

# HULL

DEC 88



# BUSTERS

## MERRY CHRISTMAS, BATTLERS

Wow!! The time between Christmases gets shorter and shorter. My ex-elf Fluegel (see below) has once again requested that I publish the Christmas wish lists of the R/C Battlers. You Allies are very close to my heart as you truly exhibit the spirit of Christmas throughout the year. The Axis (most of them anyway) are usually on my list of "coal and switches in the stocking" but even you fellows seemed to have been slightly (very) better during 1988. Perhaps it had to do with your humbling experience at your July battling? So, here goes.

**BOB AMEND:** MY HMS ELIZABETH NEEDS MORE SPEED. AT THE FALL REGIONALS THE CVE/CONVOY SHIP OUTRAN ME.  
 Santa's Answer: As a US Coast Guard alumni you should be used to 15 knots top speed. Perhaps if you paint a red and blue USCG "racing stripe" on her bow she'll stay up with the RODNEY. If you were a deep sea sailor like Old Man Jass you could handle a 25 knot ship.

**CURLY BARRETT:** NOW THAT I'M MARRIED AND MORE SETTLED DOWN, I NEED TO CHANGE MY IMAGE. I WANT TO BE IN THE ALLIED FLEET AND ROOT FOR THE CHICAGO BEARS -- PEOPLE WILL RESPECT ME.  
 Santa's Answer: No way!! Anyone who drives around in a blue and red German cruiser (with a yellow waterline) doesn't have nearly enough class to be Allied or a Bear fan. You and Fluegel (the Grinch who stole Christmas) deserve each other. Too bad your "Sing Along with Fluegel" tape was such a disaster.

**CARL CAMURATI:** I WANT TO GET BACK IN THE GAME AND BLAST ALLIES. WHEN WILL THE KITCHEN REMODELING EVER BE DONE?  
 Santa's Answer: The Allies have provided your wife

with a list of house improvement ideas that should keep you busy through 1995. Keep producing the valves and pumps though as this work provides "Christmas in July" for other battlers. Well done!!

**TERRY DARBY & DAN DEES:** WE FEEL ALL ALONE OUT HERE. NO ONE KNOWS WE EXIST IN THE GREAT NORTHWEST. WE WANT THE 1989 NATIONALS TO BE HELD IN OREGON.  
 Santa's Answer: You guys are closer to Futschik in Melbourne than you are to the rest of the club battlers. Why don't you three meet in Hawaii for a Western Nats? (Take your wives along, and make some points with them.)

**FRED DESKIN:** WHAT DO I NEED TO DO TO MAKE THE DKM GNEISENAU INTO A SOLID, RELIABLE BATTLING SHIP IN 1989 -- I WANT TO SINK THE PIG BART.  
 Santa's Answer: Remove the black shoe polish finish from the ship (and your Axis heart) and you may have a slight chance against your pure of heart brother.

**MIKE DESKIN:** MY JEAN BART DOESN'T TURN TOO WELL. WHAT CAN I DO TO MAKE HER MORE MANEUVERABLE TO INSURE THAT SHE DOMINATES THE BLACK SHIP THAT FREDDY PLAYS WITH.  
 Santa's Answer: Leave her be. Your BART is right for you as she is. After all, you drive a truck around all week long; you might as well drive a truck around during battle.

**LARRY DAHL:** PLEASE GET ME A JOB TRANSFER. I CAN'T ENDURE CURLY BARRETT AND THE WINTERS UP HERE ANY LONGER. COULD YOU STAND HIM ALL YEAR LONG?  
 Santa's Answer: No, I couldn't either -- he used to be one of my elves (like Fluegel), but I had to excile both of them to save my sanity and preserve the real meaning of Christmas. I will look for a warmer, more stable climate for you in 1989. Hang in there.

**FLUEGEL:** 1988 WAS NOT A GOOD YEAR FOR MY BELOVED GERMANS NOR MY BELOVED COWBOYS. PLEASE MAKE 1989 A MORE SUCCESSFUL YEAR FOR BOTH OF THEM.  
 Santa's Answer: Sorry, Fluegel. Both the Germans and the Cowboys are plunging quickly to Davey Jones' locker. You've both even fallen to #2 in Texas -- behind the Japanese and the Oilers. No help in sight!!

**JAMES FOSTER:** MAKE STEVE'S AND MY SINGLE SHIP EXPERIMENT A HUGE SUCCESS IN 1989. WE KNOW WE ARE HEADING IN THE CORRECT DIRECTION.  
 Santa's Answer: Stan may think your USS CROCKETT hull in a "crock of", but I like the idea -- maybe Mrs. Claus and the brownies and I can finally get involved in your hobby. Carry on!!

**PETER FUTSCHIK:** PLEASE PUT A "SOUTH DAKOTA KILLER" AXIS BB IN MY CHRISTMAS STOCKING. I'VE BEEN A GOOD BOY IN 1988.  
 Santa's Answer: You have been a good Axis in 1988. But, there is no "SOUTH DAKOTA Killer" in the Axis fleet. Don't waste your time building Axis -- now is the time to join the Allies where you have always belonged.

**JOHN FRENCH:** I'D LIKE A COMPLETE SET OF PAINTS (RED, YELLOW, GREEN, PINK, MAUVE, ETC.) SO I CAN FINISH THE CAMOUFLAGE JOB ON MY USS NORTH HAMPTON.  
 Santa's Answer: See Curly Barrett about any paint he has left over from his LUTSCOW. Return to plain gray or people will mistake your ship for Axis.

**CHRIS GENARRO:** I NEED SOME GUNS THAT WORK FOR MY HMS INFLEXIBLE. CURLY IS KILLING ME -- HELP!!  
 Santa's Answer: If you let Curly test and tweak your guns what do you expect? You think he's giving you help? Why are you new Allies always so trusting? No one else (not even Axis) asks him for help.

**BILLY GAINER:** I DON'T WANT TO DRIVE THE AXIS



CONVOY SHIP DURING 1989 NATIONALS. LET ME USE MY GERMAN CRUISER.

Santa's Answer: You and your CH are much too valuable to drive a convoy ship. But you saw what a bum job Fluegel did when he drove the convoy ship. You Axis must mutiny and replace DWF if you expect to win WWII.

DAN HAMILTON: MARY AND I WANT ONE MORE DOG. MAYBE AN ENGLISH SHEEPDOG AS BEFITS MY STATION AS ENGLISH FLEET ADMIRAL.

Santa's Answer: Sorry, you already have six dogs -- Buster, Baron, Boxer, Ford, Chrysler and the Super Bee! (Plus two RODNEYS) Adopt the ELIZABETH from Amend and you'll have enough dogs to start a Kennel.

MARTY HAYES: I NEED A RADIO THAT WORKS. I SPENT ALL MY TIME IN AMARILLO IN 1988 "OUT OF CONTROL", CRUISING IN REVERSE OR IN CIRCLES.

Santa's Answer: Your radio does seem to be demon possessed. Are you sure its not one of Milholland's surplus sets? You could always use his famous "I'm in -- I'm out -- I'm in" tactics to advantage.



DAVID HAYNES: PLEASE DON'T MAKE ME BE CONTEST DIRECTOR IN 1989. WHAT A BUM JOB THAT IS!!

Santa's Answer: Wish granted. You did an excellent job at Amarillo as CD so I will insure that you will be able to concentrate on battling in 1989. Smooth sailing in 1989.

JOHN JASS: I'D LIKE A VOLKSWAGON FOR CHRISTMAS THAT HAS NO BODY RUST ON IT. I CAN ONLY AFFORD ABOUT \$600.

Santa's Answer: If I found you such a vehicle you'd only have it sunk on you 2 or 3 times -- and the body would rust anyway. Besides, you can't haul ships around in a VW.

TOM JASS: I WANT AIRCRAFT CARRIERS TO BE LEGAL AND PROPERLY ARMED IN OUR HOBBY. I CAN JUST SEE A USS ENTERPRISE LAUNCHING F6Fs AGAINST THE NIPS!

Santa's Answer: Give it up with the CVAs. Stay with your CVE/convoy ship with no guns -- you've found your place in the hobby!!

WADE KOEHN: WHEN WILL MY NAZI CRUISER EVER BE LIGHT ENOUGH TO FLOAT AT THE CORRECT WATERLINE? HELP ME, SANTA!!

Santa's Answer: The correct waterline for Axis cruisers is 50 feet above the mainmast (unless she lies in a South American river). Didn't you realize that the loaded displacement of a 10,000 ton German Treaty cruiser is 23,000 tons? Install another set of X-cells.

