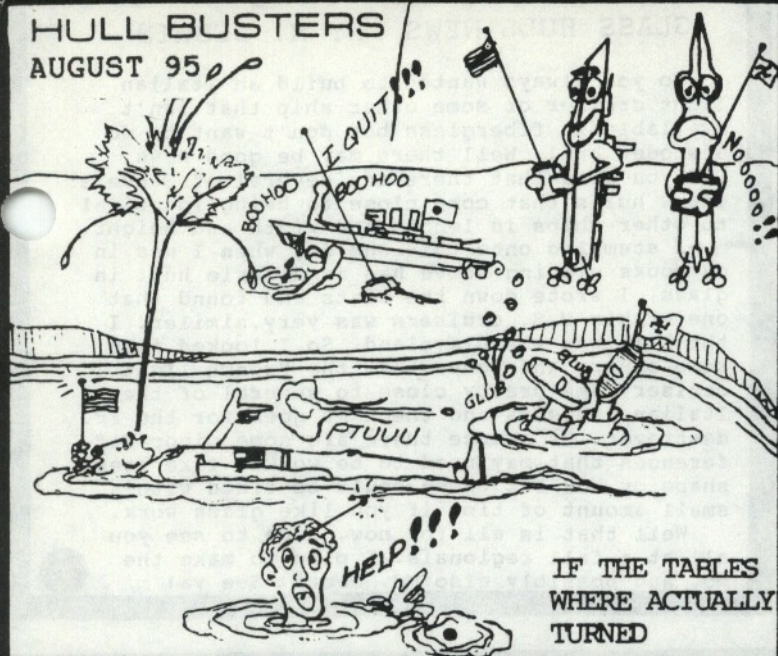


HULL BUSTERS

AUGUST 95



Blow-by-Blow

Battle Reports

Mysterious Monday

By Chris Pearce

We all awoke Monday to the first of what were to be several sweltering days of battling (I swear, Houston was cooler!). Little did we expect that the action on the water would prove to be even hotter. Over the previous months and days, Admirals and their fleets had formulated strategies, and made plans. Those plans were about to be put into action.

As the fleets prepared to do battle Monday morning, problems were seen in the Axis camp with some battleships having control problems, possibly due to last minute frequency juggling. (Apparently, some people don't believe in preparedness.) In the meantime, the Allied fleet was getting their ships ready to battle, and having their own share of problems.

The Axis fleet for the first sortie consisted of: Admiral Lief's Moltke, Will's Nagato, Nathan's Musashi, Mike's Hiei, Marty's Nagato, Doc's Von der Box, Steve's pseudo-Kongo, David's Mutsu, Garrett's Suzuya, Andy's Myoko, Fluegel's Bismark, and Cameron's Glorie.

The Allies fielded Admiral Jim's Washington, Steve B.'s Invincible, Steve M.'s borrowed South Carolina, Don Cole's Alabama, Bart's Skeered 'o' Nothin', Joe's Invincible, Rick's North Carolina, Franklin's South Carolina, Tom's Marlboro, Terry's Vanguard, Chris's Queen Elizabeth, Jay's North Carolina, and Francis's Gangut.

As battle approached, the Allies gathered around the narrow channel between one island and shore, and arrayed themselves behind and inside this channel, while the Axis started out in three groups, spread out in various parts of the lake. The

Allied strategy was to stay close and try and draw the Axis into a killing zone in the area of the channel, while the Axis strategy was apparently to try and single out some Allies from the rest of the fleet and punish them off to the side. That and to try and sink Admiral Jim Pate's Washington, or Chris's Queen Elizabeth, in hopes of a big propaganda victory.

War was declared, and while several Allied heavy units held the front line in the channel, Will's Nagato was seen to be sailing into the rear area of the Allied fleet where the three South Carolina class battleships were lurking. The three little ships sped, well, sorta sped to the attack, and with their turning ability and double stern guns had quickly opened a great many holes in the large Jap battlewagon, including a very large one, very close to the waterline. It wasn't too long before the Nagato took a long trip to visit Davey Jones. So was born the legend of the hogs. No three little pigs were these - especially after they managed to take out the big, bad wolf!

In the meantime, the battleships which were holding the line in the channel were having their own skirmishes. For a while, things looked a lot like a stalemate, but there was a great deal of jockeying for position going on, as well as occasional sniping from those who were confident in their stern gun aim. Finally, two ships, the Von der Box, and the Q.E. got close enough to exchange sidemounts, and exchange they did. The VDB exited pumping, and while Chris forgot to turn his pump on, there could be no doubt that the Q.E. was taking on water too. Finally, with Will sinking in the background, some of the braver Axis ships decided to break through the Allied barrier and try and get through to help the Nagato, and hurt those pesky little Allied ships what done it to him. The Musashi especially seemed to have a grudge for the Q.E. and hurriedly came alongside and managed to absorb an entire sidemount from the Brit before fleeing to safer waters with 18 below the waterline hits.

The Axis cruiser fleet, meanwhile, was lurking in a portion of the lake which was largely closed off by seaweed and gunk, apparently waiting for hapless Allied ships to flee in their directions. However, fun came to them a little early as Jay's North Carolina and Terry's Vanguard found a passage through the weeds and opened fire on the ships. Cries for help were mixed with the sound of gunfire as the two big battleships chased the little cruisers around. The Allied rookies, however, were in the thick of the battling, Franklin's South Carolina becoming a proud member of the Hogs, and Joe's Invincible handing out a good deal of damage to the Axis fleet. They took their share of damage, but they gave it too, and had a great deal of fun at that.

So, once the log jam in the channel had been broken up, the battle dissolved into a general melee, with ships racing to and fro, trying to line their guns up on a target, while busily trying to avoid being lined up on. Marty, in particular proved to be an elusive target with his slippery Nagato, while I'm sure there are a great many stories which I have forgotten. (Honest, it was the heat!) After what seemed like forever (and was pretty close), the sortie came to an end. Tragically, I don't remember many of the details, and Lief's scoring program didn't provide separate first sortie damage, and so the first sortie ended with very little more than the knowledge that one Axis battleship had been sunk and there were ships which had taken a great deal of damage on both sides.

The second sortie began with some reinforcements for each side. The Axis gained Frank with his Mutsu, and Curly with his Konig, while the Allies gained James with the Sverige. The Axis felt that they were down because of Will's sink, and were feeling desperate to regain any lost ground. The Allies, meanwhile,

were hoping to add some more Axis ships to the barnacle brigade.

The battle began, once again, with both fleets lined up on either side of the island, facing(?) each other across the channel. Jim's Washington, Don's Alabama, Rick's North Carolina, Francis's Gangut, and Chris's Q.E. were among the heavy hitters clustered in the channel. These were opposed by Marty's Nagato, Steve's Tongo, Nathan's Musashi, Fluegel's Bismark, and David's Mutsu. Many other ships were arrayed behind the front lines of the two fleets.

The Axis, chose this time to place their rookies, and Curly, in an even more remote area of the lake, in hopes that Allied battleships would not be likely to follow and they might be able to swoop to the attack later in the sortie. That turned out to be a stroke of luck for Curly, as he spent his sortie on five out of control. Even so, he managed to collect some damage before his five was up.

The Allied rear area, on the other hand, was home to a couple of ships which were in serious trouble and waiting out their five. As a result, there weren't too many people free to chase Curly, since many were busy manning the trenches. A couple of enterprising Axis were brave enough to try launching behind the Allied fleet, as Will had in the first sortie. One of them, Doc's Von der Box (the only battlecruiser sponsored by Reebok) fell victim to the depredations of the Hogs, and other Allied wagons, sinking with a good deal of damage.

Like the first sortie, after a while, the lines in the channel broke up and turned into a general mess, as ships twisted and turned and tried to gain an advantage. During all this, Don's Alabama managed to collect a fatal amount of damage and became the first Allied sink of the week. Seems that David and Fluegel got to sink an Allied ship this year after all.

