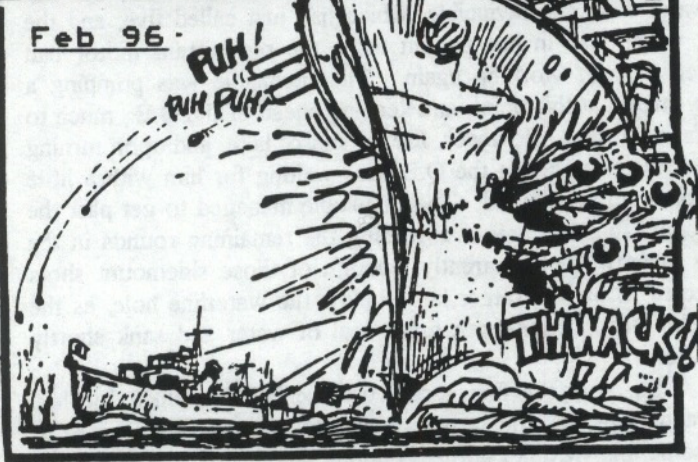


HULLBUSTERS

Feb 96



R/C combat hits the Waves – electronic waves that is!

by Marty Hayes

There is now a large and growing presence of r/c combatants and their material on the internet. There is also active areas for the combatants to communicate and explore. There is a web site dedicated to the IR/CWCC., two dedicated to the "Allied" cause (although one is a 'joke' one by me) and list server just for r/c combat and a news group for model boating in general. On top of this, e-mail allows conversations to take place on the net between combatants who can enter messages when they wish to be read at a later time by the receiver, who may then respond himself.

What does all of this mean? Well, the internet is a large network of interconnected computers developed back in the cold war era to allow scientist to communicate. Because there were so many different paths interconnecting the sites on the net, it was felt that enough of the net would survive an unfortunate circumstance (Atomic Bomb attack) that the communications net would still work. They hadn't heard about the electronic pulse created by Atomic blasts back then. So this large, world wide network has been in place for a long period of time. Now it is coming into use as a communication path between individuals, companies, universities, etc. and is slowly shifting to being supported not by the government but by commercial interests (read mostly phone companies), but it is still mostly free (once you have an account with a provider)! This network permits e-mail, transfer of files (pictures, video, text, etc.)

A newer invention was developed by the scientists to aid their communication called World Wide Web. Originally developed by scientist in Switzerland, the WWW took the network by storm and a college research group added graphics to the transfer medium, so now a Web Browser allows the easy transfer of hypertext and graphics. Web sites and Web pages are all the rage on the net now, and IR/CWCC has joined the revolution with a web site of its own: Its URL is <http://www.pittelli.com/warship>. This web site was begun by Nathan Blattau at the University of Maryland and now maintained by Frank Pittelli, and Nathan

Blattau, with contributions by yours truly and Chris Pearce. This web site now sports combat pictures of ships and captains, a Combat FAQ, How to do articles, and some articles about the recent Nats.

Joe Kutz has put up an Allied web page at the URL of <http://www.kutz.com/combat> and I have my joke one at <http://ubmail.ubalt.edu/~mhayes/Allied.html>. The 1995 rules are now available on the net at my web page and at Frank's.

Joe Kutz has recently made available a list-server for the use of R/C combatants. This is rather older technology but still very useful. Basically, it works like this: You mail an email message to the list-manager which signs you up to the list, from then on any message sent to the list itself is distributed to the members email accounts automatically. To withdraw from the list, you must send a withdrawing message to the list-manager (not to the list.) A danger in this list is that there are no qualifications as to who joins the list, the sign-up is automatic. For example, members of competing clubs such as the Big Gun club in California may be members, so it is not the place to air our dirty laundry.

An excerpt from Joe's original message follows: "I have started a 'mail-list' for the Int'l R/C Warship Combat Club. It will be for discussions, building tips, notification of events, etc. Basically anything pertaining to R/C Warship Combat and battling to the IR/CWCC rules. (It's kind of sort of unofficial...I didn't ask anyone (but I did discuss it with a few people)). For those unfamiliar with mail-lists, it's like a news group, except the messages go to your mail box instead of to a news server. Anyone can join, you don't have to be a member of the IR/CWCC. To join the list, send a message to list@kutz.com; in the BODY of the message, say JOIN combat the subject doesn't matter."

So with all of this on the net, we have the opportunity to communicate throughout the year, get news from the distant regions between issues of Hullbusters, Allied newsletters, etc. Publish articles electronically to all interested parties, etc. Come on out and join the fun. All you need is to join a provider such as: AOL (America On Line, CompuServe, Prodigy, etc.) and have a computer and a modem. A list of the combatants on the net at this time follows: (Additions to this list can be emailed to me at mhayes@clark.net.)

R/C Combat list -- e-mail addresses:

Chris Au - caau@mtu.edu

Brian Eliassen, Rookie - insane1@psycho.jpl.nasa.gov,
Brian.D.Eliassen@jpl.nasa.gov

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Brad Browne - aa957@cfm.cs.dal.ca

Chris Pearce - pearce@txcc.net

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Frank Pittelli - Frank@pittelli.com

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Blow-by-Blow

Battle Reports

Fall Action in Texas

By Chris Pearce

Last year was a busy year in the lovely State of Texas, with the Texas Triple Crown becoming the Penta-Crown, or something like that. In addition to the three battles this Spring, we also had two more battles this fall. The first of these battles was in Fredericksburg, sometime in late August, and it is here that we will pick up the tale...

On a hot August day, in the hometown of Admiral Nimitz, and Admiral Pate, six Allies gathered to do battle. Apparently the Texas Axis wanted to enjoy the brief afterglow from Nats before returning once again to the meat grinder. They would be missed sorely, because that meant that the Allies would have to shoot at each other, and therefore, would have to patch... At any rate, the six Captains who gathered were divided as follows:

Fleet A:

Jim Pate - USS Washington: Jim's Washington looked much as it did at Nats, rough and ready for action. Most of the bugs had been worked out of her over the previous year, and while she hasn't quite achieved the reputation of the Indiana, it won't be long...

Joe Kutz - HMS Invincible: Joe's most mangled - Rookie of the Year Invincible was also looking much the same, with maybe a new coat of paint to help disguise some of the pounding it had taken at Nats. Joe's a battler with many unique ideas, and surprisingly, the skill and talent to pull them off.

Steve Milholland - Le Marsellaise: Steve's Frog cruiser was looking good, with systems that he's proven effective over two years of battling, and some of the fastest guns I've seen on any ship.

Fleet B:

Brian Craven - USS South Dakota: Brian was unable to attend this year's Nats, and as a result, his South Dakota was probably the best looking of the bunch at this battle. The Sodak has become an integral part of the Allied offensive wing in Texas, and we all expected to see great things from this ship this weekend.

Chris Pearce - HMS Queen Elizabeth: This war weary veteran certainly looked the part, showing up in Jim's garage with unpatched damage from Nats, and systems that were in need of attention. Bah, nothing a little oil and silksparn won't fix...

Jarrett Dorough - HMS Birmingham: Jarrett was attending for his second weekend battle with his proven Brit Cruiser. The Birmingham had already seen action in Abilene, and on the lake with Chris, where he had recently sunk Chris's Le Terrible with one below the waterline hit. (Good shooting - Birmingham only had eight above...)