JEFF LIDE: DIDN'T JAPANESE CHs HAVE KORT NOZZLES (OR BOW THRUSTERS) TO INCREASE THEIR TURNING ABILITY? PLEASE PROVIDE ME WITH SUCH A PLANSET.

Santa's Answer: No such luck, son of the Emperor. But I do have a plan of the MOGANI (never completed) with side mounted paddle wheels -- that might just be the answer.

SCOTT LIDE: I WANT A VACUUM MACHINE THAT WILL PULL -14 PSIG. THEN I CAN VACUUM FORM AN ENTIRE JAP SHIP. THE YAMATO WILL SAIL AGAIN!

Santa's Answer: If I gave you one that powerful you could clone Fluegel and turn out thousands --

what a terrible thought for humanity. Abandon the vacuum forming business and write to Milholland about foam turrets.

JAMES LISHER: I'D LIKE TO GET IN SOME BATTLING IN 1989. I MISS THE SOUND OF USS ALABAMA BBs PENETRATING AXIS HULLS.

Santa's Answer: The Allies missed you in 1988 -- one more effective ALABAMA is just what Futschik needs to see in 1989. Go pound his ship.

STEVE MILHOLLAND: I NEED A 4' X 8' SHEET OF FOAM TO REDO THE SUPERSTRUCTURE ON THE ALABAMA AND BRING HER UP TO THE LEVEL OF MY USS INDIANAPOLIS. THEN I'LL HAVE BEST OF SCALE WRAPPED UP.

Santa's Answer: I won't be a part of this. If you want to continue with the foam idea, see Lisher for the materials -- maybe he's got some left over from the last house he built.

WILL MONTGOMERY: PLEASE FIND ME A PLANSET OF THE USS SOUTH DAKOTA WITH A 5 GUN CONFIGURATION IN X TURRET. WITH THAT I COULD KILL FUTSCHIK'S "SD KILLER".

Santa's Answer: Don't be a pig about it. Next you'll want three rudders! Just leave the SOUTH DAKOTA as it is and 1989 will be another great year for you!!

CHRIS PEARCE: I WOULD LIKE 1989 TO BE A BANNER YEAR FOR MY USS MICHIGAN.

Santa's Answer: The University of Michigan will win a Rose Bowl game before the USS MICHIGAN will win a regional. Put that tug boat on the shelf (next to Carl's) and concentrate on your CH. I will banish you to the Michigan UP if you don't get your CH finished.

JEFF POINDEXTER: PLEASE SEND STAN BACK TO AMARILLO. TEXAS IS NOT THE SAME WITH HIM GONE. I'M THE ONLY ALLIED CAPTAIN LEFT.

Santa's Answer: Leave Texas to the Axis. They deserve each other. You and your family are the last bit of culture and intelligence left in the Lone star state -- remain.

GERALD ROBERTS: I'D LIKE 3 GALLONS OF "FOREST GREEN" PAINT TO REFINISH THE "GREEN HORNET". WHY DO ALL THE ALLIES SAY SHE LOOKS LIKE A GREEN BAY MASCOT ALLIGATOR?

Santa's Answer: Granted -- with her red bottom and green hull she reminds me of Christmas in July. With your green parrot on your shoulder and your green tub in the water, you are the perfect Axis pirate.

RICK SCHULTZ: I WANT THE 1989 NATIONALS TO BE HELD IN MARYLAND. I KNOW THE HOTELS ARE EXPENSIVE, THE POND IS SHALLOW AND POLLUTED, BUT IT IS AN EASY TRIP FOR US.

Santa's Answer: We'll have to see how the vote comes out. I'm not sure Maryland could stand the invasion of the Texas Axis cowboys -- have you thought of the culture shock they'd feel on the east coast?

CARL SHAFER: SEND ME 66 NICAD CELLS. I'M PLANNING TO MAKE A USS ALABAMA THIS WINTER SO FUTSCHIK SEES ALABAMAS WHERE EVER HE LOOKS IN 1989.

Santa's Answer: You can't fit that many cells in your 33" long ALABAMA. Are you sure that is her length? Take your time on this one -- at least three weeks to build her.

STAN WATKINS: DOES ANYONE MAKE PLASTIC MOTORS AND BATTERIES? I COULD MAKE THE OKLAHOMA CITY COMPLETELY NON-MAGNETIC WITH THOSE COMPONENTS.

Santa's Answer: Aren't you carrying this plastic thing just a little bit too far? Are you trying to build a stealth ship? Why don't you buy a CROCKETT hull from Foster and start over?

JAMES WEST: LET'S HAVE THE 1989 NATS IN AMARILLO. WE ALL PUT ON A GREAT NATIONALS IN 1988.



Santa's Answer: You guys surely did!! However, most of the battlers in the civilized world (non-Texans) prefer a location that is east of the moon. Maybe you could let Darby and Dees could join in the Texas Tripple Crown.

Thanks for all your cards and letters. Put out

some cookies and milk for me on Christmas Eve. I'm wishing all of you (even the Axis) a blessed Christmas, but only the Allies a successful 1989.

Santa  
Santa Claus



## At the Northeast Fall Regionals

By Chris Pearce

My, my; after such a resounding title, I hardly know where to start. How 'bout where I left off? I came out to New York to work for IBM, and make lots of money for boats, etc. (maybe even school tool)

So it was, that after settling in, I gave Marty a call, and ended up spending the weekend in Annapolis, and beginning the task of bringing my old SLC back into shape. A month and another weekend visit later, filled with frantic work, and she was ready to sail, albeit with a bare minimum or superstructure. I arrived at John French's house at 10:30 Friday night, and was up until 4:30 building a new watertight box and throttle. And to think I thought regionals were supposed to be easier than Nats...

Anyways, Saturday morning came, and we all awoke, more or less, and headed to the pond. Soon, we had almost the full complement of captains there for the weekend, except for Danny Schultz, who had to go to a wedding Saturday. (No, not his...) The ships and captains who appeared for the weekend were :



**Marty Hayes** : Marty brought his moderately new Invincible. A four unit CC, she mounts two bow guns and one stern gun, to suit Marty's battling style. She looks as good as she fights. (The aft tripod isn't standing on all of its legs...)

**Bob Amend** : Bob brought the HMS Swiss Cheese, rather the Queen Elizabeth, which was showing more silkspan than balsa in some places. She's a sharp looking, and effective battleship, with two side mounts, but no stern gun. (A fact that Bob would often rue...)

**Rick Schultz** : Rick, not feeling like exposing much of a target this weekend, brought the Capitani Romani, a small,

effective, and highly controversial CL. Most of us didn't really worry too much about the controversy, because she made as good a target as most any other ship. Her recoiling stern gun (O-ring that pretends to be a geek!) was a nice feature.

These battlers composed the World fleet for the weekend. Carl Camurati also came, but sans ship, so he operated the camera. These were opposed, for the most part, by the Americans, who consisted of the following:

**Danny Schultz** : Danny had once again brought out the Maryland, with three stern guns and a 45 degree bow gun. The stern guns were a moderately frightful feature, but most wondered if he could keep her keel off the beach.

**Dan Hayes** : Dan brought the new USS Iowa, growing in fame as the aluminum framed battleship. Besides this, she also carries a television camera which trains with the rotating B turret, and broadcasts to a mini-TV which is taped to Dan's transmitter. Due to gun problems, she only participated in one battle, but she was impressive, nonetheless.

**Steve Andrews** : The other member of the Annapolis combat clan had traded in his Pensacola for the USS California, the other US battleship. She mounted four guns and one pump, but having just been completed on a shallow budget, (We're talking 4.8's in a battleship here...) we were wondering if she could fight at all.

**John French** : John had his Northampton in fine shape for our event. He had recently lowered her stern gun for a better down angle, and improved the ship in several areas, including scale appearance. She was easily the best looking ship on the water, and did her share of damage too.

**Will Montgomery** : Will had recently finished his new Pensacola, and she was quite an achievement, a treaty cruiser carrying 6V and 9 amps of batteries on a legal weight hull. She had a devastating stern gun, (reminescent of some battleships' broadside guns...) and was quite maneuverable.

**Chris Pearce** : Lastly, there was me, with my Salt Lake City. Not to be totally outdone, I carried 8 amps of batteries in her, with a pound to spare, for future superstructure. She carried two guns, with the stern gun being mounted much lower than before, in Y turret. I was depending on her unproven reliability for battle.

