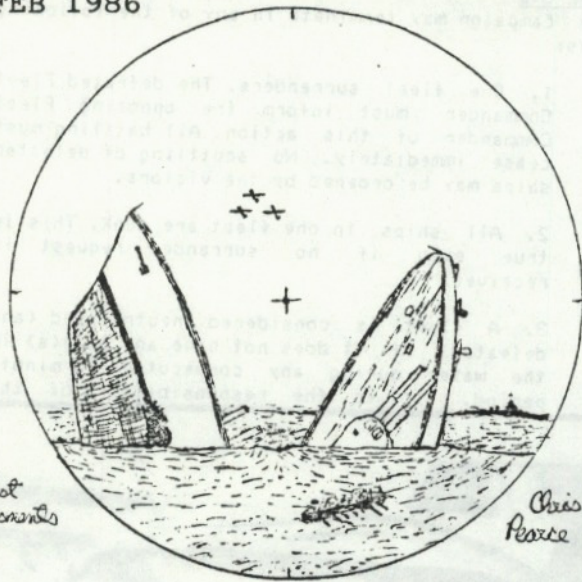


# Hull Busters

FEB 1986



## OBSERVATIONS OF THE FOUNDING FATHER By Stan Watkins

Greetings Combatants!  
Well the new hot topic is "Campaign Battle" (perhaps this is a misnomer, as it is really a Sea Control game). It has alot going for it and sounds like alot of fun. It is a combination of Convoy, Fleet Battle, and Target Gunnery with lots of extra provisions. I think it is a Tom Jass plot to finally provide a way for the Allies to achieve victory. Chris Pearce is also heavily involved. It will take a tremendous amount of pre-Nats coordination to make it work well. My suggestion is that the guy who builds and battles with an authentic scale model of a Convoy ship needs incentive. How about allowing him to man a remote controlled shore battery for some set time interval (say 30 minutes) following each mission that he captains his

convoy ship. This way he gets the oportunity to fire at the warships menacing his port when he is not operating his convoy ship. Just a thought.

As far as an "At the Dockyards" progress report, my USS Detroit (CL8) has a completed hull framework with shafts and rudder installed. I built it at Fluegels over Christmas vacation. I intend to have it well checked out and proficient (what, Stan have a proficient ship? Impossible!) before Nationals. I will probably practice on Fluegels Lutzow as he will probably be in Amarillo for several weeks this summer (there are some benefits to being a school teacher).

Fluegel rejected my challenge of his Z-Boat against the O'Bannon while I was in Dallas. The Big "O" wanted revenge for last year's humiliating defeat by Fluegel's Z-Boat but no matter how I insulted his cowardly ways he could not be convinced to defend his honor. Although he heaped insults on the O'Bannon the Z-Boat stayed in his PVC pipe "boat box". We had beautiful weather too. The Detroit will get your Lutzow for that (if you'll come out and fight!). He kept on talking about his lake looking too much like a Norwegian fjord. Finally the Z-Boats crew scuttled her, right there in the PVC tube rather than come out and fight! Well, I guess you readers will never see this because surely the Hull Busters' editor would be ashamed to print the real truth about his cowardly Z.

Well, to Fluegel's relief that is almost all. Almost but not quite! Fluegel since you refused to defend your lake when challenged by a smaller oponent (Why? Because he knew he would be sunk to the bottom of the "Z"! ) I hereby declare hips Allied occupat

Bismarck!

Let's Battle! (come on Flueg!)

Stan

## "CAMPAIGN" -- A NEW BATTLING GAME

### OVERVIEW

Presently our fleet battles may be compared to WWII aircraft battles where numbers of crafts engage each other in opposing fleets, but most of the battling is done one-on-one or two-on-one, with very little overall strategy in evidence. Our present game is exciting and fun, but does not closely parallel WWII naval fleet battling.

We intend that the rules of our proposed "game" will produce a battling scenario that more closely resembles a naval campaign like Guadalcanal. Supply convoys must be established and run through to the forward base to replenish the supplies depleted by battling, forward base shore bombardment is recognized as a tactic, ship repair facility capabilities are provided at both the forward base and a "homeland" location, damaged ships may be repaired and returned to the continuing battle, etc.

The campaign is continued until one fleet surrenders, or is destroyed or is neutralized. We hope that the tactical and strategic decisions that both fleets face and must solve are a realistic depiction of a WWII Pacific campaign.

### GENERAL RULES

All of the rules of R/C Model Warship Combat apply

(such as safety, ship classification, ship construction, singleshoot guns, ship speed, magazine loads, etc.). Certain rules are, however, changed in the paragraphs that follow. Unless specifically amended below, all general rules are in effect throughout the campaign.

### CAMPAIGN MAP

During the conduct of a campaign each fleet will require a forward base and a homeland base location. The opposing fleet's forward bases should be separated by a distance of at least fifty feet. The homeland bases should be as far as possible from the forward bases, but accessible from the shoreline. Ships will be placed into and removed from the water at the base locations, so these locations must be accessible. Ships removed from the water at either the forward base or the homeland base may be taken to the pit area for repair work. Shore bombardment from the opposing fleet will occur at the forward base location, so spectator safety should be kept in mind when the forward base locations are chosen.

Each fleet should plainly mark out the location of its bases.

### CONDITIONS AT GAME START

The conditions at each fleet's forward base and homeland base are described below:

1. Each captain may designate two warships that he may use during the campaign. Only one of these ships may be located at the forward



base. Fleet convoy ships do not count in this rule. (For example, a fleet composed of 5 captains can have a maximum of 10 warships and their convoy ship(s).) Each ship begins the campaign with a full load of ammunition and fresh propulsion batteries. (Radio transmitter and receiver batteries may be changed at any time throughout the campaign when the ship is out of the water.)

2. The following initial forward base supply levels exist:

- A. One reload of bb's per ship based at the forward base.
- B. Shipyard repair capability of two patches per ship based at the forward base.

3. The following homeland base supply levels exist:

- A. Unlimited ammunition supplies.
- B. Unlimited power (battery) supplies.
- C. Unlimited shipyard repair capabilities.

(Homeland base supplies can only be transported to the forward base via convoy ship.)

GAME END

The campaign may terminate in any of the following ways:

1. One fleet surrenders. The defeated Fleet Commander must inform the opposing Fleet Commander of this action. All battling must cease immediately. No scuttling of defeated ships may be ordered by the victors.
2. All ships in one fleet are sunk. This is true even if no surrender request is received.
3. A fleet is considered neutralized (and defeated) if it does not have any ship(s) in the water during any consecutive 15 minute period. It is the responsibility of the

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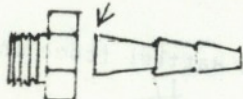
How to: Accumulator Tank

The freon appetite of the single-hot gun is by now well known. It requires a large tank or a water bathed tank and a high volume valve to fire efficiently and reliably single-shot.

In some cases where the valve which fires the gun is a long distance from the freon source, you may experience (as I did) a case of freon starvation. No Allies, this is not a favorite drink of the Axes but a condition that if not taken care of could leave your ship without firepower! Anyway, the problem I encountered was this; The poppet valves that fire the guns on the Cleveland are located almost at the stern while the freon supply tank is situated in the bow. A one-eighth inch od copper line ran from the supply tank to each poppet valve. The guns had enough freon for two or three rapid shots. However, after this they refused to fire. The problem was an inadequate volume of freon through the small line.

