

HULL BUSTERS

JUNE



June 1989

A ROOKIE'S VIEW OF NATIONALS

At last! After much planning and anticipation, I was on my way to Nationals, Amarillo-bound on Southwest Airlines with the Lutzow tucked safely in the cargo hold. At least, I hoped it was safe. It had been a bit of a hassle getting it on board, several rounds of inquiries, explanations, and inspections that wound up with the Lutzow sporting a couple of airline disclaimer tags: NOT RESPONSIBLE FOR DAMAGE (funny) and a red FIREARMS (funnier). To top it off, they wouldn't allow gel-cell batteries on the plane at all! No how, no way, nix. Something about high altitudes and explosions. Next time I'll know better: I'll have someone else haul them for me, or I'll ship them out UPS a few days in advance.

The flight was trouble-free, but the drinks were two dollars each, and I was a little poorer and a lot shakier as I emerged into the poor lighting of the Amarillo airport. There was a welcoming committee of two on hand to greet me: Stan "The Founding Father" Watkins, Captain of the U.S.S. Oklahoma, and D.W. "Fluegel" Fluegel, Captain of the Scharnhorst and Grand Admiral of the Axis fleet. I returned Fluegel's snappy "Seig heil!" with a drunken wave and ridiculed the patch of George "Warmonger" Washington on Stan's shirt. He wears it because he's the "Founding Father" of RC combat. Get it? No, Stan's a nice guy, really, but he's the Captain of an American ship, and you can't trust the Allies. Fluegel and I spent the ride to the hotel taunting him about, among other things, the preponderance of Axis ships at Nats, the apparent inability of Allied vessels to do anything but sink or run aground, and the rising incidence of alcoholism among Allied officers.

The next morning, and every morning, a breakfast group assembled: Fluegel, myself, Tom Yass, Jeff and Scott Lide, "Dirty" Dave Haynes, along with assorted wives and children: to eat, swap lies, exchange insults, and discuss strategy. Then it was down to lakeside for maneuvers. We left the late-risers: mostly Allied baby-killers: to straggle out on their own.

The lake was an ideal battle site, lots of open space and even a little shade. We occupied a house near the shore fitted with fourteen 6' x 4' tables, plenty of electrical outlets, a complete kitchen, and two (hurrah-) bathrooms. Best of all, it was airconditioned, providing us with a much-needed sanctuary from the stifling, subtropical heat.

The house was also the perfect place to store equipment, and I suggest you bring lots of it. Bring three sets of batteries and four of everything else, whether you think you'll need it or not. Bring some sunblock, your protective goggles, and make sure your NAMBA and International R/C Model warship Combat Club dues are paid up (or else you can't compete!). Bring a collar with ice and soft drinks. And make sure your boat works, and works right, before you get there. Don't think you'll be able to fix something when you get there: you won't have time. Battles are organized chaos on a grand scale, and between sorties you'll have your hands full with emergency repairs, installing fresh batteries, reloading and the like. Finally, downrange from Fluegel is the wrong place to be: his guns "accidentally" fire from time to time.

I have to say, the "old salts" were good to me, providing me with equipment I didn't bring (because I thought I wouldn't need it-hal), lots of good advice, and plenty of great times, including my receiving Rookie of the Year honors, the high point of my trip. The plaque is hanging over my worktable. So what if I was the only rookie with a boat in the water, or if Fluegel says it was the worst rookie of the year performance he'd ever seen. I got the plaque, right? Besides, I can only get better. See you at the Nats in '89!

by Wade Koehn
Wardrobe and technical assist by:
Mohammed Muhammed Muhammed
Chief Liason, Iranian
Revolutionary People's
Democratic Navy, Ret.

End

A tale of the sea

Blow-by-Blow

Battle Reports

1989 SPRING SOUTHEASTERN REGIONALS

By Tom Jass

PREPARATIONS & THE TRIP SOUTH

During the winter of 1988-89 I kept busy working on the HMS BELFAST and our new battlecruiser, HMS TIGER. BELFAST went through a weight reduction program to bring her into a lighter condition. I installed a new, lighter 6V 4AH battery string for the pump and rebuilt her decking and superstructure from the bridge aft. In total I reduced her weight by about 24 ounces -- well worth the effort involved.

TIGER was completed throughout the winter months and I built 4 guns and magazines with a coiled magazine design using plastic tubing (ala Peter Futschik) rather than copper tubing. I had designed her hoping that 6V of power would give her 24 second speed, but I was hedging my bets by leaving room for 8V if that was necessary. Since she could only carry one pump if I was going to use 3 guns (why else build a

battlecruiser?), I built a Foster pump using the HULLBUSTER article. Holy Cow!! Did the pump throw water when the rotor was built correctly. I was so happy with the result that I built a second Foster pump for the BELFAST. Both pumps use a 380 motor (at 6 volts) for power. On her first sea trial the TIGER only managed to turn a 26 second 100' run, so it was back to the workshop to install another 2 volts to boost the speed. The next sea trial showed her to have 22 second speed during the runs -- too fast to be legal, but we could care for adjustments at Decatur. Somehow the water at Decatur is usually about 2 seconds faster than ours in Lombard so I didn't see any need to adjust her up north and then readjust her in Dixie.

Dan Hamilton had scheduled the Spring Regionals earlier than usual so that John and I could attend. May will be a busy month for John as he is scheduled to graduate (knock on wood) in mid-May and what with finals and all, a date which was earlier in April would be better for us. Thanks, Dan and Mary!! We had had an easy winter in Chicago in 1988-89 (25" of snow and few, if any zero degree days), but real spring just wasn't coming to our area. On the Thursday morning that we left for Decatur I had to scrape frost off the windshield of the trusty Chevy wagon -- come on, spring and Alabama weather. We usually drive to Decatur on Thursday night so that we can help set up the battling area and adjust our ships. However, this year John was planning to attend a "Greatful Dead" concert in Chicago on Thursday night (my son, a "deadhead"??), so we would get a late start and probably not arrive at Decatur until about noon on Friday. We got going from Valparaiso about 2:00 AM on Friday morning and John sacked out the entire way. I lit off the ECM gear and the Stealth Chevy slid through the radar defenses of Indiana, Kentucky, Tennessee and Alabama with no problem at all. The drive gets easier and easier as I get older and older -- what does that mean? We pulled in to the American Motel parking lot at 11:00 AM and called the Hamiltons.

FRIDAY FRIDAY TESTING & CRUISING

We drove to the lake and unloaded the ships to speed test them and just generally introduce John to the TIGER. The water was quite high and the channel would not present the problems that it sometimes has. Spots of the shoreline were extremely muddy and one had to be careful of the footing in places. The Maryland crew (Will Montgomery, Rick Schultz and John French) arrived in Will's new Chevy truck and set up their gear. Dan and I assembled the Campaign targets and layed out the speed course. TIGER was too fast and SOUTH DAKOTA was too slow, so John and Will traded main drive props (smaller 1 1/4" to TIGER and larger 1 1/2" to SOUTH DAKOTA) and both ships passed their speed tests. The frequency tree was set up and we discovered that we had no conflicts (at least at this point). Foster and Milholland arrived from Springfield, Mo. and we all chewed the fat about their Skunkworks endeavor. After all the messing around was completed we packed our gear, showered at the motel and went to Western Sizzlin' for food and scuttlebutt.

ORDER OF BATTLE

Dan was hoping that the fleets could be divided into British and the World in keeping with past lineups at his regionals. However, most of the rookies who were coming had Axis (read Nazi) ships, and we wanted to split up the rookies so that they all wouldn't show up in one fleet. By placing James Foster, Leif Goodson and Wade Koehn on the English side we could even up the units in each fleet and spread out the rookies so that both fleets could shoot at opposing rookies. The Brits would have the edge in heavy units, but the World would have the advantage in experienced cruiser captains. Who can ever predict what will happen when the bbs start to fly?

BRITISH FLEET

The Brits were composed of two BBs, one BC, three CHs

and one CL. The units totaled 25 and there were three rookies in this fleet.

HMS VALIANT

The flagship of the English fleet was Dan Hamilton's 5 unit, 26 second BB. She is a veteran and always fights close in with her broadside guns. Her two pumps are effective and she has rarely been sunk.



HMS TIGER

John Jass' new BC is a 4 unit, 24 second ship which will hopefully give the Brits a fast capital ship. Would her one Foster pump be enough to keep her afloat with major damage? Would she experience the usual problems that new ships do?



SZENT ISTVAN

James Foster was battling his veteran 4 unit, 28 second (?) Austrian BB which was equipped with 2 stern guns and a bow gun. She usually sits in the middle of the fray and shoots (very effectively) at passing targets. It will be a "Navy Good Deal" for us to have Foster on our side for the first time in several years!!



No title by Mike

On a warm November day Von Fearless and myself ventured down to the park to run boats. While we were setting up I casually leaned back and stuck my hand into a small stack of approximately 10-12 day old doggy loggies. Well Fearless was just putting his deck down so I hurled one deep into his hull. ↗

It wasn't until after we had packed up and gone home that he found it. He was not impressed.

So I thought I would pass on to you my friends some precautionary measures to help you combat this crap. Punn intended.

Identification and clean up as follows:

Chiwawa Dark in color resembles exausted Skole Bandit packets. Clean up requires childs sand bucket and shovel set.

Codename - JAVELIN

Foodle Brown in color resembles little Cuban cigars. Clean up requires broom and dust pan.

Codename - BELFAST

Collie Med. Brown in color resembles a Babe Ruth candy bar. Clean up requires John Deer or large Snapper Riding Lawn Mower with bagger.

Great Dane Dark Brown in color resembles Salomy stick (unopened). Clean up requires gas powered Snow Blower.

Codename - TIGER

St, Bernard Lt. to Dk. Brown in color possibly green due to bad diet habits resembles 3 in. 50 cal. powder bags (out of cartridge) 6 to 10 in number. clean up requires Bobcat Loader and Ford or Dodge Pick up truck. 4-wheel drive preferably.

Codename - KING GEORGE ♡

Well I hope this info has been a help.

Take Care,

MWD
c/o Mean Jean

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HMS BELFAST

I was conning my veteran CH which is a typical 3 unit, 24 second CH. BELFAST has turned out to be the best CH I have ever built. She is large enough to carry a separate battery string for her Foster pump. She's a better ship than I am a captain. Maybe I could do her justice for once.



HMS ARETHUSA

Bob Leytze is a rookie from Troy, Ohio; he was using my former CL while building a BELFAST class CH. ARETHUSA is a 2 unit, 24 second CL that has been around for 6 or 7 years. Bob brought pictures of a tugboat that he is building (his first model) and the pics show that he can really build. He is a great addition to our hobby and the Allied and British fleet. Welcome to our hobby!!

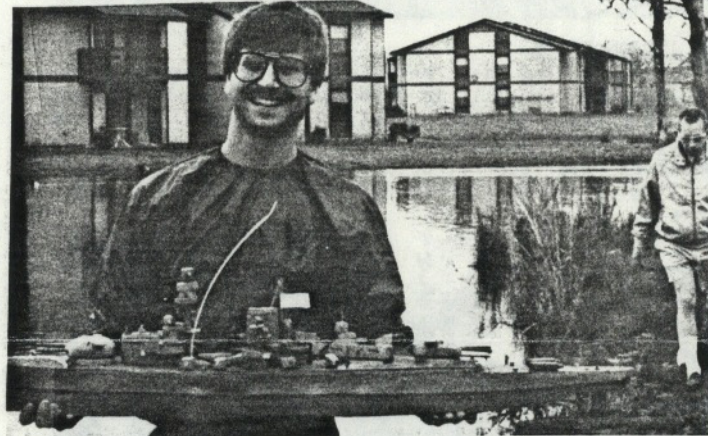


USS HOUSTON

A rookie from Florida, Leif brought an American CH that was powered with plain old batteries. She looked unstable, but the best way to learn and improve is to get your feet wet (literally). It was good to have so many rookies in evidence at the battle.

DKM LUTZOW

Wade Koehn (from New Orleans) was making his first appearance in Decatur with his German CH. He was at 1988 Nats in Amarillo, but didn't get into too much battling, so we still consider him a rookie. Could we keep from shooting at a Nazi ship even if it were a "British" ship? Probably we'd sink him ourselves if he survived a sortie!!



WORLD FLEET

The World fleet was composed of two BBs and five CHs. One true rookie (Brett Glover) was a captain in this fleet. The fleet numbered 25 units, so the unit count was equal between the opposing fleets.

USS SOUTH DAKOTA

Will Montgomery's 6 unit, 26 second BB has a new hull, built during the winter. He had also installed a rotating "A" turret to enhance the effectiveness of his triple stern guns. The turret rotates via an electric motor and a gear train, not with a servo. I don't like having this ship and captain on the opposing side. He earned his 1988 Nats Championship the hard way -- he fights!!



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ANDREA DORIA

Rick Schultz has built a new Italian BB; she's a 4 unit, 26 second ship that turns on a dime. Rick armed her with 2 stern guns and a bow gun. The equipment installation was beautifully done. Rick is using solenoids to shoot the guns. This class has always meant problems for the Allies.

USS NORTHAMPTON

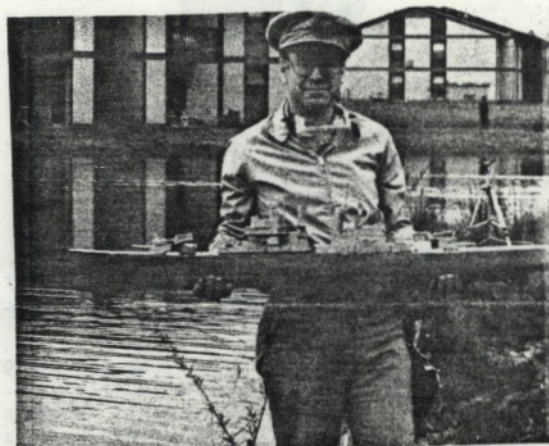
John French brought his veteran CH to begin the 1989 battling season in Alabama. She was sporting a new paint job (plain gray) but has always been effective in the past. John and Will and Rick form an always tough Maryland team that represents their area well.

USS OKLAHOMA CITY

Stan Watkins and his veteran American 3 unit CH traveled from Knoxville, Tennessee to strengthen the World Fleet. His CH is built from plastic and while it has a large hull, perhaps the new reduced damage scoring would aid this ship. With her pale gray paint scheme she is easy to recognize on the water.

USS INDIANAPOLIS

Steve Milholland had returned with his American CH. His ALABAMA is still in drydock -- come on Steve, get the BB ready for 1989 Nats!! He had found a new foam product over the winter that he is now using to construct his superstructure blocks and boxes. He would give the World Fleet another experienced cruiser captain.

COLD FUSION BATTERIES

By JOLTEN Jeff Lide

The recent shortage in x-cells has created a battery problem. However, recent technological breakthroughs should correct the problem. So far the cold fusion batteries I have produced have worked well. However, it does have it's disadvantages. Cost is the main problem. The batteries I have built have cost \$150 a piece. Furthermore, a large amount of experimentation must be done in order to obtain the correct voltage. The small output of radiation is also a negative.

However, the advantages are great. First, one battery will be able to power a ship for it's entire life. The small size of the batteries should also help in many ships.

The batteries I have built were basically easy to construct. The shape of the battery is of little importance. I built mine out of 3/8" lexan in 6"x6"x6" cubes. The next part is the expensive part. A 1/2" palladium rod must be purchased and mounted in the center of the battery. I bought mine at Alpha Tech for \$99. When you buy it ask for the one a foot in length, and be sure to buy the

copper core palladium because the inexpensive zinc core corrodes too quickly (ask for Martha). The battery must then be filled with deuterium. I got mine from Posol. It was purchased by the liter and was relatively cheap. Be sure to buy the 30% enriched deuterium, because the 25% seems to cause radio problems. After the battery is wired up, and the 9 volt flashlight battery is in place it is ready to go.

