

Understanding only German, Fritz was unaware that the clouds were becoming threatening.

All Roads Lead To NATS

By Frank Pittelli

As my two-year term as President comes to a close, I look forward to what is shaping up to be the largest R/C combat event held anywhere in the world, NATS 98. Marty has reported that a large

number of rooms have already been reserved at the motel. We continue to hear reports from various battlers and friends who are still deciding on their exact plans to attend NATS, with or without a boat. As our 20th NATS, with all 3 founders attending, with battleships — this is one that you don't want to miss.

The recent spring regionals held in Georgia, North Carolina, Maryland, Michigan and Springfield show that our membership continues to grow at a steady, maintainable pace. We are starting to see a larger number of recruits who show strong initial interest, take a few first steps, but never make it to their first regional, let alone a full rookie year. In the Maryland area, we have always felt that for every 100 people who show an interest, only 10 will take an initial step and only 1 will become a multi-year member. That might not sound high, but it only takes one solid new member every year to grow a large local club, so don't lose faith in the process. My advice is to focus your efforts on one rookie who has the same glazed over looked and nervous twitch that all of us had when we first discovered this magnificent obsession.

On the rule proposal front, there don't seem to be many large issues to resolve this year (heaven forbid the rules meeting end early!!!) so I'd like to propose that we eliminate first sortie scoring completely in order to streamline the process between sorties. But, before you go "is he crazy", let me explain how it can be accomplished, without affecting the outcome of any trophy. As one of a handful of NATS scorekeepers over the last 10 years, I can assure you that such a change is not only possible, but highly desirable.

Currently, the only reason we score after the first sortie is because of ships that sink or withdraw in the first sortie. Under our current scoring system, such ships are effectively penalized with regard to both total points (they only get first sortie points) and sortie average (they receive a 0 value for the second sortie if they sank in the first). Effectively, if you miss the second sortie, you will receive a lower "share" of team points towards any individual trophies.

The same effect can be achieved without scoring after the first sortie by decreasing the weight factor for a ship that sank or withdrew in the first sortie. That is, we simply decrease the "share" of team points by 50% for that ship. For example, if a Class 6 battleship (weight factor 10) is sunk in the first sortie, then it would be assigned a weight factor of 5 when determining its point share for the whole battle. (Although the exact number of points received would be slightly different between the old and new approaches, the "relative" ranking of captains would remain the same, because the same 50% penalty is assigned to all ships in the same way.) Clearly, any penalty points received during either sortie would be recorded for a ship and subtracted after the final score, as is currently done. (Since penalty points are subtracted AFTER points are awarded to individuals, the new approach has no impact on their effect.)

Such a scoring change would have significant impacts on the time needed by all captains between sorties to get ready. The time saved in scoring ships after the first sortie could then be used to walk around and talk to other captains or to work on your ship. Furthermore, the time needed by the score keeper at a large event to record and compute results would be significantly reduced. A single spreadsheet could then be used to do scoring, significantly decreasing the chance for error and the amount of time needed. As the number of captains increases at our events, it is getting increasingly difficult to (a) get all ships scored between sorties and (b) keep track of all of the scores. With a relatively minor scoring change, we can eliminate all such problems. With a streamlined scoring approach, everyone wins.

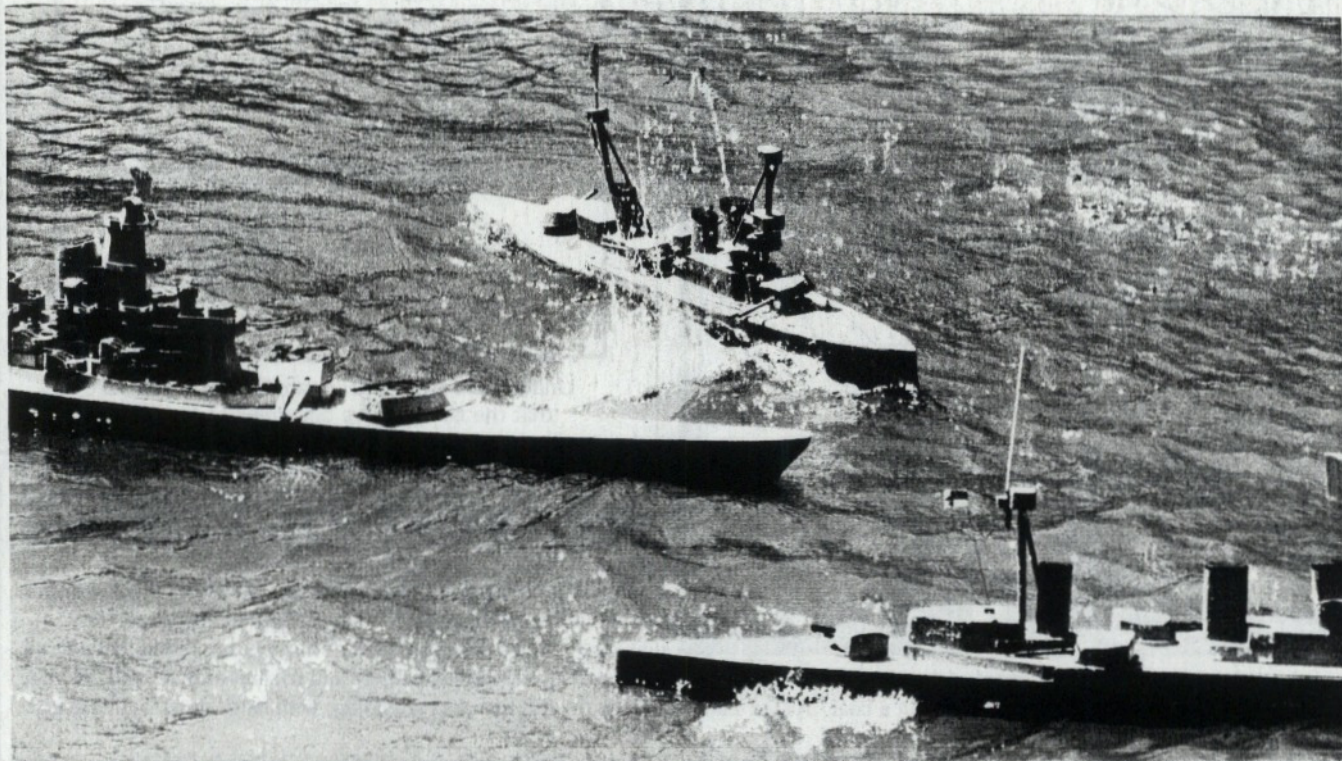
Springfield Spring '98 Regional

By Tundra Teddy

From where I sit atop the rigging of the SMS Konig, I was more than a little orried to see that we were once again heading into the slightly unfriendly waters of Ritter Springs where the Springfield regional was being held. Having thwarted Jay Edwards last fall, I knew this next meeting may be my last...May 16, 1998 Arriving at the Pond, I scan the horizon for Jay...nothing! More and more captains arrive this

captains' meeting. Thanks to the Frequency Czar program and foresight on the CD's part, even with 29 battlers, there is only one conflict. Jamie and James Foster are kind enough (and prepared enough) to change frequencies so all present can play. Safety procedures are reviewed, and CO2, which was not part of the deal, is graciously thrown in by the site host at no additional cost-Southern Hospitality at it's finest. Pre-War Predictions: Bob Eakin-"It's gonna be an excellent day!" Robert Rucker-"Where's Frank? I came here to fight

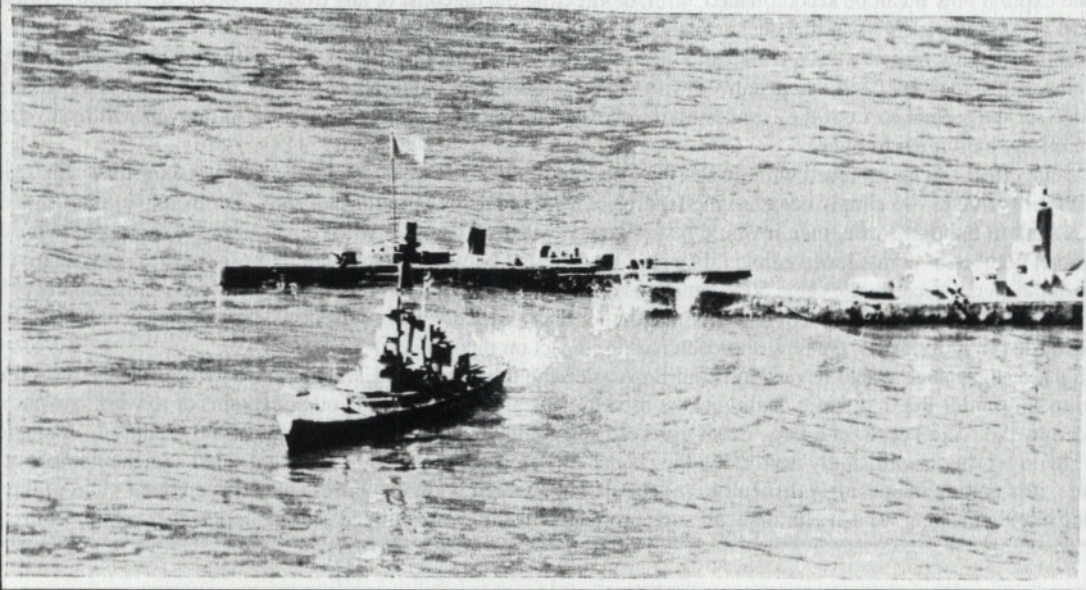
The twin sidemouts of Chris Au's Wisc. churn the water! Photo by Curly Barrett. All Photos by Barrett!! Thanks for the photos!



