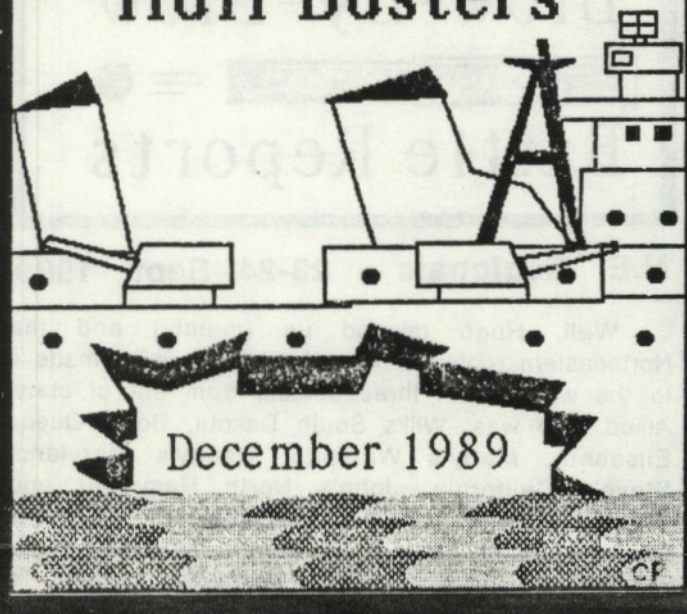


# Hull Busters



## A ROOKIE CAPTAIN GOES TO WAR

By Steve Baker

The month preceding Fall Southeast Regionals was a flurry of activity. My wife Jenni-mother of 2-is to be highly commended for taking care of the little ones as I made an all out effort to ready my cruiser, DMB Pola for battle. It seemed that one crisis after another tried to block my course for Decator. But with the help of Jen and several calls to Dan Hamilton and Tom and John Jass I was able to complete the Pola, and to conduct sea and firing trials a week before Regionals. I felt prepared to go into battle.

A last minute schedule conflict at work cut my sleep down to 2hrs on Thursday night. I guess that kind of evens things up with people who had to drive for 12hrs to get to Decator. I got off work at 12 noon and was finally on my way with an eye on the weather as I headed West. The night before the temp was down to 43 which was unseasonably cold for the Southeast. As I headed West I evaluated my ship and her systems. My main goal was to participate in as many battles as possible and learn all I could. The further West I went the nicer the weather got.

I arrived at the lake at around 4pm and was excited to begin the weekends fun. Unfortunately, I arrived too late to help with much of the site preparation, but was able to help Dan set out the targets for Campaign. After helping Dan and saying hello to everyone I started making Pola ready for a short run. Everyone else had been there for sometime and were packing up. Several people stopped by and had nice things to say about Pola and some made suggestions.

After a short test run to verify a few last minute changes to my gun magazines, I cleaned up and headed back to the hotel. Watching some of the other ships maneuver I realized that the Pola didn't turn as fast as she should. The solution to that problem, while the key to making her an effective combattant, would elude me all weekend.

We all met for dinner that evening and a declaration of war was given to all the Captains. The sides would be Europe vs the American Slime Doggies. Conduct of battle and frequency conflicts were discussed. Unfortunately I was in conflict with someone else on ch 54. If it had not been for the generosity of the Jass' I would have had to sit the weekend out! Tom and John loaned me a tx,rx and crystal set that would allow me to battle with no radio problems all weekend. Thanks again guys!! It's that kind of generosity that makes our activity what it is. FUN! A lesson learned-never show up with just one radio and one set of crystals. After dinner I retired to my room to make last minute modifications and change out the radio. I got lucky and didn't even have to reverse any servos!

The next morning I awoke to a beautiful cloudless

sky and temps in the low 30's. Burr! Arriving at the lake for a trial speed run, I found that Pola was a little fast so just before the beginning of the first Fleet Battle I flattened out the pitch on my screws a little bit and neglected to test her afterwards. This was a big mistake. As the fleets took to the water and the 1st sortie was about to begin, I discovered that the Pola would not move in reverse. Lots of thrashing of screws but no movement. No time to do anything now but try and stay out of trouble. As the sortie began John Jass asked me to stick with him. We steamed out to meet the American swine and the butterflies were colliding in my stomach. Naturally I ended up with my bows stuck on the beach with no way to pull myself off. What a way to start your first battle--beached. I immediately went on 5 and miraculously ended up with only 3 hits above!

Back in the pits I put some of that pitch back in my props, reloaded my magazines and waited for the sortie to end, and tested to make sure that I could move in reverse. Another lesson-never change anything without testing to make sure the desired result is achieved! At some point between the sorties I spotted what appeared to be a doggy log on Dan Schultzs' ship. He said it was a stick that he used to balance his ship but I wouldn't touch it with anything short of gloves or a pooper scooper! Perhaps it was some kind of secret weapon-a stealth turd! Crazy Americans.

The second sortie began with me following Johns' Tiger, but as Tiger moved in close to slug it out I realized that Polas' lack of turning ability would make it impossible for me to survive in close with the Battleships. So like any good Italian I ran! I found that by using my speed advantage I could enter the battle area, make a few hits and then run for the boondocks. This strategy worked well for me and also kept me from ramming to many of the American Dogs. After all one or two rams would cost the Europeans more penalty points than I could hope to inflict on the American heathens.

Campaign-By 2:00 the temp was in the high 60's. This was a real endurance test. Oh, but for some BB's. We were so short at one point that John was using a magnet to remove BB's from our sunken convoy ship to use in our guns! The rules seem a bit complex at times, but it really simulates what wartime must be like.

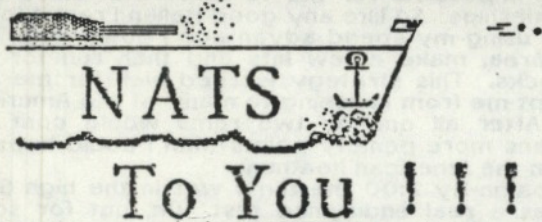
After dinner on Sat night I went to my hotel room determined to make modifications to my rudder that would allow me to turn better. I knew the solution lay in moving my prop shafts inboard but as this was impractical to do with the time I had, I decided to modify the shape and position of my rudder and hope for the best. I think if the hotel management knew what we did to our ships at night they'd throw us out on our ears. Can you imagine what all those bb's sounded like getting sucked up by the vacuum cleaners?!

Sunday morning was cool but not like Sat. As the day went on shorts were in order. Pola turned alot better and I was able to be a little more effective, though I still played run and gun and avoided the Battleships. Before I knew it the Battles were over and it was time for the awards ceremony. I think the funniest event of the weekend was the look on Lief Goodmans face when the crowd erupted in boo's and laughter when he dedicated his award to Gross Admiral Fluegel! Having that for posterity is worth the \$15 for the video tape. After the awards ceremony those of us remaining had another battle. Sides were chosen but in the end it was a group grope. It's kind of a blur, but I do remember the Argentinean BB Moreno cruising through the ships waiting for the battle to begin. The next thing I knew she had fired on me. So like a good Italian I ran! The Moreno gave chase. The Pola went full astern and stopped while the Moreno continued to chase. I crossed the Moreno's T and fired a couple of rounds from Pola's aft mount that bounced off Moreno's hull as it was made from something resembling concrete in hardness. With this, war was declared! I exhausted my supply of bb's and decided not to go on 5 as this was the last battle of the year and I'd have all winter to repair. Mean while John Jass was kind enough to do his part in cleaning up the pond by wrapping a plastic bag around one of his screws-(his second of the weekend-Is there an award for that? Perhaps the Royal Order of the Baggie. We could give twist ties to signify multiple awards!). Tiger was attracting alot of attention so I placed Pola between Tiger and her attackers to give John some pumping room. But soon such foolish behavior earned me the

wrath of Will Montgomery's triple aft mounts, and thus ventilated in the bows, I sought a more tranquil part of the pond. This turned out to be about 6" below the surface, as my pump faltered and the bows began to drive under, followed by a roll to port, with the starboard screw thrashing madly and finally the big dive, bow first. She came to rest with her mast showing above water and I was assured by a few that it was a "good" sink. I retrieved Pola and headed for the pits, her weekends fighting at an end. To allow yourself to be sunk may seem foolish and if this were a scored battle I wouldn't have asked for it. But I had taken very little damage all weekend and wanted the experience of getting into the thick of the battle no matter what the consequences were. Besides, being a rookie it only seemed fitting to experience sinking! I'm sure it won't be the last time. With that the battling was over. We all adjourned to the Western Sizzler for another meeting of the Liar's Club. I think the evening get-togethers are almost as much fun as battling. I wish every rookie captain could have a first regionals like I did. Thanks to Dan and Mary for being such good hosts. Special thanks to the Jass's for loaning me a radio and thanks to all those who had nice things to say or advise to offer. See you all in the spring!!!