Thus, the battle began with both sides looking to inflict severe punishment on their opponents. The first sortie started out rather rough for Jim's fleet as the Washington spun a prop loose and appeared to be running rather slowly. However, nobody really

wanted to mess with the Washington, especially the Q.E., which was having propulsion problems of her own as a motor quit working. As a result, the South Dakota set off in pursuit of the Invincible while the two cruisers duked it out on their own turf. In the cruiser battle, it appeared that the Mars had an edge on the Birmingham, while in the battleship game, the Invincible took a bit of a pounding. It wasn't too long before the only two ships still on the water were the Invincible, which had just called five, and the Q.E., which was in hot pursuit since the recalcitrant motor had decided to start working again. The Invincible was pumping a steady stream at this point, and keeping ahead of the Q.E., much to Chris's frustration. However, Joe ran out of lake, and upon turning around, discovered that the Q.E. was waiting for him with a little sidemount action in mind. The Invincible managed to get past the Q.E. again, but not before absorbing the remaining rounds in the Q.E.'s magazines. Apparently, enough of those sidemount shots connected to open a rather large hole below the waterline, as the Invincible began pumping a great deal of water and sank shortly thereafter.

So, after the first sortie, we decided that since Joe had sank, and there were no Axis around, and since we just wanted to have some fun, we'd not bother counting, and just let Joe patch and join in the second sortie. After an extended period of time, we told Joe not to bother with the above the waterline hits, and so we got on with the second sortie.

The second sortie began with the Q.E. again in hot pursuit of Joe's Invincible. Jim attempted to intervene with the Washington and managed to absorb several rounds in the bow from the Q.E.'s stern sidemount while inflicting some serious damage with his own sidemount. However, this encounter ended rather quickly when Jim realized that his gun had started hissing between shots. The Q.E. resumed the chase. In the meantime, the South Dakota was using her stern guns to menace both battleships, and the two cruisers were still attempting to duke it out. This was interrupted occasionally, however, by Jim attempting to get a few shots in on Jarrett.

Joe, meanwhile, was discovering the disadvantage of powering all four shafts as the Q.E. was engaging in a sidemount turning duel slugfest that the Invincible was not getting the best of. With a little more help from the South Dakota, it wasn't too long before Joe was once again heading out to retrieve his sunken vessel. Then, to everyone's surprise, the Washington sank, with a fouled pump screen. This left the Marsellaise all alone to face two battleships and a cruiser. Steve wisely cut his losses and used his speed to escape the situation.

The second battle began a while later with a twist - Chris and Steve had decided to trade ships in sort of a "walk on the wild side" arrangement. So, as the sortie began, the Mars rushed in to get some tasty bow gun shots on the Q.E. and got a rather nasty surprise. "What do you mean the bow gun won't work while the ship's in reverse???" The Q.E.'s guns were working, however, and they scored several times on the hasty Mars. Things settled down into a general melee after that, and surprisingly, the sortie ended without any sinks on either side, and relatively even damage.

Meanwhile, between sorties, Steve decided that he would rather run the camera, and so the second sortie became a cut-throat match. As the sortie began, the Q.E. and Washington peeled off in pursuit of each other, and Jarrett's cruise (in)conveniently intervened. The three ships headed down the shore, where the Birmingham managed to find the shallowest spot on a sand bar. The battleships then introduced Jarrett to the pleasures of running aground, but gave up when the overkill became obvious. Jarrett then pushed his cruiser out to sea so it could sink, and while someone was helping to pull it ashore, the Q.E. sank due to that

someone leaving the pump turned off. (Whoops...) So, the rest of the sortie consisted of South Dakota and Washington slugging it out side to side with grappling hooks firmly engaged. They both survived the sortie, with pumps active.

That night, we patched up our ships and prepared for one more day of slaughter. Sunday's battle began with a switch to the sides - this time, it was to be Britain against the World, with the Q.E., Invincible, and Birmingham on one side vs. Washington, South Dakota, and La Marsellaise on the other.

As the first sortie began, the two sides rushed into battle, and the fighting was quite furious. Washington and South Dakota were doing their best to catch and pound the Invincible, while Q.E. was trying to intervene in her defense. The cruisers were again left to fight their own battle, one which the Mars seemed to be winning. Surprisingly, once again, this sortie ended without any sinks, but the Invincible was showing the results of playing with a pair of six unit battleships.

The last sortie saw the same fleets sail, but not for long, as the Invincible sank within a couple minutes of leaving shore. This left the Q.E. to face the two big American battleships, while the cruisers kept a safe distance and picked away at the battleships when possible. Chris went into extreme defensive mode at that point, the major goal being not to get stuck between a pair of sidemounts, or worse yet, six stern guns. The Washington pressed the attack and inflicted considerable damage, while absorbing a good deal of damage from the Q.E. in return. Finally, both ships were exhausted and on five, while the South Dakota retained some stern ammo, but was experiencing technical difficulties, and unable to continue the pursuit.

Thus, the battle ended with no further sinks, and generous helpings of fun and damage to all involved. We all adjourned afterward to the Altdorf for lunch, and then a trip to the Nimitz museum. (always a treat!) Thus fortified, we returned home to prepare for the next battle, where rumor had it, there would be some Axis to sink!

The last battle of the year was in Houston, and those of us die-hards who can't get enough were looking forward to it with anticipation. This battle would see a few changes in faces, as a couple of Allies wouldn't be making it (college and winter refits), while some of the Axis would (Hooray!). The sides on Saturday morning shaped up as follows:

Axis Fleet:

D.W. Fluegel - DKM Bismark: Fluegel's Bismark was looking a little worse for wear as Fluegel started removing the guns that didn't work. Things were looking a little bleak as the Bismark was left with only two stern guns and a bow sidemount. However, Fluegel countered with an extra pump which he managed to wedge into the stern somehow. (I'm not sure I want to know...)

David Haynes - IJN Mutsu: David's Mutsu was looking good as ever, with the same systems that have made her a reliable and effective contender in the past. Her guns were mounted, and odds were, they would all work quite well.

Garrett Haynes - IJN Suzuya: Garrett had the Suzuya working pretty well after Nats, and over the year had learned several of the tricks to successful cruiser captaining.

Allied Fleet:

Jim Pate - USS Washington: Jim's Washington was looking about the same as in Fredericksburg, but started developing a disturbing throttle problem before the first battle.

Brian Craven - USS South Dakota: Brian's South Dakota was also looking much the same. (Yeah, dull, isn't it?)

Chris Pearce - HMS Queen Elizabeth: The Q.E. was looking a little different than in Fredericksburg, but only because she got a fresh coat of paint and patches Friday night at Brian's place.

Bob Eakin - Gloire: Bob's cruiser had had a pretty

IR/CWCC VERSUS BIG GUN BATTLE

- A SHOWDOWN IN INDIANA

Have you ever wondered what a battle between Big Gun ships and IR/CWCC ships would be like? Some of us surely have. In a recent conversation with Chris Au, Chris brought up the subject of a battle between the two types of ships. I got the impression that Chris felt the Big Gun ships would not stand a chance in such a battle between our fleets. However, the Big Gun skippers of the Midwest Battle Group do not share this viewpoint.

Reviewing the facts, IR/CWCC skippers have many more years of combat experience and they have an admiralty in place. Their ships have an obvious advantage in speed, firepower, pumping capacity and maneuverability. These facts alone make the IR/CWCC ships seem quite ominous.

