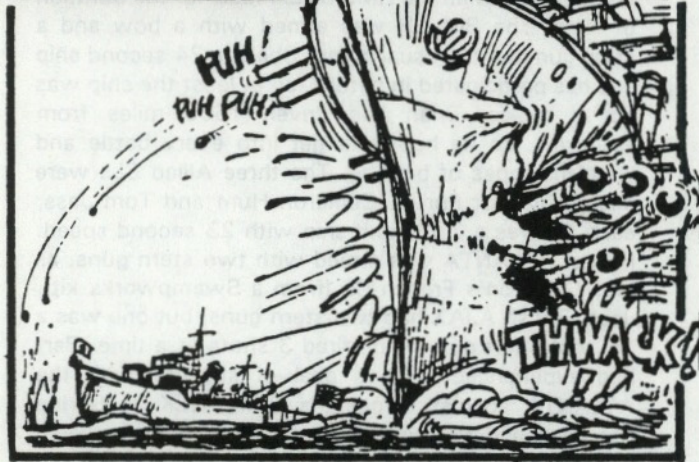


# HULLBUSTERS



## INTRODUCTION.

Gosh Nats 96 was fuuun! Lief Goodson has gone to the last 8 Nats and he had more fun at this Nats than any other Nats. I have been to the past 18 Nats and I cant remember some of them, but this one was a lot of fun for a lot of captains.

This issue is traditionally the Nats issue. It's the superbowl XVIII of R.C. Combat. Thanks to Jass for Sundays report, Chris for Mondays, Brian Alyuson for Tuesday's, Dirty's for Wednesday's, Will (with the help of his very competent friend Frank P) for Thursdays report, and Lief for Friday's report. Thanks to these gentleman, without them, what would there be? Interesting, the first 3 are Allied, and the last 3 are Axis. I wander what Brian will say, this was the first "five battling" he has seen,-he came all the way from California!

## From The E-Board

by  
Frank Pittelli

if you weren't there, you missed one of the best NATS e Well, NATS '96 is over andver. Both sides were able to claim victories and all captains had plenty of action to keep them busy. With 30 captains present, it was also one of the largest NATS ever held and clearly the hobby is healthy and growing.

At the beginning of the Rules Meeting, a new E-board was elected with a number of new faces being voted in as follows:

President	Frank Pittelli
Vice President	Lief Goodson
Secretary	Nathan Blattau
Treasurer	Ron Hunt
NATS CD	Will Montgomery
NATS Site Host	Marty Hayes
Freq Czar	Mike Deskin

All of the new E-board members are excited about their new assignments and will be working hard throughout the coming year. Communication between members and the E-board should also be facilitated by the fact that all E-board members are either currently on the Internet or will be in the near future. If you want to contact the E-board via email, feel free to send a message to the

following address:

eboard@pittelli.com

which will be relayed to all on-line members (Lief I need your email address).

If you prefer direct communication, I can be reached at:

33 Wilelinor Drive  
Edgewater, MD 21037

Voice: 410-266-3859  
Fax: 410-266-3656  
Email: frank@pittelli.com

The rule proposals for the coming year were debated efficiently and effectively at the Rules Meeting (with 32 proposals discussed in just over 3 hours), resulting in 22 proposals on the ballot. Additionally, since only Maryland offered their services for NATS 1997, it was selected as the site, although two different dates were put forward for a vote.

Make sure you read all of the proposals and discuss them with other captains before casting your votes. Remember, all votes must be submitted (by mail or email) by Sept 30, 1996 in order to be counted.

## NATS '96 ORDER OF BATTLE.

By Tom Jass.

### ALLIED FLEET

The Allied fleet that assembled at Houston was composed of 14 capital ships (ten BBs and four BCs) and four cruisers (one heavy and three light). Three of the capital ships and one cruiser were captained by rookies. This fleet totaled 83 units including 25 sidemount guns. Five of the Allied BBs were 24 second ships -- the remainder were 26 or 28 second ships. The Allies had the Axis outnumbered, but had more slower BBs and the disadvantage of four rookie captains.

The Allied "Fast BB Squadron" was composed of four NORTH CAROLINA class United States Navy BBs and one KING GEORGE BB from the English fleet. Each of these BBs were 24 second ships equipped with six units; each BB carried only one pump. Jim Pate's NORTH CAROLINA BB was armed with three stern guns and two broadside guns with elevate feature; all these guns are controlled by elaborate electronic circuitry. Fleet Admiral Chris Pearce's NORTH CAROLINA was similarly equipped and the detailing was outstanding; Chris' BB was a former Willard Adams ship which was extensively reworked. Rick



Whitsell also was battling his NORTH CAROLINA class BB; his ship was also configured with triple stern guns and two side mounts. The last of the USA fast BBs (another NORTH CAROLINA) was piloted by Matt Purvis, a rookie captain from Baxley, GA. (Wonder if he is related to that ugly, old dentist from that neck of the woods?) This NC was a carbon copy of the other three USA BBs as far as armament is concerned. The final Allied fast BB was the HMS HOWE built and captained by Chris Au from Michigan. The HOWE was armed with four stern guns in X Turret and one bow broadside which was able to rotate (actually both A and B turrets are equipped with a gun, but only one may be loaded during a battle).

The Allied fleet also had five slower (but not slow) BBs which were available to help rout the Axis devils. Don Cole was at Houston with his effective USS ALABAMA, a 26 second six unit BB -- this ship was a constant thorn in the side of the Axis in Springfield in 1995. ALABAMA was equipped with three stern guns and two broadside bow guns (just like the NORTH CAROLINAS). Dave Au entered the fighting with the REVENGE, an English R Class BB of 5 1/2 unit strength and 26 second speed. She was built with two stern guns and a bow and stern broadside. Frank Whitsell was back again with his USS SOUTH CAROLINA, a four unit, 28 second BB of pre-WWI design. She carried two stern guns and a forward gun and Frank had an entire year of experience to sharpen his hatred of Axis. Bob Eakin was at Houston as a rookie captain with HMS VALIANT (Chris Pearce's old ELIZABETH), a British BB with 26 second speed and 5 1/2 units worth of power and destruction. She was configured with two stern mounts and two broadside guns (one with 75 bbs). Another Allied rookie at Houston was Andy Ray from Michigan who had built his own USS COLORADO, a five and one half unit USA BB of 26 second speed. Andy had equipped her with two stern guns and two broadside weapons with which he hoped to earn his Allied spurs as a battling captain.

The Allied "I-Squad" was a squadron composed of four British INVINCIBLE class BCs from WWI. All were 26 second BCs with four units; all four were built using Swampworks plastic hulls. Steve Milholland's BC was armed with two stern guns and one broadside gun forward in a rotating turret; she had no water tight box, but all R/C gear was waterproofed. Joe Kutz brought his INVINCIBLE that he built last year. This ship was armed with one stern gun (in a wing turret) and two broadside guns. All four screws are powered in this BC and the barbets are constructed from machined aluminum. Ron Hunt was battling on the Allied fleet for the first time after many seasons as an Axis captain; his I-Boat was armed with killer guns (two broadside and one stern) that used barrels which were rifled!! These guns were the most powerful that I have ever seen. The final captain in this squadron was Gerald "Grasshopper" Roberts (another longtime former Axis -- Jap) captain who was campaigning in an INFLEXIBLE that was built for him by Jim Pate -- the usual Pate quality was evident in this ship. Gerald's was armed with one wing stern gun and two broadside guns which Gerald planned to turn on his former Axis buddies.