Steve Baker  
Capt. DMB Pola

EAD



Greetings fellow combatants. Let me first start by thanking you all for the opportunity to serve as your National Contest Director. This I believe is truly a privilege. (I hope I feel the same way after Nats.) It is the goal of myself and the Maryland Attack Group to make this the 1990 Nats a big success. We would like to see this Nats be the one in which everyone measures future ones on.

We've already made some major steps in preparing for Nats. John and his wife Mindy, have told me that the cheapest motel is \$27.00 per night (weekly rate). This is about 4 miles from the lake and a little closer to the dock yards in Ft. Meade. The motel also has a small pond in front of it. At this time we are trying (Marty's trying) to get permission to use it as a test lake.

We also have gotten permission from the county to use our regular sight, the pond we use for regionals. I will have more info in the next Hull Busters on the sight itself.

The rules of our club have taken years to mold, with many hours of discussion and sometimes arguing to get them the way they are. I strongly believe the rules we have are good. I have been appointed by you to make rulings at "ats and to try to keep things running smoothly. I am appointing all of you to protect our rules by following them when battling at your national and at your local ponds.

I am not making any judgements or rule interpretations for Nats until I confer with the rest of the executive board. This way no ones feet will be stepped on. If you have any input or questions you would like to convey, feel free to call, write or send me a tape. Well thats about it for now, until I see you in July when I can tell you all HEEI. Take care and remember have fun, "Its A Hobby."

Bob Amend  
812 W. Poplar St.  
York, PA 17404  
(717)846-3733

End

# Blow-by-Blow

## Battle Reports

### N.E. Regionals - 23-24 Sept. 1989

Well, Hugo missed us (mainly) and the Northeastern regionals were held. 14 Ships made it to the water, with three coming from out of state. Allied side was: Will's South Dakota, Bob's Queen Elisabeth, Marty's Warspite, Danny's Maryland, Steve's California, John's North Hampton, and Francis' Houston. Axis were Rick's Andrea Doria, Nathan's Moreno and Von der Tann, Frank's Pola, Ron's Zara, Chris' Lutzow and Rich Strickland's Lutzow. To sum it all up, the Axis fleet lost (big).

The Allied fleet had ships in trouble (aground or out of control) for much of the weekend but the Axis units generally got worse damage trying to get to them than they inflicted upon them. The Axis ships ran well but there were just too many guns out on the pond against them (bigger ships on the Allied side). In general, the cruisers stayed away from the Battleships as much as they could and the heavier units battled it out.



The Allied fleet won 4 fleet battles, the North Hampton won a one on one against the Houston, and Doria, Warspite, Zara won against South Dakota, California, and Pola when the California goes hard aground and is pounded.

High point award goes to Marty Hayes, Eff. award to John French. Sinks were awarded to Nathan, Frank, Francis, Steve, Rick, Rich Strickland, and Chris Pearce.

In the first battle, California declared out of control early in the first sortie and drifted into the lee of island near the exit of "Danny Bottom Straits". The Axis recognized their chance to rip and tear and responded rapidly, but the Allied units also arrived to defend. Rick made the first attack and was driven off by South Dakota, Queen Elisabeth, and Warspite. Pola came too close to the shore as she tried her

attack and mossed up. She went on "30 sec. moss rule" but spent most of this time between the sideguns of Queen Elisabeth and Warspite (She was later chased to her sink by Queen Elisabeth.) Rick and his Doria returned to try to deal some more grief to California but he had his reciever switch shot and went out of control. Andrea Doria cruising in slow circles was pounded by the three Allied heavies and Rick finally declared Andrea Doria Sunk. The rest of Sortie 1 wound down as the remaining Axis came off the pond at the end of their 5 minutes. The score for sortie one was Allied 2980 - Axis 475, it was going to be a long weekend for the Axis.



Sortie 2 started with some help to the Axis as California refused to return to battle and gave them 400 points but they added little damage to the active Allied ships while Chris Pearce's Lutzow took most of the damage on the Axis side. Danny's Maryland was added to the already larger Allied fleet. Battle 1 final score: 4390 vs. 1195.

In Battle 2, the Axis came out slugging with a ship change from the Pola to the Von der Tann. The first sortie added a lot of damage to the Axis side as Francis Rogowski's Houston acted as the wounded duck (attracting Axis ships to the killing ground.) As it worked out, the Houston only got 3 hits, though she was really unbalanced and out of much of her control. The Axis Doria and two Lutzow's took most of the damage. First sortie damages: Allied 910 - Axis 2440. The Houston was out of the second sortie due to mechanicals and paid 300 points penalty, and the Axis were more careful and won the second sortie 1325 to 1190. But it was too little too late and the Allied had won another fleet battle.

Sunday morning was cool but the ships were ready and the third fleet battle got under way. 7 Allied ships vs. only 5 Axis now as Rich Strickland's Lutzow didn't launch (Maryland cops had held him up on the way to the pond.) The battle was uneventful except that Maryland and Warspite both drew 100 point ram penalties. I don't know what happened to Danny but I struck Rick headon as we both came around an island (Rick said he beat me to the intersection.) In the second sortie, California again out for mechanical (-400 points). The Moreno (Nathan Blattau) which had been fought hard in all of these battles was pounded into the pond and sank as

## MERRY CHRISTMAS TO ALL

By Santa Claus

HO, HO, HO! I can't believe that Christmas is here already. Once again you battlers have sent your Christmas wishes to me, and I have once again decided to grant some requests and deny others. Merry Christmas to all of you and your families -- Allied and Axis alike.

DANNY SCHULTZ: I'd like 40 board feet of walnut lumber to build myself a trophy case to store all my 1989 Fall Southeastern hardware.

SANTA SAYS: Granted. You deserve the trophies after campaigning the MARYLAND all these years.

WADE KOEHN: Please tell Skunkworks to hurry up and complete my 29.5 knot BISMARCK hull. I need something (anything) to battle with rather than my ugly LUTZOW.

SANTA SAYS: A good looking stud like you shouldn't have to be seen anywhere near the LUTZOW. Can you handle a BB?

DAN HAMILTON: I'll ask for \$200 to refurbish the HMS RODNEY so that Mary can have a ship to fight (rather than fighting me).

SANTA SAYS: Just patch up the hull (with 10 sheets of silkspan) and throw the ol' tub in the water. With 1" X 2" bumper boards attached around her edges, she'll make a good target for Campaign.

BRETT GLOVER: My LUTZOW needs more speed. If the BISMARCK is a 30 knot ship, the LUTZOW is a 35 knot ship.

SANTA SAYS: Denied. You krauts always want more and more from me. Paint her black and call her a stealth ship.

BETH & RICK SCHULTZ: Our business needs another reliable, knowledgeable electrician so that we can continue to grow and pay for more ship models. Got any ideas?

SANTA SAYS: Call Steve Baker in Georgia. From the looks of new heavy cruiser he's an ace at neat wiring. He also builds Italian ships, so he's on your side to begin with.

STEVE BAKER: My "good POLA" needs better props. She has no reverse speed, and she turns like pig. Any ideas?

SANTA SAYS: How about water cooled props? Make some new screws from the lids of orange juice cans as described in the David Oswald article of 1983.

MIKE DESKIN: Please send me a buyer for my JEAN BART.

SANTA SAYS: No way. The club needs you and the BART to remain in the hobby. Stay in the Allied fleet -- Axis are bad for your peace of mind.

DAN DEES: I wish for a free airline ticket to Annapolis. Can you imagine driving clear across the US of A and then be with the MAG(gots) for an entire week?

SANTA SAYS: I'll see that you get two tickets -- bring Shirley along or don't come at all. I always fly myself (as you know), and I make it a point to never stop in Annapolis because of that bunch of wierdos.

SHIRLEY DEES: I'd like a convoy ship that is unsinkable. Also a transmitter with the controls arranged correctly.

SANTA SAYS: I'll insure that there is a new mystery novel in your Christmas stocking, but the ship problems are beyond even me and my elves.

her pump jamed with balsa parts and she was partially filled during a ram check. Score: Allied 2375 vs. Axis 2270 (a close one for the Allies.)

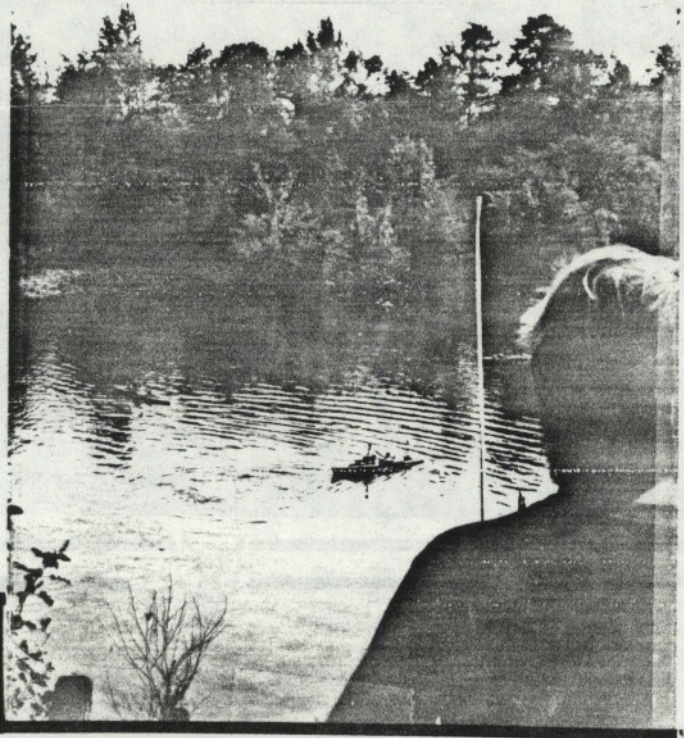


Battle 4 was the last of the pure Axis/Allied battles was a rout. The Axis were chased around so much that the Moreno ram sank the Von der Tann during manuevers to try to shake the Allied ships chasing it. The Von der Tann went down so fast, no one noticed until the captain was ready to wade into the water. In the second sortie, Moreno sank and (I think) so did Lutzow (Pearce).