The Axis were cheered by this, but some were still desperate to try and seal their advantage. Somewhere around this time, Chris's Q.E. was seen to be pumping moderately, and like a jackal smelling blood, Frank leapt to the attack. With great snarling and gnashing of teeth, Frank declared that the Q.E. could be had, and dang if he wasn't determined to do it himself. The Mutsu closed in toward the Q.E. at something resembling warp speed, while Chris turned his battleship slightly to the side, hoping to catch the Mutsu with a sidemount as it passed. However, much to Chris's surprise, Frank's Mutsu struck the Q.E. extremely heavily in the area of the forward turrets, and knocked the deck and superstructure off the other side of the ship, and her batteries into the opposite bilge. The Q.E. sank before it could even get turned toward shore. Frank got his sink; that he sure did. But, thanks to the ram, he also managed to net a 900 point penalty for himself and the Axis fleet.

By now, the more virulent members of the Axis fleet were beginning to foam at the mouth, and as the battle continued, they latched onto Rick's North Carolina. Rick tried to head for the hills, but by this time, most of the Allies were off their five, and he was left to fend for himself. The Axis mustered what little ammunition they had left, and thanks to Nathan's newly learned cautionsness, had the propwash and pushing abilities of the Musashi available to harass the big battleship. The North Carolina ended up sinking just as its five minutes was expiring. But that wasn't all - somewhere else on the lake, Mike's Hiei also managed to sink. This made it four Axis sinks, if you include the ramsink penalty against the Axis, while only two Allied ships sank. Things were looking bleak for the Axis. In addition to the ramsink, several Axis captains had amassed ram penalties, totalling 1700 points, while the Allies had managed to fight a clean battle, earning only 400 points in ram penalties. In the end, the only hope the Axis could have was that they had somehow managed to do a great deal of damage to the Allied ships which remained afloat. The damage after the battle was as follows:

GLASS HULL NEWS BY M. DESKIN

So you always wanted to build an Italian light cruiser or some other ship that isn't available in fiberglass but don't want to do a wooden hull. Well there may be good news. Did you know that there are several of Steve's glass hulls that come close to being identical to other ships in length and width and height.

I stumbled onto this one day when I was in my books wishing Steve had an Algerie hull in glass. I wrote down the stats and found that one of his U.S. cruisers was very similar. I think it was the Cleveland. So I looked into some others and found that the French light cruiser came pretty close to several of the Italian cruisers and the same goes for the Fr. destroyer. Of course there are some minor differences that may need to be worked like stern shape or bow but these could be fixed with a small amount of time if you like glass work.

Well that is all for now. Hope to see you all at a fall regionals. I plan to make the Mo. and possibly also Md. meets. See ya!

<u>Allied Damage:</u>	<u>Hits</u>	<u>Points</u>
N. Carolina (Rick)	(108-24-23 + 1000)	3830
Queen Elizabeth	(138-16-18)	2680
Alabama	(70-5-12 + 1000)	2425
Washington	(36-6-16)	1310
Marlboro	(58-2-11)	1180
Invincible (Joe)	(20-13-8)	925
Skeered 'o' Nothin'	(30-5-6)	725
S. Carolina (S.M.)	(26-0-8)	660
S. Carolina (F.W.)	(14-5-7)	615
Invincible (Steve)	(28-1-4)	505
Vanguard	(22-7-2)	495
Gangut	(27-1-1)	345
Sverige	(3-0-1)	80
N. Carolina (Jay)	(3-0-0)	30
Total		15805

<u>Axis Damage:</u>	<u>Hits</u>	<u>Points</u>
Von der Box	(120-8-6 + 800)	2500
Nagato (Will)	(53-5-9 + 1000)	2105
Moltke	(78-4-17)	1730
Nagato (Marty)	(42-5-23)	1695
Musashi	(38-4-19)	1430
Hiei	(32-2-4 + 800)	1370
Mutsu (Dave)	(39-1-4)	615
Konig	(7-1-7)	445
Mutsu (Frank)	(19-1-4)	415
Myoko	(24-1-3)	415
Bismark	(29-1-1)	365
Tongo	(16-1-3)	335
Glorie	(2-0-0)	20
Suzuya	(0-0-0)	0
Total		13440

Once the damage was totalled up and penalties subtracted, the total for the battle was Axis 14105 vs. Allies 13040. However, we didn't find this out until well into the evening, and as a result, the Axis entered the second sortie with blood in their eyes, looking for a chance to make up for the morning's loss in any way possible. The Allies, on the other hand, were feeling a bit relieved after the morning's onslaught, and hoped that they could hold things together for another battle, and perhaps avoid some of the extreme damage which was handed out in the first battle.

So, as we prepared for the afternoon's battle, the fleets were the same as sailed in the second sortie of the first battle, and the strategies also seemed much the same. Battle began with both fleets arrayed against each other in the channel, and a few Axis stragglers trying to get in behind the Allied fleet. The stalemate went on for quite a while, until the Hogs, feeling a bit impatient, ran through both lines of battleships, and after causing considerable chaos in the front lines, turned and headed back behind the Allied front lines. This seemed to have the desired effect (for them at least) in that it broke up the stalemate so that something interesting could happen. The battle degenerated into its usual utter chaos, and as the chaos spread, Frank vented his frustrations on a rookie whom he perceived was disobeying orders, with the result that the poor rookie ended up packing up and leaving. Most of us who were aware of what was going on were definitely not impressed by this unsportsmanlike conduct.

Needless to say, this event took the air out of a lot of people, and the rest of the sortie was a bit more subdued. Jim's Washington was the primary target this battle, and he had his hands full with the attentions of several battleships. I had personally taken up the strategy of trying to save some ammo for the end of the sortie so that if there was another Ally in trouble who could use a hand, I'd be available to help. I'm afraid to say that I don't remember much else from this sortie - certain events just kind of blew my mind away, or my memory retention at least. In the end, the last ships on the water were the Musashi, Q.E., and Joe's Invincible. I only had stern guns left and no hope of catching the Musashi, while the Invincible was elsewhere. In the end, Nathan decided to call five, and Joe and I followed, ending another very long sortie.

The second sortie began without the Myoko, and without any sinks on either side. The sortie also began with transmitter needles dipping dangerously low in several transmitters, and several captains unaware of this. The battle began, and the two fleets arrayed themselves much as before. However, before much time passed, Mike called five out of control on the Hiei, due to a low (dead) transmitter battery. The rest of the Allies rushed out to attack the hapless Hiei, when the Q.E. suddenly went out of control. Chris looked down at his radio in sudden disgust and quickly called five out of control. So, the feeding frenzy began, with both sides trying to get shots in on the out of control ships. Unfortunately for the Allies, the Hiei was still in the middle of the Axis fleet, while the Q.E. had ben in the forefront of the Allied attack, leaving it dangerously exposed.

However, the Q.E.'s luck didn't run out yet, as the pump was running and stayed on, and Admiral Pate came to the rescue

with an extra transmitter battery. A quick switcheroo, and the Q.E. was back in the fight. This was a good thing, as the fight was swirling in all directions, and things were getting pretty thick. In the end, the Hiei managed to get off five before taking any serious damage, and the Q.E. also escaped with moderate damage. Surprisingly, the damage was relatively light all around, perhaps because after the morning's carnage, everybody was battling a little more conservatively. When it was all tallied up, the damage was as follows:

<u>Allied Damage:</u>	<u>Hits</u>	<u>Points</u>
Alabama	(48-5-24)	1805
Washington	(46-7-17)	1485
Queen Elizabeth	(66-6-9)	1260
S. Carolina (S.M.)	(28-5-15)	1155
Invincible (Steve)	(30-5-13)	1075
Vanguard	(71-1-5)	985
Gangut	(43-4-2)	630
Skeered 'o' Nothin'	(35-3-3)	575
S. Carolina (F.W.)	(9-1-4)	315
N. Carolina (Rick)	(20-4-0)	300
Marlboro	(8-1-3)	255
N. Carolina (Jay)	(7-2-2)	220
Invincible (Joe)	(4-0-1)	90
Sverige	(1-1-0)	35
Total		10185