CUT BARB OFF HERE

1



1/16 BARB Fitting

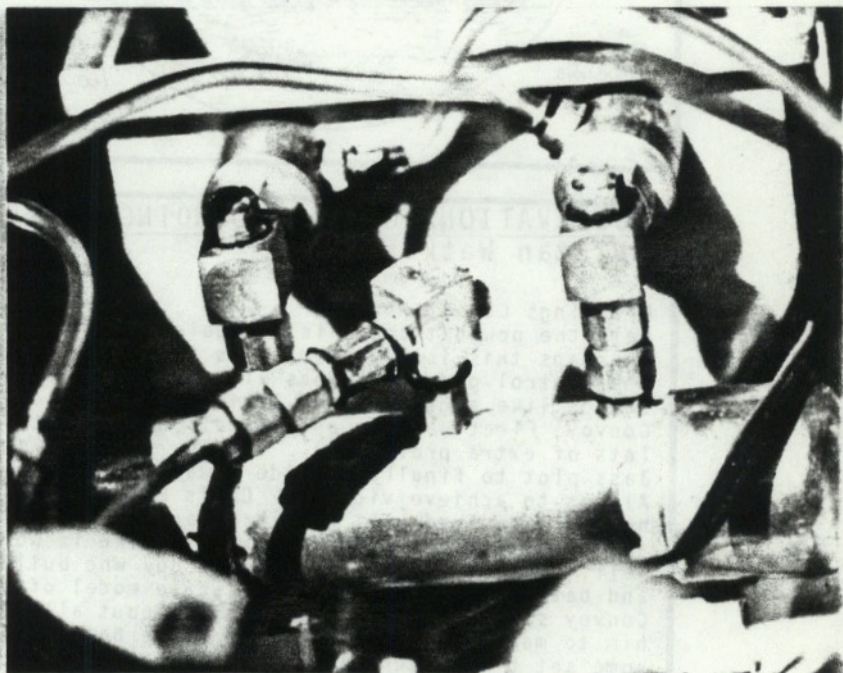


Photo of the accumulator tank and connections as it is currently being used in the Cleveland. The modified barb fittings with the swivel fittings attached to them and in turn connecting to the L fittings (in this case T fittings with one opening plugged) on the end of the poppet valves. Also visible is the attachment of the supply line in the center. In this photo the L fitting is not soldered directly to the tank but is instead screwed into a union which is soldered to the tank.



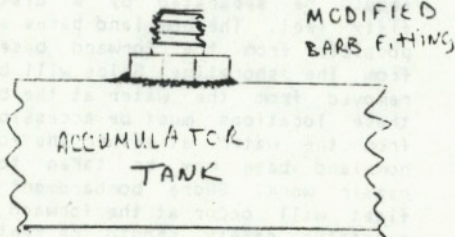
to put it all together to allow for disassembly to replace worn gaskets and for ease of removal from the ship to allow other repairs to be made. The swivel fittings are screwed into 10-32 L fittings which are in turn connected to the poppet valves. The other end of the swivel connects to the accumulator tank in this manner; a 1/16 barb fitting is modified by removing the barb (fig.1). The threaded part that is left is then soldered to the tank with the threads up (fig2). This is done in each place where a poppet valve will be located. The supply line is attached by using another L fitting soldered to the tank and connecting the line to the L fitting with another swivel.

This was actually easier to do than to write about. It really did wonders for the ailing guns of the Cleveland so maybe it can help you.

Good Shooting,

David Haynes

fig 2



Now to the tank. The tank is simply a three inch piece of three quarter inch copper pipe with two caps soldered on the ends. The tank is tapped in three places; one for the supply line from the tank in the bow and two for the poppet valves. (see photo) With the poppet valves feeding from this tank there is enough volume to allow as many rapid shots as your fingers can manipulate! The method you choose to connect it all together depends on your own building methods and preferences. I chose to use swivel fittings



opposing Fleet Commander to time this situation and announce the beginning and end of such a period.

SHIPYARD REPAIRS

Shipyards repair capabilities exist at the forward base and the homeland base. They are different in scope; the differences are described below.

HOMELAND BASE

The homeland base shipyard repair capability is unlimited in scope (infinite patches exist), but repair time is extended to reflect the transit time from the forward base to the homeland base. A damaged ship must physically transit the water from the forward base to the homeland base to take advantage of the shipyard repair capability at the homeland base. All damage holes may be repaired at the homeland base, magazines reloaded, and new propulsion batteries installed. A ship and captain who have returned to the homeland base for repairs must remain out of the campaign for the following time periods:

1. Ten minutes per hull patch. (A patch is defined as a circle 1/4" in diameter).
2. Thirty minutes for a battery change (either main propulsion or pump or both).
3. Fifteen minutes for a reload of ammunition.

The time periods above shall be timed consecutively when more than one function is performed at the homeland base.

The repaired ship must transit over water from the homeland base to the forward base to reenter the campaign; it may not engage in an offensive/defensive fleet sortie while in transit. The ship may, however, defend itself while in transit.

FORWARD BASE

The forward base shipyard repair capability is limited in scope; patches (1/4" in diameter) may be applied and fresh batteries installed if the capabilities exist. A ship under repair at the forward base shipyard repair facility may reenter the campaign as soon as repairs are completed. A ship repaired at the forward base must reenter the water at the forward base location. Additional forward base shipyard repair capabilities may be supplied via convoy from the homeland base.

The forward base ship patches that represent the shipyard repair capability are divided up into three equal portions and stored in three containers. These containers represent the shipyard repair capability shore bombardment targets that may be destroyed by a shore bombardment mission.

PENALTIES

A ship that causes a damaging ram must be removed from the water immediately unless it is on "three minutes". Once ashore the offending ship and captain must remain on the beach until the rammed ship is repaired. (The rammed ship must be repaired as quickly as possible.)

A ship that causes a ram sink must be removed from the water immediately.

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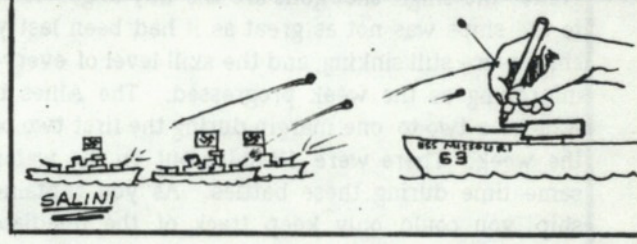
Nationals

View from the Warspite

Now is the time for all good ships to come to the aid of their country. So the call went out to the farthest reaches of the influence of the Hullbusters and the choosen few responded. They came by all manner of means of travel, braving unknown dangers and obstructions along the way. They came in all shapes and sizes, from the smallest DE to the largest BB. And so it came to pass that they all came together in a small pond in Springfield, Mo, USA. So began the 1985 Nationals for the R/C Warship Combat Club.

This will be the year of the single shot gun - almost everyone had them. This will be the year to reverse the trend toward total destruction of ships and men. This will be the year to bring the fun back to R/C Combat. The Annapolis boat works had produced two new ships for the current years battling. The *Maryland* and the *Warspite* now had completed their shakedown cruises (with difficulties) and were ready to join the Allied fleet in that great confortation to the west. It was hoped we could once again stop the Axis threat to the high seas at a small lake in Springfield, Mo. During the shakedowns several weaknesses had been found in the ships (no side guns, weak pumps, etc.) and had been corrected.

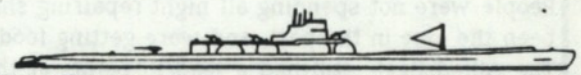
And so the *Warspite* and the *Maryland* loaded up supplies for a long campaign and pulled out of their home port on July 12 bound for Springfield. We drove from Maryland to Springfield, Mo. (my son-in-law and myself) in about 20 Hours, stopping only for gas and two meals. The trip was mainly on Interstate highways and so we did



not see much of the sights along the way. We did enjoy the mountains, ponds, rivers and lakes as we passed them. We arrived the next afternoon and began to meet elements of both the enemy and allied fleets.

We spent Saturday talking with other people from over the U.S. and looking at all of the boats as they arrived. By Sat. night most of the action had moved from the Motel to the workshop and we sat up until about 1:30 in the morning talking. Some people still had work to do on their boats and they split their time between working, looking and talking. Since our ships arrived ready for battle, we could sit and enjoy everyone else's ships.

On Sunday, we got up late, picked up our ships at the workshop and took them out to the lake. We checked out our ships at the lake, comparing speed and turnin



ability with the other ships in preparation for Monday. Sunday evening there was a Captains meeting at the workshop to discuss the rules and check freq. conflicts. There were few freq. conflicts happily and the stage was set for Monday and the first battles. In coming years this may prove to be a problem as more and more people come to Nationals.

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the water immediately unless it is on "three minutes". Once ashore the offending captain and ship must remain on the beach for 30 minutes. The captain may not shift his flag to another ship during this penalty period.

Damaging rams to enemy convoy ships will result in the immediate successful completion of the convoy resupply mission.

The ship that causes a damaging ram must reenter the campaign from the base it last sortied from.

#### SHIP DAMAGE & SINKS

A warship that is combat sunk (by gunfire or declaration) is permanently out of the campaign.

If a captain transfers his command from a sunken ship to his (or another captain's) second ship not located at the forward base, the second ship must transit from the homeland base to the forward base prior to entering the campaign. The second ship may defend itself during the transit, but must "report" to the forward base before entering the campaign in an offensive/defensive sortie.

