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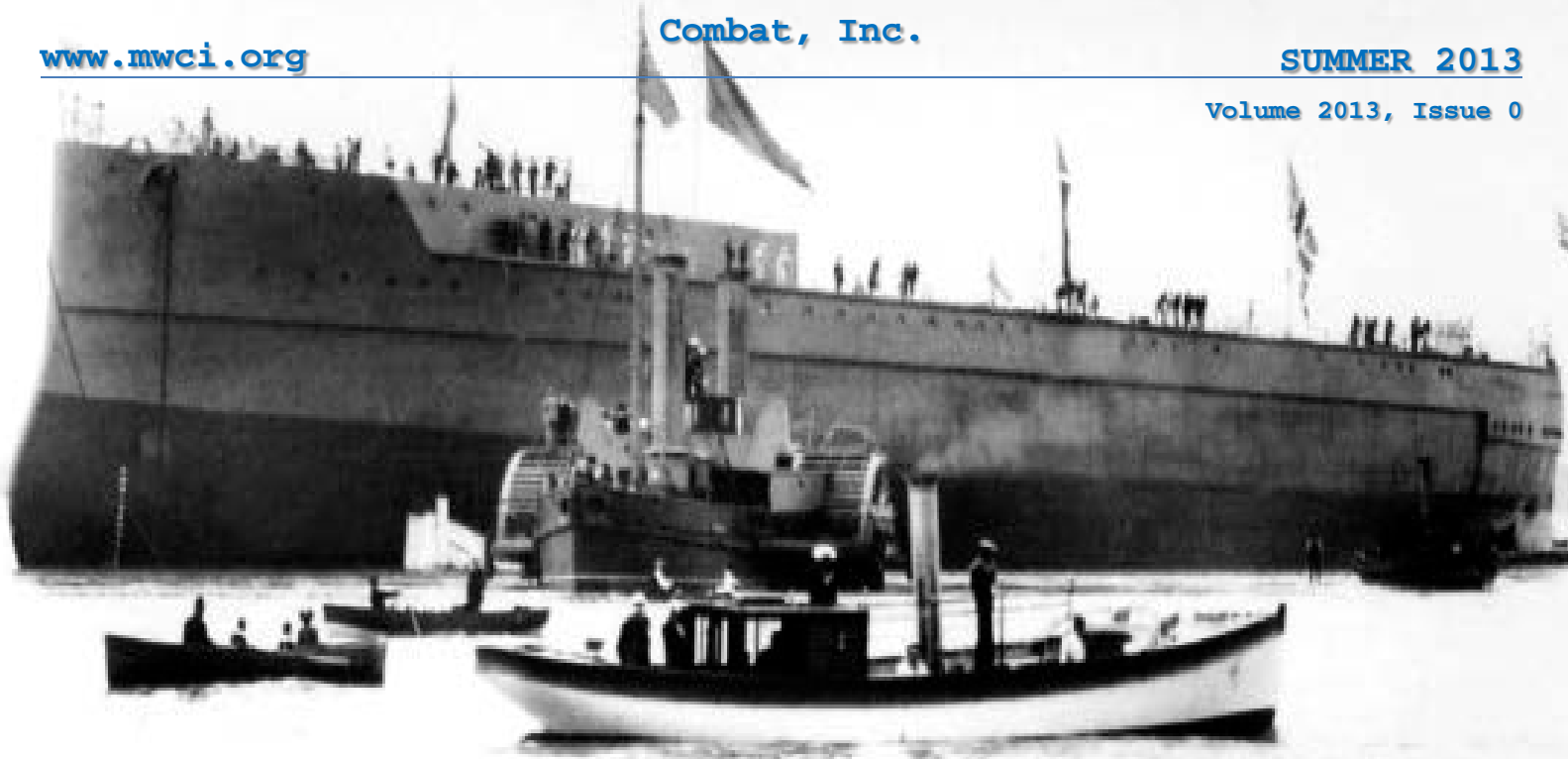
TASK FORCE 144

The Official Newsletter of Model Warship
Combat, Inc.