sunny morning, each hoping to make a name for themselves in the battle arena-each hoping to bring home a trophy. Curly's Konig had brought home a trophy last Fall....most mangled ship! Not something he wants to repeat. Jay saunters in without a glance, setting up for the weekend of battle as a surgeon sets up for an operation...methodically rechecking everything. With the Allied surrender securely in hand, it is decided that Yellow and Blue teams will be used. Veteran battlers Bart Purvis and Bob Eakin are unanimously voted in as captains and retire to choose sides and plan strategies. Bart wants Yellow, "cause we're gonna run like a Fluegel!" Bob Eakin wants Blue, "so we blend in with the water..." Our NAMBA cards, club cards and frequencies are clarified at the

a Bacon-Maker, and he sends a Musashi to fight his battles for him?!?" Ron Horbul-"I get the feeling this is going to be a painful learning experience." Chris Pearce-"I'm gonna be opposite of Curly so I

Jay Edwards tries to triple stern John Sellars' Moltke, but clearly subjects Will's Musashi to some "friendly fire"



THE BADEN MYSTERY!!!

By George Goff

5-12-98

A few months ago, Brian Eliassen ask me to research the Baden's length. He ask me for two reason, 1. I have one of the largest personal reference libraries in the club, and 2. My profession is to do investigations for the U.S. Government (I gather facts to determine if a crime has been committed). After doing this investigation there are several points I wish to make.

Point 1. (Note: at the time of this writing, I have not seen the articles from "The Engineer" or the "Scientific American", I have requested them twice from Frank Pittelliand have not received them as yet) I ask Frank about the details from the articles, Frank said that they were written by an expert who was given the opportunity to examine the Baden and run some test on the armor. I don't doubt that this happened, but as I understand it he gives the length, BUT NEVER states that he measured the ship. I know that if I was working on a ship like this, I might not bother checking the dimensions and concentrate on the thickness of the armor and other technical items. I could always get the dimensions from the leading naval reference of the times "Jane's Fighting ships". I feel that is what the three articles did as well as the book "The Grand Scuttle". Now, we all know how the "Jane's" books go as far as accuracy is concerned, it varies from year to year and editor to editor. Since the length given is 623' or 190 meters, I believe that someone at Jane's at the time either made a typo hitting a 9 instead of an 8, or copies the figure down wrong. This would explain the 33' difference from the official length. 33' I think would have been noticed by some one and the Germans are emphatical records keepers.

One of the references that I gave Frank, he did not list, a Fax from the German Government (Which I am including with this article)(Editors note: It is true that he included it, I chose not to print it for space considerations, the document is very authentic looking) stating that the "OFFICIAL LENGTH OF THE SMS BADEN WAS 180 METERS EXACT" thiš is the length that was put into the Ship's register. The reason that Frank told me that he did not list it was that he could not read the Scand copy that I sent him .

Another source that I just found was a listing in "BATTLESHIPS (Axis and Neutral Battles in World War 2)" by Garzke & Dulin, on page 294, they compare the Baden, Hindenburg, and the Teripitz. In this comparison they list the Baden as being overall length as 180 meters. This source and the others

listing the length as 590.4' which is 180 meters, I believe got their facts off the Official Government records.

Another thing that Frank did not say in his article, is that in the Warship Vol.#1 shows a reprint of an official document labeled "D.N.C. Admiralty dated 1921" called "Sheer Drawing of the "Baden" Ex-German Battleship" in the legend it states "Length over all 589'-10". The reprint is too faint to get a good scan or copy out of the book, but I was able to darken it and get a readable copy and sent it to Brian Eliassen, who could read it. 589'-10" is only 6" OR .0017% shorter than the official German length.

I feel certain that the references listing 589'-10" used this document as it's source. What happened to the 6"? Good question, there are a number of possibilities. 1. At some time during the finial fit out some mooring cleat was removed off the bow, 2. In 1917 the Bayern struck a mine and both the Bayern and the Baden had their forward torpedo tubes removed. During this time the bow may have been modified and reduced by 6", I drought it, but it is possible. 3. If the ship was built with expansion joints this could explain the difference in the 6". Or 4. When the Germans attempted to scuttle her in 1919 at Scapa Flow, the Baden was pushed aground to keep her from sinking. When a steel hull ship is floating, the stress on the hull is fairly equal, when she is grounded, the stress changes and if the ground is higher in the middle the bow and stern will start to sag. This is the most feasible explanation for the loss of the 6".

As for where the 4 references that have the length ranging from 590.6' to 598'-5" got their lengths, I don't have a clue, unless it's an error in converting meters to feet.

Point 2. According to Frank, in reference to the H.M.S. Terror, the E-board can NOT add any new ships to the Ship list, There fore, they can not add a longer Baden to the Ship list! Because a Longer Baden would be a New ship, with a new speed. If Frank, or any one else want to add a ship to the Ship list they can make a rule proposal and submit it at Nat's. Or the E-board can vote to change the existing length of the Baden in the Ship list.

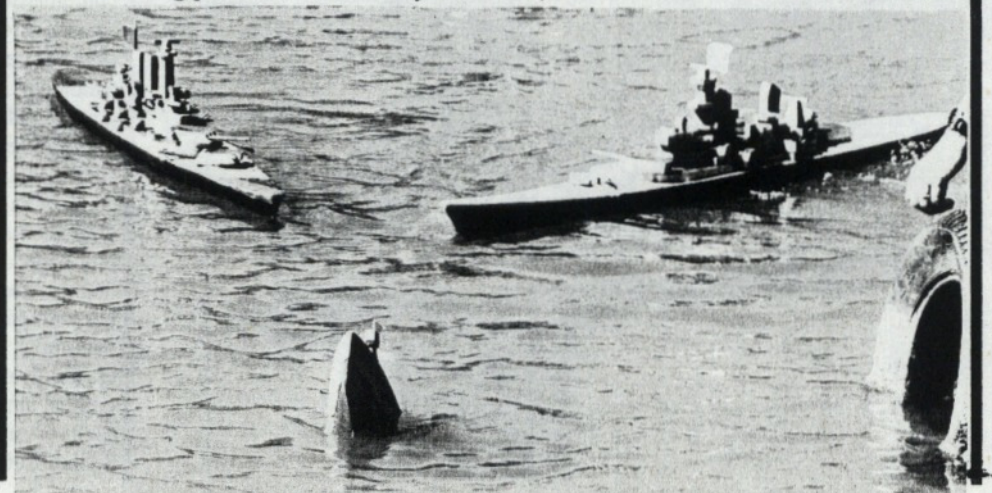
Point 3. There is a Historical precedent that the only ships that have two listings are those few that it can be proven that they were rebuild or had major alterations which changed their dimensions, by putting on a new bow or stern, or bulges. Not A dispute on the official length.

This report is not intended to bash Frank, Just lay down the facts as I discovered them and my suppositions based on the information gathered.

This has the information needed for the club members to make an informed decision on the length of the Baden once and for all, should it come to a vote.

can sink him...again!"Bart Purvis-"We've set this up as even as possible so the Yellow team can just kill the Blue team!"Jay Edwards-"Grudge? It's not a grudge! It's a mission...."People load their cannons and tweak their guns, checking to make sure everything works. The waters fill with ships, hungry for battle. Admiral Bart's Atlanta, arguably the "RC ship with the most mileage on it" is the last boat onto the water, setting in just as the Contest Director yells, "5, 4, 3, 2, 1. Let 'em Fly!"Battle One, Sortie OneThe battle starts at 10:04, amazingly prompt for 27 battlers. Will Montgomery's mammoth Musashi moves into the shallows near shore to attack Robert Rucker's little Chicago-class cruiser-like a crocodile

After a stunning performance for the yellow fleet, this brave warrior takes a final bow!