The Allied cruiser squadron was composed of one heavy cruiser and three light cruisers, captioned by one rookie and three old men. Brian Eliassen (the rookie) from Altadena, Ca. was unable to complete his USA CH even with marathon sessions prior to Nats, so Chris Pearce loaned him the HMS SHEFFIELD for the duration of Nats. The Brit CH was armed with a bow and a stern gun and the usual pump. She is a 24 second ship and has participated in battles, so at least the ship was not a rookie. Brian had driven 1600 miles from California, so he hoped to get into every battle and learn the ropes of battling. The three Allied CLs were piloted by Bart Purvis, Cameron Hunt and Tom Jass; each CL was a 2 1/2 unit ship with 23 second speed. Purvis' ATLANTA was armed with two stern guns, as was Cameron's French CL (from a Swampworks kit). Jass' British AJAX had two stern guns, but one was a 15 shot spurt gun which fired 3 shots at a time. Bart had experienced a good deal of success with the ATLANTA against Goodson's BISMARCK at Spring Regionals and was convinced that the three CLs would be effective against the Axis capital ships at Nats.

#### AXIS FLEET

The Axis fleet at Houston was planning to defend the title they won in very one sided fashion at Springfield with 12 ships -- 11 capital and one DD. Their total unit count was 60; this included 17 broadside guns. In total units and broadside guns then, the Axis fleet totaled about 70% that of the Allied fleet. However, the Axis fleet included no rookie captains as all the Axis battlers were experienced captains.

The Axis BB fleet was once again led by Nathan Blattau's giant Japanese MUSASHI, an 8 unit 24 second ship equipped with three stern guns, and three broadside guns located in two rotating forward turrets. With this huge number of operating guns to test, Nathan has developed a slick gun testing circuit with LED indicators to permit easy and fast gun testing. The Japanese navy was also represented by three NAGATO class BBs which are six unit, 24 second ships comparable to the NORTH CAROLINAS. David Haynes brought one from Texas -- his was equipped with three stern guns (in two turrets) and two broadside guns for inflicting the real damage. From Maryland came Marty Hayes with another NAGATO; his BB was configured with two stern guns, a bow gun (Marty's favorite) and one broadside gun. The third Nagato class BB was Mike Blattau's which was armed with two stern guns, two broadside guns and two pumps. These three Jap BBs were the Axis answers to the four Allied NORTH CAROLINA class BBs. The WWII German navy was represented by two BISMARCK class BBs -- piloted by two Texans, D.W. Fluegel and Wade Koehn. These German monsters are 6 1/2 unit ships which were also 24 second BBs. With four turrets their armament can be spread around in numerous configurations. Fluegel's was armed with three stern guns and two broadside weapons; Allied plans were to avoid eating Fluegel's stern guns. Wade's BISMARCK was similarly armed, but his BISMARCK has experienced reliability problems in the past and the Allies would pay special attention to this BB.

The remaining Axis capital ships were 26 and 28



second BBs and BCs which would duel with the Allied slow BBs and BCs. Leif Goodson traveled from Florida with his veteran German BC of WWI vintage, MOLTKE. She is a 26 second, four unit ship that Leif had outfitted with one stern gun and two stern sidemounts. Leif has given much punishment to the Allied fleet over the years with this ship, but she has been sunk on several occasions. Another German BC was piloted by Paul "Doc" Broring; his VON DER TANN is also a 26 second, four unit ship. "Doc" had equipped her with one stern gun and two broadside guns. Will Montgomery and Frank Pittelli (both of Maryland fame) had taken off on a new course at Houston -- they were driving 28 second, four unit pre-WWI BBs that they have dubbed "Bacon Makers". Both ships were renditions of the Austrian BB VERIBUS UNITAS. Frank had armed his VI two stern sidemonts and a bow gun

while Will had maintained the stern broadside guns, but his BB was equipped with a stern gun. Would these maneuvering, but slower BBs allow Frank and Will to enjoy the success they have usually experienced, or would the Allied fast BBs eat the "Bacon Makers"?

James Foster was a member of the Axis fleet with his Swedish BB, SVERIGE. She is a three unit, 28 second ship which James has configured with a bow gun and a stern gun. James is always able with this small BB to give much more damage than he receives -- he just plinks and plinks away at much larger and faster ships.

The only non-capital ship in the Axis fleet was Mike Deskins' French DD -- LE TERRIBLE. This DD is a 1 1/2 unit ship with 22 second speed. She was equipped with one stern gun. Mike has developed her into the most effective DD on the water at present.

# Massacre Monday

By First Sea Lord - Chris Pearce

The first day of Nats dawned cloudy - and strangely cool for Houston - as the assembled Captains prepared to heat up the lake. The previous year's preparations were about to come to fruition as the two admirals prepared to implement their grandest strategies in hopes of destroying the enemy. The teams this year were an interesting mismatch. The highly touted Axis fleet consisted of a dozen of the hardest veterans in the hobby, each with a minimum of six years in the hobby under their belt. With an average of ten years in the hobby, they also brought a bunch of veteran ships, which had been proven in previous Nats. These ships ranged from the short and stubby Sverige and Viribus Unitas to the big and mighty Musashi. All together, they fielded 60 units and 25 sidemounts to punish the Allies with. The Axis fleet was led by Admiral Will Montgomery, oft-times Most Feared Axis, and known for his skill and determination in battle. The Allied fleet on the other hand had eighteen Captains, but of these Captains, there were only six who could match the experience of the least Axis Captain. Indeed, the average Ally had a mere five years' experience, and of those Allies, there were four rookies and three more battlers only two years' experience. These Allies fielded a fleet which included four cruisers, on the one hand, and four big North Carolina class battleships on the other. In addition, eight of these ships were new construction, and a few had never even seen combat. So, although the Allies fielded 83 units with 25.5 sidemounts, 35 of those units were in new construction, and 20 of those units belonged to rookies. The Allied Admiral was Chris Pearce, one time Most Feared Ally, who brought his own skill and experience as one of the few Allies with over ten years experience to the role. Experience has shown that a larger fleet, especially one with a great number of inexperienced Captains or unreliable ships is usually at a disadvantage against a smaller, tougher opponent. As a result, both fleets strategies would revolve around that difference in numbers and experience, both trying to exploit their perceived advantage against their enemy's disadvantage. The

fleet that succeeded the most in this would be the victor at the end of the week. Both Chris and Will were determined not to end up in the dunk tank at the end of the week, as has been the traditional fate of losing Admirals; and both had a few ideas on how to avoid it. The Axis strategy, borrowing a page from the Allied book of years past, was to keep their ships together in a tight group. By doing this, it was hoped that the Allies would only be able to attack along a limited front, and that those ships which attacked would be exposed to the maximum amount of Axis fire, while those Allies which were not in the hot seat would be unable to help. This way, they would also be able to provide mutual support for each other so that individual Axis captains (hopefully) could not be singled out. The Axis also made a departure in that their fleet included a relatively large (for them) number of 26 and 28 second ships. One could guess that their intent in bringing these ships was to provide a force which could fight with the Allies in close quarters on equal footing, and in places where the big 24 second ships would follow at their own peril. On the other hand, the Allied strategy was a bit of a departure, hearkening back to the 1992 Nats. The Allies would battle in pairs, which were then grouped into groups of four or so. Each group would stay together and fight together, with the intention that the less experienced Captains would have some protection, and the Axis would have a hard time finding any particular straggler to punish. It was also noted that it would be suicide for the Axis to charge into the teeth of the Allied fleet, so it would probably be up to us to bring the battle to them. In the tried and true Patton "Hold them in the nose and kick them in the arse" technique, the plan was to advance the slower ships along the shoreline while the faster wing went around the outside flank of the Axis. In this fashion, it was hoped that they could be trapped between the proverbial "rock and a hard place", and the escape routes for weak/crippled ships cut off. If the opportunity presented itself, the fast wing could also wreak havoc in the Axis rear area while their front lines were engaged. The thought of using a vast battle line attack was bandied about, but discarded for the moment due to the likelihood that it might result in ships getting dispersed and separated from their wingmen. Thus, as both fleets prepared to sail on Monday, the strategies and construction efforts of the past year were about to finally meet in their usual