Battle 5 was a makeup battle of all those who still were able to field a ship - The original sides were: Fleet A: South Dakota, Moreno, and Pola vs. Fleet B: Andrea Doria, Warspite, Zara, and California. But Moreno couldn't make it and Fleet A was given the California. At the beginning of the battle, S.D.

squared off against the Warspite and left the remaining ships to fight among themselves. Warspite and S.D. maneuvered around one-on-one style but failed to score any telling hits for a while. But then came a call, the California had run herself aground on a submerged reef. The South Dakota wheeled to protect the California and the Warspite followed, but the Andrea Doria was already pouring the bb's into the California. South Dakota attacked the Doria which moved off but the Warspite now could move in and comence bombardment. Will shuttled back and forth between chasing one or the other of us but it always left one of us free to pound. Pola tried to defend but mossed up and the Zara was mainly ignored as she made torpedo like runs on the California. The end score was: Fleet B winner at 2110 vs. 575.

END



SANTA SAYS: The two of you might be able to handle one WW. When the model is completed, Ron, you steera 'da boat, and Frank, you shoota 'da guns.

MARTY HAYES: I want to publish HULL BUSTERS in 1990. With my Mac computer and culture I could make this rag into a class periodical.

SANTA SAYS: Request denied. The editorship of HB is all that DWF has to give him any respect (his battling ability no longer respected). Such a switch would break his black heart.

JEFF & SCOTT LIDE: Send us a planset for a Japanese BB with casement guns that extend down to the keel of the ship.

SANTA SAYS: If you two build a model of the sunken ARIZONA you will have the model with the minimum penetrable hull area. With this ship you also wouldn't have to waste money on motors or pumps.

JOHN FRENCH: Don't send me any week-long guests to stay at my house during 1990 Nats just because I'm the Nats Host.

SANTA SAYS: Sorry, the entire Texas crew (pickups and all) plan to camp out in your home. Send your family away for the week (and fumigate the building before bringing them back).

NATHAN BLATTAU: I'd like some prefinished, hard 1/32" balsa so I can reskin the MORENO. She needs a new skin for the Annapolis Nats in 1990.

SANTA SAYS: It is on the way. Many battlers will be relieved when you remove the masonite skin that was on her in 1989.

RON THIBAUT & FRANK PITTELLI: We're tired of using Italian cruisers. No one respects us with just 2 guns. Send us a planset for a WW so that we can rule the MAGgot's scummy pond.

D.W.FLUEGEL: I need a good excuse to not show up at the 1990 Nats. The Knoxville Nats just wasn't a vacation at all for me or my Axis friends.

PETER FUTSCHIK: I need a babysitter for 1990 Nats so I can bring my family (and boats) to Annapolis. We can take in the sights around Annapolis the week after.

SANTA SAYS: Hmm...I can solve two problems with one act. Fluegel, you babysit for Peter's family. That will allow Peter to battle while you babysit. If you see one SCHARNHORST, you've seen them all. The Allies will be deeply saddened by your absence, DWF!!

JOHN JASS: Send me a planset for the SUFCOUF so I can build a a submarine. Gerald and I will fight it out under the seas!

SANTA SAYS: What if your frog submarine sails into a sunken baggie? You know your attraction to baggies. Try it anyway.

DAVID HAYNES: Just give me a few more hours in the day. With a new daughter I can't get any work done on my ships and do the 3AM feedings too.

SANTA SAYS: A beautiful daughter is more important than a Japanese ship. See you back in the hobby in five years. The Allies will not miss you a bit.

# Treasurer's Report for 1989

The IR/CWCC finances are in reasonable shape at the end of the year, at aprox \$400.00. The Aprox is because of some outstanding debts still owed to Dan Hamilton (final costs of ribbon distribution for Nats.) and Fluegel (cost of new fire hazard, pardon me, traveling trophy)

In 1989 we ended the year with a membership of 80 combatants with current membership, and we already have two new members paid for 1990. In 1988, we ended the year with 76 combatants so we are slowly growing each year. Total people who have belonged to the club at one time or other = 166.

Remember to get your new membership for 1990 in early as it includes the subscription to Hullbusters (that Rag produced in a third rate country by a lunatic fringe element), the new copy of the rules (which Tom Jass' wife must be slaving over now), and your new membership card. The cost as last year is \$12.00 (\$6 for the club and \$6 for Hullbusters). Membership can be sent to me: Martin Hayes, 1113 Crestview Dr., Annapolis, Md. (Treasurer) or to Wade Koehn, 5137 Painters, New Orleans, La. 70122 (Sec.). Either way, please send a check made out to the individual - not the club. We can't afford a bank

account in the club's name (organizational accounts have service fees).

Wade and I will send the money to the proper places (half to Fluegel and half to the club) **finances Nationals 89-90**

| National Finances / Sec.                           |                 | 1989-90             |                   |
|--|-----------------|---------------------|-------------------|
|  |                 | in                  | out               |
|  |                 |                     | total             |
| <b>total at end of Nats. 7/14,1989</b>             |                 | \$466.59            | \$466.59          |
| check from Dan Dees -7/18                          |                 | \$204.00            | \$670.59          |
| Postage for rules, etc to Tom - 7/19               |                 |                     | \$2.50 \$668.09   |
| To Dan Hamilton for Nats. ribbons - 7/21           |                 |                     | \$150.00 \$518.09 |
| To Dan Hamilton for tapes (new members) - 7/21     |                 |                     | \$50.00 \$468.09  |
| Recieved dues from: 1: \$6, 2-\$12                 |                 | \$18.00             | \$486.09          |
| sent hullbusters money                             |                 |                     | \$6.00 \$480.09   |
| Postage : Misc. transactions/info. packs           |                 |                     | \$5.00 \$475.09   |
| Recieved dues from:3-\$12                          |                 | \$12.00             | \$487.09          |
| sent hullbusters money                             |                 |                     | \$6.00 \$481.09   |
| Recieved dues from:4 : \$12                        | 8/30            | \$12.00             | \$493.09          |
| Recieved dues from:5                               |                 | \$6.00              | \$499.09          |
| Recieved dues from:6                               | 10/21           | \$8.00              | \$507.09          |
| Recieved Dues from:7                               | 11/10 90 member | \$12.00             | \$519.09          |
| Recieved Dues from: 8                              | 11/15 90 member | \$12.00             | \$531.09          |
|  |                 |                     |                   |
|  |                 |                     |                   |
|  |                 |                     |                   |
|  |                 |                     |                   |
| <b>Total funds at 11/15</b>                        |                 | \$531.09            |                   |
| Approx. Outstanding debts:                         |                 |                     |                   |
| Fluegel traveling trophy                           |                 | \$65.00             |                   |
| Fluegel Hullbusters subscriptions - not sent yet.  |                 | \$18.00             |                   |
| Hamilton - additional cost of ribbons and postage. |                 | \$50.00 aprox       |                   |
|  |                 | total debt:         | \$133.00          |
|  |                 |                     |                   |
|  |                 |                     |                   |
|  |                 | Approx. Real funds: | \$398.09          |

STAN WATKINS: I'd like some plastic material to build side shields for the Knoxville Convention Center.

SANTA SAYS: Wow. The only place I know to get that much plastic is to disassemble the USS OKLAHOMA CITY. Even that may not be enough.

CURLY BARRETT & STEVE SMITH & CHRIS GENARRO & LARRY DAHL: We want some battlers to come up to Port Polar Bear and play war with us. Do we have bad breath?

SANTA SAYS: I know Viking land is a beautiful place, but then I live at the North Pole and even Minnesota feels warm to me. Why don't you guys move south to civilization?

BUDDY FRIEND: My cruiser needs an overhaul -- send me a new battery and some balsa wood.

SANTA SAYS: The stuff is on the way. Hang in there and work on the ship; you'll sink Leif in 1990.

CHRIS PEARCE: What do you think of my trading the LUTZOW for Goodson's HOUSTON? Do you approve?

SANTA SAYS: A good trade is when both parties are happy with the outcome. Just because Leif thought Christmas had occurred in October.....

