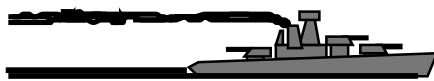
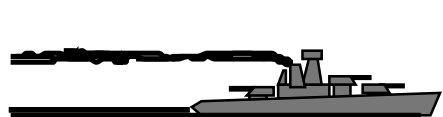


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Spring-2004



CALENDAR OF MWC EVENTS

April 17, 2004

Houston, Texas

Site Host: Bryan Lamb

April 23,24,25, 2004

Rolla MO Battle (at 2004 Nats site)

Rolla, Missouri

Site Host: Kevin Hovis

cell phone: 573-783-9479

CO2, Drinks & Trophies. \$15 Fee.

Western Inn, phone: 573-341-3050

May 29,30,31, 2004

Fray at Bray's

Site Host: Kevin Bray, 479-238-0313

CD: Patrick Clarke

CO2, Ice, pop, trophies lakeside power provided, \$15 before May 1, \$20 afterwards.

July 18-23, 2004

MWC National Championship

Rolla, Missouri

Site Host: Kevin Hovis

(See BOD addresses for contact info, and lead article for more details.)

September 3-5, 2004

Atlanta Salad Shooter

Site Host: Tim Krawkowski

Fees and CO2 are pending.

"The end of the short-lived Cold War means that the Royal Navy can now get back to its proper business – fighting the French!"

Rear-Admiral Guy F. Liardet, after-dinner speech.



The sign that spring is coming, Pump Showers!

photo by Georgi Kunisch

Nats 2004

Plan your battles carefully.



Planning for the 2004 MWC Nats is progressing well. Most of the major items for Nats are either set or being procured. According to the e-mail traffic, Nats should be well attended. We also have web pages giving many details you'll need to prepare for Nats. But, I feel there are a few things you should be aware of so you can plan for what to bring with you. Some of this is listed on the web pages.

1) Remember, the lake does get pretty deep, unto 20 ft. But, it doesn't get more than 5 ft deep until

about 50 to 60 ft from shore and the useable shoreline is VERY long. Leroy Kissel is planning to attend for dive duty once again and Jeff Lipp may have dive equipment if we can find him a place to rent a few items. I also plan to stick a few stakes in the water at strategic points to mark where the deeper water begins. I believe if everyone keeps an eye on where they are battling, we shouldn't see any sinks in the really deep water. If you're unsure of your swimming abilities, it would be best to let one of our diver buddies get your ship especially if you did go down in deep water. If you can get something to work, a float and line system might be advisable too.

2) We will have a good sized

See the 2004 Nats Info web page at:

http://www.mwci.org/members/khovis/2004NATIONALS_INFO/2004NATS.htm



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pavilion with water and electric to use. But, table space will be a premium. If you have room, please bring portable tables and chairs. The area around the pavilion will be very well shaded, no canopy will be necessary. If you do bring a canopy, we can't leave them in the park overnight.

3) The portable tables mentioned above will also be useful in your motel room if you stay at the Western Inn. They do have a desk and small table in each room, but I don't recall seeing a large table like at Perry when I visited last summer. The room size is comparable to Perry, so you'll have room to work on your ships.



Italians don't forget the little details, like the Nats pool or the snack bar.
photo by Lou Meszaros

4) The motel as noted is the Western Inn. Reservations may be made for Nats. There is a block of 20 rooms reserved for Saturday July 17 to Saturday July 24. The phone numbers are: 573-341-3050 or 1-800-578-7878. Ask for a reservation for the rooms reserved for Model Warship Combat or Kevin Hovis. Alternate motels are listed on the web pages.

5) Nats tee-shirt design has been set and a print shop selected. Each paid participant will get a shirt as part of their fee. Any other member who's not coming to Nats but wants one of these highly collectable items may buy a shirt.

Please fill out the Nats application (found elsewhere in this issue) and fill in the shirt sizes you want. Forward this and a check for \$15 for each shirt to Joel Goodman. Make checks payable to MWC. I need a size and total shirt count to give the printers by June 25. Those not attending Nats should receive their shirts a few days after Nats has ended. If you sign up for Nats after June 25, you may be stuck with a universal XL sized shirt...

6) The banquet site has been chosen, The Ville Banquet Center. It's close to our motel and probably within walking distance. Sirloin Steak or Lemon Pepper Chicken are the main entrees. There are several

choices for side dishes. A listing will be posted later, and your entrée and side choices are needed by Tuesday of Nats, when a final count is needed. The cost to each person attending will be \$15. We can collect funds then if you don't know if you or any friends or family will also be attending. If you

have any special dietary requirements, please let me know.

If there's anything else that comes up, I'll post a note on the members e-mail list and try to get it into TF-144 before Nats. If you have questions, my e-mail address is posted in the BOD contact list. You can also contact me by phone at: 314-232-9298 until about 2:30 PM CT or 573-783-8381 after usually 6 PM CT.

I'm really looking forward to this year's Nats. It should be our BEST EVER!

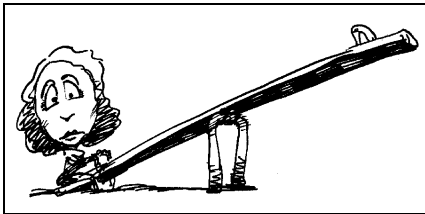
Kevin Hovis
Site Host Committee



We Are A Family

Another article from The Rookies Wife

by Dawn Lamb



I had started another article last week to include in the next TF-144 about science projects, infants and waffles but something occurred recently that made me change my direction. Without going into details our family received some news that could be fairly devastating to us and our way of life as we know it currently. My husband had placed an order for some boat parts and then promptly canceled the order so that the money he would have spent could go into savings. That night we had 2 phone calls from 3 people offering support, words of encouragement and listening ears and I am sure that emails found their way to him also offering support and encouragement. Now tell me, where else would you find such gestures? In a family of course, and that is what this hobby is, a family. There are times when we all don't agree and there are times that we all band together to help one of our own in need. Be it financial help, advice, a compassionate ear, even a punch in the arm or a bit of constructive criticism. I am sure that many out there can all name at least once that someone in the hobby has gone out of their way to be a friend, a family member to them. We have been on

the receiving end of this a number of times and I hope we will be able to reciprocate exponentially. The next few months for us are going to be like walking on a tight rope high above the circus tent. But with the support and encouragement of this hobby I know we will get through this, a little worse for wear, and a lot wiser but we will still have our family intact, both biological and spiritual.

