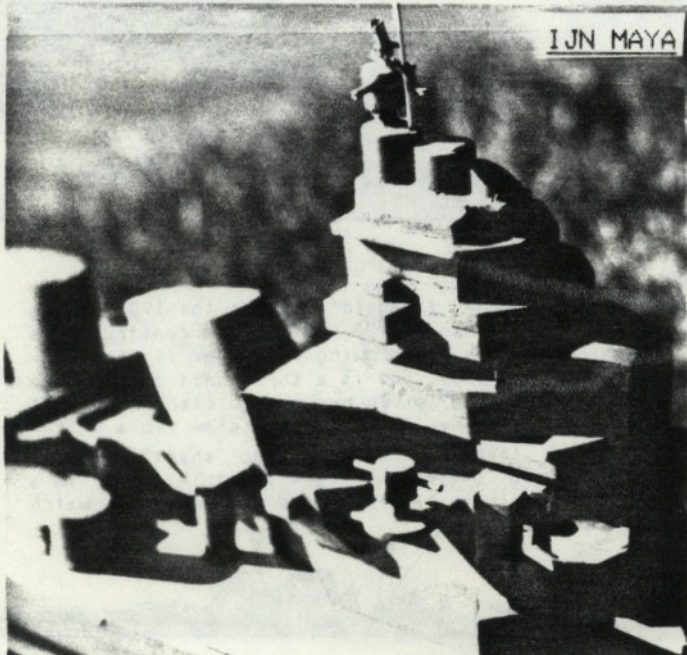
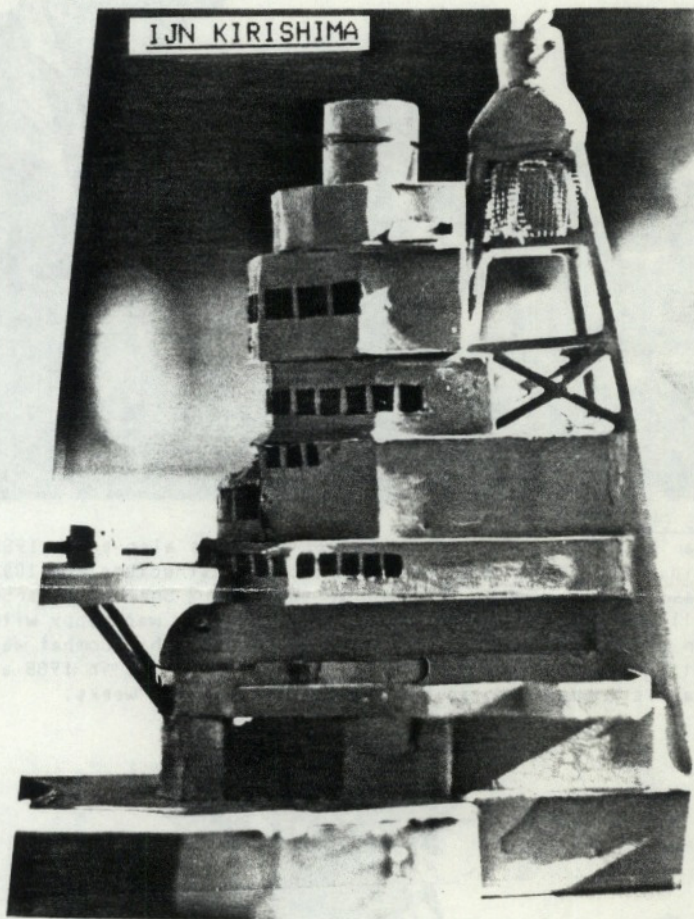
Fluegel's sister ship was armed with broadside guns and they sounded extremely hard. (Ask James West who was blasted by one later in the week, and had a blood blister appear where the bb hit.) These two are beautiful ships with their lines and clipper bows. We Allies were hoping Fluegel would use his CH rather than the battle cruiser. The difference in gun configuration between the two ships reflects the different battling philosophies of the two captains.

IJN HARUNA

Gerald Roberts' four unit Japanese battle cruiser was still painted green, hence the nickname "Green Hornet" with which we christened her in Decatur in 1987 still applied. She's equipped with broadside guns and Gerald is willing to mix it up with them. Her towering superstructure makes it easy to distinguish her on the lake. She is also a 24 second ship.

IJN MAYA

Scott Lide was primarily to battle his new CH. As with all Japanese ships, she's sleek and streamlined. Scott has done much development work with vacuum forming turrets and superstructure; the ship looked great and he needs to write a HULL BUSTER article to share his techniques with all of us. The IJN MAYA is a three unit ship with 24 second speed.



DKM HIPPER

James West's veteran CH looked clean and was equipped with a new pump. She's a large ship with lots of hull area and freeboard. If James could get her through her first sortie Nats jinx, she could become a factor for the Axis. James was battling in his home town -- another factor in his favor.

DKM PRINZ EUGEN

Another veteran Nazi CH was piloted by Billy Gainer. This 3 unit cruiser was a definite contender for Best of Scale. Billy had battled in the 1988 Texas Triple Crown and so she was ready to go. Her stern gun was brutally tweaked and throughout the week many ships would be holed by her rear stinger.

Except for Peter, the entire Axis fleet was Texan; I hoped this week would be their Alamo!!

In addition, Wade Koehn (a Rookie from New Orleans) brought his heavy cruiser DKM LUTZOW and Steve Smith (from polar bear country in Minnesota) was still constructing a German CH in the repair shop. Neither of these two cruisers would be ready for battle on Monday, but they represented an Axis fleet in being that could add to the numerical superiority (or provide targets) later in the week.

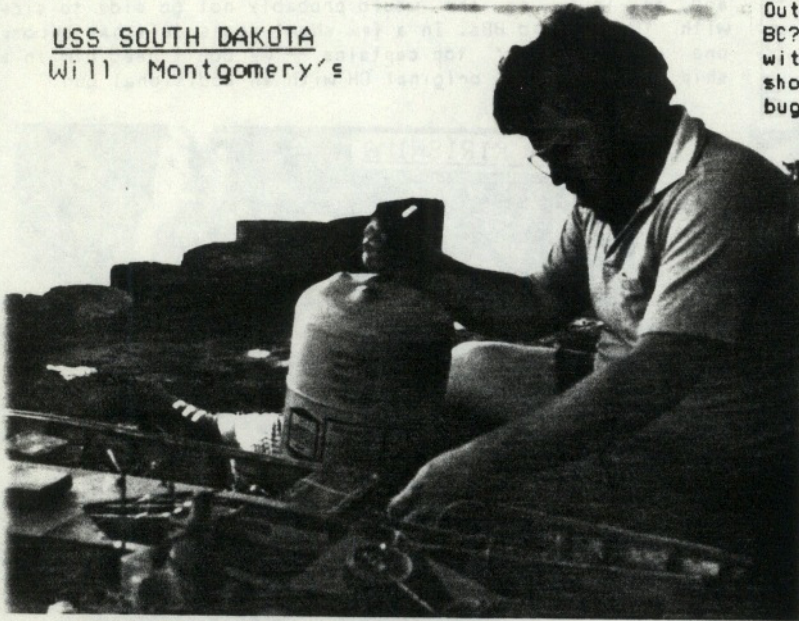
## THE ALLIED FLEET

### USS SOUTH DAKOTA

Will Montgomery's six unit BB was equipped with three stern guns and two broadside guns forward (angled at 45 degrees). He was going to surprise the Axis as none of them (except for Peter on Sunday) had battled with him before. She's a good turner, and Will battles alongside where his 26 second speed is not a factor. I felt he was a real contender for the 1988 Von Fluegel Award if we Allies could give Will some effective support during the week.

### USS SOUTH DAKOTA

Will Montgomery's



### SS OKLAHOMA CITY

Stan Watkins' plastic three unit CH was also a new 1988 hip. Her hull framing, deck and superstructure are 100% plastic -- a new direction in the hobby? She has a large ull volume and high freeboard, but Stan was happy with her in 1988 battling. The Father of R/C Warship Combat was atting in his home town for the last time in 1988 as Stan is transferring jobs to Tennessee in a few weeks.