<u>Axis Damage:</u>	<u>Hits</u>	<u>Points</u>
Konig	(36-7-15)	1285
Nagato (Will)	(24-4-17)	1190
Von der Box	(96-2-3)	1160
Hiei	(34-6-10)	990
Tongo	(71-5-2)	935
Moltke	(46-1-7)	835
Mutsu (Frank)	(62-1-3)	795
Bismark	(53-4-2)	730
Musashi	(34-0-7)	690
Mutsu (Dave)	(36-3-2)	535
Nagato (Marty)	(20-2-5)	500
Myoko	(0-0-0 + 350)	350
Suzuya	(3-0-0)	30
Glorie	(1-0-0)	10
Total		10035

When rams were factored into the scores (400 for the Axis, 100 for the Allies), the result was Allies 9935, Axis 9785. It's

THE 1/150 th SCALE RULE

BY M. DESKIN

Well I made it to Nats. this year and had a great time seeing all of my pals. It was good to get some support for the proposals that I have long been trying to pass to above all help out the big or otherwise dissadvantaged ships that are not being built and battled. Ships that have a strange turret set up and the like. Anyhow the rule to give the IOWAS, YAMATOS, and JEAN BART two side firing guns out of the same turret is on the ballot so I had hope of getting my BART which was one of my favorite ships but was in all cases at a great disadvantage in a battle back on the water. Then that old 1/150 thing came up as it often has. Some of you think all of these ships in a scale other than 1/144 have an unfair or unnesisary advantage and should be shunned. I admit the Q.E. is a tough nut because it is so

small to begin with, but the rest of the ships like the BART and BISMARK are easy enough to deal with if one puts there mind to it. So it is not bad enough that some folks critisize then now someone wants to do away with them all together. Well these ships were grandfathered and at the time nobody said anything about any time limits. I don't see how you can now say we have to get rid of them. These ships will be gone soon enough with folks building new ships and/or bigger more powerful ships so lighten up on these building blocks of this hobby we have chosen to be a part of, they have been around for a long time and will die in there own time if you let them. No one can build them anymore. Isn't that good enough? I fear that if we pass a rule to phase them out it weaken the structure of the hobby to it's very foundation, which is where some of them originated. If you have an unending want to sink these old much loved ships please don't use a rule to do it. Just do it!

interesting to note that in their over-zealousness, the Axis earned enough penalties to turn what could have been an Axis victory into the first Axis defeat of the week. But not to worry, the Axis still held a not-so-comfortable 915 point lead after Monday. The strangest part of all, though, was that in the end, each fleet won the battle they thought they had lost. The Allies could feel good in that they won the second battle with the same number of units (69) as the Axis had, and also hadn't given the Axis the pleasure of finishing off the Q.E. or Washington. Unfortunately, that parity of units would not last for long, since Terry and Jay were leaving after

Tuesday, taking their 13 units with them.

What new revelations would Tuesday hold? Would the Allies recover the 915 point deficit? Who could know. Only time would tell. And with that I will leave the tale of this year's Nats to another teller, and apologize to all of you who's brave deeds I've forgotten to mention in this article. I wish I could remember and tell each of them, but for some reason, my memory's quite fuzzy. Maybe it was the heat. Maybe it was the anger. Maybe it was the Ambroid. But that's another story...

Rookie Goes to Nats

or

World Record Broken for 'Most Damage on a Ship in a Battle'

by Joe Kutz email joe@kutz.com

1082

Nats was great! It was a little overwhelming at first, but I soon settled into the groove. I didn't sink until the last sortie of the last battle. Then I beat the world's record (see subtitle above, more on that later). Life is good!

I was told that Nats is hell, but the people are great. Well, I am not much of a people person. I am in this hobby to build boats and to do battle. I didn't go to Nats to meet great people. I surprised myself that I did indeed enjoy meeting everyone, that Nats wasn't hell, and the people were indeed great. I took a tape recorder with me and never used it. Next year I will record my thoughts as the week progresses and get some comments from the other captains.

Fluegal told me as time passes the experience will seem better. Two weeks after I would like it better than 1 week and so on. He was right. It's now been a month as of this writing and I count Nats as one of the highlights of my life. I can truthfully say I didn't feel that way when I got home from Nats. Why is it, I am not sure. I think it has something to do with spending a week to play a game. Not the kind of contest that you have daily winners, but a contest that the victor is decided only after a grueling week of battles. And the kind of people that do this.

There was a lot of memorable experiences, but two stand out for me. One was Tuesday Night. Tuesday I was sanding on my hull at the Ray Kelly Craft Center and shooting the breeze with the Axis Admiralty and Captains. It was me, Curly, Lief, Frank, and I believe Nathan and maybe one or two others (I am horrible with names). Why was this memorable? Well maybe because I found out they are real people too. This sounds kind of silly I know, but you don't always get the best impression of people down at the lake. A lot of captains take this VERY SERIOUSLY! Well, in retrospect, I don't blame them. This is a big sacrifice they make to come here (to Nats). But after hours they are all just regular people. We discussed boats, battling techniques, and battling strategy. I was impressed by this cause, after all, I was the enemy. I even put to use some of the stuff they told me, and I think it helped me Thursday and Friday.

Friday was Interesting. Friday was the day I was destined to die. They called it my initiation. Also it was the last battle of the week and we (the Allies) were behind in points. We were told to give it everything we had. There would be no "reserve fleet". Everyone was to attack, and attack hard. Usually we battled for control of the choke point, but this time we charged right on through. It was a little comical, cause at the same time the Axis charged on through to

engage with us. We passed each other in the pass and had to turn around to fight. So I went with guns blazing, giving no thought to personal safety...at least not at first. I was caught up with giving it everything I had. Suddenly I noticed I had no Allied buddies nearby. I called for help but they had a hard time getting to me. I tried to escape but Axis were everywhere. It seems there was a rather large contingent of Axis ships under orders to shoot at no one but me. This was the most exciting battle of my rookie career. So I did the best I could. Eventually I called '5' even though I had a few bb's left. I just wasn't getting any shots in, I was too busy trying to survive. Pumping heavily I survived my '5'. I had 162 holes in me. I believe it was 36 below, 19 on the waterline, and the rest above, and **I was still floating!!!**

I had made it to the last sortie of the last battle! Unfortunately I was pumping at almost capacity and was shot to hell. A lot of Axis captains came around and said only a wimp would call '5' at the start of the sortie. I didn't care. I did what I had to do. Discretion being the better part of valor, I called '5' when the sortie started. Did I have a plan to live? Not really. I was hoping my buddies could protect me. They didn't really have a chance. War was called and the battle began. Heading out (to where, I didn't know) I fouled my props with moss. The Axis pumped the lead into me. By the time they were done I had 214 holes in me (142 above, 30 on, and 42 below). I quickly sunk. Nats was over for me.

A person can't feel bad about sinking when it takes the entire Axis fleet to sink one Class 4 boat. So it turns out I got the club record for the most damage on a ship. I am proud of that, as much so as getting the 'Rookie of the Year' award. A lot of people don't understand why. Well think about it a second, any one that has ever sunk, no matter how large the boat, had less damage than me.

I look forward to next year!

Best thing at Nats: Getting the 'Rookie of the Year' award.

Worst thing: Hull failing the hardness test and having to sand it down and re-silkspan it.

Most Memorable: The first sortie on Friday, when the entire Axis fleet was chasing me around the lake trying to sink me and couldn't do it (it wasn't until the second sortie).

SOURCE FOR BB CANNON SPRINGS

Several years ago an article, by an unknown author, in Hullbusters listed a source for stainless steel springs that are ideal for use in our bb cannon as to diameter, number of coils, strength, etc. You can cut two cannon springs from the 5/8" spring listed below,

Give Century Spring Corp. a call at (800) 237-5225 and ask for part #CC-14. The cost is 50¢ per spring plus \$5.00 shipping cost. Be aware that they require a \$25 minimum order and that they accept Visa or Mastercard.