The Big Gun skippers are a loose knit group with no formal fleet commanders. They can put between 12 and 17 ships on the water and every one works together and gets along well. Looking at the Big Gun ships it would appear the only advantages they enjoy would be thicker skin (which is still quite penetrable based on past experience) and the longer effective range of their guns (if they can bring them to bear on the faster IR/CWCC ships).

The Midwest Battle Group pond is located on private property in north-east Indiana. It is free of weeds, and has full facilities available. The depth varies from 7 to 15 feet so I suggest that all ships have a float and 18 to 20 feet of line securely attached on your ship as a precaution. A pontoon boat will be available to recover sunken ships using

the float and line so skippers won't have to go swimming to recover sunken ships. Also, a certified diver with scuba gear will be on site during the battle should the need arise.

Many questions can be posed regarding the outcome of such a battle. Which type of boat will be the victor? Can the Big Gun skippers hold their own in combat against the greater experience of the IR/CWCC skippers? Will the lumbering, slow firing Big Gun ships be sunk or driven from the water by the IR/CWCC ships, or will the novice Big Gun skippers sink and rout the IR/CWCC legends? There is but one certain way to find out. I propose that we have a showdown!

Assuming there is enough interest to plan such an event the battle dates and details will be coordinated by Phil Sensibaugh, Chris Au and Steve Milholland. The date will probably be in the late Summer or Fall and will be coordinated so it does not conflict with other scheduled IR/CWCC battles. A lot of fun and camaraderie is guaranteed and this would definitely be a battle to be remembered and not one for the faint-at-heart. One of the Big Gun skippers from California has already indicated his intention of attending and I would expect 12 to 15 Big Gun ships to be present. I would like to see an equal number of IR/CWCC ships be present as well.

Further details will follow assuming interest exist. The event will be by invitation only, but anyone who wants to attend shall be invited. If you are interested please contact Phil Sensibaugh at 219-693-6402, or Chris Au at 906-482-5654, or Steve Milholland 417-831-2309 at your earliest convenience. I hope to meet some of you who dare to test your metal, barrel-to-barrel across open waters in the future.

Sincerely, Phil Sensibaugh, Midwest Battle Group

good Spring in the Abilene and Springfield battles, but Bob was unfortunately unable to make Nats. However, his ship was looking nice, and had a pair of guns that were working quite well.

The first fleet battle began, somewhat awkwardly, without the Washington. Seems that Jim couldn't get it to go in either forward or reverse. This left the remaining Allies at a decided speed disadvantage. The Allied battleships hunkered down and tried to draw the Axis into a disastrous close sidemount encounter, while the Axis battleships tried to play a run and gun game. Neither side was having much success, and both were getting a little bored, while the cruisers were having a grand time playing further out from the shore. Finally, something happened, as the Suzuya was rammed by the Gloire and took a small hole. Quickly assessing the situation, and perceiving a slight advantage from the 200 point ram penalty against the Allies, Fluegel ordered "fleet five", and yes, they all ran like Fluegels... This at least brought an end to the nonsense, and after the ships were counted, the damage was as follows:

<u>Axis:</u>		
Bismark	(3-1-1)	105
Mutsu	(7-1-0)	95
Suzuya	(5-0-0)	50
Total:		250

<u>Allies:</u>		
South Dakota	(18-0-0)	180
Queen Elizabeth	(6-0-0)	60
Gloire	(1-0-0)	10
Total:		250

When the 200 point ram penalty was factored in, the tie became a loss for the Allies, 250 to 50. As it turned out, Fluegel's gambit paid off, and for the second time since 1991, the Texas Axis managed to win a sortie. Time would tell if they could maintain it, though, as the Washington was ready for action, and spoiling for a fight, and the other Allied battleship captains were looking forward to having a fast wing to help bring the Axis to fight.

The second sortie began with the Axis wagons trying to play the same run and gun game, while the Allies tried to draw them into a trap, and the cruisers played nearby. A great deal of maneuvering later, the Mutsu experienced propulsion difficulties about 20 feet offshore, possibly related to a lilypad. Washington and South Dakota rushed to the attack, and when the Q.E. arrived, there wasn't any room left on either side of the Mutsu as the water was foaming from the sidemount and stern gun attention she was receiving. The Bismark was close by, however, and in a quick exchange showed Chris that her bow sidemount really did work. The Q.E.'s sidemounts worked too, but the Bismark departed for safer waters (and the Gloire) before too much could be done. The Mutsu, meanwhile, proved that she could still shoot back, inflicting

My first witness of a battle.

By Randy Heuton, an amoeba (that is something before a rookie) for my Lutzow is still under construction, and I haven't reached the rookie stage.

I was invited (shanghai'd) to come to Houston to check out the last battle of the year.

Friday night I saw the Allied and the Axis helping each other. Everybody was pitching in to get not only their ship but other ships ready. I think Fluegel and his Bismarck used the most help (sorry Fluegel I couldn't help it).

Saturday morning I got up, anxious to witness my first sortie. The weather was perfect, water was calm, and the ships were engaged in war (life is good). I was learning about tactics, moveability, why a bilge pump is so important. And in some cases, to run like hell. Standing on the bank, I also learned why even onlookers must wear eye protection, for I got nailed below the water line, my chin.

The weekend came and went, and I found myself back on the road to Amarillo. I must give the weekend a "9", it could have been a 10 if I had my ship.

I told my wife (she thinks we are all nuts) about the weekend and she asked if I'm going back? I said I can't wait till March for the next battle. I will be there with my Lutzow and hopefully I can put some of the tactics that I learned to use.

I must thank Brian, Bob, Chris, Jim, D.W. & Paul, and David, for an eye opening weekend.

A BOATABLE QUOTABLE

"There is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats ... or with boats ... In or out of 'em it doesn't matter."

The Wind in the Willows, (1908), Chapt. 1
Kenneth Grahame

Dear Friends;

I am writing to ask for your prayers in an important matter. My youngest child Nathan was diagnosed in November with Leukemia. The prognosis is very good and he has responded well to treatment so far. Your prayers for his continued recovery would be greatly appreciated.

Because of his condition and the treatments involved, my ability to travel will be severely limited. Myself and my sons will, therefore, be able to participate in few if any events in the next year or two. I do wish to keep in touch with my friends and will continue to follow events.

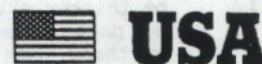
Now I would like to say something about the recent activities of certain Captains. *When Nathan is recovered I would like to have a hobby to come back to!!!!* I was shocked to hear of the incident that drove a young member away from Nats and caused him and another to leave our group! In addition the nasty comments that were reportedly broadcast over the Internet were in (at the least) very bad taste. If you feel the need to disparage others at least use E-mail and keep it private! This hobby, as all are, is supposed to be for enjoyment. If a member or members have a need for competitiveness so strong that they deliberately hurt others, they need to take a long look at their lives! I ask everyone to look at their involvement with this hobby, and reflect on the possibility that they may need to develop a 'kinder gentler' attitude.

I have seen the fantastic way that the members in our hobby can act. Please concentrate on the good and enjoyable aspects of your personal interactions and not on the 'glory' of victory.

