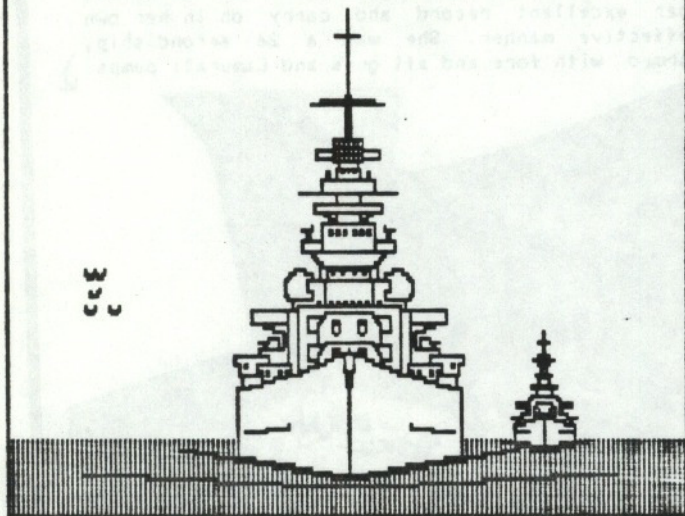


HULL BUSTERS

JUNE 1986



OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins

Greetings Combatants! The first really major tryout of the new speed rules was held at the Decatur, Alabama Spring Regionals hosted by our super Hamilton team (Dan and Mary). They proved once again that they really know how to get people to have a good time! Thanks again Dan and Mary. Ya'll are just great!

Rams were rather dramatically reduced from the Fall regionals even though there were more combatants in each sortie. That is good news. If this trend continues, the minimum distance of "fall of shot" rule change may not be needed. The Axis fleet really creamed us this time! Even with Steven Milholland doing his normal superb job with his new Alabama, the rest of us Allies were not up to snuff it seems. My Detroit sunk three times (accidental beaching "declared sunk" twice and once actually sunk by gunfire). Dan had a tough time with his pump turn-on systems and sunk twice. Warspite sunk once also (after running aground) while trying to shell the grounded Lutzow.

It was similar to the "Salvage Island" battle of a few years ago. First Lutzow ran aground and the Alabama raced to the scene to level the wreck. Women and children and Allies everywhere cheered and through flowers. The Bama efficiently maneuvered and put several telling holes below Lutzow's waterline. The Lutzow's pump fired up immediately. Each new hit was relished by the jubilant crowd. But too soon the beautiful sound (whack, whack, whack) was over. The crowd cried out for "More, More, More!" but sadly Bama was out of BB's. But Fleugel was not home free yet. The Warspite that had so terrorized the O'Bannon last Fall now closed in on the trapped victim. She had to maneuver around the grounded Alabama to get at the Lutzow but she managed. Soon she too was "whacking away" at the Lutzow. But once again the carnage lasted only a brief few rounds before the BBs were exhausted. The crowd watched with great anticipation as Lutzow's pump faught to overcome the incoming flood. The

fondlest dreams of so many were not realized. Fleugels pump in the Lutzow was very impressive in that it kept his Ship afloat even after a real pounding by the Alabama and Warspite. I didn't really get in on the main fleet battling as the Detoit was supposed to run and gun. Detroit did, however get into more of a main fleet scrap than she was fit for. Fleugel decided to prove to me that any ship in big ship fleet battle must have a pump. He chased the Detoit (she was too slow to out run Lutzow) and blasted away. Detroit scored some hits on Lutzow but not nearly enough to sink her. The direction that the main fleet was going forced the Detoit to have to run through the main body of the Axis fleet to get enough open water to escape Lutzow. In the process of going against the grain the Detoit took hits from James Fosters new Vittorio Veneto, Martin Schneiders new Duilio, David Haynes Myoko, and Rick Schultz new Zara. Some intermittent control problems were encountered especially near the Vittorio Veneto (Allied intelligence information leads us to believe that Foster is using some kind of Electronic Warfare, and it seems to be working). After contact with such concentrated fire power the pumpless Detoit was loosing its race with the 5 minute timer. And of course the Lutzow was staying with her like grease stain on a shirt. Then as Detoit was loosing speed (from the excess water she was transporting) the Lutzow pulled out in front of her and turned across her bow to shoot Detoit in the side as she would cross Lutzow's stern. But the Krauts were so delirious with the magnitude of their victory that they had a few too many brews and turned too short. Even at slow speed the Detoit's bow could not evade the plump broadsides of the Lutzow. With a gentle crunch the Lutzow was put out of her misery. Yes Fleugel, you convinced me that a fleet battle ship must have a pump but you also must admit that a weak ram can be more potent than a good pump. The Lutzow was not lonely for long. The Detoit joined her at the bottom some 20 seconds later. So the Detoit is now dedicated to small ship battling for 1987.

All compatible equipment has been removed and installed with the old Oregon City class heavy cruiser hull that was launched but never completed built back in about 1931. It will allow the use of 6 X-cells. I now believe any ship with a really potent pump needs separate X-cells just for the pump. Work on Oregon City is going smoothly and she should be ready for her debut at the Amarillo Regionals at the end of May. This should enable her to get many bugs worked out before the Nationals. She should be a much improved "Snipe Cruiser" over the Detoit.

All in all, inspite of the generally poor showing at Decatur for Detoit and the Allied Fleet, it was somehow a very pleasurable experience. You get into this hobby for the combat and you stay in it because of the combatants. I believe Fleugel first said that but inspite of the source it is so true. Thank you guys (and gals) for this wonderful hobby. A special thanks to Mike Deskin (Hood, She did not sink once) and Jim Lisher (Salt Lake City) for trying to keep the Lutzow off the Detoit when she was aground. Maybe someday I'll be in a position to repay the helpfulness.

Let's Battle!

Stan Watkins
Stan Watkins

FOR YOUR INFORMATION

by David Haynes
V. Pres. IR/CWCC

Wow! Next month is the one we have all been waiting for! All the building and the many hours of solitary in the workshop will be rewarded by seeing that beautiful new ship or ships steam across the lake in search of the opposition. To do this and be legal is the gist of this short little article.

First and foremost is to be safe doing what we all love to do and that is battle. Be sure you all have safety glasses with side shields just in case a stray BB flies from the combat zone into the human area. Also if you think of it, bring along an extra pair for a friend or an interested spectator. These are also needed to satisfy the safety rules of NAMBA and our on club rules. Along this same line is the use of safety pins in the barrels of the firing guns. These must be permanently attached close to the gun, and be inserted in the barrels any time the ship is not in he water. It's a rule so lets use it!

Another thing to be sure and do is to join NAMBA. They are the ones through which we are covered by insurance and you must be a member to be able to participate in the battling. Join the IR/CWCC too to support the growing costs of having these wonderful events. These two things have been said before, but they are important and are worth saying again.

Finally, be certain all the ships you bring to the contest meet the new rules that were passed last year. There are lots of things new such as the speed classes, weight limits and the requirements of superstructure and gun turrets being in place; CHECK THE RULES!

Enough said, I look forward to seeing all of you in Springfield at a battle that should prove to be the best yet in a long line of great ones!

BANZAI!

David Haynes

1986 SOUTHEASTERN REGIONALS

Tom Jass

The 1986 Southeastern Regionals were very similar to the Bears vs. Pats Super Bowl XX game. In both cases there was plenty of media hype, fan anticipation, game preparation -- and then a blowout. Super Bowl XX was fun if you were a Bear fan; 1986 Southeastern Regionals were fun, fun, fun if you were Axis.

The battling was held from Friday, May 2 through Sunday, May 4 at Decatur, Alabama; as usual the hosts were Mary and Dan Hamilton. The weather was perfect, the water level was low, but good for sailing as the wind was mild. Many of the battlers got a mild (or not so mild) case of sunburn, but no one complained after the long winter. Seems as if the Southeastern Regionals has almost become a rite of spring for Allied and Axis captains.

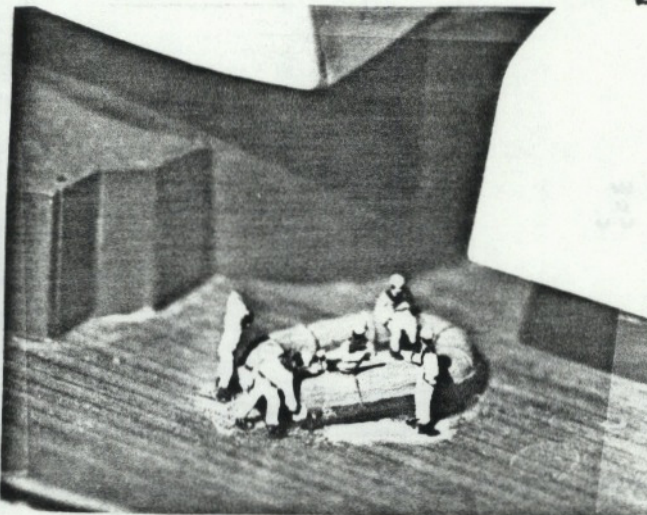
John and I drove down to Alabama on Thursday night. I picked John up at Valparaiso and we headed down I-65 through Indianapolis, Louisville, and Nashville to the land of the Crimson Tide and the Hamiltons. For once it didn't rain, and the drive was routine and easy. We had our radar detector along for insurance,

but it was quiet throughout the night.

