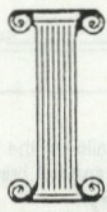


# HULL BUSTERS

787  
FEBRUARY 1991

## President's Column



By Tom Jass

Greetings to all builders and battlers from frozen Chicago -- where the "Hawk (the wind) is flying"! No doubt all the Allied and Axis shipyards are humming with activity during what we up north call "the building months". Probably Leif and Buddy and Don are still battling in sunny Florida -- bah on you guys. How will you ever toughen up if you live in a climate that's always warm and sunny? It wasn't by accident that the Germans were tougher fighters than the Italians; the climate made them rough and hearty. (And the Russians, who experience even colder winters, steamrollered over both of them.)

All midwestern club members be on the lookout for a suitable site for 1992 Nats. We need to find a middle site that splits the driving difference for the Maryland guys and the slugs from Texas. I will look in this area; I have a lead on one or two sites that may serve our purpose. Even Chicago is about midway -- 13 hours to Annapolis and about 15 to Amarillo. A site in Ohio, Tennessee (or even Decatur, Ala.), Indiana or southern Illinois would be a good general location. If anyone finds a place, send me the details; or, if you're coming to 1991 Nats bring along some photos and motel particulars. Nothing against Maryland or Amarillo, but I think we have a lower turnout when we schedule Nats at the eastern or western end of our membership.

One more request from me. As we host spring 1991 battling events (sanctioned or unsanctioned) I urge the CD (or most experienced club member if there's no official CD) to check all the battling ships for rule violations. Question each other, discuss and point out building situations that are illegal or borderline. If we don't do this for new guys (and veterans) we all place unnecessary pressure on the Nats CD who must declare ships illegal that have successfully battled at

local events with no objections. Most violations (I believe) are done accidentally; our rules are detailed and lengthy and its easy to overlook one detail or another. Be sure also to check speed as our 1991 rules have changed at great deal in this area for some ships and ship classes. Our hobby should be self-policing. The Cd is supposed to be a SAFETY OFFICER not a ship violation checker. To paraphrase a well known slogan, "Support your local CD." Veteran members should pitch in and give him a hand -- not attempt to sneak their own violations past him.

My wife, June, brought me back a HMS BELFAST t-shirt from her visit to London. She spent two weeks in the fall visiting our youngest daughter who was studying (?) in England for a semester. BELFAST is moored in the Thames River as a memorial to the WWII English sailors. She reported that the cost of visiting in England was very, very high, but overall enjoyed the experience. I was planning to go with her, but my job schedule did not co-operate. However, June and I were able in November to spend a long weekend in Boston on business, and I was able to tour the Old Ironsides and USS AARON WARD, a WWII DD we have made into a memorial. The WARD was in excellent condition, especially if you consider that she was horribly damaged by a Gerald Roberts "Divine Wind" aircraft in the summer of 1945. Her exploits are detailed in the book "Brave Men, Brave Ship"; read it and glory in the heritage of the greatest navy in the history of the world -- the US Navy.

By the time this is published, our 1991 club membership should be approaching 50 members. The 1991 Rule package will be out, and we will all be planning battle strategies to defeat the terrible enemy ships and captains. Hope you all have a SAFE and ENJOYABLE 1991 battling season. See you at Decatur and Annapolis.

BOOK REVIEW  
by Steve "Bob" Smith

Packet Battleship "Admiral Graf Spee"  
by Siegfried Breyer

I was looking for some good photo references for the Graf Spee and saw this book advertised in FineScale Modeler (Feb '91, p.12).



It is softcover, 48 pages, with photos on almost every page. There is also a good profile and plan view that could be blown up on a copier.

Price: \$9.95 & shipping.  
Publisher: Schiffer Publishing  
1469 Morstein Road  
West Chester, PA 19380

Available through: Battle Hobbies  
PO Box 184  
[mail St. Paul Park, MN 55071  
order] (612) 459-5946 10am - 6pm CST M-F

Battle Hobbies also carries other German ship books by Schiffer and Waffen Arsenal with prices of \$10-\$14 softcover and \$35 hardcover. The Schiffer and Waffen books appear to be english language reprints of German books. I

got prompt service through Battle Hobbies, but they are near me.

The Discovery of the Bismarck  
by Robert D. Ballard

I had this book on my Christmas list and Santy came thru! The book is hardcover with 230 pages with many photos, paintings, and maps. It describes not only the search for and discovery of the wreck, but also the Bismarck's lone sortie. There is also a profile and plan view, but it is in color and split over several pages so it would be difficult to enlarge it.

Price: \$35 list  
(\$15? discounted at B. Dalton's)  
Publisher: Warner/Madison Press Books

## Short Ships vs. Tall Ships -

12/1/90

Marty Hayes, Capt. of the Warspite

I suggest that a rule be made next year to set a limit on nearness of the fall of shot to the ship for side guns next year.

The 20° rule of this year will eliminate the "pile driver guns" but will not help the current problem plaguing the ships with high sides when fighting a shorter ship. The problem is not really a smaller target area on the shorter ship but the fact that the shorter ship can place itself close enough to the larger ship as to limit the larger ship's target area to zero.

In the diagram below, the shorter ship is too close to the taller ship for the taller ship to get in a shot except during approach or disengagement - if the distance between the vessels does not change, the taller ship can shoot nothing but superstructure. At least the ships do have some distance between them and both are able to maneuver. But in the past year the distance would have been zero and the smaller ship could stay "stuck" to the side of the larger ship forever. This in my case caused me to enter the "great turning system race".

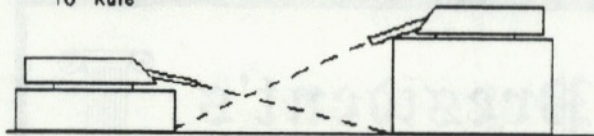
The only other solution to the problem which I have seen was another alternative which I didn't like but was used by Rick Schultz, and that was to trail a gun barrel close to or in the water from the higher hull so the enemy ship would run into the gun barrel instead of the hull of the ship.

20° rule



What I propose is that we set a minimum distance from the ships hull for the fall of the shot. Say the shot can't fall, say within 10 inches of your own hull. This means that if the ships are closer than that neither ship will be hitting at or below the waterline. The advantage will still be with the shorter ship because it's angle of shot will be shallower but so be it, build a short ship. At least both will be free to maneuver and both will require some skill to place their shot properly. The diagram below shows this type of arrangement of side guns.

10" Rule



This allows the most balanced fighting arrangement for all ships and will bring skill back into the game as a determinate in the play.