(Continued on page 4)



cataclysmic fashion. At the end of the week, only one could be the victor, and only one could return home with the knowledge that they had prevailed against the odds. The tension was thick as the ships were being placed in the water, and true to form, Bart was the first to crack under the pressure as he ran his USS Atlanta backwards to a watery grave before the battle even started. He was trying to help his son Matt who had slipped and fallen on the bank after launching his North Carolina, when he accidentally bumped his transmitter and sent the Atlanta on its watery trip. After Bart had persuaded his errant son to retrieve the Atlanta, it was dried out and rejoined the battle line as war was about to be declared. As the first battle began, the Axis, as expected, gathered in a rather tight group on the far side of the large lake, with their slower ships arrayed to greet the Allies. To meet this, the Allies moved their sluggers down the lakeshore in their groups of three, four and five, while the fast battleships moved to attack the Axis flank and rear area. The Axis appeared to be flummoxed by this display of Allied aggression, and were slow to react as the Chris's North Carolina and Jim's Washington descended on a hapless Bismarck and began to pound it. The Axis rose to the occasion, however, and soon there was a general melee. Dave's Mutsu came to the aid of the Bismarck, and received a healthy pounding from the Alabama, and the other two big Americans, while Wade's timer was already ticking off his five minutes. This bit of fun was interrupted, however, as the Valiant had run aground and Bob was in dire need of help. Jim took the Washington over to render assistance, but Chris didn't follow because there looked to be a healthy amount of Allied ships in the vicinity. Chris was wrong, however, as the Valiant and Washington each took a bit of a pounding, while the Bismarck got away in the confusion. In the meantime, the Allied cruiser fleet was busily cruising the fringes, looking for easy or distracted targets (and occasionally finding one), and Matt, after his efforts retrieving his father's ship was rewarded with a lost prop shaft. The first sortie ended with no sinks, and with the damage being relatively evenly distributed on both sides, with the exceptions of the Mutsu, Valiant, and Washington. After the damage was counted, the results were:

**Fleet 1 Sortie #1:**

**Allied Damage:**

Washington	43-10-13	1330
Valiant	24-5-13	1015
Indomitable(Roberts)	14-2-14	890
N. Carolina (Pearce)	31-1-4	535
Invincible (Kutz)	19-7-1	415
Inflexible (Milholland)	2-1-7	395
Maryland	4-1-6	365
Alabama	20-2-1	300
Howe	14-2-2	290
N. Carolina(Purvis)	21-1-1	285
Indeflexible	12-3-1	245
N. Carolina (Whitsell)	11-1-2	235
Atlanta	10-0-1	150
Revenge	8-0-1	130
Sheffield	3-0-0	30
Ajax	3-0-0	30
Michigan	0-1-0	25
<b>Total:</b>	<b>6665</b>	

**Axis Damage:**

Mutsu (Haynes)	51-5-10	1135
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Von der Boxx	57-4-6	970
Bismarck (Fluegel)	60-1-5	875
Musashi	29-4-7	740
Nagato	33-1-3	505
Bismarck (Koehn)	30-0-4	500
Mutsu (Marty)	6-1-5	335
Moltke	21-0-2	310
Svent Istvan	27-1-0	295
Viribus Unitas	9-2-3	290
Mogador	2-0-0	20
Sverige	1-0-0	10

**Total: 5985**

After the numbers were all tallied, it appeared that age and experience had eked out a slight edge over youth and numbers. But, while the Axis had a slight edge in points, it must be remembered that those points on the Axis were distributed among fewer ships, and that might tell a bigger story when the sinking began. The second sortie began with the Axis borrowing another page from the Allied strategy book and placing all their ships inside the narrow lake and arraying their smaller ones in the channel that connects to the big lake. By presenting such a narrow front to the Allies, and manning it with their sluggers, they hoped that the Allies would dash themselves against these defenses and prove unable to break through to the weak and damaged ships behind the channel. Against this, the Allies arrayed some of their best sluggers, and a lot of triple stern guns. As war was declared, both sides began swishing the sterns of their ships back and forth, in hopes of either setting up a stern gun shot, or lining up another ship for a quick strafing run with stern sidemounts. It was a stalemate as ships would back down on their opponents, but couldn't stay long with their stern sidemounts as someone else was invariably lining up stern guns, then would try to line up their own stern guns on someone else who... This went on for a while, and some of the more aggressive Allied captains began to grow impatient with the delay, and wanted to attempt a mass breakthrough. However, their Admiral disagreed, because he knew that to blindly attack would invite destruction, and he also knew that sooner or later, an opportunity would present itself. That opportunity presented itself when Marty's Nagato, which had taken some damage from the Revenge and an Invincible or two, hauled out of its place at the end of the Axis line to lick its wounds. Seeing the open spot, Chris took the North Carolina out of its place in the Allied line, did a quick U-turn, and headed through this gap with a few Invincibles, and soon, the entire Allied fleet in tow. It started with a trickle, but once the dam burst, the Axis fell before the onslaught like cheap trailer houses before the flood. The big Axis battleships tried to get out of the way, but in the narrow confines of the smaller lake, they were vulnerable to the more maneuverable Allied sluggers. Marty's Nagato was one of the first to sink, a victim of the Washington's stern guns as he tried to clear the channel, and was quickly by Wade's Bismarck and Mike's Nagato, which had gone dead in the water. It happened so quickly, I'm not sure what order they all sank in. The rest of the Axis either tried to escape up the narrow lake, where there were few places to hide, or tried to slip through the rear of the Allied fleet back into the big lake. Those that did escape from the channel paid a heavy price for their freedom. Once free, though, those that weren't too heavily damaged found the Valiant still damaged from the first sortie. A little more chasing and pounding was all it took to send the battleship to the bottom.



(Continued)

Meanwhile, sometime during all this nonsense, Bart's Atlanta took advantage of the opportunity to get stuck in reverse and sink. (Whoops!) Foster's Sverige, went dead in the water and spent some quality time providing target practice for some of the Allied rookies. Soon, the only Axis ship left was the Musashi, which was looking like it had fared somewhat the worse from it's time in the channel. Chris saw that the Musashi was looking a little down by the bow, and was slowing due to the amount of water it was plowing, so he set the North Carolina in pursuit of the big Jap battleship. Nathan chose to pilot his ship down the length of the narrow lake, in hopes of making a long straight line escape. However, the water plowing over the bow continued to slow the big ship down, and aggravate the damage as it dragged even more holes below the waterline. It wasn't too long before the North Carolina was alongside, adding more sidemounts to the carnage. The chase was soon joined by the Chris Au's Howe, which happened to be in the narrow lake and noticed the parade passing by. As the three ships reached the bridge at the far end of the narrow lake, the Musashi was reaching the end of its five minutes; but it was also reaching the end of its freeboard. The Musashi emerged from under the bridge, and Nathan brought her to a halt as the North Carolina was wishing for more sidemount ammunition, and the Howe flared out and began firing quad stern guns into the broadside of the giant battleship. By this time, the Axis and Allies who weren't busy elsewhere had gathered for the sight, to offer encouragement, and cheer the antagonists. Nathan's timer began to beep, and both Nathan and Mike dove into the water to retrieve the Musashi, but it was too late, as the huge (and heavy) battleship had rolled over and sank before they could reach it. It was the last sink of the sortie, and the biggest too, as the Allies had brought down the biggest game the Axis had to offer. There was a collective sigh of relief from the Allies as the damage was counted and the results were as follows. 930

N. Carolina (Purvis)	59-1-6	915
Atlanta 10-1-1-600	775	
Maryland 9-3-10	665	
Howe 25-6-5	650	
Alabama 30-4-4	600	
Indeflexible 24-3-2	415	
Michigan 13-6-2	380	
Revenge 13-4-2	330	