USS OKLAHOMA CITY  
Stan Watkins'

### HMS VALIANT

The five unit BB of Dan Hamilton is a veteran and has served the Allies exceptionally well during the past 3 seasons. Another 26 second ship, she would be slower than all the Axis capital ships. She is also equipped with broadside guns and Dan prefers to lay alongside the enemy and slug it out. She has two excellent pumps (Dan's design) and has not been sunk since the 1986 Spring Regionals in Decatur in her maiden battles.

### HMS INFLEXIBLE

Marty Hayes' WWI battle cruiser is a new ship this season. Out east they call her the INVISIBLE (the first stealth BC?). She is also a 26 second ship and Marty has armed her with fore and aft guns. She has twin rudders and is a short target. Would her newness be a problem -- had the bugs been shaken out of her?

### HMS INFLEXIBLE

Marty Hayes' WWI



### HMS YORK

Karl Shafer had done it again! Between the 1988 Spring Regionals in Decatur and 1988 Nats he had constructed a heavy cruiser to add to his growing fleet. He is the Henry J. Kaiser of our hobby. She is a three unit ship of the EXETER class. Karl had given her a wild black and light gray paint job and she looked like a slow zebra on the water on Sunday (remember her binding shaft?). She is powered with nicad batteries; Karl is striking off in a new direction with these batteries and we should all watch the results he's getting.



## THE PETER PRINCIPLE

By Peter Futschik  
Tom Jass

(Note: This is a joint proposal by Peter and me that is offered for club discussion and comment. It is not, at this point, a Rule Change Proposal. It may be thought of by some as too radical a change in our rules to vote upon without a great deal of discussion. All of the comments in capital letters are Peter's proposal; the paragraphs in lower case letters are my comments and discussions in support of his proposal.)

DEAR FELLOW COMBATANTS,  
SOME OF YOU WILL LOVE THIS IDEA, AND SOME MAY NOT BE OVER ENTHUSIASTIC AT FIRST, BUT IT HAS SOME REAL MERIT. IT WILL AT LAST ALLOW COMBATANTS TO CHOOSE WHICH SHIP THEY WOULD REALLY LIKE TO BUILD.

PRESENTLY THE RULES ARE STACKED FOR SOME SHIPS AND AGAINST OTHERS. SOME OF THE MORE GLARING ANOMALIES ARE THE VITTORIO VENETO AND THE YAMATO. THE FORMER IS THE MOST POWERFUL SHIP IN OUR HOBBY. IN REAL LIFE IT WAS A CHICKEN SHIP. THE YAMATO WAS THE MOST POWERFUL IN REAL LIFE BUT IN THIS HOBBY ITS A PIG!

YOU CAN SEE THAT THE INTENTION OF THE RULES WE HAVE (SUPPOSEDLY TO MAKE THE MODEL SHIPS CORRESPOND TO THEIR REAL LIFE POWER) HAS NOT BEEN ACHIEVED, DESPITE THE VERY RESTRICTIVE CURRENT RULES.

IN ANY EVENT, IT IS MY CONTENTION THAT IT WAS AN INCORRECT PRINCIPLE TO USE TO BEGIN WITH, BECAUSE IF A PARTICULAR SHIP IS THE MOST EFFECTIVE (in our hobby) IT WILL BE BUILT AND OTHERS JUST WILL NOT BE BUILT.

A SIMPLE EXAMPLE IS THAT JAMES FOSTER BUILT A SHORT MANEUVERABLE VIRIBUS UNITAS WHEN THERE WAS NO SPEED RULE, AND WHEN THE CURRENT RULES CAME OUT, HE BUILT A VITTORIO VENETO.

(Just goes to show that James is smart and builds ships that will be effective under whatever current rules are in effect. Peter and I have been taping throughout the winter and we both have been alarmed by the trend to see the Allied BB fleet become dominated by SOUTH DAKOTA and QUEEN ELIZABETH class BBs. Why are those the predominant ship types built? They are the only sensible Allied BBs to build under the present rules. Will

we ever see another MISSOURI or a KING GEORGE or NELSON or VANGUARD? Do the TEXAS class only have a place in Campaign? Building and maintaining a BB is a major effort and expense. You must maximize your returns to build one -- building one you like is silly if our rules render it a target.)

OUR CURRENT RULES WOULD BE PERFECT IF ALL WE DID WAS CRUISE AROUND IN FLEETS. ALL OUR SHIPS ARE THE RIGHT RELATIVE SIZE AND SPEED. DO WE JUST CRUISE AROUND? NO! NO! NO! ITS WAR TO THE SINK. WHY WOULD ANYONE BUILD A SHIP THAT IS LONG AND SLOW? A ROOKIE MIGHT, BUT AFTER SEVERAL SINKS HE WON'T.

I HAVE A SCHARNHORST, WHICH IS A SENSIBLE CHOICE WITH THE CURRENT RULES, BUT I WOULD QUITE LIKE TO BUILD A HOOD. IT WOULD OF COURSE BE MAD TO BUILD A HOOD UNDER THE CURRENT RULES, AND I COULDN'T GET IT ON THE AIRPLANE ANYWAY!

HOW MANY OF YOU WOULD LIKE TO BUILD A SHIP THAT IS MAD UNDER THE CURRENT RULES? JEFF POINDEXTER COULD BUILD A TEXAS (and I could build a new RODNEY) THAT ISN'T A SITTING DUCK. SPEED IS VITAL IN OUR HOBBY, JUST AS IT WAS IN REAL LIFE.

SURE IT WOULD BE POSSIBLE (WITH THIS PROPOSAL) FOR A YAMATO TO BE SHORTER THAN ITS RELATIVE SIZE, BUT SO WHAT - OUT ON THE WATER THE DIFFERENCE IS NEGLIGIBLE.

IT WAS INTERESTING AT THE LAST NATIONALS (no it wasn't) HOW THE ALLIES WERE DECIMATED. ALL THEIR CAPITAL SHIPS WERE 26 SECONDS IN SPEED, WHILE ALL THE AXIS SHIPS (EXCEPT THE VON DER TANN) WERE 24 SECOND SHIPS.

SOON ALL THE ALLIED BATTLESHIPS ON THE WATER WILL BE SOUTH DAKOTAS! I THOUGHT OF BUILDING A HOOD OR A VANGUARD. THEN I THOUGHT OF WHAT A TARGET I WOULD BE TO THE AXIS GUNNERS. THOSE GUYS CAN SHOOT! I DECIDED AGAINST BEING A SURE SINK, AND THIS IS WHAT HAS BROUGHT ME TO WRITE THIS PROPOSAL. I KNOW THIS IDEA COMES UNDER THE HEADING OF "THIS IS MAD, BUT IT MIGHT JUST WORK", AND THAT IS WHY I HAVE PROPOSED IT. IT WOULD BE FAIR TO AXIS AND ALLIES ALIKE, IT WOULD NOT DISADVANTAGE EXISTING SHIPS, AND IT WOULD GIVE INDIVIDUAL BATTLERS A REAL CHOICE OF WHICH CAPITAL SHIP TO BUILD NEXT.

(Peter's proposal is innovative and an example of non-linear thinking. Our entire hobby is "a mad idea that just might work." If Stan had ever considered the reasonableness of designing and developing a bb gun to mount on a model ship, we

HMS YORK  
Karl Shafer



HMS BELFAST

My British CH was ready to go. She has 24 second speed and carries two strings of X-cells in her large hull. With only one rudder and generous freeboard she is not built for close in tangling, but (like all English ships) she's built to take punishment and sail in any seas. The Amarillo typical rough water should be to her liking.

Larry Dahl had journed with Steve Smith from Minnesota; Larry brought his HMS EXETER a British CH (three units and 24 second speed). She was not quite ready for battle on Monday, but would join the Allied fleet later in the week. I guess the winters in Minnesota are just too short to allow much inside work on model ships.