As I had said earlier, the sides were US versus everyone. For the first fleet battle, this left the three cruisers against a battleship, battlecruiser, and CL. I wasn't so sure about the proposition, but the sides worked out quite well.

**Fleet battle #1** : This battle was quite a tale, beginning when I ran out of control. Everything worked well, for a couple of minutes, and then I was aground on an island with my bow out of the water. Bob Amend was amazed that a cruiser actually ran aground with him on the other side, and proceeded to plaster my starboard side with his broadside



gun. However, while this was happening, Will was lined up on Bob with his stern gun, and the favor was repaid in kind. My stern soon went under, and so I watched the rest of the sortie, as the Invincible lost rudder control, and the remaining ships fought it out, rather inconclusively.

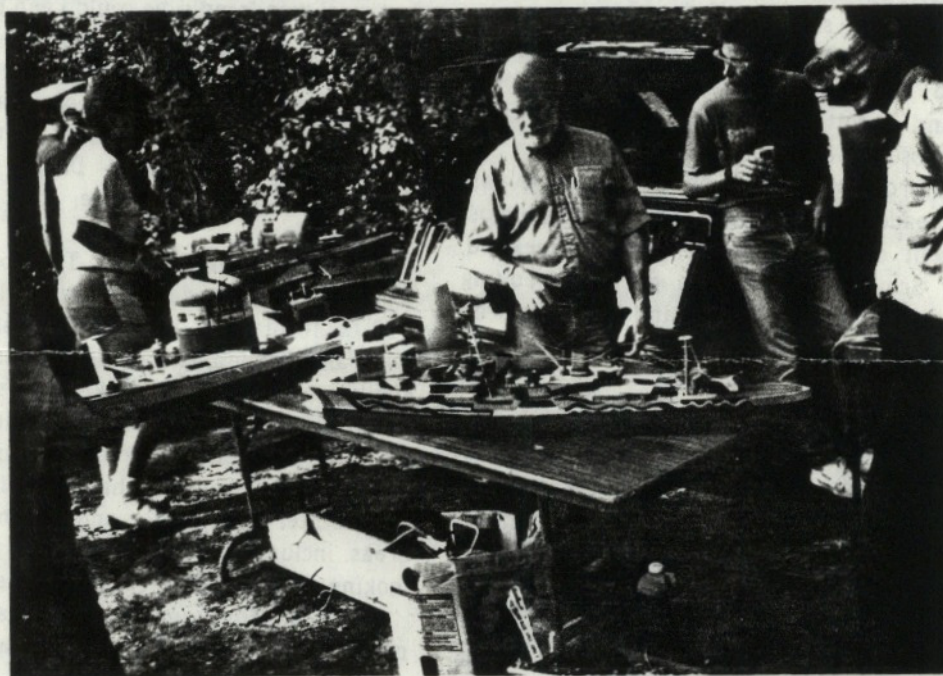
With the sink, I had 2100 points, including seven below the waterline hits. Bob took 2000 points, except he didn't sink. (It's amazing what can happen when you can turn your pump on...) Marty withdrew from the battle, and everyone prepared for the second sortie. As this took a long time for some, I was invited to patch and join the second sortie as a 'reinforcement'. As I did this, I also redid my receiver wiring, as I thought that running it off the motor batteries might have been the cause of my troubles.

So, as we sailed again, I wasn't too shocked to find out that I had no control problems at all. We were fighting close in to some islands, which the captains were standing on, and much dodging through the channels occurred. We weren't too surprised when Bob sank early in the sortie. This left poor Rick alone with three nasty American cruisers. Rick

resorted to sailing the channels and dodging b-b's. When my SLC ran past the Romani before Rick could get the gun turned on me, Rick began to complain that I should slow my ship down. I gave the excuse that I hadn't the time to hit Radio shack and get diodes. Since I refused to mangle my propellers, (I have four that match, and I plan on keeping it that way...) I spent the day in hot water, doing about 19 seconds. It was fun to see the Romani bested in speed... We all took our turns playing with the poor CL, John especially getting in some excellent shot. While on five out of control, somebody kissed the Romani, (Even the ugly ones can get kisses once in a while...) and while Rick was checking the 'ram', he held it up so that the water drained out. He was punished accordingly...

When the carnage was all over, the US had pulled it out of the hole. The Romani had over 400 points damage, (Rick was shocked.) and the points from Marty's withdrawal and Bob's sink allowed us to win the battle with a score of 3870 to 2580. Alternating with this action, there was a one on one.

These photos  
are from  
Steve Baker (?).  
THANKS



## BAPTISM UNDER FIRE

A Rookie Enters Combat For The First Time  
By Steve Baker

When I first contacted Dan Hamilton I planned to attend the Fall Southeast regionals just to observe and help out where I could. Having just gotten my set of Lutzow plans I sure didn't have anything to campaign. Dan sent me a tape saying that if I joined NAMBA that he could use me to captain one of his convoy ships. I considered it for all of about 5 seconds and fired a check off to NAMBA and left a message on Dan's answering machine saying I'd be able to make it on Sunday at about 11a.m.

The trip from Atlanta went well. My wife Jenni (the Allie of the house) and my son Dan came with. We showed up in time to see the last fleet battle of the weekend. I introduced myself to Mary who was trying keep track of the scores. Dan introduced me around. Boy was I glad I had an opportunity to actually look at and ask questions about combat ships rather than just look at pictures in magazines. If you are a rookie like me, and just getting started in this madness, a trip to another modelers house, or a contest like the regionals is invaluable.

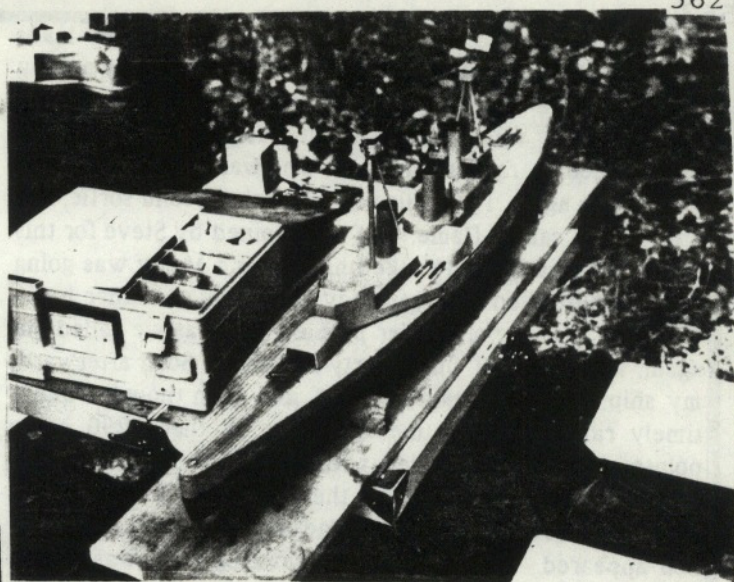
Finally the moment I had waited for arrived. Dan briefed me on the paper work side of the job(manifests ect) and Tom Jass gave me valuable sage advise. Tom

commanding his CVE, made the first run with me. I was commanding Dan Hamilton's HMS Adorian. My first run was pure gravy and I only took one hit above the waterline. My return was also unopposed. My next mission was not so easy. On my second run I was pounded pretty thoroughly as I drew abeam of World forward base. I quickly found out how slow a 40 sec ship is. I learned valuable lessons on combat maneuvering. I pulled into the English Forward base with an additional cargo of water and lead! If I'd had to wait another minute I'm afraid I'd have gone wading. On my return to the English Home base I made every effort to look like one of the resident ducks! James Foster caught me just as my five minutes was up and I was pulling into home port. He added to my collection of lead but at that point I was so close that it would have required a handgrenade to stop me. After some pumping and patching to both Tom's CVE and the Adorian, I once again tempted fate and took to the waters. I was once again able to avoid serious damage and made it to port with a valuable cargo. With less than 10 minutes remaining I elected to remain at the Foreword base until the battle was over.

Dan and Mary were wonderful hosts. I found everyone very willing to answer questions and to offer assistance. If there was any doubt in my mind about getting involved in this hobby it sure evaporated at the Fall Regionals.