For more information write the chemistry department of

San Bernardino Valley College
27641 Campus Rd.
San Bernardino, California 80704

Alpha Tech
729i4 Yucala Rd.
Irvine, Ca. 89788
894-557-3434

Posol Inc.
57662 Shoreline Rd.
Saccramento, Ca. 81274
874-662-7546

Jeff Lide

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DKM PRINZ EUGEN

Eric Noble added his German CH to the World Fleet. She hadn't been active in 1988, so perhaps she would experience teething problems. She's a large target but that's a price you pay for building a ship that cheated on the Treaty Rules. Eric's new bride, Sue, came with him -- great to have you in the group.

DKM ADM SCHEER

Brett Glover traveled from Louisiana (with Wade Koehn) to fight in his first battle. Welcome aboard!! His German CH was beautifully built and would be a definite contender for Best of Scale. She may be pretty, but could she fight?? First battles are never kind to rookies.
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President's Column

The Prime Minister's Column.

Greetings fellow combatants, this is of course my last column as your President. I wish to thank all of you club members for allowing me to serve you as your President for the past two years. I guess now its time to ride off into the that Western sunset and retire to my ranch in California. We just completed the Spring South Eastern Regionals and many other Regions have completed theirs as well. We had several new members here for their first battle ever. I've heard that the North Eastern Region also has several new members added to our club, good work guys. This has been a great past two years of growth for the hobby, thanks in no small part to the articles in the Magazine U.S. Boat and Ship Modeler. A lot of our members have helped these new people to come aboard the great obsession, lets continue the good work in the future to come. This organization must work together to grow.

As may you know another Combat organization has been formed by Steve Milholland and James Foster producing kit ships. I have talked with Steve concerning this he has agreed to produce ships to our present rules as well as to those of the other club they have founded, if that is specified in the order. So if you want to order one of the kit ships you must specify how you want it to be completed. Steve has explained that they need rules which cannot be easily changed due their investment and this is the primary reason for the formation of their other organization. As these ships if produced to the other organizations rules are illegal under our rules then we must follow the procedure listed in our present rules if a combatant should arrive at one of our club sanctioned battles. This procedure calls for the events Contest Director to issue the combatant a chit for rule violations specified, all captains present will vote and if there are no

dissenting votes the ship with its violations will be allowed for that battle but must be refitted to conform with our rules before participating in another one of our club sanctioned events. We had a good time here in Decatur at the Southeast Regionals as you'll read in Tom Jasses comprehensive article later in this issue, the new people were great and added greatly to the event. One of them (Brett Glover) won Best of Scale Warship and another (Rick Whitsell) won Best Convoy ship Commander. These fellows are all fine additions to our hobby.

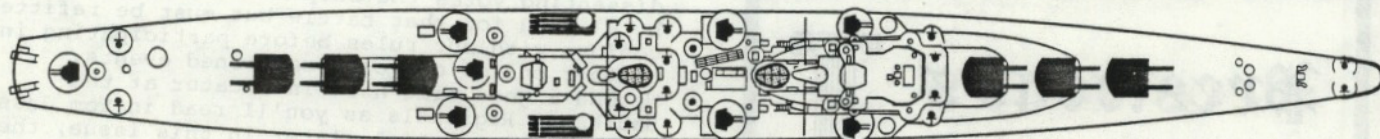
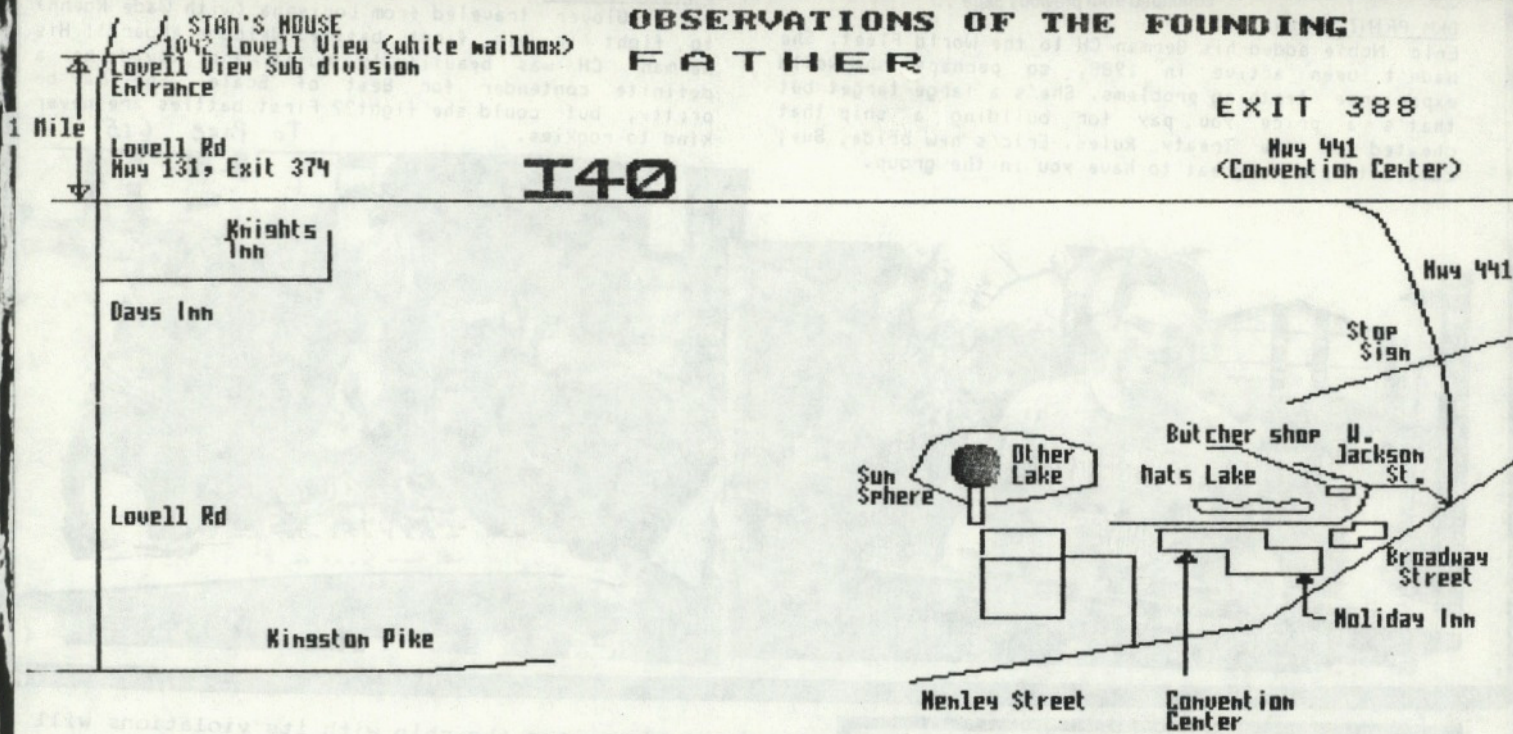
We had a Campaign under the new rules in Decatur which ran very smoothly. The British Fleet was soundly defeated by the World Fleet in the Campaign battle, the World Fleet's main weapon in this battle of attrition was reliability. A lot of people that haven't fought in one yet have asked me what is a Campaign Battle like. I have a book called the Eagle against the Sun. In chapter 10 about Guadalcanal describes it pretty well, A direct quote from that book reads "Warships remained at sea for weeks, with only short periods in port to take on fuel and supplies or make emergency repairs.", "Fatigue, fear, frequent calls to battle stations - these were the basic ingredients of naval life during the struggle for Guadalcanal during the Second World War". The above pretty much describes a Campaign battle as well. I have never felt more tired, fought harder, or got in more realistic battle time than in the last Campaign battle.

Nationals is coming up send your entry fees to Marty Hayes 1113 Crestview Annapolis, Md. 21401. The entry fees are \$20.00 for the first family member, \$10.00 for the second, and \$5.00 for any additional family members. This fee must be paid by Friday June 23rd. or an additional \$10.00 late fee must be added for each member. The schedule this year will follow last years plan as it worked so well. This is for those who missed or don't remember it, Sunday open lake for testing, Monday Fleet Battle, Tuesday morning Campaign Battle, Tuesday afternoon Fleet Battle, Wednesday Individual ship challenge and Small ship actions, Wednesday night Night Fleet Battle, Thursday morning Campaign Battle and Thursday afternoon one sorti Fleet Battle, Friday Fleet Battle. Well thats about it folks, Once again thank you for allowing me to serve one more term as your Prime I mean uh! President.

Dan Hamilton
Dan

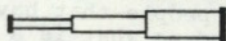
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OBSERVATIONS OF THE FOUNDING FATHER



The Oakland (CL 95) class as in 1945, with torpedo tubes in place.

Observations of the Founding Father



HOST FOR THE 1989 NATS)

By Stan Watkins

Greetings Combatants!

After cruising the USS Oklahoma City II around the 1989 Nats lake for a while I believe that this lake will be the site of some very INTENSE battling! Why? The lake is very long and skinny. Its about 600 feet long and about only 78 feet wide at the widest. There are only 3 wide parts (See map, if Fluegel printed it). The narrow areas at the two bridges are choke points. When a ship is on 5 minutes it can not get very far from any lake shore. This means that a ship will probably have to do alot of running on 5 minutes. There will be more damage and more sinks. In Decatur at the Spring Regionals things went well. It was a large battle. My Oregon City (which I haven't battled since 1987) got a chit for too few props and shafts. She has 4 props and shafts just like the real one, I wonder how many Dan wants her to have. You don't suppose the chit was actually for the ship that I had at the battle do you? Dan, it is the Oklahoma City II that I battled with at the Decatur Spring regionals. I know it gets confusing with so many "O City" ships. But there really is a lot of difference between a Cleveland (CL) and an Oregon City (CA). Thanks for the regionals Dan, it was lots of fun. God

Bless you and Mary, We love you.

Well, I hope someone is going to bring their Campaign shore bombardment target frames, because I don't have any and I'm am not going to make any. I probably will have to make the steps that we get into the lake from. Access to the lake is to be only by steps. This is a rule from the lake manager. We must honor this requirement or possibly loose the lake. Another concern is the closeness of the large picture windows of the Convention Center. They are only about 50 feet from the lake and run almost the whole length of the lake. Please remember that the cost of the breaking of the windows will have to be covered by the club (sorry, I just can't afford to pay for the hundreds of dollars the replacement of even one of these windows would cost). So remember that and keep your gun power down. There will be lots of chances for BBs to glance off of the smooth water. Generally, there is no hazzard because of a about 3 foot high bank on the Convention Center side of the lake, but a high power glancing shot could possibly break a window. Please help.

Well, GOD Bless you all and Let's Battle!

Stan

Stan Watkins
1042 Lovell View Dr.
Knoxville, TN 37932
(615) 675-7747

Reminder: The Motel is the Knight's Inn
(615) 675-7200 In making reservations mention that you are with the Radio Controlled Battleship club that has reserved rooms for July 8-14 for the following rates:
Each room per day (From 1 to 4 persons) \$23.57 plus tax. The per day rate is higher if you stay less than 7 days (nights).

End

SATURDAY BATTLING

The weather was cloudy and cool and rain was in the forecast. When John French got ready for a test run, we found he and Foster were in frequency conflict. Foster's radio can't change frequency, so John had to scurry around and refit his crystal. Thank God he has a Futaba radio and Rick was able to give him a new crystal module to plug in to his Xmitter and Xcvr. I was worried about the rookies and ship identification, so I arranged with Dan to attach a white flag (made from wide tape) to each of our fleet's ships mast. I also had yellow tape, but Dan didn't like the symbolism of that color. With all the rookies and new ships we were late (as usual) getting started.

FLEET BATTLE 1

The World Fleet had the following ships ready to battle: SOUTH DAKOTA, ANDREA DORIA, INDIANAPOLIS, NORTHAMPTON and ADM SCHEER. OKLAHOMA CITY was shore-bound with pump problems (a detached rotor), while PRINZ EUGEN had gun troubles which kept her out of the action. The Brits countered with: VALIANT, SZENT ISTVAN, TIGER, BELFAST, ARETHUSA and LUTZOW. Leif's HOUSTON was not on the water due to stability problems. The battle was begun at 11:03 AM.

The water was dead calm (but our nerves weren't). LUTZOW starts with a list (a bad sign?). ANDREA DORIA shoots through the channel and SZENT ISTVAN looses a stern volley. VALIANT and TIGER hasten to the fray. TIGER and SOUTH DAKOTA blast each other. LUTZOW rams SOUTH DAKOTA and Will leaves the battle with a hole. Thanks, Wade!! LUTZOW also departs. TIGER bow guns the NORTHAMPTON and BELFAST aids the cat. ADM SCHEER rams BELFAST and both depart for R&R. BELFAST has a hole high in the bow, so both return. Rookie Rammers from Louisiana!! ADM SCHEER returns to the battle but has a starboard list -- shifting batteries? SZENT ISTVAN and TIGER battle ANDREA DORIA and ANDREA DORIA blasts SZENT ISTVAN with stern guns. VALIANT chases ANDREA DORIA off. INDIANAPOLIS comes in and spurts (the first of many) and TIGER chases INDIANAPOLIS through the channel. TIGER and SZENT ISTVAN punish ADM SCHEER, and ADM SCHEER goes on "five". NORTHAMPTON and BELFAST have a cruiser duel away from the BBs. TIGER enters and NORTHAMPTON sterns the TIGER. Meanwhile, out in the middle of the lake, VALIANT is sensing the kill on ADM SCHEER. VALIANT's broadside guns are scoring. The other Louisiana rookie is also in trouble, as LUTZOW is beached on the island and SOUTH DAKOTA blasts freon and bbs from her stern guns. SZENT ISTVAN lumbers over to protect LUTZOW. ADM SCHEER is running for the shore and SZENT ISTVAN changes from defense to offense and scores on ADM SCHEER. At 11:13 ADM SCHEER settles to the bottom for the first sink of the regionals. While Brett is wading, LUTZOW comes off "five", thanks to the protection of SZENT ISTVAN and VALIANT. BELFAST, TIGER and SZENT ISTVAN get it on with ANDREA DORIA and NORTHAMPTON. TIGER and SZENT ISTVAN jam ANDREA DORIA while the CHs do their thing. VALIANT joins up to serve. SZENT ISTVAN fires on INDIANAPOLIS, and INDIANAPOLIS speeds away on "five". SOUTH DAKOTA chases SZENT ISTVAN off, and TIGER rams SOUTH DAKOTA. After reentry, SOUTH DAKOTA resumes fighting with TIGER and SZENT ISTVAN. VALIANT rejoins to share the fun. VALIANT and TIGER chase SOUTH DAKOTA through the channel. The first sortie ends at 11:28 as SOUTH DAKOTA battles SZENT ISTVAN and TIGER; TIGER pumps as she exits.

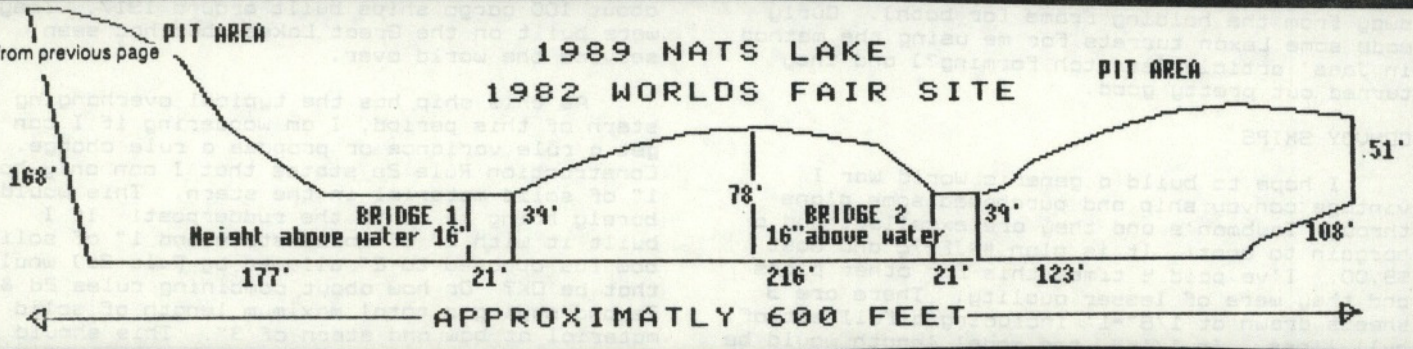
Sortie 1 World damage was as follows: SOUTH DAKOTA, 120 points; ANDREA DORIA, 235; NORTHAMPTON, 80; INDIANAPOLIS, 80; ADM SCHEER, 1005 (sunk) plus 100 ram penalty. The Brits fared better: VALIANT, 110; SZENT ISTVAN, 180; TIGER, 200; ARETHUSA, 20; BELFAST, 0; LUTZOW, 180 (100 ram penalty). The World had been smashed 1420 to 590.