I keep using the word "we" when I write about the hobby. I have stated a number of times that this hobby is a family hobby, it includes everyone in the family in one way or another whether they want to be included or not. This hobby has been through a lot together just in the few years we have been associated with it. We have all celebrated births of children, mourned deaths, celebrated graduations and were sad because

someone in the hobby had to leave it for one reason or another. (And it looks to me as if people don't stay away for very long if they happen to leave.) We are all spread out through the United States but I don't think there isn't a single person who would not offer to lend a hand should someone ask, even if it meant driving across the country to help.

Ok. I can hear it now, "What is this mush and drivel doing in a 'manly mans' newsletter?" I will stop with the mushy stuff now. I promise. Just know that my family is blessed to be part of such a wonderful extended family as this is. And now, on to the battle at hand...which ever battle you may be currently engaged in or preparing for. Do me a favor and get a good shot at the enemy for me and take pictures if you can.



The best of the best, the lady that stands by her 'crazy man'. Notice the proper use of eye protection. (Not the author, but another 'great' lady!)

photo by Georgi Kunisch

Wood Deck “Planking” the Easy Way

by Luis Gomez,
MM Luigi di Savola Duca degli
Abruzzi, 1914 IJN Kongo



At my first NATS the one detail that consistently grabbed my attention in the beautiful ships I saw was wood deck planking. I’m sure everyone has seen those beautiful wood deck planking jobs on those pretty NATS ships vying for the “Best of Scale” trophy. Gorgeous are they not? But they start looking a bit odd after a couple of days of soakings; buckling, warping and generally resembling no planking you’ve ever seen. I wanted my ship to stay looking good for as long as possible and not have to redo portions of the deck after each couple of soakings.

Several of my fellow local captains use ball point pens to draw planking lines on their wooden decks, spacing them about 1/8”-1/4” apart and putting in the division lines between each separate plank. That seems to work for many people, but to be honest, they look to me like, well, ball point pen lines, not planking. Not the look I was going for.

One method I have seen that gives very pretty results is the one where the captain scribes lines into the wood with a razor, then goes over each cut with a pencil. It looks great, but: 1) you have to do each line twice, 2) you can slice up your fingers quite a bit, 3) you have to lightly sand between each stage, AND 4) you have to then seal the wood with CyA glue to keep the pencil lines from smudging as you continue work on the deck. Way too much work for me, with too many opportunities for errors. If you have the skill, time and patience this might be the way to go.

Myself, I wanted the best look possible for the least amount of work

possible. So I devised a different way. I did this after I had cut out the rough deck shape but it would have gone a lot smoother if done before.

Carefully lay out and mark the centerline of your deck with the thinnest pencil lead pencil you can get. I used a 0.3 mechanical pencil.

Draw in perpendicular lines at each end of the deck using the compass method (best done off the actual deck area).

Divide and mark those perpendicular lines into 1/16th inch increments starting from the centerline in each direction.

Take a ruler longer than your deck (those metal yardsticks work well) and carefully apply a thin layer of rubber cement to the surface that will rest on your deck. Let it dry.

Find and buy the finest (as in thinnest point) point rollerball black ink pen you can find. I used a Sanford Uniball Grip pen with a 0.3 point.

Now placing the rubber cemented surface of the ruler on the deck (which will help keep it from slipping around), pressing down on the ruler, CAREFULLY, SLOWLY, and using only MODERATE pressure, draw a line each 1/16th increment. Start from the centerline and go outwards in each direction. Watch how your lines are spacing as you may have to adjust the positioning of the ruler.

Every third or so line, wipe off the point of the pen to keep the excess ink from accumulating onto it. If you don’t you will start getting



A little known WWII fact: The Germans and Russians used real polar bear claws to score their submarine decks.

thick spots in your plank lines every few inches.

Also wipe off the edge of the ruler as this will also build up ink and you will get ink smears.

Once done, erase all of the pencil marks (after the ink has dried).

Now, taking the sharpest (use a new blade), and finest (seems to be a theme...) Exacto blade you can find, use the point to CAREFULLY and LIGHTLY scratch out any mistakes, like wrong lines, wide blobs of ink, etc.

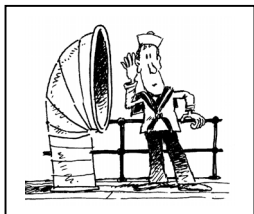
Next spray the deck with a light layer of polyurethane to protect the lines from smearing.

You’re done! The narrow spacing and thin lines gives you the look of planking until you coat the finished deck with polyurethane as you would normally.



BUILD WHAT YA WANTA BUILD

by Bart



Not sure which ship model is right for you? Don't have a commercial

hull for it? None of your friends think your dream ship is a viable entry in the world of warship combat? So? Don't be put off by other people's opinions of what to build or how to build it - build the ship that you want, when you want to do it and do it in the most enjoyable way that suits you. It's a fact that you can be convinced or dissuaded from your next project by the opinions of others and, as we well know, everyone in this hobby has an opinion or two. These opinions may, or may not, be right, but by golly, the owners of said opinions are absolutely convinced that they are 100% correct.

For example, some time around 1995 our British admiral "ordered" me not to build a Class IV battleship. Idiot that I am, I "disobeyed" and built the USS South Carolina, one of the original Pigship Fleet. She was a joy to battle and became a fairly effective member of the Allied fleet. I also had fun using some unusual building techniques and enjoyed the challenge of fitting her with a rotating turret.