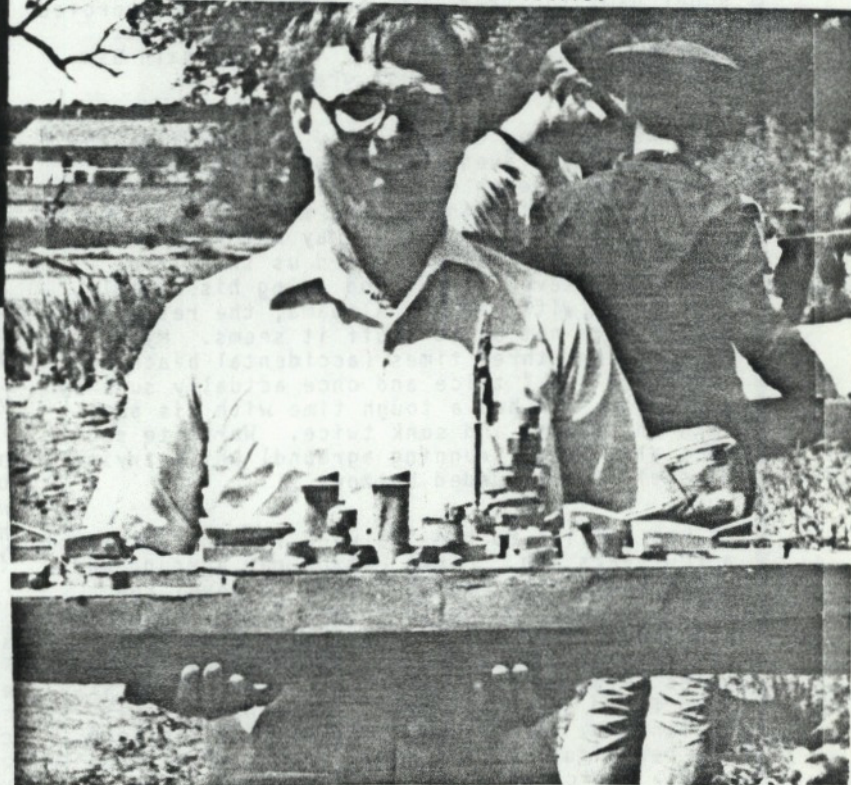
When all the battlers arrived, the turnout was the largest ever for a Southeastern Regionals. Those who attended and battled were:

ANDREA DORIA Carl Camurati

Carl's veteran battleship was ready to defend her excellent record and carry on in her own effective manner. She was a 26 second ship, armed with fore and aft guns and Camurati pumps.

CAIO DUILIO Martin Schneider

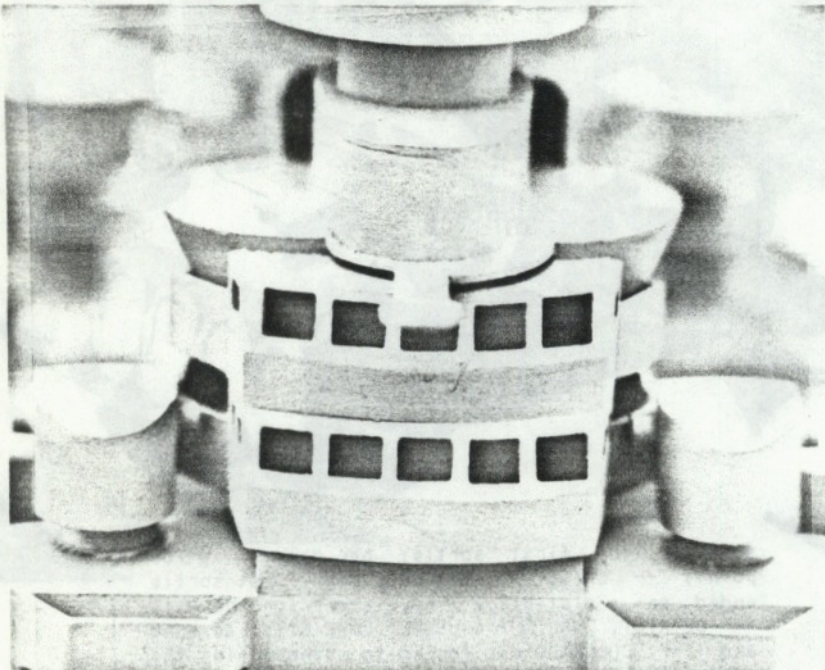
Martin's sister ship to the Andrea Doria was to give the Allies fits. Double trouble -- the terrible twins. Also a 26 second ship, the Caio Duilio did not sport a colorful paint scheme, but her guns (bow and stern) were effective.

ZARA Rick Schultz

A new heavy cruiser from a former Allied captain. She looked good and Rick was excited about battling with a cruiser. Would the Allies seek her out for special treatment as a deserter?

VITTORIO VENETO James Foster

James' new ship was the only Axis 6 unit battleship. She also had 24 second speed, and would be a force for the Allies to engage at their own peril. She had a beautiful plastic superstructure and fore and aft guns. Had the Axis discovered a secret about omitting broadside guns?

MYOKO David Haynes

The MYOKO had been extensively remodeled through the winter in Texas. She was much slower than in previous battles because of the speed law and David might have to adjust his tactics. She looked the same from the exterior and she has always been a premier cruiser.

LUTZOW D.W. Fluegel

The old master was back with his favorite (only) cruiser. She, too, was slower due to the rules, but Fluegel will always find a way to inflict damage and pain on the Allies. He was licking his chops about the puny DETROIT that Stan Watkins had brought.

ALABAMA Steve Milholland

Last year's Von Fluegel champ was back with a new ALABAMA. She was beautifully constructed but used the tried and true Milholland techniques. She mounted 2 guns forwards and one on each side. Would the new be as good as the old?

VALIANT Dan Hamilton

Dan's new Queen Elizabeth class battleship was built during the winter and was ready to add her weight to the Allied side. She is a 5 unit, 26 second ship armed with one gun forward and one off each side. With her twin rudders she should be able to turn.

WARSPITE Marty Hayes

From Annapolis came the veteran British battleship to seek to sink the ZARA. Marty was ready to go and with another year of experience (and good food) under his belt he was expected to bolster the Allied battle line. She was also looking to avenge past insults from Carl Camurati and the ANDREA DORIA.

HOOD Mike Deskin

Mike had returned to the regionals with his English battlecruiser. She was the fastest Allied capital ship in their fleet. But -- she is a long target. Mike has proven to be an excellent captain with a good ship, would the HOOD break her jinxed history and respond?

RODNEY John Jass

Like the ALABAMA the RODNEY is a new version of a much campaigned ship. She was slowed from 22 seconds to 28 seconds due to the speed law. Would her lack of speed change her effectiveness? She is a 6 unit battleship with 2 guns forward and one off each side.

COLORADO Danny Schultz

Rick's brother stayed true to the Allied cause and brought the COLORADO. She was well detailed but Danny is relatively new -- would the Axis single out this ship? This is not the easiest way to gain experience.

SALT LAKE CITY James Lisher

Jim was battling his veteran heavy cruiser since his new SOUTH DAKOTA class battleship isn't completed yet. He had installed a partial plastic superstructure on her and was itching to enter the battles. He and Foster had already battled this year at Springfield.

DETROIT Stan Watkins

Stan had constructed a new light cruiser during the winter. She was armed with 2 stern guns and no pump (Fluegel was not impressed.) She was slow at 35 seconds, but Stan was willing and able to battle the Axis enemies.