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SUMMER 2013

Volume 2013, Issue 0



In this Issue:

- Region 3 Spring Battle Report
- Sink Data

ANNOUNCEMENTS



UPCOMING EVENTS:

15-19 JUL NATS

HOUSTON, TX
CONTACT: JOHNNY ADAMS
MWCINATS2013@GMAIL.COM
SANCTIONED

30 AUG – 02 SEP LABOR DAY EXTRAVAGANZA

ROSENBERG, TX
CONTACT: JOHNNY ADAMS
JADFER1@YAHOO.COM

31 AUG – 02 SEP BUZZARD BLAST

HINCKLEY, OH
CONTACT: CHRIS AU
CHRIS.AU@ATT.NET
SANCTIONED

21 – 22 SEP ICE BREAKER

CHANHASSEN, MN
CONTACT: BOB HOERNEMANN
R_HOERNEMANN@HOTMAIL.COM
SANCTIONED

Ghost Fleet: (Ships and Things For Sale)

Empty

This Quarter in History:

June 8, 1943: Japanese battleship *Mutsu* is destroyed by an accidental magazine explosion in Hashirajima anchorage, killing 121 crew and visitors.

June 21, 1933: All non-Nazi parties are forbidden in Germany

July 1923: Hyperinflation in Germany has seen the number of marks needed to purchase a single American dollar reach 353,000 - more than 200 times the amount needed at the start of the year.

July 5, 1943: A fleet sets sail for the Allied invasion of Sicily.

July 6, 1943: Americans and Japanese fight the Battle of Kula Gulf off Kolombangara.

July 10, 1913: Death Valley, California hits 134 °F (~56.7 °C), the highest temperature recorded in the world.

July 10, 1943: Allied invasion of Sicily.

July 14, 1933: The Law for the Prevention of Hereditarily Diseased Offspring is enacted, allowing compulsory sterilization of citizens suffering from a list of alleged genetic disorders.

July 24, 1923: The Treaty of Lausanne, settling the boundaries of the modern Republic of Turkey, is signed in Switzerland by Greece, Bulgaria and other countries that fought in the First World War, bringing an end to the Ottoman Empire after 624 years.

ANNOUNCEMENTS

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July 25, 1943: Benito Mussolini, the Fascist Prime Minister of Italy since 1925, is arrested after the Grand Council of Fascism withdraws its support. "Il Duce" is replaced by General Pietro Badoglio

August 2, 1943: John F. Kennedy's Motor Torpedo Boat *PT-109* is rammed by a destroyer.

August 4, 1943: The aircraft carrier USS *Intrepid* (CV-11) is launched at Newport News, Virginia.

August 6, 1943: Battle of Vella Gulf: Americans defeat a Japanese convoy off Kolombangara.

August 12, 1933: Winston Churchill makes his first public speech warning of the dangers of German rearmament.

August 13, 1923: Gustav Stresemann is named Chancellor of Germany and founds a coalition government for the Weimar Republic, where hyperinflation means that more than 4,600,000 marks are now needed to buy a single American dollar.

Letters to the Editor:

None

Battle Report: Region 3 Spring Regional

(May 25-27, 2013 Statesboro, GA)

“15 Sorties of Mayhem!”

by Brian Koehler, Clark Ward, John Jones, and Bill Byrnes

With great anticipation, an energetic crew of old and new captains converged on Statesboro, Georgia for a three-day battle weekend. It was wonderful to have both veteran and new captains from Atlanta attend, as well as the whole crew from Florida up with Bill (Bill is a dependable regular - even if he comes up alone) and our travel distance award winner Chase Hargraves (who travelled all the way from Canada to battle, using Chris Koehler’s loaner-Bayern for the weekend).

Allied Captains:

Adm. Pete Demetri, HMS King George V (BB, 6 units, 24 sec)

Joel Goodman, USS South Dakota (BB, 6 units, 26 sec)
sec)

Don Cole, HMS Iron Duke (DN, 5 units, 26 sec)
sec)

Stefan Minton, HMS Invincible (CA, 4.0 units, 26 sec)
sec)

David Ranier, MN Foch (CA, 3 units, 23 sec)
sec)

John Jones, USS Cleveland (CA, 3 units, 23 sec)

26 sec)

Axis Captains:

Adm. Mike Mangus, DKM Scharnhorst
(BC, 5 units, 24 sec)

Bill Byrnes, SMS Viribus Unitis (DN, 4 units, 28

Brian Koehler, SMS Baden (DN, 5.5 units, 28

Chase Hargraves, SMS Bayern (DN, 5.5 units, 28

Rick King, DKM Adm. Scheer (CA, 3.0 units, 23

Carl Kotori (big gun DKM destroyer)

Clark Ward, SMS Scharnhorst (CAE, 2.5 units,

Saturday #1: Free-For-All Warm-Up

Since we had a number of new ships and ships that had not battled in a while, it was decided to start initially with a “free-for-all” battle as “shake down runs” for everyone to get their systems working. The SMS Baden (BrianK) accidentally claimed first blood when he fired his sidemount to test if the CO₂ was turned on and instead of plunging fire it skipped on a low trajectory a good 10 feet directly into the side of Don Cole’s HMS Iron Duke with a balsa-punching “thwack” (*Don would have complained more, but Brian blurted out a reasonable imitation of Don’s famous “Oh I’m sorry” so he let it slide ;-)*