Your Friend

Ron Thibault

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PS Does anyone have a reliable source for Silkspan? I am out and can not find anyone in this area who can obtain any. Depending on the price I would like to buy 50 to 75 sheets. If not has anyone discovered a substitute?

serious damage on the Washington, but receiving much more serious damage from the three Allied battleships before she sank. In the meantime, Fluegel had done the Gloire some harm, and Bob brought her to shore for protection, and she survived by the skin of her five minutes. The sortie ended without much more action, and the following damage:

<u>Axis:</u>		
Mutsu	(113-20-35 + 1000)	4380
Bismark	(21-3-3)	435
Suzuya	(6-1-0)	85
Total:		4900

<u>Allies:</u>		
Washington	(22-2-13)	920
Gloire	(21-2-3)	410
South Dakota	(28-0-0)	280
Queen Elizabeth	(8-3-2)	255
Total:		1865

This time, that 200 point penalty paled in significance as the final score was 4700 to 1865, in favor of the Allies. The Sun continued to shine, and we all relaxed, content that the cosmic balance remained intact. However, remembering the fun that we had at Fredericksburg, we suggested that it might be fun to mix the fleets up in hopes of mixing up some strategies and making things a bit more fun for all involved.

Saturday's second battle began with Jim's throttle on the fritz (again!), David's radio box full of water, and a twist in the fleet makeup. This time, it would be Chris and Fluegel against Brian, Bob, and Garrett. The battle began with the Q.E. and Bismark in pursuit of the two cruisers, especially Bob, who turned out to be extremely deft at drawing his pursuers into close encounters with the South Dakota. Bob was also having a great deal of fun chasing Fluegel around after the Bismark was out of ammunition and on five. The departure of the three cruisers left the Q.E. and South Dakota to play, and after a brief sidemount exchange, the two had settled into a stern to stern slugfest. Unfortunately, this was cut short as the South Dakota's pump slowed to a trickle and she sank due to a fouled commutator on the pump motor. This ended up being a one sortie battle, and the final score was:

<u>Fleet A:</u>		
Bismark	(43-5-6)	855
Queen Elizabeth	(8-3-2)	255
Total:		1110

<u>Fleet B:</u>		
South Dakota	(31-0-4 + 1000)	1510
Gloire	(6-3-1)	185
Suzuya	(6-0-1)	110
Total:		1805

This battle featured no ram penalties, so the score stood at 1805 to 1110. For the first time in over four years, Fluegel was on the winning side in a Triple Crown battle. However, no total eclipse occurred, and we prepared for another quickie with yet different sides. Jim's throttle was working again, or so he thought, and so the fourth battle began with Jim, Fluegel, and Garrett against Brian, Bob, and Chris.

The sortie was barely underway when the Washington slid to a halt close to the shoreline. South Dakota and Q.E. sped to the attack, while the Bismark tried to defend, and the two cruisers played their games in a further portion of the lake. The Q.E. made the mistake of tangling with one of the Washington's sidemounts in her eagerness to get shots, while the South Dakota pounded the scrappy Bismark. Both of the slow battleships were able to get their licks in on the Washington and Bismark before the Washington sank, at which point the Bismark headed at top speed for neutral waters. The sortie wound down quickly, and when the holes were counted, the damage was:

<u>Fleet A:</u>		
Washington	(24-11-29 + 1000)	2965
Bismark	(74-11-12)	1615
Suzuya	(2-0-0)	20
Total:		4590

<u>Fleet B:</u>		
Queen Elizabeth	(38-4-17)	1330
South Dakota	(29-0-0)	290
Gloire	(0-0-0)	0
Total:		1620

With a score of 4590 to 1620, this battle was even more lopsided than the last, and it was just as well that the day was ending, before things got any worse. We all adjourned to Brian's place for dinner, patching, and a great deal of conversation before Sunday's battling began.

Sunday began with yet a different fleet makeup; this time it was Fluegel, Bob and Jim vs. David, Chris, Brian and Garrett. This

FUTABA WIDE BAND RADIOS.

By Fluegel. (1/4/95)

With the start of a new year, wide band radios are illegal at sanctioned events. I have an old (10 years) 7 channel radio that works fine, so why not have it upgraded? I called Futaba (714-455-9888) and they said it would cost \$60 + shipping. I will receive a module for the transmitter and a new 7 channel receiver. Maybe your radio will be cheaper if it's 4 or 6 channel.?. Futaba will discontinue this service "as soon as supplies run out". They said I would be able to keep my old frequency. I am mailing my radio tomorrow to Futaba, 4 Studebaker, Irvine CA, 92718. (disk Bismark log, file June.WPS)



battle began with a general rushing around, as ships from both sides jockeyed for position. The Gloire made the mistake of getting a little too close to shore, as the Q.E. pounced and proceeded to chase the little cruiser around until she sank. In the meantime, the South Dakota and Mutsu were playing with the Bismark and Washington when the Washington went dead in the water yet again. This time, Jim saw the writing on the wall, and as Fluegel was headed out in search of safer waters and the Q.E. began to trade sidemounts with the grounded ship, Jim declared the Washington sunk before the carnage could mount any higher. The first sortie and, as it turned out, battle ended with the carnage as follows:

Fleet A:

Washington	(12-3-10 + 1500)	2195
Gloire	(7-1-5 + 600)	945
Bismark	(10-3-0)	175
Total:		3305

Fleet B:

Queen Elizabeth	(27-2-7)	670
Mutsu	(34-1-0)	365
South Dakota	(3-0-0)	30
Gloire	(4-0-1)	90
Total:		1155

Yet another lopsided score - 3305 to 1155 brought us to decide that the fleets should be re-arranged yet again. For the last battle, it would be Brian, Fluegel, Jim and Garrett against David, Chris and Bob.

The last battle was perhaps the strangest of all as Brian and Jim both bowed out of the sortie early due to gun problems. This left Fluegel to Chris and David's kind attentions, while the two cruisers continued to play their game uninterrupted. Fluegel set course for distant waters while the Q.E. and Mutsu geared up for pursuit. In the meantime, Chris and David walked a significant distance around the perimeter of the lake to get a different perspective on the Bismark which was now over a hundred feet offshore. Fluegel appeared to be having some battery problems as

the Bismark slowed down to the point that the other two battleships were able to catch up and get the pesky German turned around and headed back towards shore. Then, the carnage began in earnest as the Q.E. took one side and the Mutsu took the other and began to pound the Bismark in a display of teamwork which is rarely seen among comrades, much less nominal enemies. At a range at which we were more concerned with rams than with extreme accuracy, shots rang out, and splashes surrounded the Bismark as she continued to lose speed. Finally, just when it seemed that there was no hope left, the two battleships ran out of ammunition just as Fluegel's five minutes ran out. Calm seas and careful helmsmanship allowed the Bismark to return to shore without further mishap and just enough positive buoyancy to reach shore. Guess that second pump came in handy, after all. After that harrowing escape, we retired to count and discover that the final tally was:

Fleet A:

Bismark	(74-9-27)	2315
South Dakota	(22-0-0)	220
Washington	(9-0-1)	140
Suzuya	(2-0-0)	20
Total:		2695

Fleet B:

Queen Elizabeth	(49-0-1)	540
Mutsu	(13-0-7)	480
Gloire	(5-0-1)	100
Total:		1120

So ended another year of intense battling action in Texas. Five battles provided what seemed like more than a year's worth of action, but at the end, we all decided that it was worth it, and have planned to have yet another five battles next year. Will the Texas Axis will be able to end their long drought and win a battle? Will the Texas Allies maintain their supremacy??? Time will tell. In the meantime, I'll be looking forward to the first battle in Houston, this March...

"Re: Wade's Declaration of War"

Rebuttal to Wade Koehn: In Wade's article for Hullbusters, he intimates that he was presenting a "fair" comparison. We, the Maryland Attack Group, considered it to be a "blind side attack". Some of the "facts" he presented are if not in error, at least presented out of context.