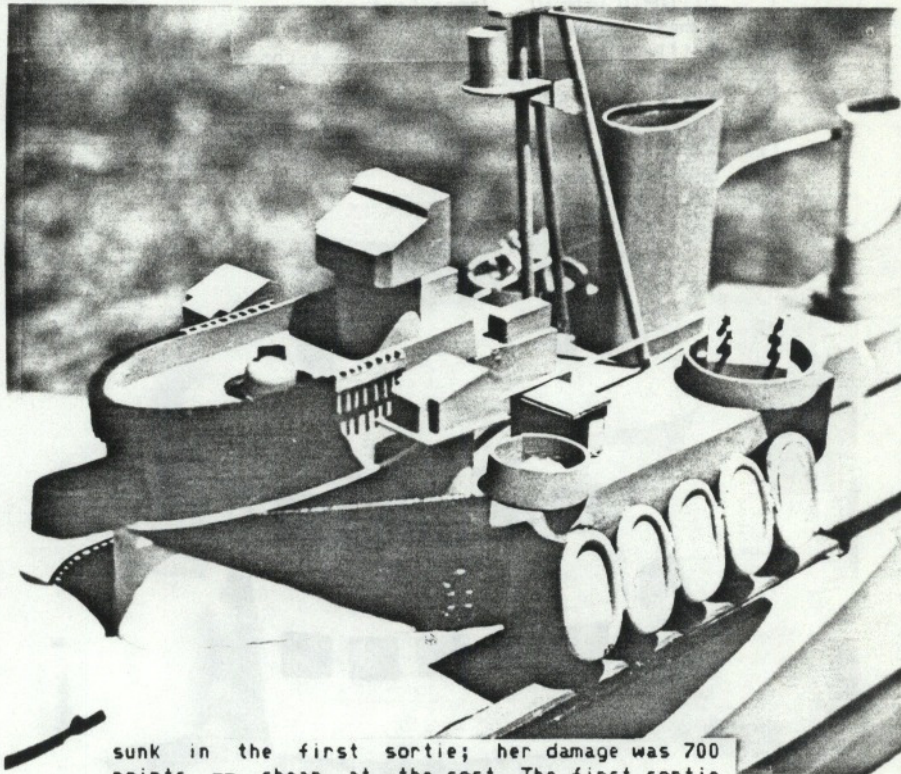
SWIFTSURE Tom Jass →

This British heavy cruiser was a veteran of last year. Improvements were made in her steering over the winter, and the Allies needed a good showing from their cruiser force to stay in the battle.

As seen from the rolcall above, this was the biggest regional event ever. Nine Allied captains against six Axis, with everyone excited to begin. No one had any real difficulty making the legal speed that their ship was allowed, except the DETRIOT which was too slow (but the Axis didn't object). The Axis battleships mounted no broadside guns, while the Allied ones did -- we would find out something from this difference of philosophy.

FLEET BATTLE 1

The first battle began at about noon (late as usual) with all fifteen ships participating. The Allied strategy was for the DETRIOT, HOOD and SWIFTSURE to hold back and conserve their ammo to chase down Axis ships which would go on 5 minutes. Their speed should enable them to catch the depleted Axis at the sortie's end. The other Allies were to engage the enemy at will. The old Allied strategy of pairing a cruiser and a battleship together didn't seem to be viable due to the lack of Allied cruisers. The Allied strategy quickly broke down as the VALIANT was sunk early on; her pumps lit off, but would not pump a steady stream (Dan had switched during the winter and used an automatic transistor circuit on the VALIANT). She was pounded for 1380 points of damage prior to her demise. Meanwhile the ALABAMA had emptied a broadside into the ZARA, causing the ZARA (and Rick) to pay the price for his switching to the Axis side. At the other end of the lake, the DETRIOT had been chased by the Axis cruisers, went out of control with no rudder and was caught up on the shoreline; Stan watched her absorb 1620 points (including the sink points) of Axis damage, mainly from VITTORIO VENETO and LUTZOW. A pump would not have helped in this situation. The HOOD was damaged badly while defending the DETRIOT, but remained at her post in true British fashion. The COLORADO was getting her introduction to the full Axis fleet fury as she was holed for 1630 points of damage; she didn't sink in Sortie 1, but Danny withdrew prior to Sortie 2. The RODNEY began her long weekend history of unreliability when her rudder linkage became disconnected and she drifted into the range of five Axis ships. I'm not sure of the exact damage total in the first sortie, but she was holed to the extend of 1660 points during both sorties with most of the damage coming in the first sortie. The SALT LAKE CITY was also



sunk in the first sortie; her damage was 700 points -- cheap at the cost. The first sortie ended on a distinct air of victory for the Axis -- DETRIOT, VALIANT and SALT LAKE CITY had sunk and the COLORADO was forced to withdraw for the price of the ZARA sunk. (If the Allies had realized that the ZARA would be the only Axis ship they would sink throughout the weekend, they would have undoubtedly packed up and gone home.) Hang on, it would only get worse. The proverbial worm would never turn during this weekend.

The Axis strategy in Sortie 2 was to break through to the HOOD and the SWIFTSURE and complete the sinking they had begun with the DETRIOT. The Allies were hoping to stay afloat. The second sortie didn't register as much damage as the first, and no other ships were sunk on either side. The Axis had played the Bears to the Allied Pats -- the score was Axis 9280 to Allied 4090. Damage to individual ships was: ALABAMA 430; RODNEY 1660; HOOD 1460; VALIANT 1320 (sunk); WARSPITE 240; COLORADO 1630 (withdrew); SALT LAKE CITY 700 (sunk); SWIFTSURE 220; DETRIOT 1620 (sunk). For the Axis: CAIO DUILIO 960; VITTORIO VENETO 790; MYOKO 100; LUTZOW 160; ANDREA DORIA 1240; ZARA 840 (sunk). Penalty points awarded were: Foster -100; Hayes -200.

News from the Northeast

15 May 86

The hottest news in the Northeast is the upcoming spring battle on June 7 & 8. We expect at least six combat captains and their ships to partake in fleet and individual action in the state of Maryland. Action is expected to begin on Saturday morning at 10:00 a.m. with a fleet battle. There will be a cookout, swimming pool party (for the brave ones who can stand the temperature) and ship repair party during Saturday evening at the (Marty) Hayes house. Warfare will again commence on Sunday morning, ending in the afternoon. We hope to take video tapes ourselves at the pond and show these on Saturday and Sunday evenings.

The pond, Patuxent Pond Park, is located near Bowie, Maryland and the repair shop, 1106 Skyway, Cape St. Claire, near Annapolis, Md. Both of these are centrally located in the state (western shore) and about 20 miles apart.

Presently, we have firm(?) promises of at least 5 battleships and 1 cruiser attending. There are several more ships which are possibilities. The Warspite, Colorado, an Italian BB or two, Hood, and Zare, are promised at this time. There is a possibility of a St. Louis class, 4 stacker attending. Leg irons and iron balls are to be issued to each of the axis captains so they won't float while retrieving

their ships. Of course, some of my Axis friends(?) say they already have the iron balls.

Five of us Northeasterners attended the SE Spring Regionals, three Allies and two Axis. The Axis had fun! Mary and Dan put on a fine regionals as they always do. In case you haven't heard the Axis cleaned up though and the Allied cause was at best ineffective. I don't know the final score (I wasn't interested.)

The Maryland Attack Group is continuing to get it's sea legs under it. Our last meeting (May 13th) had ten members attending and seemed to go off great. Star of the meeting was the all aluminum framed low class BB which weighed 11.5 pounds (frames, freon tank (empty), gear reduction, copper bottom and one electric motor.) We also showed tapes of the SE Regionals. Ships at the meeting included Milwaukee (75% done), Iowa (30% done), Zare (ready), Warspite (refitting), Colorado (refitting), St. Louis (75%), Richelieu (drydock), Quincy (drydock), and Maryland (extensive refitting.) Next meetings are at the lake on May 24, and at the Drydock on June 3 (7-10pm.) Plans are being made for the group to distribute guns made by one of the members to the R/C world. More on this later.

Plans for Nationals are starting to come together. I expect we will have about six NE members at Nationals. We expect at least three from the Maryland Attack Group (two allies and one nasty).

The Allies had their butts waxed (as Naval Aviators would say) as their ships proved to be unreliable and the Axis feasted on the "meat on the table". Could the tables be turned in the second battle? The fore and aft armed battleships were effective, but too many of their targets were stationary and the Allies weren't convinced that the broadside gun was dead. The ALABAMA was one of the few effective Allied ships in Fleet Battle 1, and her broadside guns were effective. Seems as if ships are much more effective if they're moving through the water.