Battle STATS:

Holes were not counted, but sinks noted were:

USS South Dakota (Joel Goodman) *In Joels’ defense, Clark Ward noted: “Joel was not a shy wallflower... he in fact had more dance partners than anyone else :)”*

REGION 3 SPRING BATTLE REPORT

Saturday Battle #2 & Battle #3: "Allied vs. Axis"

For the two afternoon battles it was decided to break teams into the traditional Allied and Axis fleets.

Battle#2 STATS

Holes were only counted at the end of the first battle:

Allied Ships

Joel Goodman, USS South Dakota: A75, O2, B9
Pete Demetri, HMS King George V: A105, O2, B3
Don Cole, HMS Iron Duke: A34, O8, B20
David Ranier, FRN Foch: A2, O0, B0

(SUNK)

John Jones, USS Cleveland: A39, O1, B2
Stefan Minton, HMS Invincible: (not recorded)

Axis Ships

Bill Byrnes, SMS Viribus Unitis: A53, O6, B4
Brian Koehler, SMS Baden: A29, O5, B7
Chase Hargraves, SMS Bayer: A42, O9, B6
Mike Mangus, DKM Scharnhorst: A35, O1, B8

Rick King, DKM Adm Scheer: A34, O2, B0
Carl Kotori (destroyer): A5, O0, B0 (SUNK)
Clark Ward, SMS Scharnhorst: A0, O0, B1 (SUNK)

Battle#3 STATS

Although noted sinks in the second Allied vs Axis battle were:

USS Cleveland (John Jones)

Saturday Reflections from Bill:

This is probably a good place to insert a little admission of guilt. Dave Ranier's Foch cruiser is very nimble and can avoid trouble easily. After a battle, Dave noticed that he had a single bb hole at the waterline but he couldn't remember mixing it up with anyone during the battle. He didn't get shot during the battle, but rather before it. While I was un-pinning and testing my guns with my ship in my arms, I kind of shot his ship. There was an unmistakable balsa "fwak" sound, but Dave was too busy talking strategy with his teammates to notice. Even though this incident was accidental (no one is going to say I could AIM and hit a ship from 40 feet away, right?), Dave has had his share of radio glitches that occurred when my ship was conveniently in line with his guns. Sorry. I'd like to say it will never happen again, but, you know. . .

Signed, Bill the Aggressor

Saturday Reflections from Clark:

*In Statesboro today, we had several sinks: Joel Goodman's SoDak, Admiral Pete D's KGV, Tim K's Cleveland (on loan to new member John), Mike Mangus' DKM Scharnie, and my own Lil Scharnie. At least, I think that's all the sinks today. It was a great time and we had spectacular weather for it. David R's Foch has a mean pair of dual sterns with a really high fire rate. Most impressive. I didn't hit him much, but I did get in the christening shot at the beginning of the first sortie. He returned the favor later. **In all, we got in 6 sorties today, and considering how many new boats were present that is an achievement :)***

Chase Hargraves (Drove all the way from Canada, north of Toronto, to south Georgia for a battle!) got to run around in Christopher Koehler's Bayern and was very favorably impressed with the turning, and he certainly gave a good account of himself in the carnage.

Biggest change for me was I was able to fit a 5oz CO2 bottle in Lil Scharnie (I needed some ballast forward anyway), so if needed, I can run 2 sorties on one bottle. Sank once today, it turned out that I had my pump spinning backwards. Rick King diagnosed it and we fixed it over lunch that day.

Saturday Battles #1, #2 & #3: “Flag” vs “the evil No-Flag” nation

Sunday we decided to swap teams up and do Flag/No-Flag fleet battles. I believe this was the day we upgraded Pete Demetri's HMS King George V to brushless drive motors and also cort props (and saw a huge improvement). We also tried the same on Mike's DKM Scharnhorst but did not see as much improvement. He already had some better props and so the upgrades may not have made quite as much a relative improvement for us to notice compared to PeteD's (who was upgrading from standard-fare drive).