The legendary James Foster has a theory that it is not the ship, but the captain that determines the efficacy of a ship/captain matchup. The story goes that James selected what many considered would be the worst possible combat ship, Sweden's predreadnought Sverige. James built this little 3.5 unit, 28 sec. coastal battleship and would routinely come in from a sortie with empty magazines and maybe 2 or 3 aboves in damage. Joel Goodman showed up at a Baxley regional with a model of HMS Agincourt, a 5.5 unit,

26 sec. dreadnought. Now there are other BBs in this category, but I have never seen a model warship with its huge freeboard. I kept the thought that this ship was the most vulnerable target I had ever seen to myself - luckily. Because Joel took some damage, but he kicked butts and took names. I remember a sortie in which Joel's Agincourt, along with a light cruiser, took on a Bisquick, a von der Ramm and a Roamer with surprisingly victorious results. For several seasons he took that slabsided, billboard of a ship and battled all comers effectively. How? Joel's an excellent captain - with any ship. It's important to build what you want, and also important is the way you want to build it. If a commercial hull isn't available use traditional plywood methods or a one-off fiberglass method.

Instructions and assistance for building these hulls is readily available. Your leisure time is precious, and this hobby, like all others has its share of frustrations, so you should enjoy it as much as possible.

My suggestion is build the model warship that you would do if you only had the chance to build just one more ship. This might concentrate the mind and makes your choice rather simple. Do you want your last model to be a super battler or a ship never seen in our hobby before or because of a relative's service on the real thing or just because it's beautiful?

The reason is not important. Having fun is! By all means, listen to other opinions, but then discard what you don't need. Build your dream ship and enjoy yourself. And then, when you get ready, build another last model.



Mtronics Speed Control

by Lou Meszaros

Specifications:

Waterproof, Motor short protection
Set-Up: Digital Touch
Direction: Forwards/Instant Reverse
Motor Limit: Up to 600 size
Number of cells: 4-10
Voltage: 4.8 - 12
Continuous Current: 15Amps
Continuous Current with Water cooling:
18 Amps
Frequency: 2.3kHz
B.E.C. Output: 1.5A
Voltage Drop @ 10A: 0.07 Volts
Weight including wires: 50g.
Weight excluding wires: 27g
Dimensions L x W x H: 35.0mm x
34.0mm x 15.0mm

Price: **\$ 34.99**

Make sure you get the MARINE ECO 20. This one has instant reverse, the regular version has a lengthy delay and is meant for cars.

Everything is set in resin inside the case allowing the captain to place it outside a waterproof box. The body acts as a heat sink and you are encouraged to place it in an area that will get wet to aid in the cooling process. Replace the bullet style connectors with Deans and you are ready to begin the set-up which is printed on the packaging case. It's basically push two buttons and you are ready to go.

Combine this with a transmitter that has adjustable endpoints and you can make speed changes from the shoreline.

See the link below from the Big Gun club who have experience with this after a year of battling.

Another alternative that has the same specifications is:

Specifications

Weight: 89 g
Size: 42 x 47 x 13 mm
Input: 5-10 cells (6-12 V)
Max Forward Current: 50 amps
Max Reverse Current: 20 amps
Programming: automatic

If someone gets this version please let us know how well it works.



Mtronics Links:

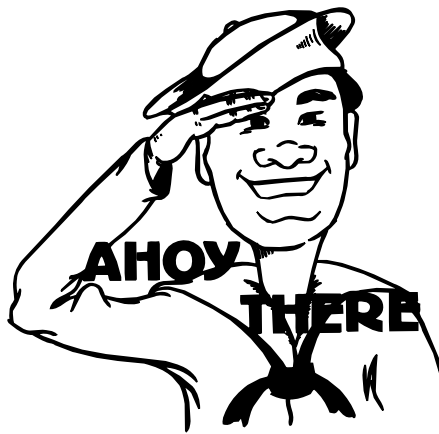
Info:

<http://www.jkmiller.net/ntxbg/pgOnTheWays/pgMTronicsESCLessons.htm>

www.mtroniks.net/mtroniks_SC_products.asp?CategoryID=1&SubCategoryID=3

Order:

<http://www.hobbypeople.net/prdcls/boatsc01.asp>



BOD in ACTION!

Item 1: The BOD has been asked to interpret just how 'scale' relative to the original prototype a model must be. The intent of our stand off scale hobby is to model real ships to within 1/8". Hull shape & size, turret shape, size, and placement, prop shaft quantity & location should mirror the real ship. Our goal is build models ships with common hand tools, not to require shipyard blueprints and dial calipers with measurements to .001". We frown on distorting the scale to gain an unfair advantage. Also remember we already have a method to prevent participation by vote of attending captains.

We also suggest that veteran captains at the regional level keep an eye out for things outside the standard practice. The last thing we want is a rookie arriving at Nats only to be criticized for some unusual ship feature, and then he never returns.

Item 2: The BOD has voted to add another type of membership to the MWC. This is a One - Event Only membership and is effective now. The text added to Art. III, Sect. 3 of the MWC bylaws is as follows:

"5. One - Event Only membership. Grants non-MWC members limited privileges to battle in sanctioned events.

a. Requirements:

i. Can qualify for any general membership under the remaining sections of this article.

ii. Have not been a MWC member or used a One – Event membership within the prior 24 months.

iii. Understand and agree to follow all MWC CBS rules and Statement of Accountability.

b. Application and fee may be taken by the event CD and forwarded to the Treasurer after the event.

c. Sanctioning of events using One-Event memberships may be subject to BOD review.

d. One - Event memberships are NOT allowed at the National Championships.

e. Duration shall be only for the event granted.

f. No other rights or privileges except permission to battle shall be granted."

The BOD has also set the fee for this membership at \$15. Should they become full MWC members within the same year, their membership fee will be discounted by this same amount.