### MONDAY BATTLING

The CD had decided to begin at 0900 on Monday to allow us to get in 3 complete battles during the day. Will and I struggled out of bed at 0600 (ugh!) and met Marty and Peter for an early breakfast in th motel dining room (double ugh!) at 0700. We drove to the lake and set up the ships. We had all agreed on Sunday to allow each fleet a

wouldn't have a hobby. If Foster and Camuratti had not plunged ahead with the "mad idea of a singleshot gun", we would still be patching with 4" X 5" balsa sheets. If we all hadn't voted in speed rules we would still see a RODNEY outrunning a MISSOURI. We have made this into a better, more-fun hobby because we have been blessed with innovation and non-linear thought. So, don't close your mind and see only tradition and the past, read Peter's proposal and think how it would improve our hobby for capital ships.

OK, OK -- SO WHAT IS THE AMAZING PROPOSAL? RIGHT! IT IS A FACT THAT THE CLASS 1, 2 AND 3 SHIPS WHICH ARE BEING BUILT (AND WHICH ARE COMPETITIVE) ARE SHIPS WHICH ARE EITHER LONG, POWERFUL AND FAST OR, ALTERNATIVELY, ARE SHORT, POWERFUL AND ONLY SOMEWHAT SLOWER. (VITTORIO VENETO, SOUTH DAKOTA AND ELIZABETH) THERE ARE ALSO SHIPS LIKE THE SCHARNHORST AN KONGO WHICH ARE NOT QUITE SO LONG, NOT QUITE SO POWERFUL, BUT STILL ARE FAST.

THE PROPOSAL IS SUMMARIZED IN THE TABLE BELOW:

	SPEED (SEC)		
	24	26	28
CLASS 1	810'	680'	580'
CLASS 2	770'	640'	500'
CLASS 3	700'	580'	440'

USING THIS TABLE, HMS HOOD COULD BE BUILT AS:

A CLASS 1, 24 SECOND, 810' SHIP

A CLASS 2, 24 SECOND, 770' SHIP

A CLASS 3, 24 SECOND, 700' SHIP

IT COULD ALSO BE BUILT AS A 440', 28 SECOND, CLASS 3 SHIP; THIS WOULD MAKE FOR A WEAK ARMED AND SLOW SHIP. (Just right for Fluegel.)

THE TABLE ABOVE COULD ONLY BE APPLIED TO CLASS 1, 2 OR 3 SHIPS.

I THINK THAT ANYONE SHOULD BE ABLE TO BUILD THEIR CHOICE OF SHIP TO ONE OF THESE FORMULAE. ALL OF THE BATTLERS WOULD START OFF ON EVEN FOOTING, AND THE VARIOUS SHIPS THAT ARE NOT BEING BUILT COULD

BE, INCLUDING THE LARGE VARIETY OF WWI SHIPS WHICH ARE PRESENTLY SLOW AND WEAK. (TOO SLOW TO RUN AND TOO WEAK TO FIGHT.)

HIGH FREEBOARD SHIPS ARE ALSO PRESENTLY DISCRIMINATED AGAINST -- HOW ABOUT MAKING ANY MATERIAL OVER 1" ABOVE THE WATERLINE FROM IMPENETRABLE MATERIAL.

(There it is! Choices and compromises galore for all captains who want to build capital ships and add BB variety to our battles. At the 1988 Spring SE Regionals there were 3 QUEEN ELIZABETH type BBs and 1 SOUTH DAKOTA. What Peter and I are saying is coming true -- earlier than even we thought. These rule changes would make KING GEORGES, VANGUARDS, MISSOURIS and YAMATOs practical, effective ships to build and battle. If you want a shorter but just as fast version of the YAMATO -- just trade off some of your offensive units and build her. Using the example of the HMS HOOD shown above, by making the model 9" shorter in length you can maintain her speed (24 seconds), but you have to surrender 2 units of guns/pumps as the tradeoff. Sure this would make planset development a little more difficult; but most of the BBs that are built are constructed with homemade plansets now.

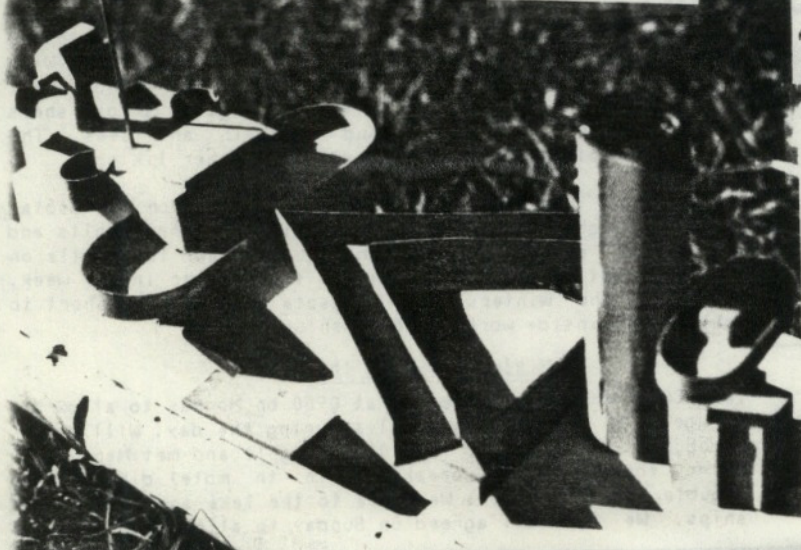
The 1" penetrable freeboard rule change will benefit the Allies more than the Axis; but let's be honest: the Brits, the Japs and the USA had to design their BBs with high freeboard for long steaming periods in rough waters as opposed to the Nazis and the Italians who generally built low freeboard ships for short cruises (especially in WWI). Shots above 1" above the waterline don't sink ships, they just require patching (and scoring). Hits high on the hull of the RODNEY and the YAMATO would be superstructure hits on most German and Italian ships.

Our club has always carefully considered rule change proposals (and in some cases we have tested them in battle before finalization), and because of this our hobby is constantly improving. Give these proposals your long and honest thoughts. We feel that these changes will improve our "mad but possible" hobby just as the speed rules and singleshot guns have.

Let's bring the MISSOURI, YAMATO, VANGUARD, HOOD, TEXAS, NELSON and others back out on the ponds to represent the power and interest that these ships will bring to our battles.

Now, about aircraft carriers.....) ▲

HMS EXETER  
Larry Dahl



total of 15 minutes of extension time to the fleet battle start times for each day. Dan Hamilton and Karl Shafer had not appeared at the lake by 0855 and Gerald Roberts was not ready with the IJN HARUNA, so it looked as if we Allies would be outnumbered 7 ships to 4 ships (and 26 to 16 units) for the first 1988 Nats fleet battle.

### FLEET BATTLE 1

The first sortie of this battle started promptly at 0900 when 7 Axis ships (Futschik's DKM SCHARNHORST, Fluegel's DKM SCHARNHORST, IJN KIRISHIMA, DKM HIPPER, IJN MAYA, DKM PRINZ EUGEN and IJN SUZUYA) steamed out to challenge 4 Allied ships (USS SOUTH DAKOTA, HMS INFLEXIBLE, USS OKLAHOMA CITY and HMS BELFAST). The sun was low in the sky and directly in our eyes, so ship identification was difficult. One had to know ship shapes to shoot at only the correct ships. In spite of the bright sun, much of the early battling occurred in the middle of the lake, 70-80 feet from the shore. Early in the battle Fluegel's DKM SCHARNHORST lightly ramm'd my HMS BELFAST broadside on my starboard side as we were both backing down to avoid a ram. Fluegel and I were standing right next to each other and I told him, "No ram, don't bring them in.", as he slowly backed off. Being a dedicated Nazi, he shot the HMS BELFAST with 3 quick salvos from her forward gun when our

## North East News

M. W. Deskin

On several occasions last year, Freddy and myself were able to engage in combat at a lake here in Ohio. We had a great deal of fun and both learned a good deal about our new ships.

Freddy built the Gneisenau and I have the Jean Bart. Both were built at 150th scale so as to make transportation easy as possible.