*Co-Sponsored by*  
*Ron Thibault*  
*Wade Koehn*  
*Steve Andrews*

## Blow-by-Blow

## Battle Reports

1990 FALL SOUTHEASTERN REGIONALS  
by Steve Baker and Lief Goodson

This is being jointly filed by myself and Lief Goodson due to Jass's inability to attend 90 S/E regionals. I should preface this article by saying that it was prepared by watching the video tape. If something happened off camera, I can't describe it. This was a busy weekend featuring 4 fleet battles, campaign, 6 one vs ones, and one 3 vs 3 cutthroat battle.

FRIDAY

After arriving in Decatur around 12 noon and contacting Dan and Mary we began the process of setting up for the weekends fun. The weather was hot and the pond very low. Low enough for our usual use of the

channel between the shore and the "Tree Island" to be very iffy. Jay Edwards and Terry Kief set to work dredging a passage, but it would take a desperate man and good ship to make that passage. Finally the work done and time to play, the whole crew retired to the American Inn to renew old friendships and make new acquaintances. We all went to an oriental restaurant (forget the name) for eats and discussed the sides and freq conflicts. After dinner we all retired to our favorite hotel and swapped lies and worked on ships. I spent most of my evening getting to know Bart Purvis as we worked on his Nashville. Finally lights out was piped and we all dreamt of the marrows battling.

THE FLEETS

BY Lief Goodson Fleet 1

HMS Valiant Dan Hamilton's veteran 5 unit BB was expected to be the cornerstone of Fleet 1. Armed with two broadside guns and an optional bow or stern gun, she was expected to get in close with the enemy's capital ships and use her two powerful pumps to stay afloat regardless of her damage. Dan would serve as Fleet 1's admiral.

DMB Vittorio Venetto Jay Edward's 6 unit, 24 second battleship was to focus her attention on the enemy's Littoria class battleship. Her dual bow guns, sidemount, stern gun and two pumps are indicative of Jay's conservative battling style. At past regionals, Jay has proven the effectiveness of dual bow guns, especial







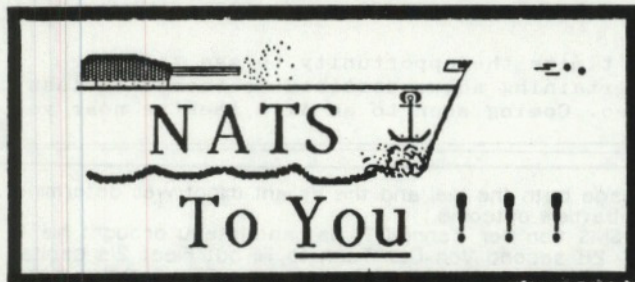
use your numerically superior capital ships to crush the enemy capital ships, while allowing your experienced cruiser captains to engage the enemy's cruisers as they chase the rookie ship Nashville. For the most part, the cruisers stay in deep water, while the capital ships close and engage near the shore.

First the capital ships: Frank's Roma and the Bateau's Von Der Tann and Koenig stay close together and try to cripple Will's Hiel. Jay's Vittorio Veneto remains on the fringes taking shots with his dual bow guns. Dan's Valiant and Lief's VDT come to join in the ruckus. Lief's VDT promptly rams Nathan's VDT, and both come out to repair the damaged ship. Meanwhile, the Koenig and the Hiel are duking it out with the Valiant and Roma adding blows here and there. Soon the two VDT's are back on the water, and by now both the Koenig and Hiel are pumping fiercely, and the high waves are not helping them. Lief's VDT tries to help sink the Koenig, while Nathan's VDT tries to sink the Hiel. The melee continues with all seven capital ships within fifteen feet of shore. Suddenly the Koenig's stern

slips under the waves and Mike retrieves her. The battle rages on with fleet 2's two remaining capital ships (Roma and VDT) focusing on the Hiel. Will's teammates stay close and pound the attackers.

Meanwhile, the cruiser battle is going as expected with the Miami, Oklahoma City, Houston and Graf Spee seeking out the Nashville. It is a running battle far from shore with the Pola and Augusta defending the Nashville. Shots are continuously exchanged with the Nashville firing all its BB's and going on five. The Pola and Augusta redirect their attention to the slower Graf Spee and engage him at ranges requiring binoculars. At one point, the Houston runs over the fishing line which retains its location float and is brought to a stand still while enemy ships mercilessly swarm about the helpless cruiser. The cruiser battle then develops into a series of one-on-one battles until all are out of BB's. In stark contrast to past regionals, this sortie ends with heavy damage on most of the capital ships and only slight damage on the cruisers.

To be continued



Will Montgomery  
Frank Pittelli

Yes, it's that time of year again. Time to plan your summer vacation full of battling. We hope that everyone plans on coming to the "Land of Pleasant Living" for NATS 1991. In this article, we pass on a few items from the CD and the Site Host, so that everyone can start making their plans now to attend.

The first thing that we'd like to talk about are the new rules. Many of the new rules will require the CD to pass more judgements and write more chits. The lack of turning motors is easy to enforce, but 75 shot guns and 20 degree maximum down angle will require more work for the CD. Therefore, as was done last year, we will rely heavily on the Fleet Admirals to police their own captains and to support the CD in his difficult job. So read your new rules carefully and come to NATS with a 100 percent legal boat so that everyone can enjoy the battling.

There is a possibility that we will need 2 fleets this year because of the number of people attending. Last year, we just barely got by with one fleet, battling more people at one time than at any previous time. If we do go with 2 fleets, here are some of the ideas we have had about the rules of engagement. First, all frequency conflicts that involve Axis and Allied ships will be resolved by the CD by random draw. For example, one ship would be permanently assigned to Axis Fleet A, with the conflicting ship assigned to Allied Fleet B for the entire week. Any frequency conflicts that involve ships from the same side would be handled directly by the Fleet Admiral(s). Furthermore, each Fleet Admiral would be responsible for submitting a list of all the ships in both Fleet A and Fleet B to the CD, at the beginning of every battle. This would allow the Fleet Admirals to vary the mix of ships between Fleet A and Fleet B to try to gain an advantage.

If we go with 2 fleets, the following schedule seems reasonable:

Sortie 1A	Sortie 2A
15 min break	15 min break
Sortie 1B	Sortie 2B
15 min break	

Assuming 20-30 minutes per sortie, that gives every captain approx 50-60 minutes between their sorties, providing plenty of time to score hits, refresh BBs and Freon, and to watch the other fleet action. Given that much time, we can probably get by without any DELAYS when starting a sortie. (Yea!!). If anyone has any suggestions on managing 2 fleets, we would love to hear from you.

The lake will be the same as last year. For those of you who haven't seen it we have enclosed a crude diagram (drawn by Marty) that we stole from Bob Amend's article last year. The lake is approx. 400 feet long and 250 feet wide, at its widest points. As with last year, depending on Mother Nature, we may or may not have to discuss the use of a 30 second moss/fishing line rule.

