

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

December Edition—2000

CALENDAR OF MWC EVENTS



April 28-29
2001 Fray At Bray's
The cost is \$10.00 per battler.
CO2 is provided.
Contact: Kevin Bray
12724 East 89th Street North
Owasso, OK 74055

July 16th - 20th
MWC National Championship
Warrensburg, MO
Sanctioned
Contact: Rick Whitsell
CO2 Provided
The cost for this event is yet to be determined.

Contributors may mail articles and photos to:

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2613 Wheeler
Roseville, MN 55113

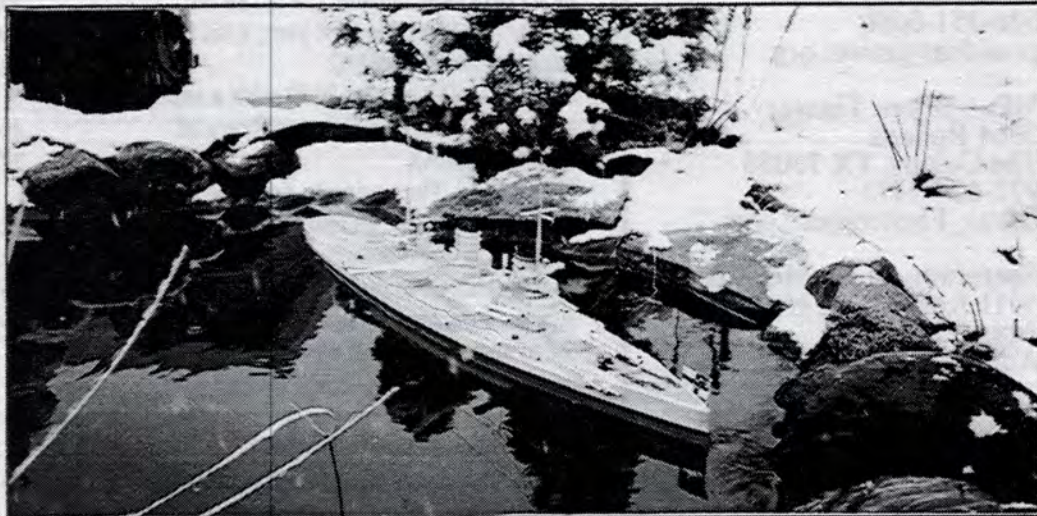
Or E-mail your articles to:
barre010@tc.umn.edu
Editorial questions?
...call Curly Barrett at:
651/639-8329

MWC is Online at:
www.mwci.org

War Trivia:

Who had the biggest army, in general?

By the end of World War II, the United States had 1,500 generals, the Germans had 2,500, and the Russians had over 10,000.
From *World War II, Strange and Fascinating Facts*
by McCombs and Worth



SMS Posen (Most Feared) looking to break out in Minnesota August weather.

IceBreaker 2000 Leaves Allies Out in the Cold

by Lars Dahl

We had six captains and seven boats lined up on Saturday morning. Lars and his son Andy showed up at Ron Horbul's pond along with the *Inflexible* and *Bellerophon*. Ron had his brand new *Arizona* and was still putting on her props.

The three Barrett boys were there. Curly had dusted off the *Konig*. Driving Curly's *Posen*, was Curly's little brother Paul. The final Barrett was cousin Danny, with a *Vincennes* and a *Gearing* destroyer.

We had many prospective builders, plus Bob Blomster, our insurance contact. We ran kind of a loose schedule, partly to promote the hobby to the spectators.

For the first battle, we had five boats head down to Ron's pond. Ron still needed some time to work on the *Arizona*.

At the pond, all five ships launched, and tested their systems. Everything was working, except for the *Bellerophon's* pump. Lars announced that the *Bellerophon* was not going out in the first sortie. Thus it was Danny and Andy versus Curly and Paul. Battle was called!

The two German ships took out after the Allied team. The German ships took great delight in their better turning abilities, and had no trouble hitting the high freeboard of the two Allied ships.

We could see the holes appearing in the

Vincennes and *Inflexible*. Still, it was a bit of a surprise when the *Vincennes* slowed down and got low in the water. She went down bow first. I later asked Andy what he thought at this point, and he reported that he was thinking, "Oh great, now I have to sink both of them myself." Gotta admire that fighting spirit.

Andy fought the *Inflexible* well, and survived the first sortie.

There was a lengthy period between sorties. *Bellerophon's* pump motor was unresponsive, and the hex nut on his Tri-Pact pump rotor was rusted solid. Curly produced a spare Pearce pump which Lars decided held possibilities. It didn't fit in the low hull of the *Bellerophon* as is, but a few alterations with the always handy Dremel tool enabled Lars to squeeze it in.

For the second sortie, the *Arizona* and *Bellerophon* were ready, and the Axis admiral graciously let them in. As the British ships waited for the Germans to appear, the damaged *Inflexible's* pump stream was very weak, and the *Inflexible* was close to floundering.

Battle was called and Andy went "Five". The Germans closed in. The *Inflexible* floated in close to shore while she was being pummeled, and the rocks on shore caused her to list a bit. (cont. Page 70)

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From The Bridge

Brian Eliassen

I hope everyone had a great holiday season. I also hope you got all those great ship components you asked Santa for.

December 2000 marks the MWC's second year anniversary. The old interim BOD officially opened the doors on 12/01/98. Over the past year, a lot has happened in the MWC:

January - We started 2000 with a real insurance policy with Sport Flyers of America (SFA).

February - The untimely death of the owner of SFA put an end to the insurance policy. As Bart described it, "it's like getting kicked in the stomach."

April - I decided to take the month of April off to secure the club a new insurance policy. Fortunately, I only had to work 6 hours in April so I was able to dedicate a lot of time to the insurance hunt.

May - Thanks to the considerable efforts of Bob Blomster, Vice-President of Insurance Services with J.A. Price, Inc., we were able to secure a new policy—a policy specifically dedicated to the MWC without an umbrella organization such as NAMBA or SFA. In effect, we were in the exact same position as NAMBA in that we were directly insured with the underwriter.

June - With the insurance issue behind us, we started to focus directly on NATS.

July - NATS was an incredible success! It went smooth and was better attended than any other with 46 different captains on the water over the week. The Axis did manage to squeak out a narrow 13,000 point victory.

November - Ballots went out for the first elected BOD and for 20 rule proposals.