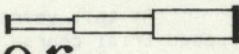


**Iowa vs. California:** This was an interesting battle, with two fresh ships on the water. The Iowa was slow, but the California was even slower. The only ship with somewhat working guns was the Iowa, and she put several holes in the California. The captains forgot to take score, (Or willfully neglected?) but it was obvious who won. It was interesting to watch this battle and see Dan's strategy with his rotating turret. It's a marvel, firing all three guns off the bow, and either of two guns when trained on the broadside. It worked rather well, but Dan's simple, fixed stern gun also did him very well. During this battle, Dan was heard to mention something like, "Should have built a cruiser..." When these maniacs were done, the newly repaired fleets prepared for another venture into the slime infested waters. (Rick's ship blended into the scenery very well; must be that Italian camouflage...)



**Fleet Battle #2 :** My hopes were high as we went out into another battle. My bow gun had been giving problems, but I was there to battle. So, as we went out again, my receiver battery died. I was left out in the water, with the batteries recovering enough to do only one short action before they died again, and Rick muttering about 'paybacks'. This didn't last long, however, as when Bob pulled up for some more carnage, the throttle stuck in full forward, and she came straight for my feet. Now the shore sloped up at a very shallow incline where she beached, and at her speed, she came out of the water like a torpedo, and left over a third of the hull on dry land. Not being a total moron, I quickly declared her sunk, and removed all that

# Observations of the Founding Father



By Stan Watkins

Greetings Combatants!  
 Yes, I have finally gotten into my Tennessee home! My new address is 1042 Lovell View Dr., Knoxville, TN 37932. My new phone number is (615) 675-7747. Call tape, and write.  
 Next is the subject of the site of the 1989 Nationals. The old "World's Fair Site" has a really nice lake (the reflecting basin) that is about perfect. The work shop is probably the greatest weakness. The site director assures me that there will be a suitable building (without air conditioning) available but cannot tell at this time exactly which building it will be.

I haven't checked into motels very much yet but have found a very high class hotel that is only \$42 per day single occupancy \$52 double. I know that is too high, but since it is such a nice place I feel certain that a place more like the "Battlefield Inn" is probably at least \$15 per day cheaper. My ships are still all in boxes but very soon now the Oklahoma City will be coming out for a winter refit.

A special welcome to all the new combatants that have expressed dedication to the hobby. I believe it will be a time of great learning and achievement in your lives. I would like to officially express an apology for my behavior (at the 1988 Nats) to Dirty Dave. As a Christian I am not perfect, just forgiven. I truly enjoyed being with the Axis and Allied friends and foes at the 88 Nats. I still need to work on my selfish behavior and I hope you will all bare with me while Jesus continues to try to help direct this stubborn spirit along the path of tolerance and patience. But I know he will forgive me and I hope you will too. Thanks for the understanding you have given me so far.

I really look forward to the battling future and hope I can demonstrate a more chivalrous behavior in the heat of new battles. If something I think is unfair happens, that is like real war. Accept it and fight the honorable fight, lose with dignity. If I live long enough my day will come again. Look out Fluegel, I'm coming after YOU! Ha! I have already had my day in Dallas. Best German at the 88 Dallas Regionals! Yes, Fluegel it did happen, it wasn't just a nightmare. Let's see if you can be the "Best American" at a regionals. No, I don't have to worry about that.

Well, have a great winter and holiday season. Jesus Christ died not so you could have Christmas but that your immortal souls could spend eternity in a wonderful heaven, not in an eternally tortured hell. Just ask him for forgiveness of your worst sins and it is done. It is really so easy many people don't believe it can be true.

Let's Battle (for souls with the help of our ships!)  
 In Christian Christmas Love,  
 Stan *Stan*

Her Fluegel,  
 Here are some of the people who have contacted me about R/C combat:

- H. V. Mancus  
966 MD Rt. 3 South  
Gambrills, Md. 21054
- Philip Strathmann  
309 N. 5 th. St.  
St. Clair Mi. 48079
- R. Srickland  
400 Irvin Dr.  
Kinston N.C. 28501
- L. Hansbrough  
127 Rover Blvd.  
Los Alamos, NM 87544
- Ken Haydes  
938 Foy Ave.  
Largo Fla 34641
- Mark Stomer  
9732 S. Kilbourn  
Oaklawn, Ill. 60453
- Rhett Morton  
Route 2, Box 560  
Parkersburg, WV 26101
- Daniel J. Kane  
PO box 661  
Hulmdel, N.J. 07733
- Dennis Hill  
6345 Beetle  
Watauga, Tx 76148
- Ray Kirkland  
\*602 Sandy Crt.  
Saskatoon, Sask.,  
Canada S2K-6p8
- Don Rush  
653 Pine Lane  
Clairton, Pa 15025
- Jason S. Yates  
3900 E. Foxridge Apts  
Blacksburg, Va. 24060
- Jeff Drude  
8723 Clementi Ct.  
Jessup, Md. 20794



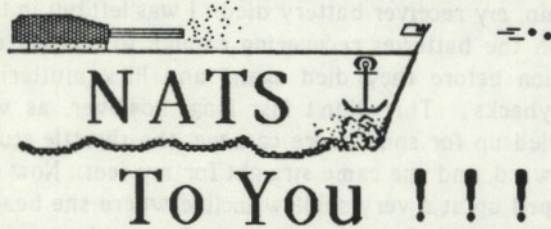
red target from the water. While I was patching my leads back to the power batteries, our other cruisers were getting beat up quite soundly. Marty was still having rudder problems, but was sticking it out determinedly. As the sortie ended, it was quite obvious who was in the lead.

Once again, I was allowed in for the second sortie, like a moth in a candle flame. We were joined by Steve for this sortie, with his guns tweaked harder, and Marty was going to come out when he was ready. John, on the other hand, withdrew because of rudder problems. So, as we sailed out again, all went well, until Marty launched. Soon afterward, my ship was once again beached, and even though I had a timely ram, Bob sank me again, for another 1290 or so points... As I was dizzied with all this sinking, I hardly remember what happened in the rest of the battle, except that Steve went out of control and declared sunk as soon as Bob appeared. His pump wasn't working, so it was a good decision on his part.

All in all, this battle was a disaster for the US, what with all the sinks and damage. The world took relatively little damage, and so we were severely humbled. (The score was 5430 to 1480...) After dinner at Ack D's, we all went home to reflect, and get ready for the next day's conclusion.

Sunday dawned, another beautiful day. Overnight, I had replaced the piston in my bow gun, and rewired the receiver battery in my CA. I also was sure to add a couple of diodes to appease the slower captains. When John and I arrived at the lake, Will and Bob told us that they noticed an interesting thing when watching the tapes: I went out of control whenever Marty was nearby. I was borrowing a couple of Will's crystals, so, figuring I had a tuning problem on that frequency, Will let me borrow the entire radio, in hopes that the problem wasn't Marty's transmitter. With these hurried preparations finished, we began yet another fleet battle.

**Fleet battle #3** : This battle commenced with a



Here I am, once again the Contest Director for the coming Nationals. Since accepting the nomination for this position I have been approached by several former CD's who have expressed both their congratulations and their pity. It seems that the job of Nationals CD is one of those essential but thankless jobs, kind of like city dogcatcher or trash collector. I am, however, not a stranger to the duties and prerogatives of this position. Some of you out there may remember that I was CD of the 1983 Nats in Springfield, Mo., my hometown. A couple of the more recent CD's have told me that the secret of the job is not to be a wimp, take no lip, and stand firm by my decisions. It is assumed that they did these things and that they thought I did not in '83. I guess I'll have to take this sage advice to heart and use it to uphold the tradition set by some of these wise old Contest Directors. Oh well, on to bigger and better things.

One of the conditions under which I accepted the nomination for this position at last years election was that I would get to battle as much as anyone else. This means that I will be appointing CD's assistants and safety officers for each day of the Nationals.

It is the duty of all of us to be as safe as we can while at a club event but we all know that safety violations occur, knowingly or not. It will be the job of safety officers to be particularly watchful for people without their protective eyewear and for combatants not observing gun safety pin rules. CITATIONS WILL BE GIVEN FOR SAFETY VIOLATIONS BY COMBATANTS.

Each day there will be a few lucky persons appointed as CD's assistants. At each and every event that takes place, be it an "A" Fleet battle, a "B" Fleet battle, a campaign, or a one on one, there will be an active Contest Director presiding. This will be either me or one of the lucky persons on duty for the day. This is a job that may or may not take us away from something else that we need to be doing, but is something that will be shared by the majority of the experienced battlers by the end of the week. It is hoped that by having enough people

on duty each day the job can be shared and we can avoid having anyone precluded from a battle because of this.