A captain who has had two warships sunk while under his command is permanently out of the campaign; he may, however, subsequently captain a convoy ship. (This does not apply to the Fleet Commander when he is commanding ashore from the forward base.)

A damaged ship can be removed from the water at either the forward base or the homeland base when it has successfully remained on the water for a

three (3) minute period after the captain has declared "three minutes". (This is the same as the "five minute" rule, except the time period is reduced.) The ship must proceed under its own power to the forward base or homeland base after the three minutes have elapsed; if it sinks on the way, it is considered sunk. Out of control ships, however, which have endured the three minutes may be removed from the water.

When a ship is placed into the water at either the forward base or the homeland base it may not attack or be attacked for a period of 45 seconds. This will allow it to gain searoom and not be required to run the gauntlet as it enters the campaign. During this "grace" period a ship may not go on the "three minute" period.

No points are awarded to the opposing fleet for bb holes. The object of this campaign is to defeat the enemy, not score points.

#### SHORE BOMBARDMENT

Shore bombardment targets are located at a fleet's forward base. BB hits scored on the target by the opposing fleet can destroy forward base capabilities and stockpiled supplies.

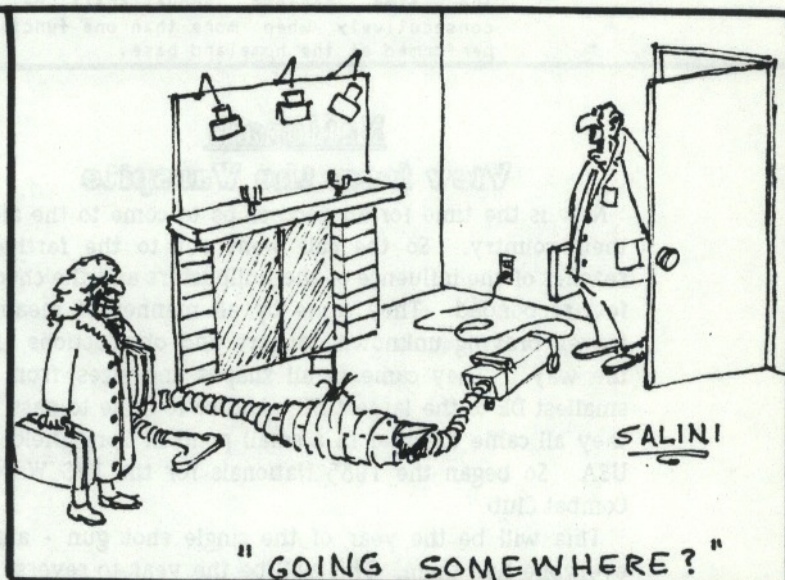
The shore bombardment target has twenty 1" squares that represent targets. Eight of the twenty squares represent valid targets (shipyard repair capability and ammunition dumps). The choice and location of these eight squares is the discretion of the Fleet commander. Chosen squares are marked on the back of the square.

continued for unjustifiable reasons.

Monday morning, the first two battles of the week were great - the single shot guns are the way to go. The damage to the ships was not as great as it had been last year but ships were still sinking, and the skill level of everyone was improving as the week progressed. The Allies beat the Axis by a two to one margin during the first two battles of the week. There were 17 ships out on the water at the same time during these battles. As you captained your ship, you could only keep track of the immediate battle around you although actions up and down the lake were going on and could later affect you and your ship. The Allies had a one to three ship advantage over the Axis throughout the week but this was not a telling advantage. This was a year of the Battleships - there were more Battleships than Cruisers on the lake. The Allies divided their fleet into elements and assigned each element a Axis BB to attack. Also the Allies had a back area which was protected by Allied ships. This provided an area to retreat to for your five minute rule in relative peace and quiet. The Axis were not left to quite as much rest. By the end of Monday the Axis did not look as good as they had expected.

On Tuesday, the Axis struck back. They won one battle by reversing the two to one point spread and the other battle was close in points but the Axis won that also. People were not spending all night repairing ships as had been the case in the past, and were getting food, and rest. The Allied fleet still had a lead in points at the close of Tuesday's battles but by a narrower margin. On Tuesday night there was a rule meeting to try to start the discussion of a major change to our combat rules. This ran late and had only made a small dent in the work that was ahead.

On Wed. the first of the individual battles were run during the day and the small fleet battles (DD's, Subs, and Light Cruisers) began. Some of the stars of the fleets such



"GOING SOMEWHERE?"

as the *Alabama*, *Lutzow* and the *Doria* fought individual battles during this period. The *Warspite* and the *Maryland* fought in individual conflicts during the morning and early afternoon and then retired to the shop to prepare for NIGHT battle. Night battle is really

something. You can see the ships but you can't tell what condition they are in, and you can't tell if they are pumping. In my case, you also can't tell that you left the safety pins in the guns. All in all it is somewhat unsettling. I managed to survive the experience only by the skin of my five minutes.

Thursday was another fleet battle day and the Axis continued to win by narrow margins and close the gap. Two fleet battles were fought by the A fleet (experienced

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1. Five squares represent ammunition dumps and fuel storage (20% each of the total forward base ammunition supply and propulsion batteries). Hits on these squares destroy existing forward base ammunition supplies and stockpiled propulsion batteries.

2. Three squares represent shipyard repair capability. A hit on any of these squares eliminates 33% of the existing forward base shipyard repair capabilities.

Resupplied ammunition and fuel must be stored in the original dump locations, but is not destroyed unless the appropriate shore bombardment banner square is rehit after the convoy is docked.

The opposing fleet need not be told of the damage incurred by a shore bombardment, but reduced supply levels must be immediately reflected at the forward base. The defending Fleet Commander is responsible for accurate, honest supply level status at all times.

#### AMMUNITION DUMPS

Ammunition Dumps at the forward base are simulated for administration purposes by using five containers to store bb's. At the beginning of the campaign, the total initial ammunition reserves are divided into five equal parts and placed equally into the five containers. If an ammunition dump is destroyed by a shore bombardment mission,

the bb's in the destroyed dump (container) are emptied, and no longer available for use.

Ammunition which is brought to the forward base via resupply convoy is divided into five equal parts and distributed evenly among the five dumps. (A dump destroyed in a previous shore bombardment is reactivated when a convoy docks at the forward base.)

Ammunition may be used from any existing dump (container) in any sequence; bb quantities may be taken in any amount from any existing dump.

#### FUEL OIL DUMPS

Note at the start of a campaign no fuel oil (propulsion batteries) reserves exist at the forward base. When a resupply convoy docks at the forward base, the fuel oil quantities aboard are divided into five equal parts (by battery number) and stowed in five containers at the forward base that represent fuel oil dumps. If a fuel oil dump is destroyed by a shore bombardment mission, the batteries in the destroyed dump are not available for use by the fleet.

Fuel oil that is brought to the forward base via convoy is divided for storage equally into the five dumps (similar to ammunition, described above).

Fuel oil may be used from an active dump in any sequence and quantity that it exists. continued

battlers) and when the smoke cleared the Allies were still in the lead. I believe it was during these battles that one of the Axis ships, the *Baden*, tore out his rudders on an underwater obstruction (a stone wall). During the entire week "B" fleet had been battling, these were the so called Rookies. Their battles at the beginning of the week had been rather ineffective (at one point two huge battleships were dead in the water and were still not effectively damaged). However, by this point in the week "B" fleet had learned to damage and even sink one another. By next year many of them will be ready for "A" fleet.

All too soon it was Friday and the last fleet battle of the week and year. Only one fleet battle was held so the data could be loaded into the computer in order to have the results for the banquet that night. This time the Axis won again and the point margin was great enough to defeat the Allied total for the week. So although the Allies had been in the lead all week, the Axis had won Nationals. Talk about winning the battle and losing the war.

The award banquet was nice and the food was plentiful. We then returned to the workshop to discuss the rule changes for the coming year. This was a lengthy discussion which lasted into early morning but some changes were approved which now have to be voted on by the general membership in the coming months. If passed there they will become rules next January.