The most unusual thing about our way of battling is that you know your ship will work as good as possible because if we declare battle and a gun is too high or low or anything is just not quite right, we stop the battle and fix it. Also all of our battles are done with only one gun on each ship. The captain can change guns each sortie if he wishes.

We have found it to be a great way to run tests on each gun. It also saves our ships from getting shot to ribbons.

We'll keep sending our battle reports to Hull Busters so as to give you all some good reading.

The best part is we don't worry about the points. We are having fun, testing our ships, and learning from each battle.

Of course we both hope to be at the S.E. Spring Regionals this year and see all of our long lost friends. We also hope to shoot up any allied dogs who fail to show respect for our guns.

As for the article on the N.E. Fall Regionals goes, I guess Fluegel liked it so much two years ago when I wrote it, he decided to print it again in Hull Busters. I was impressed too.

Rule Britannia

(with an Iron Fist)

## News From Port Variable

By Chris Pearce

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News? What news??? I suppose you all thought I had dropped into the netherworld, or some such thing, especially since I haven't written an article since... Actually, I have recently finished a massive computer upgrade which has cost me somewhere around \$3000. It makes me cringe to think of the battleship that would build! So far, about all it does is let me write really slick stuff like this...

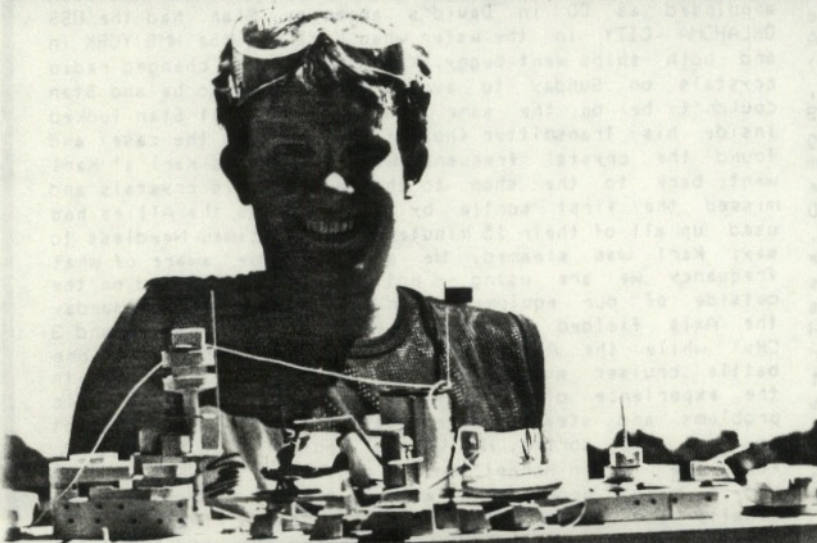
So, as for news, I will explain the variable bit... By the time you read this, I will have moved to New York, to work as a co-op student for IBM. This means two things: Bucks, and Battle. I can hardly wait; but I must, because I still have no batteries for any ship, except my submarine. Well, I did manage to revive one X-cell but that's not much...

I have, however, found what I think could be a good source for batteries; when I find out for sure, I may write an article. Meanwhile, at the dockyards, the Michigan has been put on the shelf, because my perfectionism is keeping me from getting it finished, in addition to the cost of motors and batteries. The Surcouf has been refitted, and is nearly ready for battle with a new paint scheme. (That olive green was simply boring. Meanwhile, the ancient Salt Lake City has been dug out of its hiding place, and is being hastily rebuilt. Hopefully, she can be ready for some autumnal action.

On the technology front, I have been experimenting with Lexan, and have found that when silkspanned with Ambroid cement, then painted with dope, it loses none of its strength. However, when it dents, the paper tears, and the silkspan also peels off easily. The idea is simple, cover the lexan with something it likes, then paint over that with lacquer, so that the lacquer doesn't contact the plastic. Whaddaya think? Otherwise, I think some good uses for the stuff are for internal armor in ships' hulls, and in superstructure boxes that are penetrable, to keep bb's from going through both sides.

Well, now that I will hopefully have the spare money and time, I can hopefully get a ship into action. My main hope for the moment is to get to Alabama and battle this fall; that and to actually finish a battleship with real side mounts (I'm sick of the mini-BB business already). Until later, good hunting, and God bless.

Chris



ships were 6 to 7 inches apart!! Will we Allies never learn -- will the Axis never change? I was very upset and informed Fluegel that all further rams during the week would be brought in for a check!! Because of the blinding sunlight and perhaps everyone's nervousness during the first sortie, damage seemed limited. No one sank and we decided not to score the ships until the battle was complete. 35 minutes were allotted for reload and R&R between sorties.

Sortie 2 began with all ships back out on the water. Fluegel said the Axis were going to concentrate on Stan's USS OKLAHOMA CITY. USS SOUTH DAKOTA was extremely slow during this sortie and was pounded by various Axis ships. Will was dealing out punishment as well, but it looked like the Axis had gotten the best of a low scoring affair. On his tape Fluegel agreed that the battle was fairly uneventful and we all appeared tentative. This helped the Allies as we would never again be as short handed with only one BB on the water. The Axis had missed an opportunity to smash us and set an Axis tone for the entire week. I haven't seen any video tapes of the battles, so my recall is limited to my recollections and

tapes that Fluegel and Stan made for me. Fleet Battle 1 Axis damage was as follows: Futschik's DKM SCHARNHORST, 190 points; Fluegel's DKM SCHARNHORST, 350 points (plus 100 negative points for ram damage -- not me, though); IJN KIRISHIMA, 420; IJN MAYA, 20; DKM HIPPER, 220; DKM PRINZ EUGEN, 410; and IJN SUZUYA, 320. The Allied damage was divided as follows: USS SOUTH DAKOTA, 1270 points; HMS INFLEXIBLE, 560; USS OKLAHOMA CITY, 230; HMS BELFAST, 180.

The Axis had kept alive their victory string at Nats dating back to 1986, but by a close score of 2140 to 1930. We allies weren't discouraged, however, because of the close score and the fact that the HMS VALIANT and the HMS YORK were absent and we felt our fleet would only get stronger.

### FLEET BATTLE 2

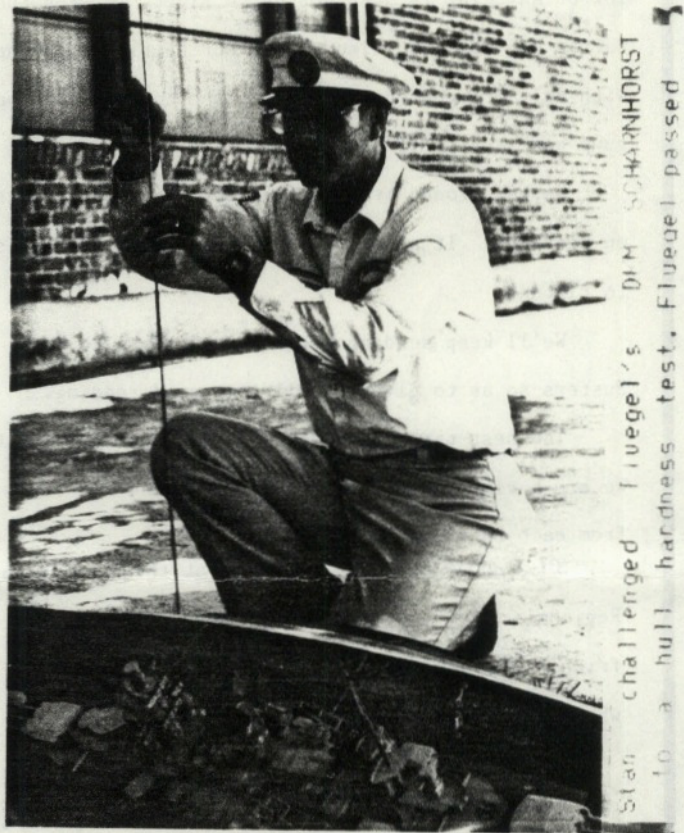
Karl, Dan and Gerald were ready with their ships for the second battle, so both fleets would be at full strength. The Axis still outnumbered us 8 ships to 6 (and 30 units to 24), but the Allies felt confident as Will had located the motor problem (he had burned one out) and the USS SOUTH DAKOTA was back up to speed for this battle.