At this years Nats we will have the 100 foot speed trial course laid out as in the past. We will also have a floatation tank and weight scale at lakeside. All ships that compete in Nats must be checked for correct weight and floating waterline prior to battling. At times during the week random checks will be made of ship weight and floating. Be prepared to change the marked waterline of your ship in case it is floating too deep or too shallow.

One bit of controversy that I have been asked to rule on is that of casemate guns. I was not present at most of the rules meeting but I understand that a considerable amount of debate took place on this subject. Evidently nothing was resolved as I am now being asked for my ruling for 1989. At the 1989 Nationals all casemate areas are to be considered as part of the hull of the model. This means that they must be penetrable, just like the rest of the hull. I do not make this decision lightly, it is based on two factors.

(1) HISTORY: Any book on early 20th Century capital ship design always refers to casemate guns as being "hull mounted".

(2) PRECEDENT: In 1985, then CD Tom Jass was called upon to make a decision regarding hits on a casemated ship. His ruling was that casemates were to be penetrable and counted as hull hits. This has been the case up until the 1988 Nationals.

Now is where the controversy comes in. At this years Nats (1988) David Haynes was asked to make a ruling on the same circumstances that Tom had faced three years previous. Dave ruled that casemates were part of the superstructure, could be made solid, and did not count in points. Later, when Tom Jass' previous ruling was brought to Daves attention he said that he had been unaware of the previous situation regarding casemates. Dave said that if he had been aware beforehand, he would have upheld Toms' ruling but that several ships had been scored by his new ruling and that to be fair, it would hold for the duration of the '88 Nats.

Next on the agenda, the location of the 1989 Nationals. A location has not yet been decided but will be announced in the Feb. '89 issue of Hull Busters. At this time the possibilities are Annapolis, MD., Knoxville, TN., Springfield, MO., Amarillo, TX., and San Francisco, CA. The dates for the Nats are tentatively set as July 10 thru July 14.

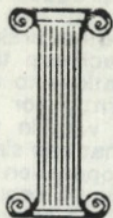
Till next issue,

*Steven Milholland*

Steven Milholland  
USS Alabama BB60  
USS Indianapolis CA35



# President's Column



## The Prime Minister's Column

Dan Hamilton

Greetings fellow combatants, well another wonderful combat season has come and gone. We had a great Nats. this year at a good site. It was nice of the Axis to lose on their own home stomping grounds, maybe they'll have a good excuse by next year. Special thanks to Jeff and Kay Poindexter they did a lot of behind the scenes work to make this Nats. a success. David Haynes also deserves a hand for the fine often hard job he did in that grueling difficult position of Contest Director for Nats.. Contest Director is a thankless job at any club contest and the Nats. is the hardest of all to Direct. A person really gives up a lot of his own enjoyment and time to fulfil this position. I would like to thank all of you for having the confidence to re elect me as your President it is a great honour to serve you again. Well that takes care of my thank you list for this issue and its a pretty big one huh. The Club is still gaining new members from the articles printed in U.S. Boat and Ship Modeler magazine. I will send a list of new comers names to Fluegel for next issue. If you live near any of these rookie types please try to contact and help them. Lets show them this Club cares about them. Club dues will be \$12.00 this year. You will receive Hullbusters, the ship list (with 4 new navies Spain, Argentina, Brazil, and Chile added), the complete up to date Campaign rules, new Club rules, and a membership card for this moola. New ship list navies will continue to be added in Hullbusters thru out this year and you will receive 6 new navies on the ship list in 1990 along with all class 7 ships added to the ship list at that time. That should just about complete

the ship list. The site for the 1989 Nats. will be in the next issue the choices right now are San Francisco, Amarillo, Springfield, Annapolis, and Knoxville, all have good points in their favor. Now I feel I should make public a problem the executive board caused this year concerning the ballot. Marty made a mistake and forgot to add on the rule about rule proposal #14. dealing with 1/150 scale, this was unintentional but was fortunately discovered by Fluegel. As I thought it was a month we had to get out the ballot I called Marty and he sent out a revised ballot. The board then discovered it was 4 weeks not one month to get out the ballot. Well what to do we had already sent out the additional ballot. So all board members that could be were contacted and we voted to accept the 2 day late ballot as this rule proposal had been voted in by the Nats. rule committee, it was not sent out due to an oversight, and it would be a pocket veto of the rule not to send it out. I propose that we make a change in future years that the rule ballot should be sent out within 6 weeks after Nats., not 4 weeks as it is now so that the Club Secretary has time to mail a sample ballot to all executive board members for a check so that the ballot will be right the first time. The final rule passed at Nats. should be recorded by tape recorder to prevent distortions from creeping in to the final product. Well enough of the soap box we can get back on at later date. Tom has written an article on the South Eastern regionals that should be in this rag somewhere this issue. We had a great time in spite of rain in the afternoon of the first day. You'll get to meet a few of the new faces in the Club in that article and all of them are fine friendly people in our best traditions of our Club. Well I better finish this off or Fluegel will censor it under his usual guise he calls space considerations, you'd think he was building an Allied Treaty Cruiser or something instead of those big German pig Lutzows. Remember its not the size of the dog in the fight its the size of the fight in the dog, anyway thats what my American Pit Bull dog says and my German Doberman readily agrees. Any way so much for the propaganda machine. Remember lets all pull together to help all the new people come aboard the magnificent obsession and make it even better if thats possible.

Your Prime Minister  
Dan Hamilton

bang, so to speak. All our ships were on the water, but since no one in particular was in charge, no one was going to commence battle officially. Growing impatient, I was heard several times to say, "Is it battle yet?" Another person said something which sounded like battle, and being very impatient, I took the cue and pumped several rounds into Marty's starboard side. During the hubbub which followed, Carl was heard to say, "We'll make an Axis out of him yet..." When the battle finally did start, I no longer had any control problems. I was cocky, I was happy, I was ready to sink somebody... Then, after a short period of fighting, I got in a tangle, so to speak, with Bob ahead of me, closing in to shoot.

While backing up, I ran my propellers right into a mess of weeds. I called 30 second moss, and turned on my pump as I endured my punishment... After cleaning that mess up, I sailed forth, pumping quite steadily. The fight continued, and when it was all over, it looked bad for us. Marty's, ahem, damage was amazingly heavy for the 'Invisible', but mine was seemingly a repeat of horrors, with seven below, one on, and etc. for over 1400 points of damage. (I guess; Marty still hasn't sent me the news coverage, or Sunday score sheets) At least I could turn my pump on... We prepared to fight once again, with the US side being joined by the Maryland.

As we prepared to begin the second sortie, someone said, "Bob's sinking!" and we all looked to see Bob's stern sliding under. Bob, quite surprised, turned on his pumps, and floated back up. He would live to regret it... Meanwhile, Marty really sank. It seems his transistor system quit on him. As we sailed out again, Bob was wondering where Marty was. As if this wasn't bad enough, the battle was going along smoothly, when I came around a corner, and into Rick's side. To top it off, when Rick was trying to limp in, I cut him off and got rammed in return. Now, with both ships damaged, I managed in my haze of excitement to push him under as we came in. Rick and Marty took about five minutes to find the ship, which was hidden under some weeds, and only showed itself when the receiver got wet and turned on the freon (Not too nice, but it works...) During this, I patched, and Danny came off five out of control. (He lost reverse, and was taking advantage of the rules.) That left the three nasty cruisers against poor Bob. We were all having a good time of it, when I started to slow down. That's what I get for not charging my batteries properly... I hung in however, and was rewarded when Bob came to a stop in front of my bow gun. I happily plunked several rounds into his hull. When it got to where I couldn't outspeed Bob well enough, I took off on five to hide. While I



Well, the ballots are out for the site for Nationals, 1989. These have only gone to those members who were present at the rules meeting at Nationals, 1988. The sites on the ballot are: 1/ Annapolis, Md. 2/ California 3/ Amarillo, Tx. 4/ Knoxville, Tenn. and Springfield, Mo. To explain further about these: Annapolis is the home of Maryland Attack Group and is used for N. E. Regionals. Facilities would not be located at the lake but would probably be at Ft. Meade (a nearby Army base). California would be at a campground which has a lake and would include activities for the Western Warship Combat Club, the sponsors. Dockyard facilities at this site are not clear as the locals stay at campsites and therefore work on ships right there. Amarillo, Tx - See earlier HB for details but lake is large and facilities are at the lake. Knoxville, Tenn. - Stan says he can get the reflecting pool from the Worlds Fair and there are facilities at the lake. Springfield, Mo. - Steve says he has a new lake and facilities would return to Ray Kelly. Well, that's the list of sites which are available and have thrown their hats into the ring. We will tell you in the next HullBusters, who won.