I do remember a particularly memorable battle maneuver that happened that day. As I recall Mike Mangus's DKM Scharnhorst had taken a lot of damage when his prop got fouled up along shore. PeteD being ever the gentleman and wanting to help Mike sink faster (get his pain over with) kept trying to back up and prop wash Mike's stern. However, Bill Byrnes little Viribus Unitis constantly squeezed in to push the stern of the KGV sideways and mess up his aim. Over-and-over the little VU pushed forward to help (it WAS a great example of teamwork - if you are at NATS you will want BillB as your wingman!)

[I don't recall if the Scharnhorst ever sank that sortie - I think Mike was more upset by the amount of washed-in mud he found inside his boat after the battle]

Sunday Reflections from Clark:

I find that I have the most fun when I start in the middle of the enemy fleet. David's new Foch had some minor issues but his guns fire nice and fast; I expect it will be very dangerous when refined. I didn't really do anything special except give away lots of BBs and stay mostly afloat. I did have some tippiness issues with the quickie SS I'd done for a previous battle and with my snake pit of hoses and valves shifting positions between sorties. This was fixed by putting a new ABS SS on overnight, and also swapping out my sort-of-hollowed-out-at-the-top smokestacks with nice foam ones cast specifically for SMS Scharnhorst by Grey Wolf Squadron. They are pretty and lighter than ghost farts; I highly recommend them to Lil Scharnie and Lil Gneisie drivers. Brian got some pics which will get posted soon, I'm sure. Also rearranged the snake pit and it's much prettier and more logically positioned with the servo and valves upside down so that the valves are low in the boat, and with better hose arrangement. Chase Hargraves was in the shop most of the evening helping, visiting and such.

Battle STATS

It was Flag/No-Flag.. of course didn't count holes!

DINNER: *Dinner Sunday was held at RJ's Steakhouse (an old local steak house with more of the “Statesboro atmosphere” than the chains, and they are well suited for groups of any size). I believe most liked the local atmosphere and open space of the place - we will likely continue to go there at future events.*

REGION 3 SPRING BATTLE REPORT

AWARDS:

No official awards were given at this regional (sorry about that folks, Clark and Brian forgot to make them this time) but some likely nominations would have been:

Most Feared: DKM Scharnhorst (Mike Mangus) - of course.. again.. (I'm just jealous, Mike)

Most Natural: USS Cleveland (John Jones) - he was a natural cruiser captain!

- You'd never have guessed it was his first battle the way he quickly adapted to getting into position and hitting the BB's

Furball Award: USS South Dakota (Joel Goodman) - Joel brought out his ol' South Dakota to play. And even though there are always issues to find after a ship sits idle, Joel never complained about being the favorite target of.. well everyone. Joel gleefully battled on and was regularly in the middle of things (and getting sunk, although by Monday it was getting very hard to sink it).

"I Drove How Far!" Award: Chase Hargraves (using loaned SMS Bayern) - aka Insanity Award. Chase all the way down from CANADA to play with us in the deep south. It was a true pleasure having Chase with us, and I hope he felt we made it worth his drive. Chase was always spirited and fun. We should probably give his wife some sort of award for letting him come play with us...

MONDAY: Free-for-All-Three-Sortie-Death-Match

OK. By this point my mind [BrianK's] was getting a little worn out and nutsy. I do remember my radio antenna breaking loose internally (it had been dropped at the previous battle by a visiting captain) and not getting a signal out. I switched to Stefan's HMS Invincible (Stefan never made it this last morning) but could not get used to his left-handed steering (and the stick does not re-center) and drove backwards onto shore. She "sharks" were relentless and tore the stranded Invincible apart. Moral of the story: Stefan should learn to get up in the mornings, or else take his ship home and don't leave it with Mr. Brian!

Final Reflections from John Jones:

To all those in Statesboro.... I want to thank everyone of you who gave me a good pounding. I really enjoyed sinking on my first sortie. I learned a ton. I am looking forward to the completion of the rebuild of the Prince Eugen. When I come back to Statesboro with my new ship, I plan to return the pounding :-)

Tim, thanks for lending me your boat. I am afraid it is coming back to you all patched up. You're going to need to do some work on that rudder/servo and the pump. I had no pump on the first sortie and sunk tail first.

Don and Mike replaced the impeller in the pump but it needs to be tightened up a bit. The boat runs pretty nice. It moves pretty fast. You might want to time it. It moves almost as good in reverse as forward. It got me out of some tight jams a few times. I really need to get used to having to fight with my butt. I understand the logic of rear mounts but they are not coming naturally to me yet... but they will. The guns shot great when I was able to aim my butt and shoot. The opponents were no amateurs. They made it pretty hard to get in a good shot. In fact the only good shots I really got in was when I shot my own team mate in the heat of battle and getting confused as to who was friend and who was foe. I shot poor Don but he took it well.