December - Results for the election were finalized on the 7th, Pearl Harbor Day. The first elected MWC consist of:

Region 1: Larry Dahl, Curly Barrett

Region 2: David Au, Tim Beckett

Region 3: Charley Stephens, Lou Meszaros

Region 4: Ted Brogden, Bryan Finster

Region 5: Brian Eliassen, Chris Grossaint

The new BOD held elections for officers for the 2001 battling year. It looks like you'll have to put up with me doing these articles for another year. The results were:

President Brian Eliassen

Vice-President Bryan Finster

Secretary Lou Meszaros

Treasurer Ted Brogden

The new year is almost upon us. I hope to see you all next year in the MWC.



Election Results

by Lars Dahl

We have election results! With 50 ballots returned, a 2/3 majority vote comes to 33.3 votes, so anything with 34 or more votes passed.

Construction, Battling, and Safety Rules

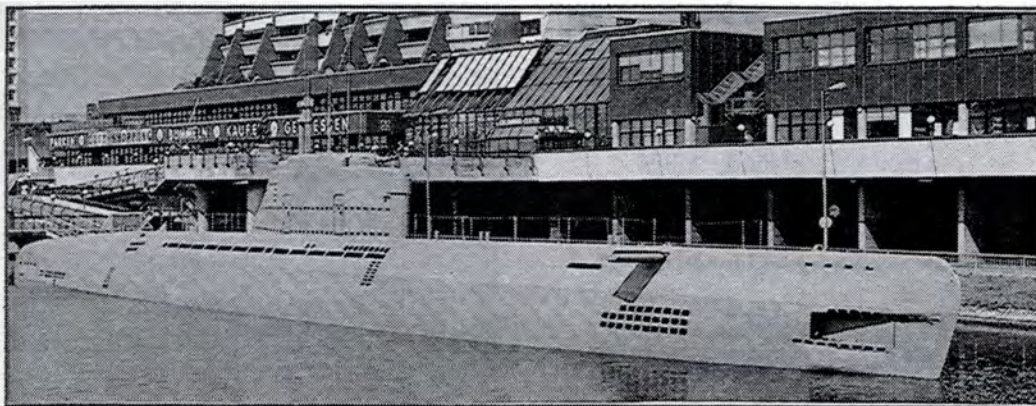
Yes	No	Abstain	
40	8	2	1. Restore Kaga to 3.0 Units
42	7	1	2. 23 Sec. 3-unit light cruiser ship list update
46	4	0	3. Limit Cannon elevation
37	11	2	4. Downgrade training cruisers.
42	7	1	5. Restructure High Points
42	7	1	6. Update Sidemount Rules
46	3	1	7. Safety Penalty clarification.
40	9	1	8. Double sink points for declared sinks.
47	3	0	9. Add internal armor to rules
49	1	0	10. Eliminate Redundant section.
44	3	3	11. Eliminate damage count between sorties
50	0	0	12. Specifically mention ram patching between sorties
42	8	0	13. Eliminate 1/4 units
43	7	0	14. Min. Sorties for awards
35	15	0	15. Change Heavy cruisers to 23 seconds.
35	15	0	16. Speed up small ships
43	7	0	17. Tighten up Pump Rule
35	12	3	18. Clarify Heavily modified ships.
28	20	2	19. Class 5 and above to lose 10% weight allowance
19	27	4	20. Readjust Maximum Weight

Ship List Changes

Yes	No	Abs	
44	4	2	1. Delete Rhode Island Class
46	2	2	2. Update US DD Farragut from class 0.5 to class 1.0
			3. No vote, just a lengthy bunch of spin from Lars
45	2	3	4. Add carriers.
48	0	2	5. Add US cruisers St. Louis and Juneau.
42	6	2	6. Add US destroyer classes Smith and Paulding
39	9	2	7. Add the US destroyer escort classes.
37	11	2	8. Add the US gunboat Erie.

I'll get the rest of the voting, including the opinions on the survey, compiled and eady for publication. Thanks to all who participated and helped to make this a better hobby!





Seldom seen while on patrol in WWII, this type XXI U-boat (U-2540) is now on display at the Technikmuseum in Bremerhaven, Germany.

NATS by the Numbers

by Brian Eliassen

I didn't realize how popular this topic was, but many people wanted to see it again. Here is a short but sweet list of interesting facts regarding the 2000 MWC Nationals in Perry, GA. For comparison purposes (as well as fun), I've included last years results within parentheses.

Total score for both the Allied and Axis fleets: 229,455 (187,150)

Difference between the final totals: 13,175 (148,950)

Total number of sorties (both A/B): 25 (14)

Total value of ram penalties assessed: 6,550 (5,500)

Total value of ram penalties assessed against the Axis: 3,800 (3,300)

Total number of sinks (including declares): 44 (51)

Total number of Axis sinks (including declares): 18 (4)

Total number of times someone could sink (not counting speed testing): 8

Total number of times the Bellerophon sank or declared: 2 (7)

Number of ships that sank during speed testing on Sunday: 1 (1)

Total number of ships participating in Night battle: 17 (14)

Total number of Allied ships participating in Night battle: 6 (4)

Total number of ships that sank during Night battle: 1 (3)

Ounces of sweat lost by the captain of the South Dakota due to superior Axis skill: 0 (12)

Total number of different captains who made it on the water: 46 (37)

Total number of different ship/captain combinations: 51 (38)

Number of drops required to confirm the Baden was using reinforced titanium for sheeting: 3

Most popular ship class: 4 (4)

Number of class four ships: 13 (12)

Number of class four ships on Allied fleet: 10 (6)

Least favorite ship class: 2 (3)

Number of class two ships: 1 (5)

Number of class two ships on Axis fleet: 0 (0)

Total number of North Carolina's: 6 (6)

Total number of Nagato's: 2 (3)

Total number of miles traveled by the Axis 'B' fleet during their 'cruises': 7

Number of people using more than one ship during the week: 5 (1)

Number of people returning scores for one-on-one battles: 3 (4)

Average number of hours slept each night for the scorekeeper: 5 (4)

[Thank you Larry & Andy!]

Average number of minutes worked on ships by the scorekeeper per night: 90 (10)

Number of people wanting to be the year 2001 Allied admiral: 2 (2)

Total number of condoms used as life rafts on a certain Italian ship: 16

Percentage increase in total number of captains attending from California: 0% (200%)

Number of submarines in combat: 0 (0)

Number of captains that didn't enjoy themselves at Nats: 0



Notable Quotables



"Learn from defeat! If you fail to sharpen your leadership prowess after confronting unconquered obstacles, your experiences were for naught, and you, as well as your subordinates, will become nothing more than helpless victims."