The Ideal Allied Rookie

by Curly Barrett

After many years of planning and plotting, the Axis war machine has devised a new and devious plan to assure victory at sea. Rather than improve the quality and caliber of Axis captains, it has been decided that the Axis would cultivate an inept crop of Allied rookies for the next few years — thus ensuring Axis domination.

In Port Polar Bear, for instance, we have been working hard to get Ron Horbul's Brooklyn-class cruiser out in the fray. He started out as a qualified candidate for Perfect Allied Rookie Captain — he only had one gun, his throttle was hooked up wrong, he could only muster 30 sec./100' and he had a host of inherently rookie problems with the ship

(ie., 15 screws to latch the deck).

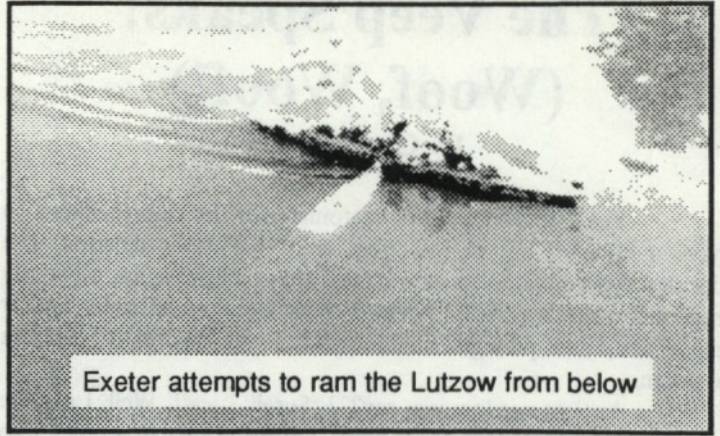
Unfortunately, Ron built a very nice looking Swamp Works™ ship, he got his guns fixed, he's got great hand/eye coordination and he's a nice person! Our efforts seemed wasted, and it was decided that we would outfit him with one of the first Swamp Works Moltke class hulls as soon as possible, making him a full-fledged Axis captain.

However, new contender for Perfect Allied Rookie Captain has emerged in the form of Danny Barrett (distant, very distant relation to the 1986 Rookie-of-the-Year winner, Curly Barrett). Danny has been building a ship for about four years and has yet to get in a sortie! He is building an Alabama, a Brooklyn, a destroyer, a sub and an LSD — concurrently! He has some major promise for Perfect Allied Rookie Captain. His first Alabama was built with 1/4" x 1/2" Balsa Wood ribs! As fate would have it, he installed them with the 1/2" toward the skin, and had to come back through with a coping saw, leaving himself with 1/4" x 1/4" balsa wood ribs on his Alabama! The non-penetrable area was covered with 1/32" plywood (covered with fiberglass resin — no cloth).

The joyous stories continue, but his bid for Perfect Allied Rookie Captain was elevated to a new level last night when he came over to float his ship in my backyard pond and show off his new pumps.

The boat floated fine and had only two tiny leaks. We adjourned to the dust-laden underground dockyard where the DKM Konig is being built. Danny began repairing his battlewagon and I lined up my new prop shafts. Then the fun began!

Danny wanted to show me his "wonder-pump." He had purchased several RS-550 motors from the local surplus store and added a 2-1/2" impeller to it. We went to the sink to time



Exeter attempts to ram the Lutzow from below

The Top-Ten signs that you're an Allied Captain:

- 10) Spent more on silkspar for patching than on hotel at Nationals
- 9) You've spent more time underwater than Jacques Cousteau
- 8) Your battleship's batteries are endorsed by a drum-banging bunny
- 7) Your pump just keeps going and going and going ...
- 6) Two words: "On five!"
- 5) Your ship has more kinky magazines than a porn shop
- 4) The only thing that fires up more than your pump is your wiring.
- 3) "Is that smoke coming out of my ship ... again?"
- 2) There's a French flag on your ship (sorry, Mike)
- 1) Four words:
"Man in the water!"

the draining of a 5-quart ice cream bucket — the local test of a pumps ability.

We hooked up the patch cables and, with screaming whine, the pump was vaporizing water. "Wow!" I said. "This baby sure is smokin'." Danny then pointed out that the patch cable was smoking even more than he pump. The ensuing puff of smoke from the fried wiring was of sufficient volume that I had a Dan Dees flashback! My wiring was not rated for the amount of amps Danny's pump drew.

Danny got a little nervous about the pump in his ship, so we hooked that up next. He drained 5 quarts in 48 seconds. Then, I suggested we hook the pump up to the amp meter.

The pump drew 2.1 amps with no load. When it hit the water, the meter gasped and shuddered in disbelief — 20.5 amps! I reminded Danny that he was planning on running that pump through his 5-amp switches. He agreed that I saved him a walk through the pond water.

I explained that, while 20.1 amps was excessive, the club record that I was familiar with was a 28-amp pump (built by some nameless fool) that was measured by the Texas Axis at a Missouri regionals. Danny's Eyes lit up. He ran for his other pump, the first one we tested, and started connecting the wires.

Amp meters, as a rule, are a useful addition to a workbench—if used correctly. I was staring at the warning label that read, Ten Amp Maximum, when Danny let out a war hoop that rattled my keel. We had a new record.

33.5 amps!

The Perfect Allied Rookie Captain was dancing gleefully as the smoke oozed from the wires leading to the amp meter. As Danny danced through the billowing smoke, I was saddened to know that Danny, who's wife is expecting a baby any day, will probably not make it to nationals this year. But, there will be a day when his ship shows it's ugly bow...and we'll be waiting.

Are there any other candidates for Perfect Allied Rookie Captain? Write 'em up and let's have a good chuckle. (My apologies to my cousin, Danny)

NATS, HOUSTON OR MARYLAND?

Wade Koehn

This article was made to present the facts about the two possible sites for NATS. This is not a Texas verses Maryland debate. As a lot of you know I'm not from Texas. I prefer New Orleans, a fun place to live, but a hard place to make a living. Anyway let's present the facts.

For sentimental reasons we should have NATS at Maryland since it hasn't been on the East coast since 1991. A couple of MAGS, Marty and Will, have come to Texas for the two years it was here. The two years it was in Maryland seven Texans went to Maryland.

What positive attributes does Maryland have? For one thing it is cheap for NATS fees. I called the King's Inn Motel and their weekly rate was \$237 + tax. The NATS fees in Maryland were \$20 or \$25, I forget which. Another good thing for the people around Maryland is that they could attend a NATS that either for location reasons, or money, they could not attend.

What are the negative aspects of NATS in Maryland? The site is about 30 minutes from the hotel. Not bad, but compared to 3 minutes at Houston, including lights, a longer distance. The pond at Maryland has a very interesting shape, with islands, I like that. But has many drawbacks. The pond has A LOT of moss, and trash! The 30 second moss rule was used many times each day at Maryland. It was rarely used in Houston the entire week. The water is nasty, dirty, and smelly. I could not get the smell out of some of my clothes after washing them and had to throw them out. The bottom of the pond is deep in some place, and very soft. I lost a pair of water shoes because when I sank I had to get in the water and my foot sank up to my ankle. The pit area has no place for us to sit as a group. The road leading in and out is uneven, winding, and full of potholes. The toilet was a porta-john, or a tree. There was only one electrical outlet, no awning, little shade, and fast food was about 30 minutes away. Fast food is not cheap either. About \$5 bucks a meal, and an hour total travel and wait time for food isn't convenient. There was a couple of days though hamburgers were cooked out there, and they and soft drinks could be had for a nominal cost. Also there is no lights that you can turn on and off for night battle.

On a personal note, I like trophies, especially nice ones to take with me. The first year the trophies were of the least quality I have seen in this hobby. The second year they were much better.