We have talked with the Manager of Knight's Inn about staying there and we were pleased with the results. For those you came last year, the Knight's Inn is about 100 yards up from the motel used last year. All the rooms are ground level, double bed, double occupancy and run \$28.50 plus tax per night per room for a week long stay. If we use ten or more rooms, the rate will be \$26.50 per night. The motel has a pool and will allow us to use their conference room for the Sunday and Friday meetings, as well as for a workshop. The conference room is 24x12 and may be a little small when you put 30 people in there, but that might help to keep the meetings short. If we use that room as a workshop, we will depend on the Fleet Admirals to make sure that the room is locked when not occupied and generally kept clean. Once again, we may be hosting this event, but we expect the Fleet Admirals to keep their captains in order. In the next issue we will give you all the reservation info for the motel. If you have any questions about NATS 1991, or want to make any comments ahead of time, send them to:

Will Montgomery  
110 Thomas Road  
Glen Burnie, MD 21060  
301-760-8991

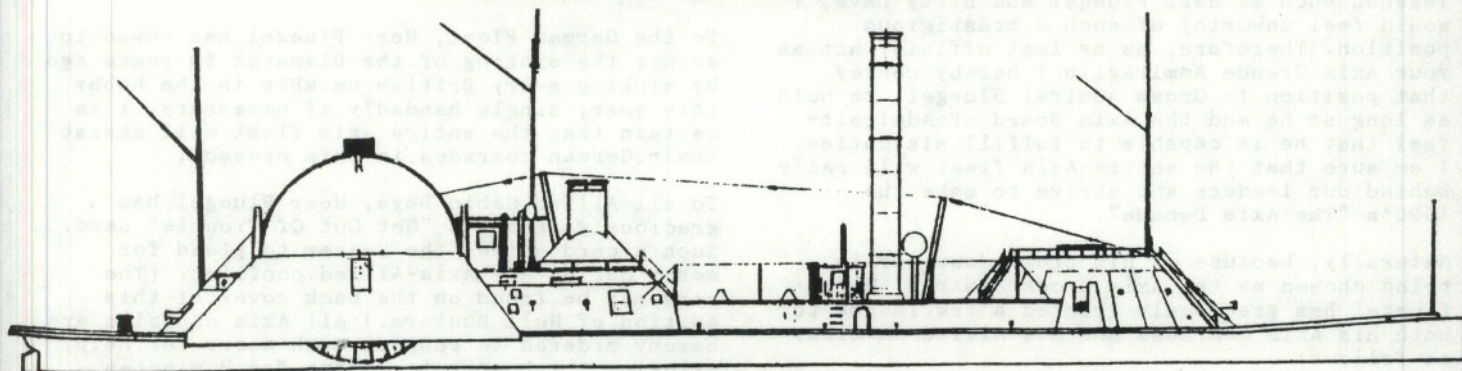
NATS 1991 will probably be "The World's Largest Model Naval War" and we would like to make it a great success. See you all there.

PS. Remember, you must be a card-carrying member of NAMBA and IRMWCC to participate (otherwise our insurance is invalid).



# SECESSION?

751



JF3-19

USS CHOCTAW

Sidewheel Ironclad Ram Gunboat. 1862 - 1865

## THE QUESTION OF SECESSION

by Steve "Damn Yankee" Smith

Over the few years I've been in this hobby, more frequently as an observer than participant, I've always thought that if one were to design a ship specifically for R/C combat and not based on any prototype that it would probably end up looking like the U.S.S. Monitor of Civil War fame. Our battles and tactics seem to replicate the Monitor/Merrimac battle more than the modern era (ie paint-blank ranges, danger of ramming).

With the recent PBS series, I've thought more about this and have been reading a bunch of books from the library on the naval aspect of the Civil War and have been kicking around the idea of a class or division of IR/CWCC based on Civil War ironclads. As the ships would be simpler, maybe this would be a good junior division (ie for younger or rookie battlers).

Some changes of rules would be necessary for this class:

SCALE - A Monitor in 1/144 would be 14" long - a little cramped. 1/72 scale would give a 28" Monitor with a 7" beam and 1-3/4" draft. A Merrimac/Virginia (I) would be 46" long. The squared-off shapes would be easy to build.

TACTICS - Ramming would be LEGAL!!! Since the ships are beamier side mounts or rotating turrets could also be used. We could also have a game similar to campaign based on the Union blockade. Only in this case the cargo ships (blockade runners) would be faster than the warships.

I don't want anyone to think I propose "seceding" from the hobby with this idea, its just some thoughts I've had. If anyone else ("Yank" or "Reb") has similar ideas, let me know.

## BATTLE DATE

### Batten Down the Hatches and Close Those Water Tight Doors.

The long winter building, refit, and repair time is rapidly coming to a close. The Fleets are assembling in those long high swells for Battle action. Announcing the Spring South Eastern Regionals. The Regionals will be held on the fourth and final Weekend in April, thats April 27th. and 28th., Saturday and Sunday. A back up date in case of problems is May 4th. and 5th..

We plan to have a one two sortie Fleet Battle and one Campaign Battle on Saturday. Sunday we plan two Fleet Battles. If time permits there will be some One on One Battles. There is also an outside chance of some One on One combats on Friday if the lake set up is completed in time. This will be a R/C Combat Club and N.A.M.B.A. sanctioned battle so you must be a current member of both to battle. All Club Rules will be Followed. If your ship is found not to be in compliance with Club rules you will be chitted for any violations found or reported. Chits will be forwarded to the Executive Board for review. So look thru your ship and check things out yourself before your arrival at the Regionals. For further information, Please call or write Dan Hamilton at 205-355-1563, Route #3, Box 558,

Decatur Al. 35603. You will then receive an information packet containing info. on Motels, Meal planning for the group, Video tapes of the event, Starting Times, Maps, and more. If you want a packet you must request one they are not automatic. The entry fee is \$12.00 this is for Ribbon awards, Lake sanctioning, Trophies, and food for the battler's lunches at the lake. The fee must be paid by Monday April 8th. or a \$5.00 late fee is charged.

If you plan to attend please write in as soon as possible so we can get down your frequencies and include you in our plans. Individuals who pay early (by April 8th.) will receive priority and avoid the late fee. Entry fees are non refundable due to the items that must be purchased in advance. We've already got a lot of Battlers asking about the battle and its shaping up to be a large Axis vrs. Allies affair.

the Fall Regionals is planned for October 26th. and 27th. with Oct. 19th. and 20th. as a back up date. May the wind be with you.

Dan

## Axis Board of Admiralty

by Frank Pittelli

Voting for the Axis Board of Admiralty has completed, and I am happy to announce that the following individuals have been chosen by large majorities to represent the three Axis fleets:

German - Herr Fluegel  
Japanese - Dirty Dave Haynes  
Italian - Frank Pittelli

Having received the most votes out of all the admirals, I would be within my rights to claim the role of Axis Grande Ammiraglio. I thank all



Axis captains who have given me this vote of confidence, but I don't feel that I am prepared for such a level of responsibility. Furthermore, in the presence of such immortal legends such as Herr Fluegel and Dirty Dave, I would feel unworthy of such a prestigious position. Therefore, as my last official act as your Axis Grande Ammiraglio I hereby convey that position to Gross Admiral Fluegel, to hold as long as he and the Axis Board of Admiralty feel that he is capable to fulfill his duties. I am sure that the entire Axis fleet will rally behind our leaders and strive to make the 1990's "The Axis Decade".