I feel I should explain and apologise about the 14th. rule. (1/150th scale problem). I misplaced the rule (turned in on a separate sheet of paper) when I wrote up the ballot. After Dan and I discussed it, we decided to send it out in a separate ballot (one month to the day after the rules meeting.) The rules call for four weeks and some members have now contacted me to tell me that this rule should not be counted as passing as I sent it after the four weeks period. My feeling is that if I had not sent it out, it would be like a pocket veto on my part - and so there you are. I don't know what the membership at large feels but I think that we ought to follow it

was waiting it out, John somehow managed to run afoul of Bob's broadside guns, and gained himself seven below the waterline hits too... All too soon, the happiness was over, and we retired to score and patch.

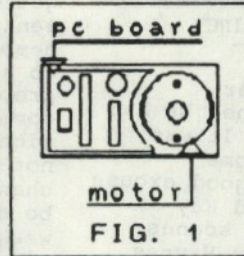
Counting it all up, I had taken another couple hundred points, in addition to a hefty penalty. John had around 1500 points damage, and Will had a paltry total, in comparison. Danny was hardly touched, because of his short time on the water. Marty's sink was a boon, and the Romani wore its usual light damage. Most interesting of all was the Swiss Cheese, which gained over fifty hull hits for its troubles... In the end, the battle was a narrow World victory, giving them the weekend's victory.

The story was still unfinished, however, as some of us were determined to get in more fighting. The one on ones began in earnest...

## SERVO REVERSING By Steve Baker

During the process of radio installation have you ever wished that you had one of the newer radios that featured servo reversing? It sure makes life alot easier, but you can achieve the same results by making a few simple modifications to the offending servo. This article is specifically written for Futaba S-28 servos, (that's what I have worked with in the past) but will work with any other servo that has similar internal features.

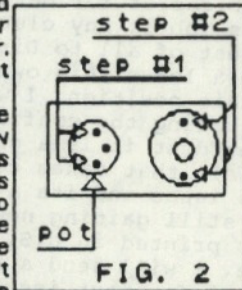
The first operation involves removing the bottom of the servo, usually requiring the removal of four screws. This exposed the servo motor and pc. board. (see FIG. 1)



The wiring has been omitted from both my illustrations for simplification. You will find that the pc board is not mounted to anything and can be carefully moved by pulling it out of the way. What you should see now is represented in Fig. 2. You will notice that the motor has two wires connected to it. The pot. or potentiometer (that you exposed by moving the pc board) has three wires connected to it. What we are going to do to reverse this servo involves 2 steps. Step 1.

With a soldering iron that has a fine tip, unsolder the TWO OUTER wires on the pot as shown by the arrows in Fig 2 step 1. Reverse there positions and resolder. Now for step 2. Unsolder and reverse the wires on the motor. That's it. You now have a servo that is reversed.

I've used this technique successfully for several years now on my model airplanes and as long as you make sure that your solder joints are good you should have no problems. One tip, when you reverse a servo it's helpful to mark it in some way so that in the future you won't forget about it. See you down at the pond!



for this year and formalize it next year for time in the future.

Don't forget all memberships run out at the end of the year and that your subscription to Hullbusters is included. So get your memberships in early in December/January. Membership for the coming year is up to \$12/yr. We ran out of money this year and the board (in general) felt that a small increase was called for.

Marty Hayes  
Nat. Sect'

**Will vs John** : This battle received very little attention, on my part, because I was busy preparing for my own battles. These two actually had two battles, both of which were, I think, won by Will, the second of which ended when John burned up his motors on moss and declared himself sunk.

**Danny vs Chris** : I know a little more about this one since I was in it... The two of us did battle, and moderately damaged each other, the result being about 450 to 200 in my favor. Unfortunately, we forgot to turn in score sheets... This was supposed to go on for another sortie, but I came up with a bright idea, something Rick suggested: A battle to the death.

**The Death Match** : This was the final battle of the regionals, and what a battle it was. Danny, Rick, and I being the only ones so afflicted, we all prepared to duel it out until only one ship was left on the surface. The only ways out



were to either declare sunk, or to settle into the mud... Battery changes were allowed, so this one looked to be a long one...

After three long sorties..., we were all feeling the effects of damage, and I the effects of a leaky seal around my waterbath that kept me pumping constantly. Rick's gun was having problems, and mine were too; shooting spurts at suspicious times... (Just because I'm Allied doesn't mean I always fight fair...) My bow gun was also far too hard, and was hang firing. I had discovered how to anticipate the delay, and this caused Rick to comment, "Somebody's shooting real hard out there." It sure made an impressive sound when it struck home.

Danny and I were expecting Rick to hang out of the battle until the two of us had wasted each other pretty good and were about to sink, at which point he would finish off the last one afloat. We were surprised when Rick declared himself sunk because he couldn't get his gun to work properly. So, forgetting to score, Danny and I went out to finish the match, myself with fresh batteries. (The used pair measured out at 3VI)

I was alarmed when I watched the transmitter battery die as I prepared for sortie #4. Frantic efforts with Will allowed me to use his other transmitter's battery. Then, when I put my ship in the water, I saw a big blob of silicone from days gone by in the pump outlet. Cocky me, I decided to stick it out for this sortie; after all, the worst that could happen is I could sink again, right? So, Danny and I sparred it out some more, with my bow gun firing a bit better. It was about five minutes into the sortie that someone noted that the Maryland was sitting low in the water. As she settled slowly, Danny brought her near shore, so that recovery would be easier. I took advantage of this to pump many parting shots into her shrinking hull.

All too soon, the decks went under, and I was the somewhat surprised victor. We split each person's damage points between the two opponents equally, and with my getting all of Danny's sink points, and half of Rick's, not to mention half the points from Danny's 100+ hull hits, I gained about 2200 points.

In the end, I suspect that the totals came up with Bob the overall victor in the points category, with myself coming in second. (If it weren't for that ram, and not scoring that battle...) Everyone else was a hodgepodge, so I have no idea what the rest of the positions are. But now that the battle's

over, it's time to ponder and see what can be learned from our experiences. 566

**Lessons Learned :** The first lesson that I think was more proven than learned, was that the 10,000 ton treaty cruiser is viable for combat. You can imagine what would have happened if you told someone in 1985 that you took seven below the waterline in the first sortie of a battle, and survived the second in grand style with a Pensacola! As we develop new technology, and discover new batteries, it is becoming possible to make more and more of the lighter ships effective.

On another note, I learned something about guns. Until now, I mostly used ball bearing style guns without pressure feeds to the back of the magazines. However, at the last minute, I rebuilt mine with pistons and feeds, to help b-b flow. (My stern magazine has a very shallow slope.) The result was that my rate of fire increased greatly, since I didn't have to wait for the next b-b to roll down the magazine. This was an advantage at times when good shots were hard to find.

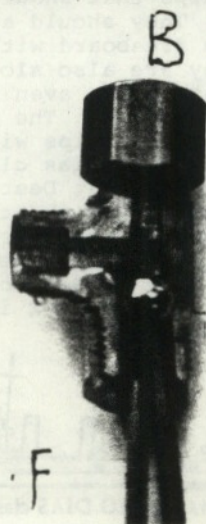
On still another note, I learned that pump motors aren't that big a deal. I was running a 380 on my pump, but Rick's 4.8 pump put out more volume on the same voltage, because it was more efficient. So, before souping up a pump with bigger motors, or worrying about such things, it might be a good idea to build the most efficient design possible, because that seems to make more of a difference.

Finally, and most importantly, the need for reliability was brought out again. Only one sink (Danny's) seemed to be completely due to damage, and not all were related to pumps. So, all you rookies out there don't do like I did, unless you're desperate. Make sure your ship works before you put it on the water, and save yourself some grief.

That's about all I can think of, except to say thanks to everyone for their help. It was a definite pleasure, and I'm looking forward to the next chance I get to sail. Until then, the SLC is being put in for modifications, like a complete superstructure, and a new pump (This time with a screen... I picked out two pieces of balsa, and the silicone almost sank me...) I hope to have her in 'ultimate' form in time for next summer's fun. So until then, take care, God bless, and I'll shoot you up later. (Especially those of you who thought I was becoming a 'slacker'.)

Keep your feet dry...

Chris P.



SINGLE SHOT  
METERING DEVICE

by Fluegel

B= breach  
M= magazine  
F= freeon

Cut in halves.