**Sortie #2**

**:Allied Damage:**

Valiant	65-13-29-900	3325
Indomitable (Roberts)	51-7-22	1785
Washington	61-11-18	1785
N. Carolina (Pearce)	71-8-14	1610
Inflexible (Milholland)	22-4-14	1020
Invincible (Kutz)	33-14-5	930
N. Carolina (Whitsell)	11-2-2	260
Sheffield	10-0-0	100
Ajax	3-0-0	30

**Total: 15575**

**Axis Damage:**

Musashi	101-12-29-1100	3860
Mutsu (Marty)	52-9-13-1000	2395
Von der Tan	132-4-16	2220
Mutsu (Haynes)	70-10-23	2100
Nagato	57-1-6-1000	1895
Bismarck (Koehn)	39-1-6-1000	1715

Bismarck (Fluegel)	108-4-6	1480	1155
Moltke	41-3-12	1085	
Viribus Unitas	27-4-13	1020	
Svent Istvan	76-2-4	1010	
Sverige	23-4-4	530	
Mogador	3-0-0	30	
<b>Total:</b>		<b>19340</b>	

After five hundred ram penalty points were subtracted from the Allied score, the total was Allies: 18840 vs. Axis: 15575. The Axis may have won the first sortie, but after the sinking was done, the Allies had won the battle. So far, the Allies had been able to stay together and, for the most part, avoid getting too many ships singled out and punished. The Axis, on the other hand, had apparently succumbed to the effects of the Allies' numerical superiority, or so it appeared. The second battle began with the Axis feeling a bit more subdued. No doubt, they were wondering why those "defensive" Allied tactics were giving them so much trouble - the ones the Axis tried to use, that is. Many of them also seemed nonplused by the Allies' newfound aggressive streak. No doubt, the Axis would come up with some new devilry this sortie... Unfortunately for them, they would also be minus the services of Mart's Nagato, which was having radio problems. As war was declared, the Allies again descended upon the Axis fleet as they waited in the far corner of the lake. However, instead of standing to fight this time, they proceeded to run around the perimeter of the lake toward a group of Allied rookies (with a few veterans) who had been placed on the opposite shore to help prevent Axis captains on five from escaping unmolested. The rest of the Allied fleet set off in hot pursuit, but it looked like they would arrive a little too late to help. One reason for this was because, as the Allied heavy units were traveling around the lake, they encountered Wade's Bismarck, and several peeled off from the formation to attack Wade. They managed to do a heavy amount of damage to Wade, but at the same time, the Axis heavy units had made it around to the back side of the lake without too much trouble. It didn't help that one of the Allied heavy units, Dave's Revenge, was out of action after ramming and severely damaging Fluegel's Bismarck. Dave jumped in the water to rescue the Bismarck, but waiting for Fluegel to patch the damage meant that he was unable to help in the conflict that followed. Having reached the Allied rookies, and their teammates, some of the Axis were surprised to discover that Allied rookies can shoot back, as Andy Ray's Maryland put several sidemount rounds into the little Axis pigs. However, they were successful, as they managed to get the Valiant separated from the group, and chased her down the shoreline into a corner of the lake. It took the rest of the Allies a bit to catch up, and by the time they did, the deed was already done, as the Valiant took 23 below the waterline hits. All was not lost, though, as when Doc's Von der was exiting the scene of the crime, it was waylaid by the Washington and Alabama, which both used triple stern guns to open a huge hole in the side of the Boxx. The Von der Boxx soon sank because of the excessive damage. Also caught exiting the fracas was Lief's Moltke which took heavy damage. He would certainly be a target for the next sortie. The battling wound down shortly after this, as the Axis had done their deed, and most exited on five. That is, except for someone who managed to get out of five on rams again... Many of the Allies were left frustrated, without targets to shoot at. This would account for many of the lightly damaged ships, as the scores show:

(Continued page 1156)



**Fleet #2 Sortie #1:**'s Washington led the Admiral's North Carolina and the Howe, on an attack into the heart of the Axis fleet to strike the death blow to the Bismarck. Washington was the first to connect, emptying a sidemount into the hapless German, while the Axis were milling about in confusion. North Carolina moved in to attack, but it was obvious by now that the Bismarck's fate was sealed. Howe, meanwhile, had become distracted by Fluegel's Bismarck which seemed to be sitting in front of his quad stern guns like a rabbit frozen in the headlights. The sound of four powerful guns firing simultaneously drew the attention of the two big American battleships, and it wasn't too long before there was a Bismarck sandwich as the North Carolina and Washington lined up on either side and started emptying sidemounts. Fluegel led this formation in a stately cruise across the lake, where she slowed down and sank, a victim of bad batteries and good gunnery. While Fluegel was retrieving his shattered Bismarck, Wade's Bismarck followed in the footsteps of the master, sinking by the bow. All the while the big battleships were pounding it out, the smaller ship on each side, cruisers and destroyers, were having their own spirited battle as the Sverige and Mogador fought with the Sheffield, Ajax, F. Georges and Atlanta. It was during one of these skirmishes that the Sheffield, captained by rookie Brian Eliassen, caught the Mogador and hit the little DD twice below the waterline. Brian was elated as the Collaborationist exited pumping. The old men (Jass and Purvis) were jealous of their younger comrade. In the meantime, the other Allies had descended on the now disorganized Axis fleet, and begun to clean up the wreckage. It wasn't too long before Mike's Nagato smoked a pump with severe damage and joined the Germans on the bottom. Gerald piloted the Indomitable like a true Samurai, and contributed greatly to the damage of his Japanese ex-teammates. Lief managed to run aground during the fighting along the shoreline, and gathered plenty of attention, as Ron Hunt brought the Indeflexible alongside and emptied a sidemount of his own into the hapless Hun. Other Allies closed in to join the fun, and it wasn't long before the Moltke's decks were awash. The remaining Axis ships, again, quickly disappeared on five. Seems like all the fight had gone out of them. After all the ships were retrieved and counted, the damage was as follows:

**Sortie #2:**

**Allied Damage:**

Washington	54-12-16	1640
Indomitable (Roberts)	24-5-21	1415
N. Carolina (Pearce)	34-7-16	1315
Alabama	38-6-14	1230
Indeflexible	18-3-10	755
Maryland I	6-3-9	685
Howe	32-4-5	670
Inflexible (Milholland)	6-2-6	410
N. Carolina (Purvis)	32-0-0	320

Invincible (Kutz)	11-2-3	310
Sheffield	8-1-0	105
Revenge	1-0-1	60
Michigan	3-1-0	55
F. Georges	1-1-0	35
N. Carolina (Whitsell)	1-0-0	10
Ajax	0-0-0	0
Atlanta	0-0-0	0
<b>Total:</b>		<b>11330</b>

**Axis Damage:**

Bismarck (Fluegel)	143-6-20 + 1000	3580
Bismarck (Koehn)	132-6-14 + 1000	3170
Moltke	50-19-26 + 800	3075
Nagato	44-7-26 + 1000	2915
Mutsu (Haynes)	26-2-13	960
Viribus Unitas	15-2-10	700
Svent Istvan	39-4-4	690
Musashi	30-2-3	500
Mogador	14-0-3	290
Sverige	6-1-1	135
<b>Total:</b>		<b>17485</b>

After 200 points were subtracted for Allied ram penalties and 400 points for Axis ram penalties, the final score was: Allies 17285 to Axis 10930. The Allies had managed to sink five Axis battleships - nearly half their fleet, without losing a single ship. Many of the Allied ships were hardly even damaged. After all the sinking was done, this battle was an even bigger Allied victory than the first. With this crushing victory, the Allies had amassed a huge 9620 point lead for the day. This would be a staggering amount for the Axis to try to catch up over the week. In addition to the point losses, half of the Axis battleships had been sunk, which would mean a potentially long night for their Captains as they worked on their ships to ensure that they would be reliable on Tuesday. (Interesting to note that ALL of the German ships sank - maybe there's a trend there...) The Axis would have their work cut out for them, indeed. In the meantime, the Allies also had some tough decisions to make, such as where to go for dinner. The day's results had seemed to prove the validity of the Allied strategies and building programmes, or had they? As one R/C Combat sage has said, "The worm always turns", and it could only be expected that after such a great victory, some of the Allies would relax and get a little complacent. It wouldn't do to have the Axis being defeated by 50,000 points, now would it? Would the Allies' tendency to develop reliability problems doom them? Were the Axis merely overconfident, outgunned, or were they merely deficient? What would they do next? Would they stand and fight like men, and sink like men, or would be wimps and call ram every time somebody got close to them? To what depths would they be willing to sink to in order to claim a victory? Would the Allies retaliate? Time would tell. As the sun set, the only thing we knew for sure was that it would be a long and exciting week.