Naturally, because of his tremendous joy in being chosen as the Axis Gross Admiral, Herr Fluegel has graciously granted a few favors to both his Axis comrades and his Allied enemies, as follows:

To myself, the Ammiraglio Italiano, Herr Fluegel has loaned me the use of a Hindenberg class battle cruiser to make up for his attempt to sell the Italian Fleet to the Allied scum during the 1990 Nats conflict. The Hindenbergi, as it will be called, will be operated with a German crew under Italian officers. (This ship also offsets the recent loss of Steve Baker to the other side and the possible (repeat possible) retirement of Rick Schultz, a long-time Italian warrior.)

To the Japanese fleet, Herr Fluegel has granted permission to construct a Yamato class battleship, providing them with a well-deserved

flagship. Gerald "It's a passion" Roberts has been given charge of the new battleship, and he will surely wreak havoc on Allied shipping once again this year.

To the German Fleet, Herr Fluegel has vowed to avenge the sinking of the Bismarck 50 years ago by sinking every British warship in the hobby this year, single handedly if necessary. I am certain that the entire Axis fleet will assist their German comrades in this crusade.

To all Allied Cabin Boys, Herr Fluegel has graciously issued a "Get Out Of Trouble" card. Such a card allows the bearer to plead for mercy during any Axis-Allied conflict. (The card may be found on the back cover of this edition of Hull Busters.) All Axis captains are hereby ordered to respect such a cry for help, allowing the bearer to escape for 2 minutes without being pursued. (The redeemed card should be forwarded to the Axis Board of Admiralty with the name of the whimpering Allied Cabin Boy who used it.)

In closing, I congratulate the Board of Admiralty on their selection and hope that all Axis captains will support them in their responsibilities. Remember, "The Axis Decade" will only be possible if we continue our dominance on and off the lake. The Allies have a lot of sea lawyers, but they simply don't have any naturally born leaders that are capable of organizing them into an effective fighting machine.

## BOAT BURNOUT I

By Steve [Kill all axis] Andrews.

11/4/91

I was sitting around my house the other day, bored out of my mind looking for something to do. As I strolled around my humble abode, I happened to glance into my workshop, which resembled a scrapyard. In the midst of this man [and child] made disaster stood a hull I had been meaning to create into an axis killing war machine.

I walked into the carnage, tripped over my daughter's globe, an empty freon jug, and proceeded to walk back out. It became clear to me that I was suffering from BOAT BUILDERS BURNOUT.

Several days later as I sauntered on by my private little hellhole, I decided that the only way I was going to overcome my burnout was by getting a shovel and start cleaning. After about the first hour [and forty pounds of misc. toys that my children had thought I would enjoy playing with were in their playroom] I started to find some of my stuff. By then I seemed to lose all interest again, and proceeded to walk out and did not look back.

About a week later I decided that the only way I was going to have a boat ready for the spring is if I talked to somebody about the hobby and how much fun I am going to have making toothpicks out of somebodys hard work!!!! It worked. [Thanks Cliff].

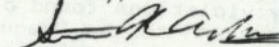
I tore into my "PLAYROOM" (as my wife calls it) with renewed vigor. I started sorting the major things, like tools. It was amazing the things I accumulated over a few short months, I found my 8 by 10 glossy of George Bush which I thought my wife had thrown out [damn independents]. ("I would never do that no matter how big a fool the man is" Ginger) I came across the old and

weatherbeaten PENSICOLA, about twenty gun magazines and other gun attachments, three bottles of cessna gray dope and about 6 miles of different gauge wire. Well I could go on and on but I think by now you get the picture.

By the time I got done cleaning, straightening, and organizing, four hours had passed. We (my cat and I) gazed in amazement and awe, at the wonder before us. Tools neatly placed in the correct order and area, wood neatly stacked, George's picture back on the wall, by the time I was finished it was so clean and neat I didn't want to mess it up by working on my ship!!! (That didn't last to long)

Since I cleaned out my workshop it has been a delight to work on my axis chewing vessel. I have heard of other veteran war mongers having the same problem. BURNOUT! It has probably been the cause of some members never being seen again. For me, not working on my ship first, was the best cure. Talking to other members is also helpful. Those of you newer members who have not experienced this affliction yet, well sooner or later, you will. I hope this letter will help anybody who is suffering from this dreaded disease now. Have a good building season. I hope to see you all in the spring.

Sincerely,



Steven Andrews  
Most Feared Allied  
Captian '90 Nats  
(301) 544-1490

What's the difference between a dead frog on the road and a dead Allie on the road?  
The skid marks in front of the frog.



FLEET BATTLE #1  
by Lief Goodson  
-Second Sortie-

With the loss of the Koenig, Fleet 2 knows it must sink one of Fleet 1's capital ships or victory will allude them. Since the Hiei appears to be the most crippled, it undoubtedly will be Fleet 2's focus in the second sortie. The sortie begins with the Augusta going dead in the water and the Nashville going on five right away. Unlike the first sortie, Fleet 1 waits knowing the enemy must come to them. Nathan's VDT is the first ship to enter Fleet 1's waters and Lief's VDT advances to meet him. The two Von Der Tann's exchange shots as they pass, and then, suddenly - inexplicably - Lief's VDT rolls gently to port and sinks. The combat worm appears to be turning!

Nathan now turns his attention to the drifting Augusta while Fleet 2's cruisers continue to chase the Nashville. The Augusta regains power and Nathan's VDT gives his attention to the Hiei aided by the Roma. Meanwhile, the Nashville lures the Miami close to shore where the Vallant corners the rookie cruiser and gets in some good shots before the Miami can escape to deep water. The cruisers all manage to go out in the deep water again. At this point, the most noteworthy incident of the weekend takes place.

As the cruisers are far from shore, Stan Watkins mistakes an unknown ship for his Oklahoma City. While he thinks his ship is safely sitting far from the battle, it is in reality steaming to shore just in front of the enemy. Lief (now just a spectator) points out to his teammates that the OKC is aground within a few feet of their position. The luckless OKC now becomes the center of attention. The Vallant begins the ravishing with his side mount, followed by the Vittorio Venetto with its dual bow guns. BB's can be seen exiting the hull of the OKC. Soon however, the Vittorio Venetto runs aground in the shallows near the OKC. The Roma attempts to exploit the situation and also runs aground, while the VDT and Hiei are still battling it out. Both the Hiei and the Vallant key on the Roma, while the VDT tries to aid his comrade.