By Fluegel

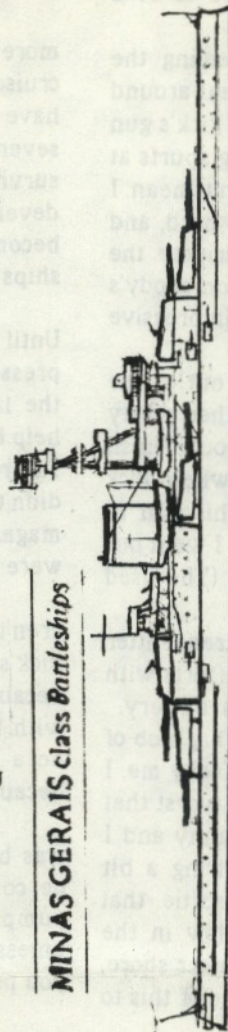
Fluegel

#### A NAVAL REVIEW OF BRAZIL

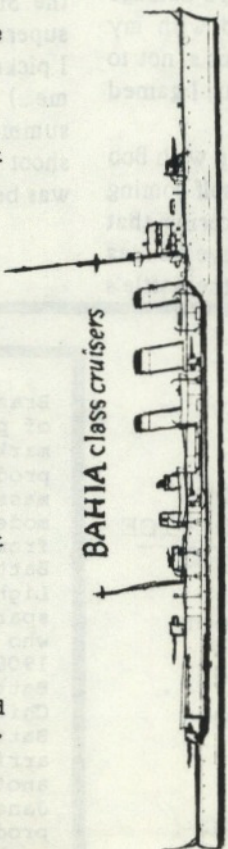
Brazil began the 20th century in a warm glow of prosperity. She controlled a rich coffee market and is still the world's largest producer today. In 1904 Brazil launched a massive naval acquisition program to create a modern fleet. This resulted in her order from England of two new modern Dreadnought Battleships in 1906. Brazil also ordered two Light Cruisers and 10 Destroyers. This sparked a naval competition with Argentina who ordered the Rivadiva class Battleships in 1908 in an attempt to out class the Brazilian Battleships. This naval arms race expanded to Chili who ordered the Almirante Latorre class Battleships in 1910. The Battleship had arrived in South America. Brazil ordered another Battleship in 1910, the Rio De Janeiro. However even though Brazilian coffee production had continued to grow, the world market price for coffee had begun to decline.



This and additional social unrest, began to undermine the naval program. At first the Rio De Janeiro was reduced in size and then she was finally sold to Turkey while still building in England. This ship, which became the Agincourt was seized by the Royal Navy while still under construction after seeing it become obvious that Turkey was becoming increasingly friendly toward Germany. So this remarkable ship had three owners in less than one year. As an interesting side light, this Battleship meant to be largest in South America started life with a design for 14 x 14 inch guns. It was completed with 14 x 12 inch guns as a cost reduction measure. She was called the gin palace in the English navy, and some said she could not stand the strain of firing a full broadside and would even turn turtle if she did so. However she confounded on lookers at the battle of Jutland who reported the massive sheet of flame when she fired full broadsides looked like a Battlecruiser blowing up. The Brazilian navy began bids later on another Battleship the Riachuelo, but it was never ordered. The poor economic condition of the country even caused the upkeep of the small navy to deteriorate. The economic conditions also caused more social unrest to such an extent that one Battleship crew actually mutinied for a short while. The ships Brazil gained in the 1904 program became the navy's backbone for the next forty years. In world war 1 Brazil was strongly pro Allied entering the war about the same time as the United States on the Allied side. Brazil's economy suffered further at the wars start. Many of her merchant ships were sunk by German U boats. In 1917 Brazil declared war on the Central powers. Brazil actively participated with the Allies in the conduct of the war. She sent a Cruiser squadron to the African coast, where they spent three months on station. She also aided in convoy escort. Brazil's Battleships went to the U.S. where they were to be refitted before going to Europe to Aid in the war effort. However the war ended before the refit. The Brazilian navy was awarded 43 German merchant ships she had commandeered at the out break of war. This built her merchant fleet back up to strenght. The navy also gained the German Armed Merchant Cruiser { RAIDER } Valesia, that was lying in a Brazilian port at the out break of war. This ship became the Brazilian A.M.C. Belmonte. After the war economic difficulties continued. Brazil's government was friendly to the western democracies and openly hostile to the Axis nations in the 1930's. When world war 2 began there was no doubt where Brazil's sympathy lay. The U.S. navy had a naval staff liason in Brazil from 1918 onward. The Battleship Sao Paulo was extensively refitted and moderized in the U.S. from 1934 to 1937. In 1937 the U.S. offered 10 Destroyers to Brazil but the protest from Argentina was loud claiming this would destroy the naval balance and began a new arms race the South American countries could not afford. England also saw this as a threat to British naval arms market sales. So the U.S. gave in to international pressure. Brazil was neutral in the second world war until the Pearl Harbor attack. At which time solidarity with the U.S. was announced and Brazilian territory and ports were opened to American military forces. Brazil also severed diplomatic relations with the Axis countries. In august 1942 Brazil declared war on the Axis powers. With American aid Brazil began an industrial expansion with emphasis on war materials production. The Brazilian navy's primary mission was escorting convoys and



MINAS GERAIS class Battleships



BAHIA class cruisers

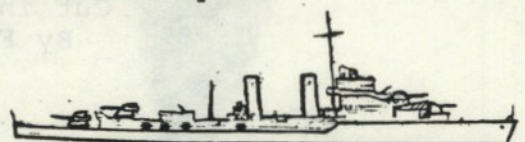
patrolling the South Atlantic with other Allied units. Its ships also took part in the invasion of North Africa { operation torch }. The Light Cruiser Bahia was Brazil's worse war loss. Which exploded cause unknown in the South Atlantic and sank in four minutes. Brazil also received U.S. design and technical help in the war to produce her first home built warships the Marcilio Dias class Destroyers.

**THE SHIPS**

The Minas Geris class Battleships were the largest and most powerful Battleships in the world when they were first completed. These Battleships were completed in England for Brazil. Rumor and Speculation had it that the destination of the Battleships was not Brazil but a major naval power such as Russia, the U.S., or France. English newspapers even went so far as to imply that the ships were secretly being built for the Royal Navy under the guise of a order from Brazil. The ships however were duly turned over to Brazil when completed. The Battleships were refitted in the U.S. in 1918 to 1920. The Sao Paulo was given a major reconstructive refit in the U.S. from 1934 to 1937. The twin funnels were trucked into one at last solving the problem of a smokey bridge. New anti aircraft guns were added, new fire control, the superstructure rebuilt, new boilers, and the elevation of the main armament was increased for greater range. Like all English Battleships of this era they were completed with twin rudders but they were poorly protected compared with the German ships of the same vintage. The Light {protected} Cruisers of the Bahia class were also completed in England for Brazil. They were fast light ships for their time. They saw extensive service in both world wars. They received a major refit from 1925 to 1926. This refit altered their superstructure and engines. In 1945 the Light Cruiser Bahia blew up in the South Atlantic taking most of her crew with her. The cause was never found. Brazil's Destroyers that are note worthy are the Maranhao purchased from England in 1920 and the Marcilio Dias class. The Marcilio Dias class was also referred to as the M class. These Destroyers were completed during world war 2 in Brazil. They were the first warships to built in Brazil. They were based on the U.S. Mahan class Destroyers and Brazil also received considerable U.S. technical assistance in their construction. The A.M.C. Belmonte, the former German raider Valesia was retained on Cruiser status with Brazilians as she was a long legged patrol ship for escort and patrol work.

**COMBAT USE**

The Minas Geris Battleships are small low flushed decked 4 unit Battleships that should also be very manauverable. They should also be stable. They have low freeboard with low mounted guns, but they are also slow. They have a simple superstructure even in their better looking refitted form. The Light {protected} Cruisers are small ships with moderate combat speed. The Marcilio Dias class Destroyers would make good combat Destroyers. They are fast and weight in at about 2 pounds The A.M.C. Belmonte is an interesting ship that like similar ships could be rigged as a combatant or as a unarmed convoy ship. This concludes our little peek into the world of the Brazilian navy.