Attila the Hun

"All warfare is based on deception. When able to attack, seem unable. Hold out baits to entice the enemy. Feign disorder and crush him. If he is superior in strength, avoid him. If his forces are united, separate them. Attack him where he is unprepared; appear where you are not expected."

Sun Tzu

"The loss of ones enemies does not compensate for the loss of ones friends."

Abraham Lincoln

"Do not neglect the opportunity to deceive your enemy. Make him think of you as a friend. Let him think of you as weak. Let him act prematurely. And never tell him anything."

Attila the Hun

"Many people think money, awards, and titles are everything. I'm here to say they are not. There are many more important things in life, like good friends and reaching out to others. But most precious of all is my family."

Kirby Puckett

"She starts—she moves—she seems to feel the thrill of life along her keel. And spurning with her foot the ground, with one exulting joyous bound, she leaps into the ocean's arms."

Henry Wadsworth Longfellow

Ship Diversity Survey Results

by Curly Barrett

A question was put to the public: What hulls would you like to see manufactured that are currently unavailable?

While my personal request for the *Alaska* was echoed by another battler, our two votes only tied the *Alaska* for first place with eight other obscure hulls. The complete results will be posted later, but there is no one hull that needs to be produced for the members.

Swampworks EarlyBird Special

Rejoin Early and Win!

Most people wait until just before their first battle of the year before shelling out the money for the club. But if you get your renewal check sent to Ted Brogden (must be postmarked by March 1st, 2001), your name will be entered into a drawing for a free ship kit or hull from Swampworks. You can choose from any of the kits or hulls listed on the Swampworks web site: www.swampworks.com

By signing up early, you help put coins in the coffer so MWC can pay the insurance premium when the payment comes due in May.



This boat is just a few inches lower than the "Mlle-High" pond.

Report from the Rocky Mountains

by Chris Groissant

As been reported previously Allied Command Colorado had ordered it's entire complement to Grossaint's Reef, there to destroy the Axis incursion to our fair Allied state.

As Site Host and Contest Director I arrived a day early to check the condition of the battle site as I hadn't been there in like a month. Low and behold there was moss all over the place so, with no other options I had to get in the pond and chuck it out by hand. Which only took 3 hours and a sunburn to accomplish. I also set up tables and chairs for the participants.

Battle morning arrived clear and hot, promising to be a burner. The battle site being new I was afraid someone would get lost. That fear was unfounded and the guys did really well.

Mike Aono drove all the way from California in a mighty effort and drove right to the hidden pond site like he'd been there a thousand times. Everyone showed up, couple of guys had technical problems so we decided to wait and War was called about 11am.

Order of Battle

Allies:

USS Washington

HMS Inflexible

FNS Surrendur Monqui

Chris Grossaint

Jim Coler

Greig Stephens



Colorado is quickly becoming a dangerous place to battle boats!

Axis:

IJN Nagato

SMS Nassau

SNS Taco

SMS Moltke

Larry Newcomb

Clyde Jones

Randy Masi

Michael Aono

War was declared and the fleets jockeyed for position. Coler's *I-boat* immediately attacked Masi's *Taco*, which always seems to have a special place in Coler's heart. *Washington* tried but just couldn't resist the slab sides of the

... "The Frogs are dead
in the water!" ...

Moltke's bow and the now familiar ripping sound rung above the battlefield as the *Washington* tracked her stern along the German's path.

The French tried to help where they could and then they got lost. Suddenly, the Spanish cried out "The frogs are dead in the water!" Bad timing...

Washington was on the other end of the pond, the *I-boat* found she had rudder problems caused by a stern on collision with the shore and couldn't navigate well.

Taco got long side the Frenchie and commenced to wailing with *Nagato* and *Nassau* eager to take part. This reporter aboard the *Washington* was witness to a navigation error which fouled our rudders and it took precious minutes before *Monqui* was rescued from her predicament.

Greig had wisely by this time called five out of control and had his timmer ready. Everybody pretty much went on FIVE at this time due to control problems

or out of ammo.

Second sortie first battle opened with the *Washington's* rudder problem remedied and *Frog's* throttle problems supposedly fixed. However, Greig had nine belows and knew he needed to be careful.

Our target: the Rising Sun!

Coler and I circled around the Jap behemoth, who was moving rather slowly. Once in awhile, the *Frog* would dart in and generally we had a melee going around the *Nagato*.

After a bit of this and much to my surprise I heard someone call "Frog going down!" and I looked left just in time to see the *Monqui's* bow lift out of the water and slide out of sight.

For the first time this year the Allies were actually down a sink.

After the exit of the French, I believe the *Nagato* got off FIVE! The *I-boat*, generally a very reliable boat, was having glitches and was not much help. The *Moltke* beckoned and *Washington* answered the call.

Now one thing I must mention is that we built this battle pond with an island in it and narrow channels on the north and south side. The island is 4 feet above the water and has two trees right in the middle of it.

We made it as a tactical obstacle...boy was that ever a mistake. The island combined with the drought to give me a number of headaches this weekend.

Mike of California brought his *Moltke* all the way from LA (I guess it used to be Ron Sellars boat) and had been carefully cruising around the pond. Having never faced triple stems I think he was quite surprised when the *Washington* completely beat him in a



The USS Washington awaits opponents while on patrol in Colorado.

turn and commenced to open up a can of whoop-ass on his balsa.

I guess *Moltke's* should not venture into *North Carolina* waters unsupported by heavier Axis units. He took a pretty good beating.

This is where the island comes into play. The south channel around the island was very shallow especially in near the island itself.

Well, old Mike decides, and I think rightly so, that he would go into the shallows and see if the *Washington* would get stuck chasing him. I actually started after him, but *Taco* came by and annoyed me, so I thought I'd teach him a lesson and forgot about Mike for awhile. *Washington*

danced with the *Nassau* and the *Taco* generally giving better than it got, when I reasoned that the Axis where actually trying to keep me away from the south channel and the *Moltke* who was on 5 and awaiting deliverance.

I chased *Moltke* around the island a few times never really catching him because of his compatriots efforts to ventilate my bow and finally decided to focus on the high free board of the *Nassau*. This wasn't very profitable, but suddenly I looked over to the north channel and there was this *Moltke* about half-way out of the water with the stern under water. It appears Mike had been trying to go around the island on instinct and had run up on the beach. *Moltke* had sunk herself right at the end of her five minutes and the battle.