As soon as I launched the HMS BELFAST from the shore in Sortie 1, I knew I had problems. I had no rudder control and she was cruising in large circles to port. I immediately called, "five minutes out of control", and prepared to defend myself during the long five minute period. I could dodge trouble by stopping, starting and reversing and fire to defend the HMS BELFAST. My biggest worry was that she would run aground right in front of the battling captains and be plastered as she was motionless. Fluegel's DKM SCHARNHORST trailed me for almost the entire five minutes so that I could not park her out in the lake away from trouble, and several times I avoided disaster only by sailing behind an engaged Axis ship. HMS BELFAST must have made at least three full circles through the battling fleets during the five minutes -- chased by Fluegel's DKM SCHARNHORST all the time. Fluegel was having forward gun trouble throughout the chase as a freon hose burst on his ship. HMS BELFAST escaped the ordeal with only 160 points of damage -- I was lucky. The USS OKLAHOMA CITY was punished by the Axis with only 120 points of damage, but sank when her automatic pump circuit didn't operate properly. Her damage was offset by 720 points worth of damage to the IJN HARUNA who tangled with USS SOUTH DAKOTA and HMS VALIANT. Sortie 1 Axis damage was as follows: Fluegel's DKM SCHARNHORST, 120; Futschik's DKM SCHARNHORST, 400; IJN KIRISHIMA, 220; IJN SUZUYA, 40; IJN MAYA, 20; DKM HIPPER, 0; DKM PRINZ EUGEN, 200; IJN HARUNA, 740. The Allies suffered the following: USS SOUTH DAKOTA, 80; HMS VALIANT, 940; HMS INFLEXIBLE, 420; USS OKLAHOMA CITY, 720 (sunk); HMS BELFAST, 160; HMS YORK, 260. The axis had won again in Sortie 1, 2580 to 1740. My rudder problems turned out to be an unplugged rudder servo, not radio interference.

Karl had had radio problems during the first sortie (remember this) and the HMS YORK was going to try again in the second sortie. The Allies were short one CH, but the IJN HARUNA was heavily damaged, and the Allied BBs were going after her. And do the job they did -- the IJN HARUNA was savaged with 3360 points (including sink points) before she slid below the calm surface. Before her sink, IJN HARUNA and Fluegel's DKM SCHARNHORST attacked the HMS YORK who was still plagued with radio troubles. During this fray, HMS YORK was returning to shore to check a ram when Fluegel kept his rotten record intact by blasting the HMS YORK. Fluegel's DKM SCHARNHORST was punished with 570 damage points as he tried to defend the "Green Hornet". The HMS VALIANT experienced serious radio interference during this sortie and was punished by the Axis (Fluegel's DKM SCHARNHORST leading the way) with 2010 damage points (including 115 holes above the waterline). USS SOUTH DAKOTA came over to help out HMS VALIANT and used her three stern guns; Fluegel stated that her guns didn't sound hard, but the bbs penetrated. Why were so many ships experiencing radio problems -- could the operating dredge be the villain? The HMS YORK went "five out of control" with more radio problems, but survived the battle. At the end of the sortie, HMS VALIANT and USS SOUTH DAKOTA were chasing Fluegel's DKM SCHARNHORST while she was on five. But 26 second ships don't catch 24 second ships. The

Allies had, however, swept the lake clean of the Axis scum. Battle damage for the Allies were: USS SOUTH DAKOTA, 460; HMS VALIANT, 2010; HMS INFLEXIBLE, 300; HMS YORK, 250; HMS BELFAST, 40. The hated Axis had been blasted: Fluegel's DKM SCHARNHORST, 570; Futschik's DKM SCHARNHORST, 80; IJN KIRISHIMA, 340; IJN HARUNA, 3360 (sunk); IJN SUZUYA, 20; IJN MAYA, 20; DKM HIPPER, 20; DKM PRINZ EUGEN, 270. When totaled up later on the Apple III the Allies had ended their long drought and won, 6420 to 5640 by outgunning the Axis in the second sortie, 4680 to 3060!!

After this battle Stan challenged Fluegel's DKM SCHARNHORST to a hull hardness test. Fluegel passed to Stan's dismay. Why doesn't someone challenge Fluegel's head to a hardness test? When will he stop shooting us honest, naive Allies after rams?



Stan challenged Fluegel's DKM SCHARNHORST to a hull hardness test. Fluegel passed

### FLEET BATTLE 3

After patching and scoring we began the third fleet battle at about 1730 (5:30 PM for you landlubbers). A new record at Nats (in my experience) for the number of battles in one day. David Haynes had to drive his lovely wife, Serina, to the airport for her return to civilization, so the IJN SUZUYA was not in this battle. Stan had been appointed as CD in David's absence. Stan had the USS OKLAHOMA CITY in the water when Karl put the HMS YORK in and both ships went buggy. Karl had already changed radio crystals on Sunday to avoid a conflict, so he and Stan couldn't be on the same channel -- until Stan looked inside his transmitter (not at the label on the case) and found the crystal frequency was the same as Karl's! Karl went back to the shop to change again his crystals and missed the first sortie by 30 seconds as the Allies had used up all of their 15 minute extension time. Needless to say, Karl was steamed. We all must be aware of what frequency we are using -- not just what's labeled on the outside of our equipment. In this last battle of Monday the Axis fielded seven ships (four battle cruisers and 3 CHs) while the Allies placed five ships (two BBs, one battle cruiser and two CHs) on the water. In keeping with the experience of the day, HMS INFLEXIBLE suffered radio problems and steamed in reverse in big circles throughout most of the sortie. HMS VALIANT went after IJN HARUNA to keep the "Green Hornet" on the run. Scott's IJN KIRISHIMA had a motor problem that allowed the USS SOUTH DAKOTA to finally outrun her; Will blasted the IJN KIRISHIMA with 1270 damage points including nine below the waterline. The



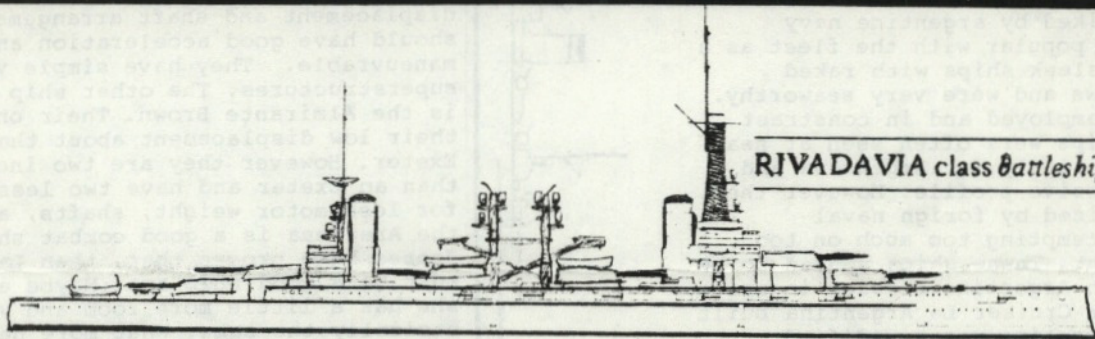
Allied BBs were beginning to assert their dominance in close quarters with their broadside guns. The opposing CHs dueled with each other. When the scoring was complete the Allies had won the first sortie big, 2650 to 1250! Axis Damage was as follows: Futschik's DKM SCHARNHORST, 510; Fluegel's DKM SCHARNHORST, 80; IJN KIRISHIMA, 1270; IJN HARUNA, 590; IJN MAYA, 20; DKM HIPPER, 0; DKM PRINZ EUGEN, 180. The Allied totals were: USS SOUTH DAKOTA, 240; HMS VALIANT, 740; HMS INFLEXIBLE, 0 (and she was out of control?); USS OKLAHOMA CITY, 120; HMS BELFAST, 150.