1) "For sentimental reasons" - okay, I'll go along with that. Also three MAG members and one former MAG member have made Nats. in Texas. Francis, Doc, Will, and me. Not two as Wade said. There are a whole lot more out here who can't for various reasons, including members from further north (Pa., N.Y., and Mass.). As everyone may recall, the first Houston NATS was also moved at the last minute to another week. Unfortunately, this prevented 3 other Maryland battlers from attending, because of prior commitments. Also, Wade implies that just because people can't attend a NATS means that they are "boycotting" that location. In fact, many people can't attend NATS, regardless of the location, because of personal schedule conflicts and the cost of attending. After all, Wade and Brian C. weren't at Springfield this year, but nobody implied that they "didn't like Springfield" and would never battle there.

2) "Maryland is cheaper" - as a matter of fact, Maryland Nats. made money enough for the following three Nats to lose money and the club treasury to survive. We did this while only charging a \$25.00 Nats. fee and buying safety glasses that lasted three more nats

3) Site is 30 minutes from Motel. -- granted. At the time, we were told by quite a few people to "keep the costs down". The resulting motel, which was average, was further away then others, but was very affordable.

4) The pond on the second year was truly a mess -- the result of a drought (one of the worst I have seen here). The pond on the first year was normal, and the moss problem was present but very imited. However, the bottom of most ponds are mushy, and smelly (with the exception of Knoxville).

5) Pit areas are located along the side of the lake (trip to water averages 10-20 feet.), and the local club planned to level the brush and road in preparation for Nats. Travel up and down the side of the lake is not difficult to communicate with other people.

6) Food was not as great as Houston, but was greater than previous Nats. Now that the norm has turned to catering -- we can do that too. (This is like comparing a 55 ford to a 95 probe -- of course things have changed). It should also be noted that Houston

"requires" everyone to buy the lunch, whether they want it or not. Some people prefer to eat a large breakfast and snack throughout the day.

7) Trophies - sure the newer ones have been nicer -- and more expensive. You get what you pay for, and we have been paying more and more for Nats each year. When you change the ground rules, you can no longer compare the old rules with the new ones.

8) Hotels - The Houston one is more expensive, closer to the pond, but is located in a "bad" part of town. It has guards who patrol the parking lot in golf carts. I had to get gas late at night and truly feared for my life at a gas station which had barred windows, and whose attendant warned me not to "flash" any money. Wade says that the hotels in Maryland are not as good. The rule of the day was cheap and clean. Maryland motels were as good or better than the Amarillo red light district and the "Battlefield" in Mo. which were the comparisons up until then. Now if the rule is expensive and fancy, we could put everyone up in Washington, D.C. and \$1000.00 a night. Seriously, there are a multitude of Motels,

Hotels, etc. here to fit a variety of pocketbooks.

9) Houston has better facilities -- no argument, but you pay for it. If we had comparable facilities, we would use them. However, if we limit the choices of Nats to these facilities, we will never get out of Texas.

10) If Wade wished to hold a debate, he should have attended Nats and debated upon the floor at the rules meeting. By using the last issue of Hullbusters before the vote for an attack on Maryland, he has hurt a lot of people in the north. Maryland is not perfect by any means, but neither is Houston. We have held Nats in Texas about 7-8 times, in Mo. about 5 times, in Maryland 2 times, in Knoxville and Fla both once. We would like to see Nats keep moving around to allow more people to attend it. I personally asked MAG to not put in Maryland a third year in a row even when we had the votes to hold on to it again. How about someone in Ohio, Tenn. or Kentucky setting up for Nats.

Marty Hayes

CONSTRUCTION NOTE

by Peter Demetri

At the last Orlando meet I saw an interesting sight, a veteran fighter had a ship with sub-standard wiring. No surprise you say, and some would even comment that we all have a little sub-standard wiring in all of our heads. I can accept the fact that when we get a bright idea and the proverbial light goes on, that it tends to be a low wattage one (in most cases). But when your pump or motors light up, were talking of a decent amount of current. Some would disagree or have their own ideas but I would only wire my motors or pump with 16 or even 18 gauge wire. Why? Because with smaller wire, there is more resistance when drawing current through it. This is in-efficient and will cause you to drain your batteries a little faster. On the large ships, this may not make a big difference, but for the smaller ships, it does. The next time you run your ship, feel the wires. If they are hot, there is too much resistance and you should try a larger wire size. Of course there are other things you can do to limit power loss. Solder all connections, crimp type contacts are easy to install but have more resistance, and limit the number of disconnects in a wire run. (i.e. don't put 3 disconnects in a piece of wire running from point A to point B) If you are constantly modifying and changing your ship don't forget the wires. They get water in them too and can corrode just like everything else. A little electrical grease in the connectors, including servo wiring, will help to prevent this. And if you've spliced and moved and mangled and taped a piece of wire, spend a minute to replace it with a new piece, you'll thank yourself later. And if you have a resistor speed control like I do, watch where you place it. I've burned through ship, wire and tubing, and in the midst of a battle, that could be fatal. These are just a few things to think about.

As far as my own dockyard is concerned, I've got the skin off of the Lutzow (Zebra) with the intent of fine tuning the skeleton and odds-n-ends plus I'm currently building an LSD which will be used for target practice and experimental work.

Hope everyone had a good Holiday Season and hope to see you under the water sometime soon.

PRESIDENT'S COLUMN; FEBRUARY, 1996

By Tom Jass

Hello from frozen northern Michigan in January of a new year -- 1996. We have had snow on the ground up here since before Thanksgiving Day; this is unusual for us as it is the first year that I didn't get the leaf raking done during the fall.

I view the immediate future of our "magnificent obsession" with mixed feelings. On the positive side we have much to be thankful for during the past two or three years in the hobby. Before I list the problem areas we face (in my opinion), let us take a few minutes (or a column or so) to examine what has been right with us in the immediate past.

The appearance on the scene of Swampworks has been a real boost for all of us; both rookies and veterans alike can benefit from the products and services that Steve Milholland can provide for us. It has never been easier for a newcomer to get quickly involved in our hobby with a ship that can be effective in a very short period of time. The kits and systems that are available from Steve have revolutionized the entry into our hobby. The plastic hulls are a vast improvement over even the wooden kits he had available in the past. The entry into our hobby has eased by at least 100% in the past few years -- and this is a real plus IF WE WANT OUR HOBBY TO EXPAND WITH NEW MEMBERS. The whole question of club membership expansion is one we should all think seriously about from time to time. Do we want to expand, or are we happier with a small veteran group of guys who do not want to reach out and include more battlers in our hobby? THINK ABOUT THIS AND GIVE HULLBUSTERS YOUR THOUGHTS.

In addition, as a club we have successfully changed our gun propellant system to a medium that is safe and friendly to our environment. I believe that we all

recognize that CO2 has been a real improvement for us individually and collectively as a club. 1996 is also the first year that we will require narrow band radios at sanctioned events. The club moved toward this goal in a phased program that got us to the position we need to be but in a manner which was slow enough to make the transition as easy and painless as possible for each individual member. Most of our radios are in need of replacement after a period of five to six years -- so replace (or have modified) your obsolescent radios so you can participate at sanctioned events in 1996 and beyond.

As a club we have also reached common agreement on ship speed by classes -- a step in my opinion that makes our hobby more fun and has lowered the arguments that we had in the past when we attempted to set each ship's speed by its scale speed. This rule change has also made it easier for rookies to build and launch a ship that can battle successfully in their first season.