STEVE ANDREWS: Please giftwrap 500' of 18 gauge wire so I can rewire the CALIFORNIA. It's a real rat's nest inside of her.

SANTA SAYS: See Rick for some help. The wiring in his ANDREA DORIA looks really slick and neat. (Just check all his work carefully -- you really can't trust an Axis, you know.)

TOM JASS: Send me a solution for the 1991 frequency mess.

SANTA SAYS: Solomon himself couldn't solve that mess. You're on your own.

LEIF GOODSON: Pleas help me convince the Club to hold the 1991 Nats in beautiful Florida. What a paradise it is down here!

SANTA SAYS: Florida in July?? That would be worse than Amarillo. You might have a chance if you offer to move Nats to December.

JAMES FOSTER & STEVE MILHOLLAND: Send us any orders for grownup toys that you can't fill during this holiday season. Skunkworks needs a big year in 1990.

SANTA SAYS: Gladly. My elves and I wish you two all the best in 1990 and beyond with your new business.

GERALD ROBERTS: Please stuff my stocking with a few Zero model airplanes in 1/144 scale. My aircraft carrier will then win best of scale at each meet. (And Fluegel will be proud of me.)

SANTA SAYS: Instead I'll pour a pint of green paint into your red stocking. Relaunch the HARUNA and forget the CVA. Fluegel will disown you if you show up with a submarine and a 'carrier.

ERIC NOBLE: Do you need a CAD/CAM operator at the north pole? I'd like to leave Ohio and find a new job location.

SANTA SAYS: It's even colder up here than it is where Curly lives. Cast your eyes south towards Huntsville where the weather is warm.

BOB AMEND & WILL MONTGOMERY: Help us decide what ships to build for 1990. Axis or Allied? Battleship or heavy cruiser?

SANTA SAYS: Why do you bleeding hearts feel sorry for the Axis? Stay Allied, or as a compromise build a Swiss BB and remain neutral.

CARL SHAFER: JJ wants a USS MISSOURI to battle in 1990. I know I build new ships quickly, but what do I do?

SANTA SAYS: Why not cut the INDIANA in half and graft on a section amidships? Are you sure a MISSOURI makes any sense?

JAY EDWARDS: Answer me a question. Why does one of the turrets on my WW fire water rather than bbs?

SANTA SAYS: Foster always built a few quirks into his ships. Do not load the pump with bbs; do not load the magazines with water.

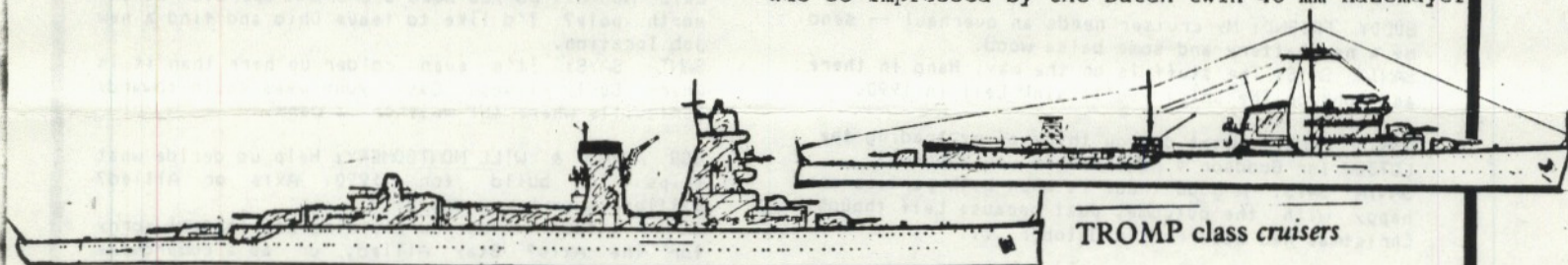
BILLY GAINER & JAMES WEST: Nats in Florida in July? That Leif is nuts. We want 1991 Nats back in Amarillo -- the birthplace of R/C combat.

SANTA SAYS: You can't ask civilized folks to come to Amarillo. The pollution from the A Bomb plant and all the Axis ships is just too much!!

EIO

For this review we are going to sail north along the coast of Europe past the shores of Spain, France, thru the English Channel, and beyond Belgium to the northern European country of the Netherlands, home of wooden shoes, silver skates, and windmills. The Netherlands also popularly known as Holland at the time of our study (1905-1946), consisted of the home country in northern Europe and the Dutch colonial Empire. The largest territory of that Empire was the Dutch East Indies. The East Indies was a vast colony much larger than the home country in area and population. This colony was under developed and wild but possessed of rich wealth in resources, such as tin, copper, rubber, and oil. The Indies produced 20 million barrels of oil per year in just tapped fields. The Dutch had just finished the long Achin war of 1873 to 1904 to secure the area. After 31 years of war the Dutch were very concerned for the defence of this colony as well as the mother country. Due to the distances and the geography this required considerable naval forces which the Dutch tried to build and maintain down thru these years. The primary purposes of the fleet was to deter attack by its presence, if attacked by a minor power to deal with the situation, and if attacked by a major power to delay enemy until help from an Ally could arrive. From 1905 to 1946 the Dutch navy defended Dutch interests anywhere in the world. In 1908 the Dutch fleet blockaded the coast of Venezuela and seized two Venezuelan coast guard ships, after Dutch Merchant ships had been attacked by the corrupt Venezuelan government. In 1912 Dutch warships were sent to Constantinople Turkey, to protect Dutch citizens and interests during the Balkan wars of 1912-1913. When World War One began the Netherlands remained neutral in spite of German and British pressures both external and internal. At sea the U boat war and the British blockade made this increasingly difficult. Neutral shipping which did not follow approved British routes and submit to British inspections were given the alternative of mine fields or seizure. In 1914 the Dutch Government agreed to be the sole recipient of goods bound for the Netherlands with a Guarantee that they that would not reach the enemy. But by 1915 the blockade was so strong that no neutral shipper would knowingly accept a German cargo. As a result of all these and other measures by the warring powers Dutch imports and exports fell off by more than half pre war levels. The cost of the

war was high of the Netherlands, it was estimated at 127 million dollars and with the inflation of today was much more than even this figure reveals. This includes such things as the cost of maintaining a large standing drafted army and the loss of 230,000 tons of merchant shipping. Some of these ships were the 6 out of 8 ships lost in one convoy even though they had a safe conduct pass by the Germans. The Dutch even lost three large ocean liners to U boats and the navy was under tremendous strain to prevent violations of neutrality by belligerent forces of both sides during the war in Europe as well as the Indies. Some notable incidents were having to force commerce raiders out of Indies neutral waters after the time limits under international law had expired. So the navy carried more than its share of the burden to keep the country neutral and safe from attack. The end of the war was greatly cheered by the Dutch people. But the end of the war brought fresh new defence problems. The Japanese were now a direct threat to the Empire and coveted its mineral wealth and they made no secret of their hostile intent. The Japanese desperately needed oil to feed their hungry war machine and the East Indies was the nearest source. After the war the English had withdrawn their Battleship Squadron from the far east. German forces there has been destroyed in the war and their colonies over run and seized by the greedy Japanese at the wars end. The Russian naval presence in the far east had been destroyed by the Japanese in 1905. A power vacuum had thus arisen in the far east which the Japanese were determined they would fill and there were no major naval forces to counter the rising power and sun of Japan, as yet any way. Even though the war to end all wars had just ended and the Dutch people were tired of military expenditures the Dutch had to continue not only to maintain their naval forces but to expand to resist the ever expanding power of Japan. The Dutch ship building industry was of high quality and all major Dutch warships were built in home yards. Dutch equipment was good and Dutch ships were well equipped by any standards in the world. The Dutch did however seek foreign assistance in areas where they had limited experience. Some areas of Dutch Prowness in inventing new solutions to problems were fire control, stabilization of guns and fire control equipment, remote control, automation, and the development of the snorkle. The British Royal navy was so impressed by the Dutch twin 40 mm Hazemayer

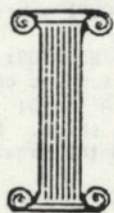


DE RUYTER cruiser

TROMP class cruisers

## President's Column

By Tom Jass



MERRY CHRISTMAS TO ALL OF YOU AND YOUR LOVED ONES! Especially those families who have had new additions during 1989. May 1990 be filled with successes and happy memories for you and yours.

Looking back on 1989 I think we've had a good year (ignoring the tally of Allied or Axis victories). Our "magnificent obsession" has added new members, our clubs are growing and rookies have been added and integrated into battling status. The 1989 Nats at Knoxville was well attended and the site was lovely. The appearance of Stan Watkin's article in the fall issue of US Boat & Ship Modeler has given us a real boost in the area of inquiries from interested people. Good job, Stan! Let's all work together to make 1990 an even more fun, more successful year.