sliding in after a duckling. The plucky Cruiser gets away with limited damage, maneuvering between some submerged tree trunks that the Musashi has to go round. Bart taunts his non-aggressive adversaries, "Look at all of those Blue babies just sitting out there!" Konig, whose stern guns are not working, gets ample attention from Jay Edward's Washington, but the crafty Konig captain is in cahoots with Bart, and as the Washington follows the Konig into a spiral, the Atlanta lines up and fires off 5 or 6 solid hits to the stunned American veteran. The Konig turns behind the bulky Washington as eight quick shots with triples go off, and obvious holes open in the Konig's hull as the pump fires up. There appears to be two separate battles taking place, one near the twin docks and one further down near the point of the peninsula. The longer, veteran boats seem to dominate the area near the docks, while the less-seasoned battlers hang out near the point. There are exceptions! Jay continues to pick on the now-pumping Konig, dealing out a deathly array of sidemounts and taking little in return. Chris Pearce's Queen Elizabeth and Jim Pate's Inflexible slide into the fray and line up on either side of Konig while Jay waits for a shot. Will's Musashi chases Rucker's Chicago down, while being pursued by Chris Au's Wisconsin, Tim Beckett's North Carolina and Brian Eliassen's South Dakota. A few shots are exchanged, but it is a running/gunning battle that frightens the cruiser captain more than it involves the cruiser. Near the point of the peninsula, the Deutschland-class pocket battleships are dancing circles around the target-hungry Invincibles who seem to be breeding uncontrollably in the hobby. Jay's work is not without reward, for just 13 minutes into the battle, the Konig lists hard to port. As it passes the 750 point, Curly boldly yells "Five Out of Control on the Konig!" Jay jumps up and down on the shore, yelling hysterically, "Get the Bear! Get the Bear!" Jay brings his stern to bear on the me. As the Konig rolls past the 900 mark, Jay triple-stern guns the Konig and then backs up in what appears to be an effort to grind me to ribbons. The guns blast into the rigging as the props grind at the hull, but I survive. At about the same as I was donning my Polar Bear swim goggles, I noticed Larry Dahl's Tiger looking low in the water. He wasn't pumping, but should have been. What was wrong? The Tiger slid under in a trail of bubbles, going down due to lack of radio control right when the pumps needed to be turned on. Troy Young's St. Louis cruiser goes down due to swamp-

fouling on the pump screen. A similarly wet experience goes to the Inflexible of Steve Milholland. Scott Bene's Von der Tann clears "Five!" without sinking and Scott brandishes a huge smile following a world-class sigh of relief. Chris Pearce camps boldly in the middle of pond, scanning for a hapless Yellow victims who will fall prey to his

Curly executes his patented high-speed turn as Jay Edwards ranges in on Tundra Teddy.



next onslaught. Terry Kief's Graf Spee experiences battery problems that leave him slow but not sunk. There are 18 boats still out there, but enough floating superstructure pieces on the water to build another. The Revenge crosses behind Pate and suffers the consequences as Pate drills Dave Au's boat a few portholes. A frightened Ron Horbul puts his Moltke on "Five!" Barely pumping, but actively being chased by five large Yellow ships, Ron cruises at full speed over to the far side of the pond and tactfully

This soggy sailer (Curly Barrett) retrieves the SMS Colander.



hides behind the mighty Musashi, who takes the heat off of the Moltke. The North Carolina, South Dakota, Revenge and Wisconsin descend on the Musashi with a vengeance. Ron pours on the coals and sails out of harm's way, leaving Will to "mop up" the remaining five or six members of the Yellow fleet. Just as the Moltke comes off "Five!" a cluster of shots from the Atlanta rip into the hull. The Wisconsin is triple-sterning the Musashi, which is pumping two steady streams. Even Jamie Foster is chasing after the Musashi in her light cruiser, Georges Leygues. In a brave attempt to rescue a teammate, Jim Pate's Inflexible steams near the group and takes half of the Yellows with him. Will shows excellent maneuvering skills while being chased by three American battleships- twisting, dodging and darting. The tide of the battle takes a dramatic twist as the bow pump of the Musashi dies off! Cameras and Yellow boats shoot with zeal! The mighty Musashi takes considerable damage to sink, but with one pump missing and the extra attention that draws, the Jap long-boat slowly lowers and rolls gracefully over to port. Pate also clears the pond- without sinking- leaving a hungry Yellow captain asking, "Any Blue left?" There's just one, Ron Sellars' Lutzow, on the far side of the pond, and he's

Rookie of the Year Article

By Ali Zinat, Rookie of the year 1997

Well, well, well, I finally got around to my rookie-of-the-year article, which I promised to the editor of this fine world class publication.

-Dateline Summer 1984- I had my appendix thaken out, My Mother got me a three foot long model of the H.M.S. Hood to put together while I was in the hospital. Within the next four years Revell, Lindberg and Monogram become household names.

- July 1989- I picked up a copy of Boat Modeler magazine, "I don't believe my Eyes".

-Spring 1995- After nine years of local, regional and national championships, R/C cars got a little boring. Got the wife a

computer with an internet thingy.

-Summer 1995- Within twelve hours of seeing Swampworks homepage, I ordered the Lutzow. The Hull was about twice the size of anything I ever had. That week, I went to a warship combat veterans house, and his battle wagons took up half his play room. WOW!. His doberman dogs took up hte other half.

-Fall of 1996- Maryland regionals. I was very impressed with other peoples ships and the way they fought them. This one guy (I forget who) keeps yelling ram! ram! Ram!. At one point I was heavily damaged, with a slight list, and being pursued by Marty's Nagato. Pretty cool stuff.

-Fall of 1996- Construction begins on U.S.S North Carolina. I glue my right hand to the left skigg, when I find out my wife is pregnant.

-Winter 1997- Joe Villar's Roma chews up my North Carolina and then proceeds to spit

it out.

-Spring 1997- Maryland regionals, Nagato and Musasi sink me in the second allied/Axis battle of hte day. Some guy keeps getting rammed by the fish or some thing. I find out that using a battleship is not as easy as using a cruiser. -NATS 1997- WOW! What an experience everyone was so polite and happy. It made the year of building, complete. It felt good to see such a large armada of Allies. Most of all I remember stayin up half the night with Briane, Stvere A, and Steve P. We laughed so much, our backs hurt. Then, before I knew it, I was on my way home with the rookie of the year award. Trophies never mean anything to me, but this one is very special. I look forward to many more summer weeks like this one

1487

From left to right; Scott Bene, Ron Horbul, Randy Hueton, man shooting his nose, and Tim Beckett.

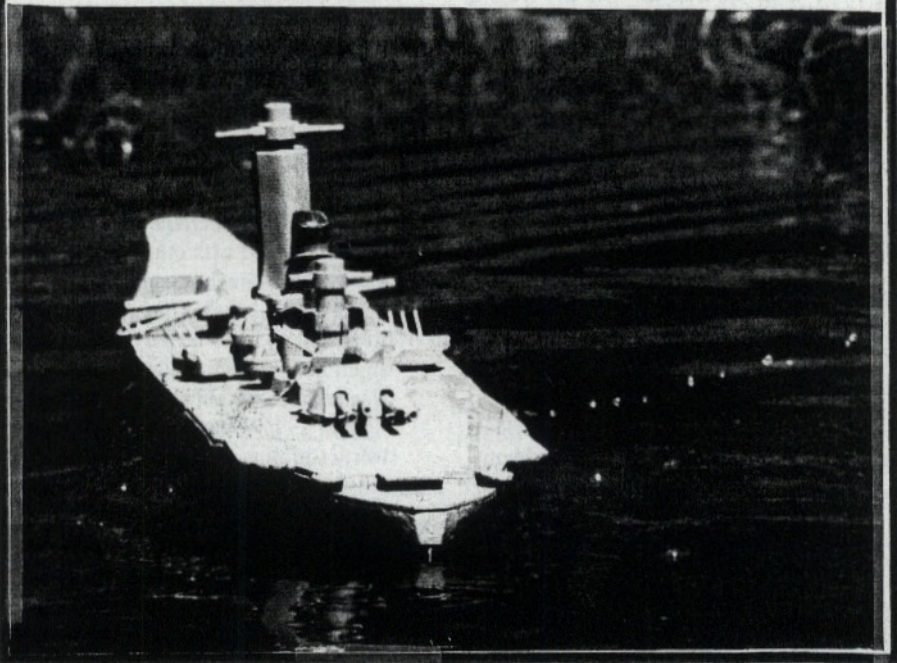


just coming off the water. Bart's Yellow fleet has dominated the opening round. Quotes: Bob Eakin- "Wow! We got the short end of that one! I think I'll send Admiral Bart some expensive caviar to congratulate him on a fine job." Ron Horbul- "I quickly learned to stay away from the triple sterns...I just drove around and looked busy." Troy Young- "They just shot my boat out from under me!" Will Montgomery- "My bow pump burned through its brushes and stopped pumping...it's not supposed to do that!" Bart Purvis- "I thought we were teaching the Blue team a lesson, but Eakin had the gaul to send me a bunch of salty fish eggs...that means war!" By mutual decision of the Admirals, people who sank in the first sortie are allowed to patch half of their below-waterline damage and come back out. A few, including the Musashi, take them up on their offer. Battle One, Sortie Two The second sortie is ready to start, and I'm gonna watch from atop the Konig's rigging up on the table, as Curly is off taking pictures for Fluegel's rag. The majestic arch of the damage-control pumps lace the pond like the branches of some watery swampwillows. The worst of all of the ships is Ron Horbul's Moltke, which almost sinks before