REGION 3 SPRING BATTLE REPORT

This is just a ton of fun and hope to get a battle going soon here in Atlanta. Can't wait to get the Eugen sailing and then start work on my next boat (TBD).

<https://plus.google.com/photos/103716010421193132924/albums/5882468141783009249>

[John also posted **video** and photos at the link above]

Final Reflections from Clark:

John, it was awesome! You had far less trouble than I did my first battle! Probably put more holes in people than I did, too! I think the Cleveland was okay for speed. It's a 23-second ship, it should've been faster than everything but David's Foch.

Shot a teammate in the heat of battle? Good battling etiquette dictates that in such a situation, one says 'Oops!' or 'Glitch!', and smiles like he meant to do it. At least, that's what Pete D does :)

Final Reflections from Bill Byrnes:

The Scharny was the most feared boat to me, but no one asks for more trouble than Clark who started most battles in the middle of the opposing team's formation.

Bill

IN SUMMARY:

Three days, seven battles, 15 sorties of insane fun!



SINK DATA

Introduction:

Recent advances in battery capacity, pump technology, and battle style, along with observational experience at MWC events has lead many people to comment that ships are getting harder to sink. Having been in the hobby since only 2008 and noticing these same things, I was curious how much better ship survivability is getting, and if there was a way to measure it. Being a nerd for statistics and data analysis I have pooled some data to try to answer a question that many of us have been suspicious of. Are ships getting harder to sink?

Methods:

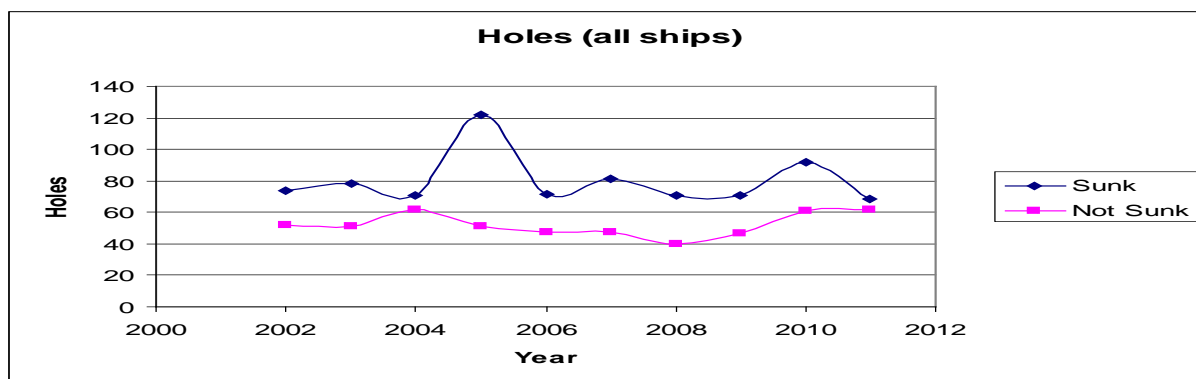
I was able to track down scoring data from the past 10 Nats, sort it, and analyze it. For my analysis, I included all class 4-8 ships that sortied in a regular 2 sortie fleet battle conducted at Nats from 2002 through 2011. I included all ships that competed two sorties that didn't sink as well as ships that sank in the first or second sorties. Ships that were declared sunk or withdrew from combat were excluded. I also excluded night battle because it is only one sortie and battle conditions are atypical. I excluded 1 on 1 battles and Wednesday challenge battles because they do not necessarily exemplify the typical battle style during a general fleet battle. I chose to include only class 4-8 ships for the analysis because smaller cruisers and destroyers in class 3 and lower don't typically use the same battle tactics and technology that the majority of the ships, the capitol ships do.

Results/Discussion:

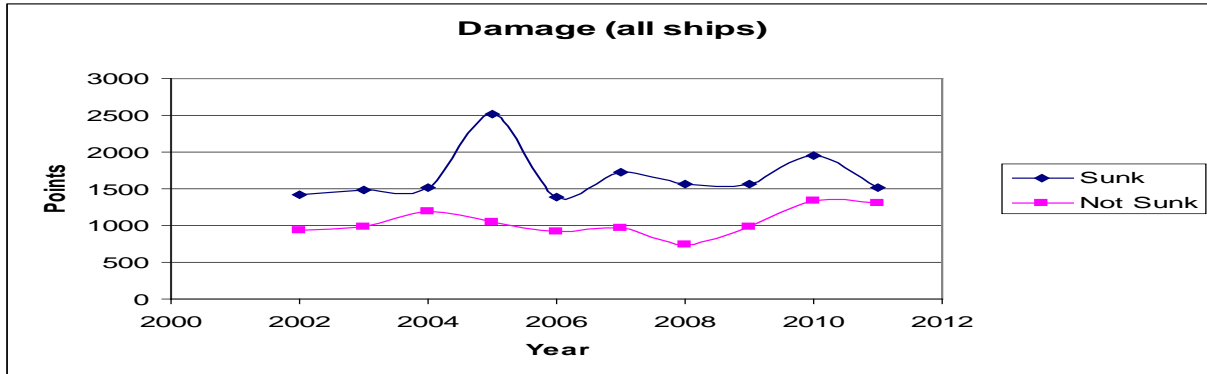
Perhaps the hardest part was to decide how to sort the data. I will present several different methods of sorting and interpreting the data.

All Ships.

In this series, I sorted all of the ships by year into two groups; ships that sunk and, ships that did not sink. The average holes and average damage by year is graphed below.



SINK DATA



Both of these graphs illustrate a few global points. Though it might seem obvious, both of these graphs illustrate the point that when ships sink, they take on average more holes and more damage than ships that don't sink. The other qualitative observation is that all of the lines are approximately flat, with just a mild trend upwards, especially if you ignore the 2005 sink data point.

Quantitatively, on average, the amount of total holes and total damage ships take has remained fairly consistent throughout the last 10 years. Overall, number of holes it takes to sink a ship is about 80, with linear regression actually showing a decrease of about 1/2 hole/year. The number of holes ships took that didn't sink was on average 52, with linear regression showing an increase of just 1/4 hole/year. The amount of damage it takes to sink a ship on average over the last 10 years is 1666, with linear regression showing an increase of only 12 points per year. The amount of damage ships that didn't sink took was on average 1043, with linear regression showing an increase of 23 points per year.

All Ships

holes	<u>Average</u>	<u>Change/year</u>	<u>r2</u>
Sunk	79.93832	-0.5903	0.012
Not Sunk	52.00857	0.247	0.0106

damage	<u>Average</u>	<u>Change/year</u>	<u>r2</u>
Sunk	1665.846	12.183	0.0116
Not Sunk	1042.51	23.257	0.1405

Now back to the original question, "Are ships getting harder to sink?" These data are a little mixed showing that it is taking around 1/2 fewer hole/year in ships that sink, but actually increasing by 12 points/year. The other trend is that ships that don't get sunk, ships that are surviving the battle are taking more damage (about 1/4 hole and 23 points more points per year). Another surprising observation is the 2005 sink data. It indicates that of all of the Nats in the past 10 years, ships were sinking with more holes and more damage on average than any other year. Interestingly, the ships that didn't sink that year didn't take more damage than in other years. Whether it was due to a high average quality of the ships or captains present, or a high number of ships that had some type of partial mechanical failure right before they got trashed and sunk, or some other factor that I can't think of, the data indicates that at Nats 2005 in Ionia, MI may have been the hardest year on record to sink ships, and

SINK DATA

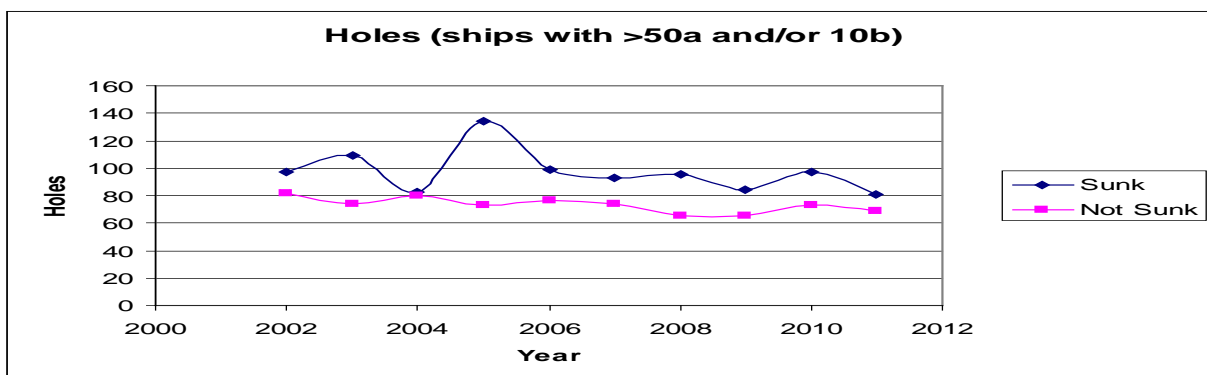
when they did go down it was only after lots of bbs.