What are the negative side to NATS in Houston? The distance the people on the east coast have to drive. I know it's a long way, and not cheap. Seven of us from Texas have done it twice. Also it is more expensive NATS fees at Houston. It was \$100 for NATS at Houston. Brian says he might be able to get that price down \$20 to \$30 dollars, if we got the build your own sandwich meals instead of the nicer meals we had catered. But still includes a nice Friday night

meal in a nice hall, and free soft drinks, tea, and ice all day at the lake. Also we have had very nice trophies at NATS, we could reduce the quality of the trophies buy buying 1200th scale ships and making the trophies smaller. This would make the NATS fees a little less. The Holiday Inn is \$322 + tax a week. That is more than Maryland, but you get a NICE hotel with a bar and room service, plus a nice room to hold captains meetings, and rules meetings in. In 1994 we held rules meetings at Brians house and everyone got soft drinks, tea, and beer for free. the hotel is also three minutes from the lake and five minutes from the airport!

What are the positive aspects of holding the NATS at Houston? Plenty. The pond is VERY close to the hotel. The pond has very easy access. It is private property, which keeps Joe Public away from the dockyards, cameras, BB's, and the general safety hassle of having other people around. You can drive up to covered picnic area with your ship, put it on the numerous tables that is already there, plug in your charger and fan, and park your vehicle close, and maybe in the shade. After you have parked your vehicle you can go get something to drink with ice while you get your ship ready. There are numerous electrical outlets, real toilets, and a well maintained battling area. The pond itself is near to moss and trash free as your going to get, has a shallow, even, and hard bottom. The shore makes it easy to launch your ship from practically anywhere, and a few launch areas are provides too. The shape of the lake is very interesting with small and large areas, and plenty of room to run. The lights can be turned on and off at will without the park police becoming unhappy. There are great places to take video from on standing docks. A golf cart was made available for Francis so he could get around easier. Also there are volleyball courts, basketball courts, Ping-pong, and a dunk tank for the losing admiral, if they both confide to it. Also the Friday night meal we had excellent food, and beer, in a place where we would decorate anyway we wanted and have to ourselves.

Now I don't want this to be a Texas vs. Maryland debate. This is a NATIONAL event and we should honor whatever the MAJORITY of battlers want. Texas and Maryland are only two groups in a larger equation. Brian and I will work with the membership to reduce costs on food, trophies, and possibility hotel costs. If we get a cheaper hotel it MAY be farther away, maybe not. It will certainly be a lesser hotel for sure. Personally I like to have a little nicer hotel after some the fleabags, and flop houses we have stayed in for this hobby. But cost matters more to some people. One more thing. I hardly saw either one of my roommates in Houston because I was running around trying to take care of everyone's needs. Brian ran around like mad to doing scores, videos, and being part time CD, and full time Cite host. Believe me, it is not easy running a NATS. As anyone that runs one knows. Brian and I will do our utmost to keep everyone happy, and having a good time. And isn't that the first line in our constitution? HAVE FUN! And vote for the NATS cite you want.

BEST AND WORST AT NATS.

BY M. DESKIN

BEST: Seeing all of my long lost pals or at least most of them and taking part in the hobby's fun for at least part of the week's battling.

WORST: Hearing that a pal of mine named Andy had left Nats on Tuesday heading all the way back to Mi. with his dad after a arguement with FRANK. We must keep in mind that the name of the game is fun and this is not really WAR! Every captain must retain the right to run his own ship even if it is not in line with his given orders or what is best for his or her

fleets needs. I for one would like to know what steps are being taken to prevent this sort of thing from happening again. And more importantly what is happening with Andy. This guy is very agressive and tenacious. Perhaps that is where the misunderstanding originated.

Well I guess that is is all for now. What I do in the next year of hobbying will depeud on how the rules turn out, especially the twin side gun one. So please get those ballets in as soon as you can.



Mr. Michael W. Deskin
6949 Shull Rd.
Dayton, OH 45424

ships could push a massive bow wave. All the pictures I've seen of ships really traveling at speed show them throwing off an incredible amount of water. The only reason we don't see more of these pictures is because typically, when a ship's moving at top speed, it's going into battle, and that's not a time for taking photo-ops.

So, if there's no scale reason to slow our ships down, then why do it? Because we're all old and crotchety and can't see too good anymore??? Because there's too many rams??? I don't buy that. If anything, our captaining skills have improved over the years, and rams aren't nearly as common as they used to be. We even had a Triple Crown down here with 9 battlers and not a single damaging ram the entire weekend! Hmm... Suffice to say, I don't think there's any reason we should slow our ships down - scale or otherwise. And speaking of scale, that also has something to do with my next topic...

It seems that one of the hot topics this year was the existence of 1/150 scale ships, and the desire of some people to ban them, or to penalize them for their perceived advantage. Now, as the owner of a 1/150 scale ship, I have a vested interest here, and cannot claim to be impartial about this issue. However, this is an issue that I personally cannot remain silent about.

First of all, I would like to start with some historical notes. Way back when, ships were allowed to be built in scales from 1/140 to 1/160. This was done because 1/144 was the English scale (1/12" to the foot), while 1/160 was the popular 'N' scale used in model railroading. When, in 1985, the rules were totally re-written, it was proposed to limit construction exclusively to 1/144 scale. This was rejected at the time because 1/150 scale was a metric scale, and people didn't want to have to get expensive plans from Europe or other sources, and then have to re-scale them to 1/144. After all, the differences were minor. Nobody had built a ship to

1/160 scale since the late 70's, so that scale was dropped.

And so everybody was happy and content until a certain battler or battlers decided to build their ships to 1/150 scale, or better yet 1/150 scale - 2% in an attempt to gain an advantage. While any advantage they gained was not terribly great, some battlers were upset, if only because they felt that this would result in large numbers of people pushing the limits in order to gain the perceived advantage. As a result, a rule was passed which basically banned all future construction of 1/150 scale ships. However, those ships which had already been built and battled were "grandfathered".

Why were these ships grandfathered? Well, I can think of a few reasons. The first of these reasons was that these ships were legal as built, and it did not seem fair to punish people who had built legal ships. Another reason was that by and large, most of these 1/150 scale ships were no more effective than their 1/144 scale counterparts. And yet another reason was that sooner or later, these ships would wear out and be replaced by new, 1/144 scale ships.

However, it seems that the issue has raised its ugly head again. It appears that some people are still unhappy that they have to sail ships which are marginally (typically 3%) larger than their 1/150 scale counterparts. Apparently they think that a ship which is only 3% smaller than theirs has an unfair advantage. Bah. Also, they seem to be unhappy that the few 1/150 scale ships haven't died out entirely yet. Apparently they are impatient. Before I go much further, though, I would like to recount a list of 1/150 scale ships which are currently legal, and belong to Captains who might possibly use them in the near future:

<u>Ship</u>	<u>Captain</u>
HMS. Vanguard	- Terry Keef



Blow-by-Blow

Battle Reports

1994 NATS
BATTLE REPORT
TUESDAY, 11 JULY

By FAB BAKER

Springfield, MI - Tuesday brought Allied and Axis once again to Sequoia lake to test the metal (wood, or fiberglass) of each others ships. We would do so under the clear skys and blazing sun that had typified the Missouri weather up to that point. The lake conditions were getting better as the moss continued to dissipate. It would still result in many delays just as it had the previous day, pushing sorties past the 45 minute mark, and causing many captains to watch transmitter and ships batteries drain away like so many gains of sand.

The previous day had seen the first battle apparently go to the Allies with 4 Axis ships going down followed by the second battle which was anybody's guess. After Monday's dinner we (the Allies) were shocked to find out that we had lost the first battle and squeaked out a narrow victory in the second putting us 1500 or so points behind. To say the a little of the air escaped from our sails would not be a lie.

Monday had also seen the birth of a new era of combat. The revival of the 28 sec. ship. There have been captains that have built 28 sec. ships in the recent past, but I think it is a fair statement that they have not been considered a viable or effective fighting unit. When Capt's Purvis, Milholland, and Whitsell (little Frank) made their charge through the battle line, and it's effect on the Axis fleet was seen, it was obvious that perhaps our perceptions were incorrect. There is indeed a place for the "Piglets". Ask Will, the "Hog Drivers" put enough damage on him to sink him (this will no doubt be known as the "Bay of Pigs" incident). Will also coined the term "Piglets" to describe their linearly challenged characteristics. As the aforementioned Capt's charged their mounts head long through the battle line, Will cried out "Here come the Piglet's", intending to offend. Instead, the "Hog Drivers" took this moniker as a badge of honor and proceeded to snort and squeal as the entire Allied fleet responded with various forms of hog calls the balance of the week.