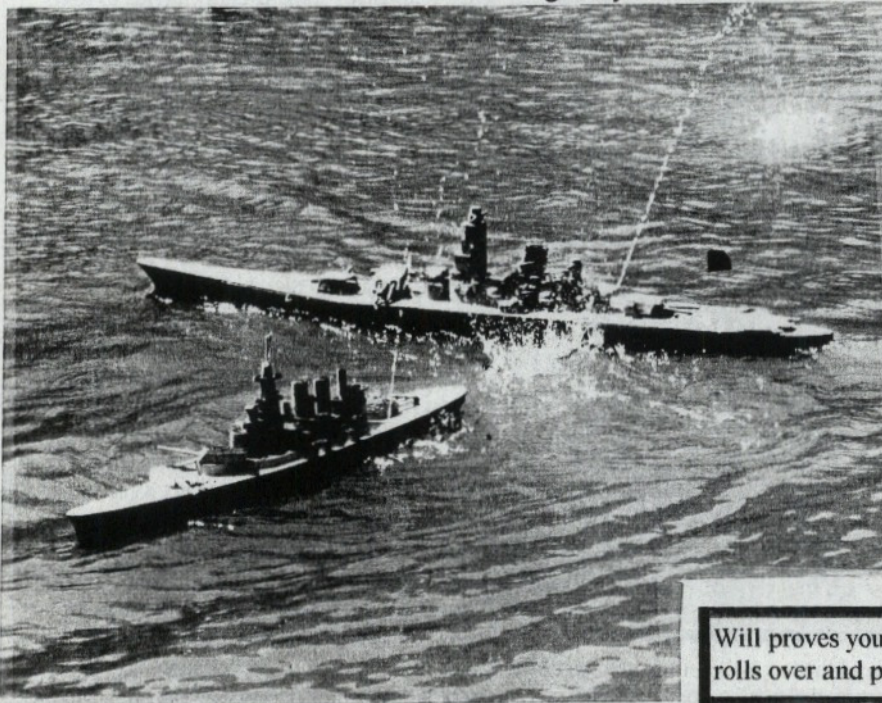
obviously clogged and the batteries have shifted slightly to one side during launch. Joe Kutz gives some friendly advice to Ron, "...pull it out and shake the batteries back in place." But Ron shakes his head and realizes "I'm just going for a decent burial at sea." The battle begins with a flurry of triple stern guns, and many Yellow boats steaming toward the Moltke, who starts going under almost before anyone can get a shot off at him. The Moltke slips down by the stern and slowly rolls over toward starboard as Ron attempts to bring her closer to the dock. Scanning the mayhem, I can see that the battle-weary American battleships looking low and pumping hard. Scott Bene's Von der Tann is riddled and pumping a steady stream that practically calls the Blue team over to finish him off. Steve Milholland's Inflexible wanders up against shore and is soon pounced on by both Pate and Pearce. The Inflexible sinks near shore, a Blue cruiser, just to the left, joins it at the bottom. Beaten to a pulp, the massive hull of the Musashi plows forward with decks getting lower...but not ready to go down yet! The shattered remains of superstructure float everywhere. Waves of battlers and spectators wash back and forth along the shore in synchronization with the flow of battle. The Musashi and Atlanta duke it out, with the spry little Atlanta outmaneuvering the bigger Musashi, who by now must be sloshing around an extra 30 gallons of water inside her hull. The Yellow boats converge on the remnants of the dwindling Blue fleet. Having saved them for the big kill, the Yellow fleet unleashes triple-stern guns galore—sheets of BBs slicing across the water at unprotected Blue hulls. Chris Au's Wisconsin unloads his sterns into the hull of the Musashi. Joe Kutz' Invincible cuts behind the Wisconsin and pays the price! In retaliation, the Invincible spins and pulls alongside the longer American boat as the two exchange sidemounts. The ever-present-if not sneaky-Sverige of James Foster closes for a few choice shots before Joe realizes he is not in an advantageous situation and retreats to safer waters. In an uncharacteristic event, Foster's pump actually fired up, which was as more an indication of the times his little boat has been accidentally run over rather than actually taken

target of the Yellows' sidemounts is the Japanese long-boat-Musashi. Even with both pumps fired up, the Musashi looks very bad. It slowly turns toward shore and rolls submissively over to port in two feet of water. Chris Groissant's Inflexible and Brian Eliassen's South Dakota strafe the survivors. The guns of the Musashi are still bubbling and spurting as Will wades out to get it. The Tiger is starting to receive undo attention from the powerful Wisconsin and several other Yellow boats. Larry Dahl is the center of attention until 11:50, when the Tiger unceremoniously sinks! Pate comes off of "Five!" under the watchful eyes of James and Jamie Foster. Terry Kief has his Lutzow go dead and walks out to retrieve it. A hard-turning North Carolina is rammed by an Invincible, but it is the Invincible's superstructure that comes loose. Pumps attest to the damage from the sheets of triple stern guns. Tim Beckett's North Carolina sidemount's Bob Eakin's Washington as battle dwindles down. Admiral Bob Eakin touches out his Washington, still being chased by the North Carolina and the Wisconsin. Three Yellow boats pick on Chris Pearce, whose borrowed Valiant pulls out the stoppers and uses it's 22-second speed to pull away from Tim Beckett, Chris Au and Brian

The mighty Musashi gives the unforgiving pond a stern look.

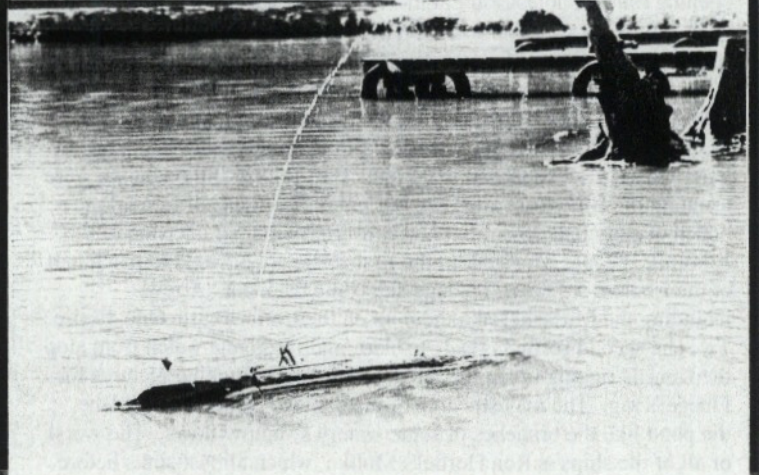


Tim Beckett's North Carolina ventilates Will Montgomery's Musashi.



the Konig, I am surprised to see Curly lining the Konig up against the mild-mannered Invincible of Joe Kutz. I later learned that Joe, who shared table space with Curly, had made a derogatory comment about Oom-Pah bands. Them's fighting words! The two WWI ships were pretty evenly matched in stern gunning ability, and it was reflective of the open cluster move that no one else came by for eight minutes, while the two veteran captains did their best to line up on their opponent. Suddenly, news spread through the ship that the boiler workers were on strike! No throttle in the Konig. Dead in the water with a dozen Blue ships swarming nearby. Curly quickly declares the Konig "SUNK" and retrieves it. Not one BB hole! Joe, not happy with the ending, steamed off in search of another target. John Sellars' Moltke goes down in a fast and furious spray of cannon fire from an overzealous Yellow fleet. And almost before John can get ready to retrieve his ship, Bart

Will proves you CAN teach an old dog a new trick as the Musashi rolls over and plays dead.



Eliassen. Four Yellow boats chase the speedy Queen Elizabeth in a vain effort to catch him. In a sportsman-like effort, Chris decides to stand and fight until all four surround him and unload on him. But the pressure (and carnage) is too much, and the Queen Elizabeth captain hits the throttle, blasting away to a safe distance. Dave Au gives chase and attempts to take a shortcut under the 2' dock with his 2' 6" Revenge and loses the superstructure to the low overhead. Even with the reduced wind resistance, the Revenge can't come close to the speedy Queen Elizabeth, who scurries away to safety. Quotes from Sinkers: Ron Horbul-"I got two shots off and didn't hit anything!" Scott Bene-"I got ganged up on and got sunk!" Curly Barrett-"Lucky shot!" John Sellars-"I got gang-tackled by Pearce and Pate. They just didn't stop." L grudges to settle from the first battle, and several battlers head off in small clusters to settle thing man-to-man. Aboard

Nats to You!

1489

As I sit and write this, it is early June (2nd). So far we have 17 people coming to Nationals this year. Yes, I know people are traditionally slow in getting their Nats fees in (in fact, I am probably one of the worse!). I was told that of the 20 rooms which we reserved for Nationals at the Days Inn, 26 were taken! So those of you who may be putting off getting your room =91til late, may

be out of luck!