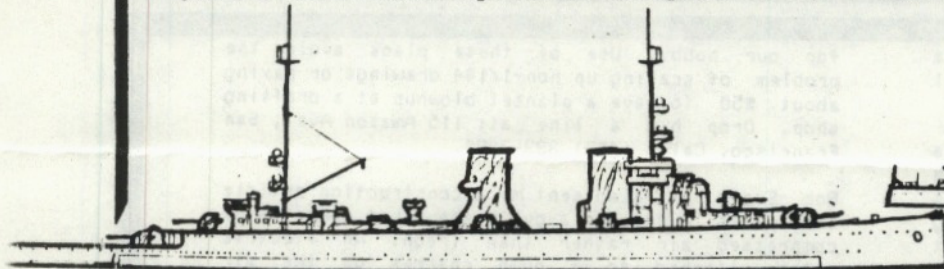
1990 will be a banner year if you veterans make a New Year's resolution to take a rookie personally under your wing to make his introduction to our hobby as easy as possible. We veterans know (if we

anti aircraft mounting that it was copied and installed in British ships. In general the high quality of the small ships of the Dutch navy would have made any navy in the world happy to have operated them. The coming of World War Two meant that the Netherlands was invaded and occupied by the Germans in 1940. The Dutch Government and several Dutch ships escaped to England, where they carried on the war. As predicted by the Dutch naval authorities, Japan attacked the Dutch East Indies and drew Dutch forces there into the widening war. The Allies formed the ABDA command in the far east to combat the Japanese menace. ABDA stands for the American, British, Dutch, and Australian command. The combined naval forces at sea were commanded by the Dutch Admiral Helfrich. The Dutch Light Cruiser De Ruyter became the Flagship of the ABDA command. The De Ruyter led the Allied fleet in several gallant sorties but it was in vain as the Japanese could not be stopped at the beginning of the war. The Admiral paid the supreme sacrifice with his life and the death of his flagship at the battle of Java sea while trying to stop the Japanese invasions. Dutch naval forces continued to fight valiantly along side the Allies until the end of the war, the Axis were defeated, and their homeland and colonies were freed from their enemies forces.

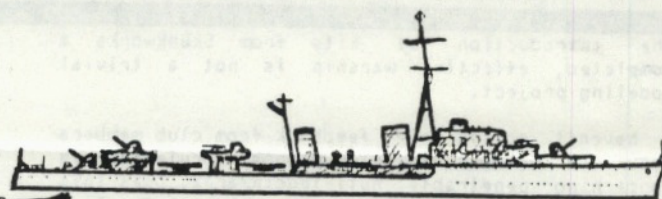
#### The Ships and Facilities

The major bases naval bases in the Netherlands were at Den Helder and Hellevoetsluis on the Dutch coast with and additional naval depot at Amsterdam. The navy also had the backup of several privately owned ship yards. In the East Indies the Dutch navy operated major bases at Soerabaya, Tandjong Priok, Macassar, and Tjilatjap, which were all defended by medium calibre guns. Prior to and during the first years of the 19th century the Dutch made extensive use of coast of coast defence gun ships such as the Martin Harpertzoom Tromp, and the Jacob van Heemskerck for defence of home and East Indies waters. These ships were basically small Armoured Cruisers with powerful main gun batteries but limited cruising range and slow speeds. They were however a credible deterrent in their day but something more modern was needed even before the end of the First World War. Naval authorities wanted 3 Light Cruisers, 5 Espana type Battleships, and a Destroyer force to escort these ships. The Battleship design was modified into a 24,000 ton design with 8 X 14 inch guns, a 10 inch armor belt, with 22 knot speed. World War One and the Financial problems it imposed on the

Netherlands as a result put a stop to the Battleships and slowed down the construction of the Light Cruisers. By the wars end it was felt in naval circles that the Battleship design should be modified into something faster but still with good fire power to over whelm enemy light forces. The Washington Treaty limiting the size and numbers of capital ships and increasig the numbers, size, and effectiveness of light forces had a major bearing on this trend in the Dutch navy. Two of the Light Crusiers of the Sumatra class were completed in the 1920's after a slow down in their construction caused by the First World War and the Dutch navy who wanted to complete them to as up to date design as possible in light of war time experience with additions gained from this experience. The 3rd. member of the class was deleted in order to complete an even more modern design for the fleet's 3rd. Light Cruiser. The Sumatra class were larger, better armed, had better water tight subdivision, and were faster than other World War One Light Cruisers. They were to have been completed in 1918 but were delayed until 1925. although the Dutch worked in several improvements to the design, they were still inferior to many post 1922 Treaty Cruisers building by many of the major powers. They were both given major refits in 1934 to 1935. Both Light Cruisers were stationed in the East Indies on the outbreak of war with Japan and took part in several operations. Java was sunk at the Battle of Java Sea by torpedoes from the Japanese Heavy Cruisers Haguro and Nachi, while fighting Japanese Cruiser and Destroyer forces in her designed role. After the fall of the East Indies Sumatra escaped to Australia and later returned to England to operate with Dutch forces in the Atlantic, but suitable replacement of spare parts availability eventually saw her laid up at Portsmouth harbor. Since the 3rd. member of this class the Celebas was cancelled a new Light Cruiser was laid down to give the navy its 3 Light Cruisers orginally projected for the fleet. The new design resulted in the Light Cruiser De Ruyter, a thoughtly modern Light Cruiser. At first many in the navy wanted to complete her as a small Heavy Cruiser with 6 X 8 inch guns similar to the British Heavy Cruiser ~~Exeter~~. But in order to give her commonality of ammunition with the other Cruisers, and for them to operate as one homogeneous squadron, she was completed as a Light Cruiser with 7 X 6 inch guns. The original design was for 6 X 6 inch guns and was enlarged to permit the additional gun and other features such as



SUMATRA class cruisers



TJERK HIDDÉS class destroyers

haven't forgotten) how difficult it was to build and prepare our first ship. One of the best R/C Combat lines ever is, "No one should have to build his first ship -- just go on to number 2 (with all the lessons from number 1 incorporated into it)." How true!! Help from veterans and clubs is the best way to insure that rookies experience the least amount of frustration and trouble with their first ship. If you are a veteran but do not have a R/C Combat club in your area (my case), you can impart your knowledge to a rookie via the medium of audio tapes and telephones. Very few of us (I in 100?) could have build our first ship by himself without the help of a veteran and/or the information in HULL BUSTERS.

Perhaps our illustrious editor could put together a special HB edition that would cull old construction articles from past issues. Some of

the construction articles I have in mind are: Foster's Turbo pump; my article concerning hull construction; Milholland's Penny Pump article (this pump may not be the latest technology, but it will keep a rookie afloat); Amend's and Futschik's explanation of single shot valves; etc. Whenever I answer mail to rookies about getting started I always recommend that they purchase a complete set of HULL BUSTERS back to 1983. But a special construction edition that would pull all the necessary articles into one issue might be very useful for new people. What do you think, Flugel? (No smart remarks from the Allies.)

If you are a veteran and you have a combat warship system (watertight box, cheap throttle, pump turn-on, magazine design, etc.) that has worked well for you for a few battling seasons, write up a detailed article for HB and share your knowledge with the rookies (and Axis). Even with

Flagship fittings. In appearance she strongly resembled the German Graf Spee. This was caused by the tall control tower, stepped off stern desk, and a single large funnel. She fought in the East Indies as the Flagship of the Dutch fleet and later as the Flagship of the ABDA Inter Allied Battlefleet. After several operations she was sunk in action with Japanese Cruiser and Destroyer forces at the Battle of Java Sea. Before the Second World War the Dutch navy became somewhat alarmed at the increase in size of Japanese and German Destroyers. To counter this and the Numbers of Japanese Destroyers the Dutch built the Tromp class of Light Cruisers as Destroyer Leaders and spearheads for their Destroyer squadrons. This seemed to offer a better solution than trying to match the Japanese Destroyer for Destroyer. The Tromp class had most of its main armament concentrated forward to allow them to act in this spearhead role. The armor belt was only 5/8 of an inch thick and was not heavy enough to give much more than splinter protection from heavy shells and direct hits from only light guns at very specific ranges. This was considered to be enough however for taking on Destroyers. The protection was of course limited by the small size, displacement, and the need to maintain higher speeds to keep station with light forces under most conditions. The Tromp was completed to the Dutch design but the second ship Jacob van Heemskerck was fitting out when the Netherlands were over run by the Germans and escaped to England. The third ship of the class was never laid down due to the war, shades of the Celebes. After the Jacob Van Heemskerck escaped to England she was completed to a modified design. The main thing altered was the armament, she was completed with 5 twin 4 inch gun mounts in place of her planned 3 twin 6 inch gun mounts. This lowered her surface hitting power but greatly increased her anti aircraft power turning her into an Anti Aircraft Cruiser. She was virtually an American Atlanta class Cruiser or British Dido class Cruiser. She was not as well armoured as the other ships and did not possess their surface capabilities either though. The guns were mounted in the original positions with one mount on each side at the waist position as well. One major consideration not overlooked was the commonality of ammunition with other British ships and ammo stocks. Her forecabin was also carried further aft giving her a little different appearance. Tromp survived the battles of the East Indies. She