These improvements have increased our ability as a club to attract new members and both rookies and veterans can build ships and their systems more quickly and easily. BUT -- ARE WE HAVING AS MUCH FUN AS WE USED TO? ARE NEW PEOPLE WELCOMED AND MADE COMFORTABLE WHEN THEY ARE ROOKIES?

When a large portion of the battlers involved at a meet leave that meet with feelings of frustration (rather than fun) and anger (rather than satisfaction) THEN I BELIEVE WE HAVE THE INDICATIONS OF SERIOUS PROBLEMS IN OUR BELOVED HOBBY.

I believe that the old, traditional "Axis versus Allies" feelings that have been with our hobby since its beginning may have outlived their usefulness. Perhaps this traditional form of competition is as outmoded as freon and wide band radios. When I have battled at regionals where the Axis vs. Allies format was not used I have usually had more FUN than I have had at Nats. I have long supported Blue vs. Red fleets rather than Axis vs. Allied; the Blue/Red format supports the idea of fun, not winning at all costs.

The Red/Blue format has several advantages; I will list some of them below. Next month in HULLBUSTERS I will continue on with the list of advantages as I have more time to think through this subject.

Red/Blue battling allows people to battle on the side of captains who have always been "the enemy" in the past; it also relieves pressure from their fleet members on captains who wish to build a ship on "the other side" for a change of scene. We must stop thinking of captains who change sides from time to time as "defectors", but rather as fellow club members who have decided (for whatever reason) for a change in scenery. These captains are presently hassled by their Axis or Allied team mates -- but if we don't insist on Axis/Allied battling they will be members of Blue or Red, not Allied or Axis and they will not be locked into

Dear Members of the INTERNATIONAL R/C WARSHIP COMBAT CLUB,

From the beginning of this year (1995) I have had a manual of how to do R/C warship combat on sale. It took me 2 1/2 years to put this manual together. In putting this manual together people in the hobby help me, by giving me material for this manual. Some of the material I did not know where it came from. I used this material in the manual and did not give proper credit to the person that did the work. In the last couple of weeks Marty Hayes has come forward to tell me it is his material. I did not know that Marty had a manual too.

Regardless of the circumstances, I was wrong to use any of this material in my manual! I would now like to apology to Marty and the whole club for violating the rights of my fellow battler. Because this is a very momentous problem I have tried to do every thing in my power to make up for my mistakes both to Marty and to the club.

One thing that I would like you all to know is that I do not want this to hurt the hobby or Marty. I also hope that sometime in the future that you and Marty can forgive my mistakes. Unlike some people in this hobby I will stand up and say I made a mistake and will work to make up for it!!

Battle hard and have FUN!!

Brian K. Craven

a particular fleet.

Rookies can be split between fleets to insure balance -- if all the rookies have built Axis cruisers, no one cares as they will be assigned equally to opposite fleets. No one need feel that they are Allied or Axis -- rather we are all club members with particular ships that we wanted to build, not ships which force us into one fleet or the other.

I propose that at 1996 Nats we only have Axis versus Allied battling on Monday; the rest of the week we will mix and match ships to even out the sides. Let's get back to the days of FUN, rather than encourage the increase of Axis/Allied competition that I feel is hurting our club. I am willing to maintain one day of traditional battling so we don't go "cold turkey" if my observations are incorrect. We can evaluate our feelings after 1996 Nats to see if a majority of participating captains feel that the traditional Axis/Allied competition is destructive to our club.

LET ME ASK EACH OF YOU A QUESTION WHICH I FEEL WILL HIGHLIGHT OUR PROBLEM -- DO YOU FEEL YOURSELF AS AN AXIS OR ALLIED CAPTAIN FIRST, AND A CLUB MEMBER SECONDLY? In my opinion, if you do feel that your first allegiance is toward a fleet rather than our club, you (and I) are part of the problem, not part of the solution. Give this situation some serious thought in the next months. If you can think of a single CLUB advantage that results from our present emphasis on Axis/Allied competition, please call me (616 889-6124) or better yet write an article for HULLBUSTERS.

Lastly it has been called to my attention as president that several club members are engaging in public conversations on the InterNet that are destructive and definitely not in the interest of harmony and fun. I have access to a computer, but not the InterNet so I do not have any personal knowledge of what conversation has been filling the net, but I have been called by several other club members who are extremely concerned that these public messages are hurting our club's image as well as prolonging internal arguments. WE DO NOT

NEED THESE KIND OF MESSAGES FLOATING AROUND IN THE PUBLIC DOMAIN OF THE INTERNET - I URGE THOSE INVOLVED TO CEASE AND DESIST. You are hurting our club as you argue with and insult each other in public communications. If you have a problem with the actions of another club member, pick up the phone (don't write) and talk with that person. I do not define public spats as "fun" even if you do; settle your problems privately and if you can't -- please keep your mouths shut in public.

AXIS VS ALLIES

BY M.W.D.

Well for the last few years I have been in a French ship in hopes that myself and a few others that run ships in the smaller navies of the world could perhaps be used to keep the teams even and therefore make the games more fun for everyone. Lately I have heard talk of trying not to have allies vs axis teams at Nats. Well I prefer to keep the teams allies vs axis but I also want to keep the games fun and fair and the best way to insure this is to keep the teams as even as possible. So here is my proposal.

First off we take the allied superpowers being U.S.A. and Britain. These will be the allies. We then take the axis superpowers being Germany, and Japan. These will be the axis. We would then take the French, Italian, and Russian fleets and put them on whichever team needs them to keep the teams even.

I would be willing to build ships in any of the three fleets and fight on whatever team needs the help. I want to keep the teams allies vs axis and I know a lot of other people do also, but we need to get past this obsession with the theory that the French and Russians have to be allies, and the Italians must be axis. This may not be the perfect answer, but it would be better than Red and Blue fleets!!!

EDITORS RESPONSE.

To President's Column.

It's good to see our E-Board looking at hard issues with a new slant. President Jass asked for articles to discuss "If we want our hobby to expand with new members?" My vote would be an 85% yes. Every year old timers quit and it takes several rookies to replace one old faithful. This is because most rookies don't finish or can't get their ship to work or 100 other reasons. But it's hard to replace the "back door" retirees and to maintain our current size we have to recruit.

It also seems that most of my friends are from the hobby. I enjoy discovering and collecting these friends, no new rookies, no new friends.

The bigger issue, that Tom also, thankfully, requested articles about is "Let me ask each of you a question which I feel will highlight our problem-- do you feel yourself as an Axis or allied captain first, and a club member secondly?"

Tom's Axis Allied thinking is what motivated this article. I am the most Axis captain I ever met, the Gross Admiral for more than half the Nats. I bleed swastikas. But even I can answer the question, club member first! Tom, do you think that we see ourselves as enemies of each other first, and club buddies second? I hope you are wrong... he is, isn't he?

I really see a rich tradition at risk when the president says "I am willing to maintain

one day of traditional battling so we don't go cold turkey"... A vote of participating members would probably be something Tom would feel more comfortable with. The experimental "red blue Nats" would also be better as a Monday, or Friday experiment than a 80% of Nats experiment. I remember in 1983, Tom proposed, as Nats CD, that we "once and forever" vote about Nats being "red blue" or "Axis Allied". It wasn't close, Axis Allied won. Maybe a good question should be asked every decade, forgetting "once and forever". The size of this question is big.