In the interim, the Pola and Augusta are assaulting a damaged Houston, when the Graf Spee comes in to draw their fire. The Pola chases the Graf Spee. The Houston comes off five. And the Augusta joins her capital ships in an all out assault on the Roma. Although the Roma is no longer aground, she is noticeable lower in the water and only one of her pumps is pumping. The waves slowly climb over the Roma's stern as Frank reaches to retrieve her. Soon every is on five and the battle ends.

The battle ends with three capital ships sunk - and no cruisers sunk - not even the rookie cruisers! (This battle ends in a victory for Fleet one. By how much I do not know as the tape shows no score and I have not received the scores from Dan at press time---Sorry, S.B.)

After the lunch break the business of Campaign was gotten to. Due to the relatively small fleet sizes the C/D (Dan), elected to delete the masking tape from our foam cup shore targets and allow any hit on a cup to destroy it. This would prove to speed-up Campaign. The Convoy ships in attendance were- Fleet 1 Atlantis (builder Lief Goodson), Sanyo Maru (builder Will Montgomery), Fleet 2-Merlin and Adorian (builder Dan Hamilton).

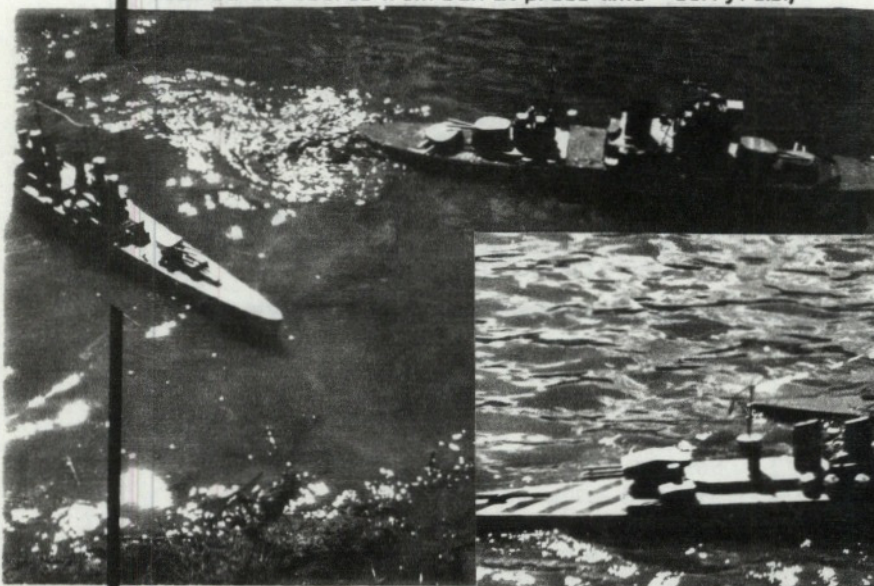
Campaign started at 2:30 with Fleet 1 having its home port to the far left and its shore target and forward base to the near right. Fleet 2 having its home port located to the far right and its forward base and shore target to the near left.

As the battle begins Fleet 1 launches the Sanyo Maru captained by Chris Pierce closely followed by Bart Purvis commanding Atlantis. Konig is seen attempting to intercept the Sanyo Maru as Chris seeks to evade his attacker. Graf Spee sorties to aid in the attack on the Jap freighter and several hits are seen. Chris manuevers well and is forging ahead for Fleet 1's forward base. At this point Don Coles Miami draws the attention of Lief's VDT as she is listing heavily. Lief smells a kill and decides to leave Fleet 1's target to help Don find true happiness in this hobby. Could this have been a plan to lure Lief from his assigned duty of target defense? Back to the Convoy. As Cris runs out the Sanyo Maru's clock he is seen tangling with Mike Blattau's Konig. Dan's Valiant rushes out to give aid. Cris makes landfall and Fleets 1's first convoy is in. Vallant then sorties to help Bart Purvis complete his first run and Fleet 1 has two ship loads of supplies to use. Meanwhile Admiral Dan recalls Lief as the Konig is now blasting away at Fleet 1's undefended shore target. As this takes place Will Montgomery and Hiei can be seen patiently waiting for Fleet 2's convoy ships to leave port. How would they break his deadly blockade?

Vallant and Vonn Der Lief work at keeping the Blattau Bros' off of Fleet 1's target and away from Atlantis as Cris makes for home port. Back at Fleet 2's shore target Jay Edward in VV and my Pola form the ItI Attack Squadron and do our best to blast Fleet 2's shore target while Stan's Oklahoma City, Francis' Houston, and Terry's Graf Spee defend the target. Foam and balsa flies. Having helped Atlantis to home port for repairs and reloading, Vallant steams over to aid in the destruction of Fleet 2 targets and defense force.

Back at the Fleet 1's shore target Konig and Franks Roma are working the cups over good as Vonn Der Lief, with the VDT's low freeboard, has a hard time blocking the shots on the target and can't defend otherwise as he was out of side mounts. Vallant arrives (busy little fellow that Dan) and engages Roma. Disaster strikes as Lief's VDT somehow gets her stern under the shore target and is pushed under to her death. Lief is not amused as Fleet 2 erupts with glee. Roma's pumps blaze away as she continues her assault on Fleet 1's target. Vallant adds to her draught with high quality British steel. Could it be that Roma has stayed to long at the fair? Pola comes off her 5 to rearm as Target Check is called and the carnage at the supply depot is sorted through.

As war is resumed the Fleet 2 convoy ships launch simultaneously. "Convoy Killer" Will and Hief's wait is over!





Hiei moves in to inflict pain and suffering on the Fleet 2 merchant types. A flurry of activity results as Stan and Don try to bring home the much needed bacon for Fleet 2. But Hiei moves among them extracting a heavy toll by sinking them both within 5 seconds of each other (T.I.N.S.).

Battle resumes with Roma going on 5 out of control with no rudder control. Stan and Don can be seen back at Fleet 2 home port trying to resuscitate their mounts for a desperately needed supply mission as Fleet 2 must be looking at dwindling supplies and sinking moral. Meanwhile, Bart Purvis makes a supply run with Sanyo Maru. Francis yells for help defending Fleet 2's target (Augusta and Pola are pounding away) saying that the targets are about gone and GrossAdmiral Frank says that the whole fleet is about gone!

Lief has now launched at the helm of his own convoy ship, Atlantis, and is en route to home port. Konig engages at lethal range with Fleet Admiral Pettelli calling the fall of shot. Could it be that Lief will get his shoes wet again? Will he come down with trench foot? Frank pronounces Atlantis DOA and Konig seeks other targets.