The morning battle started off no better for my Invincible than the previous day had. I lost a propeller after the start of battle on Monday, and lost a rudder servo just before the start of battle on Tuesday. I decided to go on 5 out of control as soon as battle was declared so that I could enter battle for the second sortie. As battle began, the Allies big guns were sitting stern to stern with the Axis big guns with the Allies holding the channel. The Axis intended to wait for someone to break ranks so that they could be singled out for punishment. Both sides had reserve fleets behind the front lines. Ours made up of the "Hogs" along with Joe Kutz's Invincible, Terry Keef's Vanguard, Jay Edward's N. Carolina, Tom Jass in Marlboro, and lonely me with my sputtering rudder servo. On the other side of the ropes Frank Pettelli went 5 out of control with Mutsu. Francis engaged Mike B. in Hiei as Admiral Pate and Nathan B. in Musashi squared off. Chris Pierce's QE sat tranquilly waiting for an opening. Everyone waited to see if the "Hogs" would run wild again this battle. "Boss Hog" Purvis taunted the Axis as Ronny Hunt edged the Scharnhorst in with his deadly sterns looking for a hull to ventilate. Admiral Pate found a firing solution and dumped several salvos of trip sterns into Steve Andrews' Tiger cum Kongo. My 5

- HMS. Queen Elizabeth - Chris Pearce
- Jean Bart - Mike Deskin
- DKM Bismark - D.W. Fluegel
- IJN Hiei - Will Montgomery
- DMB Roma - Randy Kricke
- IJN Kirishima - Jeff Lide

I'm sure there are others, but I can't think of them right now. Of those others, nearly all are in the hands of people who are not likely to ever be seen in the hobby again. And of those listed above, I can only think of few which have gathered much notoriety over the past few years. The fact of the matter is that I think this is a very personal issue.

Why do I say this? Because I believe that I am one of the people who have gained extreme notoriety with their 1/150 scale ship: Will also gained notoriety with his Hiei, but abandoned it in favor of his Nagato, so that he could have more units, and a bigger ship, and all the good things which go along with it. I, on the other hand, have maintained the Q.E. because I think it is a very good ship and suits my fighting style. In addition, I have replaced all the systems in it, with the result that it is a much more effective fighting ship than it was when I got it. However, I feel that some people are not willing to accept the fact that I'm any good, and they seem to fixate on the fact that my ship is 1/150 scale, unlike their "proper" 1/144 scale ships. After all, why build up the weak when you can tear down the strong???

What it amounts to is that because I and a few other people who have 1/150 scale ships happen to be very good battlers, and happen to do very well with our ships, these people are willing to punish everybody who owns a 1/150 scale ship. And personally,

I don't think that's fair. Lord knows that Randy Kricke wasn't trying to cheat or take advantage of the rules when he bought the Roma. He just wanted to buy a battleship hull that was in decent shape. Or, why should Terry be punished? Does anybody think that his Vanguard has an unfair advantage??? Ha. And as for my vaunted unfair advantage, how many people do you know at Nats who went out and took 2600 points of damage in a fleet battle??? Tell me again who has an unfair advantage???

Oh, but that's right - there's another reason people want to ban 1/150 scale ships, or at least think they want to - they don't look right. They're just not to scale. I don't buy this either. Speaking for myself, I have maintained the Q.E. in such condition that I believe it is the best looking example of its class to have ever been in the hobby. At least before it gets shot to pieces every year. The Vanguard, meanwhile, is a one of a kind - who would ever build a 1/144 scale Vanguard? If the big complaint is that these ships don't look right next to another similar ship in 1/144 scale, then where are those ships??? Face it - most 1/150 scale ships are unique now, and there are likely to be few on the water comparisons. And don't forget the number of travesties that we've seen on the water recently masquerading as 1/144 scale ships.

No, I don't buy scale, nor do I buy the unfair advantage theory. Personally, I think that what it boils down to is the desire of a few to punish people for having ships which they think are too good. The irony of it all is that I planned to retire the Q.E. after this year so that I could battle the King George V (in 1/144 scale...) However, some people just can't let things pass their natural course. It now appears that I might have to build a new one? Why? Because I (unlike some other people) don't want to butcher my ship and make it non-scale just to satisfy this stupid rule, which is what I

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minute timer ran out and I pulled Invincible from the pond using Bart's Hefter". I would pull the offending servo out of the rudder box no obvious moisture in the box or servo. It would then spend the week in one of Fluegel's ships. I thought he could use the spare parts! Three fast Japs try to make an end run around the Island, but run afoul of the Hogs along with Vanguard and Joe K's Invincible. Francis Rowgowski's Gangut and Marlboro join in the fun as the Hiei pumps a bit. Lief Goodson's Moltke and Doc Broring's semi kinda sorta Von Der Tann enter into the fray making for an interesting battle as the big guns held the channel. Von Der Tann finds a nice home next to Marlboro and "His Nibbs" could find no rest. Just where was his cabin boy Bart??? Doc really pounded the veteran Brit and the call for help went out. Lief smelled blood and added damage to the Marlboro. By the time the Allies mustered their defences around Marlboro the damage had been done and now Tom watched his timer like a hawk. Now the big nasty Germans (Lief and Doc) decide to pick on someone their own size and pull a sandwich job on Frank Whitsell. "Boss Hog" Bart and Steve Milholland work their way into the fray and engage Doc and Lief. Lief takes some abuse from the QE's stern guns as Chris lines up the sights on the wormy little German BC. Joe Kutz gets some good shots on Moltke too. Lief really is paying the bill at this meal as Don Cole's mighty Alabama jobs the German scum. Francis and Terry Keef are well to the outside of this skirmish looking for a spot to put their BB's. Little Frank has the Musashi to deal with as Marlboro gets off of her 5.

As Tom clears the pond it becomes apparent the Little Frank's pump is not working properly and he is in deep trouble. Chris Pierce defends the youngest "hog" while Foster pumps holes into Lief's water line. Gravity cannot be denied and takes it's toll even on the young, as Frank Whitsell's South Carolina goes decks awash. This was a tough one for Frank, as it was so, so close. QE and Musashi swap side mount steel. Will engages Francis and runs him close to the wall which mosses his ops on that side. As the battle starts to wind down Joe Kutz plays with Fluegel and Dirty while Jim Pate and Don Cole play with Musashi and Will. Musashi calls 5 so Pate and Will square off. Steve Andrews and Jim Pate exercise their side mounts as Francis cheers Jim on. Joe Kutz engages Steve and eats some Jap sterns for his trouble. Kongo gets her share as Pate slams some BB's into her waterline. Kongo has her fill and starts her 5 minutes on the run with Pate in pursuit.