FLEET BATTLE 2

The old foes joined battle once again in the late afternoon. The Axis fleet consisted of the same ships as in the first battle: ANDREA DORIA, CAIO DUILIO, VITTORIO VENETO, LUTZOW, MYOKO and ZARA. The Allies countered with seven ships: ALABAMA, RODNEY, VALIANT, SALT LAKE CITY, WARSPITE, DETRIOT and SWIFTSURE. The pattern that was established in the first battle held once again, as the VALIANT again tasted the bottom after being blasted for 1040 points; her pumps gave a repeat performance, never really pumping at full expected capacity. The DETRIOT replayed her Battle 1 demise and was sunk in the first sortie after taking 860 points of damage; I think Stan declared her sunk after she was beached and being pounded. Early in the sortie the RODNEY was rammed by the VITTORIO VENETO. A large (1" X 1") was opened, but the RODNEY was very close to the shore when she was rammed, and was just able to be removed from the water and

patched. Maybe she should have stayed out of the battle, for after she had returned she was worked over by the Axis. The RODNEY was pounded above the waterline after she blew both her motor fuses (I wish I could talk to that Jass fellow who wrote the HULLBUSTERS article on reliability) and drifted through the Axis who were only too obliging -- they relished the target practice. The SWIFTSURE rammed the MYOKO as the MYOKO and the LUTZOW went after the English cruiser, but David was able to retun the MYOKO to the shore just before she sank (Jass got -200 for his trouble, but some respite from the Japanese cruiser). The ZARA withdrew (for reasons unknown to me -- maybe Rick was bored with the lack of completion) after the first sortie; she had taken 460 points of Allied damage before retreating to the shore. The MYOKO was severely damaged by the Allies but her efficient pump was able to keep her afloat and avert a sink. This battle was closer than it appeared to the battlers (maybe it just seemed close after the first battle); the Axis prevailed by a score of 4980 to 3090. The ship damage for two sorties was: ANDREA DORIA 1030; CAIO DUILIO 140; VITTORIO VENETO 260; MYOKO 960; LUTZOW 240; ZARA 760 (withdrew). Allies: ALABAMA 440; RODNEY 1360; VALIANT 1040 (sunk); DETRIOT 860 (sunk); SALT LAKE CITY 760 (sunk); SWIFTSURE 40; WARSPITE 480. Ram damage was assigned as follows: WARSPITE -200; VITTORIO VENETO -400; SWIFTSURE -200. It looked as if the RODNEY's pumps were a liability, as she absorbed more damage in the two fleet battles than if she had sunk quickly.

THE VON FLUEGEL TRAVELING TROPHY WINNERS



1985 STEVE MILHOLLAND ALLIE
 1984 CARL CAMARATI AXIE
 1983 FLUEGEL AXIE
 1982 & 81 MARTIN SCHNEIDER AXIE
 1980 & 79 STAN WATKINS ALLIE

Day 1 fleet battling showed that reliability is still the name of the game. The Axis were and the Allies weren't -- and the Allies paid a terrible price. The slower speeds were endorsed by everyone, even those who gave up alot of speed in their particular ships. The battles seemed to last longer than last year (25 to 30 minutes) and the ramming was less severe (it seemed).

VITTORIO VENETO vs. SALT LAKE CITY

This one on one was held on Friday afternoon after the battling site was set up by those of us who arrived early. These two Springfield battlers opened the hostilities by pitting battleship against heavy cruiser. The VITTORIO VENETO won a one-sided victory when the SALT LAKE CITY sank after being blown over on her beam's end by the wind. The SALT LAKE CITY had been damaged but was pumping effectively until she was caught in an exposed position when abeam of a brisk wind. Foster had thereby started the weekend with a thousand point lead before most of the battlers arrived.

ZARA vs. SALT LAKE CITY

The two cruisers went at it on Saturday afternoon. The battling was fun to watch and the

Axis ship kept the Axis victory string alive by defeating the SALT LAKE CITY 160 to 20. I was unable to witness this battle so I'm not sure of the details. I must take a tape recorder along next time to get the story as a good reporter does (though at the wages Fluegel pays, I can't afford batteries).

FLEET BATTLE 3

Sunday was as pretty a day as Saturday (especially if your ship was Axis). The weather in Decatur over the weekend was lovely -- warm but breezy and sunny. The new day found the same nasty Axis on the water waiting the appearance (would they show up) of the Allies. ANDREA DORIA, CAIO DUILIO, VITTORIO VENETO, MYOKO, LUTZOW and ZARA were ready to begin another routine day of balsa bashing at the factory. The Allies fielded the following patched up fleets: ALABAMA, WARSPITE, VALIANT, RODNEY, HOOD, DETRIOT, COLORADO, SALT LAKE CITY and SWIFTSURE. All showed up, evidently the Allies were still game for some more battling. The SWIFTSURE missed Sortie 1 because of broken U-Joints (that reliability problem again), but was allowed to join up in Sortie 2 -- the Axis were gracious, they wanted another target. The continuing saga between the DETRIOT and the LUTZOW was played out to its logical end in the first sortie. Once again Fluegel stalked the Father of R/C Combat and filled the DETRIOT with holes (800 points including sink points). The LUTZOW added insult to injury as she pulled in front of the DETRIOT at the bitter end to deliver one more Axis stern salvo -- Fluegel's poor seamanship resulted in the DETRIOT ram sinking the LUTZOW in her final act of defiance. Stan was penalized 600 points

Dead Dolphin Heap Cluster Award

The USS O'Bannon (DD450) of Stan Watkins has been nominated to receive the first DDHC (Dead Dolphin Heap Cluster) award for the merciless sinking of the submarine IJN I-400 on Memorial Day (May 26, 1986). One demerit was also awarded for failure to ram with sufficient force to inflict damage. The Submarine Haters International is proud to be able to award the medal so soon after the formation of the club.

Gonther Prin
Vice President

Gonther Prin

Beginning Manual of R/C Combat

The requests for the R/C Model Warship Manual is rapidly depleting the original supply of cheap copies. Also the cost of shipment is eating the Profits(?). Therefore, a price increase will go into effect on the 1st. of July. After this date (postmark date) the price will be eight dollars per. manual and 0.90 postage. All orders which precede the date will be serviced at the old price. J. Martin Co., 1106 Skyway Dr., Annapolis, Md. 21401

RULE RECOMMENDATIONS

Rule Recommendation

All convoy ships may be armed with one gun having a five BB magazine creating class nine. This would enable convoy vrs convoy ship battles and convoy ship vrs convoy ship raider. However convoy ships may not have their guns activated during fleet or campaign battle without agreement of the participating captains.

Rule recommendation declared sunk shall be called declared scuttled.

Rule Recommendations

pumps may not pump a stream of water over eight feet vertically into the air with a one eighth of an inch outlet restriction. This will supercede all other pump associated rules.

RULE RECOMMENDATION

Destroyers will have 25 BB magazines

RULE RECOMMENDATION

Ships of classes 7 and 8 may call a 2 minute out of ammo or control rule rather than a five minute rule.

Rule Recommendation

Class # 1 shall be Battleships over 60,000 Standard displacement will have Seven units. (Only two ships on the ship list actually exist Yamato and Musashi)

Rule recommendation

All trophies for ship combat classes at nats. will be based on cumulative points. The Von Fluegel traveling trophy shall be based on yearly cumulative points gathered at club sactioned events thru out the combat year up to and including nationals. All points from club sactioned events shall be reported to the club Secretary by the contest directors of the events. There can be three sactioned events per region per year not including nationals.

Rule Recommendation

All awards given out at club sactioned events shall be given out at the event by the contest director of that event and reported to the club Secretary.

Rule recommendation

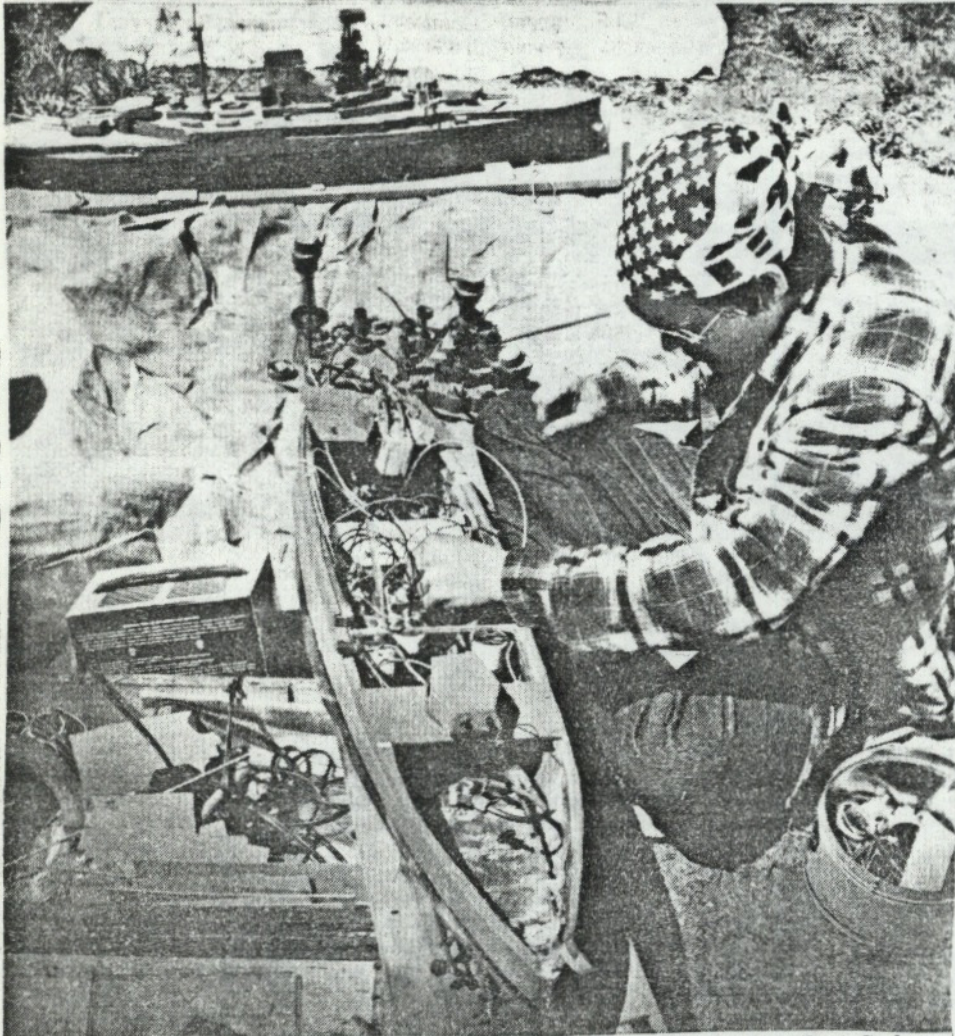
All superstructure vertical surfaces shall be constructed of any material that can be penetrated by the drop test. All superstructure horizontal surfaces shall be no thicker than one sixteenth of one inch thick of any material.