So strong is the 2005 data that it may actually be skewing the trend somewhat. If we ignore the 2005 data then the trend line for holes does flip upward and would show that ships that sink in combat are taking on average just 1/4 more holes per year (as opposed to decreasing by 1/2 hole) and increasing by 30 more points per year (instead of 12).

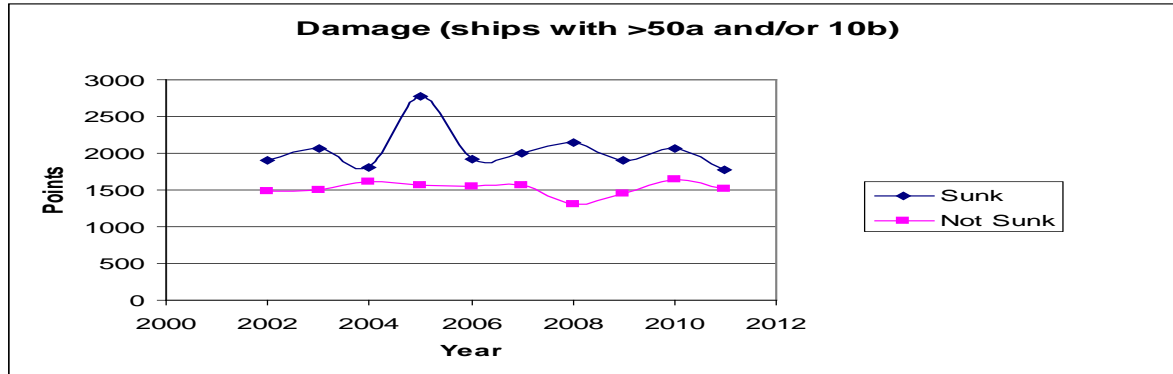
Hard sinks/easy sinks.

A confounding variable that comes to mind when considering how much damage ships are taking is the fact that in any given battle, there are ships that seem to sink without adequate damage. These ships are typically sink because of forgetting to turn on the pump, clogged pump, dumb luck, or a poorly built ship. In the same way, at any given battle there are typically several ships that skirt off the water with hardly any damage, to the effect that some times you wonder if they even fired their guns. In order to try to control for some of the extremes, I decided to sort the data in another way. I somewhat arbitrarily but somewhat guided by experience decided to draw a line at 50 above and/or 10 below. In my approximation, if a ship didn't take at least 50 above or 10 below, in most circumstances it shouldn't be considered to have taken enough damage to sink and will for the purposes of this article be considered an easy sink. Conversely, a ship that went down with at least 50 above or 10 below can at first approximation be considered to have earned that sink, and will be considered a hard sink. Similarly, if a ship didn't take 50 above or 10 below and didn't sink, they probably were never really in danger of sinking and shouldn't have sunk, so I will call these easy floats. Again conversely, ships that took more than 50 above or 10 below and stayed afloat probably were at least pumping some and were probably in danger of sinking if the circumstances were right. I know these are not perfect cutoffs, but they will serve to eliminate some of the low damage outliers.

Table2	<u>Sunk</u>	<u>Not Sunk</u>
<u>>50 above and/or >10 below</u>	hard sink	hard float
<u><50 above and <10 below</u>	easy sink	easy float



SINK DATA



When controlling for ships that did not sustain adequate damage, again the some general trends are noticed. In a logical way, ships that sunk take more damage (measured by both points and by holes) than do ships that don't sink. And again we notice that ships that sunk in 2005 for some reason sank with much more damage than other years. Here, the trend lines however qualitatively appear to be sloping downward.

Ships with Adequate

Damage

<u>holes</u>	<u>Average</u>	<u>Change/year</u>	<u>r2</u>
Sunk	97.2076	-2.0864	0.1667
Not Sunk	73.2152	-1.3727	0.5502