fought along side other Allied forces and was joined by her sister, They served with few exceptions with the British Pacific fleet in operations against the Japanese occupying the Dutch colonies until the end of the war. Both survived the war and served with the Dutch navy until the 1950's. The Dutch had laid down 2 new Light Cruisers to replace the Sumatra's in 1939. They were to have replaced the Sumatra class by 1945 but work was stopped by the German invasion. Like the Sumatra class they were to replace who did not complete for several years after World War One, They did not complete until several years after World War Two to a modified design. The Dutch did not begin building modern ocean going Destroyers capable of escorting the fleet far afield until the 1920's. The Destroyers build before this were of 500 tons or less in displacement fit only for coastal work and short range escort. The new Destroyers were larger than 1,000 tons standard and well suited to the task assigned to them. The Van Glent class were the first class of the new type of Dutch Destroyers and the basis for later Dutch designs. They were designed with considerable technical assistance from the English ship yard of Yarrow, who had a strong reputation for building quality Destroyers. All 4 of the ships were built in Dutch yards with assistance from Yarrow. All of the class were war losses. Van Glent ran aground and was lost in a war operation in the East Indies, Piet Hein was sunk in a running gun battle with the Japanese Destroyers Asashio and Oshio. Kortenaer was sunk by Japanese Destroyers at the Battle of Java Sea. Evertsen was also lost in action with Japanese Cruisers and Destroyers. The Next class was a modified version of the previous Van Glents and was called the Van Galen class. They featured an improved anti aircraft armament and 30 more tons of reserve fuel for greater cruising range. The Van Galen class also carried more powerful turbines to offset the additional weight. All of this class were war losses while fighting the Japanese like the Van Glent class. One of the Van Galens was raised and repaired by the Japanese. She (the Blanckert) was returned to the Dutch by the Japanese at the wars end. The Tjerk Hiddes class Destroyers only had 2 out the 4 ships laid down completed. The Isaac Sweers escaped incomplete to England after the German invasion of the Netherlands. The other members of the class were captured incomplete unlaunched by the Germans. Isaac Sweers was completed in England

the introduction of kits from Skunkworks a completed, effective warship is not a trivial modeling project.

I haven't gotten any feedback from club members about my October article proposing rule changes concerning penetrable hull length/area. Does this mean there is no interest in the subject? The long discussions at the 1988 and 1989 Nats about casement guns don't seem to support the apparent lack of discussion. Think about the "problem" and publish your views in HB. Perhaps the subject is a "non-issue"?

All of us (16 battlers) who attended Fall Regionals in Decatur, Alabama, had a great time. The battling was brutal among the capital ships and the description of the fighting will be in this issue if I've had time to write it up and Fluegel has the room to publish it. Dan Hamilton has a video tape of the action available for \$15 -- he is doing an almost a professional job on his tapes (he's added sound and titles). Get one to your library to show it to a rookie.

I have recently been in contact with Bob Evans (a member of one of the northwest clubs) about their club, its direction and battling techniques. He has an impressive list of ship plans available in 1/144 scale for about \$15-20 each. These plansets do not show construction details, but they will provide sufficient detail for one to build a ship

for our hobby. Use of these plans avoids the problem of scaling up non-1/144 drawings or paying about \$50 to have a planset blown up at a drafting shop. Drop him a line at: 115 Amazon Ave., San Francisco, Cal., (415) 333-7880.

Bob Evans has also sent me a construction article and parts list for a gun system that operates on compressed air rather than freon. An electric motor attached to a pump charges up the air storage system to provide propulsion for the bbs (or ball bearings) in the magazines. Those of you who are interested in playing around with such a system drop me a line, and I'll Xerox you a copy. The system is working in the west. One problem from our point of view is that there is about a 3 second cycle delay between gun firings to enable the compressor to recharge the air tank(s).

In my February column I will publish a R/C frequency form that you can fill in and return to me so that I can assemble the "Master Frequency" list that I promised to construct. I'm waiting until after Christmas so that any of you who get R/C equipment as a gift (rather than ties or handkerchiefs) don't have to send me info twice.

Merry Christmas from John and me -- peace to all of you (except on the water battling). Renew your Club Membership RIGHT NOW to continue receiving your issues of HULL BUSTERS through 1990. Also renew your NAMBA membership for 1990 -- battle safely!



with 6 X 4 inch guns in 3 twin mounts. She and two British Tribal class Destroyers sank 2 Italian Light Cruisers (Alberico De Barbiano and Alberto Di Giussano) off Cape Bon in a night battle in 1941. She was also part of the British force that sank the Italian Light Cruiser Bartolomeo Colleoni in 1940. She herself was sunk by U boat torpedoes in 1942. The Gerard Callenburgh was completed with her original armament by the Germans as ZH1. She was destroyed ironically by gunfire from 2 British Tribal class Destroyers in 1944 after a running gun battle in the English Channel. This the very type of ships her sister had operated so successfully with. Two Destroyers of the British N Class were obtained in England during the war to further increase the Dutch fleet. They became known as the second Tjerk Hiddes class as the original ship was destroyed on the slip by the Germans with the Philip Van Almondes. The Dutch wanted a fleet of 3 Battlecruisers, 6 Light Cruisers and 12 Destroyers by 1945 and they almost got it, having completed 5 Light Cruisers and 9 Destroyers by 1941.

Factions of the Dutch naval staff also wanted 3 Heavy Cruisers added to their fleet but with the numbers of Japanese Heavy Cruisers being built this was modified into 3 Battlecruisers. These ships with the same high speed as Heavy Cruisers the Dutch reasoned could outclass and destroy Japanese Heavy Cruisers. They would it was thought have several advantages, #1 since the Dutch could not hope to build enough Heavy Cruisers to match the Japanese they could do so with fewer large ships, #2 These Battlecruisers would it was thought force the Japanese to commit larger forces than acceptable to attack Dutch possessions. The naval staff envisioned ships similar to the American Alaska Battlecruisers and the German Scharnhorst Battlecruisers. Dutch naval authorities sought German assistance and the 11 inch guns were ordered in Germany. The Germans refused the Dutch access to the plans of the Scharnhorst class as these were far above the 26,000 tons displacement standard claimed for these ships by the Germans. The Scharnhorst actually displaced 32,000 tons displacement standard, 8,000 tons above their announced displacement. Dutch designers were never to find out about the true displacement or the 14 inch thick armor belt of the Scharnhorst. The Dutch were beginning to wonder anyway as their final design displaced 29,000 tons standard with only a 9 inch armor belt. The Designers visited England,

REVISED:2-3-89

FILENAME:NETHERLANDS

| CLASS         | NAME           | # SHIPS | LOA (FEET) | BEAM (FEET) | STANDARD DISP (TONS) | FULL DISP (TONS) | HEAVY MODEL DISP (LBS) | ARMOUR (INCHES) | # GUNS | # DIA (INCHES) | SPEED (KNOTS) | BUILT   | OFF/DEF CLASS | SPEED (SEC/100 FT) |
|---------------|----------------|---------|------------|-------------|----------------------|------------------|------------------------|-----------------|--------|----------------|---------------|---------|---------------|--------------------|
| LIGHT CRUISER | SUNATRA        | 2       | 510        | 53          | 6,700                | 7,400            | 5,551                  | 3.0             | 10     | 5.9            | 31.00         | 1925    | 5             | 24                 |
|               | LESS THAN 9000 | 1       | 561        | 52          | 6,500                | 7,800            | 5,851                  | 2.0             | 7      | 5.9            | 22.00         | 1936    | 5             | 24                 |
|               | AFTER 1922     | 2       | 433        | 41          | 3,900                | 5,400            | 4,051                  | 0.6             | 6      | 5.9            | 34.00         | 1938-41 | 5             | 24                 |
| HEAVY CRUISER | M H TROOP      | 1       | 334        | 48          | 5,300                | 6,100            | 4,576                  | 6.0             | 2      | 9.4            | 16.00         | 1906    | 5             | 38                 |
|               | BEFORE 1922    | 1       | 340        | 56          | 6,500                | 7,400            | 5,551                  | 5.9             | 2      | 11.0           | 16.00         | 1910    | 5             | 38                 |
| DESTROYER     | VAN GHENT      | 4       | 322        | 31          | 1,300                | 1,800            | 1,350                  | NA              | 4      | 4.7            | 36.00         | 1927-28 | 7             | 22                 |
|               | VAN GALDEN     | 4       | 322        | 31          | 1,400                | 1,900            | 1,425                  | NA              | 4      | 4.7            | 36.00         | 1928-29 | 7             | 22                 |
|               | T HIDDES #1 2  | 2       | 351        | 35          | 1,600                | 2,400            | 1,950                  | NA              | 5      | 4.7            | 36.00         | 1941-42 | 7             | 22                 |
|               | T HIDDES #2 2  | 2       | 357        | 36          | 1,800                | 3,000            | 2,251                  | NA              | 6      | 4.7            | 36.00         | 1942    | 7             | 22                 |

END

# Observations of the Founding Father

OBSERVATIONS OF THE FOUNDING FATHER  
By Stan Watkins 11/17/89

Greetings Combatants!