As Atlantis staggers back on course Vallant and Hiei attack Fleet 2's convoy ship commanded by Stan. Atlantis struggles to maintain steerage and ends up in the same part of the pond as Stan with Merlin. Hiei presses her attack a little to close and Stan calls a ram. Stan then rams Atlantis just as she sinks. You can imagine the ruckus that starts ashore as the aggrieved parties shout their claims. In the midst of the brouhaha Fleet Admiral Pettelli Surrenders to Fleet 1 bringing Campaign to an end at 3:13, the battle lasting just under 45 min. This must be a record as must Wills double convoy sink.

Fleet 1 chalks up another win by achieving a total victory in Campaign. This is only the second time in Combat History that a fleet has surrendered and both times it has been by an Italian Admiral commanding a Littoria Class BB.

#### ONE ON ONE'S by Steve Baker

With Campaign not running it's 2 hrs. plus, Sat afternoon was left open for One on One's.

#### Vanguard vs. Pola

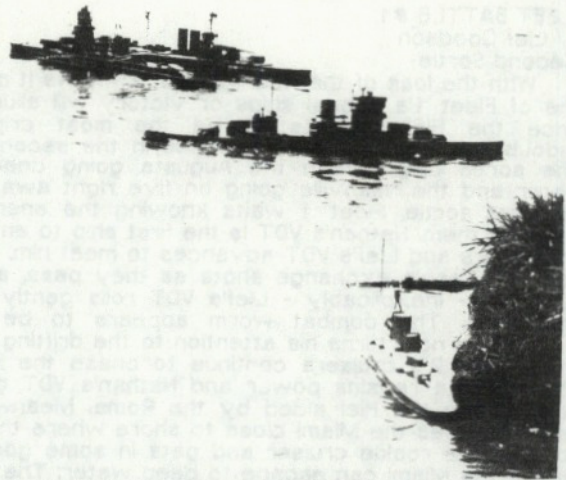
This unlikely pairing featured Chris Pierce's 6 unit British BB of legendary length against my 3 unit Itl CH. The Vanguard (Rightguard) would be totally defenseless and sans radio for this battle so that Chris could satisfy the 1:91 rules for 150th scale ships. Nothing very exciting about this one. The Vanguard beached herself and I punched a few holes in her. Nuff said.

#### Augusta vs. Pola

This battle featured Chris Pierce's 3 unit American CH vs my 3 unit Itl CH. Having taken advantage of the defenseless Vanguard I felt bound to engage Chris in a one on one to allow him to recoup his points (what a fish!) This was the first one on one I had been in with a ship that could shoot back. To say that I learned alot is and understatement. To say that I got my clock cleaned is and understatement. I think the score was around 300 points of damage in Pola and about 5 in Augustal. I really must say that I admire Chris's artistic ability. It's not everyone that can carve their initials in your bowl.

#### Vonn Der Ton vs. Vonn Der Ton

The Double Ugly! Nathon Blattau's 4 unit German BC vs. Lief Goodson's. This battle was a good contrast in



battling styles. Lief as aggressive as always and Nathon with his blistering sidemounts. At times I thought I was seeing double! The quotable quote from this one was "Nathon, I'm not going to chase you anymore. Well, O.K. maybe a little more." The battle ended with Lief going on 5 being chased by Nathon. Lief's pump was very late in taking a good prime, too late, as she went down once more. Lief having sunk 4 times in one day, never got mad. I hope that when I have a day like he did, that I can behave as well. He did turn funny colors, that night, when he plugged his rx in backwards and smoked it, but he is a good sport through and through.

#### Houston vs. Isuzu

This battle pitted the 3 unit American CH of Francis Rogowski's vs the 2 unit Jap Light Cruiser of Will Montgomery. This is an interesting pairing in that the American CH is a 24 sec ship and Will's Light Cruiser is a 22 sec ship. Would speed be a substitute for fire power? This battle seemed to negate Isuzu's speed advantage as her stern gun required precise maneuvering to score effective hits. Suddenly Isuzu went dead in the water and Houston took advantage of the situation by emptying her magazines into the long hull of the becalmed Nip. As the stern of his ship slid under the waves, Will retrieved his ship to discover that a very lucky shot had hit his radio switch disabling Isuzu. Once again the old combat worm had turned.

#### Houston vs. Konig

Here's Francis again, this time taking on the 5 unit 28 sec German BB of Mike Blattau. Another mixed venue that offered two ships of very different formats. Once again the faster ships speed advantage was negated by the need to maneuver for precise targeting. Both captains fought well as they sought to exploit the others disadvantages. Finally, with neither ship mortally wounded Francis called 5. When the points were tallied Konig was the Victor.

#### Houston vs. Augusta

Francis vs Chris. This was a typical cruiser battle that took place at some range. Results: Houston winner.  
To Be Continued



## A WIFE'S VIEW OF WINTER BY GINGER ANDREWS

My Husband; Steve just finished writing an article for the Hull Busters about Boatbuilders Burnout. It only took him three nights to finish it, not bad when compared to the time it takes to build a boat. Given that you would think that most people would start a boat in the fall, work on it all winter thus having it done for the spring. Not so it seems for the Maryland Attack Group. Almost all of them I know mainly talk about the boat in the fall and most of the winter. Then just as spring is about to arrive they all sit up one day (it appears to be the same day) and yell "Oh my god, My boat is not ready for Spring!!!!!!". After this day



when you see these people they all have bald spots on their heads from ripping out their hair and big black circles under their eyes from lack of sleep. And of course half of their fingers are stuck together. They also all wander around mumbling something about skin, hulls and motors.

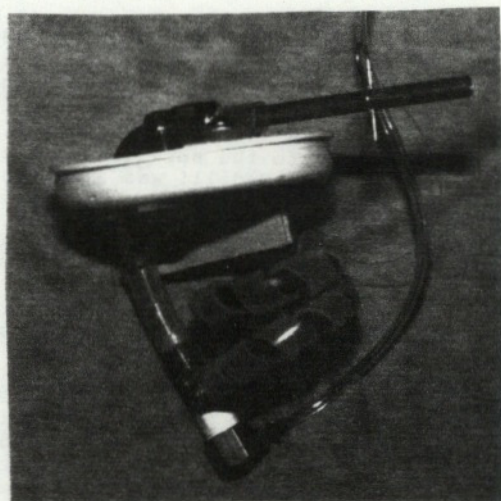
I think it must be some sort of disease. When I walk by his Playroom (more commonly called a workshop) he usually appears to be having some sort of fit. He's foaming at the mouth and mumbling crazily while trying to remove his boat from his finger tips. I no longer even ask what happened because the answers that I get are usually not printable and relates to the parentage of his boat and the glue. I just shake my head and walk away.