Karl returned with new crystals for his DD, USS SULLIVANS, for the second sortie. Peter had radio problems of his own with his DKM SCHARNHORST as the regulator circuit that drives the receiver from the main batteries had failed, so she was out of this sortie. Scott had corrected the motor problem on the IJN KIRISHIMA, but with her damage we would concentrate on her if we could. This sortie continued until after 1900 but it stays light in Amarillo until after 2100, so no vision problems were experienced (even by those of us with bifocals). HMS VALIANT and USS SOUTH DAKOTA were unable to catch the repaired IJN KIRISHIMA, and she was unable to mix it up since Jeff had gone on five at the start of the sortie. The Allied BBs then concentrated on the IJN HARUNA who, with broadside guns, would mix it up in close. The HMS BELFAST had speed problems late in the sortie which were attributed later to

a shaft pulling out of the U-joint dogbone collar (must have been when I ran too close to shore). I put her on five and ran slowly for the middle of the lake to dodge Axis ships as I waited out the period. Fluegel's DKM SCHARNHORST experienced problems with her receiver power circuit (similar to Peter's), and was in and out of control for much of this sortie.

When the Axis damage was counted it was: Fluegel's DKM SCHARNHORST, 250; IJN HARUNA, 990; IJN KIRISHIMA, 150; DKM PRINZ EUGEN, 140; IJN MAYA, 0; DKM HIPPER, 0. The Allies were holed as follows: USS SOUTH DAKOTA, 230; HMS VALIANT, 160; HMS INFLEXIBLE, 20; USS OKLAHOMA CITY, 60; HMS BELFAST, 160; USS SULLIVANS, 40. This second sortie was a bigger Allied victory, 1780 to 670. Battle 3 was an Allied rout -- 4430 to 1920. As Fluegel said, "The Allies owned the lake during this third battle. They were more reliable." Everyone was tired after three Fleet battles in one day, but I'll bet we were less tired than they were.

Monday's battling had turned into a glorious Allied victory -- 12,780 to 9700 for the entire day!! Although outnumbered and outgunned, the Allies had, in Nelson's phrase, "Layed alongside the enemy", and pounded out a much needed win. Was I glad I came to Amarillo? You bet I was!! (I was even more glad that Will and the USS SOUTH DAKOTA had come along.) As the Texas sun set on Lake Thompson on Monday evening, it was an Allied lake. ▲

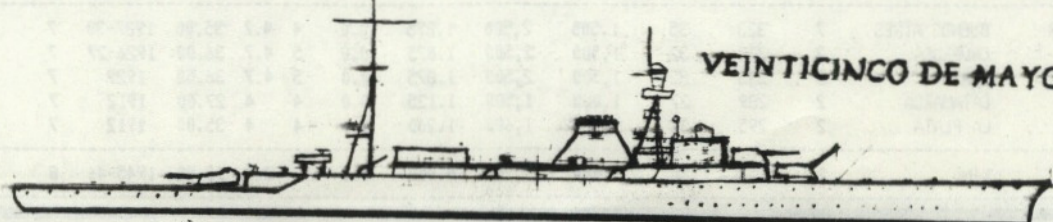


RIVADAVIA class Battleships

NAVAL REVIEW

THE ARGENTINE NAVY. There were only 13 countries in the world to have Dreadnought Battleships, three of these countries are in south america. The greatest powers in south america are often referred to as the A,B,C, powers, Argentina, Brazil, and Chili. These three nations in order to maintain a hemispheric balance of power felt forced to try and match each others naval arms, as a result they were often engaged in naval arms races similar to the situation in Europe that preceded the first world war. They also needed to protect their coastal waters and small merchant fleets. As a result of these and other external factors these countries developed considerable fleets of warships. Argentina always maintained the largest fleet in south america during the first half of the 20th century. This was only done however by significant national sacrifice. Argentina remained neutral during world war 1 but was sympathetic to the central powers. Argentina lost three merchant ships in 1917 and one in 1918 to German U boats, however during the wars early years the U boat war has little effect on Argentine public opinion. The Argentine navy did intern three German merchant ships for

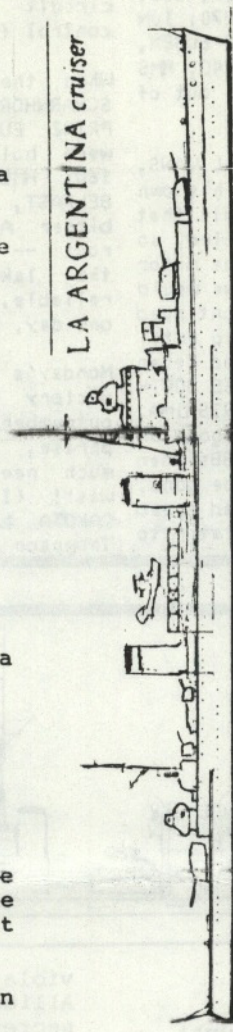
violations of her neutrality. In 1917 the Allies informed the Argentine government of secret communcations from the German ambassador in Buenos Aires to Berlin concerning the turning back, sinking without trace, or the letting thru of Argentine merchant ships. After this and other revelations, Argentina severed diplomatic relations with Germany. As world war began, Argentina was once again friendly with Germany openly admiring Hilter and the Fascist state he had created. Argentina then possessed a moderate sized navy. she had close relations with Germany at the out break of world war two and for this reason Captain Langsdorf of the Graf Spree had his crew interned in Argentina rather than Uruguay after scuttling the Graf Spee in Montevideo. The Argentine cities held many German agents to help set up food and supplies for German commerce raiders. After the attack on Pearl harbor, Argentina was one of the few south american nations to refuse to sever relations with the Axis powers. In July of 1944 the U.S. government condemned Argentina for active aid to the Axis nations. In March of 1945 when the defeat of Germany was clear. Argentina declared war on Germany and Japan. Germany then surrendered in May of 1945. Even though



VEINTICINCO DE MAYO class cruisers

Argentina was in sympathy with the Axis cause it was not practical for her to enter the war on their behalf due her physical distance from them and the allied might arrayed around her.

The Ships and Facilities. Argentina operated major naval bases at Buenos Aires Puerto Belgrano, and Rio Santiago. These bases had dry docks including floating ones along with major machine, and repair shops The navy also operated small bases and anchorages at Ushuaia on Tierra Del Fuego Comodoro Rivadia, and Mar Del Plata. The largest Argentine warships were the Rivadavia class Battleships. These Battleships were built in the United States for Argentina at the same yards in which U.S. Battleships were produced. They were similar to the U.S. Wyoming class produced about the same time. As usual with American ships in this period they were extremely well protected. The U.S. board of construction was impressed with the ships saying that they handled well and with minor modifications they would meet the requirements of U.S. ships. However they did prefer the center line arrangements of the Wyoming class turrents. The Battleships were extensively modernized and refitted with modifications in a refit in the U.S., from 1924 to 1926. The Heavy Cruisers of the Veinticinco De Mayo class were the next largest ships in the fleet. These handsome ships were well liked by argentine navy officers and very popular with the fleet as a whole. They were sleek ships with raked flared clipper bows and were very seaworthy. They were widely employed and in contrast with the Battleships were often seen at sea. They were built in Italy for Argentina and presented a impressive profile. However they were often criticized by forign naval authorities as attempting too much on too little displacement. These ships seemed to be a great success in Argentine service in spite of this. The Light Cruiser La Argentina built in England for Argentina was a modified Arethusa class Light Cruiser. The ship had Triple turrents carrying three more guns than the Arethusa, Greater displacement, with a small loss in speed. This ship like the Heavy Cruisers was very seaworthy in the English tradition, was often at sea and was also used for cadet training. The Argentine modern Destroyers were all about the same displacements. differing slightly in length and beam. The Buenos Aires class Destroyers were modified British G class Destroyers built in England for Argentina. The Churruca class Destroyers were the same as those