However, in the chance that you can not get a room at the Days Inn, here are some other hotels in the area:

Best Western 301-733-0830 (about \$60.00 a nite, and just up the road from the Days Inn. Ramada 301 -733-5100 (even more expensive, and I don=92t know where it is in relation to the Days Inn.) Travelers Budget Inn 310-739-6100 (Don=92t know much about it either). There is a Econo Lodge (or something similar @ 301-739-5800. If these don=92t work out either (and you are real late in trying to get a room, try the Hotels/Motels in Frederick, Md (about equal distance from the lake but east rather than west.

We think that all of the preparations are pretty well complete or at least, well underway. We don 92t have any idea at this point how many to plan for and one of the items we needed to decide was whether to get an additional large tent (and tables and chairs). At this point we are not planning to get it, so those that can please bring tables and tents for the overflow from the two tents we already plan on having there (1 each 20x20 and 1 each 20x40) like last year. We hope to see you there, and that this Nats will be as successful as last year, and may the battling be close all week!
Marty Hayes
Site Host (with much help from MAG)

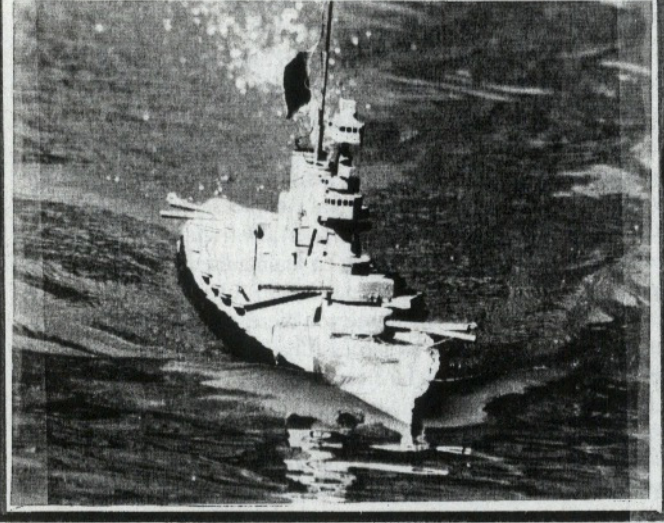
Bart Purvis runs aground as Joe Kutz' Invincible pounds it mercilessly.



Purvis directs an all-out Yellow attack on Ron Horbul's Moltke, which goes under near the dock. The last of the Minnesota boats, Larry Dahl's Tiger, attracts a huge amount of attention from the Michigan based Au brothers and sinks early as well. Troy's St. Louis settles by the stern between the docks. Pate and Kutz cruise along until the five Yellow teammates who sank Lars come over to play with the Invincibles. Pate executes a stealthy withdrawal, leaving Kutz to wonder where his support has gone. Pate advises, "Joe, I think you should leave!" The Musashi takes some nicely grouped double belows from the Wisconsin. The damage is relatively light this sortie, but the few ships that have sunk are invited back if

they want to rejoin, patching only half of their below-waterline damage. Battle Two, Sortie TwoThe sun is shining brightly as the fourth sortie of the day begins at 3:25. Pate is already hurting, but Jim doesn't go under easily. Many ships are pumping and the battleships can smell the potential sinkage. Prior to the actual commencement of battle Bart, who is coincidentally lined up on a Blue opponent, yells "Glitch!" almost BEFORE his gun fires a quick shot into the blue vessel. Battle starts and the Musashi chews up Robert Rucker's Chicago, sending it spinning out of control. BBs fly! Scott Beni's Von der Tann goes down under a withering barrage of cannon fire. Chris Groisant's Inflexible, who valiantly attempted to engage those

British submarine or Larry Dahl's HMS Tiger?



picking on the Chicago, suffers from the attention it receives and sinks in the onslaught. Missouri and a Washington exchange sidemounts...the 2-for-1 bonus of the larger Wisconsin is obvious, but the damage is done. The Washington limps away crippled and running out of time. The Sverige sneaks in, unloads a few well-placed stern shots and departs without falling under the cannons of the enemy. Musashi moves into a sidemount dual with the Wisconsin...the roar of dual cannons and shredding balsa as pumps fire off in this dual of the big guys. The rookies look on in awe at the veteran captains and the carnage. A Lutzow comes past an Invincible, exchanging a few sterns but giving up a few sidemounts...then the Lutzow spins around and comes back for more...a costly lesson for a cruiser captain. Will limps along in the midst of battle, firing his guns even as the sailors abandon ship. The behemoth rolls to port just shy of the shore, its bow pump finally kicking on, but it's too little, too late, and the first day of battling ends. Scott Bene-"They all

ganged up on me, all the veterans, all the rookies, everybody...like a lamb going to slaughter" Bart sums up the fleet battle: "We were fortunate...we got some really good breaks, some well placed spurts (hinting at his own performance), some fortunate timing on pumps, pumps failing for them, and pumps working for us!" "We need to get out there, enjoy ourselves, have fun, shoot people, break things and try not to lose our 14,000-point lead!" He says with a twinkle in his eye. "It's a slim margin...We can't get overconfident yet." Bart closed with, "It was truly a sad thing to see the Musashi sink three times, but I guess that will teach him to mess with my Atlanta!" Battle Three, Sortie One Milholland, Pearce and Curly are off of the water due to a combination of boat problems and/or camera detail. Jay Edwards' Washington shoots it up with the Wisconsin, Jay seems to have the upper hand on that exchange. Jamie Foster backs her light cruiser out of harm's way and, under the watchful eye and protective gunnery of her father, parts the melee with a few well-placed shots from her bow cannon. Pate cruises the shoreline looking for potential customers, like a snake slithering through the grass in search of a squeaking field mouse. Over on the far side of the pond, Robert Rucker's Chicago is drawing a crowd. "Hey, Yellow fleet, I have eight of them cornered over here!" The brave captain holds the eight Blue boats at bay until the Yellow armada can steam in to finish them off. Suddenly, the Musashi gets rammed hard by the Wisconsin, which damages the Musashi's rudder beyond repair. Musashi has to withdraw from battle. Jon Sellars' Moltke goes down as Bob Eakin's Washington

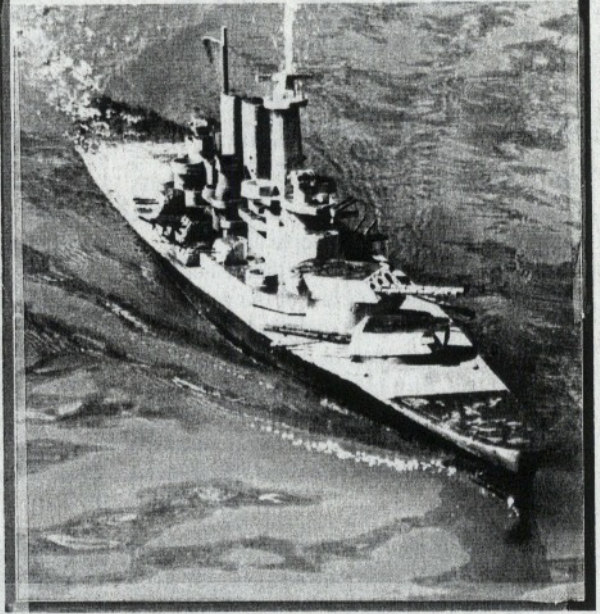
1490

slides under

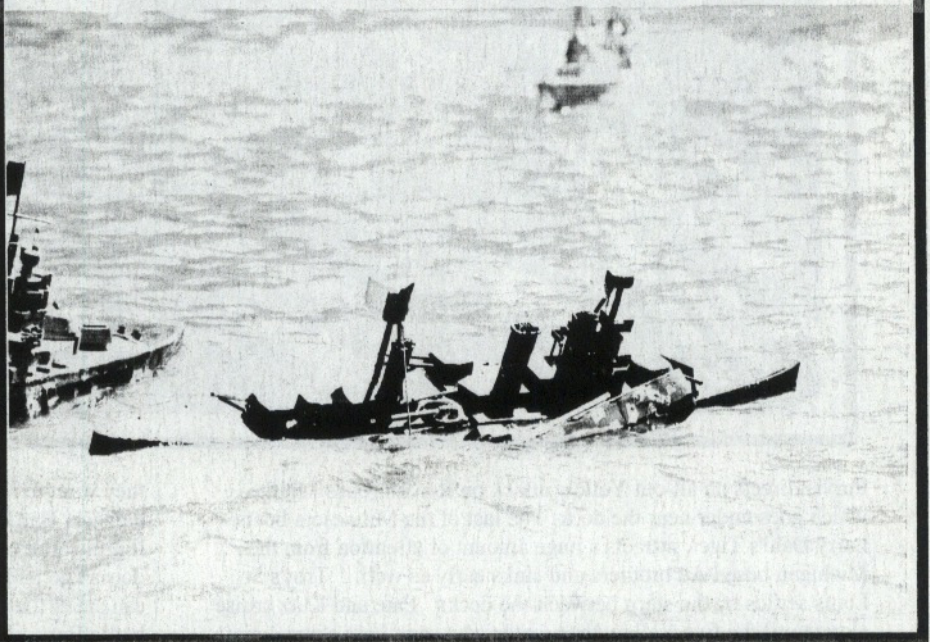
the waves, too. The Tiger gets rammed bad up in the starboard bow, and Lars begins a quick ram-patch with duct tape. Larry rejoins just in time to take some big hits from Beckett's North Carolina, followed by explosive dual sidemounts of the Wisconsin into the starboard bow of the crippled Tiger. The

Yellow fleet smells blood, and the Tiger steams away with water breaking over its bow, chased relentlessly by the Wisconsin, North Carolina, Revenge and Inflexible. Larry runs and pumps, but with a few minutes left to go in the sortie-and a sortie left to go in the battle-it looks grim for the Tiger. Kutz goes on five and Larry is down to just three Yellow. The Revenge nuzzles the Tiger toward the dock-like Hulk Hogan running a wrestler into a turnbuckle. Larry avoids the trap only to suffer a ram from another Yellow boat trying to get position. Larry checks for damage and the three Yellow ships wait at the ends of the docks while Larry's Tiger makes steam and heads out-down by the bow-to tempt fate. Brian Eliassen's new South Dakota has a perfect shot, but only gets off one salvo toward the

Bob Eakin make one last "low-level pass" & sinks.