Please note 5.a.i above. Any person who can't qualify for membership in the MWC for any reason (for example, past bad behavior), will NOT be allowed to use One-Event Only membership to battle at a MWC event. The MWC Secretary will forward the Event CD's and/or site hosts a list of those persons currently not allowed to join MWC prior to their events.

The intent of this is to give rookies and past veteran captains a taste of battle in sanctioned events without fully joining MWC. This will also qualify them for coverage under our insurance.

If you know a prospective member or a past veteran member who has the desire, but is unsure about joining the Magnificent Obsession, encourage them to use the One-Event membership to join in your next sanctioned event. Once they get the taste of broken balsa, they'll be hooked!

Item 3: Once again the MWC is running the Early Bird specials. For the club renewal, the Jan. 31 deadline has come and gone, but if you sent in your membership renewal and it was postmarked before Jan 31, you are eligible for the Swampworks Early Bird Drawing to be done by Swampy Milholland himself at an upcoming battle this spring. Prizes include your choice of a Class 5 or less Swampworks hull kit or a \$100 gift certificate good for many other Swampworks goodies. (note: I've lost the original communications from Swampy, this is from memory. Steve, if I'm error, please advise!)

Get those membership applications into the mail. You could win some cool Swampworks stuff to use on the water this year!

And if you're too late for the early bird membership, there's still time to get in on the Nats Early Entry Contest.

Battler's Connection has once again agreed to sponsor the MWC Nats Early Entry Contest. To enter, all you have to do is send in your Nats application and fee payment before May 1, 2004. (Ediot's note: the Nats signup form is in THIS issue!)

The winner of this contest will have his choice of either a 5 unit or less hull kit or a Bilge Pump and Hardware Kit combo. The drawing will be done at Nats by Charley Stephens and the winner notified there. The winner must be attending Nats to win.

The BOD wishes to thank Battler's Connection and Swampworks for sponsoring these contests once again.

Thanks!

Kevin Hovis
MWC Sec'y.





The elusive Rudder

by Lars

Back in the MWC's first year, President Bart asked me, as head of the Ship List Committee, to make some changes to the ship list, adding some data in order to make things easier for the members of the hobby. One of the items he asked for was the addition of the number of shafts and rudders for each ship class.

Now, nearly every decent ship source has the number of prop shafts for a class. Very few sources even mention the rudder. I never asked Chris Pearce if the Norman Friedman books give good information on the rudders, but Chris came up with rudder info for every class of US ship in the ship list. As for the sources in my own library, only Eric

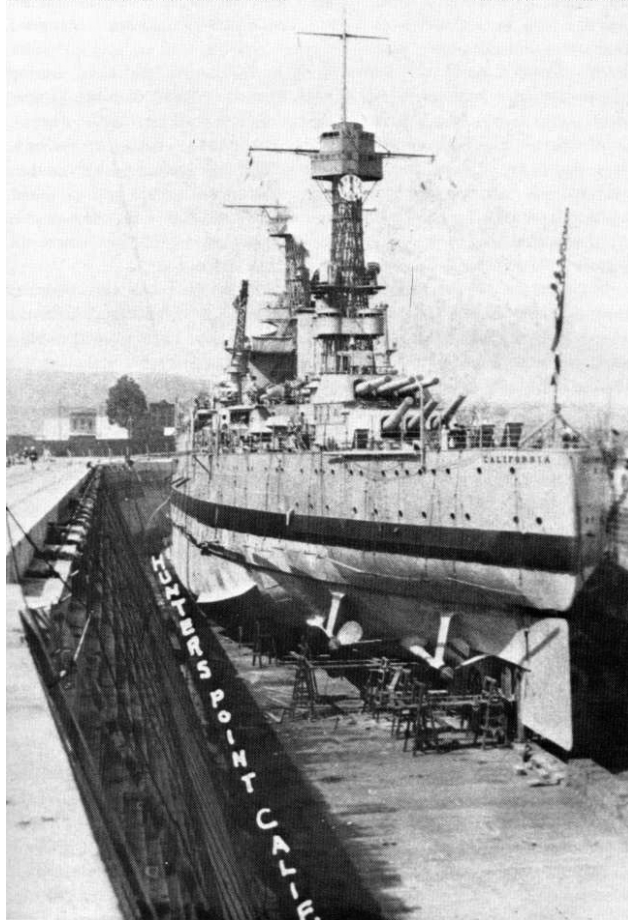
Groner's *German Warships 1815-1945 Volume One*, gives consistent textual information on each ship class. Some sources, specifically Siegfried Breyer's *Battleships and Battle Cruisers 1905-1970*, will have rudders included in the plan drawings, and have them for most classes. However, not all drawings have rudder info, and Breyer is considered by the Ship List Committee to be error prone for vessels other than the Germans. The

Anatomy of the Ship series is one of the few sources that lists the square footage of the rudder(s), but it is a rather expensive series at one ship class per book, and only a few classes are covered.