The second sortie begins at 12:16 and LUTZOW goes on "five" immediately. BELFAST has a throttle stuck in fast forward and also departs in the same status. Two British CHs out in short order. INDIANAPOLIS and ANDREA DORIA go after VALIANT and ANDREA DORIA scores with her stern guns. SOUTH DAKOTA goes after LUTZOW and TIGER defends the wounded CH. There are 6 ships grouped closely together on the TV screen and the action is swirling. ANDREA DORIA holes LUTZOW and defending TIGER holes ANDREA DORIA. Meanwhile, SZENT ISTVAN and INDIANAPOLIS fight for bragging rights in Missouri. As LUTZOW lays close to shore and pumps, the fighting is furious around her. VALIANT and TIGER are fighting with ANDREA DORIA to save the CH. At 12:21 LUTZOW is off "five" and the fighting continues at the creek end of the pond. SZENT ISTVAN and TIGER circle SOUTH DAKOTA attempting to score. VALIANT chases NORTHAMPTON. The battlers move toward the lake.

NORTHAMPTON breaks off and leaves VALIANT behind. VALIANT is later rammed by NORTHAMPTON and the Brit BB is holed and both exit the water. SZENT ISTVAN and ANDREA DORIA are battling in a turning mode, and SZENT ISTVAN gets the best of it. TIGER and SOUTH DAKOTA are exchanging bbs. TIGER is slowing and SOUTH DAKOTA scores several times with her stern triples. (It later turns out that TIGER has thrown a U-joint and is running on 1 prop.) SZENT ISTVAN and ANDREA DORIA are battling in line; back and forward they go. SZENT ISTVAN changes the fight into a turning duel and scores heavily on ANDREA DORIA with the Austrian stern guns. NORTHAMPTON and VALIANT reenter the winding down battle after VALIANT has a patch applied. VALIANT

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chases ANDREA DORIA and NORTHAMPTON rushes to her aid. NORTHAMPTON and VALIANT exchange shots in the channel, and ANDREA DORIA joins in the channel fight. NORTHAMPTON leaves on "five" and the battle finally ends at 12:40.

The World had done much better in Sortie 2, but they lost a close one, 700 to 420. Damage was as follows: SOUTH DAKOTA, 135 points; ANDREA DORIA, 445; NORTHAMPTON, 110 (200 ram penalties); INDIANAPOLIS, 10. English damage was: VALIANT, 230; TIGER, 180; SZENT ISTVAN, 100; ARETHUSA, 0; BELFAST, 0; LUTZOW, 110. With rams deducted from each fleet, the Brits had doubled the score on the World, 2120 to 1010.

CAMPAIGN

Admiral Hamilton had planned elaborate strategy for the Brits to use during campaign. TIGER's primary mission was to be target bombardment. SZENT ISTVAN with her slower speed and stern armament was to primarily defend our target. VALIANT was to provide convoy escort and intercept World convoys. BELFAST was to assist TIGER and VALIANT as requested, as was ARETHUSA. LUTZOW's tasks were to be a "floater" (how inappropriate) and carry out duties assigned by Dan. Mc ANDREW (my CVA convoy ship) was to be run by me on one mission early in the campaign and then by any British captain whose ship was not in the battle. Leif Goodson was to captain our second convoy ship HMS ADORIAN constantly. Rick Whitsell (a rookie from the Kansas City area) was the captain of the World convoy ship HMS MERLIN -- much more will be heard about this stout ship and her stalwart captain in the following saga.

The campaign started at 3:00 PM. One good thing about campaign -- the battle always starts on time! The action described here is right from the video tape; action which did not occur on tape is missed from this account. Sorry about that!! At 3:02 the ADORIAN and Mc ANDREW put in the water from their home base. SOUTH DAKOTA and ANDREA DORIA steam over to attack. SZENT

ISTVAN is guarding the Brit forward base. At 3:07 the Brit convoy ships arrive safely at their forward base; their damage is not severe. At 3:08 MERLIN (World convoy ship) begins her dash from her home base. VALIANT attacks her, but does not sink her. In the melee, Mc ANDREW and ADORIAN depart the Brit forward base for the return trip. Meanwhile, at the World forward base TIGER attacks the targets while NORTHAMPTON defends. SOUTH DAKOTA singles out Mc ANDREW for special attention. At 3:13 MERLIN docks at her forward base -- one successful run. TIGER is expending bbs on NORTHAMPTON in an effort to lessen her defense. ANDREA DORIA steams to the Brit target and begins shooting as SZENT ISTVAN defends.

3:20 -- TARGET CHECK #1. After the battling is resumed SOUTH DAKOTA chases ARETHUSA, TIGER leaves the water for more ammo, BELFAST enters the battle at the forward base, but generally the 3:25 to 3:29 period is a slow one. MERLIN begins her second run and BELFAST and VALIANT attempt to sink her; SOUTH DAKOTA and OKLAHOMA CITY provide escort. INDIANAPOLIS spars with BELFAST to help the convoy ship. SOUTH DAKOTA is at the Brit target using her stern guns; SZENT ISTVAN is objecting. OKLAHOMA CITY and BELFAST are dueling, but MERLIN successfully makes it to her forward base with another load.

3:40 -- TARGET CHECK #2. TIGER returns to the battle and steams to the World forward base to bombard. NORTHAMPTON and SOUTH DAKOTA defend. OKLAHOMA CITY and BELFAST join in the exchange. SOUTH DAKOTA and TIGER are in a shoving match at the target. NORTHAMPTON uses the opportunity to stern gun TIGER. MERLIN is on the water again -- enroute from her forward base to her home base. TIGER leaves the target and attacks. ANDREA DORIA, NORTHAMPTON and SOUTH DAKOTA attack TIGER and defend MERLIN. ANDREA DORIA and NORTHAMPTON provide a close escort all the way to the World home base. BELFAST attacks (not very successfully) against this strong escort. Back at the World forward base, TIGER returns to bombard while PRINZ EUGEN is now the

SMITH'S SMORGASBORD

by Steve Smith

VACU-FORMING PART III (THE AXIS STRIKES BACK)

After being assailed by a certain Chicago area "Allied"-type for a Hullbusters article (Feb '89) I didn't write, I needed to reply. [There were some Top Secret Axis design sketches of mine that did mysteriously appear with the article, either a serious security breach or Fluegel was desperate for material.[again]]

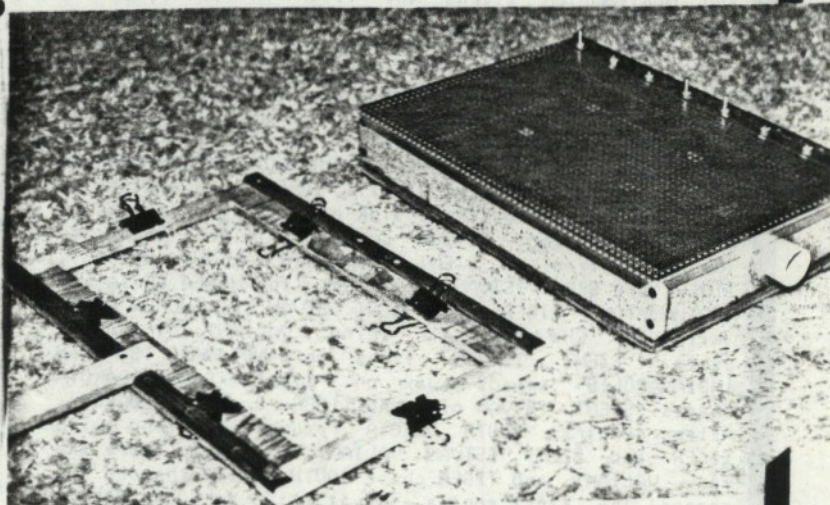
First, only a mindless Allie would go through the mindless task of drilling 10,000 holes. For my vacuum box I used a sheet of perforated aluminum for the top, which you can get at any well-stocked lumber yard or hardware store. The sheets are about 3 feet square and there is enough to make about 4 vacuum boxes [see photo].

However, I still have not had any success vacu-forming yet either. I've had trouble with the plastic not getting soft enough or pulling away from the holding frame (or both). Curly made some Lexan turrets for me using the method in Jass' article [stretch forming?] and they turned out pretty good.

CONVOY SHIPS

I hope to build a generic World War I vintage convoy ship and purchased some plans through Taubman's and they are excellent and a bargain to boot! It is plan #AJF-72 and cost \$8.00. I've paid 4 times this for other plans and they were of lesser quality. There are 3 sheets drawn at 1/8"=1' including a full set of hull lines. In 1/144, the model length would be

How to



about 22". I believe these plans are also offered through Heritage Shipbuilders and according to them, the plans are of a class of about 100 cargo ships built around 1917. They were built on the Great Lakes, but had seen service the world over.

As this ship has the typical overhanging stern of this period, I am wondering if I can get a rule variance or propose a rule change. Construction Rule 2e states that I can only have 1" of solid material in the stern. This would barely bring me up to the rudderpost! If I built it with 2" of solid stern and 1" of solid bow (as opposed to 2" allowed by Rule 2d) would that be OK? Or how about combining rules 2d & 2e and saying a total maximum length of solid material at bow and stern of 3". This should

continued on next page

defender. ANDREA DORIA shoots up the Brit target after escort duties, then returns to her forward base to attack TIGER. Soon ANDREA DORIA and SOUTH DAKOTA return to the Brit forward base to shoot cups just prior to the upcoming target check.

4:00 -- TARGET CHECK #3. ARETHUSA is teasing ANDREA DORIA and NORTHAMPTON and they are unable to damage the CL. MERLIN sets sail again -- another resupply run begun. VALIANT intercepts using her broadside guns. NORTHAMPTON defends and TIGER joins VALIANT. After a dangerous cruise MERLIN is again successful in threading her way through the Brits. TIGER returns to the World forward base to attack their target. BELFAST aids her sister. Hardworking NORTHAMPTON again defends against the two English. Sometime during the battle (it's not on the tape), ADORIAN was sunk by the World fleet at the far side of the pond, and she was out for patching and dewatering.

4:20 -- TARGET CHECK #4. After the holed cups have been removed, and any new ones added, battling is resumed. MERLIN returns to the water to transit from her forward base to her home base. She's a steaming fool!! VALIANT and TIGER try their gunnery skill again on the bothersome convoy ship and SOUTH DAKOTA

provides an escort. SZENT ISTVAN has left the fray (low batteries) and the Brit target is undefended. TIGER and VALIANT are unable to sink MERLIN and she enters port again. SOUTH DAKOTA, freed from convoy escort, races to bombard the Brit forward base. TIGER defends with SZENT ISTVAN absent. INDIANAPOLIS adds to the bombardment and VALIANT adds her guns to the defense. ADORIAN reenters the battle at her forward base and begins her long journey. SOUTH DAKOTA abandons bombardment and punishes ADORIAN. Their action is right by the Brit forward base and is stopped by --

4:40 -- TARGET CHECK #5. After the battling is restarted ANDREA DORIA and SOUTH DAKOTA resume their pounding of ADORIAN. VALIANT defends the convoy ship. At 4:48 ADORIAN limps into her home base -- another run for life completed. At 4:48 LUTZOW enters the campaign and ANDREA DORIA welcomes her. LUTZOW attacks the World target but rams INDIANAPOLIS. VALIANT adds to the bombardment while BELFAST attempts to deflect NORTHAMPTON's attentions. PRINZ EUGEN is involved in the dogfight. SOUTH DAKOTA singles out LUTZOW and SOUTH DAKOTA and ANDREA DORIA blast the luckless LUTZOW to the bottom at 4:51 -- 3 minutes of life!! After Wade rescues her BELFAST and VALIANT reattack

still give the some amount of penetrable area but may make construction a little easier for ships with overhanging sterns or clipper bows. Food for thought for the rules committee.

SUPERSTRUCTURE

Cheap Stacks: I made the stack for my Graf Spee out of an old "Propa-pH" acne cleanser bottle. Some underarm deoderant sticks have a similar shape. So the next time you need a stack, take a trip to the drugstore!

Bending Lexan: If you have a soldering iron that has hot knife tip, remove the blade and put in a piece of steel wire. Hold the wire on the Lexan briefly to heat it, and you can get a nice straight bend. [Practice with some scraps first!]

CO2 UPDATE

Due to a long delay in getting my tank, I didn't test my CO2 gun system until May 3rd. So far I have only test fired the gun and have yet to install it in my ship, which may take a bit of stuffing and cramming. I have a 3.5oz. tank which I had filled at a fire extinguisher servicing company for \$4. With a full tank the system [tank, regulator, hose, and fittings] weighs about 4lbs..

The tank to hose connection uses a fiber or teflon washer. Use teflon pipe tape on all other connections. Tighten all connections a wrench, but do not to overtighten. I set the regulator for 100psi and this seems to give similar performance to freon. Rate of fire is excellent: I fired off a full 50 rounds in about a minute with no freeze-up though the tank did get quite frosty. I only got about 175 shots off my tank, but I also had used some of the CO2 in setting the regulator and finding leaks. I estimate you could get 300 to 400 shots off a 3.5oz. tank [100 shots/ounce CO2]. My earlier estimates of battling a whole Nats off one tankful are overly optimistic, though you should have enough in one tankful for a full Fleet Battle. Also, I did not take into account how many shots get fired in "tweaking". There is a possible way around this: "tweak" off a different CO2 tank. At my last fill, I bought a filled 5lb. CO2 tank [made from an old CO2 extinguisher [No, don't convert it yourself!!]] for \$30. Now if I just built that Yamato...

Steven J. Smith
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Bloomington, MN
55437-1630

CO2 COMPONENTS & SUPPLIERS

PART	SUPPLIER & PART #	COST	WEIGHT
Regulator	Norgren R83-200-RNNA	\$25	1.75 lbs
	C.A. Norgren Co. 5400 S. Delaware Littleton, CO 80120-1663 1-800-882-2625	Call for nearest distributor. It may be possible to get the outlet pressure preset by the factory.	
Tanks & Valves (empty weights)	AL 22 3.5oz Tank AL 45 7oz Tank AL 440 10oz Tank #U1 CGA 320 Valve	\$21 \$23 \$24 \$12	.45 lbs .77 lbs 1.06 lbs -
	Parker Hannifin Corp. Cliff Impact Division 33800 Lakeland Blvd. Eastlake, OH 44094 (216) 946-9090	\$100 minimum order. Tanks & valves are also available from Splatball suppliers.	
Hose	1/8" 2500psi hose with 1/8"NPT ends. Parker Parflex 540N-2 1/8 WP or equivalent.	\$9 for 24" length	From Splatball supplier or Nycoil/Clippard distributor.
CGA 320 fitting	Fitting consists of nipple, nut, and [for CO2] sealing washer.	\$5	Shortened fitting from Splatball supplier. Also sold by Welding supply houses.

Miscellaneous other fittings can be bought from Paintball suppliers or suppliers of Nycoil and Clippard parts.

Mail Order Paintball Equipment Supplier:

The Command Post
P.O. Box 1500
Crestview, FL 32536
(304) 682-2492

\$3 for catalog.