**Tuesday at Nats**

or

**Why do we do this to ourselves?**

by Brian "The mud's deep in that lake" Eliassen

Tuesday started like all the other days at Nats...everyone was nervous...even the veterans. Also, like all the other days, my ship (a Houston) wasn't done. Attending Nats without a ship causes people to question your sanity. Especially when you drive 1800 miles to attend Nats. Fortunately Chris let me borrow his Sheffield. Unfortunately, the last sortie on Monday was the only battle in which I was in control of Chris' Sheffield for Nats.

The Sheffield was in control of itself for four out of five sorties. That really sucked!

Enough about my problems...let's get to other people's problems and the battle report.

**FLEET 3 SORTIE 1**

Before the battle, the Axis appeared stunned and confused after the thrashing they received on Monday. Little did they realize,



(Continued from page 6)

that fate was on their side. Another point which was in their favor was that Fluegel was rebuilding his ship and wouldn't make it for the battle. Lucky Axis!

War was declared and the Sheffield did its normal routine...wait for the declaration of war and then go out of control. It was turning hard to starboard and only able to get the throttle to respond. The Allied Admiral forgot to attach his motors to their required battery source so Chris played "Axis practice target" for the first sortie and absorbed a lot of belows.

The fact that Chris was not able to "dish it out" and the majority of the Allied big guns were fighting off the Axis big guns around Chris meant that the Axis swine (pig boats) could look for targets and guess who they found? Yep, that's right...me. There I sat...going in little circles and grinding my teeth together while out of control and being pummeled by Doc's Van ShoeBox Tan, Will's Venereal Unitus, and James Foster's Sverige. I took shots whenever I could and managed to empty the magazines but things were not looking good. The Sheffield was settling quickly and then a miracle occurred. Don Cole wandered over with his South Dakota, lined up his sterns, and fired a couple of salvos towards the vicious Axis. They did a Fluegel and ran away. At that time, the Sheffield beached itself and no one bothered it anymore.

This was fortunate as it had taken 28-1-7 with one of those belows being 0.25" x 0.125" of an inch. No wonder it was sitting so low. All the damage was on the starboard side. You know, the inside of the turn.

To say I was frustrated was an understatement. It wasn't my ship so I couldn't really rip things apart to figure out what was going on and Chris had his hands full with the North Carolina that looked more like Swiss Cheese at the moment so I decided to work on my Houston. Nats was over for me.

The damage was flying...a lot of ships were looking VERY bad and it was questionable whether many of them would make the second sortie. I was busy assessing the damage and radio problems of the Sheffield and forgot to get comments on the first sortie. Oh wait, I have one: Brian Eliassen : "Being out of control really sucks".

### Fleet 3 Sortie 2

A lot of ships were withdrawn due to mechanical or battle damage. Here's a list with some reasons.

1 I withdrew the Sheffield due to the continuing radio problems.

2 Lief Goodson did a manly thing and withdrew his Moltke after it took some damage. I think I saw him sniffing some daisies during the second sortie.

3 Chris Pearce ran over to the small lake with about a minute before the battle started. The Axis was confused...actually, they were asleep and Chris was able to wait out his five minutes unmolested.

4 Paul "Doc" Broring was able to avoid a sink by out running four Allied battleships. I think the Allies need to reintroduce flogging to encourage boilerroom crews.

5 Will Montgomery and Wade Koehn sunk for the Axis but no Allies sunk. The Allies controlled the water but lost the battle...go figure.

Scores were as follows:

#### **Allied:**

Andy Ray 691  
Bart Purvis, Atlanta 223  
Bob Eakin, Lion 791  
Brian Sliassen, Sheffield 260  
Cameron Hunt, Georges, 223  
Chris Au, George V, 879  
Chris Pearce, N Carolina, 879  
Dave Au, Revenge, 591  
Don Cole, Alavama, 879  
Frank Whitsell, Michiagn, 703  
Gerald Roberts, Indomitable, 703  
Jim Pate, Washington, 879  
Joe Kutz, Invincible, 703  
Matt Purvis, N Carolina 879  
Rick Whitsell, N Carolins, 879  
Ton Hunt, Indeflexible, 703  
Steve Milholland, Inflexible, 0  
Tom Jass, Ajax 305  
TOTAL POINTS 11170

#### **AXIES:**

Dave Haynes, Mutsu, 1732  
Rannk Pitelli, Svent Istvan, 1285  
James Foster, Sverige, 1212  
Lief Goodson, Moltke, 847  
Mike Blatteau, Nagoto, 1732  
Mike Deskin, Le Terribles, 693  
Nathan Blatteau, Musashi, 1732  
Paul Broring, Von Der TAnn, 1385  
Wade Koehn, Bismark, 1732  
Will Montgomery, Viburs Uniitus, 1385.  
TOTAL POINTS....13735

#### Some Comments:

1 Ron Hunt : I was ram damaged two times and didn't even see it.

2 Joe Kutz : I sunk Will. It was a good sortie. I had a lot of action.

3 Wade Koehn : I got a new pump but I still sank. I only had a little bit of water in my water tight box. That's okay because all my servos are waterproof.

4 Don Cole : I helped Gerald Roberts sink Wade's Bismark and used my stern guns to scare the Axis away. It was a glorious battle won by the Allies. [Well, almost. - Brian]

5 Nathan Blattau : I waited too long to engage and by the time I was able to engage my whole

fleet was gone and I didn't want to be the last one out there.

6 Mike Blattau : There was just too many of them. Just too many of them.

7 Bob Eakins : On Monday during the second sortie of the first fleet battle I went down. I brought the Valiant in and found that I had a fish in the hull. It's okay though as I live in Texas and have a Texas fishing license so I'm legal.

8 Dave Au : Peace is hell.

9 Frank Witsell : No comment but being out of control is no fun.

10 Andy Ray : Help! I was having glitch problems.

11 Chris Au : I wish they would stop and fight.

12 "Dirty" David Haynes : Let me think up something good and I'll come find you. [I'm still waiting Dave. - Brian]

13 D.W. Fluegel : As the inspirational leader and god of morale I talked to the guys before they left and told them that they were big boys and that I couldn't hold their hands all the time. I was up late last night and had some important stuff to do and big people to see. I kind of gave them a little speech about the team and camaraderie and what it's really all about. Of course there were a lot of tears and commitment and had some people "saved". I knew that was good for one sortie minimum...right there...but I wasn't sure if the guys were focused enough to go that second sortie without me. [He kept muttering but I'll spare you all from the remaining ten minutes of dialog. -Brian]

14 Lief Goodson : I withdrew for one reason : because the admiral (Axis) told me to withdraw. I went as far away and got ready to put in and they sent Ronny Hunt to get me but I didn't put in.

15 ?Chris Au : I enjoyed both sorties of that battle. Other than that, I don't think there's anything else to say.