As spring draws even nearer it gets worse. If he is home, he's in his playroom but a lot of the time he (or we depending) are at my dad's. I don't know about the rest of you but I think it is cold out there. Burr. Personally I

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think watching them there is the most fun. A building session at my dad's (which is easy to get going with my husband, my father and my brother-in-law) is great. Imagine three or more people mumbling and occasionally yelling at their boats. Or trying to talk and unglue their fingers all at the same time. They appear to be having a good time when everyone starts in mid or late winter but as spring draws nearer and nearer their idea of a good time seems to change. No matter what you say to them the most common sentences out of their mouths are "it will never be ready in time" and "why won't it work now!!!!". The closer spring is the more things that seem to go wrong. Do you think it might have to do with everyone being in such a rush? Nani

You know I think watching them build the boats is a lot more fun than watching them battle them. But I'm just a Allied captain's wife what do I know.  
Ginger Andrews

Steve Smith's photo  
Article Page 727



#### NAVAL REVIEW - DAN

The warm Mediterranean sun felt so good for the last review that we will stay for our next review. This review will be on the Turkish navy, the primary rival of the Greek fleet in almost all hostile situations under consideration by that countries naval staffs. In 1905 the first year of the period of our interest Turkey was the center of the vast Ottoman Turk Empire. Although the Empire was large and rich it was beset by internal problems as well as many political troubles. Turkey had been at war for almost all of its earlier history and the first years of the 20th century were no different. The Greek revolt, 1908 internal revolution, Italian war of 1911, and the Balkan wars which began in 1912 were examples of this. The Turks who were unable to significantly affect the fighting at sea in these wars were determined to increase their naval strenght in the early years of the 20th century. They attempted to gain modern warships abroad from foreign ship yards incorporating the latest ideas in ship design and construction. This was a major cause of the Turkish entry into the First World War. The Turks ordered the big Dreadnought Battleship Reshadieh from an English ship yard and took over the contract for the Brazilian Battleship Rio De Janeiro renaming her Sultan Osman. The ships were completing their out fitting on the eve of World War One and Turkish crews had arrived in England to sail them to Turkey. However with the war brewing and Turkey being known to be friendly to Germany the Battleships were seized and incorporated into the British fleet as the Erin and Agincourt. The seizure angered the Turks to no small extent. In the First World War the Turks

joined the German side against the Allies after a little German foul play and played a major role in the German Campaign against Russia. In the war the Turks almost acheived their age old dream of defeating Russia but this was shattered by their own defeat at the hands of the Allies at the end of the war. The Ottoman Empire collapsed at the end of the war. The treaty of Sevres in 1920 ended the war for Turkey and resulted in heavy conditions for her. The Empire was dismembered, the fleet was to be handed over to the Allies, and even some of her home territories were handed away. Turkey turned into a land of internal turmoil which erupted into the Nationalists movement under the great Turkish General Mustapha Kemal. After a bloody civil war Mustapha Kemal's Nationalist took over control of the government and by a fierce show of arms and violence drove out all foreign forces. Kemal rejected the treaty of Sevres and kept the fleet such as it was, intact under the Turkish flag. The Allies who by now had had enough of war especially as Turkey had not started the war and there was nothing to be gained by involving themselves in her internal conflicts signed the treaty of Lausanne in 1923. This treaty gave back all Turkish home lands and left them their fleet but the Empire remained stripped as was already the case in reality anyway. By 1926 with her major internal political problems behind her Turkey set about rebuilding her fleet in a slow but steady process on her neglected present ships and gaining new ones. The Turks felt they needed a strong fleet because of the rise of Communism in Russia and the ever present tensions with Greece. The build up continued until the beginning of the Second World War closed off foreign ship yards to her contracts. The Turks remained neutral even under intense Allied and Axis pressures until the last few months of the war. Turkey maintained close commerial ties with Germany until the autumn of 1944 when diplomatic relations were severed between the two countries. At this time Turkey opened the Dardanelles straits to Allied shipping which had been closed to all belligerent powers shipping until that time since the war had began. This was a tremendous help to the Allies in supplying the Russian front with lend lease materials. Turkey declared war on Germany in march of 1945. However as only a couple of months remained in the war this last minute entry brought no action or opportunity of action for the Turkish navy. The wars end saw the last ships arrive of the Turkish navies prewar build up.

#### The Ships And Facilities

The main bases of the Turkish fleet were located at Istanbul in the Golden Horn, Ismit, Alanya, and Izmir. The Largest ship in the Turkish navy was Yavuz Sultan Selim, ex German Battlecruiser Goeben and a large part of the story of the Turkish navy and the Turkish nation of the period is the story of the Yavuz. The Yavuz probably had more effect







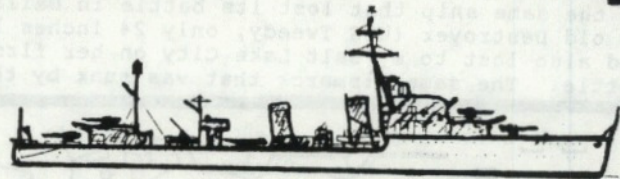
CLASS	NAME	LOA (FEET)	BEAM (FEET)	STANDARD		FULL		HEAVY		SPEED (KNOTS)	BUILT
				DISP (TONS)	DISP (TONS)	DISP (LBS)	DISP (LBS)	ARMOUR (INCHES)	GUNS # DIA		
BATTLECRUISER	YAVUZ	411	97	22,600	25,900	19,430	11.0	10	11.0	27.00	1912
LIGHT CRUISER	MEDILLI	455	44	4,600	5,600	4,201	2.0	12	4.1	28.00	1918
BEFORE 1922											
DESTROYER	TINAZTEPE	315	31	1,300	2,100	1,575	NA	4	4.7	36.00	1932
	KOCATEPE	329	31	1,400	2,300	1,725	NA	4	4.7	36.00	1932
	SULT. HISAR	323	33	1,400	2,300	1,725	NA	4	4.7	35.00	1942
	GAYRET	345	35	1,600	2,700	2,026	NA	4	4.0	37.00	1942