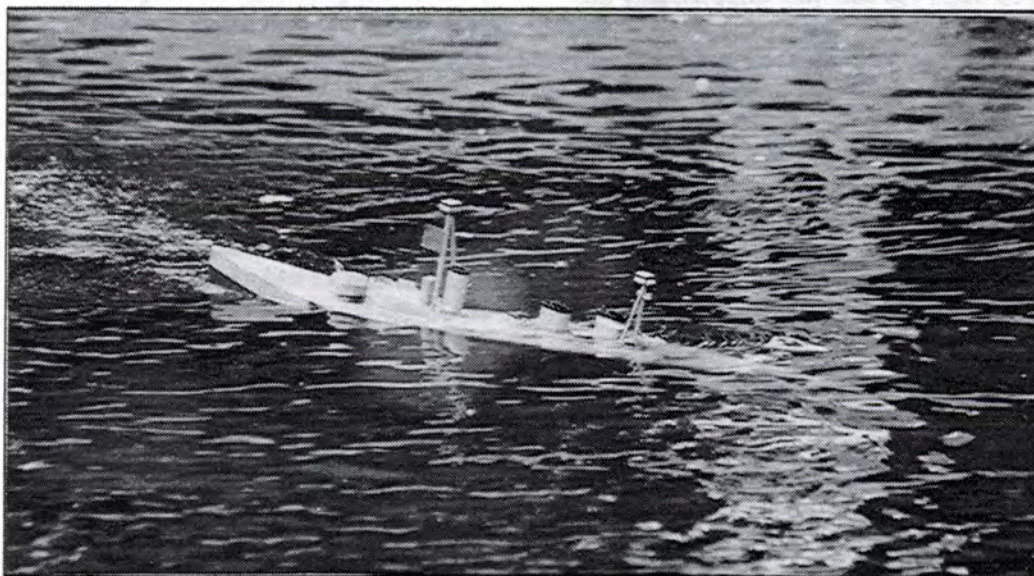
Scores:

Washington	12-2-3	320
I-boat	6-4-5	410
French	25-9-9sink	1525
		2245

Taco	6-1-1	135
Nagato	7-5-10	695
Nassau	8-0-0	80
Moltke	60-32-23sink	3350
		4260

Now for the second battle we had to fight a number of things.

The Axis started (cont. page 71)
Page 69



The normally reliable Invincible was having a few handling problems.



Token Axis propoganda: Fluegel and Wade rally the troops at NATS.

Sheeting Ships

by David Au

When I am sheeting one of my ship for NATS, I like to start with hand-selected SIG contest grade balsa. Then, I usually go outside on my picnic table and lay the balsa wood down side by side.

Next, I apply silk-span to one side of the wood using a colored dope (Aerogloss brand)—preferably one that, when holed, won't attract attention if seen from the outside—blue or gray is good, orange is bad.

The silk span gets enough dope to saturate it, but not enough to make it look plastic (a technical term). Two quick coats are about right.

I lay out three sheets of balsa and cover them with a sheet of silk-span this way when you are at the end of the third sheet you are about ready to go back over the first sheet.

When they are dry, I use a sharp knife to gently separate the three sheets of balsa and clean up any lose edges.

Next I'll glue them on to the hull frame (assuming I have finished scraping the old balsa and glue off the hull).

The new hull is applied in sections. The number of ribs each

section covers is determined by how drastically the hull shape changes. You might get half the ship done with one piece, or you may wind up doing rib to rib sections of balsa to accomodate the curves and angles.

Make all your joints on ribs—any butt-end joining of balsa sheets between ribs would be a serious weak point. Don't ever do it!


If there is a slight gap between the sections on the rib, it can be filled with fake balsa putty and sanded smooth with the rest of the hull.

The new skin should now be sanded *lightly* to blend it in with the rest of the hull. This helps you deal with those naughty skin lines at the bilge area.

Once the hull is sanded satisfactorily, the outside silk span needs to go on. I usually cut a strip as long as possible and wider than my boat is tall.

Work in a wind-free environment and have scissors and a new Exacto blade handy for doing relief cuts along the bottom.

Again, I like to use a dark coat of Aerogloss dope. This lets me know how much I have put on. However, I have observed others enjoyed success using the dope of the color for their boat.

As for paint I use Testors enamel. I like the flat series paints (denoted with a "F" before the #) it seems scale to me. However, as I patch with Sig or Ambroid my hull soon looks a little zombie-like. This is something I am willing to tolerate for a more scale-looking boat while it lasts. 

Seeing is Believing

by Lief Goodson

This year at the MWC Nat's I witnessed PRECISION naval gunnery.

The Allied and Axis fleets had to be divided into subfleets at NATS 2000. This did allowed captains many opportunities to watch and study their fellow battlers.

This was the case during the Tuesday campaign battle. I was able to watch Jim Pate shoot targets. I did not anticipate that it would be exciting, but I was wrong!

Jim had raised the elavation of the triple stern guns on his *DKM Scharnhorst* specifically to shoot targets. Since the Allied targets (representing troops and supplies at their forward base) were undefended, Jim was able to take his time.

There was a slight breeze on the lake, so Jim manuevered his ship slightly up-wind of the targets and let the current carry his ship. When his stern guns were aligned with a target, Jim fired a single volley.

I was surprised that his first volley knocked down a target. I was more surprised at the sequence that followed.


...Jim hit eight targets
in a row!...