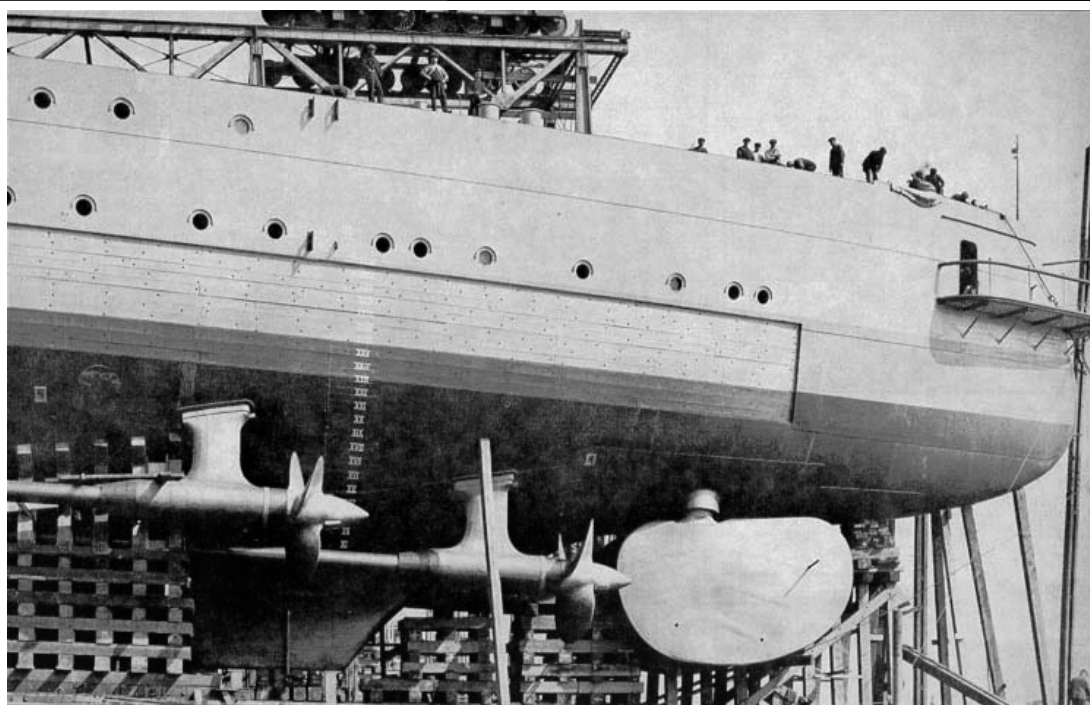
Every so often someone will come up with a picture of a model in a museum or an 'official planset' with a different number of rudders than what our List contains. It's a very difficult question to answer when we get this sort of challenge. I remember one time when the issue of rudders that a member on

BB-44 USS California

Circa 1920's



Look at that barn door on the California.

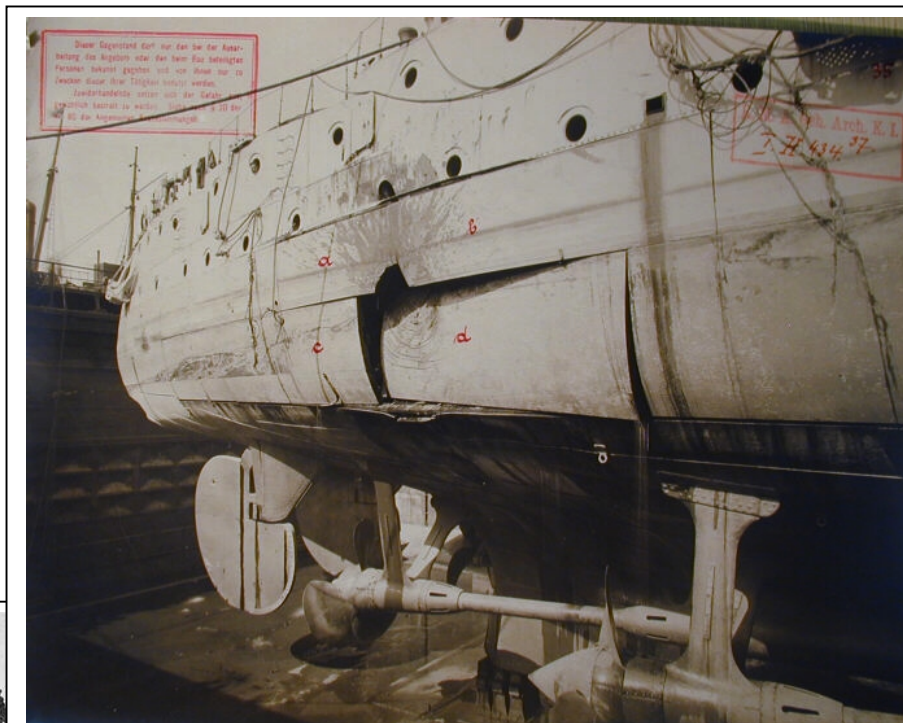


Kongo's high speeds are driven by four huge three bladed propellers, and maneuvered by the uniquely shaped twin rudder system, seen here. The cut-out in the side of her hull is where the armor belt is to be installed, during the fitting out stage of construction. The platform mounted at the stern is known as an "Admirals Walk", as this area of a capital ship is generally the location of the officers quarters. Note how the eyebrow over each porthole encircles half the diameter of the opening.

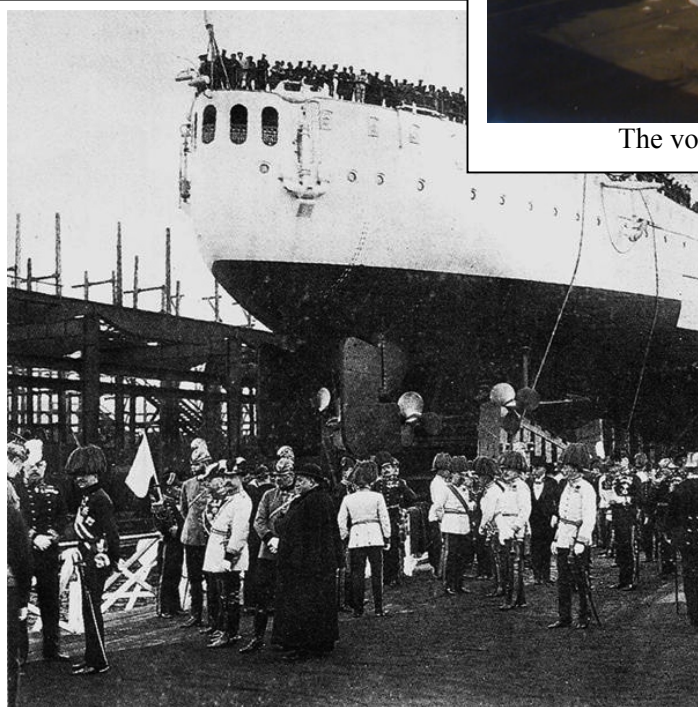
I wish all rudder photos came with supporting text like this for the Kongo.

the email list said “I only believe rudder info if I can see a picture of the rudder of the actual ship.”