End

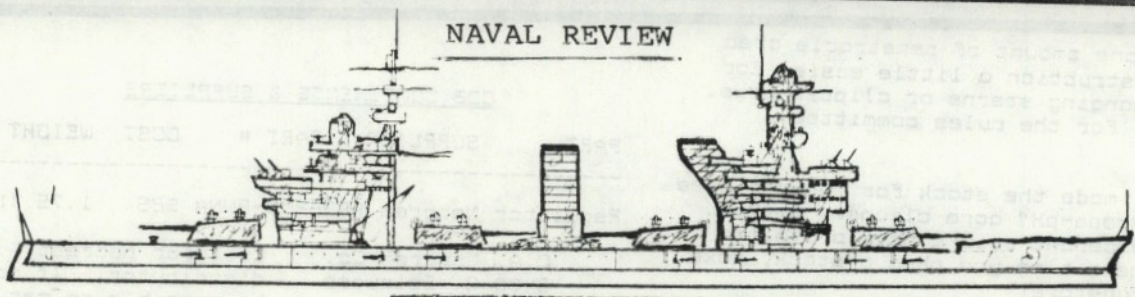
Additional photos, page 628

the target. ANDREA DORIA sterns the VALIANT while INDIANAPOLIS does the same to BELFAST. ANDREA DORIA joins INDIANAPOLIS in punishing BELFAST and BELFAST rams OKLAHOMA CITY while disengaging. OKLAHOMA CITY is circling, out of control. BELFAST comes in (ram punishment) as SOUTH DAKOTA pushes OKLAHOMA CITY to the shore.

5:00 -- TARGET CHECK #6. MERLIN sails from her home base to her forward base as the battling resumes. BELFAST and a pumping TIGER attack the "unsinkable" convoy ship. ANDREA DORIA escorts as the combatants steam through the channel. THE SUN COMES OUT OF THE CLOUDS AT 5:12!! TIGER, ANDREA DORIA and MERLIN are steaming in parallel tracks as BELFAST snaps around the edges. At 5:15 MERLIN has again run the British gauntlet, thumbing her nose. TIGER and BELFAST return to attack the World forward base and OKLAHOMA CITY is the defender. At 5:16 Wade begins a convoy run with Mc ANDREW (which he had neglected to patch) at the Brit home base. SOUTH DAKOTA leaps on her immediately and dispatches her (bow first) to meet Davey Jones at 5:18!! Wade has a total of two ships sunk in less than 30 minutes. Not like a Mardi Gras, huh? BELFAST and TIGER had tried to provide an escort, but SOUTH DAKOTA

was not to be denied. The video camera batteries poop out at 5:19, so the rest of the campaign is not recorded. However, MERLIN made another run from her forward base to the World home base to aid their cause immensely.

The Campaign ended in a Tactical victory for the World Fleet!! They had sunk the LUTZOW and two convoy ships, and coupled with their 5000 tons of excess supplies they had 1600 points to split (1400 sink points and 200 supply points). The numerous convoy runs sucessfully made by Rick Whitsell was the key to their victory -- we just couldn't sink her!! The World admiral split the victory points up as follows: SOUTH DAKOTA, 275 points; ANDREA DORIA, 225; NORTHAMPTON, 200; INDIANAPOLIS, 200; PRINZ EUGEN, 200; OKLAHOMA CITY, 200; ADM SCHEER, 200; Convoy Captain, 200. The defeated Brits got zero points as the losers. The target check times (every 20 minutes) seemed to work real well.



GANGUT class battleship

NAVAL REVIEW

Greetings comrades and welcome to our next naval review. This review will be on mother Russia. Russia during our time period of study [1905 to 1946] fell from the #3 naval power to the #7 naval power and began her rise to the #1 position. To understand the state of the Russian navy during this period some understanding of Russian history of this period must first be gained. As a short digreston, in Febuary of 1904, Russia and Japan went to war over mutual interest in Manchuria. Japan being an island nation had to transport her troops and supplies by sea to the front. In view of this Japan's first goal in the war was to defeat the Russian Pacific fleet to gain control of the sea, to carry shore bombardments and reinforce and supply its field army for the Manchurian campaign. This was done when the Russians were defeated outside of port arthor in april 1904 just two months after the out break of the war. What was left of the Russian Pacific fleet was blockaded in the Russian forward base of Port Arthor. Port Arthor fell in January 1905 after its supplies were exhausted. As this granted the Japanese a free hand in the Pacific the Russian Baltic fleet the Most powerful Russian fleet was sent to put the situation right. After a voyage all around the world including an unpleasant run in with the English Royal Navy on the way and multitudes of fueling problems, the Baltic fleet was decimated by the Japanese fleet at the battle of Tsushima. The Russians lost in captured or sunk ships 8 Battleships, 9 Cruisers, 6 fleet fuel train ships, plus several smaller ships. About 4,000 Russian silors were killed along with three Admirals and over 7,000 Russians were captured. The military situation on land continued to deteriorate after this defeat at sea until the treaty that sealed Russia's defeat was signed in September 1905. These sea battles caused the Russian navy to fall from 3rd place in the world

to the 7th. This was not the end of Russia's troubles however. Even before the war ended a revolution was brewing at home so that a shooting massacre of demonstrators in the capital of Saint Peterburg set off a wave of revolution that swept the entire country. This was put down by the Tzar's loyal troops but not without great difficulty testing the troops will to the upmost. The Tzar made poltical concessons of a constitution and a legislature [the Duma]. The country was not secure enough from the revolution until 1908 to began rebuilding the navy. In that year another European crisis developed showing the need for a greater naval presence. The crisis was precipated by The Austrian Empire who annexed the Balkan provinces of Herzegovia and Bosnia. Serbia the neighboring Balkan state also having claims on the disputed provinces mobilized her armed forces. Russia being allied to Serbia backed up the claim of Serbia and demanded the withdrawel of Austrian troops from the disputed territory. Germany announced that she would give Austria her full support if Austria should be attacked. Although Russian feelings were strong for Serbia, it was obvious that Russia was not ready for a new war of such dimensions, not so soon after the 1905 defeat, recent revolution, and the Polish troubles she was having in her own Empire. The Russian Empire at this time included Poland which was not sympathetic to Russian rule. So Austria and Germany had thier way, this time. Russia however accepted that another challenge would come and orders were given for border units to be prepared to repel an invasion within a 48 hour notice at any time. This also brought about the French alliance with Russia. Russia set about trying to build up her armed forces and especially her navy. Funds were approved for 8 Battleships, 4 Battlecruisers, 8 Cruisers, and 53 Destroyers. This new building program would have put Russia into 5th place behind England, The United States, Germany, and France and ahead of the navies of Italy, Japan,

SUNDAY BATTLING

SUNDAY BATTLING

During Saturday evening John French spent long hours giving Leif Goodson a hand in rewiring the USS HOUSTON and installing X-cells. Dan also helped Eric get the PRINZ EUGEN more battle ready. This is the spirit of helping that makes our hobby so great. Thanks, fellows!

Sunday was the type of Alabama spring day we had driven 10 hours to experience. It was sunny and warm (in the 70s) and the water was dead calm. Some of the mud at the water's edge was dried up, but the footing was still slippery in spots. We peeled off our jackets and proceeded to load up the ships.

FLEET BATTLE 2

The Brits were putting these ships on the water -- VALIANT, TIGER, SZENT ISTVAN, BELFAST and HOUSTON. For the World SOUTH DAKOTA, ANDREA DORIA, NORTHAMPTON, OKLAHOMA CITY, PRINZ EUGEN, INDIANAPOLIS and ADM SCHEER -- a full house. I launched the BELFAST prior to the start of the battle and cruised around. Leif put the HOUSTON in the water and the BELFAST went out of control and beached herself on the far shore of the lake. We were on the same frequency so I switched off my Xmitter and declared BELFAST out of the sortie.

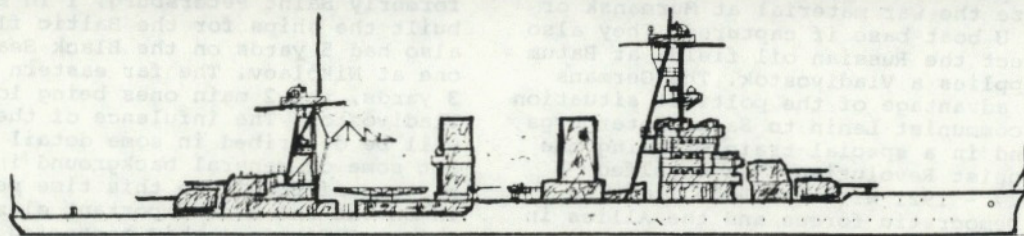
The party began at 10:22 AM. NORTHAMPTON, PRINZ EUGEN and SOUTH DAKOTA charge through the channel to find the Brits. TIGER and VALIANT steam forward to offer bbs. INDIANAPOLIS rams VALIANT and both come off to check. TIGER engages SOUTH DAKOTA as the battle strings out toward the creek entry and away from the video camera. At 10:24 a shout of "There she goes" rings out. Who has sunk? Leif wades out to raise the HOUSTON and answer the question -- one Brit down! Action stops for the man in the water and the ADM SCHEER sinks at 10:26. Not a good period for rookies. Brett wades in and lifts the ADM SCHEER out of her grave. As he carries her ashore he slips on the muddy beach and drops her!! Shades of Joe Salini. Meanwhile I rescue BELFAST from the opposite shore. There is a general melee at the far end as the battle resumes. INDIANAPOLIS is heard spurting -- again. NORTHAMPTON and INDIANAPOLIS are dueling with VALIANT and TIGER, as SZENT ISTVAN and SOUTH DAKOTA stage a BB fight. TIGER tails ANDREA DORIA and then fires a broadside at

PRINZ EUGEN as she joins. SZENT ISTVAN and VALIANT engage ANDREA DORIA and SOUTH DAKOTA. VALIANT holds her own against ANDREA DORIA and SOUTH DAKOTA. SOUTH DAKOTA rams SZENT ISTVAN, and they come ashore to check. TIGER chases INDIANAPOLIS through the channel and around the island. TIGER shears off and joins a dogfight with SZENT ISTVAN and VALIANT against SOUTH DAKOTA and ANDREA DORIA. NORTHAMPTON wanders in and VALIANT gets in several broadside licks -- NORTHAMPTON is hurting. NORTHAMPTON goes on "five", as she is listing to port. At 10:37 NORTHAMPTON quickly sinks. (Turned out her rudder was jammed hard over and the pump couldn't take a suction.) After John French is out of the water, SZENT ISTVAN, VALIANT and TIGER duel with SOUTH DAKOTA and ANDREA DORIA. SOUTH DAKOTA concentrates on TIGER, while SZENT ISTVAN and VALIANT gang up on ANDREA DORIA. All five run to the middle of the lake and continue the blasting. SOUTH DAKOTA chases TIGER. VALIANT and ANDREA DORIA split off and dance stern to bow for several minutes. The sortie ends at 10:50; 28 minutes of battle with 3 sinks as the result.

Three CHs sunk in one sortie!! The British damage was as follows: VALIANT, 270 points (200 ram penalty); SZENT ISTVAN, 10 (great!!); TIGER, 220 (100 ram penalty); HOUSTON, 690 (sunk). The World was punished to the tune of: SOUTH DAKOTA, 280; ANDREA DORIA, 355; INDIANAPOLIS, 80; OKLAHOMA CITY, 10; PRINZ EUGEN, 100; NORTHAMPTON, 840 (sunk); ADM SCHEER, 0 (300 penalty points for an unseaworthy sink). The Brits kept their Fleet string going, 1365 to 1190.

ARETHUSA and BELFAST were allowed to join the Brits for Sortie 2 -- thanks, Will. After rearming and scoring, the fleets resumed the action at 11:39. BELFAST began by running around the island while VALIANT and TIGER used the shorter route through the channel. VALIANT engaged PRINZ EUGEN while INDIANAPOLIS shot a stern gun at TIGER in the channel. BELFAST appears on the other side of the island, running s-l-o-w-l-y. What the heck, bad batteries? I called out "five" and limped away. (The problem turned out to be a mossed up prop -- the only such incident during the weekend.) SOUTH DAKOTA, PRINZ EUGEN and INDIANAPOLIS have ganged up on TIGER in the lake. ARETHUSA returns to shore to unpin her gun. TIGER steams through the channel, pumping. ANDREA DORIA has become attached to the fleeing BELFAST as the battle

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KRASNYI KAVKAZ class cruiser

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and Austria. This program, interrupted by the First World War was to have been completed by 1916. By the beginning of the war 4 of the Battleships and 4 of the Destroyers were completed. The war was a disaster for Russia, her people, and her navy. The German army and navy could have defeated either France or Russia separately in the first year of the war but not both. How differently history might have worked out if this had happened, no Hitler or 2nd World War. England soon entered the war seizing and holding the initiative at sea. The Russian fleet did help and captured the German secret codes after sinking the German Light Cruiser Magdeburg in the first month of the war. Russian forces made pin prick raids and bombardments that tied down a large number of German forces. The Black Sea fleet was active and encountered the Turkish forces led by the German Admiral Von Souchon many times. This

force was headed up by the former German Battlecruiser Goeben renamed the Yavuz. Besides these encounters the Black Sea fleet escorted convoys, Bombarded Turkish positions, attacked merchant shipping, and laid minefields. The internal situation of Russia was bad and grew worse as the war progressed. The Food supply and transport systems were the most difficult problems. These Problems added to by the defeats inflicted on Russia by Germany and her allies began to bring down the Russian economy. In early 1917 strikes and food lines filled the streets of Saint Petersburg. As the situation began to worsen army and naval units began to mutiny. The Tzar unable to maintain control was persuaded to abdicate the throne and a democratic provisional government was formed, which pledged to continue the war. Fearful of what was happening in Russia as the Russian armed forces began to collapse and

moves toward the creek entrance. OKLAHOMA CITY gets some stern shots on ARETHUSA. The battle flows back toward the island; BELFAST returns with the horde with ANDREA DORIA still hard by her side. LUTZOW has been grounded bow first on the island and SOUTH DAKOTA takes advantage with her triple sterns. BELFAST has picked up an escort, VALIANT; they sail back around the island and TIGER joins the group. Meanwhile, out in the lake ARETHUSA is hurting as the result of unwanted attentions from ANDREA DORIA. ARETHUSA is listing to starboard and Dan directs Bob to come through the channel to get Brit support. ARETHUSA heads through with ANDREA DORIA hard astern; VALIANT comes over to help, but it's too late. ARETHUSA is almost decks awash and she finally sinks at 11:46 after a hard struggle with her bow touching shore -- Bob didn't even get his feet wet. SZENT ISTVAN and VALIANT return the favor to OKLAHOMA CITY and she suddenly sinks at 11:48 with minimum warning (pump problems?). Father Stan gets his body wet as he wades out to refloat the OKLAHOMA CITY. After he is out of the pond, TIGER and SZENT ISTVAN engage SOUTH DAKOTA. TIGER breaks loose and chases a listing INDIANAPOLIS. She is listing hard to starboard but her pump is working. TIGER is running her and SOUTH DAKOTA joins to harass TIGER. The procession rejoins the main body as SOUTH DAKOTA cuts off TIGER and INDIANAPOLIS limps away. SZENT ISTVAN and TIGER ram and must come in to check. Both return and SZENT ISTVAN and TIGER bother ANDREA DORIA and SOUTH DAKOTA. SZENT ISTVAN and SOUTH DAKOTA pair off, and ANDREA DORIA goes on "five" and exits via the channel. VALIANT chases her and works to get her broadside guns into use. At the other site

TIGER and SZENT ISTVAN blast SOUTH DAKOTA, SZENT ISTVAN with her dual stern guns and TIGER with a broadside. All five remaining ships return to the main lake to duke it out as the battle winds down. They have chased the CHs off the water. The battle ends at 12:07 with two more cruisers sunk!