The history of the hobby can comfortably, and enjoyably, be told as an Axis Allied war story. The Knoxville Nats was a spanking of the Axis as many of its members were protesting the "hard casement" rules and brought their cruisers as a protest. The Knoxville lake was small, Foster and Millholland were Hot Allies that year and the Axis were hunted down and executed. The Axis winter was spent refitting the old "hard casement" battleships and with the addition of some exciting "new" Maryland Axis the unthinkable thing happened, the Axis regained the advantage and smashed the Allies in the first Maryland Nats. The defeated Allies did fair better the next year, but mid week they had some communication problems and considered the first ever surrender! Dan and Stan's war cry "dead men don't surrender"- or something like that- was their war cry and encouraged the Allies. They took great pleasure from a minor Friday comeback. The Florida Nats was hopefully the first Nats a team had won three year in a row! Amazing, as confident, and talented, as we Axis were, we were dethroned in a battle that went down to the last days combat. The Allies had come back and prevented the Axis from proclaiming themselves a dynasty. The first Houston Nats was won on the last day by the Axis and the next Nats was the Allies thrashing the Axis. Tom's immortal and oft quoted phrase was "no one knows how the worm will turn". The Axis Allied contests have often been upsets, unpredictable, and the three year dynasty remains unobtainable. Last year, the crippled Axis, received some welcome help from Maryland and with the skilled admiralty of Lief Goodson, the Springfield Axis ripped the momentum away from the Houston Allies. The past says we can not win the next two years, some how the defeated team has always come back. It's like automatic, as if they get first draft choice or they realize that their ships need an upgrade or some Axis will have "underdog" compassion and change teams. Somehow, the exciting and twisted story goes on. This brief 7 year story is off the top of my head, but the point is developed that we have a good thing going with Axis Allied. Am I wrong? I have enjoyed losing and winning, and I wonder, haven't you?

There is also a joy of planning for the next year. What strategies worked and didn't work last year? I was out voted among the Axis admiralty about a new and risky campaign strategy this year. We talked countless tapes pondering the way we could defeat the powerful enemy. Congratulations were heartfelty given to our correct admirals upon our successful campaign. There is fun all year in planning a new strategy. To do that the admirals are constantly calculating who will show up and with what ship. How will this be done with Red Blue? The strategy, the uniforms (will they be red and blue?), the history, all would be at risk if we go "red blue". Also, who picks the teams? Who adjusts the teams? How would you feel if you were "traded"? A lot of ugly cases can be

construed with only a moments considerations! The new history would be, "We lost Tuesday so Ted and Bill were made red for Wednesday, but boy oh boy, nobody knows how that old worm will turn, and we lost even worse with them on our team!

Recognize the magic we have enjoyed, the problems weren't there in the past, and we were Axis Allied. I think the truth is unpleasant, and not for Hull Busters to dwell upon. It would be nice if we could vote some way to solve our problems, but it's not that easy. Simple things like choosing to room with an out of state "other team" person would do more than all the new reorganization we could think up. In fact, let that be the new reorganization of Nats, the host will draw from Axes Allied hats to see who rooms with whom! Remember the good times we had Tom, the Nats we roomed together? That sounded bad.

Every issue I receive "personal attack" articles, and as much as I appreciate contributing authors! I trash those articles. I look forward to reading any articles that President Jass's column may have motivated, but as editor, and I can tell by reading Tom's conclusion, (in the President's column) He would agree, Hull Busters is not the place to launch any personal attacks.

A FROG DESTROYER AT NATS

Well I arrived just before the start of the nite battle. Cameron offered me the use of his cruiser but I passed up on it, thanks though. So I was ready for fleet battle thursday with no pump and a unit and a half spurt gun aft.

I missed sortie one when I lost control but in sortie two engaged the two cruisers of Paul and Gerrit, Lutzow and Suzuya. I was hoping for an easy kill but while I was stalking the Lutzow that had a slight list the jap was picking me appart. After perhaps ten minutes with no pump I couldn't take it anymore and pressed home an attack on Lutzow, but the jap closed in also, so I was able to put two fish into Suzuya instead when she got mossed. As I was retiring Q.E. showed up and was emptying her sidemount into the happless nip. My hat is off to these two skippers for a job well done.

In campaign lite I ran with Chris's frog DD for a short time then engaged Cameron's frog Lt. cruiser while it was on target defence duty. That was pretty scale, because the French ships battled against each other in several fights in WW2. It was also pretty fun, ON one occassion I snuck up on Ronny Hunt's Scharnhorst and was just lining him up when some sorry dog warned him but it was too late. He took the load from the toad pretty well. Later I tried my hand at convoy killing. The axis were pretty good at defence to the point of leaving me with no shots on convoy ships and having to take my shots at the defending ships. So again, Hats off gang.

Friday I was out to sink the Axis Admiral's Moltke. I hit him in both sorties but to no avail. The second sortie was funny because I was to help protect Joe's Invincible and was on station when the Moltke came to me, so the shot was easier than the running shot in the first sortie. To be honest the results of most of the torpedo hits were minimal but the crowds always make a big deal of it which makes it all the more fun for me.

Later Will let me in a battle between himself and Lutzow, Suzuya, and I. He also let me reload and come back in for a second time. Thanks Will!

Official Rule Proposal

Submitted by: Chris Pearce

Joe Kutz

Ron Hunt

Bart Purvis



It has often been lamented in this hobby that the sidemount rules are inconsistent, incoherent, and don't make much sense in general. To try and alleviate this situation, we have come up with a revised set of sidemount rules which would make much more sense, and perhaps be a bit more fair as well. This rule would replace II.H.7 in the current rules.

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

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

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

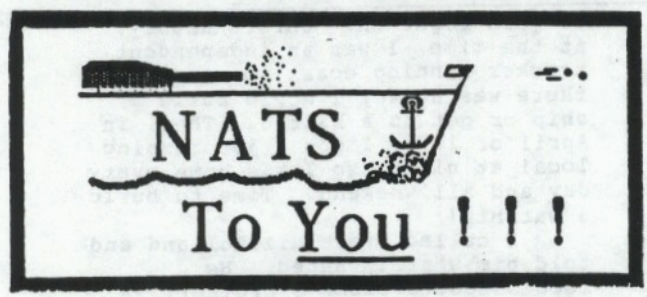
Ships greater than 850' and Richelieu: These ships may carry a maximum of four sidemount cannons with a maximum of two firing cannons covering any specific side. When two cannons are firing into the same quadrant, they may be mounted in a single turret. All quadrants may be covered.

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

The intent of this proposal is to gather the sidemount rules into simple chunks that apply as a group. So, what we're attempting here in each group is to say the following things:

- 1) You get so many sidemounts. (Pretty clear, eh?)
- 2) You can put so many on a side. (Again, I think that's a bit clearer than the old version)
- 3) Restrictions on multiple cannons covering a side. (Seems simple enough. If you can have two cannons on a side, they either have to be separated by a turret (<850'), or can be in the same turret for ships over 850'.
- 4) Restrictions on quadrants covered. (Limited to the <720' group)

That said, rotating turrets are allowed to any extent so long as they don't violate the other restrictions. This would be a bit more coherent than the current mess we have, and would make it easier for new battleship builders to figure out how to set up the cannons on their ships. Now if they could just make the tax laws simpler, we'd all be happy, eh?