Many different ships were present at Nationals and very few of the same class ships were built. Pensicola cruisers still are the most popular and there may have been as many as three at nationals. Many of the ships which we have heard of throughout the years in Hullbusters had been present at this Nationals. It is a real treat to see, fight with or against the ships of R/C Combat history. The *Rodney* and the *Alabama* as the mainstays of the Allied fleet were awesome. In the Axis fleet the *Tirpitz*, *Doria*, and *1400* were right out of R/C history. The *Wisconsin* returned in all of her glory to show what a SCALE R/C warship can be. In the Battleship ranks there

were none of the same class ships competing and the program offered a great deal of variety. There was the largest, *Wisconsin* and the smallest, *Espania* both present and battling. The *Alabama* took the overall trophy for most points in the year of battling. The *Andrea Doria* won the trophy for highest sortie average with a Northeastern Captain at the helm of a borrowed boat. Best of Scale went to the *Wisconsin* with runner up to the *Lutzow* (Flugel). I believe that the *Lutzow* won high point for cruisers and *Tromp & Lutzow* (Anders) were the winners in small fleet and rookie fleet respectively.

We packed up on Saturday and drove for home, arriving in the wee hours of the morning on Sunday. During the week the *Warspite* and the *Maryland* (my son-in-law's ship) were never sunk during combat. This was a treat and, for me, a record.

All in all, Nationals had been a proving ground for the new single shot gun and it had passed with flying colors. For me one of the greatest treats of Nationals is to see all of the other combat ships and people from across the nation. This Nationals has been great for this. The ship models spanned history from 1905 to 1946 and provided variety and interest.

The lessons of Nationals which I have learned or reinforced are 1/ arrive prepared (ship complete and tested) 2/ Reliability (in this nationals almost all ships rated high in this critical area, still most ships sink not from holes but broken down pumps.) 3/ Practice (those ships which have been run the most showed it) 4/ Simplicity (KISS - Keep it simple stupid, the ships which are ready soonest and the most reliable are usually the ones with the easiest, simplest, easiest maintained systems) 5/ Have fun!



Marty Hayes



RESUPPLY CONVOYS

Resupply convoys may be formed to transfer ammunition, fuel oil (batteries) and shipyard repair capabilities from the homeland base to the forward base. A standard convoy ship shall be used. A convoy ship has the a carrying capacity of 20,000 tons. Resupply cargo components have the following weight:

A 6 volt string of batteries (any amp hour capacity) weigh 2000 tons.

200 bb's weigh 2000 tons.

Ten ship patches (1/4" diameter each) weigh 5000 tons.

A convoy ship may be loaded with any combination of cargo that totals a maximum of 20,000 tons. For example, five battery strings (total=10,000) and twenty patches (10,000 tons) or 2000 bb's or 1000 bb's (total=10,000 tons) and twenty ship patches (10,000 tons), etc. Resupply cargo components may not be further subdivided from the totals above. (Five patches totaling 2500 tons, for example, are not allowed.) The cargo may be represented in the convoy ship by writing the cargo load components on a slip of paper and placing the list in the convoy ship.

A convoy ship must sail from the homeland base to the forward base to deliver supplies. It must remain on the water a minimum of 5 minutes once it sorties from either base. It can be removed immediately after the 5 minute minimum period even if it is damaged. The "three minute" rule does not apply to convoy ships.

Convoys from the homeland base to the forward base can be continued unless three convoy ships have been sunk by the enemy fleet. If a fleet has only one convoy ship that ship may be refloated and reused twice during the campaign. When a fleet has had three convoy ships sunk, means no longer exist to resupply the forward base.

FLEET COMMANDER

Each fleet must elect a fleet commander who will coordinate overall strategy for the fleet during the entire campaign. The fleet commander shall exercise command from the forward base; he may shift his flag to a ship at sea during the campaign.

While ashore his major duties include:

coordination or fleet strategy and tactics; determining the effects of shore bombardment on his fleet's supply levels; administration and allocation of fleet supplies to ships under his command; assigning shipyard repair capabilities to damaged ships; dispatching damaged ships to the homeland base for repair; assigning captains to ship command; etc.

Each fleet shall also appoint a vice fleet commander to function as fleet commander when the fleet commander is participating in the battling on the water. At all times one of these people must be ashore to fulfill the necessary shore functions. The fleet commander and the vice fleet commander maintain their function even after they have personally had two ships sunk when under their command.

The fleet commander or vice fleet commander are the only persons authorized to offer a fleet surrender notification.

CAMPAIGN POINTS

The winning fleet shall be awarded 10,000 points plus points per ship it has sunk. (BB and BC=500 points, CH=400 points, CL=300 points, other ships=100 points). These points shall be awarded to each participant in the winning fleet at the direction of the fleet commander.

The losing fleet shall be awarded 4000 points plus points per ship it has sunk. (Same points as above.) These points shall be awarded to each participant in the losing fleet at the direction of the fleet commander.

CAMPAIGN MEDAL

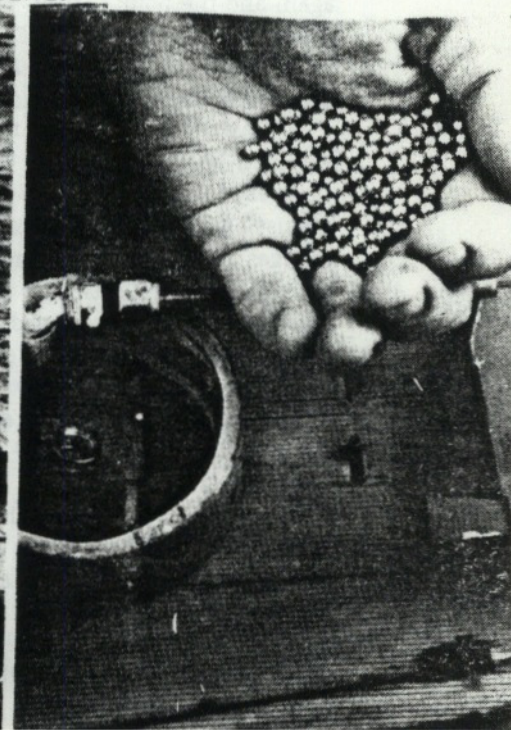
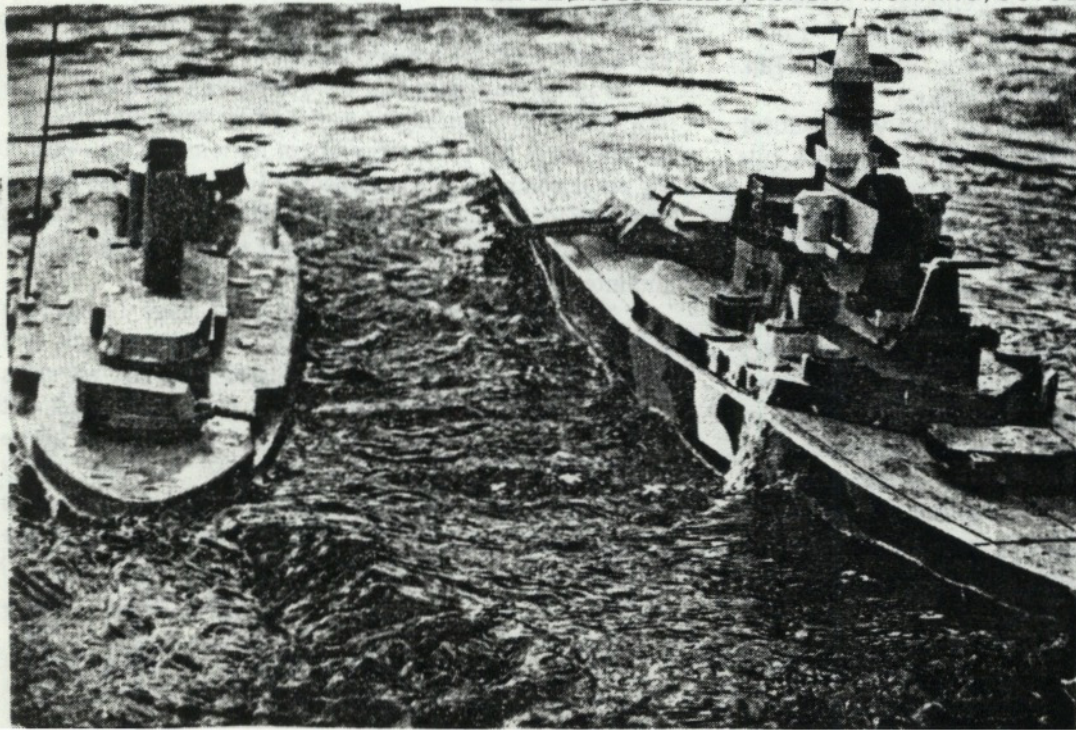
All members of the winning fleet shall be awarded a Campaign Medal for their first campaign victory. Subsequent victories shall be represented by stars attached to the Campaign Medal.