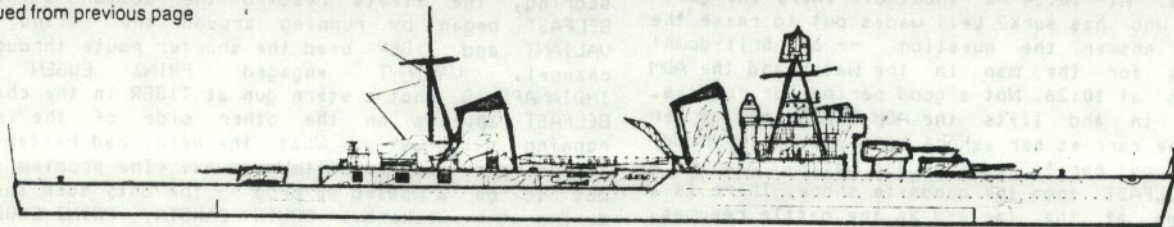
Sortie 2 World damage was: SOUTH DAKOTA, 310; ANDREA DORIA, 150; INDIANAPOLIS, 120; OKLAHOMA CITY, 650 (sunk); PRINZ EUGEN, 40. The gallant English damage totaled as follows: VALIANT, 95; SZENT ISTVAN, 20; TIGER, 140; BELFAST, 95; ARETHUSA, 570 (sunk). The overall Fleet Battle 3 score was Brits 2635, World 1810. The English had made it 2 for 2.

FLEET BATTLE 3

The fleets were depleted for this battle due to a variety of reasons. Brett and Wade had to depart for New Orleans prior to this battle as did Leif. Bob couldn't get the ARETHUSA ready after her sinking, so he was out. James wanted to get some videos made for Skunkworks purposes and he and SZENT ISTVAN sat this one out. Stan and OKLAHOMA CITY left for Knoxville. So, this fleet battle would truly make Hamilton happy -- a pure British vs. the World affair. The Brits would field three ships, VALIANT, TIGER and BELFAST against five World ships, SOUTH DAKOTA, ANDREA DORIA, PRINZ EUGEN, INDIANAPOLIS and NORTHAMPTON. We were outgunned 19 units to 12, but the Brits are never ones to shun a battle. Let 'er rip!! We decided to make this battle a one sortie deal so Mary would have time to score it.

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KIROV class Cruisers

what would happen to their war supplies given to Russia, the Allies occupied Murmansk, Batum, and Vladivostok. The Allies had no desire for the Germans to seize the war material at Murmansk or turn it into a U boat base if captured. They also wanted to protect the Russian oil fields at Batum and the war supplies at Vladivostok. The Germans meanwhile took advantage of the political situation by sending the communist Lenin to Saint Petersburgs from Switzerland in a special train starting the Bolshevik Communist Revolution that engulfed Russia from 1917 - 1921 with the Reds fighting White Russian Democratic forces and the Allies in their occupied pockets. The Red Government surrendered to the Germans and signed the treaty of Brest Litovsk, which resulted in the end of the First World War for Russia. The Revolution led to mutiny thru out the fleets, the killing of all officers, and the take over of the ships by sailors councils or Soviets. This resulted in the further deterioration of the fleet from a fighting force to a mere collection of rust buckets, which thru neglect many ships literally sank at their moorings until order was restored in 1922. At first the communist tried ruthless methods in the country which resulted in more strikes, food shortages, and another mutiny in Kronstadt ending the harshest methods. During the 1920's the Bolsheviks due to the run down state of the country tried only to get ships already built back in service and those near completion completed. However in the 1930's they began a ship building program which although slowed down by the Second World War has not ceased even today. In 1941 the Second World War came to Russia and it was almost as bad for the country as the first. But thanks to Allied support the Russian economy not only did

not fall but in fact grew stronger.

The Ships and Facilities

The Russian's operated 7 major yards at Leningrad formerly Saint Petersburg, 1 in Estonia which built the ships for the Baltic fleet. The Russians also had 5 yards on the Black Sea the principal one at Nikolaev. The far eastern Pacific fleet has 3 yards, the 2 main ones being located at Vladivostok. The influence of the Russian ships will be described in some detail now that you've got some of general background into the naval history of Russia in this time period we'll zero in on the the most important element to us the ships. Individual ship histories are a little bit hard to follow due to the frequent name changes in their particular history but I will try to keep this situation as clear as possible. We will begin our discussion of Russian ships with the Gangut Dreadnought class Battleships. As the only Russian Battleships to survive both World Wars and the Revolutions, they were significant in Russian history. They were an unusual design for the period based loosely on that of the of the Italian Battleship Danti Alighieri. As they to be the first Russian Dreadnought and to be the first of many to follow to rebuild the strenght of the Imperial Russian navy, much expert advice was sought in their design. Over 51 foreign designs were submitted. But Russian insistence that even the first Battleship of the class must be built in Russian yards ended most foreign assistance. Except for one Italian advisory group and one English technical assistant group no foreign assistance was further rendered. The Russian navy also insisted that the entire hull be built of high tensile steel which usually only Destroyers were made of to lighten the hulls, assured long

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The battle opened at 2:09 PM; TIGER was out in front of the English fleet, through the channel. She steamed forward and engaged SOUTH DAKOTA and ANDREA DORIA; INDIANAPOLIS and PRINZ EUGEN joined in the fray. BELFAST catches up and challenges PRINZ EUGEN with her bow gun. VALIANT appears last due to her speed and broadsides NORTHAMPTON. VALIANT forges through and joins TIGER against SOUTH DAKOTA. BELFAST chases PRINZ EUGEN around the island and ANDREA DORIA trails the pair. PRINZ EUGEN cuts off ANDREA DORIA and BELFAST flees through the channel, back to the English BBs. On her way back, BELFAST rams NORTHAMPTON who in turn rams SOUTH DAKOTA; all kisses are light and no one brings any one of the trio in for checking. A general dog fight ensues in the middle of the pond; TIGER broadsides ANDREA DORIA, while INDIANAPOLIS duels with VALIANT. ANDREA DORIA uses her stern guns on TIGER, and SOUTH DAKOTA steams over to join. BELFAST renews the fight with PRINZ EUGEN. VALIANT is now battling ANDREA DORIA and INDIANAPOLIS, and NORTHAMPTON gangs up on the Brit BB. INDIANAPOLIS fires another of her long spirts at VALIANT. Meanwhile, BELFAST steams through the channel with PRINZ EUGEN in pursuit. VALIANT follows the faster pair of CHs. BELFAST continues around the island. Sometime during the battle INDIANAPOLIS rams NORTHAMPTON (damaged her) and both must come off the water; that move surely helps the Brits. VALIANT disengages and pairs off with ANDREA DORIA right by the shore in front of the camera. ANDREA DORIA is in a stern position, as both BBs jockey for position. TIGER steams over to break the stalemate. BELFAST joins -- where are all the other World ships? Seems they're all on "five" and the ANDREA DORIA is all alone. It's 2:21 PM and the English have turned the tide and are battling at a 3

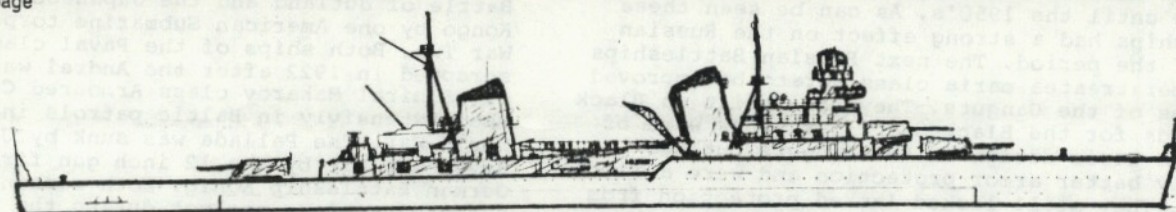
to 1 advantage! TIGER and VALIANT are battling ANDREA DORIA, with BELFAST aiding around the edges. BELFAST goes on "five" and the battle ends with ANDREA DORIA holding her own against VALIANT and TIGER. The fighting ends at 2:26 PM -- 17 minutes of action, ramming and chasing!!

The five World ships suffered the following damage: SOUTH DAKOTA, 210 points; ANDREA DORIA, 200; INDIANAPOLIS, 135 (minus 200 ram penalties); NORTHAMPTON, 10; PRINZ EUGEN, 140. The Brits had been damaged for: VALIANT, 155; TIGER, 280 (plus 100 ram penalty); BELFAST, 60. The English had swept the fleet battles, 3 to 0, by winning this one 595 to 295.

After the last fleet battle was completed Will and John decided to have a "Texas Death Match" between SOUTH DAKOTA and TIGER just to keep the action moving and drown bbs. In such a fight the rules are simple: you can reload free on and bbs until one ship is left alone on the surface and one ship is on the bottom. Both ships put in the water and began pounding each other. There wasn't a great deal of tactics in evidence, just shoot and shoot. Both Allied ships emptied their magazines and came in for a reload. Both had numerous holes, but neither was pumping hard. After a reload they went out again and repeated the pounding process. At the end of the second sortie both ships were hurting and pumping, but the damage was evenly divided. Both BBs also were low on Xcur battery juice, so John and Will decided to call it a draw. I wish John would be at Knoxville on the Allied side!! Will is definitely ready to defend his 1988 Nats crown -- good for the Allies, bad for the Axis.

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Molotov ~~10~~ Cruiser

building times. Russian industry had a difficult coping with the building these ships. The armour belt of these ships was somewhat thin by contemporary standards. The Russians did not use the all or nothing protection scheme in vogue with navies and put armor over the hull and ship. The Russians had had a great deal of trouble from Japanese light guns at close range in the battle of Tsushima. So at a time when battle ranges were increasing the ships were not well built to stand up to long range heavy gunfire. This seems even stranger in the light of the fact that these ships had the longest range and barrels of any 12 inch gun in existence. The main guns were arranged in four triple turrets on the flush decked hull. All of the main turrets were 92 feet apart on the center line separated by the superstructure and funnels. Not being superimposed gave bow and stern fire of 3 X 12 inch guns but a broadside of 12 X 12 guns. Their careers were as follows. Gangut covered mine laying activities in World War I, she then became inactive during the revolution badly in need of repair. She was refitted by the Bolsheviks and renamed Oktyalerskaya Revoluciya in 1925. The Petropavlovsk was torpedoed by British motor torpedo boats during the Revolution and war of intervention and heavily damaged. She was repaired and renamed Marat in 1921. The Poltava was renamed Mikhail Frunze in 1920 and almost totally destroyed by fire that same year due to crew neglect. The frunze was there after cannibalised to help keep the others running after attempts to repair her failed. The Sevastopol was refitted in 1921 and renamed Parishskaya Kommuna that same year. All Three survivors received major

refits in the 1930's. They emerged from the refits with clipper bows, longer forecastle decks, improved fire control, stronger anti aircraft batteries, new oil fired boilers, and their fore funnels heightened and curved aft. The Sevastopol now Parishakaya Kommuna was transferred to the Black Sea fleet in 1930. This was the longest voyage under taken by one of these dreadnoughts. She sailed thru the English Channel and Mediterranean Sea to the Russian port of Sevastopol. This was done to off set the refit and coming recommission of the Yavuz Sultan Selim ex German Goeben by the Turkish navy. The Turks had also ordered additional new Destroyers in Italy. The 2 Battleships remaining in the Baltic Sea participated in the winter war with Finland in 1939 - 40 by carrying out numerous shore bombardment missions and patrols of the Gulf of Finland. World War Two arrived for Russia in 1941 and the Marat was heavily damaged by German air artillery. The forward magazine blew up blowing off the forward end of the ship. But as she was in harbor and the remaining gun turrets remained above water she still fired in defence of Leningrad. In the Black Sea the Parishakaya Kommuna carried out shore bombardments and escorted convoys thru out 1941. In 1942 by order of Stavaka [the supreme Russian command] all of the Battleships reverted to their original names. In 1942 Sevastopol formerly Parishakaya Kommuna was with drawn to Poti on the coast of the Black Sea after being damaged by air and artillery attack, where she remained until repaired late in the war. She remained active in the Black Sea fleet as a counter to Yavuz until the 1950's. The

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AWARDS & THANK YOUS

The Brits had swept the fleet battles and consequently they swept most of the high point awards for the weekend. The winners were:

High Point Overall	Dan Hamilton HMS VALIANT
High Point BB	Will Montgomery USS SOUTH DAKOTA
High Point BC	John Jass HMS TIGER
High Point CH	Tom Jass HMS BELFAST
Best of Scale	Brett Glover DKM ADM SCHEER
Effective Convoy	Rick Whitsell HMS MERLIN
Best Of Scale (Convoy)	Tom Jass HMS E. McANDREW

Total Weekend points for all ships involved are tallied below; these totals include Campaign points (of which the Brits got zero).

Dan Hamilton	1344
Will Montgomery	1307
John Jass	1123
Rick Schultz	998
James Foster	891
Tom Jass	756
Steve Milholland	645
Eric Noble	597
Stan Watkins	512
John French	486
Bob Leytze	454
Leif Goodson	347
Wade Koehn	236
Rick W	100
Brett Glover	72

Listen to Benjamin Franklin on buying things just to impress the neighbors: "The eyes of other people are the eyes that ruin you. If all but myself were blind, I should neither want a fine house nor fine furniture."

There were nine sinks during the weekend; all cruisers and convoy ships. Six cruisers were sunk during the fleet battles; this equals a sink rate of 12% -- slightly lower than in previous regionals.

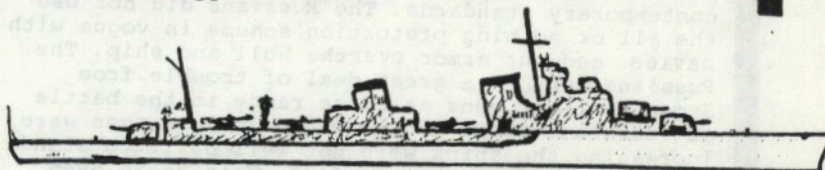
Thanks to Mary and Dan for another great regionals!! Thanks to all the battlers (especially the Rookies) who drove from Maryland, Florida, Ohio, Missouri, Louisiana, Tennessee and Illinois to Alabama to test their ships and share the comradeship. It's still the best hobby I've ever been associated with.

See you in Knoxville in July!!

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Oktyabrskaya Revoluaya was twice damaged by German air attacks in 1941 and 1942. She was repaired and was very active in the shore bombardment role in the 1944 Russian offensive and also continued in service until the 1950's. As can be seen these Battleships had a strong effect on the Russian navy of the period. The next Russian Battleships the Imperatrestea maria class were to be improved versions of the Ganguts. They were built in Black Sea yards for the Black Sea fleet. They were of the same basic design as the Ganguts but had slightly better armor protection and were a little slower. They still lacked protection from long range gun fire. They were originally to have been fitted with 14 inch guns but due to the limits of Russian industry and avoid long delays in completion, they were completed with the proven 12 inch guns of the Ganguts. They did not complete until after the First World War began. The Imperatristsa Maria blew up in Sevastopol in 1916 as a result of internal magazine problems. The Imperatristera Ekaterina was in action with the Turkish Yavuz ex Goeben in 1916 her long gunnery hitting Yavuz out side the range of Yavuz guns. This provided a major reason to increase the elevation of Yavuz in a later refit. Yavuz ran and escaped by superior speed. Ekaterina was sunk by the Destroyer Kerch with four torpedoes during the Revolution in 1918 to avoid her capture by advancing German forces. The Emperor Aleksandr III's crew mutined during the Revolution. The Bolsheviks then ordered her scuttled to prevent her falling into German hands. The Battleship commander refused and she did fall into German hands but they unable to operate her due a lack of skilled ratings to operate her. She then passed to the White Russians and English who used her to evacuate a large number of Russian refugees to Bizerta in French North Africa where she was slowly dismantled until 1937 ending the life of the last Black Sea built Battleship. A modified design Battleship Emperor Nikolaii with improved armor protection was launched but never completed. The two classes of Predreadnoughts were very slow and some what unstable ships. The Evstafi did score two 12 inch on the Turkish Battlecruiser but received four 11 inch hits in return. Both ships in the Evstafi class were disabled by the Allies in the war of intervention. Unable to repair them they were broken up by the Russians. The Emperor Pavel's crew mutined in 1915, she fell into such disrepair that she had to be scrapped. The Andrei

Pervozvanny was sunk by a single torpedo from a British MTB in 1920. Only two other Battleships in the world were sunk by one torpedo hit, These were the German Predreadnought Deutschland at the Battle of Jutland and the Japanese Battlecruiser Kongo by one American Submarine torpedo in World War Two. Both ships of the Pavai class were scrapped in 1922 after the Andrei was raised. The old Admiral Makarov class Armoured Cruisers were used Extensivly in Baltic patrols in the First World War. The Pallada was sunk by U boat. The Bayen was hit by the 12 inch gun fire from the German Battleship Konig. Both remaining ships suffered serious neglect during the revolution and being beyond repair were sold to Germany for scrap in 1918. The old Armoured Cruiser Rurik was built in England for Russia and fought in several actions with fast German Light Cruisers in the Baltic. She was also a Victim of the Revolution and was scrapped in 1923.