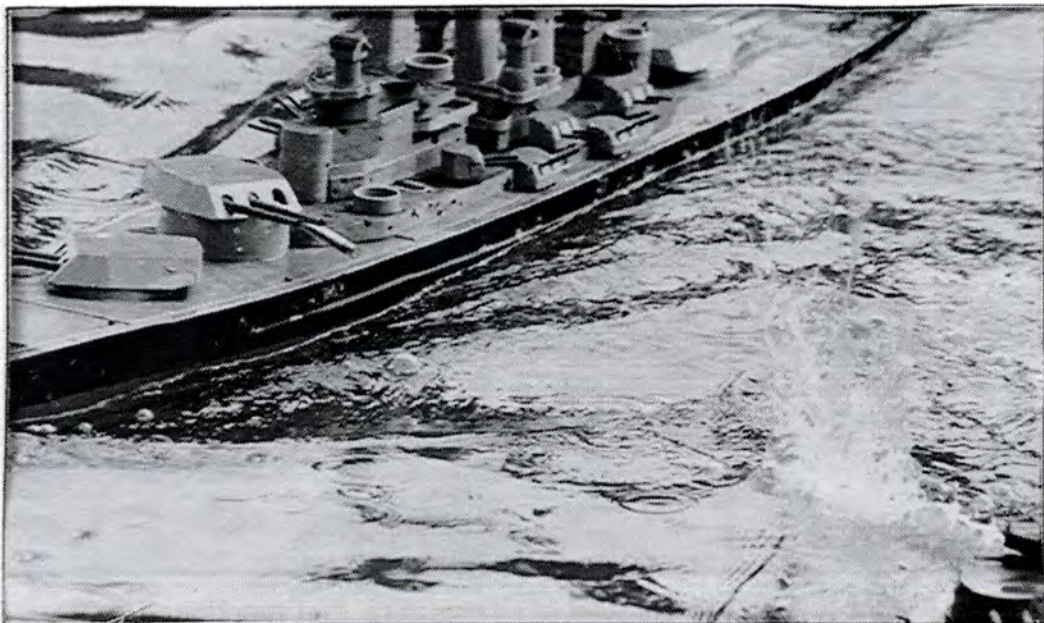
The current rate was such that approximately three seconds passed between the time that the *Scharnhorst's* guns were aligned with each target. Jim held his fire and then released a single, deadly volley at the target.

In this way, Jim hit eight targets in a row! He missed the ninth, but he fired a second salvo at that same target and scored a direct hit. He continued his drift and shot several more targets in rapid succession.

Jim had quickly cleared all of the Allied targets (about 17 had been standing when Jim began his attack). More remarkable, Jim had only spend about half of his magazines to accomplish his mission.

It made me proud to be an Axis. It was a demonstration of efficiency and accuracy upon which the German Navy has always prided itself.

As most of us know, 95% of the BB's shot in R/C combat never find their intended target. I was witness to an impressive anomaly. 



USS Washington was a formidable opponent. Too much for the Axis.

(cont. from page 69) switching ships like musical chairs and the heat and the sun was killer as there was no shade. So rearming went slow and it was almost 1pm before the second battle began. It's about 90 degrees, the sun is blazing, the pond is bath tub warm and there were Axis targets galore.

All except clyde jones who got a touch of the sun and withdrew. This battle Randy

<i>Washington</i>	43-2-7	830
<i>I-boat</i>	17-3-7	595
<i>French</i>	1-0-0	10

<i>Taco (Larry)</i>	42-3-7	845
<i>Nassau</i>	0-0-0	0
<i>Wanker</i>	7-0-5	320
<i>Moltke</i>	69-6-24 sink	2840

Everyone packed up their stuff and headed off to do some much needed cleaning up.

Once survival was taken care of we drove to the motel and picked Mike up--that is after the lock smith got his keys out of his trunk.

...I got laughing so hard I couldn't battle...

switched to his destroyer dubbed the "Wankisuki" and Larry Newcomb ran the *Taco*.

War was called and one thing was clear right away—the Axis were going to use that island. Jim Coler and I ran back and forth and up and down the huge piles of hardened sand chasing Axis ships and their captains who seemed a little bit more nimble footed than we. The Allies started calling that western pile Mount Surabachi and Larry just ran us ragged. I got to laughing so hard I couldn't battle for some time as that darn *Taco* just went round and round that island with *I-boat* and *Washington* in tow. Still we able to catch the Axis occasionally and the less maneuverable *Moltke* quite a bit as she was caught and went down right about the same spot Greig did the previous sortie.

The next day was 15 degrees cooler and less sunny. The French suffered rudder failure at the last moment and withdrew. The water was lower and the deep draft *Washington* had problems with rudders again. With 75% rudder I had to push the *I-boat* off the shore and we still managed to beach the listing *Moltke* on the west side of the island. I saw red and I think the scores bear that out. I'm pretty sure he didn't sink because the shot up side rode so high out of the water.

Scores:

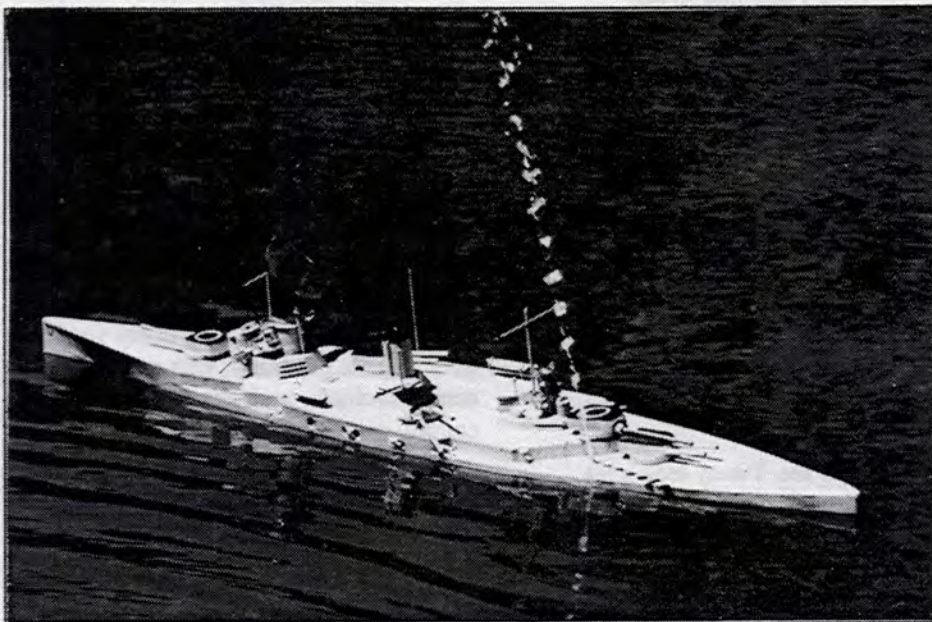
<i>Washington</i>	29-2-6	640
<i>I-boat</i>	45-16-29	2,300
		2,940

<i>Taco(Larry)</i>	46-3-4	735
<i>Moltke</i>	64-15-45	3,515
<i>Nassau</i>	3-1-0	55
	200 (ram penalty)	
<i>Wanker</i>	1-0-0	10
		4,525

Grand Total Allies = 6,620
Grand Total Axis = 12,790

Can I just say: Allied Victory!

It was fun and we will improve the battle pond and will have one next year only it will be in mid to late may and we will have lowered expectations.