As 1989 draws to a close we can think back over the year and try to look at new trends (fads?). The electric valve is once again becoming a trend. I remember when James Foster used one in his Chicago back in 1982 or 83 at Springfield. He used it to replace the needle valve that we had been using on Mk-IXs. It's advantages were: 1. no direct linkage to servo needed. The servo actuated a switch and the wires went from the switch to the electric valve. This means that the servo can be inside the water tight box and the valve can be remote without having to have a moving linkage going through the wall of the watertight box.

2. More valves (switches) could be operated per servo. If simultaneous or sequential gunfire was desirable this is a real advantage and can help offset the cost of the electric valves.

Disadvantages were:

1. Much higher cost
2. Lower flow rate
3. Greater weight
4. Dependence on battery voltage to operate (as main drive battery voltage dropped gun would not work).

Today, apparently the flow rate problem is not a factor anymore. For battleship builders where budget (HA!), weight, and Batteries are not a problem the advantages may outweigh the disadvantages. For heavy Cruisers it is not so clear cut. We'll see.

In short, if it works for you, Do it.

Batteries are also a new situation. X-cells are getting harder to get and some of the new NiCads have much higher power density (many more amp hours per unit weight). Some Nicads will also last as long or longer than X-cells. The quick charge variety also mean that one set can last all day. They are still very expensive but since one set can be used all day the cost is not that much more than new X-cells (about \$250)

for heavy cruisers per set, but you only need one set). Some small heavy cruisers will become very useful again because of these batteries.

They are worth a fair evaluation. As an example of changes in power density, old sub-C Nicads were 1200 milliamp-hr batteries. Some of the new ones are 1400, 1700, and even 2000 milliamp hours. Imagine, Two Sub-C 2000 milliamp Nicads would have the same power as an X-cell and more voltage 2.5v for 2 in series versus 2 v for an X-cell. What a weight difference!

New frequencies and "narrow-band" radios are something that is starting to impact us also. Ace Brand is looking better for their customized frequency service. They cost more but you can use your servos with their receiver, in that way it is not so bad.

Probably the biggest news for 1989 is the availability of ship kits from Skunkworks. I understand that the ARF is not going to be offered anymore. Maybe later.

Well those are some of the things that have been on our minds for 1989. I pray that God will bless you all this Christmas season especially with the ultimate free gift (forgiveness from your sins, freedom from Satans rule, fellowship with the living God and your savior Jesus Christ). There is also the bonus of everlasting life in heaven with GOD, Jesus, and his angels instead of everlasting pain and suffering with Satan and his demons. This is the ultimate Christmas gift. I tell you this because I love you.

Well God bless you and Let's Battle for the kingdom of God! This is a REAL war with casualties that suffer for eternity!

Stan

End

## The True story of Wed. night dinner

or

How the British spy fooled the Axis Fleet

After the Axis victory at Small fleet battle, and my own defeat at the guns of the Jean Bart, I prepared to leave the lake and try to rebuild my ship for the night battle. Scott and Jeff Lide were also loading up and asked if we (Ron T. and I) had made any plans for dinner. I said that we had no plans and we could get together back at the motel and go somewhere. Rick and Beth said to call them and they would come to. Well, these Texans were missing their cows evidently and suggested Calhoons, a barbeque and beef place, which sounded good to me and Ron; Rick, I knew would eat anything you could jab a fork into.

Once back at the motel, I patched my damage and waited for Scott to call. Ron came over to my room and we waited. Beth and Rick arrived. After some time and a few phone calls, more people began to gather (all Axis but me), and we eventually headed out for Calhoons. The time at this point was not too bad (about 7:30) but called for a quick bite.

Calhoons turned out to be a "Yuppy" kind of place which promised good food and service and slightly higher prices that expected. Our first setback was a longish wait to be seated - but we were a large group and it took time to get a couple of tables together (I felt that we ought to eat together.) Once

the seating was arranged, we settled down, ordered drinks, then the Axis began to brag and remember the (good) old days, and plan their victory party. I found out at this point that some of their ships were not yet prepared for night battle. So, it seemed like the thing to do was to encourage a lively conversation and a leisurely diner so as not to cause any of my valiant foes to develop gastronomic problems.

Gerald, who was seated next to me, ask what kind of drink "a half-yard of beer" might be, and I suggested that he might try it out - saying only that it was a tall glass of beer. When it arrived, in a glass 18" tall (wide at the bottom and top and narrow through the neck), I only wished they had a full yard glass. He made it through this one, although he did manage to give some of the beer away. I offered to order another for him but he declined (he was driving at the lake tonight, you see). The food orders were taken somewhat late and slowly, and the food was not forthcoming. Fluegel started to realize that time was marching on at an alarming rate, and suggested that I see if I could hurry the kitchen. I said that I was quite happy with the rate of progress, and to take it easy. At this point, Fluegel seemed to get even more impatient and started casting his wild eyes around for our waiter. Finally when one came by, Fluegel pounced upon him and rather than take the blame himself, told him that I had a important meeting to go to and could he hurry our orders up. I tried to quiet the waiter - telling him that I was fine and still had time to make my meeting, but to no avail, the waiter disappeared and was back shortly with my meal (only mine), explaining that he had broken into the Que in the kitchen to get it for me because of my important meeting. I had a hard time keeping a straight face while the waiter was still there. When he left, I thanked Fluegel for his consideration in allowing me to eat first and thereby make night battle through the tears of laughter. I was laughing so hard at this point, that I gave up my early lead, and really didn't get down to eating until the rest of the food arrived. Once it arrived all conversation ended. At the end of the meal, the Axis fleet was now accusing me of a dasterdly plan to limit their participation in night battle, and threatening various damages to my ship (at least I think it was to my ship). We did make it out of Calhoons in time, and Ron and I loaded up at the Motel and went to night battle, arriving just at the appropriate time. For some reason the most of the Axis fleet arrived slightly late, but battle had been delayed to allow some kind of opposing side to be there. As history now shows, the Allies went on to win what was one of the first night battles which they have ever won, and perhaps the British spy helped.

END

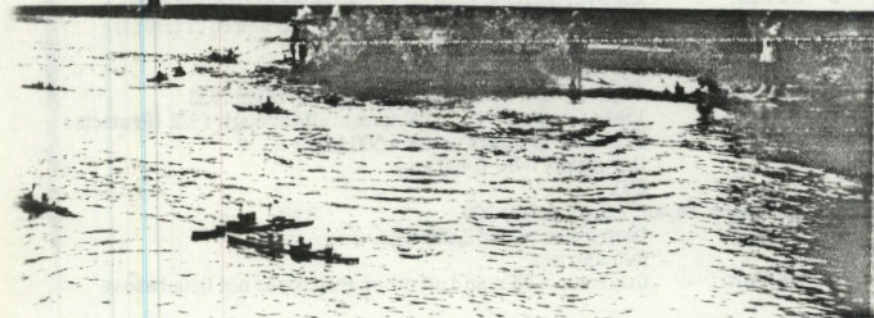
## Nationals and the new lake.

DW asked me to write a few words about the lake we are going to use for Nats. next year. .... So, here we go - I will try to have a map of the lake and some pictures ready for the next newsletter, but here are a few words to discribe it now.

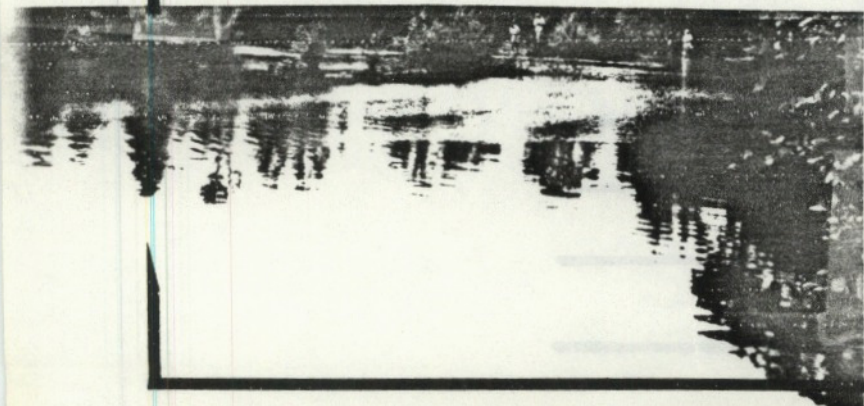
7



The lake is about 3 miles from the workshop (yes, we will have a workshop {Dockyards} for Nats.) and is located pretty far from civilization. The sides of the lake are wooded (we will clean out many of the smaller branches to allow views of the lake) and you can drive right up to the lake to drop off your supplies (however, on a single road during the last 100 feet, a traffic problem). There is a rather large area nearby for parking cars - although at regionals we just keep the cars close to the lake. The ground is not hard but will support tables - card table legs sink about an inch into the ground and make stable platforms for shore fire. There is no provisions for power or drinking water at the lake, but we are planning to provide a portable "pottie".