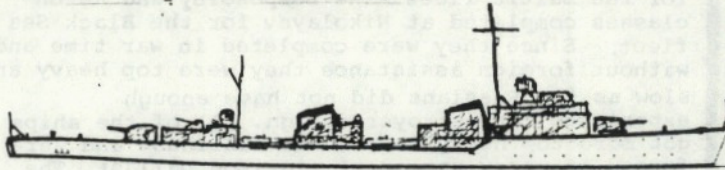
TASHKENT class destroyers

The Svetland Light Cruisers were have been completed during World War One but the Revolution stopped that. The Soviets realized these ships would make valuable additions to the Red navy and completed them in 1927 - 28 to a modified design. The original names were of course changed to Profintern and Chervona Ukrania. Both Cruisers sailed for the Black Sea with Battleship Parishskaya Communa in 1930, where Profintern changed her name again to Krasnyi Krym [Red Crimea]. Both Cruisers under went major refits in 1939 - 41 with new fire control, seaplane facilities, and more anti aircraft guns. Both ship fought in defence of Odessa and Sevastopol where Chervona Ukanina was sunk by air and artillery attack. Krasnyi Krym moved to Poti and continued to operate from there until the end of the war. She served on into the 1950's. The Heavy Cruiser Krasnyi Kavkaz [Red Caucasus] also began life as a Svetland Light Cruiser. But was completed to a much modified design, possibly influenced by the Japanese Heavy Cruiser Aoba. She was lengthened by some 36 feet with the higher

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forecastle deck carried further aft. The Main armament consisted of 4 experimental 7.1 inch guns mounted in 4 single turrets simular in lay out to the Japanese Aoba. She was the first Russian attempt at building a Heavy Cruiser of the 1922 Washington treaty type. The 7.1 inch gun proved to be a fine weapon in service. The Russians considered a refit of her simular to that of the Japanese Aoba with 6 X 7.1 inch guns in three dual turrets. But rejected this as taking too valuable a unit out of service and adding too much top weight. They may have been unaware of the bulges fitted to the Aoba. She fought in the Black Sea in World War Two. She was damaged twice by aircraft and artillery fire while on missions but was repaired. She refitted in 1944 and served into the 1950's. The 6 Kirvo class Heavy Cruisers were the next Cruisers built for Russia. Heavy Cruisers were being built by all the world's navies of the time and the Russians wanted them to modernize and balance out their fleet. The 7.1 inch gun had proved itself to be a success as a reliable long ranged weapon and so it was chosen to continue in Russian Heavy Cruisers. This time the 7.1 inch guns would be mounted in 3 triple turrets, 2 forward and 1 aft. providing much more fire power than the Krasnyi Kavkaz. The design was completed with Italian assistance and showed a strong resemblance to Italian Heavy Cruisers, but the hull scantlings were some what strenghtened by the Russians over the orginal design resulting in heavier displacements. Some speed was lost to the increased displacements. The Russians felt and quite rightly so however that such lightly built hulls would not stand up to Russian heavy weather. These were handsome Heavy Cruisers with Flared clipper bows and sweeping flowing lines. The Russians succeeded in building useful Heavy Cruisers within the treaty limits with some sacrifices in protection and range. The Kirvo was completed in the Baltic and carried out bombardment and patrol duties in the winter war w/ Finland in 1939. In 1941 she assisted in the defence of Tallin and Leningrad in the German invasion. She was damaged by German air and artillery attacks in 1941 and 1942. Repaired she was back in service in 1943 and supported the offensive in 1944. Voroshilov completed at Nikolayev for the Black Sea fleet and furnished

shore bombardment against German positions but was damaged in 1941 by artillery and air attacks while on such duty. She retired to Poti where she was repaired. Operational once again in 1942 she carried on with shore bombardments and convoy escort duty. She was mined in 1942 while on convoy escort duty to Sevastopol. She reached Batum where she remained under repair until 1944. The bridge structure of the last 4 differed from the first 2 at the upper levels. The first two carried a tetrapod (4 legged mast) fore mast topped by a large range finder and the last ones with an Italian type control tower and a lighter tripod fore mast. Molotov was completed at Nikalyev for the Black Sea fleet. She was torpedoed while fighting in defence of Sevastopolin 1942, losing her stern. She survived and made port but did not complete repairs until late in 1944. The last 2 members of the class Kafanovick and Kalinin were completed at Vladivostok for the Pacific fleet. They carried out shore bombardments escorted convoy missions and ran patrol sweeps to intercept enemy convoys when Russia declared war on Japan in 1945. These Heavy Cruisers remained active in the Russian navy until the 1970 s.



OGNEVOI class destroyers

Modern Russian Destroyers began with the Novik. The Russians wanted to build up their light forces after the defeat by Japan to counter such forces in the future. The Novik was the experimental base for this work. She was built in Russia with a design greatly assisted by the German Vulkan Settin ship yard. Russian additions and weight miscalculations caused the weight to increase by 140 tons, which in turn caused her draught to increase by a foot. This was concealed by the Russians simply by moving up the water marks. As a result of this indiscretion she could not make her design speed of 36 knots. The Vulkan yard totally

ANOTHER ROOKIES POINT OF VIEW !!!!!

WELL, ANOTHER DAY ENDS IN FLORIDA. ALL THE LITTLE REMOTE CONTROLLERS PACK IT UP AND GO HOME TO WAIT FOR ANOTHER SUNDAY ON THE LAKE.

Basically thats the way it goes here. As of now, Buddy Friend, Scott Davis and I (Greg Wilson) are just like the other remote controllers. BUT WAIT ! Somebody ordered GUNS. WOW ! What a relief. We are going to become super men of the water ways. Other Boaters will COWER at the site of us. Or SO WE THINK. It has been hard building one of these---THINGS. Not that its that difficult, But its just time consuming. You get an hour here, and an hour there. Then that saturday comes and all of a sudden you

have 5 HOURS. HOLY COW ! You start cranking out the pieces, THEN, OH KNOW, I'm out of glue. So off to the hobby store you go, get the glue then off to the old homestead you go. 30 minutes later, OH KNOW ! I'm out of wood. So, back to the store again. Wood picked up you head back. On the way back you try to think of any thing else. You return FINALLY, and start molding, glueing, sanding and then, OH KNOW ! And So. Well you get message. BUT, And I mean BUT, When its finally done and you head for the lake for the first time. WOW ! What a feeling. You set it in the water. MAN ! IT FLOATS ! and its even floating straight and true.

You flick the radio on. You flick the receiver on and everything is still A OK ! You slowly ease the rudder lever, first left then right. It still turns like it did at

the house. GREAT ! You finally ease the throttle lever forward ever so slowly. PLEASE WORK RIGHT ! The props turn and off she goes at a slow pace. Everything is ok so far. You putt around what seems like hours and then the ultimate test. FAST FORWARD. There she goes. No problem. I new it would work, cough ! cough ! Whew ! Finally you bring it in. Then all of asudden you remember. GUNS. Damn, I still have to build the guns. So off to your humble abode to start again and again and again. Well such was the life of this soon to be BATTLER. Hope to be battling soon.

Greg Wilson

Captain of the U.S.S. DREADNAUGHT.
Floating, turning and running but not shooting yet.

in the dark about the displacement increase set about increasing her boiler power and lengthening her water tubes. This done she could now make her design speed. Later Russian Destroyers did not however benefit from such German ship yard experience and tended to be more over weight, more top heavy, and slower in their World War One designs based on this one. Novik fought in World War One. She sank the German torpedo boat V99 and the German gunboat Norburg. She also raided German convoys, Provided convoy escort duties, and covered extensive mining operations. The old ship also served in the Second World War being sunk by mines in 1941 in spite of her age she was still capable of speeds of over 30 knots with German Vulkan turbines. The next 5 classes were her off spring so to speak and were the main stay of the Russian Destroyer forces in the first World War thru the 1920's. They continued to serve into the 1930's and 40's when newer Destroyers were coming out of the ship yards. The following 5 classes were sometimes known collectively as the Azard classes only the Izyaslau being much different in appearance. The Lieutenant Ihin, Gavrill, and Izyaslau were all completed in Saint Petersburg for the Baltic fleet. The Bepokoiny and Kerch classes completed at Nikolayev for the Black Sea fleet. Since they were completed in war time and without foreign assistance they were top heavy and slow as the Russians did not have enough experience in Destroyer design. All of the ships got more top heavy as the war continued and were forced to carry permanent pig iron ballast. The next Russian Destroyer classes did not appear until the 1930's. These ships were to the leaders of later Destroyers. The Russians intended to build 2 classes of Destroyer leaders followed by 2 large classes of Destroyers for them to lead. Imbued by the spirit of the French contre Torpilleurs the Russians intended to build super Destroyers to lead their groups. Although French and Italian assistance was provided these ships did not live up to expectations. The group known as the Leningrad class had too much weight forward with too small a forecastle and as a result were poor seaboats. They were also plagued by engine problems. But these were the first modern ships built by the Russians since World War One. Two of the ships were built for the Blatic fleet, Two for the Black Sea fleet, and two more for the Pacific fleet. Three of the class became war losses. Unsatisfied with the Leningrad class the Russians ordered their next prototype leader from Italy. The Italians out did themselves never producing a

Destroyer this promising for their own navy. This ship the Tashkent was the lead ship in a class of four Destroyer leaders the others to build in Russia. The Russian sailors loved her and she was given the nickname Blue Beauty due to her beautiful lines and sky blue paint scheme. She Reached 44 knots on trials in Italy but they ran the trials without her guns on board. She received her guns when she reached the Black Sea and entered service. She could make 39 knots in service. She led a useful life escorting convoys and carrying troops into the beleaguered port of Sevastopol. while running convoys into sevastopol she was badly damaged by artillery and bombers and sank after being towed into port by another Destroyer the Soobrazitelny. The 3 Russian copies of her were started but not completed due to the out break of the war. The next class of Destroyers were known under several names the Grevnyi class, The Gordy class, and the type 7 class. These ships were built with heavy Italian influence and look very similar to Italian Maestrale Destroyers. These ships inherited the internal defects of those designs of too light a hull, being structurally weak, top heavy, and unseaworthy. All of this was compounded by Russian insistence on a heavier armament. Russian ship yards also continued their problems with the engines. In all fairness to the Italians their ships did operate in calmer sea but even they lost some of their Destroyers in storms in World War Two. One of the Russian's Destroyers of this design sank in a storm and another had its bow wrenched off and was nearly lost in a storm. Of these ships 9 were war losses probably contributed to by their design. The next class of Destroyers were known as the Storzhevoi class, Silny Class, and the type 7u class, they were improved versions of the type 7 class. The ships were based on the same hull design as the previous design but with changes. The hull was strenghtened and unit machinery was installed giving two funnels instead of one. The Anti aircraft guns were rearranged for better sky arc coverage. Higher power engines were installed to give the same speed as before with the increased weight. the unit system for the machinery also limited the chances of a single hit stopping the ship. To help offset the increased weights the oil fuel storage was reduced, thereby decreasing the range but this was accepted. The new ships were Stronger, with a lower center of gravity due to the increased and lower down engine weight, and a marginal loss of freeboard due to the increased weights. The changes created a much

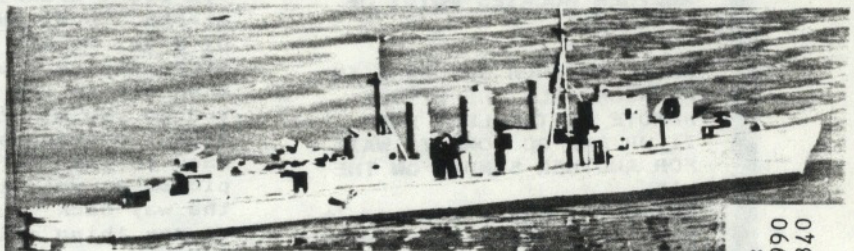
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Dallas Winter mini-nats Day 1 12/30/88 by Tom Harrison

Friday dawned cold and overcast, 50°no wind. The four combatants divided up into teams of equal gun power. Jeff Lide and IJN Kirishima(BC) with me and HMS Manxman (CL) vs. Fluegel and DKM Lutzow(CA) with Stan Watkins and USS Salt Lake City(CA). The First Sortie swiftly disintegrated into the usual wild melee with all well laid plans forgotten. The three big ships fought valiantly while the small CL milled around at high speed to chose good attack angles.

Stan was the first to sink due to a non working auto pump turn on system. The CL was the next out on the 2 minute rule. Jeff's Kirishima and Fluegel's Lutzow continued to trade BB's with the battlecruiser finally forcing Fluegel out on the 5 min. rule. The Jap-Brit team was ahead on points.

Sortie 2 was pretty much like the first. The two remaining big ships slugged it out with the CL still dashing quickly in and out. Midway in the sortie the Manxman sunk due to a very large BB exit hole in the bow (pump in the rear= glub-glub-glub). Meanwhile The Lutzow was able to dance around the lake and



avoid combat with the Kirishima. At the end Fluegel went out on 5 min. leaving the IJN Kirishima and Jeff Lide in command of the lake.

After the second sortie another battle began. Stan started accusing my CL of having an impenetrable hull. I had one (1) hull hit with two (2) holes, and 19 superstructure holes. Stan couldn't possibly believe that his gunners would miss such a small, 35", fast, 22sec., hull. Subsequent hull drop testing at Fluegel's house proved him wrong. Having to sit there while these guys were punching holes in my boat hull with a giant brass rod, just cause they couldn't do it with BB's was almost too much to endure. Maybe Stan needs to read Hull Busters more carefully to learn all about building competitive ships.