High-speed film shows the Moltke's pump throwing balls of water from the pump outlet—but not enough to keep the German afloat.

(cont. from page 65)

Someone questioned whether she was resting on the bottom, and the CD ruled her sunk.

After that, the Germans tried their mettle against the new *Arizona*, which had a bit of a list, but still moved rather well on the pond. Guns were firing and the ship turned well.

The action was good, with ships making firing passes and hits being heard striking home, and the crowd cheering. All four remaining ships were pumping healthy streams.

Then suddenly Curly said, "Oops!"

Konig was going down. It was a sight that ol' Lars had wanted to see for years! As the *Konig's* rear superstructure floated off, Danny launched his *Gearing* and fired her spurt gun into the still floating wreckage....such Allied atrocity.

This left the *Posen* as the lone Axis warship, but the *Arizona* was out of ammo and the *Bellerophon* had very little remaining. The *Posen* could spin with the center of rotation centered on its A turret (that's right, the ship will spin in a circle with the center of rotations being the A turret), and the *Posen* and *Bellerophon* emptied their guns and called "FIVE"

As the two ships finished, a cry came from Curly. "There's a ram hole!" He checked the other side of the slowly draining *Konig*.

"There's THREE ram holes on this side!" Four uncalled ram holes!

Damage Tallies:

Vincennes	07-01-11	Sunk S1	1345
Arizona	13-12-14		1130
Inflexible	37-03-12	Sunk S2	1845
Bellerophon	25-03-07		675
Gearing	01-00-00		10
Total	83-19-44		5005

<i>Konig</i>	10-03-03	Sunk S2	1225
<i>Posen</i>	05-02-02		20
Total	15-05-05		1425

As you can see, Danny took a hit when he snuck out in his *Gearing* in the second sortie.

When the second battle was to start, there were six boats ready to go, but Danny withdrew his *Gearing* at the last moment.

Battle was called and the ships

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Horbul Harbor just before the start of Minnesota's first sanctioned battle.

entered battle. It was the two Germans once again facing the two Brits and the new American battleship. Ron raced around wildly, firing as fast as he could, and the *Posen* took a ram hit from the *Arizona*. Paul pulled the ship out and announced that there was a ram hole.

Ron pulled the *Arizona* off to the side, and so that left the two Brits to tackle Curly. BBs started firing again, until the *Konig* took a ram hit from the *Bellerophon*. A much wiser Curly checked this hit, and once again there was ram damage. When battle resumed, Ron went on "FIVE" and that left the two Brits to combat the Germans. Lars tried to concentrate on the *Konig* once again. *Inflexible* began to get low in the water. Lars turned to Andy, and told him to turn on his pump. He said it was on. There was nothing that we could do. Nothing was coming out of the pump outlet, and she slowly went down in the middle of the pond, stern-first.

Danny went in a recovered the ship for Andy. After recovering the boat, Danny went and fetched his *Gearing*, which he decided was now ready. "Hey, can I come in?" he asked. As CD, I probably would have said no, but Curly, who was having control problems and was on five out of control, quickly said no.

Despite Curly's control problems, it was difficult to pin down the *Konig*, and the battle ended without any more sinks. Paul did squawk a bit when fire from the *Bellerophon's* bow gun blew off a crane from the *Posen*. It's amazing how much litter comes off of such a small ship.

Up in the shop, I asked Andy if he'd

figured out what the problem was with the *Inflexible's* pump. He pulled off the deck, and looked around. "Hey, look!" he said, and pointed at some silver bbs in the clear pump line.

"Your pump screen came off," said Curly. I checked out his claim, and it proved to be true. The screen on the pump had come off, and the pump had sucked up four bbs and sent them right up the pump outlet tube. I was amazed that the pump didn't jam and short out the pump motor.

Once again, I had to tell Andy that the *Inflexible's* sink was not his fault. I said that if he asked nice, Curly might let him back in the battle. Curly said it was okay.

For the second sortie, as Andy and I walked down together, he said, "Let's not launch until the German's are ready to go."

"Let's try to sandwich the *Konig*, so he when he tries to turn away the other ship is there to stop him." Andy agreed to try it.

As battle started, we moved in on the *Konig*. "Only fire on the *Posen* if he gets in your way, but stick on the *Konig*." I said. We attacked, and struggled to tag team the *Konig*. The *Konig* was after other game, however. Seems Curly was still miffed over the heartless shelling of his superstructure, and was gunning for the *Gearing*. It wasn't until after the *Gearing* had been sufficiently battered that we managed to get him into a sandwich, but the *Konig* stopped and the *Inflexible* overshot, turned to come back, and crossed the *Bellerophon's* bow.

Once again, a ram or two slowed the action. The *Arizona* dumped her ammo as quickly as she could.

The *Gearing* came back out, having hid

under the dock for a while, and ended up getting sunk by the *Posen*. "I'm going to have to squeeze a pump in her," said Danny as he waded into the pond once again.

The *Bellerophon's* ammo was exhausted, and Curly was once again out of control, but still firing occasionally. Andy still had ammo, and chased the *Konig* while keeping an eye on the still dangerous *Posen*.

When he finally ran out of ammo and called five, Curly announced that he was off five. "That was more than five," I said.

"I know, but I didn't want to deprive him of his target while he still had ammo," said Curly. The *Inflexible*, having sunk in the first sortie, had no difficulty surviving in this second sortie despite not patching.

Damage Tallies:

<i>Arizona</i>	07-00-00	70	200
<i>Inflexible</i>	32-10-17 Sunk S1	2220	200
<i>Bellerophon</i>	27-02-05	570	200
<i>Gearing</i>	13-00-00 Sunk S2	530	
	79-12-22	3390	
<i>Konig</i>	13-07-14	1005	200
<i>Posen</i>	09-00-01	140	
	22-07-15	1145	

On the way home, I was exhausted, and I told Andy, "Well, now I feel like a hot shower and a good meal at Western Sizzlin'." Andy laughed and agreed, but he knew that we had no Western Sizzlin's in Minnesota.

Andy had to help his Mom on Sunday, as did Grant, and so it was only Lars that showed up at Lake Horbul the next day. He had patched and brought both ships back, because Ron had asked for a backup ship in case he couldn't fix the leaks in the *Arizona*. It was good that he did, Ron said more fittings had failed on the *Arizona*.

There was a new crowd of spectators too, and some had ship hulls to look at as well. Jason Shafer brought a *Hipper* hull, and there were a fleet of three, all started before the owner had learned about the hobby, and he was asking about their possible adaptation for our hobby.