One down-one to go! John Sellars may be sunk, but it appears he's taking Pate with him.



Tiger...5,4,3,2,1. Tiger comes off the water to a round of applause! Jim Pate leads a Yellow parade back and forth across the pond for a few minutes as the sortie ends. Bob Eakin-"You play and play, sometimes this happens." Jon Sellars-"A wire came loose off a motor

and Blue fleet caught me...for the third time! "Jay Edwards-"It's getting almost too physical in the big ship battling." Jim Pate-"Found an uncalled ram and untold damage from yellow canon fire. Ron Horbul-"I have a feeling I'll be walking out there, taking some first-hand depth readings of the fine Missouri mud. It won't be the first time!" Brian Eliassen-"Prediction: if it's got a blue flag and it's on the water, it won't be there long!" Randy Heuton's 20-second Invincible gets mocked by those ships who pursue it. But Randy, who survives a sortie for without sinking for only the second time in his last three years (18 sorties-16 sinks, making him the reigning Mud-Walking Champion) comes off the water with a huge smile anticipating the next sortie and boasting, "I'm gonna sink me a South Dakota!" Battle Three, Sortie Two Pate vows to stay between the docks and take on all comers! The Yellow fleet smells victory and are torn between pummeling Pate's Invincible and terrorizing Lars' limping Tiger. As battle is about to begin, Pate, whose boats sits boldly where promised between the docks, yells, "I declare the Michigan battlers to be sissies and I DEFY them to come in here and attack me like men!" Upon hearing this classic challenge, a huge cheer rumbles up from those in attendance! The wet and weary captains who sank in the first sortie watch to see who will join them. There is a "glitch or two for good luck" by dear friends...and the battle begins. The battling is ruthless and the superior Yellow forces are dealing out damage in huge servings. However, Bart's "Michigan Outreach Program," consisting of the Au brothers and a few hardy Yellow captains, seem very cautious and cannot muster the courage to venture between the docks

to battle their taunter, Pate, who eventually has to come out 1491 after them. The battle rages as these powerful veterans unload on each other. Pate's Invincible finally sinks between the docks about the same time as Ron Horbul's Moltke rolls to starboard and slowly goes under while being shelled by Bart and James Foster. The main battle heads up around the peninsula, engaging many of the rookies who suddenly find themselves in the thick of things. Bart, commanding the fleet and using his patented, "Has anyone seen my ship?" defense, lets his Chicago sail into the twigs and mud against shore. Try as he may, he's there to stay. Joe Kutz' Invincible comes in for the kill, and although he unloads many good shots, the 17-year-old Tim Beckett comes to his aging admiral's aid and effectively pummels the Blue aggressor into submission. Al Sellars cruiser goes down almost at the same time as Joe Kutz' Indomitable. Robert Rucker wades out to fetch his out of control boat. For the next five or ten minutes, the best action on the water is Lars' Tiger being pursued by eight Yellow captains, who could not find the range to put the Tiger under. The sortie ends with a triumphant Tiger still pumping and still floating. As scores are tallied, stories are exchanged, damage is examined, systems are studied and tactics are discussed. Will "Thanks for the worst weekend of battling I've ever had!" For the rest of us, it was awesome! The site host, the weather and the friends were perfect! This is an event you must attend! (Scores and trophies will be printed elsewhere in Hullbusters)

MO Notes:

by Steve Milholland



Hello to all in the IR/CWCC. Briefly, anyone who was not at the BB Fest here in Springfield MO the weekend of May 16-17 missed two absolutely beautiful days of bright sunshine, gentle breezes, and warm temperatures. You also missed out on a whole lot of great comederie, friendly rivalry, and absolutely vicious battling.

Twenty-seven Captains actually wetted a hull and held a transmitter when the call to battle was given. A good percentage of them got a chance to cool off from the heat when they entered the waters of Ritter Springs Lake to retrieve a sunken model (many more than once). Everyone was a winner, but those that won trophies for the event are as follows:

Class 6-7 High Score, Tie: Tim Beckett USS North Carolina and Brian Eliassen USS South Dakota

Class 5 Dave Au HMS Revenge

Class 4 Chris Groissant HMS Invincible

Class 1-2-3 James Foster SS Sverig

Best of Scale Bob Eakin's USS North Carolina

runner up Ron Horbul's SMS Moltke (lost by 1 vote)

Most Mangled Ship Will Montgomery's IJN Musashi (This last is a traditional Springfield CD's special award given to the Captain who's ship suffered the most BB damage and sink points over the event)

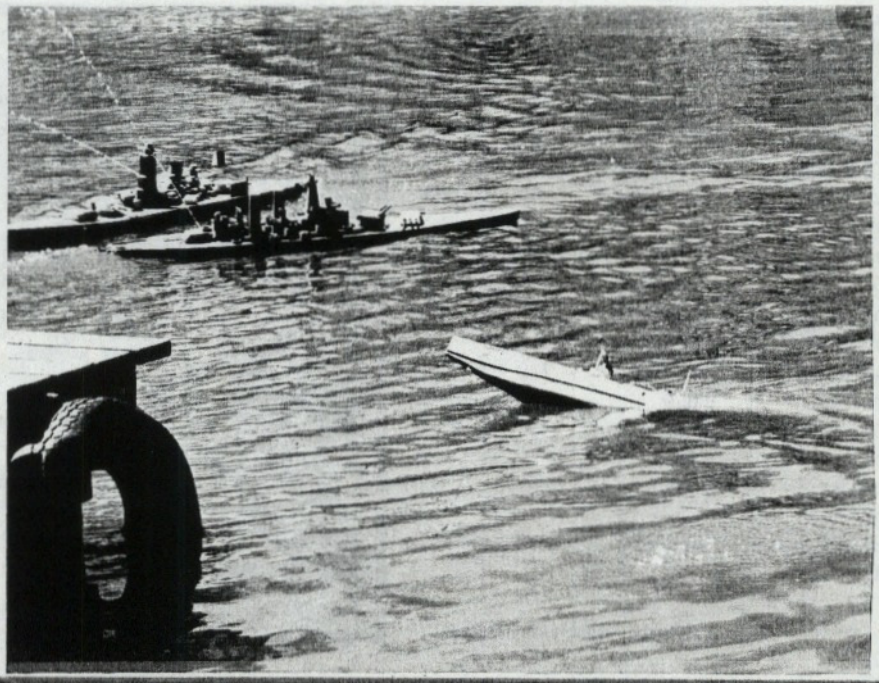
Following is a listing of the battles, Captains & ships, and their damage points that took place

over this last weekend in beautiful Springfield, MO. Note: Damges shown are for the first sortie, and the battle total. Penalties are not shown but are included in the total Fleet scores at the bottom of each battle. Some ships are shown as being sunk in both sorties, or being sunk in sortie 1 and then returning to battle. This was due to an Admirals decision to allow any ship sunk in the first sortie the option to return to battle with the patching of 1/2 of the belows only.

FLEET 1, Saturday Yellow Fleet

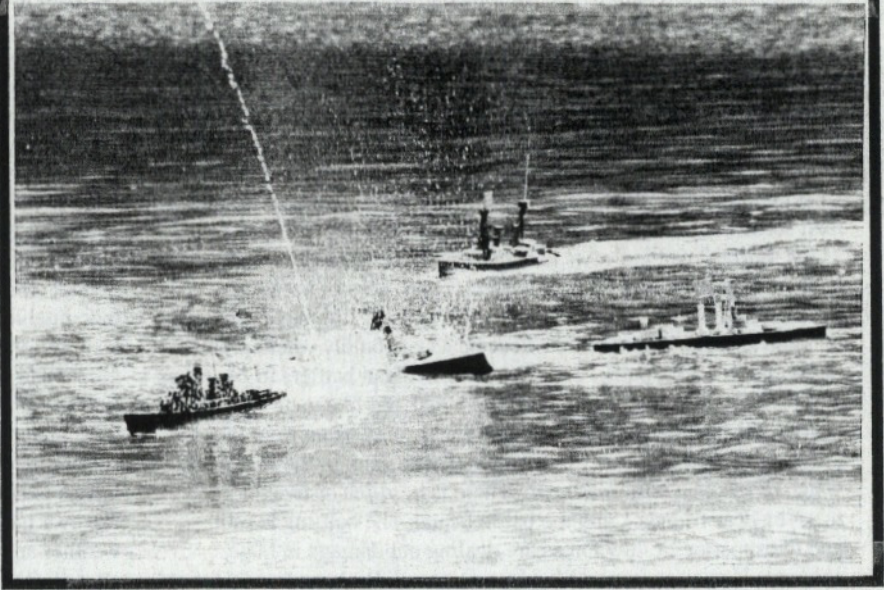
Adm. Bart Purvis	Atlanta	165	370
Scott Bene'	Von d. Tann	800	990

Ron Horbul's Moltke comes in for a landing.