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Individual scores: Team totals:
Stan 140
Fluegel 1200
Jeff 1325
Tom 665
Jap-Brit 1990
Germ-USA 1340

more stable seaworthy design. The Russians by staying with the basic design had produced a good ship that suited their needs. The increased weight even with the increased horsepower did result in the loss of one knot in speed and they were now about the same speed of most foreign Destroyers. These ships saw arduous war service in all areas of action with distinction. The war claimed 9 members of this class sunk. The last member of this class to become inactive in 1966 the Soolbrazitelny was preserved at Nikolaiev on the Black Sea to Honor the services of the Black Sea fleet. The next Destroyer class the Ognevoi was an improvement of the 7u class and the initial type 7 Italian design. The 4 X 5.1 inch were concentrated into 2 turrents in lower positions that increased stability and reduced weight. The anti aircraft armament was increased. The basic hull design was simply widened and lenghtened and more fuel oil was shipped to increase the range. In all the these changes brought a significant improvement to the last class and the basic design. The single Destroyer Opytnyi was a Russian experimental Destroyer to test the feasability of producing a high speed Destroyer that the new Italian Destroyers were said to be capable of. She had a very light hull with only one of the guns and one boiler forward in order not to restrict the lift of the bow at high speeds. The guns were only mounted in simple sheilds to keep down weight. the other 2 guns and 2 boilers were mounted aft. She once made 42 knots on trials without ammo or torpedos on board. The lightly built hull was not however equal to the stresses and vibrations of speed running and high speed trials were carried out only in calm waters. Even the stresses of firing her own guns on broadside bearing strained and worked her hull. Her war service was restricted to her use floating battery at Leningrad. She was scrapped shortly after the end of hostilities. The gunboats Yastreb were actually very small Destroyers or torpedo boats similar to the German ones used in the Second World War. They were also often referred to as guardships by the Russians possibly due their use as convoy and harbor protection ships. These ships were in actuality

diminutives of the type 7 class Destroyers. They were also known as the Albatros or Ptitsi (Bird) class. One the Albatros was completed with just 2 boilers instead of 3 limiting her speed to 25 instead of 30 knots. The Yosif Stalin were naval icebreakers employed to carry to ice bound areas as well as to clear paths for Russian warships in the ice of the north. To give a complete picture of the Russian navy heres a short look at ships the Russians navy was unable to complete for various reasons. The first of these is the Borodino class Battlecruisers of the First World War. These ships were to be the Battlesruisers versions of the Gangut Battleships with speeds of 26 Knots. They would have had the same armament and layout as the Ganguts but with a raised forecastle to be dry at the higher speeds. Due to the Revolution only one came close to completion. Unable to complete her turbines at time the soviets dismantled her because her completion would have taken too long. The next ships were not planned until 1938, the Kronstadt class Battlecruisers they were designed to counter the German Scharnhorst class. The specs. on this class were about the same as the U.S. Alaska class with 9 X 12 inch guns in 3 triple turrents, 9 inch armor belt, amd 33 knot speed. But they would have displaced 35,000 tons standard. The Alaska's did not displace this much in standard load condition indicating something to be very wrong with the Russians design. The German Scharnhorst class did not displace this much weight in standard even with a much thicker armor belt. These ships were were laid in 1938 but as even Russian Cruisers and Destroyers took five years to complete, These ships would have taken a very long time to complete. The war, the over loading of industry, the shortage of skilled labor and materials caused the construction to slow down and then stop. The Russians also laid down large Battleships in 1939 using the escalator clause of the Washington treaty to increase their size but they probably would have still have displaced more than allowed by the treaty. These ships were to have 9 X 16 inch guns, 16 inch armor belts, and 28 knots of speed. As with the Battlecruisers the war not to mention the problems building the guns, armor

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Dallas Winter mini-nats Day 2
12/31/88 Saturday by Tom Harrison

What were you doing on New Years Eve? Getting boringly drunk with the rest of society? Well, in Dallas we were going to finish a war. After grouping at Fluegel's house we arrived at the mystery lake (How do you get there again?), and were pleased to find total sunshine, 65°, and no wind. We haven't had a day like this for at least a week. The same ships as yesterday showed up, the rumoured rookies didn't, and everyone was quite quickly on the water. The battlecruiser Kirishima and lightcruiser Manxman were furiously trading shots with the cruisers Lutzow and Salt Lake City. Then the Vicious Ram Occurred. Stan's SLC backs into the Manxman's path and the CL bounces off the SLC's stern. Stan yells 'ram', but heck I knew already I slightly hit him, so what?

So I quickly turned and pumped a couple BB's into him. Now Stan is mad! He quickly explains to this novice what the yelling of ram means, and all combat stops while everyone awaits his examination of his boat. There is no ram damage but he plugs the 2 BB holes, then he discovers a major building flaw: his water bath freon tank had broke loose and was flooding his ship. He was too lazy to fix it, even though I had giant tubes of silicone sealer and fast epoxy, he didn't want to accept gifts from the enemy. Oh well, Stan lucked out by quitting early and not having to wade out and retrieve his ship again. The first sortie continued with Fluegel taking a beating from the Jap BC and the Brit CL.

The 2nd sortie was mostly Jeff's Kirishima and Fluegel's Lutzow. The Manxman of mine lost its pump so I only darted into the action to loose a few BB's and then run away. The CL went out first on 2 min. (getting low in the water). The Kirishima and Lutzow kept up the action till their batteries were low and both called 5min., and were pulled from the lake. Today's damage: Fluegel had 35 hull hits! Jeff=2 and Tom=0.

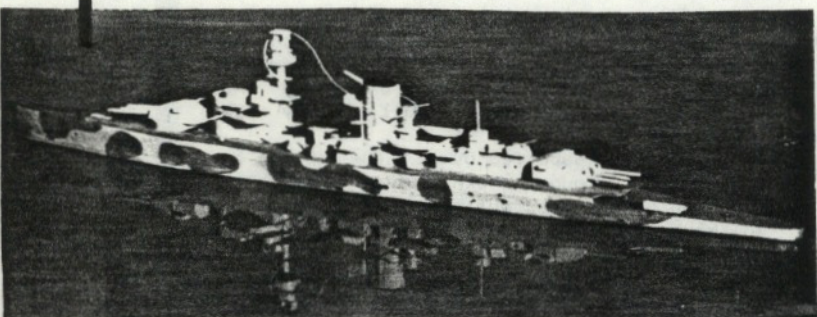
Two day total individual scores:

Stan (CA)	160
Tom (CL)	1005
Fluegel (CA)	1220
Jeff (BC)	2005

Team totals:

Jap-Brit	3010
Nazi-USA	1380

End



plate, and engines doomed the big ships not to be completed. The big Tashkent Destroyer hulls were captured and destroyed by the Germans.

Combat Use

The Russian navy provides ships in all classes for the interested R/C Warship Combatant and the individual who likes to stick with building ships from just one navy. The Battleships are 4 unit ships that are roomie inside for gear without being large targets either. They have tandem rudders and should maneuver well but they are a some what on the slow side. The Profintern class Light Cruisers are 2 units ships, with good speed, large enough displacement, but they are a little ungainly looking. Krasnyi kavkaz the first Russian Heavy Cruiser is a good looking ship, with four single gun turrents for those of you who don't like to build fake gun barrels. She features a low stern gun turrent and the standard high cruiser speed but they are a little on the light side in the displacement department. The Kirov class Heavy Cruisers look even better, retain a raised forecstle ensuring a low stern gun, and have more room with greater displacement. They share like other heavy cruisers in some respects having 3

units and high 24 second speed. The Destroyer classes have some promising ships such as the Ognevoi class which have good size, weight, speed, and only 2 gun turrents to build. The Tashkent literally begs to be built. This covers the primary units of the Russian navy. So if you want to build allied but want something different then try the red navy. In addition theres no problem if Terry Darby says lets go red blue instead of Axis and Allied, you know who's side you're on

Conclulsion

The Russian navy built 11 Battleships, 13 Cruisers, and 108 Destroyers between 1905 and 1946. The U.S. and England built more ship each just during the Second World War. The Russians had gained valuable experience for the future though. This was enough production to make the Red navy the 7th largest in the world during the war and the 3rd largest fleet in the world by the end of the war due to the defeat of the Axis countries and France. Russia has not ceased building ships and with the post run down of the anglo fleets she now has the largest fleet in the world even though the U.S. still operates the largest ships in the world.

CLASS	NAME	# SHIPS	LOA (FEET)	BEAM (FEET)	STNDRD		FULL		HEAVY MODEL (LBS)	ARMOUR (INCHES)	GUNS # DIA	SPEED (KNOTS)	BUILT	OFF/DEF CLASS	SPEED (SEC/100 FT)
					DISP (TONS)	DISP (TONS)	DISP (TONS)	DISP (TONS)							
PREDREADNAUGHT	EVSTAFI	2	378	74	12,800	13,900	10,428	9.0	4	12.0	16.00	1910	4	30	
	IMP. PAVEL	2	460	80	17,400	19,000	14,254	8.5	4	12.0	18.00	1910	4	30	
DREADNAUGHT	GANGUT	4	607	88	23,500	27,200	20,405	9.0	12	12.0	23.00	1914	3	28	
	IMP. MARIYA	3	557	90	24,000	26,200	19,655	11.0	12	12.0	21.00	1915-17	3	28	
HEAVY CRUISER BEFORE 1922	AD. MAKAROV	3	450	57	7,900	9,200	6,902	7.0	2	8.0	21.00	1907-10	5	28	
	RURIK	1	490	75	15,000	17,200	12,903	6.0	4	10.0	22.00	1908	5	28	
HEAVY CRUISER AFTER 1922	KRA KAVKAZ	1	556	52	7,700	10,000	7,502	3.0	4	7.1	30.00	1932	4	24	
	KIROV	6	627	58	8,800	12,200	9,152	3.0	9	7.1	34.00	1938-44	4	24	
LIGHT CRUISER AFTER 1922	PROFINTERN	2	520	50	7,000	8,200	6,152	3.0	15	5.1	30.00	1927-28	5	24	
DESTROYER	NOVIK	1	336	31	1,300	1,900	1,425	NA	4	4.0	36.00	1913	7	22	
	BESPOKOJNY	9	322	31	1,100	1,700	1,275	NA	3	4.0	32.00	1914-16	7	24	
	LT. ILIN	5	322	31	1,300	1,900	1,425	NA	4	4.0	31.00	1916-28	7	24	
	ORFEJ	8	322	31	1,300	1,800	1,350	NA	4	4.0	32.00	1915-16	7	24	
	GAVRIL	3	322	31	1,400	2,000	1,500	NA	5	4.0	30.00	1916-17	7	24	
	IZYASLAV	3	352	31	1,400	2,200	1,650	NA	5	4.0	32.00	1915-27	7	24	
	KERCH	8	335	31	1,400	2,000	1,500	NA	4	4.0	33.00	1916-26	7	24	
	LENINGRAD	6	418	38	2,200	3,000	2,251	NA	5	5.1	36.00	1933-38	7	22	
	TASHKENT	1	459	45	3,000	3,900	2,926	NA	6	5.1	39.00	1939	7	22	
	ONEVNYI	29	371	34	1,900	2,700	2,026	NA	4	5.1	37.00	1937-43	7	22	
	STOROZHEVOI	20	370	34	2,200	2,900	2,176	NA	4	5.1	36.00	1939-44	7	22	
	OPYTNYI	1	387	38	1,700	2,000	1,500	NA	3	5.1	39.00	1941	7	22	
	OGNEVOI	14	384	36	2,300	3,200	2,401	NA	4	5.1	36.00	1944-49	7	22	
	GUNBOAT	YASTREB	6	279	28	1,000	1,400	1,050	NA	3	3.9	30.00	1944-46	8	24
YOS STALIN		4	350	92	11,000	15,000	11,253	NA	6	4.0	15.00	1938-44	8	30	

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End

NEWS

SKUNKWORKS DOES SUPPORT IR/CWCC !!!!!

Steven Milholland

This letter to the editor and readers of "The N.E. Regional News" is written to clear up the confusion caused by a gross misunderstanding that is running rampant among the members of the INTERNATIONAL R/C WARSHIP COMBAT CLUB. The confusion has been brought about because of rumors started by people who do not have all the facts. I was mostly unaware of this problem until recently when Marty Hayes sent me a copy of the Spring No. 2 1989 issue of the N.E. newsletter. In this issue Marty has a column that reflects all the worst of the false rumors concerning SKUNKWORKS MFG. and the INTERNATIONAL ASSOCIATION OF MODEL WARSHIP COMBATANTS.

In the title of the column, Marty says that he was fooled and states that SKUNKWORKS does not

produce ships legal for IR/CWCC. This is totally false. Marty was fooled all right, but by erroneous information, not by SKUNKWORKS. As stated in Marty's column our ships do indeed have some new innovations that will be required for competition in the new association we have formed. These innovations however, do not interfere with our kits being used for IR/CWCC.

The only major differences in ship construction between the current club and the new association are the use of "cutoff targets" (switches inside the hull that will disconnect power from pumps and motors) and a specified penetrable hull area by ship class.

All ship kits supplied by SKUNKWORKS can be built to fit either groups construction rules.

If the ship is being built for competition in the IAMWC the switches supplied in the kits will be installed as instructed. After the hull has been sheeted, certain areas may be hardened and certain

continued from previous page

areas must be left penetrable to meet the requirements for that class of ship.

If a ship is being constructed for competition in the IR/CWCC it is a very simple matter to disconnect or leave out entirely the "cutoff target" switches. After sheeting the hull, all is left penetrable from end to end without any problem whatsoever.

As with any kit that may be used for more than one type of competition, complete instructions for both types of use are provided.

As for the allegation that the advertisement we put into Hull Busters was misleading, that is nothing but an assumption based on the belief of false rumors. Remember the definition of "assume"? It makes an "ASS" of "U" and "ME".

I can understand why people would be upset by what they were hearing but I cannot understand why they did not call or write to me direct and get facts instead of relying on rumor. Actually, it is very disappointing to think that people in the IR/CWCC who have known James and me for years would stoop to believing that we would attempt to deceive them and sell them something that they did not want and could not use in the game of their choice.

As for the similarities (or differences) in the names of our two groups, this is a little more involved.

The original club name when I joined way back in 1981, was the "R/C WARSHIP COMBAT CLUB". In order to verify this one only has to look at an old copy of the club rule book from the early 80's.

The word "INTERNATIONAL" came into use around 1983 or 1984 when it was learned by the club that Peter Futschik was building a ship in Australia. The name was made Official by club vote at the rules meeting at the end of the 1984 Nationals here in Springfield. The minutes of the club meeting should confirm this. The club name was and still is; "INTERNATIONAL R/C WARSHIP COMBAT CLUB".

As I write this there is a copy of Hull Busters in front of me dated Feb. 1985 that shows the brand new club patch and membership card of that year as the issue logo. On both items the club name is written; "INTERNATIONAL R/C WARSHIP COMBAT CLUB". This should pretty well prove that not only did James Foster not originate the current club name, it was not changed by him or anyone else in 1986.

In 1988 the word "MODEL" appeared on our membership cards between the R/C and WARSHIP. It has never before appeared in our club name. Our current rules package supplied by the club Secretary has as its title the proper club name; "INTERNATIONAL R/C WARSHIP COMBAT CLUB CONSTITUTION AND BYLAWS". Somehow though, the word "MODEL" has found its way onto our club membership cards for 1988 and 1989. I believe it should now be removed so that our club name will appear in its correct form.

As for the name of the new organization, "INTERNATIONAL ASSOCIATION OF MODEL WARSHIP COMBATANTS", I alone am responsible for it. It was not concocted as a "look alike" name to our current club, it was chosen because it described what the association is in as few words as possible.

I do not believe that anyone who can read will be much confused by the two names. Except for the use of the words "INTERNATIONAL" and "WARSHIP", they are not that similar at all. "INTERNATIONAL" is a word used by quite a few organizations, including NAMBA INTL. and IMPBA. Speaking of the speed boat groups, NAMBA, IMPBA, & APBA all use the word "BOAT" in their names without much confusion of identity.

The decision to form a new organization was not something James and I did offhand or without serious thought. Indeed, it was serious thought that made us, as businessmen, recognize the need for another organization.

James and I are both dedicated R/C warship hobbyists. We have been to countless regionals over the years and I have not missed a Nationals since

1981, James since 1983. We have built several ships for our hobby, investing much time, effort, and cash, as any one of you who has done the same will know.

All this, however, was done as a hobby and sport for our personal pleasure and gratification. As we became involved with the concept of mass producing ships and hardware for R/C warship combat, it became essential for us to think of R/C warship combat not only as a hobby but as a business. James and I have both invested our hard earned cash well into the five figure range on equipment, tooling, and materials. Just for a moment, think what it would cost to order the 1000 electric motors which were delivered to me this week, and that is only a fraction of what has been spent. Neither of us can afford to lose this investment by having the business fail. From a business standpoint anything that we can do to minimize the risk must be done.

What this comes down to is the basic difference in concerns between a "hobbyist" and a "business owner".

As hobbyists, the members of the club are concerned with enjoying the shipbuilding process, the battling, and the fellowship of the other battlers. This is as it should be. James and I are both fully aware of this, we are, after all, hobbyists ourselves.

The business owner, on the other hand, must be concerned with doing everything possible to make his business a success. If he does not or cannot do this, all expenditure of effort and money are wasted and the business fails.

At first glance this may seem to be contradictory, but not necessarily so. One of the things that a business owner must do to make a successful business is to supply a product that meets the needs of the consumers. As I have pointed out above we have done this. As hobbyists, James and I know what is needed for someone who wants to build a ship and become competitive in this hobby. All of our product line is perfectly usable under the current rules of the IR/CWCC.