We offer the rules of this new game for your comments and thought. Let's use HULL BUSTERS as the forum for discussion. We propose that we use this form of battling at the 1986 Nats to replace Convoy battling.

*Chris & Tom*

Chris Pearce & Tom Jass

THE DECATUR DAILY, SUNDAY MORNING, OCTOBER 20





## DecaturAla. Fall Regionals by David Haynes

I will attempt here to recount the event of October 19-20 held in Decatur Alabama and hosted by Dan and Mary Hamilton. After a less than perfect drive from Texas, made more bearable only by the company of two fine gentleman, D. W. Fluegel and Stan Watkins we arrived ready to do battle Saturday morning (we pulled into Dan's house at 6:30 A.M.). In time for only a couple of hours rest that we really needed!

Following an organizational meeting Saturday morning it was decided to have one fleet consisting of United States ships opposing the other fleet made up of the rest of the World. The U. S. fleet had the battleships Alabama of Steve Milholand, New York of Dan Hamilton and the Maryland of Rick Schultz along with the cruisers Portland of Terry Darby and Salt Lake City of Jim Lisher. Finishing out the fleet was the destroyer O'Bannon of Stan Watkins. The World fleet sported the battleships Viribus Unitis of James Foster and the Warspite of Marty Hayes plus the Lutzow of D. W. Fluegel and the Myoko of David Haynes. The split proved to be good and some very interesting battles took place during the weekend.

**Fleet Battle 1:** This two sortie affair was the most closely contested fleet battle of the weekend. With all ships in the water the traffic was as heavy as the gun fire. The ram damage that happened during this sortie seemed to set the tone of the battles that followed. It seemed that almost every ship that sailed either received ram damage or was penalized for ramming another ship! It could be that all the captains knew this was the last battle of the year and as a result were more aggressive than usual. There was also lots of battle damage. In the first sortie the Salt Lake City found the bottom of the lake due to battle damage and the Lutzow was forced to withdraw due to an excessive number of holes in vital areas. Also withdrawing after the first sortie but due to mechanical failure not battle damage was the Maryland. As was stated before Battle damage was the main factor in the first sortie that caused two ships not to be able to return for the second sortie. The second sortie was to be fought with the World fleet minus a heavy cruiser and the U. S. fleet minus a heavy cruiser and a battleship. In this sortie the ram damage began. The Viribus Unitis was handed a 100 point penalty, the Portland 100 points and the New York was handed a 200 point penalty all in the first sortie. The second sortie was again hard fought but there were no ships sunk. Again however, there were additional ram penalties as the luckless Viribus Unitis was taxed with 200 more points for ramming. After totaling the damage points and subtracting the ram penalties the numbers revealed the U. S. fleet to be the winner by 14 points. U. S. 3161 World 3147

### **Fleet Battle 2:**

The second fleet battle of the regionals proved to be even more costly in terms of ram damage and ram damage penalties. Due to rams and battle damage this battle only lasted one sortie. During this sortie the Lutzow was ramed by the Alabama using its "Let me push you before I shoot you" tactic. There was no visible damage but the radio gear aboard the Lutzow began to malfunction and she was forced to retire. The fleets took turns ramming each others ships. The Viribus Unitis ramed and sank the Portland, it was the quickest I've ever seen a ship sink! For the U. S. fleet the New York ramed and sank the Warspite. There was also considerable damage due to gunfire as later in the sortie the Viribus Unitis sank after being holed extensively. Also because of battle damage the Myoko refused to battle another sortie. So the second fleet battle ended after one sortie with the U. S. fleet winning by 300 points, 650 to 300.

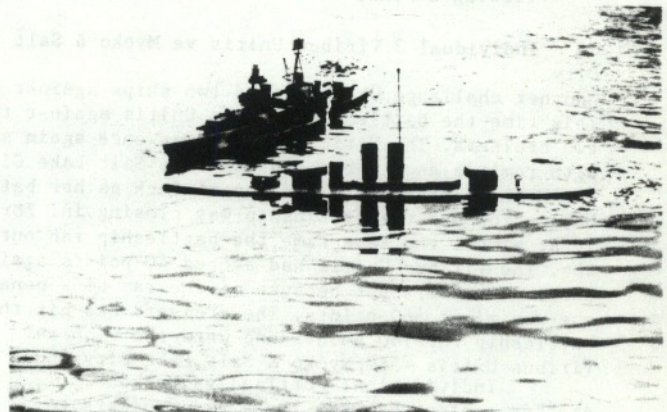
### **Fleet Battle 3:**

The first of two fleet battles on Sunday began with the same ships on the U. S. side but a change in the World fleet. The Lutzow was unable to battle



Third time trophy winner Steve Milholand and his BB Alabama.

because of radio difficulties so its place was taken by my Cleveland and captained by Mike Deskin. Again there was another sink due to a ram as the Salt Lake City opened up the side of the Viribus Unitis sending her to the bottom late in the first sortie. This wasn't due solely to pilot error as the Salt Lake City experienced rudder malfunction and could not return for the second sortie. Sortie two began with the U. S. fleet minus the Salt Lake City, and the O'Bannon calling the two minute rule immediately after launching. The O'Bannon had received damage in the first sortie and would be sought after during the second sortie. The O'Bannon attempted to stay behind the New York for protection but the wave action close to shore sank her before the two minutes was over. There was again some fierce battling during this sortie as in the previous sorties. This battle was the first win for the World fleet as they defeated the U. S. fleet by 1439 points. World 2096 U. S. 657.



Foster's Viribus Unitis is seen just before she goes down, with the Portland trying to get in a parting shot.

### **Fleet Battle 4:**

This was a one sortie battle which took place Sunday afternoon. Fluegel, Stan and I left before this battle so the fleets were arranged differently. It was set up to be the 3's against the 4's. The 3's represented the World and consisted of the New York, Alabama and Viribus Unitis. The 4's represented the U. S. and had the Maryland, Warspite, Portland and the Salt Lake City. Again in this battle there were penalties assessed for ramming. The Alabama was penalized 100 points and the New York received a 200 point penalty. There was also plenty of battle damage as the Warspite settled to the bottom of the lake. The 3's handed out the majority of the damage and ended up with the victory defeating the 4's by a score of 2226 to 956.

After the final fleet battle the overall score was in favor of the World fleet. In the battles, which had all been troubled by rams, the World fleet won by 1,075 points. World 5,543 U. S. 4,468. A weekend of very competitive battling between the fleets.

### **Individual 1: Portland vs Myoko**

The first ship to ship contest of the weekend was a duel between the Portland of Terry Darby and the Myoko

continued

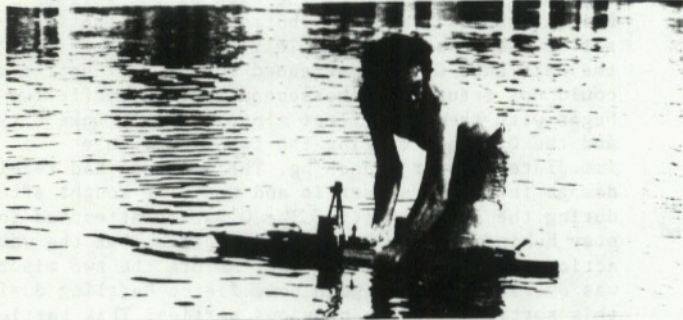


of David Haynes. Because of impending fleet battles this individual challenge was set for one sortie. These two cruisers were equally fast resulting in a great amount of jockeying for firing position. Not only were the speeds equal, but following the scoring it was the score that was also equal. With identical scores of 170 points each, this was the third time these cruisers had come out even after battling each other.

Individual 2: Alabama vs New York and Maryland Obviously not a one on one but definitely a challenge this was a test of Steve Milholand's Alabama against the Maryland of Rick Schultz and the New York of Dan Hamilton. Dan is normally a cruiser captian but for the regionals he had rebuilt the New York (acquired as the Texas from Gerald Roberts) to try his hand at battling the big ships. This was a interesting battle to watch as the three battleships fought it out. It was evident from watching this encounter that Dan was a more aggressive captian with the battleship than with the cruiser. At the battles end however, it was the Alabama with the higher score. Alabama 1150 New York and Maryland 770



Dan Hamilton and his New York, he prepared this ship especially for this event.



Jim Lisher recovering the Salt Lake City following a sink.