This long first sortie finally came to an end, at lunch time! Fluegel said that he battled for 55 minutes. And that was just the first sortie. How good are your batteries??? During lunch time Fluegel and I saw something neat. Little Frank and Bart sitting on one of the benches

Fleet Battle #3 Summary

Captain	Ship	Class	Pts Earned		Holes			Total Damage			
			S1	S2	A	B	Pen	Damage	Pen	Damage	
Frank P.	Mutsu	6	600	991	3	1	2	155			
Will M.	Nagato	6	600	991	88	9	26	2355			
Nathan B.	Musashi	8	600	991	33	4	20	1430			
Mike B.	Hiei	4	528	793	41	4	18	1410			
Marty H.	Nagato	6	600	991	39	2	16	1240			
Paul B.	VDT	4	528	593	86	5	10	1485	200		
Steve A.	Kongo	4	528	793	37	8	5	820			
David H.	Mutsu	6	600	991	67	6	17	2670			
Gerrit H.	Suzuya	3	462	693	12	2	2	270			
Curly B.	Konig	4	N/A	892	32	2	1	420			
Ron H.	Scharnhorst	5	504	892	75	8	4	1150			
Fluegel	Bismark	6	600	991	11	0	3	260			
Lief G.	Moltke	4	528	793	136	3	7	1785			
Cameron H.	Gloria	2	396	594	10	2	1	200			
			7620	11985	670	56	131	1000	200	15650	
			Total 19505								
Captain	Ship	Class	Pts Earned		Holes			Total Damage			
			S1	S2	A	B	Pen	Damage	Pen	Damage	
Steve B.	Invincible	4	404	657	54	7	17	1565			
Steve M.	S. Carolina	4	404	657	22	4	10	820			
Don C.	Alabama	6	505	821	93	8	16	1930			
Bart P.	S. Carolina	4	404	657	17	1	11	745			
Joe K.	Invincible	4	404	657	40	7	11	1125			
Rick W.	N. Carolina	6	505	821	109	19	26	1000			
Frank W.	S. Carolina	4	404	657	9	2	9	800			
Jim P.	Washington	6	505	821	84	13	11	1715			
Tom J.	Marlboro	5	454	759	90	9	16	900			
Terry K.	Vanguard	7	505	821	36	1	5	635			
Chris P.	QE	5	454	759	60	11	16	1675			
Jay E.	N. Carolina	6	505	821	12	0	0	120			
Francis R.	Gangut	4	404	657	94	2	3	1140			
James F.	Sverige	3	353	575	8	1	1	155			
			8210	9440	728	85	152	2700	0	19705	
			Total 15650								

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talking. It looked like a Norman Rockwell print. That's what it's all about!

Joining the Axis on the water for the second sortie would be Curly Barret. Curly missed the first sortie due to a misunderstanding about the starting time of Tuesday's battle. The good news was that his new radio was working just fine and he was able to battle trouble free the balance of the week. Pate and Dirty really went at each other with Dave getting the fuzzy end of the Lolly Pop. Dirty gets dreadful news from his Engineering Officer as his pump refuses to prime. Now where did he put that Hari Kari knife? QE gets some shots on the ailing Jap. In her typical style the Nagato class BB rolls before her death showing that beautiful red lead that we all love to see. David lets her sink completely for the cameras. Rick Whitsell ended up sharing the same fate as his son, as his ship went decks awash with 2 seconds left to go! The details on the second sortie are somewhat sketchy as I was battling and was unable to record the events that took place. My apologies. The scores for the first fleet battle on Tuesday are as follows:

Campaign

The Allied strategy for Campaign lite was to launch no convoy ships at all and sink as many of the Axis convoy ships as possible. The rules do not penalize a fleet for not sailing convoy ships but does for having one sunk, so I am told. We started out with all of our Convoy ships ready for launch with transmitters in plain sight in an effort to tie up several of the Axis units on convoy ship killing duties. As the battle began Jim Pate took on what looked to be the entire Jap navy. As he was entertaining his most inscrutable guests I stood guard outside the Axis home port as a convoy ship captained by Paul Fluegel took to the water.



As the only Allied asset in the area I knew it was my turn at bat. With luck Invincible was able to put enough damage on Paul to sink his ship. The stocky little Brit then decided to try and tie up and absorb as many BB's as possible with the hopes that Chris or someone else could be around when the next convoy sailed and the bad guys wouldn't have as many arrows to shoot. I played "tag" with several of the Axis captains and used my ammo sparingly. Even though Invincible took a beating, I think she acquitted herself well. Elsewhere the Axis fleet engaged all potential ship killers so that they could launch convoy ships with no opposition. The targets took their normal amount of abuse. I'm sorry to say that I did not see this activity. I think most folks, who have never

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1995 Rule Proposals

1. Change II.G.5 to:

A submarine may have a pump if the pump can only be used to pump water into and out of an enclosed ballast tank. In no way may said pump be used for damage control.

2. Add as IV.G.6:

The Best Dress Award

The Captain that wears the best military dress at the Awards Banquet (voted on by all members at the banquet) will win the Best Dress and Most Spirit Award! This award is not for any battling, but only for dress.

3. Append to Article IV.D:

The Annual Championships cannot be held in the same state more than two years in a row, unless no other site is available.

4. Append to II.H.9:

Any offensive unites carried on board a ship in excess of the selected offensive/defensive ration must be pinned.

5. Append to Article II.C.4:

is responsible for providing adequate numbers of safety glasses/goggles for spectators at sanctioned events.

And add after Article V.B:

The Contest Director or his representative shall obtain from the Treasurer adequate numbers of safety glasses/goggles for spectators at sanctioned events.

6. Add to section II.E.2:

Use of Chlorofluorocarbons (CFCs) or other ozone depleting chemicals as propellant is prohibited.

7. Change II.A.6.a to:

No stringers shall be used unless the shape of the hull dictates. Hull features that dictate the use of a stringer are: bulges, casement guns, knuckles, or armor belts. The stringer may not extend more than one rib beyond where that hull feature is prominent.

8. Add before IV.G.5:

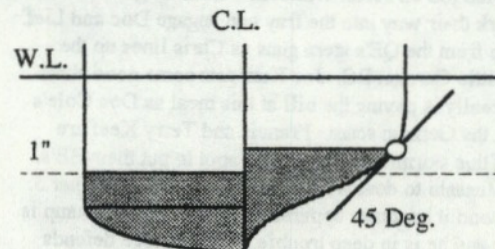
Axis/Allied Victory Trophy

This traveling trophy is presented to the Admiral of the victorious fleet at the Annual Championships by the defeated Admiral.

9. Change II.A.4 to:

Impenetrable material may be used as hull skin, but must be at least 1" below the waterline or more than 45 degrees down the turn of the bilge. (See diagram A) The hull skin immediately...

Diagram A:



Shaded areas may be solid

10. Change Article III.A.7.a to:

... Any interpretation of non safety rules prior to a sanctioned battle must be approved by the majority of the Executive Board.

11. Add to Article III.A.5:

is responsible for all rule interpretations at the Annual Championships

1995 Rules Ballot

Dear _____,

Here is your 1995 rules ballot. In order for your vote to count, fill this out, and get it postmarked to Brian by September 22, 1995. Detailed descriptions of each of the rule proposals are enclosed.

Yes	No	Description of Proposal
_____	_____	1. Submarines may use pump for ballast intake.
_____	_____	2. Best Dress Award.
_____	_____	3. Nats cannot be held in same state more than 2 years.
_____	_____	4. Excess offensive units must be pinned.
_____	_____	5. Treasurer responsible for providing goggles.
_____	_____	6. Ban CFC's and other bad chemicals.
_____	_____	7. Specify valid uses of stringers.
_____	_____	8. Axis/Allied victory trophy.
_____	_____	9. Add 45 degrees below turn of bilge to hard area.
_____	_____	10. Clarify E-Board authority on rule interpretations.
_____	_____	11. Clarify CD authority on rule interpretations.
_____	_____	12. Create Frequency officer and frequency priority.
_____	_____	13. Ban angled pump outlets.
_____	_____	14. Require Parent's participation/membership.
_____	_____	15. Double sidemounts for Iowa, Yamato, Richelieu.
_____	_____	16. Ban 1/150 scale ships.
_____	_____	17. 1/2 unit penalty for 1/150 scale ships.
_____	_____	18. Slow all ships by 2 seconds.
_____	_____	19. Delete ancient, obsolete Campaign Rules.
_____	_____	20. Delete regular (Non Lite) Campaign Rules.
_____	_____	21. Allow 10 convoy missions in Campaign Lite.

One other thing, kids... We forgot to hash out a Nats date for next year, so... After discussing this with some E-board members, we've come up with July 5-19, which is the traditional first full week after the fourth of July weekend. If you like it, vote yes; if you don't, vote no, and maybe we'll change it.