Robert Rucker	Chicago	145	410
John Sellars	Moltke	145	1365 sunk
Steve Milholland	Inflexible	1030	sunk 1180
Chris Au	Wisconsin	540	640
Dave Au	Revenge	415	1185
Jaime Foster	Georges Leygues	40	40
James Foster	Sverige	0	20
Brian Eliassen	S. Dakota	375	2205
Tim Beckett	N. Carolina	45	560
John Barrett	Konig	2095	sunk ----
Chris Groissant	Inflexible	220	1905 sunk
Blue Fleet			
Adm. Bob Eakin	Washington	1080	2420
Jay Edwards	Washington	425	1150
Terry Keef	Graf Spee	150	485
Greig Stephens	Graf Spee	0	100
Randy Heuton	Invincible	300	615
Troy Young	St. Louis	1040	sunk 1065
Jim Pate	Invincible	145	285
Ron Sellers	Lutzow	0	25
Ron Horbul	Moltke	390	940
Lars Dahl	Tiger	2170	sunk 3535 sunk
Chris Pearce	Queen Eliz.	340	1080
Joe Kutz	Invincible	1410	2265
Will Montgomery	Musashi	3095	sunk 4305 sunk

It ain't over 'til we say its over- Decks awash, Ron Horbul's Motke sinks under a withering barrage from Foster's Sverige and Bart's Road Kill (Atlanta) as Joe Kutz steams in for the survivors.



FLEET 3, Saturday

Yellow Fleet

Yellow total Points 15,750 Blue total Points 10,050

FLEET 2, Saturday

Yellow Fleet

Adm. Bart Purvis	Atlanta	125	320
Scott Bene'	Von d. Tann	180	740
Robert Rucker	Chicago	525	650
John Sellars	Moltke	1910	sunk ----
Steve Milholland	Inflexible	390	600
Chris Au	Wisconsin	975	2145
Dave Au	Revenge	920	1350
Jaime Foster	Georges Leygues	155	280
James Foster	Sverige	10	20
Brian Eliassen	S. Dakota	560	735
Tim Beckett	N. Carolina	285	725
John Barrett	Konig	1350	sunk
Chris Groissant	Inflexible	90	2060
sunk			

Blue Fleet

Adm. Bob Eakin	Washington	995	2105
Jay Edwards	Washington	60	820
Terry Keef	Graf Spee	50	150
Greig Stephens	Graf Spee	0	700
sunk			
Randy Heuton	Invincible	0	270
Troy Young	St. Louis	270	365
Jim Pate	Invincible	330	545
Ron Sellers	Lutzow	10	60
Ron Horbul	Moltke	710	1910
Lars Dahl	Tiger	2430	sunk
Chris Pearce	Queen Eliz.	495	2605
sunk			
Joe Kutz	Invincible	2105	2905
sunk			
Will Montgomery	Musashi	1045	3745
sunk			

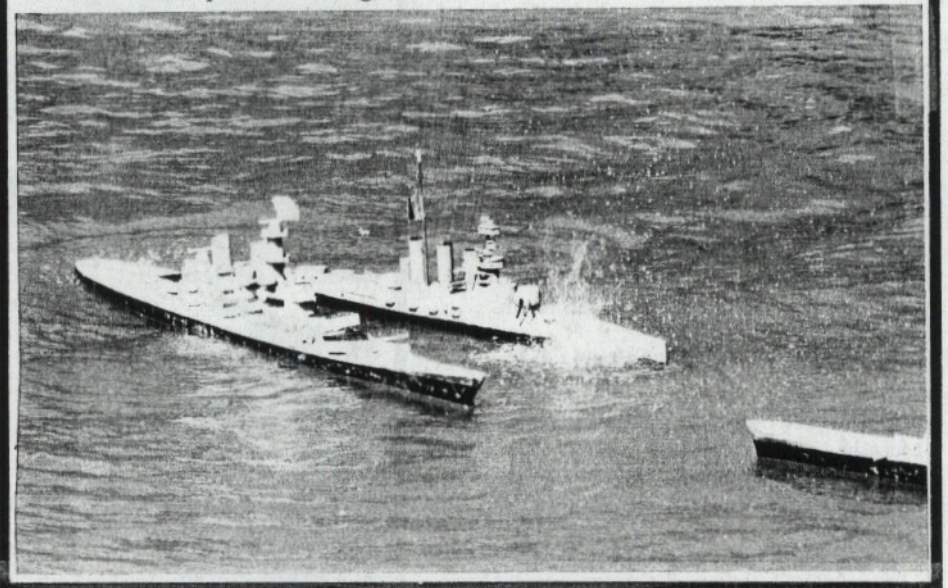
Yellow total Points 19,810 Blue total Points 9625

Adm. Bart Purvis	Atlanta	100	320
Scott Bene'	Von d. Tann	55	55
Robert Rucker	Chicago	430	560
John Sellars	Moltke	2335	sunk -
Chris Au	Wisconsin	235	620
Dave Au	Revenge	955	955
Jaime Foster	Georges Leygues	70	190
James Foster	Sverige	0	25
Brian Eliassen	S. Dakota	230	390
Tim Beckett	N. Carolina	320	405
Chris Groissant	Inflexible	40	80

Blue Fleet

Adm. Bob Eakin	Washington	2755	sunk -
Jay Edwards	Washington	305	695

The Wisconsin vaporized the Tiger's Bow.



Terry Keef	Graf Spee	140	965
Greig Stephens	Graf Spee	40	1050 sunk

Randy Heuton	Invincible	120	2015
Troy Young	St. Louis	595	1590
Jim Pate	Invincible	770	2835
Ron Sellers	Lutzow	50	130
Al Sellers	Indianapolis	30	730 sunk
Ron Horbul	Moltke	180	540
Lars Dahl	Tiger	1125	1320
Joe Kutz	Invincible	615	2450 sunk
Will Montgomery	Musashi	230	

Yellow total Points 14,340

Blue total Points 3800

Notable Comments.....

"Thanks for the worst weekend of battling that I've ever had" Will Montgomery, (laughing), winner Most Mangled Ship award - "You've got a neat little hobby here. I think I'll give it a try" Curly's brother, Paul Barrett "OH NO, there's TWO of them". Bart Purvis, on learning that Curly HAD a brother "Yes, we really are brothers, but only by birth" Curly Barrett -"I'm gonna' sink me a South Dakota" Randy Heuton, after surviving a sortie without sinking for only the second time in the last 3 years of coming to Springfield. - "This is what ALL contests should be like." Jim Pate

For those who missed it, now's the time to make preparations to attend the Fall BB Fest. It will be held here in beautiful Springfield MO on the weekend of September 12 & 13.

Regards to all, Steve Milholland, CD and Host "Tired, happy, glad it's over, but ready to do it again"

1493

CONCLUSION

BY FLUEGEL

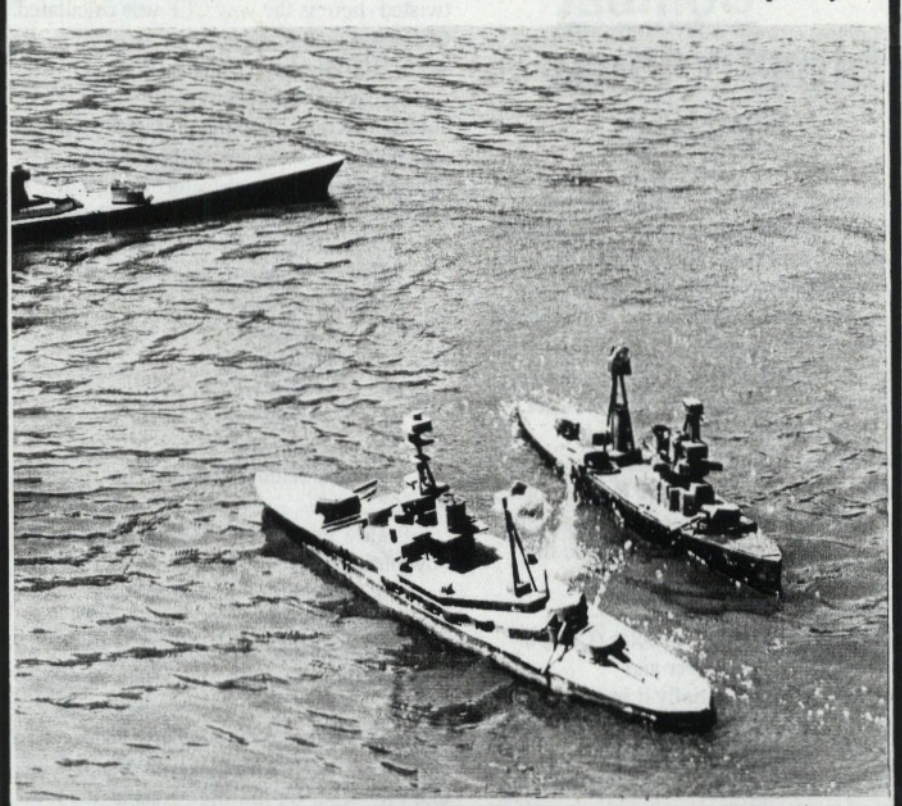
Thanks to Jeff for the logo (does anybody miss Hitler?) Frank, Curly(Teddy), George, Marty, Swampy, Ali, and Chris Au for their contributions! I LOVE THE PHOTOS Curly, thanks again, they bring life to this rag!