RULE RECOMMENDATION

Ship board pumps may pump one gallon of water per minute. This will supercede all other pump associated pump rules.

Rule recommendation

All Convoy ships will be limited to the slowest speed class of 10 to 14 knots or 32 seconds per hundred feet.



Model battleship builders east of the Mississippi set sail at Cedar Lake in Decatur on Saturday as the Axis and Allied powers shot BB's in a reenactment of a naval battle. Bottom left, Dan Schultz of Maryland works on pumps of the Colorado

for the ram sink, but said it was worth it to see the LUTZOW disappear. The Allies had discovered a new way to cleanse the water of Axis -- the ALABAMA ram sunk the ZARA to further reduce the Axis numbers. The COLORADO took 60 points of damage and withdrew from the fray. The sinking was even more furious in Sortie 2 as the following ships visited Davey Jones: RODNEY, WARSPITE, and SALT LAKE CITY. Their deaths came about in the following manner. RODNEY sank in the channel after absorbing 3090 damage points (including sink points); her pumps slowly reduced in output as they became clogged with balsa shards from her massive damage. After unsuccessfully chasing the SWIFTSURE and exchanging salvos, the LUTZOW became beached near the channel (due to low battery output). The ALABAMA cruised over and pounded the LUTZOW, but was unable to sink her since she was beached. The LUTZOW was blasted for 1260 points. The WARSPITE sailed over to join the fun, but somehow the WARSPITE sank rather than the LUTZOW. I didn't see what happened to the SALT LAKE CITY, but she continued her hardluck weekend by sinking in the second sortie with 940 points of damage. The Third Fleet Battle was a wild and wooly affair, but the Axis made it a total shutout for the weekend by a score of 8380 to 4120. The rout was complete -- it reminded me of the 1983 Nationals, so one sided was the battling and the score.

The damage totals for the Axis were: ANDREA DORIA 1080; CAIO DUILIO 570; VITTORIO VENETO 410; MYOKO 460; LUTZOW 1260; ZARA 340. Penalties awarded were: CAIO DUILIO -100; ZARA -200; MYOKO -100. The Allied were punished much more: ALABAMA 790; HOOD 480; RODNEY 3090 (sunk); WARSPITE 1450 (sunk); COLORADO 60 (withdrew); DETRIOT 800 (sunk); SALT LAKE CITY 940 (sunk); VALIANT 560; SWIFTSURE 210. Allied penalties were: DETRIOT -600; ALABAMA -600; COLORADO -50; WARSPITE -100. The Allies hurt their own cause in this battle by having 1350 penalty points deducted from their overall score.

SALT LAKE CITY vs. ZARA

Round two of this cruiser battle was scheduled for Sunday afternoon. The outcome was a draw

NEWS FLASH....BROKEN TREATY UP NORTH

Reports from Port Polar Bear show that Larry Dahl has broken the non-aggression Pact by building the H.M.S. Exeter. This poses a serious threat to the Axis' plan for WORLD PEACE THROUGH TOTAL GLOBAL DOMINATION. Curly Barrett's D.K.M.Lutzow is already steaming into position to defend the north from these "Barbaric Hoardes!!!" All other Axis Captains in the vicinity respond to the call. This act of hostility will not be tolerated!

Write, send a tape or sail to:
 Curly Barrett
 Port Polar Bear
 2170 Draper Ave.
 Roseville, Minn. 55113
 (612) 636-4623

Quotes heard by someone else.

Three things you should never do;

- 1) Never use a toaster for a jello mold.
- 2) Never eat a piece of candy you can pick up with a magnet!
- 3) Never build a ship with no rear turrets.

Myron Sieve (Design engineer for H.M.S. NELSON)

FROM THE SECRETARY OF THE NAVY

well the new year is opening with stunning Axis victories which are reflected in the point totals below. But this sad state of present affairs has made the Allies more determined to prevail. Now without further ado here are the scores as reported to me by May 20th 1986. Does't Steve look lonely as the only Ally in the top five below. Oh well soon very soon.

- | | | |
|----------------------|-------|--------|
| 1. Carl Camurati | ----- | 10,829 |
| 2. David Haynes | ----- | 9,438 |
| 3. Rick Shultz | ----- | 8,491 |
| 4. Steve Milholland | ----- | 7,475 |
| 5. James Foster | ----- | 7,220 |
| 6. Martin Schneider | ----- | 6,681 |
| 7. D.W. Fluegel | ----- | 6,236 |
| 8. Marty Hayes | ----- | 4,931 |
| 9. John Jass | ----- | 3,518 |
| 10. James West | ----- | 3,037 |
| 11. Terry Darby | ----- | 2,924 |
| 12. Dan Hamilton | ----- | 2,793 |
| 13. Bob Amend | ----- | 2,500 |
| 14. Mike Deskin | ----- | 2,163 |
| 15. Danny Schultz | ----- | 1,657 |
| 16. Tom Jass | ----- | 1,638 |
| 17. Brian Schneider | ----- | 1,337 |
| 18. Jim Lisher | ----- | 1,177 |
| 19. Stan Watkins | ----- | 480 |
| 20. Gerald Roberts | ----- | 455 |
| 21. Wayne Stevenson | ----- | 138 |
| 22. Jeff West | ----- | 110 |
| 23. Jeff Poindexeter | ----- | 68 |

with the score 20 to 20. I also missed this battle as John and I were patching the 3000+ points worth of holes in the RODNEY. I understand that the battle was even and well fought, and perhaps the result was indicative of an even defensive match.

ALABAMA vs. RODNEY

The "Second Annual Texas Death Match" between these two battleships was begun after the RODNEY was extensively patched. The ALABAMA had revenge on her mind as the old RODNEY had sunk the old ALABAMA at the close of 1985 Nats in the First ATM. The rules for a Death Match are simple: no patching, no battery changes, fight until one ship is sunk. The two battleships slugged it out through Sortie 1 with the ALABAMA getting the best of it as the RODNEY was extremely slow in the water (what now?). When the ships were removed from the water at the end of the first sortie (round?), John found that both the RODNEY's screws were fouled by a plastic baggie

that had become wrapped around the shafts. Would the weekend gremlins ever leave the RODNEY alone? The ALABAMA dispatched the RODNEY in Round 2, avenging her ancestor's defeat last July. The RODNEY's pumps again filled with balsa shards, but the ALABAMA definitely had the best of the action. Steve didn't offer to return the pump that John had loaned him on Saturday night until after the battle. Wouldn't you know that that pump functioned better in the ALABAMA than the pumps in the RODNEY? The ALABAMA won the Death Match 2020 to 720. A fitting end for the most reliable Allied battleship at the regionals.