late for her to have an active role in this second World conflict. The Yavuz had fought in 17 surface actions taking hits from 6 X 12 inch shells, hit 6 mines, and was bombed but she survived all. The American Battleship Missouri payed a good will visit to Turkey in 1946 and entered the Golden Horn at Istanbul. The American Battleship was allowed to anchor near Yavuz and many of the American Officers and Sailors visited the Battleship, finding her in excellent condition. She was finally scrapped in 1973 but not before a West German group attempted to preserve her as a memorial but failed to get the essential funds for the project. Only a Battleship could have fulfilled the career that Yavuz ultimately completed. A Battleship of the time would have been too slow and a Cruiser too weak to carry off all her accomplishments and uninspiring to the Turks. Thru out the years of 1905 - 1946 the Turks strove to modernize and add to their fleet but the Greek war, Balkan wars, World War One and their own internal troubles of the 1920's combined to whittle it away into a collection of sad rusting hulks and the Turks set about to rebuild it. The refit of Yavuz was a major step in this process and was carried out with French assistance. Only during the 1930's were they able to revive Yavuz and contract new Destroyers. For a ten year period to revitalize the fleet was a considerable accomplishment. Two new classes of Destroyers of 2 ships each were ordered from Italy in 1930. They were all completed in 1932 and together with the refitted Yavuz gave a new challenge to the Greek navy. In 1938 4 new Destroyers of the Gayet class were ordered from England, 2 were delivered and 2 were seized by England just like the Battleships ordered prior to World War One. Once again the Turks were angered but this time no Goeben appeared to aggravate the situation. At the wars end one of the Destroyers was returned the other being sunk. The British replaced the loss Destroyer with the British Destroyer Oripi to complete the delivery of the ships to Turkey. These were the last warships acquired by the Turks during our period of study 1905 to 1946. The first group of Italian Destroyers the Tinaztepe class were modified Italian Freccia class Destroyers. The next class was a slightly modified group known as the Kocatepe class. Both classes were built in Italy for Turkey and were slightly better than their Italian contemporaries as not as much emphasis was placed on high speed and they had heavier scantlings but other wise they were very similar to other Italian Destroyers of the period under construction. The Gayet class Destroyers were modified British H class Destroyers. Only 2 were delivered by the start of World War Two. The class name then became the Sultan Hizar class. The other ships were seized by the British navy. After Turkey entered the war one more was delivered, the other ship having been sunk in action. The Gayet formerly the Oripi was a standard British O class Destroyer given to Turkey to replace the sunken Turkish vessel. The Turks attempted to contract a Light Cruiser from various foreign ship yards to escort Yavuz as had Medilli in the past but failed due to the out break of the Second World War. At the end of the Second World War the Turks Negotiated with the British to purchase a Dido class Light Cruiser and the Yavuz along with part of the Turkish fleet visited Malta as a good will gesture, but the deal never materilized. The Greek fleet was so hard hit by the war that the plan for the Light Cruiser was differred again

The Yavuz Battlecruiser is the largest ship in the Turkish navy She is a medium sized ship with 4 units, average speed, and tandem rudders for good manuevability. She has a roomie hull for batteries and other R/C gear and plenty of displacement for carrying the needed war equipment. The Medilli is a small Light Cruiser in class 6 of medium speed and good displacement for her type. The Destroyers are fast ships as usual but somewhat light for our use in combat although they are buildable. The Turkish fleet has fought on both the Allied and Axis sides in the seperate World wars giving the builder a choice as to who to fight for in ours.

Conclulsion

The Turkish fleet has had a tremendous effect on World history, Although the force existed mainly to match Greek sea power and the Russian Black Sea fleet, it has exerted an infulence far beyond these basic goals. An interesting comparison of the Greek order of battle in 1939 to that of Turkey is as follows. The Greeks possessed 2 Predreadnought Battleships, 2 old Cruisers, 4 old and 6 modern Destroyers vrs. 1 Turkish Battlecruiser and 4 modern Destroyers. By the end of the war the Greeks had lost many of their ships and the Turks had gained 4 new Destroyers. These odds would have made some hard fought sea battles for sure if World War Two had not intervened to stop them. The out come would probably have been a Turkish victory if the Yavuz was not damaged early on in the battles. It is interesting to comtemplate what might have happened in World history if Goeben had headed for Austria or if the British had delivered the Erin and Agincourt to the Turks. In 1946 the Turkish navy consisted of Yavuz Flagship and 8 Destroyers clearly superior to the Greek fleet of the old Armoured Cruiser Averof and 2 Destroyers. This concludes our visit to the Turkish navy I hope you have enjoyed this visit to a small but aggressive fleet.



SULTANHISAR class destroyers

NATS 91 Entry Form

Capt Name \_\_\_\_\_

Phone Number \_\_\_\_\_

Ship Name \_\_\_\_\_

Ship Class \_\_\_\_\_

Model Length \_\_\_\_\_

Model Weight \_\_\_\_\_

Rib Count & Thickness \_\_\_\_\_

Bow/Stern Thickness \_\_\_\_\_

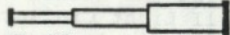
Crystals (eg. FUTABA AM 78)

Brand	AM/FM/PCM	Channel
_____	_____	_____
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Mail to Address on page 750.



# Observations of the Founding Father



By Stan Watkins

Our war game has ended for the season but in the Middle East the Real War has just begun. So far God's grace has been extended to cover the sins of this nation and we have been blessed with incredibly (supernaturally) low casualties. Thank you God for the incredible patience and forgiveness that we in no way deserve. Thank you for answering the prayers of so many sinners. Hopefully this situation can continue to a humane conclusion. God's will be done on earth as it is in heaven.

As usual over the Christmas holidays I visited with Fluegel. I had a great time in the presence of my old friend and got away with the plans to his upgraded old Bismarck. He has since requested them back. Should I give them back? OK let's be nice.

Fluegel if you will give back the plans to my Detroit I will give back the plans to your Bismarck. It was just a simple mix up. After all the ships are so similar! Any one could have made the same mistake. Speaking of the Bismarck, yes Fluegel's old Bismarck. Those of you who have been in the hobby a long time will remember that this is the same ship that lost its battle in Dallas to my old Destroyer (USS Tweedy, only 24 inches long) and also lost to my Salt Lake City on her first battle. The same Bismarck that was sunk by the

small Russian Battleship (thus becoming the first ever ship sunk by a Russian ship in the hobby. Also sunk by this ship captained by a young man. Thus being the first ship sunk by a child. This ship has had its problems with small ships and I look forward to adding the light cruiser Detroit to the list of small ships that have embarrassed this Bismarck. A point not to be ignored about this Bismarck is that it also was the ship that won Fluegel the Von Fluegel award. Don't underestimate your enemy.

Back to our model warfare. I hear rumors that some Allies may be discouraged about the imbalance of forces for the 1991 Nationals. After unsuccessfully trying to find any "fearful" Allied captains at the 1990 Nats in the face of similar rumors, I don't believe it. I, for one am very much looking forward (excited actually) to shooting up those big Axis Scud Battleships with my little Patriot light cruiser. There should be lots of fun targets to shoot. And when I am out of BBs the 23 second speed will enable a retreat without taking any more hits at all. Other Allied Cruiser captains employing the running gunning tactics should be similarly anxious to harass the enemy Goliaths. It reminds me of the smaller English warships picking apart the behemoths of the Spanish armada in 1588. One question does concern me. And that is; Who is going to defend the few slow Allied battleships from the many Axis fast battleships? Don't sucker in on that duty Allied cruiser captains, it is guaranteed to be too costly. Oh well, "Dead men don't surrender!!" If we have another tough year that is nothing new. I'm going to have a great time picking on the "superior" Axis forces.

God bless you and the Allies in Middle East! Thank you Lord that as sin abounds, Grace does much more abound! Let's Battle!

Stan

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