The battle started with all five ships on the water, but the *Gearing* quickly came off when it was discovered that her CO2 had not been turned on. Thus the two Brits faced off with the low-down Axis war canoes. Paul once more took delight in spinning about the pond, playing with a pursuer and then dancing nimbly away. Lars was cursing under his breath because his port sidemount had jammed. Ron zipped back and forth in the *Inflexible* trying to get the gun configuration set in his mind. He too came back complaining of a gun that had jammed. As the boats tangled back and forth, the *Gearing* waited patiently under the dock for a German ship to pass unawares, and zipped out to empty her guns when the German scow was looking elsewhere.

Well, it seemed that everyone ran out of ammo at about the same time, and so we trekked back to the shed to reload. Ron had Lars look over the jammed gun on the *Inflexible*, and they test fired all the guns to make sure they were all working fine. In so doing, Lars failed to take the same precautions with the *Bellerophon*, simply dumping the bbs that were in the jammed gun, and then reloading, but failing to test the gun. It cost him, as when they launched for the second sortie, the gun still failed to fire, and once again he had to fight without his port sidemount.

This time Ron and Lars discussed a little strategy. Lars wanted to try to pin down Paul in a tag-team effort, (cont. page 74)

Rookie Rotates

by Louis Meszaros

As a rookie, I wanted to make the best ship possible, and a rotating sidemount sounded like quite an advantage to me.

How wrong I was! I had a chance to look at different styles of rotates and their use in combat during NATS. Here is my advice to rookies: **Don't do rotates!**

Even the very experienced captains hate rotates and are hoping to get rid of the rule requiring their use. The veterans can make them work, but the time invested in designing and building, and the chance for a breakdown or mechanical error (rather common in rotates) did not make the experience a worthwhile venture.


In the heat of battle such as NATS where you have 20+ ships on the water, you have enough to

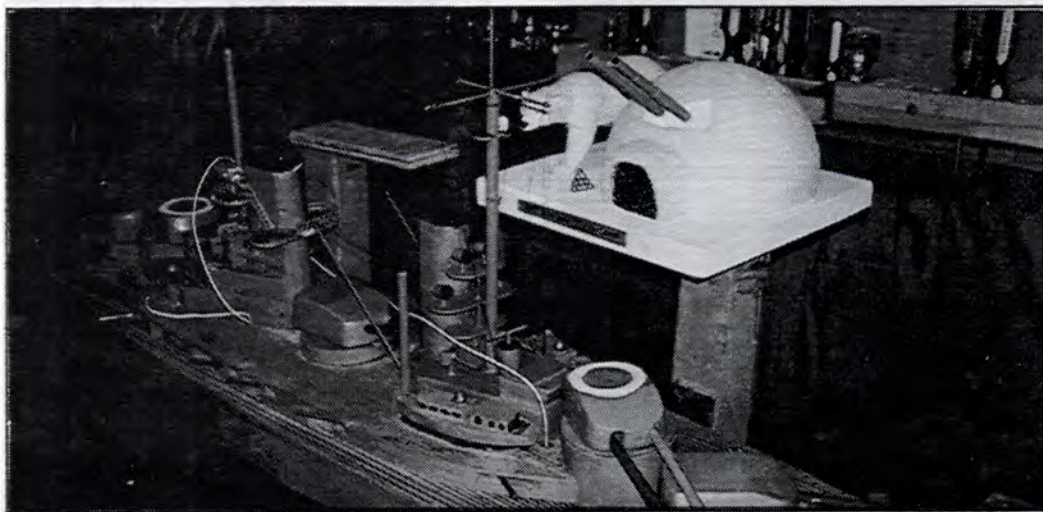
**...I now have a
different attitude ...**

do without worrying where to rotate your cannon. And even if you get a rotate that functions, will it be a reliable rotating gun?

Without going into the specifics on how the rotates were constructed at NATS, let me make this observation. My boat usually only battles once a month, and then only for a few hours at a time.

When you go to NATS and spend the time on the water, you will be amazed at how "soggy" your boat becomes by the end of the week. I now have a different attitude on construction and will build my boats to a higher standard. It's no fun driving any distance to see your boat spend time on the bench when she should be out on the water battling.

So, rookies, work on the basics—fix your sidemounts in permanent positions—get a few seasons of battling under your belt. Then you will be able to judge for yourself the need for a rotate. 



Port Polar Bear's coveted Ice Flow Award is right at home in Konig's dockyard.

(cont. from page 73)

as Paul was getting just a tad cocky. Ron agreed to try as well. It was a difficult task, but some more superstructure bits from the *Posen* did end up in the pond. In the meantime, the *Gearing* once again waited for her moment, then darted out and fired on the *Konig*. Curly took offense and tried to pin down the little ship. With about twenty seconds left on its two minutes, Curly pinned it in to shore, and the *Gearing* went aground.

The *Konig*, trying to take advantage, also had difficulty with the shoreline. Lars, seeing the opportunity to bring his haymaker to bear, brought in the *Bellerophon* to punish the German.

The guns were firing hotly and the spectators were cheering and laughing. Then Danny said he was off "TWO", and reached down and touched his ship.

Lars had been dislodged from his position by the *Posen*, and the *Inflexible* was there to try to also get in a few easy shots. Then the *Konig* finally worked herself off the bank and headed out to open water, pumping a healthy stream.

The two Brits were pumping sporadically, but the *Posen* showed no stream. Curly leaned over to Paul, and said, "Don't you think you better try your pump?"

Paul just cackled, "Ha, I bet I haven't even taken a hit, every time I try it, it's dry."

In the meantime, Danny picked up

his *Gearing*, and started complaining to Curly about parts of his smokestacks which were missing. Curly just laughed.

The *Bellerophon* ran out of ammo, and went on five. The Germans continued to maneuver with the *Inflexible*, but seemed reluctant to come in too close. Once or twice when it seemed they were lining up for a team effort, the *Bellerophon* would move in and foul up the maneuvering of one of the duo. It turned into more of a stalemate, as the *Inflexible* and *Konig* called five, having emptied their guns.

Once again it was just the *Posen*, but the two Brits weren't heavily damaged and were able to avoid the *Posen's* dangerous sidemounts. After his troubles with the *Arizona*, Ron was having fun with the *Inflexible*, even after I reminded him that this was the first time he'd borrowed one of my ships and not sunk it.

"I was hoping you wouldn't remember that," he said.