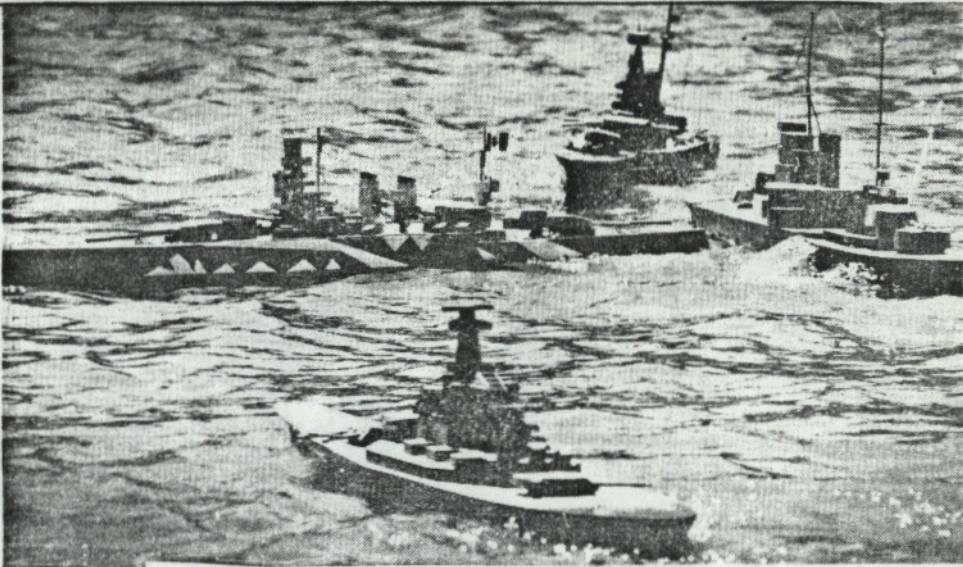
HOOD vs. COLORADO

This individual battle between two Allied capital ships was the last battle fought at the regionals. The HOOD won a onesided contest, 530 to 20. Much of the late action in this fight occurred in the channel where the two ships were periodically grounded.

INDIVIDUAL SCORES

The final overall individual scores for the 1986 Southeastern Regionals are shown below:

James Foster	5440
Carl Camurati	4194
Martin Schneider	4094
D.W. Fluegel	3396
David Haynes	3396
Steve Milholland	3338
John Jass	2638
Rick Schultz	2257
Mike Deskin	1639



Dan Hamilton	1353
Tom Jass	1201
Jim Lisher	1037
Marty Hayes	1017
Danny Schultz	792
Stan Watkins	-121

AWARDS

James Foster made a sweep of the event, capturing not only the high point trophy but also the VENETO was voted the Best of Scale Award by the participating captains. Both awards were well deserved and James will be a force to be reckoned with during 1986 in both categories. The addition of a Best of Scale Trophy at this regionals is a move in the right direction; Mary and Dan are always looking to improve this event and maintain its reputation as the premier regional event in the country.

Thanks to Mary and Dan for hosting the event again this spring. Except for the one sided scores, the meet was perfect: the weather was glorious; the food was excellent (if you could bear to break bread with the uncouth Axis); the ships looked great (even the unreliable ones); the people involved with this hobby are still the greatest.

Thanks Dan and Mary!

Tom Jass
(Unreliable but unrepentant!)

VISCOUS RUMOR

by Boyd Poot

How many Allies does it take to eat a possum. Answer 3. One to eat it, another to pick out the Axes BB's and a third to watch for cars.

Please to Note!

In the July issue of Scale Ship Modeler, there is an article on "Remote Control" Model Warship Combat. Who says SSM is anti-model warship combat? Looks as though they are starved for some information on it.

The article talks about Model Warship combat behind the iron curtain. The participants use cables rather than Radio Control because radios are too expensive and hard to get over there. They also fire their projectiles by use of gunpowder. (looks like they use handloaded plastic bullets.) SSM comments seem to be complimentary to us and them as far as safety, etc. Their wargame rules include some kind of campaign rules and include shore batteries. The article is to be continued in a later issue so don't miss reading this one.

Marty Hayes, Capt. of HMS Warspite

□ Bend those copper tubes □

I have just learned a new method of bending copper tubing into little tight circles for magazines, etc. I know we have all heard of packing the tubing with sand, etc. but I know in my case, I never tried it. The latest is fill the whole thing with solder, bend and then melt the solder and pour it out, clean out with additional flux and heat then solvent. □(axis may omit all steps after fill with solder)□ I haven't tried it myself, but one of the newer members locally has and showed me some copper tubing bent in about a 2 1/2 inch circle through which a BB rolls easily.

For not so tight circles use a spring device which most hardware and tool stores will be glad to sell you. Another way around it is to buy copper sweat els (available in 90° and 45°). Be sure and tell them you want it for 1/4 inch outside diameter tubing. Tom Jass used to use these with brass tubing for magazines.

Marty Hayes, Capt. of the Warspite

CLIPPARD PRICE INCREASE

By Tom Jass

After more than three years of price stability, the Clippard Company has increased the price of their fittings and valves by 8-12%. Included for your information and action is a new list of Clippard parts and the new (more expensive) costs. Some of the money you're saving by purchasing gas at \$0.75 per gallon you can fork over to me for Clippard parts. These new prices went into effect on April 1, 1986; consequently, any order sent to me after that date will use the new prices.

Its always a pleasure serving you with ever increasing prices and accompanying slower service. You can always locate a local Clippard dealer of your own if my gouging bothers you. (Wait until you see the prices I will charge for Clippard parts at the Nats, where I will have a true monopoly on the supply; special prices will of course be charged to Axis captains whose curenry values dropped rapidly during their unsuccessful WWII adventures.)

It is a business doing pleasure with you!



Gneisenau, November 1940, Batic.

THE TRIALS AND TRIBULATION OF A TEEN-AGED MODELER IN ALASKA.

First of all let me tell you that this is a true story, though maybe slightly exaggerated in spots.

In the spring of 1984, I recieved my plan set and the DKM Lutzow was born. For the first month I made little progress working as a transient between the dining room table, the living room floor and the garage. My mother began to get upset about sawdust on her floor, so I got kicked into the garage. Well with a 20 below temperture and an unheated garage with a car in it this wasn't the best place to work.

So I sued for a desk in the basement. My Mother thought this was extremely funny. I went to Dad, he talked to mother. I got a table with a 1/2 inch plywood board on it. Heaven!

So the Dremel was set up and work increased at furious pace. By May, with open water a month away, I had a finished frame. Then two disasters struck. The first was due to and inexperience with balsa: I couldn't get it to work like it was supposed to. Simultaneously I got an after-school job. Presto-no more modelling time. Work halted for a little over a year. Then about a month ago I withdrew from work and began modelling again. As I type this I see my hull, with its superstructure done and waiting for the running gear. I have fired off a series of letters, one of which is this history, which I hope to trade for a free issue of Hullbusters.

Recently I've had to contend with an active volcano threatening to burr out my Dremel's motor. Now I've got to try to locate another foolish soul with 2000 miles that I can get to build a boat. Hmm, I wonder if little brothers make good simulated Allied ships.....

Robert Griffin
7727 Blackberry
Anchorage, AK 99502

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11761-1	GASKET (25/PKG.)	.40		
11918-1	MTG. BRACKET (MAV-2 VALVE)	.40		
15002-2	L COUPLING (10-32)	.50		
15002-3	T COUPLING (10-32)	.50		
15002-4	X COUPLING (10-32)	.50		
15004	FEMALE HEX. CONNECTOR (10-32)	.20		
15040	SWIVEL FTG. (10-32)	.75		
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5000-4	HOSE CLAMP (WITH 11752-2)	.03		
MAV-2	POPPET VALVE	4.65		
MNV-1K	NEEDLE VALVE	3.75		
11925	CAM FOLLOWER	1.75		
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In the Italian Navy, domestic programs take priority over military programs. That is the reason for my wife's new kitchen and the delaying of construction of my new toy. Just like any social program, it took more time and money than was planned. Now that social programs are finished, I can devote more time to our hobby.

NAMBA has been receptive to some changes in the rules of R/C Warship combat, but the bad news is that this insurance will cost us more. NAMBA dues will be \$25 and site insurance has gone up to \$125 or so. I feel that this is very expensive and the membership should decide if we will continue with NAMBA or go to someone else, for our insurance coverage.

The next problem is club dues. The executive board has agreed that dues should be increased to \$10, but after looking through our constitution and bylaws, I have discovered that we haven't the power to raise dues. This is also for the membership to decide. If you think that four dollars was fair, then send that in; but if you feel that this club and hobby has a future and want to help it grow, then send in more. Let your check be your vote. (Real checkbook politics)

The extra monies that are generated may go to several projects; one of these is having the club incorporate. David Haynes and Steve Milholland are researching this in their native states. Incorporating will give our club officers some immunity from litigation in an accident situation. The cost of incorporating varies from state to state. For this reason we have two executive board members working on it. We may have a solution this year, but if we don't; at least valuable ground work will have been done so that future boards could continue.

Next is the issue of rams. As many have seen in the battling at the Championships, rams were fairly common. I wonder what our NAMBA insurance would cost if it included 'collision'? The ramer and the ramie pay a heavy price for the close maneuvering and greed for that closer shot. Some people have said that our combat video's look like a "knife fight in a phone booth". We have a speed rule now and that should help rams somewhat. But that may not be enough, it may just be a slower knife fight.