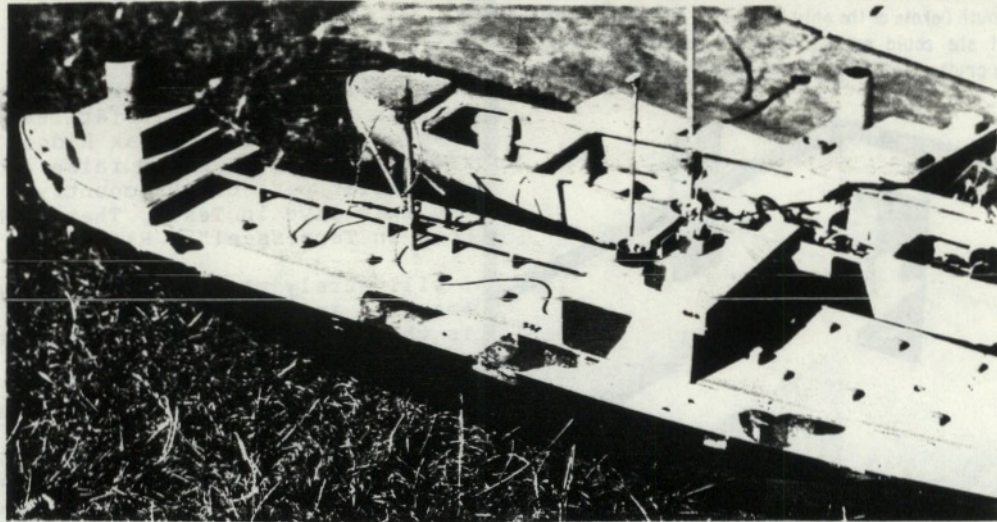


constructed in Spain and were bought while under construction in Spain. The Mendoza class Destroyers were modified British Scott class Destroyers built in England for Argentina. They were very similar to the Churruca class. The King class patrol gunboats were small ships but they represented the start of home ship building for the Argentine Navy.

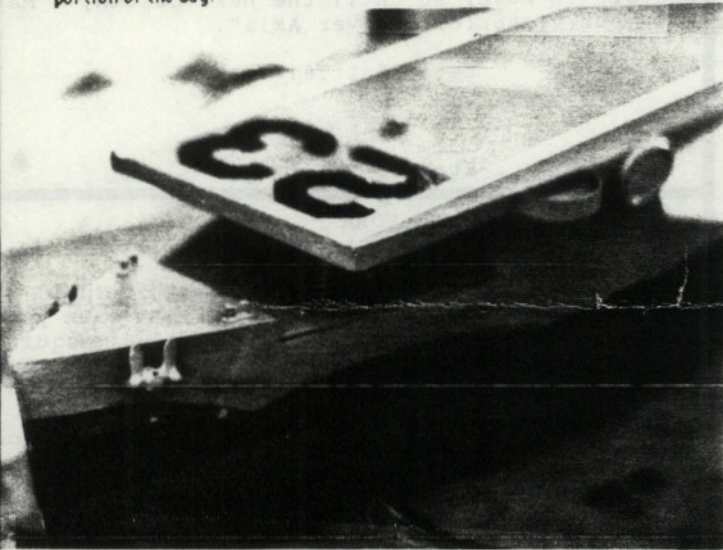
COMBAT USE The Rivadavia class Battleships are the largest ships in the Argentine fleet. They are about the same size as the American New York class Battleships and will probably be very maneuverable. They have a unusual propulsion and turning set up having three shafts. The central prop shaft is set up to blow water directly onto the rudder. As most convoy ships have a similar set up with only just one prop and it works very well. It is felt this one will too. These ships also have five units and are small for this number of units. They should make good steady gun platforms. But they are some what slow. The Veinticinco De Mayo class Heavy Cruisers are beautiful ships. They are of course fast three unit ships. They have a very low stern gun and would make small targets. In these aspects they out shine many major navies Heavy Cruisers. They have two prop shafts so motors will not consume a lot of space. Due to their displacement and shaft arrangements they should have good acceleration and be very maneuverable. They have simple yet elegant superstructures. The other ship in this class is the Almirante Brown. Their one vice is their low displacement about that of an Exeter. However they are two inches shorter than an Exeter and have two less props shafts for less motor weight, shafts, and space. If the Arethusa is a good combat ship and the Jasses have proven that, then La Argentina must be a good ship too. Maybe even better she has a little more room and weight but is basically the same. What more need be said of her than that. The modern Argentine destroyers are very similar in superstructure arrangements, gun dispositions, and weight. The main difference is small amounts of change in the lenghts and beams of the classes, other than the older classes of the La Plata and the Catamarca's. The older Destroyers were constructed before world war 1 and are very small. The King class ships are like small destroyers and were often used as Destroyer Escorts. This ends our trip to the southern hemisphere for this issue I hope you have enjoyed it.

## ARGENTINA

REVISED:1-6-88					STNDRD	FULL	HEAVY					OFF/DEF	SPEED	
CLASS	NAME	# SHIPS	LOA (FEET)	BEAM (FEET)	DISP (TONS)	DISP (TONS)	DISP (LBS)	ARMOUR (INCHES)	GUNS #	DIA	(KNOTS)	BUILT	CLASS (SEC. 100 F)	
DREADNOUGHT	RIVADAVIA	2	594	98	27,700	31,000	23,256	12.0	12	12	23.00	1914-15	2	28
HEAVY CRUISER	VIENT DE MAYO	2	560	59	7,000	10,000	7,502	2.6	6	705	32.00	1931	4	24
AFTER 1922														
LIGHT CRUISER	LA ARGENTINA	1	541	57	6,500	8,000	6,002	3.0	9	6	30.00	1939	5	24
LESS THAN 9000														
AFTER 1922														
DESTROYER	BUENOS AIRES	7	323	35	1,500	2,500	1,875	0.0	4	4.7	35.00	1937-38	7	22
	CHURRUCA	2	333	32	1,500	2,500	1,875	0.0	5	4.7	36.00	1926-27	7	22
	MENDOZA	3	335	32	1,500	2,500	1,875	0.0	5	4.7	36.00	1929	7	22
	CATAMARCA	2	289	27	1,000	1,500	1,125	0.0	4	4	27.00	1912	7	26
	LA PLATA	2	295	30	1,100	1,600	1,200	0.0	4	4	35.00	1912	7	22
GUNBOATS	KING	2	253	30	1,000	1,200	0,900	0.0	3	3.9	18.00	1945-46	8	30



The second day of Nationals started with Campaign Battle - started late due to the setup required for Campaign battle. The set up of the targets occupied several hours of time and the battle that was to start at 9:30 AM didn't until closer to 11:00. The battle was to last 2.5 hours plus each admiral could ask for a 15 minute extension, so this was going to be a major portion of the day.



Finally, everything was ready and the fleets were on the banks to be launched. This report will be from the Allied bench as I have no idea what the Axis were doing. At the beginning of the battle, each ship had a specific assignment and were sent off at time zero. The Invincible and Stan's Cruiser were assigned to bombardment of the enemy target (shore bombardment) and we got underway at first light (so to speak). As we approached the enemy forward base, we could see the beachhead was protected by two Battlecruisers. The Battlecruisers moved to interject themselves between us and the target cups. By almost constant movement and by attacking separate sides of the target, Stan and I found we could shoot some of the targets. The defending force called for reinforcements and soon we had a defending force of 4 to 5 ships and Stan had been rammed or more nearly squashed by the press of defenders. We began to run low of ammo and Stan returned to the forward base while the Invincible limped to Home base for full supplies and patching.