MARCILIO DIAS class destroyers



REVISED:1-6-88		BRAZIL				HEAVY							OFF/DEF	SPEED
CLASS	NAME	# SHIPS	LOA (FEET)	BEAM (FEET)	STNDRD DISP (TONS)	FULL DISP (TONS)	MODEL DISP (LBS)	ARMOUR (INCHES)	GUNS #	DIA	SPEED (KNOTS)	BUILT	CLASS	(SEC) '100 FT
DREADNOUGHT	MINAS GERIAS	2	543	83	19,400	22,000	16,504	9.0	12	12	21.00	1910	3	28
LIGHT CRUISER	BAHIA	2	384	39	3,100	3,600	2,701	0.8	10	4.7	28.00	1910	6	26
LESS THAN 9000 BEFORE 1922														
DESTROYER	MARANHAD	1	277	28	1,000	1,200	0.900	0.0	3	4	30.00	1913	7	24
	MARCILIO DIAS	3	357	35	1,700	2,500	1.875	0.0	4	5	36.00	1943-44	7	22
GUNBOATS	BELMONTE	1	364	51	5,200	12,500	9.377	0.0	4	4.7	12.00	1912	8	32

## Wife Outbattles Husband

by Curly Barrett

.....

There are several things a good wife will do for her husband. She should make him soup when he's sick, remember his birthday, tolerate his hobby, maybe even participate in his hobby.

However, a good wife should never, ever, ever, ever, never do what my wife did this week. She did BETTER than I did at what used to be my hobby. I'll be retiring!

It started when Larry Dahl came back from NATS with a working ship. We set a date to meet on the water, and I got my ship ready. Lutzow versus Exeter is only a fair match-up in the eyes of Dan Hamilton, so I was not too worried. Little did I know of the defeat and humiliation I would be handed.

Amy decided that she would like to go with us to the pond and video tape the event. She claimed she needed practice with the camera. We got to our pond in the evening and started loading the ships. Despite the draught our pond (a water run-off area) was full to it's known brim. Phhhhhhhhhhhhhhhhhhhhh... Larry had a leaky poppit valve and decided he would go with just a bow gun.

The Lutzow was ready ! I had just put in our wedding present from Wade Koehn, a Carl C.Pump! I would not sink today.

I was having some problems with the guns....seems I can't fire rapidly until I have shot about ten BB's. Good design.

With the camera catching the footage Larry and I go through the paces of a cruiser battle. My battery problem from the last year seems fixed, and if I could just remember not to park in front of his ship, so would the problem of excessive damage.

We got done with the first sortie and the damage was much less than it sounded. The count showed that the Lutzow was on top 180 - 80. Amy watched us and claimed she couldn't believe we only did that much damage.

(writer's embellishment on the wife's dialogue, she probably didn't say a word) She said that Stan's O'Bannon could do more damage to a Bismark with it's safety pins in place.

I offered the transmitter to her and off she went on the second sortie. I trudged up the hill to watch and video tape the affair. This must be what it feels like to be a lonely Allied captain.

The battle started slow as Amy was getting used to the ship as this was her first time in combat. She had a lot of trouble getting the ship to stop turning. I don't want to gripe about her oversteering, but it's the first time I've seen a ship do an immelman.(ask Jass, he'll know)

Once she figured the ship out, she went after Larry and laid into him pretty well. I started out being very impressed, but it got embarrassing as she kept hitting him, while not getting hit. Larry had some bow gun problems and that was hurting his chances to do damage.

When the smoke settled, Larry was pumping a good bit of water, and Amy was smiling a huge grin as she handed the transmitter back to her husband. The score on this sortie was 280 - 40. She had scored more and defended better than I had. I got this little pat on the head and her comment, "I'm sure you did the best YOU could do."

I am actually very proud that she would battle and I apply suprised that she was that good. We are trying to talk her into going to Nats to battle sometime, and I think she may. Until then she says she would be happy to battle around here, and of course, she wants to be president of the Port Polar Bear Club.

Wife's...you can't live with 'em, you can't beat 'em in an even fight. Of course I am fired up about the idea of a husband and wife battle against some of the other couples in the hobby, I just hope I don't hold Amy back.

Write her and tell her congrats.(or condolences)

Amy Barrett 2816 Silver Lane \* 106  
St. Anthony, Mn 55421 (612) 781-0858

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## Casements And Freeboards

By Chris Pearce

It seems that of late, the issue of casement guns on older battleships has come to be a source of debate and bitterness in our hobby. I guess it's kind of sad, but in our newly found stability, we tend to take our well being for granted until the rules session comes, and we don't know



what we want to do, much less the problem. As a solution, I think that we should keep in better contact about what we are doing, and have an open forum here in Hullbusters for exchanging ideas on rules all the year, so that when time comes to vote, we don't have a bunch of people feeling threatened, confused, or left out, as was obviously the case this year. (Perhaps we could call it the "Sea Lawyer Page"...)

Anyways, one of the issues of confusion this year was the issue of casement guns, solid hull areas, and freeboard. This has become especially an issue of late with single shot guns and improved gunnery. It used to be a ship that got a big hole was in trouble, high or low freeboard, and people built ships because they liked them. Now, however, although the amount of critically damaging hits, (i.e. close enough to the waterline to admit flooding) is the same for almost all ships, the ones with larger freeboard absorb many hull hits which would sail over the hull of other ships. This is especially true of the larger WWII battleships and Allied battleships in general, which had to be built to sail in things like hurricanes, not just the placid calm of the Med or Baltic.

As a result, the Allies were seeking this year to either see a rule limiting penetration to an inch above and below the waterline, or else not counting hits more than an inch above the waterline, in order to correct this malady. (We all know that in a real battle, freeboard mattered very little, and indeed ships with more freeboard were better off because the guns were less likely to be fouled by spray, etc.) As it is, the only battleships being built on the Allied side anymore seem to be all from WWI, or else South Dakota's. Likewise, on the Axis side, people are giving up on ships like the Bismarks, and building instead low freeboard battlecruisers.

Into this situation, came two Kongo class battlecruisers which mounted casement guns on a reasonable freeboard. However, their captains decided that since they were guns they must be superstructure, or some such thing. (Contrary to Tom Jass's ruling at the 1985 Nats that casements in the hull area were hull, and must be penetrable.) CD Dirty Dave agreed with the Nips, (I don't know why) and a conflicting precedence was set. In the early days, all casements were built penetrable, and so it can't be argued that it can't be done. Still, we all know it's a pain, and the line is so hard to draw between what aren't superstructure casements and what are.

As it was, the Axis sought to pass a rule stating that casements back 1/4" from the hull could be hard, and were superstructure, supposedly because there was actually a walkway around them. The Allies at Nats didn't protest too

much, in hopes that their 1" rule would also pass, and so it wouldn't matter anyways, not too much. However, the Axis voted this down (wonder why?), and the situation was stymied, and I don't think any rule passed.

So the problem remains, we can't always be sure what is and isn't hull, and it is unfair to give these ships such an unfair advantage, when it comes out giving them half the freeboard of other ships. Therefore, I propose another solution, which would be equitable to all ships. This solution would work like this. Each ship would be allowed an amount of solid hull area based on its own target area. This solid hull area could then be applied to casements mounted anywhere dubiously below the forecastle deck. (i.e. on the same plane as the hull sides) Otherwise, it could be used at the discretion of the captain anywhere on the hull of the ships, whether it be to extend the amount of solid bow or stern area, (some ships need it, especially ships like the Maryland or Wisconsin with their raked bows) to raise the solid area below the waterline some, make knuckle bows easier to build, make the deck rim thicker, or even to simply plate over the area between two ribs. (perhaps even add in extra ribs and stringers, even)

Now then, how this would be calculated for a ship would be to take the area between each two ribs down the ship's side, bow to stern, taking rectangles from an inch below the waterline to the midpoint of the freeboard above, and the length of the distance between the ribs. This area would be multiplied by a constant (say 1/8), and the result would be the maximum area that could be made solid. This area could be distributed at the discretion of the captain, as I said, to reduce target freeboard, make solid casements, or whatever.

The best thing about this rule is that it could be applied to all ships, or just capital ships, and that it would be equitable to each one. The Yamato would get as much of an advantage from it as the South Dakota, proportionately. The WWI ships would be easier to build, and yet the WWII ships wouldn't get cheated. Best of all, neither side really loses out because their ships aren't 'eligible'. All ships would benefit, and no one would be hurt.

So, my point is why dont we stop thinking about solutions to our problems that only benefit our sides, or our ships, or would hurt someone else's ship, and concentrate on making rules that would benefit everyone, and therefore the hobby in general. So hey, let's keep the war on the water, okay? Tell me what you think about this. If you can find a better solution, pass it; I don't think you will.

Yours, **Chris Pearce**

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