My rule proposal is that guns be adjusted so that they hit the water no closer than ten feet (negotiable) from the ship. This would open up the battling and permit more reaction time in collision avoidance. One big disadvantage is that it may open up a safety problem with stray shots being too high and hitting more people at the lakeside. This is the major problem with a minimum range concept. We could try it at some of our local battles and see if it has merit and if there is really a safety problem with working at moderate ranges. Let's work to stop rams, using any method that works. Not only will this improve the realism of the action, but it will increase the battle time of the participants.

Remember to send in your hard earned money for club dues ~~AND NAMBA~~:

Steve Milholland
Rt. 2 Box 81A
Springfield, Mo. 65802

Carl Camurati
Carl Camurati

PERSPECTIVE by farley hop

Mrs. Shneider and Mrs. Fluegel were out shopping one evening when they came upon a frog. the frog said, "Kiss me and I will turn into an Allied R/C ship captain." Mrs. Schneider asked Mrs. Fluegel why she put the frog into her purse. She responded, "A talking frog is worth something."

Bismarck, May
1941, "Rhein-
bung".

NATS TO YOU

By Tom Jass

The spring regionals are history (Decatur is forever wiped out of the Allies memory), and we're in the homestretch for 1986 Nats. This will be the last time you will have to listen to my drivel in this column at least.

The entry forms for the 1986 Nats were sent out late in April. Fluegel was the first to return one with funds included, so he gets the "early bird" award which is a large, juicy worm!! If you haven't recieved an entry form, drop me a note and I'll mail you one. About 75 were mailed out to HULL BUSTERS subscribers and last year's participants.

NATS NOTES

Just to clarify a situation which has caused questions -- we will not count superstructure hits at Nats during any battles. Our rules conflict on this subject but I think the feelings of the majority of voting members was to ignore superstructure hits in 1986.

Bad news for you lucky battlers. There will be no Door Prizes given away at the Friday meeting at Nats. After all the hassle I got last year about the 50 bottles of orange paint that was a "prize", I decided to forego all the effort of begging manufacturers and individuals for gifts to pass out to a group of ungrateful Axis (the Allies were gracious and kept their mouths shut).

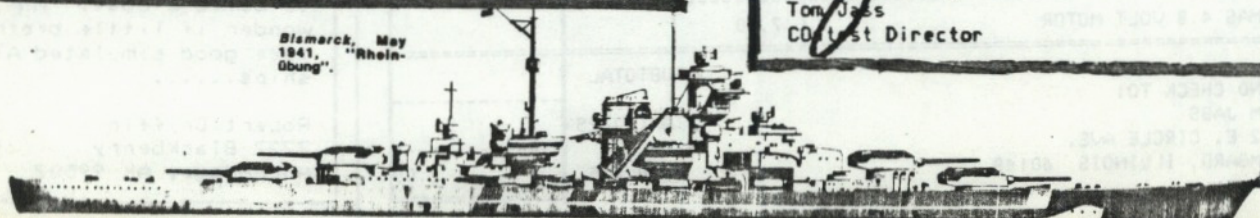
If we have frequency conflicts in A Fleet I may divide the Axis and Allied fleets into two separate smaller fleets to allow everyone equal battling time. I foresee such a split working like this: an Axis A and B fleet would be designated by the Axis Fleet Commander; likewise, an Allied A and B fleet would be formed. Axis A and Allied A would battle in the morning, followed immediately by Axis B versus Allied B (also in the morning). In the afternoon Axis A would fight Allied B while Axis B and Allied A tangle. This plan would allow each subfleet to fight both opponents each day. The Fleet Commanders would give me their fleet composition each morning before the first battle; these subfleet assignments would last throughout the day. Subfleet assignments could be changed from one day to the next, however. If this plan is needed because of frequency conflicts, I will need to designate a safety director for the subfleet battles that are held when I'm scoring my damage.

1986 CLUB/NAMBA MEMBERSHIPS

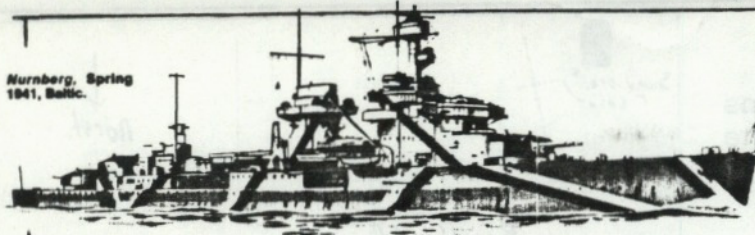
If you haven't applied for your 1986 R/C Warship Club Membership yet (and the corresponding NAMBA insurance), please sent the proper amount of money to Steve Milholland (not to me). The money I want from you is your Nats entry fee only.

See you at Springfield in July!!

Tom Jass
Tom Jass
Coast Director



Nurnberg, Spring 1941, Baltic.



REBUTTAL ON RAMS

Rams and ram sinkings are subjects that have been getting a lot of press in Hullbusters recently. I think I'll take this opportunity to air my own views on the subject. In past issues of H/B Martin Hayes and Chris Pearce have said that rams are bad and that the number of ram sinks have increased to an unacceptable level. I will say that rams are not good, but it is something we have to live with in this hobby. Just like driving a vehicle on the highway, no matter how many laws are passed to prevent them, accidents still happen.

Statistically, the chance of being ram sunk is so low as to be negligible. I can hear the guffaws of some captains now, "Who is this guy trying to kid? There must have been fifteen ram sinks at the '85 Nats." Not so. The cold hard facts are that there were only six ram sinks at last nationals. Compare this to 24 combat sinks at the same event. This is from a total of 236 sorties in "A Fleet" fleet battles. This averages out to one ram sink for every 39.33 sorties, or a percentage of only 2.5%. We had 18 "A" battlers who averaged 13.11 sorties each during the week. This means (on the average) you could expect to be ram sunk once every three nationals. This is hardly anything to worry about.

At the '85 Fall regionals there were 3 rams sinks in 78 sorties. This is an average of 1 to 26.0 sorties.

Just last month, I attended Spring regionals in Decatur, Ala. Out of approx. 85 fleet sorties, there were only 2 ram sinkings. This is an average of 1 to 42.5 sorties.

In these three events there were a total of 399 fleet sorties with 11 ram sinks and 38 combat sinks. This is one ram sink every 37 sorties or a percentage of only 2.7% rams per hundred sorties.

It has been touted that the cause of rams is guns that are set to hit the water too close to the firing ship, not leaving time to break away after a firing pass. Some rams may indeed be caused by this but I believe that most are due to other factors. Two of the rams at Decatur were credited to James Foster. On one ram, his ship was sitting still and an out of control cruiser ran across his bow, splitting the cruiser's side open. In the other case, the first indication James had of the other ship was when it was suddenly impaled on his bow. In the confusion of battle ones attention cannot be everywhere.

In the last year I have been credited with two rams also. In one case, both ships were at a distance of approx. 30-40 yards, and up sun. The camouflage on the ships combined with the reflections on the water so that I could not see them, result, one ram sunk cruiser. The other incident was when I was attempting to navigate around an Axis cruiser to help a fleet mate in trouble. We both zigged when we shoulda zagged. I hit his stern and rolled him over. Due to a poor deck seal he immediately flooded and went down.

One ram sink at Fall regionals involved Dan Hamilton. His new ship was suffering from an erratic, sticking rudder. A bad turn at the wrong moment put his ship into another.

At Spring regionals Stan Watkins ram sank Fluegels Lutzow. Since Stans ship did not even have a bow gun it can hardly be said that he was making a firing pass. Even though Stan was charged with the ram sink, Fluegel admitted that he had used poor judgement in trying to cross Stans bow.

This is over half of the eleven ram sinks at these events. The major causes appear to be, 1, equipment malfunction, 2, poor visual conditions, and 3, navigation error. The point here is that none of them were due to a close firing pass going sour. I don't have information on the remaining five, but I wonder how many were due to similar circumstances.

There are some who think that our ships battle too close together, that ships should be spread farther apart. The solution given by several is to have all guns set to hit the water at a minimum distance from the firing ship. I think I've already shown that close firing passes have little to do with ram sinks. Now I'll show that not only is the concept of a minimum gun range to separate ships totally fallacious, but would be detrimental to our hobby.

The idea of raising the gun angle was tried two years ago when it was ruled that broadside guns must be horizontal. The reasoning at that time was to give cruisers a chance when passing the side of a ship armed with side shooting shotguns. When single shot came along this rule was deleted, however the results of that years battling should still be looked at. Ships did not separate. What was an offensive tactic by a battleship (a close firing pass for low hits) was now a defensive move for the cruiser (passing as close as possible in order to take the hits high). Indeed, even now, some of our premier cruiser captains (Foster, Darby, Haynes, and Lisher) concede that when confronted by low shooting side guns, such as the Alabamas, they will attempt to break away and open the range to avoid hits, but when the come up against longer range side guns, such as the Rodneys, the idea is to pass as close as possible to take the hits high in the hull or in the superstructure. I think this shows the fallacy of a minimum range.