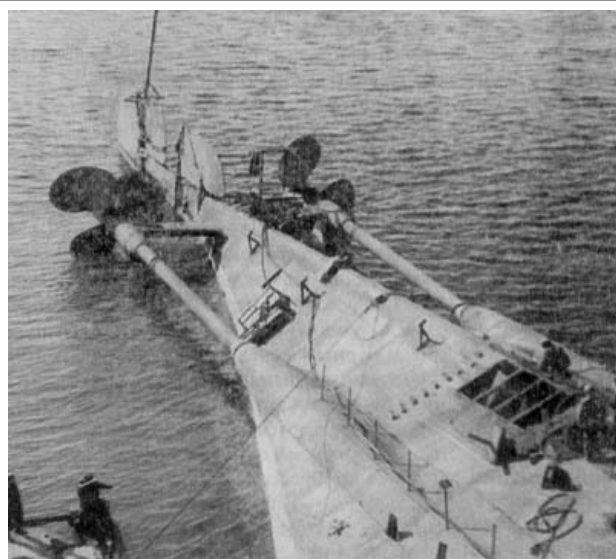
Well, I guess I have to agree with him. The best source is a photo, but as most rudders are under water, rudder photos are pretty scarce. So when I’ve run across a rudder photo of one of our ships, I try to get a copy, just for proof. Construction photos and drydock repair photos I’ve found are the best source for the rudders. Salvage photos are perhaps the second best. Launching photos are sometimes okay for the single rudder ship. So, since I have a few free pages, I thought I’d share some of these photos.



The von der Tann’s parallel rudders, the second is in the shadow.

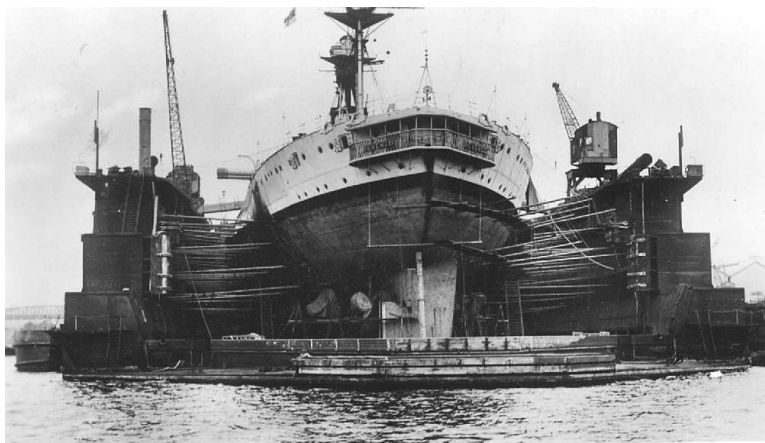


This Viribus Unitas Class Photo is one that can be found in a few different sources.



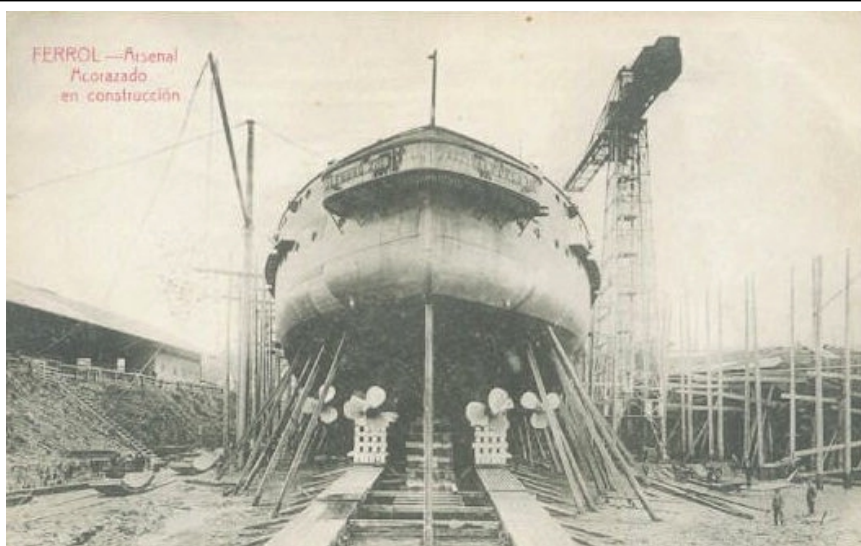
Guilio Cesare’s tandem rudders

Photo # 80-G-252797 USS LST-325 & LST-388 unload at low tide during Normandy invasion, 12 June 1944