Individual 3 Viribus Unitis vs Myoko & Salt Lake City

Another challenge which pitted two ships against one. This time the battleship Viribus Unitis against the two cruisers. The Viribus Unitis was once again stricken with ramitis as she ram and sank the Salt Lake City. The Myoko almost had a bad run of luck as her batteries became low and the battleship was closing in. Fortunately at almost the same time the battleship ran out of BBs. The Viribus Unitis had scored 40 points against the two cruisers but because of the ram sink penalty she was minus 560 points. The cruisers had hit the battleship for 160 points and were the winners. Viribus Unitis -560, Myoko & Salt Lake City 160

Individual 4: Portland vs Myoko

Another contest between these two cruisers to break the tie score of the previous engagement. This battle was taking shape to be as close as the first

until the Myoko stuck her bow into the side of the Portland causing serious ram damage. The Portland was taken from the water to make repairs and I hoped I would be able to make up for the ram penalty points in battle damage to yhe Portland. The Myoko did manage to score 175 points on the Portland but with the subtraction of 200 penalty points the score for the Myoko was -25. The Portland had scored 75 points damage on the Myoko and had no penalties so she was the winner. Portland 75, Myoko -25

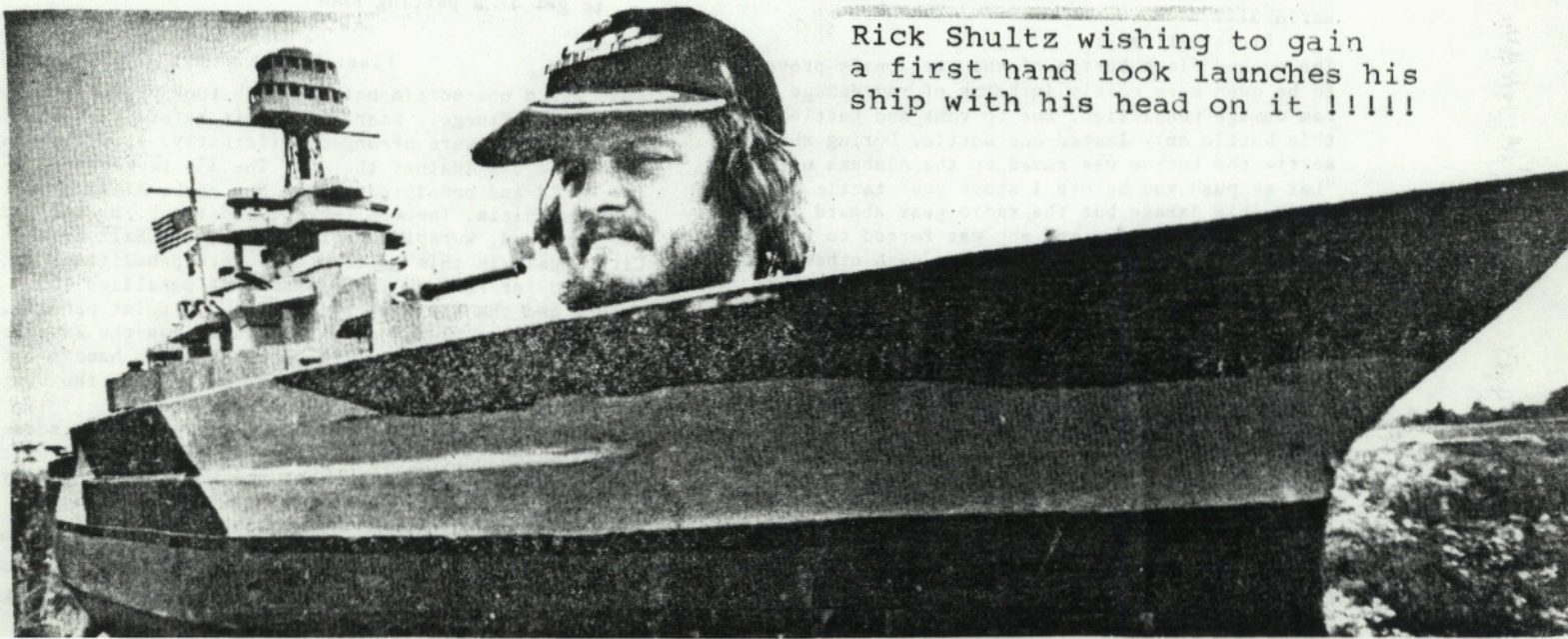
That's it folks, typing and spelling errors included for your reading enjoyment. Maybe another captain will write it up so you readers can compare notes.

I would like to thank Dan and Mary for their fine hospitality and letting me stay in their home. Thanks to Dan also for sending me the scores for the event and little notes to help me write this article. Thanks also to Fluegel and Stan for making the long drive to Decatur much more enjoyable. To Steve Milholand congrats for winning the trophy for the third time!

The following is a list of the final point totals for each participant in order of finish.

- |                              |       |
|------------------------------|-------|
| 1) Milholand BB Alabama      | 3,515 |
| 2) Hayes BB Warspite         | 2,019 |
| 3) Darby CA Portland         | 2,007 |
| 4) Haynes CA Myoko           | 2,005 |
| 5) Hamilton BB New York      | 1,440 |
| 6) Schultz BB Maryland       | 1,405 |
| 7) Foster BB Viribus Unitis  | 962   |
| 8) Fluegel CA Lutzow         | 779   |
| 9) Deskin CA Cleveland       | 524   |
| 10) Watkins DD O'Bannon      | 297   |
| 11) Lisher CA Salt Lake City | 140   |

Rick Shultz wishing to gain a first hand look launches his ship with his head on it !!!!!





NATS TO YOUNATS TO YOU

I have replaced James Foster as the 1986 Nats Contest Director. James resigned his position because of personal commitments. I hate to see James leave the Executive Board, and I thank him for all the preliminary work that he has already accomplished for the 1986 Nats. Let's all work together to make this the best event ever for our club.

SHIP TESTING

Because of the new 1986 rules (speed, ship construction, etc.) the ships at 1986 Nats must be tested to a greater extent than at previous meets. Consequently, I will test 25% of the ships in each class for compliance with the 1986 rules. On Sunday all the ship names in a particular class (BBs, CHs and small ships) will be placed in a hat. If, for example, 10 BBs are present in the A Fleet, I will select 2 ships to test for each of the following categories by drawing the names from the hat:

SHIP CONSTRUCTION

SPEED

GUN SYSTEMS

HULL HARDNESS

Since there are 4 testing classes and 25% of the ships are tested in each class, you can rest assured that each ship will be tested in one of the categories. Your ship will be tested, the only unknown is what particular characteristic of your ship will be checked. We have always relied on each captain policing himself and the ships he built for legality -- let's maintain our record of legal ships built carefully according to the rules.

Construction testing will check model parameters like length, beam, weight, waterline, and draft. You will be required to bring along to Nats a data sheet that provides the physical characteristics of the full sized ship and your model built in 1/144 scale. This data sheet will be mailed at the 1986 Nats entry form. Rudder area, pump outlet size, pump motor size, number of ribs, etc. will also be checked as part of this category.

Speed testing will assure that the tested ships are within the speed rules that we adopted last year. Be familiar with the requirements and build your ship to fall within the rules. The method of testing for speed is in the rules.

Gun system testing will test for single shot legality and also magazine load. The Ship List is the document that will be our Bible for this (and all) testing categories. Any testing of freon tanks required by our insurance policy will be conducted at this time on the selected ships.

Hull hardness parameters are in the 1986 rules. 25% of the ships in each class will be tested for legal hull hardness.

Ships found to be illegal on Sunday will be checked again prior to their being allowed to battle. Ship challenges will be allowed throughout the week as provided in the rules.

BATTLING CATEGORIES

In 1986 there will only be single shot battling. All ships must be equipped with single shot guns. There will be "A" Fleet battling, "Rookie" Fleet battling, Small Ship battling (open to all), and any and all "One on One" battling that is arranged by individual captains. Small Ship fleet will include ships of light cruiser class and smaller.

As was the case last year, awards will be given for high sortie average (not total points) during



"SORRY ABOUT YOUR LAMP AND WINDOW, I'M PRACTICING FOR THE COMBAT WARSHIP NATIONALS"

Nats. "A" Fleet awards will be given to high sortie average BB and CH. A Small Ship fleet award will go to high sortie small ship. Rookie of the Year will be awarded to the rookie captain by vote of the Executive Board (as in 1985 Nats). We will award at least two Best of Scale trophies in an attempt to foster increased detail on our ships and recognize more than one well finished ship. Let's keep improving the appearance of our ships so that we can soon be eligible for articles in SCALE SHIP MODELER. Anyone who is willing to build trophies for 1986 Nats contact me; you will be paid for the materials you use (only your time is free).