16 Steve Milholland : I didn't get to play. I had a lose crystal in my radio and a trashed pump.

17 Matt Purvis : Foster is captaining a "houdini ship". What we had was a failure of communication which allowed him to escape. His new name shall be Houdini.

18 Brian Eliassen : I'm amazed at how serious some people take this. I'm not looking to take it seriously, I just want to battle. People who take this too seriously should not be allowed to compete in one battle and should just sit and watch. I guarantee that they will not complain any more because nothing is worse than sitting here unable to battle because something is wrong with your ship.

### Campaign Lite

This was boring. There's no other way to

(Continued on page 8)



(Continued from page 1157)

describe it. About the most exciting thing was the thunderstorm in the middle of the event which forced everyone to leave the lake except Chris Pearce. He rode out the storm. It was a tie. No targets survived and

no one sunk. No convoy missions were launched and the mere presence of Chris and his North Carolina was enough to keep the Axis from launching. An interesting point was that Chris didn't have any CO2 at all. The Allies didn't have any working convoy ships.

This needs some changes to get more exciting. As a rookie, I'd call this a waste of time, a waste of transmitter batteries, and an exercise in standing in the hot sun. Not much fun.

January 3, 1996

Mr. Fluegel,

Could you please print the following in the next available publication of Hull Busters. If you have any questions please do not hesitate to call, and thank you in advance.

I would like to introduce myself as a new member of the IR/CWCC. My name is Don Kolojek and I reside in Northern Ohio, and I would like to say first of all that I believe it would be a great to have Nationals in Ohio. As I am a new member I would like to point out that I am only volunteering to help. So if anyone would care to contact me with specifics I would be glad to assist. I would also like to Mr. Goff and Mr. Hunt for their advice and help to this point in the construction of the USS South Dakota. And with all good fortune (\$) she should be Battle Ready and sailing and/or sinking in July or August. I still have a lot of questions and would appreciate hearing from any and all who are interested as I would be able to use any information just short of letting someone tell me that there is supposed to be a hole running from bow to stern. As I tell my wife I am Polish I'm not stupid and yes there is a difference! Well goodbye for now don't hesitate to call, fax, or write with anything I can help with or if you think you have information that can help me. And I look forward to see you at some Maneuvers to meet you all in person.

Donald J. Kolojek

**RULE EDITORIAL**

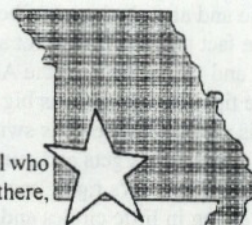
By D.W. Fluegel

This year at Nats, a benevolent allied suggested that the Bismark needs some help and proposed a rule change allowing a half unit increase. I appreciate the generosity and would like the ship to be as powerful as it should be. Adding a half unit to a 6.5 unit ship would loose it's half unit and give it a hole additional gun or pump. This would take away 25 BB's from my "hay maker" and generate an additional semi-worthless bow gun. My current bow gun comes back with BB's left over, it doesn't need more left over bow BB's.

**VOTE NO TO NUMBER 20!**

**MO Notes:**

by Steve Milholland



GREAT NATS! I think I speak for all who were there when I say that, if you were not there, "You picked a bad one to miss".

A great time was had by all. The motel, the lake, the lakeside accomodations, the battling, and the comeraderie all add up to one of the best Nats I've attended in my sixteen years of playing at this "Magnificent Obsession". I look forward to next years with much anticipation.

On to other future things..... like the Fall Regionals here in Springfield, MO scheduled for Sept. 7 & 8. After some pretty severe campaigning to get Captains to commit to showing up here by myself, Chris Pearce and others, I think we will have a quorum for this event.

I currently have "cash in hand" entries for the following:

Bob Eakin.....	Wichita Falls TX	Ch. 65
Jarrett Dorough.....	Arlington TX	?
Larry Dahl.....	St. Paul MN	70
Randy Heuton.....	Amarillo TX	82
John Osborne.....	Knoxville TN	75
Chris Pearce.....	Ft. Worth TX	46
Mike Deskin.....	Dayton OH	?
Jim Pate.....	Fredericksburg TX	?
Rick Whitsell.....	Kansas City MO	39
Frank Whitsell.....	" "	17

I also have a "The check is in the mail" from the following:

Dave Au.....	E. Lansing MI	Ch. 53
Chris Au.....	" "	49
Andy Ray.....	" "	86
Brian Eliassen.....	Pasadena CA	45

With Foster & myself, that's 16, count 'em, 16 battlers. Ho boy, are we gonna' have fun, you bet..... Note: All battlers who are marked with a -?- above are requested to please call ahead or E-mail me your channel number sometime before Aug.30th so we can fix any conflicts.

Several others have expressed interest in coming but have not committed themselves as yet. These include: Curly Barrett (might as well show up Curly, Larry is), Tom & John Jass, Stan Watkins, "Dirty Dave" and Garrett Haynes.

Anyone else out there who wants to get in on what is rapidly shaping up to be a really good Regionals is still invited to come. Entry fee will be \$12.00 till Sept. 1, after that the price goes up to \$18.00.

Remember, we will have CO2 on hand for those needing it, soft drinks & ice, and some shade. You will need to bring your own cold cup, chair, and work table. One more reminder, this is a IR/CWCC sanctioned event. You must be a club member AND have a 1996 NAMBA card.

See you here. Steve Milholland Cmd. HMS Inflexible



## Avoiding Major Damage

by Tundra Teddy

He never saw it coming, but before it was over, Curly Barrett had suffered the worst damage he would see all week at the '95 NATS! It was not from a Pig Boat; it was not from a submarine or destroyer; it was not from a battleship or battle cruiser—it wasn't even from "friendly" fire. Worst of all, the damage was dealt out between sorties! WHO DID IT?

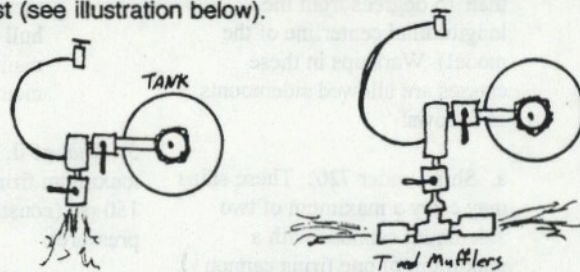
Actually, the damage was caused by Curly's CO<sub>2</sub> tank, which accidentally opened and spun out of control—whipping Curly many times with a 3.5oz tank at the end of a steel braided cable...ouch! For those of you who were there, it was a moment of wild terror that could have had devastating result.

My goal is to explain the problem and, hopefully, help others avoid that very dangerous situation in the future.

The first problem is that the tank was not chained or fastened to something solid, such as a post, fence or tree. I would recommend that the CD insist that tanks be chained or secured to a stationary object.

The second problem is the way the dual-valve fill station is set up. When Curly was filling his tank, he opened the main

valve, then took a step back which accidentally opened the exhaust valve. The opened valve works like a rocket's jet, spinning the entire tank at an estimated 400 r.p.m. before it spun over onto its side and snapped the cable off. Luckily, the tank just vented itself into the ground before Jim Pate was able to leap in and shut it off (this was the fastest Jim moved all week). The solution to this is to put a "T" fitting on the end of the exhaust (see illustration below).



This splits the force of the exhaust in two, opposite directions. I also added a lawn mower muffler to both ends of the "T", which helps quiet the noise of venting (for use indoors) while serving as a guard for the exhaust valve!

I hope this will help make the hobby safer.

Hi . My name is Steve Pavlosky and I am writing this article on the eve of my first battle , the Maryland regional RC combat spring meet. For the past 10 months I have laughed, cried, sweat, moaned, rejoiced, and prayed over my first ever RC ship project, the USS Maryland. The only other thing that I've experienced that can cause so much pleasure and pain at the same time is my daughter.