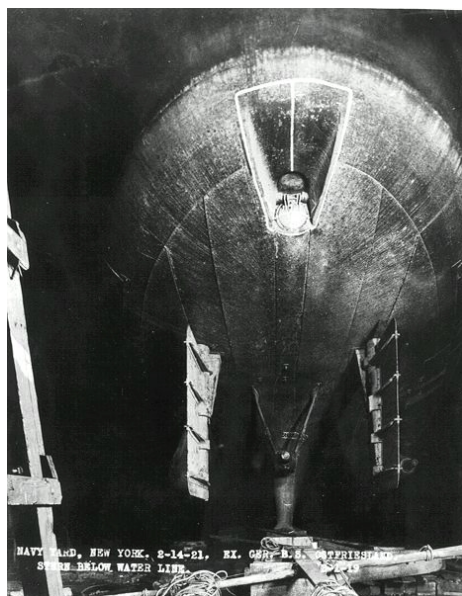


H.M.S. "REVENGE" IN FLOATING DOCK

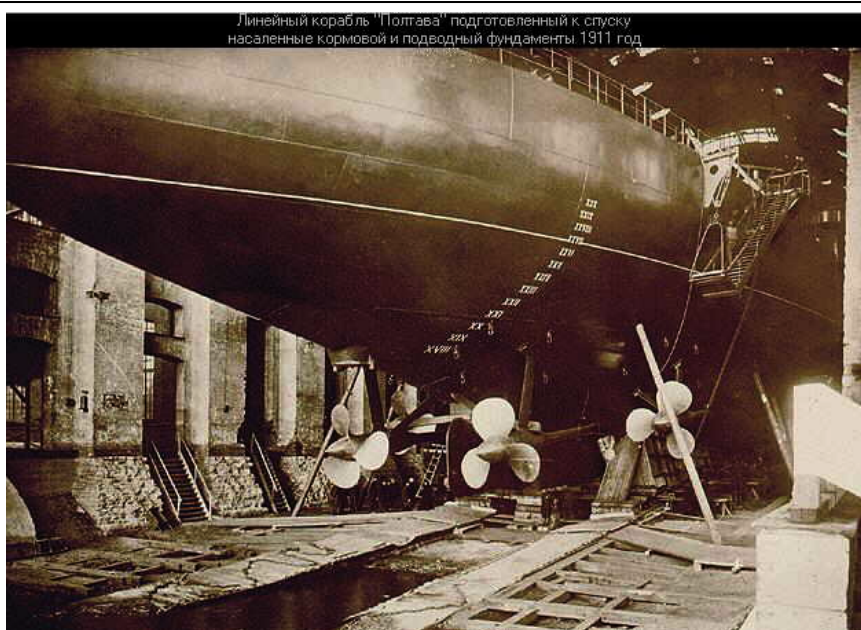
According to my British sources, the Revenge class (previous page) had tandem rudders, but the smaller secondary rudder was removed 'sometime' (no one seems to know when), as it was ineffective. But the Brits seem to be a bit shy about showing the smaller rudder. Both shots I have of Revenge class dreadnoughts in drydock have their bigger rudders canted and shielding the smaller one.



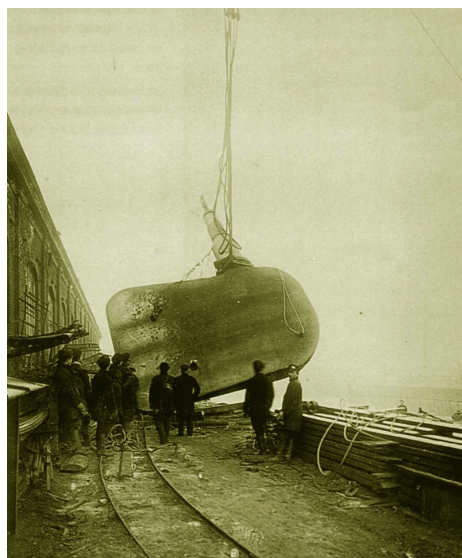
Sometimes the 'good' rudder shot isn't that good. I can't see the rudder on this Espana class dreadnought. But then it can't be a parallel set.



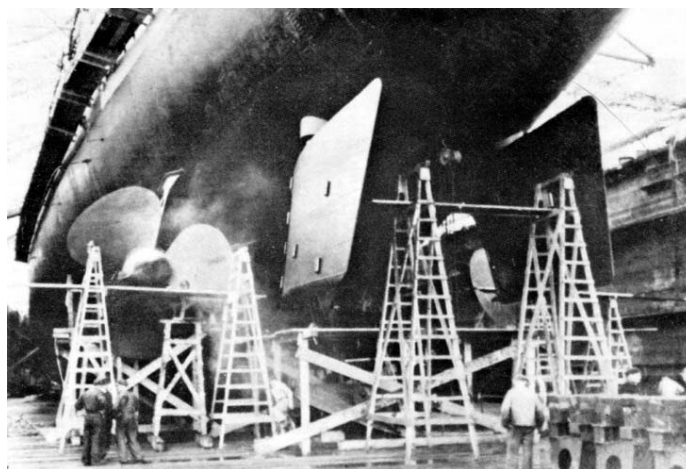
Ostfriesland, in US hands, gets the prize for the ugliest rudders



Russian Dreadnoughts seem to have been launched without their rudders.



Russian Dreadnought Poltava's rudder, so I guess they did have them.



WWII's Scharnhorst's parallel rudders.



With Nats fast approaching a few members of the BOD thought it might be worthwhile to

remind everyone of the Admiral guidelines the BOD posted a few months back. There's some stuff in there that applies to us all, not just the admirals:

The MWC Guidelines for the Nats Admirals.

1. Remember that this is a game. A game that is supposed to be fun more than it is to be won. Honor, Sportsmanship, Safety and especially Fun are more important than winning, as they will keep members coming back for more.

2. This is not to say that one should not attempt to win Nats. Nats is a competition, after all. But any Nats strategy that requires or results in members not playing, or even just 'running away', on either your own fleet or on the opposing fleet, should not be used. People come to Nats to play, to battle, NOT to 'win by not playing'.

3. This does not mean that we are trying to squelch creativity in how battles are fought. Strategies that involve deception, surprise, or 'different looks' are welcome, as long

as they don't violate items 1 & 2 above. The 'convoy ship that wasn't' (the carrier that ran at convoy ship speeds) at Houston in 2002 is a good example of this. Attempts at different strategies, like the Axis 'fast fleet and slow fleet split' from Nats 2003 (this past year) are okay too, as long as each split fleet is strong enough to put up a decent battle.

Surrendering in Campaign, or any fleet battle, by either part or all of a fleet, should NEVER be considered, even if some 'logical' reason can be found. (Fighting together, and getting off the water together, a natural strategy for the smaller fleet, is NOT the same as surrendering.)

If anyone suggests a plan that is "too secret" (Nats 2003) to share with the whole fleet, then this plan will probably cause more problems than it solves. It will also probably violate items 1 and 2 above.