Also, when battleships were required to shoot horizontal, this left them very vulnerable to stern gun attacks by ships that used them. Witness James Fosters Chicago and Carl Camuratis Andrea Doria at the '84 Nats. They played heck with opposing battleships by passing close and then turning to fire from the stern. Opening the gun ranges would again virtually nullify most side shooting guns, the major forte of battleships. Only those ships with low freeboard and guns would stand a chance. Even with horizontal guns the 'Bama can still get hull hits on most other ships while they are shooting over her deck. If gun ranges are opened, the battleship with the lowest freeboard and guns will try to close the range for the advantage (I know I certainly will).

For the record, two of the main proponents of the minimum range rule, Stan Watkins and Tom Jass, no longer believe that such a rule is needed. This is after seeing the ram statistics given here and after seeing how the new speed rule has affected battling.

Just for argument sake, lets say we manage to separate ships by some feat of technology, legislation, or gentlemen's agreement (Ha!). All of a sudden there are very few ram sinks, also very few combat sinks. Why? Because it is a lot harder to hit a target from 8 feet than it is from 4 feet.

The accuracy of any projectile weapon deteriorates geometricly with distance. If the grouping area of a gun covers say, 4 sq inches at 4 feet, it will cover 16 sq inches at 8 feet, and 36 sq inches at 12 feet. As you can see, a hull with 2 inches freeboard that is sufficient target at 4 feet is 9 times harder to hit at 12 feet. This does not even account for things like wind, the bouncing of the gun platform in waves (this also figures geometricly on gun accuracy), and the difficulty of judging ships angles and relative bearings while standing on shore.

Result? Drastically reduced number of hits, less damage, no pumping, much fewer sinks. DULL, DULL, DULL!!! How exciting would it be if football players were not allowed bodily contact? How appealing would the Indy 500 be if all the cars had to run the race separately and then compare times? Again BORING, BORING, BORING!!! I'd as soon go out and watch my car rust. I think it is clear that separating ships is not conducive to an exciting battle, and that increasing gun ranges is a very poor way to fix a problem that really does not exist.

Rams and ram sinkings are nothing to fear. The only thing to fear is your own un-preparedness. In the past year the Alabama has been rammed and badly holed at least 9 times. Due to fast reaction and preparedness it never sank, and never failed to go back out and complete the sortie in progres. A good water tight radio box is the first thing necessary, for ram sinks AND combat sinks. When I battle I always have a dry cloth in my back pocket (handkerchief), and several strips of duct tape on the back of my TX. A large ram hole in the 'Bama never leaves her out of a sortie more than 2 or 3 minutes. A quick wipe with the cloth, blow on the hull skin to help dry it, slap the tape across the hole and she is battling again.

I do not understand why some people are so worried about being rammed. Even if I thought that the chance of being ram sunk was as high as 50/50, I'd still battle. Just because the hole made by some other ships bow is bigger than the ones made by BBs is no reason to fear other ships, you just need a bigger patch. It is also difficult to understand why some get upset over a ram that is accidental, then turn right around and not think a thing about dozens of BB holes put there intentionally.

Ramming is certainly no threat to my life, livelyhood, or manhood. My ship was built for combat, with the beforehand knowledge that it would be severely mauled. It is expendable!!! If I worried about my pretty hull getting holes in it, I'd put the Alabama up on the mantle and take up needlepoint.

Steven D. Milholland
Captain, Battlin' 'Bama

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CONCLUSION

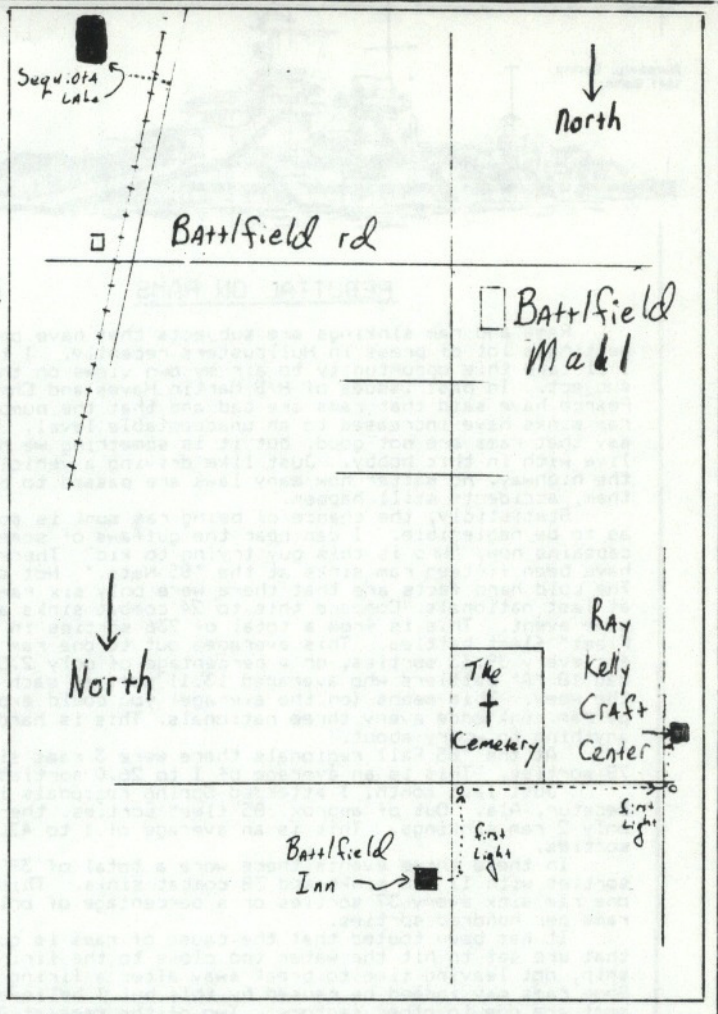
Yes, it's almost time! War begins July 14th at Sequiota Park. Get to the Ray Kelly Arts & Craft Center, or the park on Sunday evening so you will be ready for the battle!

There was a battle a few weeks ago in Amarillo. Three Allie Battleships and one Cruiser squeaked out a victory over two Axie Battleships and two Cruisers. The Axie High Command has re-classified this vandalism as an "Armed Nusiance" and has dispatched a powerful naval party to eliminate all the treaty breaking Allies. Their insubordination shall cost them many priviledges which they currently enjoy. Admiral Camarati was right, they are just animals with clothes.

I'm not sure if a map was included in the registration packet. If it wasn't here is a map with many important items omitted. I'm bad with names but it's a starting place. Until Springfield, God bless you all.

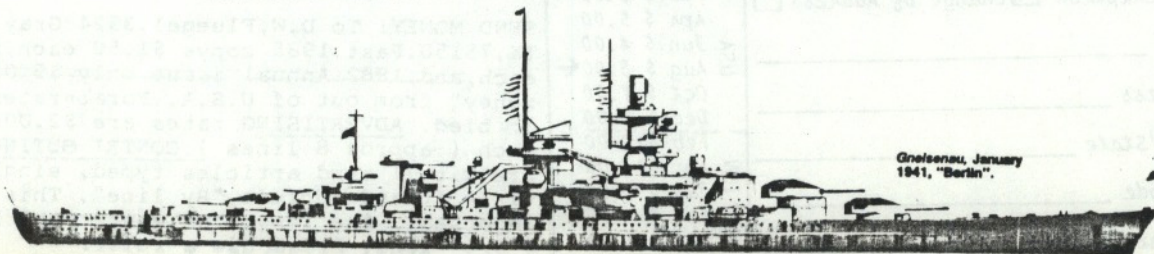
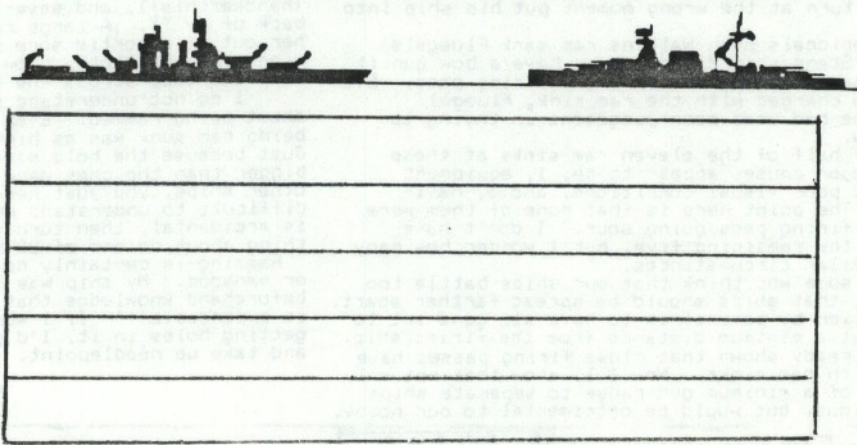
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