The 1996 NATIONALS
By
Jim Pate(The X Allied Admrl)

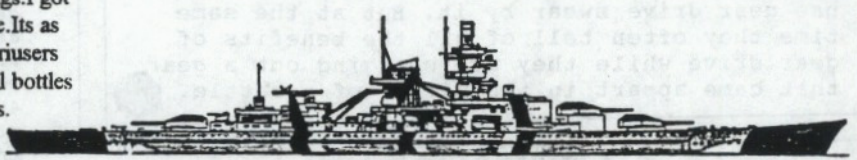
Here it is february already and time for another word on this years upcoming Nats. Well last issue I said that there would be more details but there is still one up in the air. That one is the motel for our stay.I have been in touch with Brian and our first choice is new Sleep Inn being built closer to the lake.The reason we are trying for it ,is the much better rate we would get. The Problem is that its about 70% finished and we won't know for sure abouts its avalibility until Aprils Hullbusters comes out.This really puts me between a rock and a hard place as to what to decide to recomend to all of you. The Holiday Inn we stayed at was nice except for the higher rate.. Brian told me he might be able to get the Sleep Inn rate for as much as \$15 to\$17 dollars less per night .(around \$37 comparad to the \$55 the Holiday Inn runs)That sounds Pretty tempting to try for. So far now I'am still waiting.On to other things.I got the price from Wade Koehn who is supplying the CO2 at the lake.Its as follows \$10 for Heavy Criusers and smaller and \$15 for Battle Criusers and larger for the whole week. This includes an ice bucket to chill bottles and scale.The Schedule for 1996 Nats will look something like this.

- SUNDAY late afternoon and evening....Ship testing
- SUNDAY EVENING.....captains meeting
- MONDAY MORNING.....Fleet Battle
- MONDAY AFTERNOON.....Fleet Battle

- TUESDAY MORNING.....Fleet Battle
- TUESDAY AFTERNOON..Campaign (of some type)
- WEDNESDAY.....Small ship battle
- WEDNESDAY.....One on Ones
- WEDNESDAY.....Special Fleet Battles
- THURSDAY MORNING.....Fleet Battle
- THURSDAY AFTERNOON.....CAMPAIGN(lite)
- FRIDAY MORNING.....Fleet Battle
- FRIDAY AFTERNOON.....More One on Ones
- FRIDAY NIGHT.....Awards Banquet at H&H Ranch

Now for a few more details on the lake sight. The entry fee will include the following.All meals at the lake during the week including late afternoon wednesday. Included also is the Steak dinner for the Awards Banquet on friday night at the H&H Ranch. Also during the week all the ice, soft drinks ,and best of all, Ice Tea you can drink all day. There will also be plenty of electrical outlets so if you have a fan bring it along ,you'll be glad you did.Remember ,this year we have to be CO2 legel and our radios on narrow band.Also don't forget to have your club membership and NAMBA card

Send Entrys To : (Phone 210 669-2441)
Jim Pate
Hc 64 Box 21
Fredericksburg Tx 78624



1996 NATIONALS REISTRATION

Captains Name: _____
Street: _____
City: _____ State: _____ Zip: _____
Phone: _____

#1 Warship Class: _____ Channel: _____ Freq: _____
Name: _____

#2 Warship Class: _____ Channel: _____ Freq: _____
Name: _____

#1 Convoy ship : _____ Channel: _____ Freq: _____
Name: _____

2# Convoy ship: _____ Channel: _____ Freq: _____
Name: _____

#1 Warship Class: _____ Channel: _____ Freq: _____
Name: _____

Need C02 Yes ___ No ___ (check one)
CO2 Fee \$10 for Heavy Cruiser or smaller
CO2 Fee \$15 for Battle Cruiser or bigger

Registration Fee \$105(postmarked before Feb 1st)
\$115(Before May 31st)
\$15 Late fee added after May 31st

Entry Fee _____
CO2 Fee _____
Total Sent _____

Send to: Jim pate (phone 210 669-2441)
Hc64 Box 21
Fredericksburg TX 78624

Ronny Hunt's address is "2611 Stratford Dr,
Greenboro NC 27408". Hull Busters address is "3524
Gray dr, Mesquite TX, 75150".

Ronny Hunt, inclosed is \$6 to enroll
(name) _____
into the club. My address is

I have inclosed an additional \$9 to
subscribe to Hull Busters._____. My
probable first choice of radio
frequencies is _____
or channal _____

D.W. Fluegel, Inclosed is \$9 to only
subscribe to Hull Busters. (name)

My address is _____

I have inclosed \$_____ for the
oldest past issues available _____
(the 80s) or the most recent past
issues available _____ (the 90s).
(disk bismark, file hullbust.wps)

INTERESTING QUESTIONS BY M.W.D.

On a ship with two or more shafts, which way should the the props turn? Should the props turn towards the keel at the top or bottem? And what about a ship with three shafts? I have heard that to have the props turning the correct way will improve the ship's performance.

When cutting your ribs for a wooden hull, should you have the grain running up anddown or across the rib. Horizontal or vertical?

Well I have built many a wooden hull and I always cut my ribs with the wood grain running from side to side. But on more than one occasion I have had a rib break between the bilge keel and the sub-deck. It seems that since a lot of people are cutting out the center of the keel after they have laid resin in the floor that they should have the grain running up and down since they are cutting out the weakest part.

What is the advantage of using gear drive over direct drive if any?

I have always run direct drive because I like the simplicity and reliability of the Dumas dog-bone set-up. However the guys who use gear drive swear by it. But at the same time they often tell of all the benefits of gear drive while they are changing out a gear that came appart in the middle of a battle.

A SALUTE TO MY FRIEND

by: Rick Douwsma

I used to read articles in S.S.M. about this sport/hobby. It looked like so much fun, I wanted

to join right in. Unfortunately, at the time, I was an independent trucker running coast to coast, and there was no way I could build a ship or get to a battle. Then, in April of 1994, I got a job running local at night, so I was home every day and all weekend. Time to build a warship!

I called Steve Millholland and told him what I wanted. He recommended a class 3 cruiser. A few days later, a big box came to the house. Like a kid at Christmas, I opened it and spread the contents on the living room floor. There was a big white fiberglass hull and parts. Lots of parts. I had no idea how to turn these parts into something that looked like the pictures in the magazine.

Looking back at the magazine, I saw a name, Francis something or other, over in Fayetteville, N.C. I called directory information and got his phone number. What a super guy! Francis invited me (a complete stranger) to come on over and spend the weekend! We cut the windows in my hull, watched ship videos, looked at his ships and generally had a great time. There are not ten people like my friend, Francis Rogowski, in the whole world. Anyone who would give up a 4th of July weekend to a total stranger is a man worth getting to know. This hobby is lucky to have you my friend. And, I feel lucky to know you.

HULL BUSTERS VERY LIMITED
3524 GRAY DRIVE
MESQUITE, TX 75150

CALANDER

(disk Bismark, file calander)

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|-------------|--------------------------------|------|
| 1996 | 1996 | 1996 |
| March 23-24 | Unsanctioned, Houston Tx | |
| | Call Brian, 713-537-1435 | |
| April 20-21 | Sanctioned, Columbus N.C. | |
| | Call Rick, 704 863-2169 | |
| April 27-28 | Unsanctioned, Fredricksburg TX | |
| | Call Jim, 210-669-2441 | |
| | Bart will be there! | |
| June 1-2 | Sanctioned? Abilene TX | |
| | Call 915-673-5130. | |
| July 15-19 | Nationals, Houston TX | |
| | Call Pate, 210 669-2441 | |
| | Hc 64 Box 21 | |
| | Fredericksburg TX 78624 | |