The relationship between the club and SKUNKWORKS is one that should be beneficial to both. As things are now I believe it will be, but the basic difference remains. The major concern of the hobbyist is to the club and how he thinks the game should be played, not in how any changes may affect the manufacturer of the models.

I have heard that at least one person has referred to us as being "traitors" to the current club, and as "dictators" by forming an organization with a stable set of rules. Both terms are completely farcical.

Contrary to popular belief, James and I both will continue battling with our current club as we always have. Business or hobby, we have not, and will not do anything which we think would hurt or jeopardize the IR/CWCC. We both have too many friends in the club for that.

The IAMWC was not formed to split or compete with the IR/CWCC but merely to give a stable base to support our business. Much as we both like the people and the battling associated with our club, the politics involved with a club and the continual changes in rules make it too risky for us as

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manufacturers to stake everything on. We do not much fear what the current club members would do with regard to the rules, but, if a large quantity of new rookie battlers comes into existence, and they will if SKUNKWORKS is a success, what these new VOTING!! battlers could do is a concern that we must address.

I am gratified that Marty (and others) see the reasoning why a manufacturer must have a stable set of rules in existence. This does not mean that the manufacturer is blinded to the needs of other sets of rules or that they are strait-jacketed by something they instigated.

The term "dictator" is almost funny. How many sports or hobbies have you been involved with where you had an active voice in how things were run? Consider the last time you went bowling. When you rented the lane did they ask you if you wanted to make any changes to the rules? Hardly. How about softball leagues, vallyball leagues, tennis leagues and golf courses. Have you ever made any rules changes there? How about the more specialized sports like dance competition, skiing, gymnastics, auto racing, show car competitions, trap & skeet shooting, rifle and pistol competition, fishing contests, rodeos, horse & livestock shows, dog & cat shows, the list goes on and on forever. Only very rarely would the average competitor have a say in how any of these things were run on national level. The examples above show that we have all, at one time or another, participated in sports or competitions where we had no say in things, yet we didn't think a thing about it. We walked in, paid our money, were given a membership card and a rule book, and told, "This is how its done."

This all makes the type of setup that we have in the IR/CWCC very unique and special and as a hobbyist I don't propose to change it. As a businessman I can't depend on the club to forego its ability to change in order to support my business. As such, James and I had to look to other means of more secure long range support.

Back to "dictator". It is being spread around that having a static set of rules and telling people how they are going to battle is un-fair, and that

battlers should have freedom of choice. This is one of the by-products of the formation of the IAMWC, freedom of choice. Now we have the choice of competing with IR/CWCC, with all that we now know about battling, and of competing with IAMWC, with a stable set of rules that doesn't necessitate a rebuild of your ship when the construction rules change. This is true freedom of choice. The ability to compete in the organization you want, by the rules that you want. You can even compete in both organizations. As a matter of fact, all of the people in our current club who have really sat down and listened to how the IAMWC is organized, with some of the innovations in battling incorporated into its rules, have been 100% enthusiastic about participating.

Unlike the warship clubs out West, who evolved entirely independently, the IAMWC came out of experience gained through battling with the IR/CWCC. The method of battle is very similar, but with a few new twists. Before you condemn the IAMWC, maybe you should find out what it really is.

As I've stated, IAMWC is not a competitor of IR/CWCC but a complement. As one organization grows, the other cannot help but grow also. Each will feed off of the other in the exchange of ideas, experience, and members.

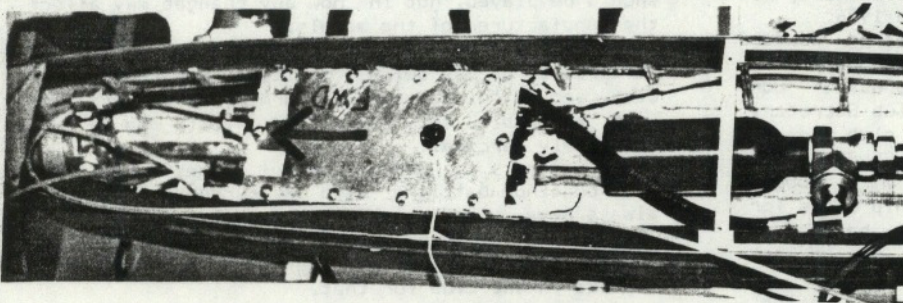
We do not expect everyone to agree with our viewpoint or what we are doing but the fact remains that we are taking a BIG financial risk to start a business venture and we must make decisions accordingly. Through it all though, we still support the IR/CWCC.

With the recent publicity that R/C Warship Combat in general has received from the publisher of U.S. BOAT AND SHIP MODELER MAGAZINE, and the availability of kits and hardware, the time is right for this hobby to grow.

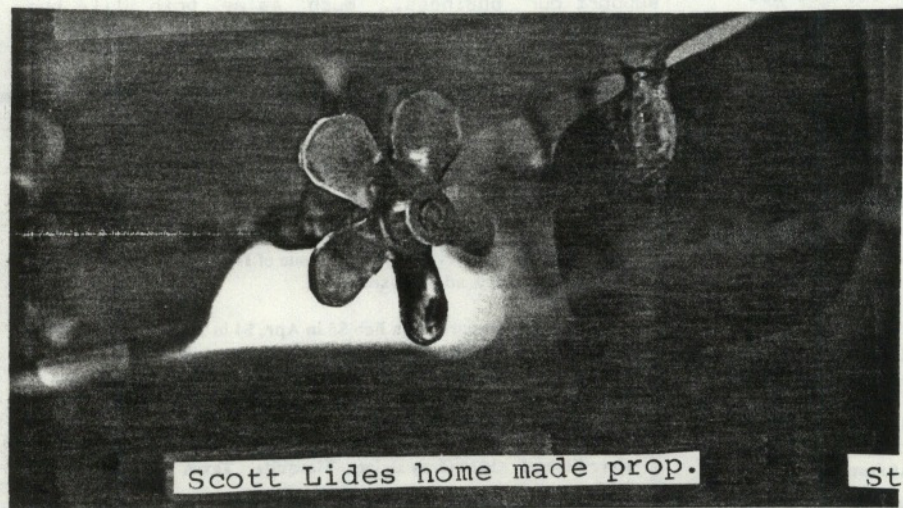
Steven Milholland
owner, SKUNKWORKS MFG.
Capt., USS Alabama
USS Indianapolis

P.S. '89 Nats, ALLIES RULE !!!

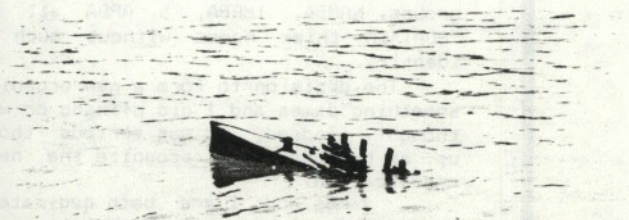
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Steve Smith's CO₂ stuff.



Scott Lides home made prop.



Stan adjusting his ships waterline.

Choosing Your First Ship

By Chris Pearce

Well, Fluegel asked for an article for rookies, so here it is. This is for those people who are first beginning and need to find a good ship to build. It can also be for anyone who has tried a ship, and found it too difficult. So, here are a few rules on how to choose your first ship.

First off, start small, but not too small. This should be seen as a warning for those of you who come into this hobby with visions of a mighty battleship, or a speedy destroyer. Now, both of these can be very interesting ships to build and battle, but for a beginner, they most often cause frustration and discouragement. Cruisers have long been recommended as beginner ships in this hobby for a reason. The first reason is size, because it is much easier to transport and carry a cruiser than a battleship. Indeed, some people have been given back problems by their battleships. Another reason is because of complexity. This is what really kills the battleships and small ships. I personally found that to try and make two guns, four motors, one pump, and all the other necessary cruiser systems work was a tremendous task, as was the whole area of hull and superstructure construction. The mechanics of a battleship with all its guns and pumps make it very difficult to build. However, this doesn't make a one unit destroyer any easier. With a destroyer, you run into worse problems, because of weight and room problems. A cruiser is a good ship in general, because of its moderate size, and simple systems. It is also good because cruisers usually have ample room for their systems. Another important thing to consider is that a cruiser can be built in a shorter time, with much less effort than other ships, allowing one to get into battle quicker. Cruisers are also just plain fun, because they have just enough power to be potent in a fleet battle, and are still quick and maneuverable, able to stay out of most trouble. If it weren't for the fact that I'm committed to my new battleship, I would be battling a new cruiser this year, like many other experienced captains.

Well, now that the field has been reduced quite a bit, what cruiser would be best? There are several things to look for in a beginning cruiser besides external appearance. What I say applies to heavy cruisers, which are most preferred, and most larger light cruisers. I wouldn't recommend a light cruiser, that is one less than 9000 tons, because they usually cannot carry the batteries, motors, and pumps to compete effectively with the big ships.

One of the most helpful things to look for in a cruiser is still its appearance. This is not to see which cruiser is "cutest", or whatever. Rather, look at the hull form, and the complexity of the superstructure. It is best to start out with a ship that has a simple hull shape and relatively simple superstructure. I found that even with my "beginner" Salt Lake City, I could not possibly sheet some areas of the hull without fudging it. I only succeeded in sheeting on the third try, after Tom Jass told me how to build a hull. The simpler a ship is, the better off you are.

A more important issue would be size. It is considered silly to build a nice big cruiser that displaces less than 9000 tons standard. Any ship under that size can hardly carry enough batteries to support its motors and pumps in a battle. Indeed, the 9000-11000 ton cruisers are often shy on battery capacity in a fleet battle. However, if you don't mind

a less effective pump, the 9000-11000 ton treaty type cruisers are a very good choice. The problem with the immense cruisers is that even though they can take a lot of damage, they usually do because they are very large, unmaneuverable targets. A smaller cruiser can usually get the advantage in target size, turning ability, and acceleration.

Another issue is rudder and motor configuration. Any ship with twin rudders is very preferable because they turn far better than single rudder ships. Also important is the number of shafts a ship has. A multi shaft ship can incorporate the more advantageous turning systems and still be legal. Of course, if you don't plan on using a turning system, two shafts are better to run on than four, because the extra two propellers don't give much extra speed. I ran my four shaft cruiser on only two shafts my first year, and it was quite effective.

Another thing to look at is the general layout of a ship. A ship is generally better if its guns are closer to the waterline. Also, a wider ship turns better than a long narrow one, and it is easier to fit a watertight box into a wider ship.

Lastly, speed is a helpful item. Most cruisers get in the 30-34.9 knot class, except the Lutzow. Two seconds isn't much, as I found out, but very often it can be the difference between being able to chase down a ship, or being chased down.

The most important advice I can give is to talk to people, especially someone who has built the type of ship you're thinking of. Don't be afraid if Jeff doesn't make plans of it, Jeff's plans are excellent and very helpful, but it is very possible to get plans from other people. Most importantly, get as much help as possible, and don't make it too hard on yourself. I heard when I first started out that only one out of every hundred prospective captains actually finishes a ship and gets into battle. In the end, it was the people in this hobby that helped me to finish in one year what I had tried for three on my own to do.

So, good luck out there, and get to taping. Otherwise, you're like a shipyard without any engineers, you've got all the tools, but doing it on your own is quite tough, if not impossible. Also, pick up the old Hullbusters. These contain much useful information about building a ship. Give yourself a break, and hopefully someday we can fill each other with holes. My present (school) address is:

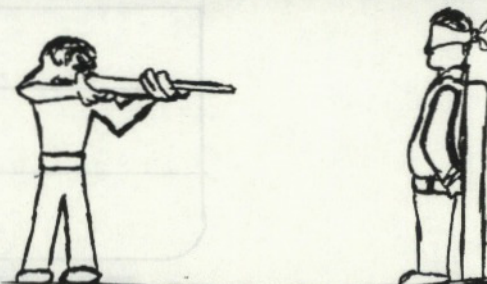
346 DHH, MTU
Houghton, MI. 49931



Another good source of info is the editor of this fine publication. Finally, good luck and God bless you.

Chris Pearce

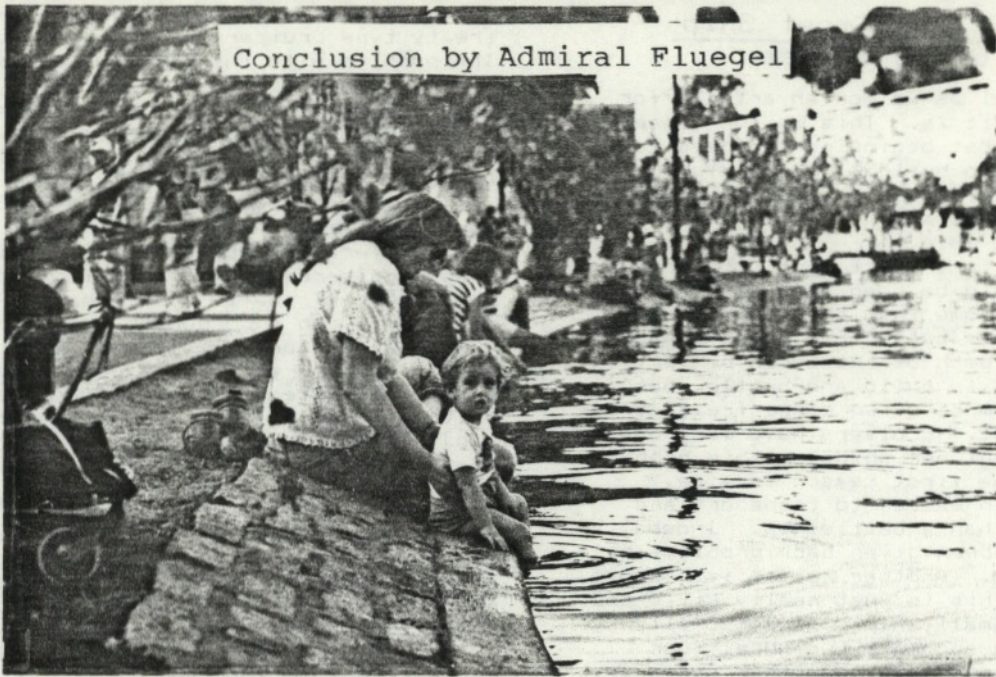
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Proposed: New RAM Sink Rule

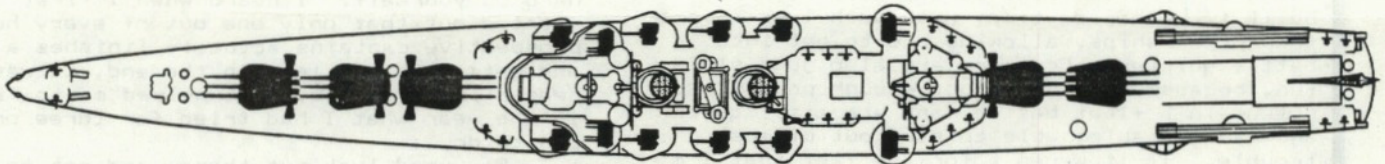
Bob Amers

Conclusion by Admiral Fluegel

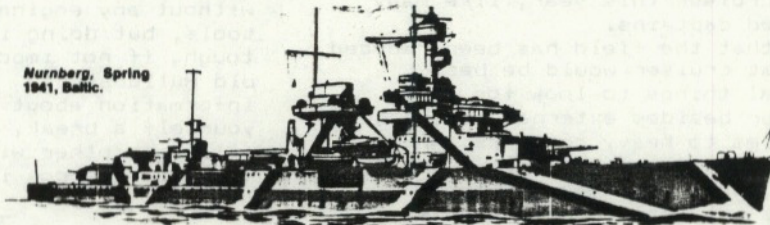


This photograph was taken in 1982 of my wife and son. We were at the World's Fair. The lake is the 1989 National's site. Nice looking shoreline.

Congratulations to Peter Futschik, Gerald Roberts David Haynes. Peter's wife had a girl, Gerald's wife had a boy and David's wife is expecting a young nip in October. So, what have you Allies been doing?



Nurnberg, Spring 1941, Baltic.



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