The hobby is sure getting alot of publicity. Stan was at his hobby shop and there were three magazines with us in them. It was hard too get this sport going, but its really taking off now! For example,

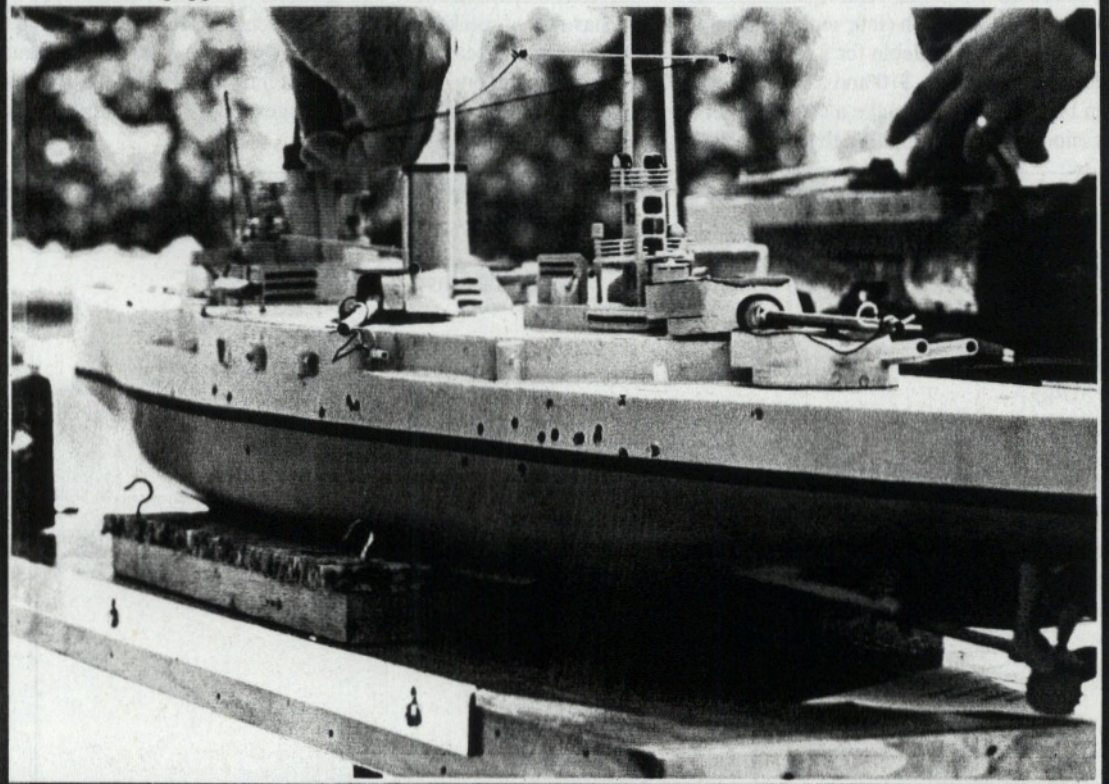
I went to Oklahoma city for a battle last week (Bob sank) and battled there for the first time, with 6 of the 8 captains "newish". Now it will be an annual event. Interestingly, two "big gun" guys showed up, there part of the future too.

I was listening to a tape from Lief, he was driving out of his driveway to go to an out of state battle. Lief was so happy, and I know that feeling. It's so fun to head out for a battle. I remember doing that so many times and am looking forward to backing out of my driveway and going to Nats! If you haven't gone to Nats, your eating cake without the frosting. I dought that "Big Gun" can offer such a grand event, wrapped in such rich tradition. Thanks again to Curly for the Photos, you made this a copy to show the friends. **The "cannon splashing" issue.**

Jim Pate's Indomitable shows Dave Au's Renown some Southern Hospitality!



Ron Horbul's peppered Moltke.



Combat Effectiveness Factor

Chris Au

Late one night, after consuming way too much caffeine, it occurred to me that if some ships were better than others. And it is apparent to all that this is indeed the case. That it should be possible to put a number on each ship. Such a number should take into account how much damage a ship could do, plus how well it could maneuver. So after much more caffeine, and much mad scribbling and typing, the Combat Effectiveness Factor was born. It does not take into account the amount of area a ship has to shoot at. Such a thing would be the Target Factor, which has not yet been defined.

The Combat Effectiveness Factor (CEF) is based on a ship's fire power and maneuverability. Essentially it is a measure of the amount of positive effect it could have on a battle. Actual ships will vary due to captain's skill, building skill and other factors.

For those of mathematical bent (or just twisted) here is the way CEF was calculated.

$CEF = (\text{fire factor} * \text{speed factor} * 100) / \text{maneuver factor}$

Fire factor = sidemount factor * # of sidemounts + sternside mount factor * # of stern sidemounts + stern gun factor * # of stern guns + twin side mount factor * # of twin sidemounts + bow gun factor * # of bow guns

Sidemount factor = $33 * 50 * .5$

Stern sidemount factor = $33 * 50 * .6$

Stern gun factor =

$10 * 50 * .8 * \text{stern multiplier}$

Stern multiplier is:

twin = 1.1

triple = 1.2

quad = 1.4

Twin sidemount factor =

$33 * 50 * .5 * 1.2$

Bow gun factor = $10 * 50 * .4 *$

bow multiplier

bow multiplier same as stern

The numbers 33 is figured to be the average damage from a sidemount hit. 10 is assumed to be damage from a bow or stern gun hit. The .5, .4 or .8 is assumed to be decimal fraction of time a really good captain could hit with that type of gun. The extra multiplier for multiple guns is due to

blasting out large holes increases chances for a sink.

Speed factor is:

28 sec = 1

26 sec = 1.1

24 sec = 1.3

23 sec = 1.4

22 sec = 1.5

Maneuver factor = $(\text{length}/12)^2 / \text{rudder area} * \text{length}/\text{beam} * \text{rudder factor}$

Rudder factor is:

single or tandem = 1

twin = 0.8

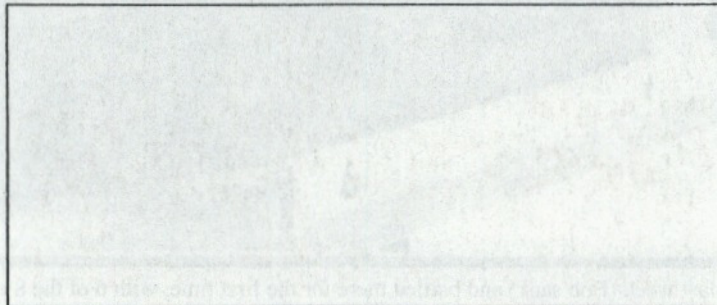
The top 17 ships are:

Nagato	140
South Dakota	126
Baden	125
Bismark	124
North Carolina	121
Westfall	121
Yamato	120
Iowa	117
QE	113
Konig	109
VU	107
Helgoland	103
Kaiser	103
Erin	96
Fuso	96

Next dead line, Aug. 8th (late so the Nats authors can have three weeks). To subscribe send \$9 and receive the 98 collection. About 65 past (pre 98) issues are available for \$1 each but about 10 issues are currently out of print so I can't promise specific issues. Send \$5 or \$6 and ask for the 88ish issues or \$10 and ask for 91 and 92. I will send you one copy for every dollar, and if I am out, I will send the closest issue I have. When I retire, I hope to make a complete set, with an index, hard copy, maybe 2000 pages long. Title? "First 25 years of the Magnificent Obsession", or something like that. Fluegel7@juno.com & Fluegel@usa.net

Hull Busters Ltd
917 Hudson
Garland Texas
75043

The "cannon splashing" issue.



Next battles; Nats July 13-17th and Springfield MO regionals, Sept. 12 & 13th. Both Sanctioned.