CAMPAIGN BATTLING

We indicated at 1986 Nats that we wanted to include Convoy battling at the 1986 Nats. James Foster is supervising the construction of two convoy ships this winter. Chris Pearce and I have written a set of proposed rules that describes a "new" form of battling called Campaign battling. These rules are in this issue of HULL BUSTERS; please read them carefully and think about this kind of battling. Since it includes convoy as well as shore bombardment and ship repair capabilities, I propose that we substitute the Campaign battling for Convoy battling at the 1986 Nats. Give me your ideas and comments on tape, over telephone or in a letter so that I get your feelings on this substitution. No news is a vote for Campaign battling. If approved, I will schedule Campaign Battling for Tuesday at Nats. Let's give it a try and see if we like it.

ENTRY FEE

I have decided to raise the entry fee for 1986 Nats to \$30 for an individual and \$42 for a family entry to help cover the cost of the chemicals that we must buy to keep the pond free of surface growth. Last year we spent about \$400

on chemicals; that's the price we must pay to use the great facilities at Springfield. Early entry fees will again be given a reduced rate.

Send your entry fee money to me as soon as you can after I mail out the 1986 Nats notice (sometime in early June). Early returns give us working capital to purchase the chemicals with your money (not mine).

Keep building and modifying -- see you at beautiful Springfield.

Tom Jass  
Tom Jass





## Becoming Rookie of the Year

By the normally more humble Chris Pearce

For those of you who think you have seen enough of my articles lately, I am not writing this to brag or anything, Fluegel asked me to. He asked me to tell what it is like being a lonely rookie, and becoming rookie of the year, so I will give it a try.

I became interested in this madness in 1981(?) when at a bookstore with my mother I went to look at the model train magazines. I saw this one with "Scale Warship Combat at the NAMBA Nationals", or something like that. I talked my mother into buying it, and was soon hooked. Thoughts about building an R/C plane were dispelled.

After following the hobby for a while, I decided to buy a plan set in the spring of 1982, I think. So, I ordered a plan set, and found out about Hull Busters. I spent the next couple of years pretty much a "nowhere man", reading Hull Busters, and wishing I could build that thing. In the spring of '84, I made a shot at planking the hull, and failed. That August, I got into contact with Tom Jass, and entered the real world. Earlier, I had bought a Maryland plan set, and was going to try that, but Tom talked me out of it (thank God!).

That fall, I got to go to the S.E. Regionals, and met many people, (and also managed to sink Jim Lisher's cruiser when he let me sail it on a test run.) After that, I got out the skeleton of the Salt Lake City, and got to work on it. Tom told me how everything is done on the many tapes we sent back and forth, and by Christmas vacation, I was planking it. On Christmas vacation, I didn't watch all the cartoons like usual, instead, I silkspanned the hull and painted it. For several nights, I was driven out onto the couch because my bedroom (workshop) was more like a gas chamber. Soon, I had the hull done, and installed the watertight boxes Tom told me how to build. Then, I took it out in 36 degree weather to test it. After solving those problems, like bad universals, I made my two Mk IX guns into single shot Foster guns, and made a freon system that worked at the time.

After getting the guns installed, and testing the ship on the water, I decided to build a superstructure. As time was really getting down, I decided not to go for detail, but be accurate with what I did build, unless it was too complex to build. I suppose I should say that I was really guessing a lot on how to do a lot of things, like where and how to mount the guns. When I got the superstructure to where I was satisfied with it, I proceeded to test it some more, and discovered that the stern gun wasn't working because of a kinked hose. I decided to leave that for Nationals. I then found out about, and installed grasshopper motors

instead of the cheap RE-260 motors I was using for propulsion and pump. After breaking three neoprene universals the Tuesday before Championships, I bought and installed cheap Hobbytown universals. I bought several thousand BBs, and packed up almost everything to take with me. During the week, I fixed numerous leaks in my freon system, and kept on installing new gadgets like charged batteries, and a Camurati gun in the stern, and making my ship more efficient. By Friday, I had everything, except slipping universals, that is, under control, and a rudder cutoff so I could turn quickly. If I could have stayed around Saturday, I would have challenged one of the experienced fleet to a battle, which was something I had been wanting to do for a long time, but I had to leave. On Friday, I knew that of the rookies, I was in the most battles, and had made an excellent showing by sinking the grounded Lutzwon of Chris Anders. That is, if I wouldn't have parked on him and emptied my magazine into him, he might have survived for five minutes. As it was, when he sank, I was bringing my bow gun on target to finish him off with it, while the other Allies were busy with Brian Schneider, or sinking. I guess that the major thing, because I was probably second best behind Brian, was that I had built my own ship, unlike Brian, who got to use the Admiral Scheer, quite an unfair advantage at that! I guess the other thing was that the ship I built looked as good as many of the other ships there, had all the new technical gadgets, and was reliable enough to be in every battle we had. Some were I guess even surprised at how prepared I was for the event. So, I guess, to shorten a very long story, the secret to success as a rookie is to try to stay on the leading edge of technology, build a good ship, make it reliable, and go to great effort to be prepared for everything, because Murphy was right, and if you don't fix something right, nobody will give you a break when your ship is slower, and your stern gun won't shoot for some strange reason. Other than that, just do everything the best you can. Also, it is very helpful, if you don't live near an experienced combatant, and even if you do, to talk tapes, because without help, it is virtually impossible to build one of these ships. Also, by visiting a combat event, you will learn much, and get some excellent motivation from the great people in this hobby.

Once again, I would like to thank everyone for all the help you gave me with batteries, guns, and the like. I noticed that the way everyone acted, we aren't the barbarians some people would like to think. In fact, I think we are models of civilization the way it should be, all helpful and nice and decent. I hope I can live up to this tradition. Also, the Invincible project has been scrapped, but the Salt Lake City will be back to fight the big boys next time, and vastly improved in many ways. Until then, best of luck to all of you, you certainly deserve it, especially the allies.

*Chris Pearce*

## SONS OF NIPPON

by James C. Foster

David Haynes and I are proud to announce that we are going to establish a Japanese Fleet. At the moment, we are trying to get the names of those fellow Samurai who are interested in becoming members of this glorious organization. The fleet will keep it's own records on how it's members are doing, will have it's own awards and recognition, and will have a promotional scheme established whereby members can move up through the ranks and take command of the Imperial Japanese Navy.

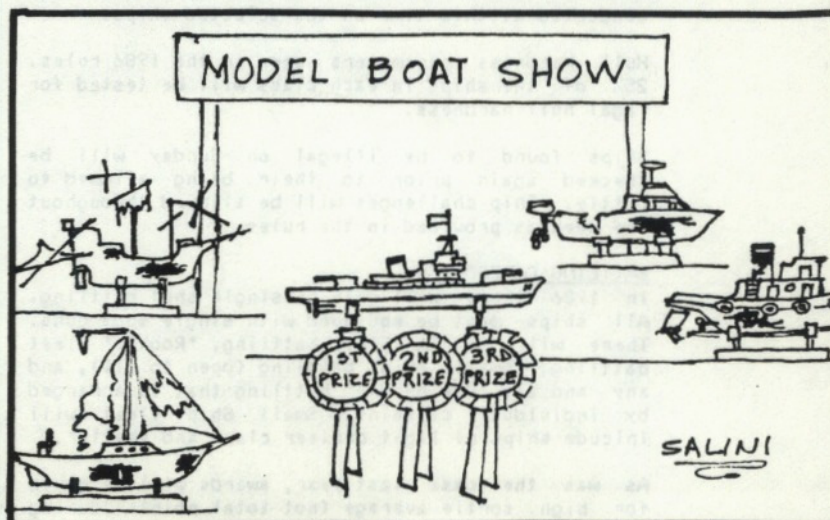
However, (you just knew there was a catch in there somewhere, didn't you?) there are a few conditions you must meet to be a member of the fleet. Actually, just one condition, that being at any R/C Warship Combat Club sanctioned event, i.e. Regionals or Nationals, you must battle with a Japanese ship in the major fleet battles. Individual challenges and Small Ship battles are exempt from this requirement. Also any fighting done outside of a Club sanctioned event is exempt. Punishment for this crime of non-dedication to the code of Bushido will be a reduction in rank and will make you ineligible for any fleet awards for the battling season in which the infraction occurs. Now that isn't really to high a price to pay to belong to the best fleet in the hobby, is it?