I was introduced to this hobby(addiction) through some of the articles published in U.S. Ship and Boat Modeler and made contact with Marty Hayes who invited me to the MAG Spring regional battle in 1995 WOW! I began that day by misreading my directions and getting lost for about two hours. I finally found and met some of the greatest and friendliest folks you could meet . There was Marty of course, " Doc" Broring , Steve Andrews, the Fabulous Blateau Brothers, Danny Schultz, Francis Rogowski , Frank "never cross my bow "Petelli and my personal RC combat teacher , trainer, engineering and design consultant, Will Montgomery. These guys ,who are now responsible for my compulsive and obsessive behavior , have mentor, taught and shared their ideas(and a few spare parts) with me and without their help, my boat would have died an unrealized dream. THANKS MAG!!!!

Hi , it' me Steve Pavlosky again with an update about my newly launched (and recently submerged) USS Maryland and my first ever chance to battle her . The day began early at 0600 hrs and to my frustration I lost my list of things to bring . Oh well , after a double check I was satisfied I had everything loaded and headed south towards Annapolis . After my arrival and set-up, I was excited to discover I had found my list, on the starboard side of my ship. No amount of shaking, cramming or cursing seemed to help . To compound problems , my pump did not seem to have much oomph and my gun barrels should have been filled with roses since they displayed the fire power of Greenpeace ship Rainbow Warrior.

I didn't make the first battle , I shouldn't have made the second, but I stubbornly took to the water only to sink about seven minutes later . That ended my first days attempt. The next day , went much better after an evening spent replacing and rerouting hoses and wires I was able to answer the bell of each sortie and even though some other problems put me on 5 before I would have liked , I had a great and learned a text book full of valuable lessons .

Again I send out my heartfelt thanks to the MAG and Steve Milholland for all their help and advice .Thanks Guys !!!!!

Hello All.

I wanted to send this out via Hullbusters so that you all would get it. First of all I want to say thank you to all of you that made the trip to North Carolina for the S.E. regional last April. It was good to see everyone and I really think that despite some small problems we had a pretty good battle. I hope that we can all get together here again sometime in the future and do it again.

On to the health front. It seems that whatever was giving me so much trouble with my legs and my eyes has moved into remission. The symptomatic diagnosis remains as Multiple Sclerosis even though the clinical testing cannot confirm that. The good news is that I am going back to work soon so the dream that my wife and I share of owning our own home is not lost. I will be working 70+ hours a week so I will not have a lot of time for warships for a while now.

That brings me to the last bit of news that I wanted to share with all of you. I am going to be "semi retired" from the hobby for a while. I have other things in my life that have to take priority in terms of both time and money. I am keeping the Chicago. She will be refit and be back someday to fight again. I also plan to build the South Carolina and get to a Nat's before the end of the century. You are a great bunch of guys and I will keep getting Hullbusters to keep up on all the club news. Anyway, I want you to know I will be back. Thanks to all of you for a great rookie season and good bye.

Your friend,  
Rick Douwsma  
Rt.2 Box 1622  
Columbus N.C.  
28722



# Rule Proposals For 1997

(page 1160 H.B.)

1) Change II. H. 7 to the following:

Classes 4,5,6 and 7 may have sidemounted cannons (any cannon which is angled more than 15 degrees from the longitudinal centerline of the model). Warships in these classes are allowed sidemounts as follows:

a. Ships under 720': These ships may carry a maximum of two sidemount cannons with a maximum of one firing cannon covering any specific side. On these ships, one specific fixed quadrant shall be left unarmed at all times. The definition of quadrants are: forward and stern quadrants are 30 degree segments arranged 15 degrees either side of the ship's longitudinal centerline; side quadrants are those extending from the end of the bow quadrant to the beginning of the stern quadrant on either side.

b. Ships between 720' and 850' and Rodney class: These ships may carry a maximum of two sidemount cannons with a maximum of two firing cannons covering a specific side. When two cannons are firing into the same quadrant, they must be in separate turrets. All quadrants may be covered.

c. Ships greater than 850' and the Richelieu class: These ships may carry a maximum of four sidemount cannons with a maximum of two firing cannons covering any specific side. When two cannons are firing into the same quadrant, they may be mounted in a single turret. All quadrants may be covered.

d. Rotating turrets are allowed on classes 4-7 provided that they do not violate the above restrictions.

e. Side mounted (broadside) cannons may not be angled more than 20 degrees measured from the horizon.

2) Add to II. G

4. All pumps must be electric.

3) Add to III.C. 5.

k. With any damaging ram, all ships involved will stop their timers while the ram is repaired.

4) Add to II. E.

11. Gun barrels may not extend more than 1" horizontal from the hull and 3/8" down from the main deck (except for casement mounted main guns).

5) Change II. E. 2 to decrease the maximum firing pressure from 200 psi to 150 psi (consistent with CO2 maximum pressure)

6) Empower the E-board to form a committee (led by Marty Hayes) to research the addition of submarines to the Ship list. The committee will prepare recommendations for rule changes and ship list changes that will be presented at the 1997 Rules Meeting.

7) Add to III. C. 4.

f. Penalty points for speed violations will be assigned, against the individual and team, during an event using the following scale:

First	
offense.....	Warning
ng	
Second	
offense.....	250
points	
Subsequent	
offenses.....	500 points

8) Modify II. I. 1 to increase by one second the speed for Heavy Cruisers (after 1922) and Light Cruisers (after 1922). This would make the speeds 23 and 22 seconds respectively.

9) Add to III. C. 5.

1. A ship may not be removed from the water while checking for ram damage.

10) Change III. B. 14 to:

A ship which enters battle with the barrel safety pins still inserted in the barrels or the **guns turned off (gas/electric)** may be brought to shore and have the pins removed or **guns turned on, during the first two minutes of the battle**. The ship may not be fired upon while returning to shore and until the captain declares he is reentering the battle.

11) Add to III. B. 3.

d. A ship off the "Two/Five Minute" Rule must be brought to shore immediately and may not be fired upon.

12) Add to III. C. 3.

a. exemptions, the Iowa and Yamato classes are worth 1200 battle sink points

13) In Campaign Lite, increase the maximum number of trips for convoys from 10 trips to 15 trips.

14) In Campaign Lite, increase the score for a successful convoy run from 500 points to double the sink points for an initial run and to quadruple the sink points for a return run. For example, a convoy ship with a sink value of 800 points would be awarded 1600 points for a successful first run and an additional 3200 points for a successful return run.

15) Remove Long Campaign Rules from the official rule package.

16) In Campaign Lite, add the following rule:

A convoy run must be attempted at least once in every 20 minute period of campaign, otherwise the opposing team will be awarded points equal to the maximum sink points for a convoy ship.

17) Remove all reference to ribbons from the rules.

18) Remove Section II. A. 5. b (water filled boxes) from the rules.

19) Add to Section II. H. 1. a. (exemptions)

3. The Hood ( in 1/144) is class 6 with 6 units

20) Add to Section II. H. 1. a (exemptions)

4. Ships of the Bismarck class ( in 1/144) are class 7 with 7 units.

21) Change III. C. 3 to increase the penalty for a withdraw as follows:

... the opposing fleet or captain shall be awarded points equal to the withdrawns ship's battle sink points.

22) Add to Section III. B.

1. All sorties will start at the scheduled time, with no fleet extensions. Ships with mechanical problems can enter any time within the first 5 minutes of the sortie (10 minutes for rookies).