Damage Tallies:

<i>Inflexible</i>	42-06-09	995	200
<i>Bellerophon</i>	31-02-02	460	200
<i>Gearing</i>	11-01-03	285	
	84-08-14	1740	
<i>Konig</i>	10-03-10	675	
<i>Posen</i>	02-01-00	45	200
	12-04-10	720	

In the end, the better German maneuverability and acceleration, the high freeboard targets of the Allies, and the better German gunnery brought the Axis the victory, as they outgunned the Allies 246-39-80 to 49-16-30, scoring a minor victory of 9735 points to 2290.


So, the first Port Polar Bear Icebreaker 2000 trophy (An igloo with two gun barrels sticking out of it) went to the Axis admiral

in a real squeaker.

After the admiral's award, the Best of Scale award was given to Curly for the *Posen*, Paul got the Most Feared award, and Andy Dahl brought home the most damaged award.

An extra bonus award, the Swamp Monster award, was given to Danny Barrett, as it was difficult to keep him out of the pond so that we could battle.

The highest scoring battle was the first one, and the scores went down in each following battle. "I thought we'd get better as the battles went on," he grumbled.

"We did get better," said Ron. "We got better at avoiding their sidemounts, and they got better at avoiding our rams." 

The Ship List Committee at Play

by Lars Dahl

After setting out boldly in 1998-99, the Ship List committee took a little siesta while waiting for the temperature to stabilize. According to the results of the rule ballot questionnaire in regards to that work, it seems that people were greatly in favor of our efforts.


Unfortunately, this news came too late to get a lot done for the 2001 ship list, but we did get some work done. Work on the major British ships was tackled, along with the major Battleships of WWII.

In addition, we did split out a few classes (like *Bismarck/Tirpitz* and *Lion/Queen Mary*) where the ships have enough minor modifications to be termed by some experts as 'half-sisters.'

We have also selected the *Conways* books over the *Janes* works as being the best default source for those works that catalogue the vessels of all the navies. For the minor navies this is often the only place one can find info available on their ships.

We plan to continue in the next year the task of running through the rest of the nations, and verifying data and indicating our sources as best we can.

Plus, we have nearly completed work on assembling a list of submarines, and will have a number of other additions (mainly coastal defense ships) and deletions (launch dates before 1905) on the next ballot for the membership to vote on.

We hope to announce these further intended updates long before the 2001 November ballot, to give you all some time to go over them. 



A cocky Curly ignored four ram holes and it cost his team big points.

TECHNO TIP

This wire color chart might be helpful to captains who wish to use different brands of servos with their receivers. by Bart

Brand	Positive	Negative	Signal
Futaba	Red	Black	White
Airtronics	Red	Center	End
Hitec	Red	Black	Yellow
JR	Red	Brown	Orange

Transmitter Charging Polarity

Brand	Positive	Negative
Futaba Tx	Red	Black
Airtronics Tx	?	?
Hitec Tx	?	?
Jr Tx	Black	Red



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<http://www.swampworks.com>

The Plans Master

For a wide variety of plans for 144th-scale ships, check out George Goeff's web site at: <http://lonestar.texas.net/~glover/george.html>

Steve Reichenbach has moved! His mail may now be sent to:
PO Box 22803 Fort Worth, TX 76112

Frequency Chart

Freq. 75 MHz Captains State

61	Don Cole	FL
	Paul Block	TX
	Roger Baker	CA
62	Kevin Bray	OK
	Tim Krazowski	GA
63	Frank Whitsell	MO
	Ron Sellars	MI
64	Stan Watkins	TN
	Tom Brown	AR
	Mike Fosket	MI
65	Bob Eakin	TX
	Frank Falango	FL
66	John Messere	VA
	Luis Gomez	MI
	S. Reichenbach	TX
67	Chris Grossaint	CO
	Louis Meszaros	GA
	Darren Dickinson	TX
68	Rick Whitsell	MO
	Pat McCoy	TX
	Travis Fast	GA
69	Larry Dahl	MN
	Matt Keels	GA
	James Foster	MO
70	Jim Pate	TX
	Pete Bac	MI
	Roy Bailey	GA
71	Steve Milholland	MO
	Joel Goodman	GA
72	Mike Maxwell	IL
	Dave Crowder	GA
	Jamie Foster	MO
	Craig McClean	KS
	Keith Johnson	

73	Chris Au	MI
	Roy Bailey II	GA
	Joe Wooten	OK
74	Matt Purvis	GA
	John Sellars	MI
	Curly Barrett	MN
	Matthew Clarke	TX
75	Jim Ewers	OK
	Charlie Stevens	FL
76	John Whitsell	MO
	Austin Keels	GA
77	David Asman	CA
	Chad Jones	GA
	Michael Wilson	KS
78	Robert Rucker	OK
	Michael Auno	CA
	Mrs. Chad Jones	GA
79	David Wilson	KS
	Rick King	FL
	Rael Mussell	TX
80	Tom Jass	MI
	Jay Edwards	AR
81	Ron Tibault	SC
	Jonathon Bailey	GA
82	S. Reichenbach	TX
	David Au	MI
	Daniel Cook	GA
	James Dusek	FL
83	Ali Zinat	VA
	David Evans	KS
	Mark Roe	MI
	Daniel Cook	GA
84	David Haynes	TX
	George Goff	FL
85	Joey Messere	VA
	Kevin Hovis	MO
	Patrick Clarke	TX
	Dr. Paul Boring	MD

86	Andy Ray	MI
	Greg Aksamit	GA
	James Clarke	TX
87	Matt Tibault	SC
	John Butler	GA
	Mark Deantonio	CA
	Gary White	MO
88	Ted Brogden	TX
	Chris Stoesen	GA
89	Lief Goodson	FL
	Karleen Asher	KS
	Randy Avallone	NC
90	Dana Graham	CA
	Adam Thibault	SC
	Ron Horbul	MN

Ham 50 MHz Captains State

00	Bryan Finster	TX
01	Chris Pearce	TX
02		
03	Brian Eliassen	CA
04	Wade Koehn	LA
05	D.W. Fluegel	TX
06		
07	Tim Beckett	MI
08		
09		

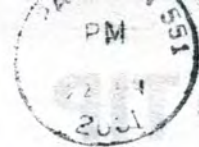
Ham 53 MHz Captains

01	Bart Purvis	GA
02		
03		
04		
05		
06		

To sign up for a frequency, contact the Vice President, Bryan Finster:
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