4. A lop-sided Nats will be harder for both admirals, as both will be taxed.

A. The admiral of the weaker fleet will need to attempt to give the best battle he can all week long, up to and even after the game is 'lost'. There is always pride, and 'minor victories' to be fought for.

B. The admiral of the stronger fleet will also need to give the best battle he can for both his own, AND the opposing

fleet. In an out-matched situation, this may mean not 'pulverizing' the other fleet into submission. We do want the battle to go on all week, remember? This may be a time for

trying different tactics, or having vets step back and try to coach the less experienced in 'what to do in a fleet battle'. Also try to have your members help the members of the out-matched fleet off the water. If they vaporized a section of balsa, perhaps it would be appreciated if they helped put in a new one that evening.

5. 'Block voting' for the awards, especially the Most Feared category, destroys the whole intent of the awards, and taints the voting process for everyone. Any hint or suggestion for a 'block vote' should be instantly squelched by admiral AND individual members alike.

Voting for admirals for the next year should also be done AFTER the last battle on Friday, not before. Voting early leads to suggestions of 'controlling inner circles'. Such suggestions, and the controlling inner circles themselves (if they exist), are detrimental to the hobby.

6. Above all, remember the natural flow of the hobby. One fleet may win one or two Nats in a row, but three is a rarity because it is natural for the loser to attract those wishing to be 'challenged'.

It is usually when personalities interfere (when someone or some group so antagonizes another segment that they 'need to be taught a lesson') that a 'three-peat' results.

Let's try to forget those old grudges. It isn't good for the hobby, and it doesn't result in good battling. And if you lose, remember the ebb and flow. And if you win, remember the ebb and flow. Let's keep things natural. And FUN!

Let's also remember the spirit that hooked most of us in the first place, getting taught lessons on the water, and then getting help getting better from those same folks that just bested us in battle.



Admirals can tell you what to shoot, but they can't make you fire.

photo by Georgi Kunisch

MODEL WARSHIP COMBAT, INC.

2004 NATS ENTRY FORM

Each person attending the MWC Nationals MUST be a current member in good standing of the MWC as of June 1st.

The membership application is available on-line for downloading. **No Nats fees will be accepted after July 1st.**

In the space provided below, please list any alternative channels you can move to in order to ease frequency usage.

Additional t-shirts are available. Please contact the Treasurer for more information at treasurer@mwci.org.

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channel(s): _____

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channel(s): _____

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channel(s): _____

Entry fee (# Captains x \$100)
After June 1st (# Captains x \$115): _____

Banquet (# attending x \$15): _____

Total Fee enclosed: _____

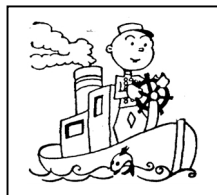
Please make checks payable to
Model Warship Combat, Inc.

Mail check and completed form to:

Joel Goodman
210 Zeblin Rd.
Atlanta, GA 30342

The President's Column:

by John B.



Greetings captains,

It seems to be time for a note from the new president. True, elections seem like ancient history

now, but this is the first official note since I took the helm. I have to say that there is a lot more to the hobby than just battling boats. We are fortunate to have many great people in this wonderful hobby and I am glad I have gotten the chance to know them better. Lars has mentored me along with all the other BOD members so that I almost feel comfortable in this new position.

So far, plans for NATS 2004 are going splendidly and Kevin has done a great job with organizing everything and providing updates. I look forward to checking the pond out during the regional battle there in April. Hope to see as many of you there as possible for some battling and fellowship. I hear that floats might be a good idea, especially for certain large Italian ships. Here we

go again.. ☺

The BOD has been very busy thus far, as I am sure they always have been, revising the By-Laws, answering questions from the members, settling past issues and dealing with things from insurance policies to "Super Fleet Battles." I like the way things are going and am really looking forward to the rest of this year and getting together at NATS in Missouri. I think we have some fun ideas in store that will make this a really great NATS. We will have some exciting ideas to present at the members meeting on Sunday that can really add to the fun but don't worry, all the regular battles and events will still take place. This will just be the possibility for even more fun. After all, fun and friendship are what keeps this hobby going. I consider myself and the boys very lucky to have found this hobby and having had the opportunity to meet all of you fine people. I only wish we could get together for NATS twice a year, or more!

With thoughts of NATS 2004 in our head, all of us here in Colorado are waiting impatiently for the spring thaw to occur so we can get back on the ponds. This winter has been even longer

than last year and the warm weather of Florida seems so far away. I really enjoy all of the wonderful pictures that are showing up on all the web sites throughout the club. Seeing the pictures keeps the flame burning inside me. I want to battle, real bad. Several people have mentioned how great it is to watch videos from past battles and we will again be recording NATS and other battles this year. I would encourage everyone that can to bring those cameras and film away at those regional and national battles. We all want copies. Many thanks to all those who contributed videos from last NATS, and especially to Bob Hoernemann for putting it all together and making many, many copies for the club members to enjoy. Thanks Bob. I promise to have a real camera this year.

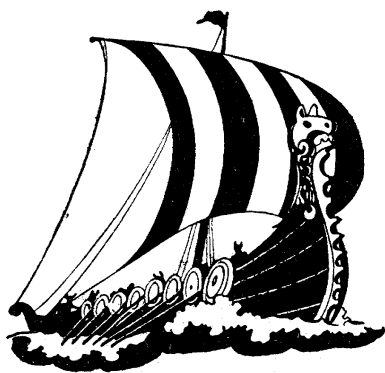
So, as always I look forward to gathering together with as many of you as possible, as often as possible, to share some stories, battling, fun and friendship. Until next time, see you at the pond. :-)

John



TASK FORCE 144

1486 Oakdale Ave.
West St. Paul, MN 55118



"In war, the only time the Italians have ended up on the same side as they started is when they have switched sides twice." --Napoleon Bonaparte