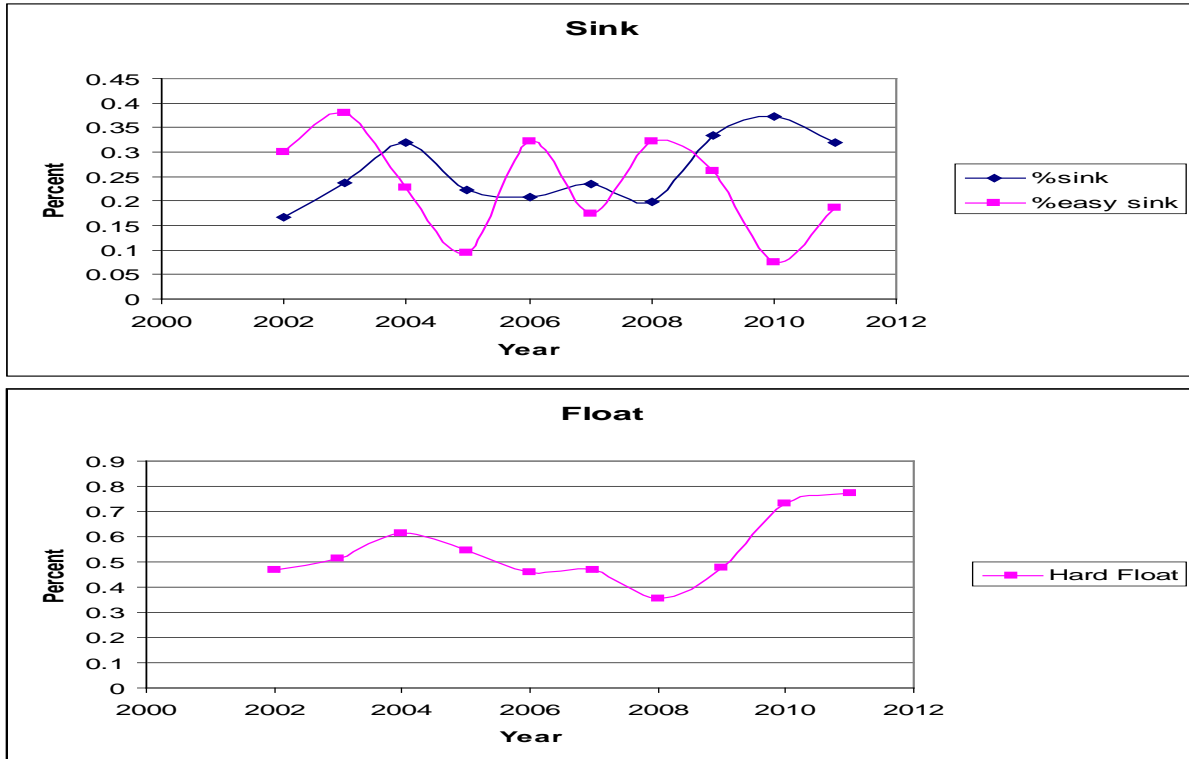
<u>damage</u>	<u>Average</u>	<u>Change/year</u>	<u>r2</u>
Sunk	2034.213	-13.717	0.0215
Not Sunk	1521.741	-1.3114	0.0018

Again we venture back to the original question: "Are ships getting harder to sink?" According to these series in which ships that were easy sinks and ships that were easy floats were excluded so that only ships that "should" have sunk or ships that were in danger of sinking and didn't (ships with more than 50 aboves and/or more than 10 belows) were included: the answer is - no. In fact it appears that ships are actually getting slightly easier to sink, and that over all ships are taking slightly less damage. Ships that sink with adequate damage are taking on average 2 fewer holes and 13 points less damage per year (average being 97 holes and 2034 points to sink a ship with adequate damage). Ships with adequate damage that don't sink are taking on average about 1 fewer hole and 1 point less damage per year (average being 73 holes and 1523 points in a ship that didn't sink with adequate damage).

Percent that Sink

Another interesting trend to look at is of the sorties completed, how many ships didn't make it off the water.

SINK DATA



On average over the past 10 years at nats, 26% in any given fleet battle end up sinking, and the trend is slightly increasing (by only 1%/year). Of those ships that sink, on average 23% sink with damage that could be inadequate to cause a sink (less than 50 aboves and 10 belows). Overall, that's 1 in 16 ships in any given battle that sink with inadequate damage (pump failure, captain error, poorly built ship). This trend however is decreasing very slightly (about 1%/year). Qualitatively however, it does appear that starting in 2008 through present, the trends may be indicating that more people are sinking at nats and fewer people are sinking without adequate damage.

On the flip side, the percentage of ships that don't sink that do take enough damage that they could be considered in danger of sinking (more than 50 aboves or 10 belows) is increasing. Again, the trend seems to be fairly clearly strongly ascending when looking at the 2008 through present data.

With these two data sets it appears that the case could be argued that ships are taking more damage.

Discussion/Summary:

Some years are up, some years are down. Overall, it doesn't appear that ships are getting harder to sink. From that conclusion it is tempting to think that pump and battery technology is not improving, but I don't think I would go that far.