The lake itself is a non-flowing lake (not fed by any noticeable streams and having no current), and varies in depth from a maximum of about 6 feet to 0 feet. The max depth is also dependent upon the annual rain fall and is available only a few selected spots in the lake (we will point them out). In about 6 years of battling on this lake, we have never lost a ship for more than five minutes. Most of the bottom is soft and covered with dead and decomposing leaves (somewhat messy). We have a small moss problem near shore and use the 30 sec. moss rule at



most regionals. (For those of you who have been to Springfield - we don't have a MOSS problem anywhere near like that!). Occasional fisherman's mine fields also crop up at times - pieces of fishing lines - but these are also covered under the 30 sec. moss rules.

There are about 14 islands in the lake which are of various sizes (between maybe a foot in diameter up to perhaps 20 foot in diameter). The largest could be used to hide behind, and all are used in tactical maneuvering. The lake itself is about 250 to 300 feet long and at least 150 feet wide - and is connected to another smaller lake by a 75 foot canal. The smaller lake (used often for speed trials) is over 130 foot in diameter. Some of our past battles in the spring have used both lakes and the canal, but the canal is dangerous due to the growth of lily pads, and other water weeds which can bring your ship to a halt and expose you to much damage from unfriendly forces. Also dependant upon the rain fall - the canal can become completely dry by fall. FW asked about shallow areas. Yes, there are a few danger points where certain points have "sandbars" deep out in the lake and a island that is normally submerged until fall regionals (our low water point), but a lot depends upon the rain fall next year - and besides - you will know where they are by the end of the Nationals. I will attempt a rough map of the lake for this newsletter and a better one later.

Fluegel mentioned the possibility of coming early or staying later, so as to see the sights of Washington D.C. (Smithsonian, Naval Musium, etc.) Annapolis (Naval Acad., Musium, Sailing capital of the east coast), Saint Michaels (Musium, quaint waterfront village {tourist trap}), and/or Baltimore (inner Harbor {tourist trap}, National Aquarium, Science Center, etc. If there is enough interest, we can set up tour groups, etc. Also, Maryland Attack Group has voted to sponser a down-home Maryland Crab feast for all of the visitors during the week of Nationals (probably on Wed. before Night Battle), so wear your old clothes - we get into eating on steamed hard crabs. Axis will be served large quantities of beer and Allies will be limited to cokes during this evening.

### FALL REGIONALS - NE

Come to fall regionals at the next year's Nationals lake, Patuxent Pond, Maryland. Fall regionals are to be held on Sept 23, 24th. You should have gotten the post card, if you are a member of Nats. Contact Will Montgomery, Contest Director, at 301-760-8991 for more information.

### MONEY

SEND YOUR MONEY! Your subscription is over. Send \$6.00 to "FLUEGEL 3524 Gray Drive Mesquite, Texas 75150". This will be used to send your Admiral to Maryland to sink homosexual British scum and Yankee Dogs! You may want to send some extra money, I think of it as ecology, clearing up the water pollution.

Even better, Send \$12.00 to "Marty Hayes 1113 Crestview Drive Annapolis Md 21401". This will make you a proud member of the Club as well as a subscriber for 1990. One last option, send Marty \$6.00 and forget ecology. ♪

NEWS FROM UP NORTH (NAIS in '91!!?)  
by Steve Smith

Well, its been a somewhat eventful summer up here in the Northland (aka "Port Polar Bar"). Soon the snow will fly and the ponds will freeze and the "Land of Sky-Blue Waters" will become the "Great White North". Of course by the time this gets out in Fluegel's Propaganda Sheet (aka "Hullbusters") our winter offensive will be limited to battling with the balsa in the shops.

One of the events of the summer included the maiden sinking of the "Graf Spee" in a July battle. A weak pump motor and my foolhardy "fight to the last bb" strategy. That may have been a certain Austrian corporal's orders, but it sure doesn't help to score points (at least for me). The old saying; "He who fights and runs away lives to fight and runs away lives to fight another day" sort of applies here. A rookie lesson learned the hard and wet way. In short, quit while you're ahead (or more properly "still afloat").

In a more recent battle (9/31), I got to the pond all set to go until I realized I forgot my transmitter at home (8:30am battling is a little early Curly!). 40 minutes later, when I re-arrived, Larry Dahl's Exeter was on the bottom (again), but the bow flag was still fluttering in the breeze. Chris Gennaro, after a long absence from the hobby (and a late night) was going home to get more sleep after sortieing with HMS Indomitable.

Forgetting the transmitter was just the start of my bad luck. From past experience, I thought I'd check my ship thoroughly before battling. I found that the battery I had charged the night before would barely run my pump, so I put my other ones in (which appeared to be charged). Once on the water, my ship would only run in reverse! (worked fine on shore!!) So after about 5 minutes of maneuvering and being pushed by Curly's Lutzow, I got it in and reversed the motor wiring so it at least ran forward.

Once battle commenced I found that neither of my guns were working properly (which before and afterwards on shore worked fine!!) and my speed was rapidly decreasing. Since I couldn't "gas" Larry and Curly (does that make me Moe?) to the bottom, I decided to call 5 instead of struggling to the bitter end. With about a minute and a half left I ran aground while circling near shore. The vultures were waiting! When the 5 was up Curly and Larry had put about a dozen holes in my hull.

Needless to say, by this time I was quite disgusted and was using some very naval language! I was ready to get the scuttling charges out and consign my "Graf" permanently to the deep. Back to the Baltic to work out the "teething troubles".

One of the other summer events (or more correctly non-event) was the attempt to tape a segment on our hobby for the TV show Curly works for. The first day of taping we had to find a pond more "photogenic" but they managed to get

some footage chasing our ships back and forth with a canoe. We scheduled to finish it another day, but then the cameraman was in Ecuador! When we got another day rescheduled the cameraman overslept and shortly after he showed up it started to rain. Now the project is put off until spring since the leaves have changed and won't match the other footage. But all is not lost! Curly has access to the tapes and will try to put a introductory/instructional tape together. Coming, sooner (or later) to a UCR near you!

End

## Counter Proposal

Chris P

### Ship Classes

- CLASS 7.** Combat factor 11, Sink points 1100  
A. 7 Units: Battleships 50,000 tons and above
- CLASS 6.** Combat factor 10, Sink points 1000  
A. 6-1/2 Units: Battleships 40,000 tons to 50,000 tons  
B. 6 Units: Battleships 33,000 tons to 40,000 tons
- CLASS 5.** Combat factor 9, Sink points 900  
A. 5-1/2 Units: Battleships 27,000 tons to 33,000 tons  
Battlecruisers 40,000 tons and above  
B. 5 Units: Battleships 24,000 tons to 27,000 tons  
Battlecruisers 30,000 tons to 35,000 tons
- CLASS 4.** Combat factor 8, Sink points 800  
A. 4-1/2 Units: Battleships 20,000 tons to 24,000 tons  
Battlecruisers 25,000 tons to 30,000 tons  
B. 4 Units: Battleships under 20,000 tons  
Battlecruisers under 25,000 tons
- CLASS 3.** Combat factor 7, Sink points 700  
A. 3-1/2 Units: Heavy Cruisers 12,000 tons and above built after 1922  
Predreadnought Battleships.  
B. 3 Units: Heavy Cruisers under 12,000 tons built after 1922,  
Light Cruisers 9,000 tons and above built after 1922  
CVA's of the Lexington and Akagi Classes
- CLASS 2.** Combat factor 6, Sink points 600  
A. 2-1/2 Units: Light Cruisers 7,500 tons to 9,000 tons built after 1922.  
B. 2 Units: Light Cruisers 4,500 tons to 7,500 tons built after 1922  
Heavy Cruisers built through 1922 (Armored Cruisers)  
CVA's and CV's
- CLASS 1.** Combat factor 4, Sink points 400  
A. 1-1/2 Units: Light Cruisers under 4,500 tons built after 1922  
Light Cruisers over 4,500 tons built through 1922 (Protected)  
B. 1 Unit: Protected Cruisers under 4,500 tons  
Destroyers over 2,400 tons  
CVL's
- CLASS 0.** Combat factor 3, Sink points 300  
A. 1/2 Unit: Destroyers under 2,400 tons  
Submarines  
B. 1/4 Unit: Gunboats, CVE's, and all other ship types not listed above

### Notes:

- All tonnages are standard as built.  
A ship may have, at most, one 1/2 or 1/4 unit gun, and up to one 1/2 unit pump.  
Half units may be mounted in Battleships' and Battlecruisers' secondary turrets.

### Definition of Units:

- 3/2 Unit: One 75 b-b gun, or a 5/32" outlet pump.  
1 Unit: One 50 b-b gun, or a 1/8" outlet pump.  
1/2 Unit: One 25 b-b gun, or one 12 b-b spurt gun, or a 3/32" outlet pump.  
1/4 Unit: One 12 b-b gun, or one 6 b-b spurt gun

End