The Japanese fleet is also giving notice to all the Germans, Italians, French (Vichy), Austro-Hungarians, and similar low-lives who compose the Axis fleet that the Japanese will only be nominally Axis. If the Japanese fleet members at a particular event chose to do so, whatever the reason, they can fight on the Allied side, or even be a third party and shoot at anyone they want to really make things exciting! So if you Krauts want us on your side you better be nice to us.

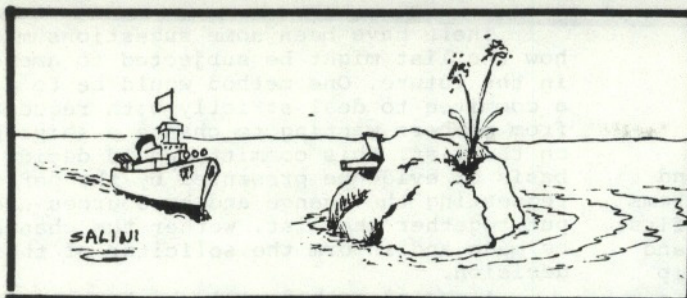
If you think you might be interested in becoming a member of this Rising Sun within the R/C Warship Combat world, drop David or I a line, card, tape, bomb, or a hundred bucks (for higher rank) and let us know. The Japanese Fleet will be activated on January 1, 1987, which gives us plenty of time to finalize the particulars of the organization.

David Haynes  
4154 Russell  
Abilene, Texas  
79605  
(915) 698-8654

James C. Foster  
Rt1 Box 325C  
Sparta, Missouri  
65753  
(417) 278-4378







News From the Great White North  
By Chris Pearce

Well, now that I have a new printer ribbon, I might as well use it up. Among the topics for the day are ramming, and rookies. The reason I used that title is because here, at college, there are 200+ inches of snow on the ground, and I am 1000 or so miles from the nearest battle site. Yes, this is the U.P. (upper peninsula of Michigan). There has been snow on the ground for the past week and a half.

The first subject, boys and girls, is ramming. Ramming is when two speeding, or not speeding ships run into each other with often disastrous consequences. Some say that we should ban ram bows on ships. I think this is ridiculous. A ram from any ship can be bad. Once, the Alabama nailed the Chicago, and although it didn't do any hull damage, it ripped an entire piece of superstructure, around the aft funnel, to shreds. In view of this, and the fact that any ship can ramsink another, it would seem that the best way to deal with rams is to prevent them in the first place. At the recent Alabama regionals, the number of rams was extraordinary. There has also been another interesting trend. This would be the closing of battle ranges. When one sees the Alabama pushing an Iti battleship around with its bow, and firing into its hull at the same time, I think you can realize how ranges have decreased. When one has to close to such close ranges to obtain hits, it is only logical that once in a while, you will slip up and ram someone. So, it would seem to be a possible solution to require all side mounts to land at least 15 inches from the side of the ship, and maybe even two feet. Also, bow and stern guns having to hit at least three feet away. Thus, the advantage would lie in staying away from the enemy a ways, and there would be less close encounters. And less rams for that matter, I think.

Now, I will talk about rookies. First of all, how they could get in on a "campaign" type battle. I'm sure the admirals would rather they not sail with the battle fleet, especially considering the unreliability of the typical rookie ship (don't be insulted rookies, this is just the way it is, unless you're like Brian Schneider, and get your ship handed down to you). Their place could be as convoy captains, and perhaps as the convoy commander, a rather easy position.

Also, if someone had an extra ship, they could loan it to a rookie, because the fleet could only benefit, I think...

Next of all, I would like to give a little advice to rookies. Complete your ship before Nats. I was the only one to build his own ship and have it ready to go on the first day. You learn much more when you can battle every day, every opportunity. You also tend to get more sleep when you don't have to be continually building on your ship. It would be better to build all your internal works, and guns, and get them all working properly, before starting to build superstructure. This way, you can be able to test your ship longer, and be relatively sure of it's reliability. When it works, you can build your superstructure. Mine only took a little more than a week, and was one of the best looking in the rookie class, and I'm sure would compare favorably with many experienced ships. It is most important to be reliable, and if your superstructure isn't a wonder, you can be an Axis... Axis superstructures could be compared to Allied about as well as a cardboard box in Mexico City to a mansion in Beverly Hills.

Another thing, I was on the phone with Stan Watkins, and he stated that he thought the Allies and Axis should win separately in each of rookie, small ship, night, and fleet, and each of the divisions, that they shouldn't be counted together for the fleet championship. This is true in one way, but I also think that the championships victory should be a combination of, at least, fleet, small ship, night, and campaign if we have it. This would encourage the fleets to do their best in all areas, because it is possible to win the battle and lose the war, and in real life, the destroyer battles, night battles, etc. made a big difference at times. The Solomons campaign wasn't decided on daylight fleet battles.

Perhaps I should tell you of the exciting things that are going on up here... There are none. As for me, I am attempting to make the Swayback Maru into a better ship. It won't be so bad when I get a chance to work on it. Meanwhile, I have decided to build a "small ship", the Richmond. She will be 47.25 in. long, and mount a bow gun. She will also have a 380 powered turbo pump. This means 380 motors on the shafts, so she will have two of them. I would like to challenge anyone to a flat out, no speed control race... She will also have X-cells for power, I hope. Or else I will have to scrap the 380's...

Well, I have rambled long enough, and so, I will bid you farewell for now. If any of you want to insult, or praise (fat chance!) me by tape, or letter for that matter, I am living, so to speak, at:

318 West Wadsworth Hall

Michigan Technological University  
Houghton, Michigan 49931

So, I will leave you to your collective madness, or glory if you're Allied.

Have fun, sink an Axis,  
Chris Pearce

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## FOR YOUR INFORMATION

by David Haynes

V. Pres. IR/CWCC

Greetings all R/C warship combatants and interested parties! There are a couple of items I would like to cover in this article. The first is to inform you of a board member change, and the second is some information about the ship list that is used to determine the characteristics of ships we build.

Recently the Contest Director for the 1986 Championships, James Foster, resigned. The position was open so the board asked Tom Jass to take up the responsibility of organizing the event for 1986. Tom agreed to do so when contacted, welcome to the board Tom! If anyone has any questions about the championships look at the end of this article to find his address, and give him a call or drop him a line. Aren't you glad I said that Tom?

Over the past several months the Executive Board has been asked to change the status of certain ships on the ship list. After considerable discussion between the board members it was decided that the ship list would have to remain as is until the next rules session at the 86 championships. The reasons for this decision were 1) Although there was much discussion at the rules meeting last year as to how to amend the list or change the status of a particular ship in the list, there was never a method adopted or voted on to have this done. There was not anything written in the by-laws to take care of ship list amendments.

2) Since the request does not have to do with safety, and is not a rule clarification the board felt it would not be within their authority to make changes in the ship list.

So, as you can see the ship list will remain unchanged until a method is adopted to amend the ship list.

There have been some suggestions made as to how the list might be subjected to amendment in the future. One method would be to appoint a committee to deal strictly with requests from members wanting to change a ship's status on the list. This committee would decide on the basis of evidence presented by the person requesting the change and by sources used to put together the list, whether the change should be made and inform the solicitor of their decision.

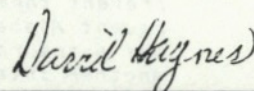
A second method would be to give the authority to change the list over to the Exec. Board. They would review each request with all available information and act on them accordingly.

Now a word about the list itself. This list was put together with considerable research. Many sources were consulted until at least three agreed on the same speed, displacement, etc. All ships on the list were subjected to the same scrutiny so that no navy would be shorted or discriminated against. The ship list is a great tool for the hobby to use in establishing more scale like combat and more realistic ships. It should be changed only with great care and careful consideration as to the effects such changes might have on the rest of the ships.

Finally, as with any written document there is always the chance of a typing error. The list has been discovered to have such an error.

The error is this; the Bismark class shows a maximum model speed of 24 secs. This should be a max speed of 26 sec. in 100 ft. The prototype speed is listed correctly as 29 knots. If any of you find any other errors in the list please notify one of the board members so that the error can be corrected.

Good Shooting!



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