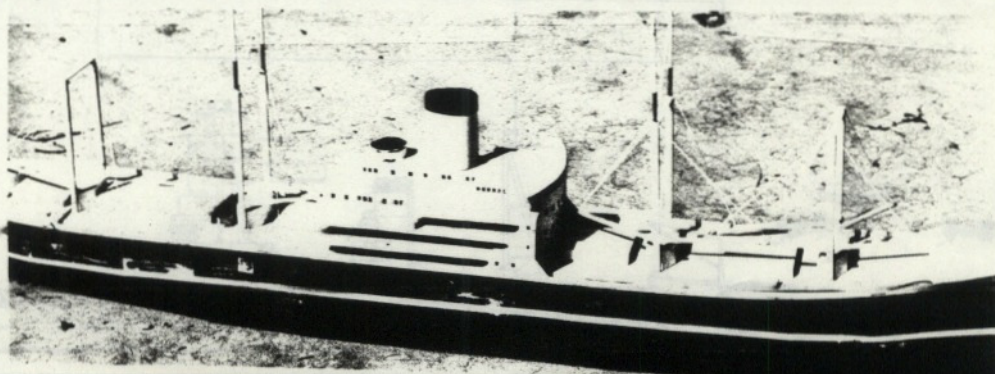
While this was going on the Axis had also attacked our forward base which was defended by the South Dakota and the Valiant and had much more success than we had. Inside of one minute (I am told), the Axis bombardment force had stripped the Allied side of all supply dumps and left only three troop detachments standing. Also the supply ships were running - without much help and doing rather well. Unfortunately by the time the supply ships reached our forward base, there were no supply dumps to put the supplies in and everything was dropped on the beach and was ruined by the incoming tide.

The Axis side with more ships, had divided their fleet into four segments (as opposed to our three). Two battlecruisers for defense of the forward base, three ships (also BC, I think) to attack the Allied forward base and convoys, two ships to defend the convoy, and of course the Merchant Marine. Bill Gainer was the admiral in charge of convoy, Jeff Lide, the attack group, and Gerald Roberts had defense of the forward base. Because the Axis had more ships, they could maintain this arrangement throughout the game. On the Allied side, all ships did multiple duties and we were short-handed throughout the game. Convoy ships on the Allied side ran mainly without escort but could call for help, Axis were normally escorted.

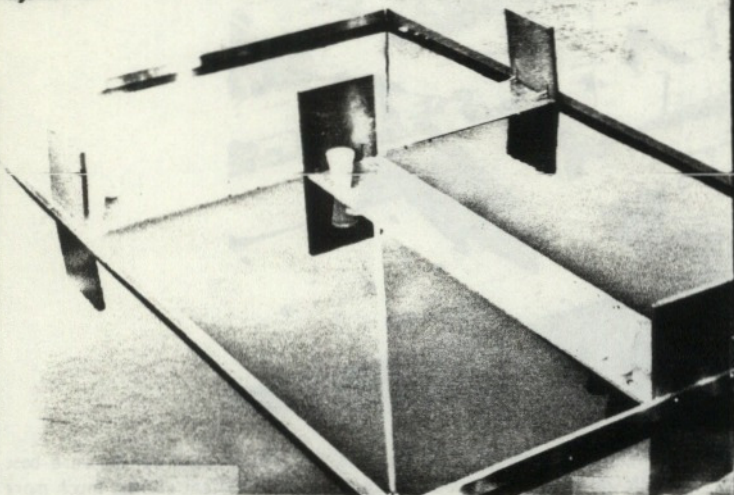
So was the beginning - so the game went on. The Allied side had no stored supplies at the forward base for any sensible amount of time, but the supply ships kept getting through (now with dumps and troops) and kept us in the game. The Axis held on to their supplies but had less success in getting new supplies through. Each time the cups went up on the Allied side, it was like a feeding frenzy with Axis ships hovering near the target. The Allied effort did manage to tear up the Axis cups but it was too little, too late. The game ended with the Allied side out of supply and the Axis with 10,000 tons of supplies. - An Axis tactical victory.

During the game, the Invincible, Stan's cruiser and one of the supply ships were sunk - if the Axis lost anything but 3 supply ships, I don't know about it. The uptake of the game was: 1) Supply dumps were too easy to hit (this will be changed on Thurs.) 2) Supplies and supply ships were the game. 3) The game was even harder to handle with a quantity imbalance between the sides than fleet battle is. 4) when playing this game - don't forget the supply dumps.

The day was nearly 3/4 gone when campaign battle and lunch were over, so everyone voted to have a fleet battle to end the day. In the fleet battle, the Invincible was again heavily damaged (this was going to be one of those weeks), this time by a ram with the Valiant. It seemed to happen as came through the fleet with Fluegel and Peter on my tail and I tried to link up on Bill Gainer's ship as I passed. It turned out that Dan also attacked



Billy at the same time from the other direction, and during our respective pullouts the two ships connected. This took both the Valiant and the Invincible off the field leaving the South Dakota as the only heavy ship left on the Allied side. She did the best she could against the overwhelming force of Battleships and heavy cruisers of the Axis, but the score was mounting against her.



In the second sortie, the Invincible barely made it on the water at the start of battle. Due to a new rule voted in at the Nationals this time and only as a trial, each side could only delay the battle for 15 minutes per side. The Invincible was dropped into the water just as battle was declared, much to the unhappiness of the captain, the Invincible was not ready for battle. The ram in the previous sortie had soaked one servo, and destroyed the steering gear. This had been repaired along with the hole in her side. But the ram had also broken one motor off of it's mount and this was not noticed until she was in the lake again as the next battle started. Also her safety switches for the guns were all turned off, and permission to turn them on was denied. So like the B17's over Pearl, "this was a H--- of a way to go into battle." and we went on five right away and survived the battle without sinking, however not without some heavy duty complaining on the captains part.

As might be expected, the result was a near blood bath, but the Allied side managed to get through it, although I think Will sank in this one. He seemed to do a good job on this one as the score was not as bad as it could have been.

With this, Tuesday was at an end, thank god! The Axis had done well today and caught up on the points which they had lost on Monday. The score of two fleet battles for the Allies and two fleet battles and a campaign battle for the Axis caused some cheering in the Axis camp. What will the remainder of the week hold?

*Marty*

## OBSERVATIONS OF THE FOUNDING FATHER By Stan Watkins

Greetings Combatants!

This will be the last "Observations" column written in Amarillo, TX (at least for a while). I am going to move to Oak Ridge Tennessee or Knoxville. It is a pay raise and promotion and a prettier part of the country. And since "All the Axis live in Texas, That's why I make my home in Tennessee!" HA!

I will surely miss my old battling buddies in Amarillo and the rest of Texas. After all, this is the city and state that R/C Warship Combat was founded in.

But, I will be able to easily participate in the Alabama regionals and maybe some of the Northeast regionals. It will take a while to get settled in, but then, I can explore the east Tennessee area. Maybe Larry Manofski of Knoxville will want to get active again. We'll see. After about a year and a half, a job will open up in Amarillo and I will bid on it. We could then move back to Amarillo for another pay raise and promotion if my bid is successful. That would be great. Well, Nationals is only a week away and I have to get ready for it and prepare to move, so until the next column, "May all your victories be over Axis".

Let's Battle!

Stan

### THE FORM

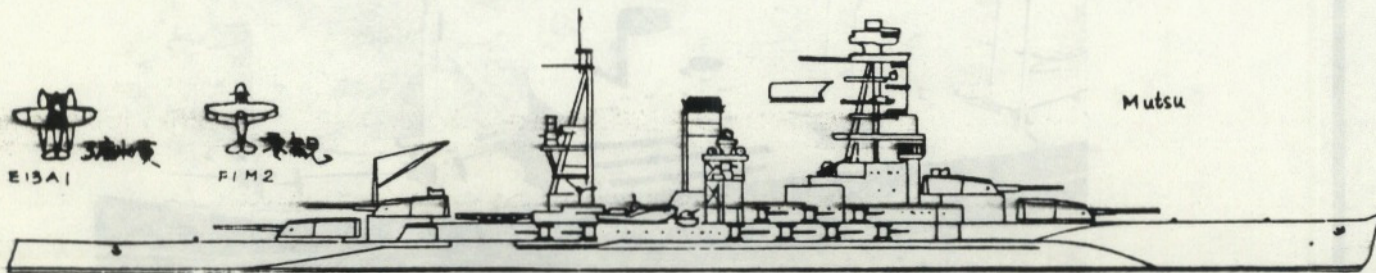
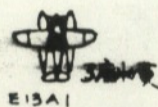
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