Routing out the Bismarck.  
Fiction by Mike Torda

The deck of the H.M.S. Invincible jolted as the powerful engines smashed the ship through the black pre-dawn waters. Throughout the night the Invincible had charged, flanked on one side by the York and on the other by the Battleship Queen Elizabeth. It was a desperate race to meet with the American Battleship the U.S.S. North Carolina. At dawn the combined fleet was to enter the mouth of Hampton Bay. Word had come down from command that the Bismarck had secluded herself near the headwaters of Hampton river and the mouth of the river was only guarded by a "Few Small Vessels." After the longest night of the captains lives, three ships slowly broke the still waters of Hampton Bay. The York's engines had quit, leaving it drifting with the current, the first victim of this desperate attempt to sink the Bismarck. In the dim gray light of dawn the fog banks, water condensed on the gleaming barrels of her cannon. The only sounds in this muted landscape was the intermittent splash of water from the Invincible's pumps. A previous sortie had left holes that were constantly leaking water into the hull of the ship. The three ships crossed the shallows of Hampton bay and entered the narrow mouth of Hampton River. The slowly moving current added false speed to the bow wave of the three ships. Pulling ahead, the Invincible wound farther up stream. Had intelligence been wrong, had the Bismarck left during the night? Where were the "small vessels" that should have been guarding the mouth of the river if the Bismarck were still here? Concern over the shallow nature of the river halted the two allied battleships, leaving the Invincible to continue on the final few turns. Turning past a bluff on the banks the Captain signaled for back full engines. The vast bulk of the Bismarck lay against one bank while the slimmer form of the Lutzow lay slightly up river in the middle of the stream. In one of those instantaneous flashes of insight the captain of the Inv. knew what had happened. The Bismarck had run up on to one of the shallow bars near the side of the river and now the Lutzow was trying to pull her free. Before the engines could take effect the Invincible's momentum carried it farther under the cannon of the Bismarck. The depressed barrels jutted out of the Bismarck's turrets like the slashing teeth of a wild boar ready to slash at anything that came too close. And too close is what the Invincible had come. The mighty explosion of a full broadside rocked the Bismarck slightly on its seat of mud. From his vantage point the Captain of the Invincible watched as his turrets slowly turned towards the Bismarck. From the side of his ship a spray of metal and wood erupted from what he knew had to be several waterline hits. Another slamming JOLT shocked the Invincible, in trying to back away from the Bismarck he had run aground on the opposite bank. With each thundering salvo the Bismarck rocked back a little more off its sandbar, its engines churning the water wildly in a desperate attempt to free itself. Prow to side the two ships pounded away at each other. Finally the Bismarck lurched off the bank and swung out into the middle of the stream. Pausing only long enough to give the Invincible a few passing shots the Bismarck and the Lutzow headed down river. After an eternity the bow of the Invincible slowly swung down stream, and with a tearing sound the screws pulled free of the bank. With one screw torn completely off and the other bent almost beyond recognition the invincible barely made steege as it limped down the river. Clearing the mouth of Hampton river, the captain brought his ship to a halt and, as his pumps worked furiously and repair crews fought to maintain the marginal status of his boat, watched the Bismarck steam away bracketed on one side by the Q.E. and on the other side by the N.C. The three mighty ships disappeared into the ghostly fog being circled by the Lutzow's desperate attempts to rescue the Bismarck. Finally only the distant booming of guns signaled the continuation of battle. Into the quite morning the captain of the Invincible softly calls out "Off of five" and wades out into the water to retrieve his ship.

DESCRIPTION	YES	NO
1 New sidemount definition	<input type="checkbox"/>	<input type="checkbox"/>
2 All pumps must be electric	<input type="checkbox"/>	<input type="checkbox"/>
3 Stop all timers when repairing ram damage	<input type="checkbox"/>	<input type="checkbox"/>
4 No overhauling gun barrels	<input type="checkbox"/>	<input type="checkbox"/>
5 Decrease max pressure to 150 psi	<input type="checkbox"/>	<input type="checkbox"/>
6 Form submarine committee	<input type="checkbox"/>	<input type="checkbox"/>
7 Define speed penalties	<input type="checkbox"/>	<input type="checkbox"/>
8 Increase speed of heavy cruisers and light cruisers	<input type="checkbox"/>	<input type="checkbox"/>
9 Leave ship in water during ram check	<input type="checkbox"/>	<input type="checkbox"/>
10 Turn on gas/electric for guns during first 2 minutes	<input type="checkbox"/>	<input type="checkbox"/>
11 Bring ship to shore immediately after 5/2 minutes done	<input type="checkbox"/>	<input type="checkbox"/>
12 Increase sink points for Iowa and Yamato classes	<input type="checkbox"/>	<input type="checkbox"/>
13 Increase maximum number of convoy runs to 15	<input type="checkbox"/>	<input type="checkbox"/>
14 Increase points awarded for successful convoy runs	<input type="checkbox"/>	<input type="checkbox"/>
15 Delete Long Campaign from rules	<input type="checkbox"/>	<input type="checkbox"/>
16 Require a convoy run every 20 minutes	<input type="checkbox"/>	<input type="checkbox"/>
17 Delete all references to ribbons in the rules	<input type="checkbox"/>	<input type="checkbox"/>
18 Delete the water-filled box rule	<input type="checkbox"/>	<input type="checkbox"/>
19 Increase HOOD to class 6 with 6 units	<input type="checkbox"/>	<input type="checkbox"/>
20 Increase BISMARCK to class 7 with 7 units	<input type="checkbox"/>	<input type="checkbox"/>
21 Increase penalty for a withdraw to full sink value	<input type="checkbox"/>	<input type="checkbox"/>
22 Require sorties to start on time, with grace period	<input type="checkbox"/>	<input type="checkbox"/>

1997 Rules Ballot

Captain Name: \_\_\_\_\_

Select only one of the following weeks for  
NATS 1997 in Maryland:

- July 13-19, 1997 \_\_\_\_\_
- July 20-26, 1997 \_\_\_\_\_
- Don't Care \_\_\_\_\_

Place an X to vote either YES or NO for each rule proposal. A 2/3 majority of votes must be YES in order for the proposal to be accepted. Mail ballot to the following address NO LATER THAN Sept 30, 1996.

IRACWCC Ballot  
Attn: Nathan Blattan  
33 Whiteliner Drive  
Edgewater, Maryland 21037  
1997 Rules Ballot



## AND YET ANOTHER WAY TO APPLY SILKSPAN

By Bart Purvis

I have read with interest the different articles about methods of applying silkspan to our ships in recent issues of Hullbusters and have been inspired to publish a slightly different method that comes from the dim, distant past of rubber powered and control line model aircraft. This is from the days when our high tech covering materials were jap tissue, silkspan and silk. They were also the only covering materials we had, but with proper techniques and patience they would, and still today will, do an absolutely beautiful job of covering and finishing.

The armamentarium is: light #00 silkspan, scissors, a bowl of water, a terrycloth towel, unthinned clear dope and a pair of latex surgical or exam gloves.

Cut a strip of silkspan about 4" x 15" and holding each end of the strip, pass it through the bowl of water completely soaking the paper.

I'm talking soaking, dripping, 100% wet. Now lay the wet piece of silkspan on the bottom portion of your towel and fold the top portion over and blot the silkspan. Unfold the towel and remove the now uniformly slightly damp strip of silkspan and place it on your ship. Using your gloved fingers, slop clear dope near the center of the strip, rub and spread dope through the silkspan into the balsa. Add more dope, rub and spread with fingers, not a brush, until the strip is completely adhered to your model. The damp silkspan will readily conform to compound curves. It will easily cover bulged areas and casement curves as you go. Use shorter segments at first and with experience you will find that you can cover the entire side of a ship with a couple or three pieces.

The only downside to the technique is that it requires some care to pass the strip through the water and lay it on the towel without getting it wadded up. If this happens a little patience is required to untangle the sheet but it really takes very little time to regroup and continue. The upside is a quick, wrinkle-free silkspan surface.

D.W. Fluegel  
3524 Gray Dr  
Mesquite TX  
75150

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