Date of next year's Nats: July 15-19, 1996 Yes _____ No _____
 Location of Next Years Nats: _____ Houston _____ Maryland _____
 get _____ vote(s) because I participated in a sanctioned battle in _____, 199 _____
 on the date of _____

Return ballot to: Brian Craven, 12310 Ocean Laurel Lane, Houston, TX 77014

12. Add after Article III.A.6:
 7. The Frequency Officer maintains the master list of frequency assignments, assigns frequencies to members based on seniority, participation in battles, and region. is responsible to assigning frequencies to new members.
 This officer is a non-voting member of the Executive Board.
 And add after Article V.B:
 At a sanctioned event, battlers whose frequency has been assigned to them by the Frequency Officer have priority for that frequency.
13. Add as II.G.5:
 Pump outlets may be angled either vertically, or no more than 10 degrees above the horizontal.
14. Add after Article V.B:
 At a sanctioned event, all battlers under the age of 18 must be accompanied by a parent or legal guardian who must also be a member of the IR/CWCC and NAMBA.
15. Add as II.H.8.a:
 Ships of the following classes may have two (2) side shooting guns in a single turret, as long as they are the only side shooting guns in that quadrant:
 Iowa Class Battleship
 Yamato Class Battleship
 Richelieu Class Battleship
16. Change II.B.2 to:
 All ships shall be built to 1/144 scale. Allowable error will be +/- 1/8" for the beam and +/- 1/2" for the length, or +/- 2% of prototype dimensions, whichever is greater.
 (a.k.a. Ban 1/150 scale ships...)
17. Change II.H.1.a.ii to:
 Ships of the USS Iowa and Yamato classes are class 7 and have 8 units.
 And add II.H.1.a.iii:
 Legal ships which are not built to 1/144 scale +/- 2% must battle with 1/2 less unit than allowed in the above table; however, they retain their class rating. (i.e. a 6 unit ship built to 1/150 scale would battle with 5.5 units, but would still be considered a class 6 ship for other purposes.)
 (Note - this proposal will be dropped if #16 passes.)
18. Change II.I.1 to slow all ships by 2 seconds.
19. Remove old (pre-1993) Campaign Rules from bylaws. (These obsolete rules were replaced by the newer Campaign Rules, but were not deleted.)
20. Delete regular Campaign Rules. (leaving only Campaign Lite.)
21. Change Campaign Lite rule II.F. to:
 Each Fleet is allowed a maximum of 10 attempted convoy missions.

attempted this mission, tend to write it off as fairly easy. I can assure you it is a true test of marksmanship. Fifteen minutes before the end of Campaign the Axis launched 4 convoy ships with escort. Chris Pierce, Don Cole, Boss Hog Purvis, Rick Whitsett and, Steve Milholland attacked viciously. Unfortunately the attack was a little late. All four Axis supply ships made it through. At eight minutes before the end of battle Admiral Pate and I decided to launch Barts really beautiful and highly detailed hospital ship and Jims General, just for the heck of it. We knew we were whipped, but decided to go for it. I went around the island and got sunk by Doc and Will. Jim got mossed right outside the harbor net defense and that's about how it ended. The Axis had a good battle plan and stuck to it which was exactly what wins wars! The final score was 3450 to 1750. An Axis Victory! The scores are as follows:

TUESDAY

Captain	Ship	Class	Pts Earned	Holes		B Sink	Pen	Damage
				A	W			
Frank P.	Mutsu	6	189	N/A	0	0	0	0
Will M.	Nagato	6	289	N/A	0	0	0	100
Nathan B.	Musashi	8	289	N/A	0	0	0	0
Mike B.	Hiei	4	231	N/A	0	0	0	0
Marty H.	Nagato	6	289	N/A	0	0	0	0
Paul B.	VDT	4	231	N/A	0	0	0	0
Steve A.	Kongo	4	231	N/A	0	0	0	0
David H.	Mutsu	6	289	N/A	0	0	0	0
Gerrit H.	Suzuya	3	202	N/A	0	0	0	0
Curly B.	Konig	5	260	N/A	0	0	0	0
Ron H.	Scharnhorst	5	260	N/A	0	0	0	0
Fluegel	Bismark	6	289	N/A	0	0	0	0
Lief G.	Moltke	4	231	N/A	0	0	0	1850
Cameron H.	Gloria	2	173	N/A	0	0	0	0
Total			3450	0	0	0	0	1850
Steve B.	Invincible	4	120	N/A	0	0	0	0
Steve M.	S. Carolina	4	120	N/A	0	0	0	0
Don C.	Alabama	6	150	N/A	0	0	0	0
Bart P.	S. Carolina	4	20	N/A	0	0	0	100
Joe K.	Invincible	4	120	N/A	0	0	0	0
Rick W.	N. Carolina	6	150	N/A	0	0	0	0
Frank W.	S. Carolina	4	120	N/A	0	0	0	0
Jim P.	Washington	6	150	N/A	0	0	0	3550
Tom J.	Marlboro	5	135	N/A	0	0	0	0
Terry K.	Vanguard	7	150	N/A	0	0	0	0
Chris P.	OE	5	135	N/A	0	0	0	0
Jay E.	N. Carolina	4	150	N/A	0	0	0	0
Francis R.	Gangut	4	120	N/A	0	0	0	0
James F.	Sverlige	3	105	N/A	0	0	0	0
Total			1750	0	0	0	0	3550

forever, and while they are still around, they do not create any more problems with scale or unfair advantages than any other ship. We grandfathered them for a reason back in 1990, and I think that those reasons are still valid today. There's no need to punish people who's only crime is having a ship which was built legally before the rules changed. They have as much of a right to have fun as the rest of us do. And if anybody is still worried about my "unfair advantage", let me tell you again - I don't intend to battle the Q.E. as my primary ship in the future. Period. So come on, why punish all these other battlers??? Huh??? How about let's just let them enjoy their ships while they can, and hopefully we can all have fun together. After all, that's what's #1 in this hobby, right?

Anyways, that's my ranting and raving on 1/150 scale. I guess the last rule related thing on my mind is the pump outlet thing. I don't see what the big deal is about a few people having pump outlets which are angled at 45 degrees. Personally, I went to a good deal of effort to install my pump outlet in such a way that it doesn't detract from the scale appearance of the ship, and it also happens to be convenient. That happens to be at about a 45 degree angle. And I know quite a few others who have done the same thing for the same reason. And do you know what? I don't care if they hose me down with water, and I'm not worried about getting my precious head or transmitter wet. I got as wet as anybody else at this Nats, and I don't recall it being that big a deal. Personally, I think that the fireboat effect of a thoroughly damaged ship is a part of the fun. And I definitely don't think we should make a bunch of people re-build their pump systems just so some people can keep their pants dry. (Personally, I think they'd be glad of the excuse... "What's that stain ___???" "Oh, somebody pumped on me...")

Silliness aside, I still am not convinced that this is such a big deal. I've been battling for a long time, in rain and sunshine, and have been hosed down by pumps many a time too. And you know what? The only time I had a problem with my radio was when I dropped it in the water.

So, the question I want to ask all of you, as regards to these rules is, what's the problem? Are these problems really so great that we should put ourselves out, and create even bigger problems for our friends? I don't think so. And with that, I think that's probably more ancient knowledge than most of you can stand, so until later, enjoy, and try not to take life too seriously...

predict other battlers would do. A real scale solution to the problem, wouldn't you say??? No, I would rather build an entirely new Q.E. than butcher this one. And you can be sure that it would be a better one - regardless of what some people think of my building skills.

And, I would rather not see other battlers be punished because somebody thinks that they have an unfair advantage, or that their ships somehow aren't 'scale enough'. We banned 1/150 scale 5 years ago. We included a grandfather clause so that we would not punish those captains who had already built legal ships. Why should we punish them now??? These ships won't last forever, and most of them are showing their age. They will die out soon. And until they do, they will provide a variety on the water that is not likely to be seen again. Who will build another Vanguard? Or Roma?? Or Jean Bart??? Probably nobody. I will state right now that barring no disasters on my new building project, I will not be battling the Q.E. next year. It's showing its age, and I would rather keep it as a backup and build a new ship for front-line service. One that incorporates all the latest technogadgetry, etc. (In that aspect, I've always been limited by the Q.E.'s small size and lack of displacement - some advantage!)

Anyways, the point I've been trying to get to here is that we don't need to ban 1/150 scale ships. They won't be around

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