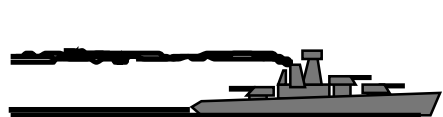


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Winter – 2007



CALENDAR OF MWC EVENTS

Feb 8-10, 2008

February Fracas

Sanford Port Authority Pond,
Sanford, FL

Contact: Rick King, (407) 322-7750

rking157@cfl.rr.com

Sanctioned

Mar 15-16, 2008

March Mayhem

Sanford Port Authority Pond,
Sanford, FL

Contact: Rick King, (see above)

Sanctioned

April 12-13, 2008

April Ambush Spring Regional

Tom Triplett Comm Park
Pooler, GA

Contact: Brian Koehler

bkoehler@georgiasouthern.edu

Sanctioned

July 13-18, 2008

NATS 2008

Veterans Lake
Ramsey, MN

Site Hosts: Bob Hoernemann, Ron
Horbul (contact info on BOD page)

Motel: Country Inn & Suites, Elk
River, MN. (888) 201-1746 or
763-241-1746. Group rate is
\$80/night. Please note: the motel's
price was arranged for Sunday thru
Friday nights, we are trying to get
that extended to the preceding
Saturday night as well. Mention
"MWCI" when reserving. Must
reserve by May 31.

Sanctioned



The Warspite tests Ben's stationary light cruiser

Photo by J. Marino

Ice Breaker 2007

by Bob Hoernemann



Here in Minnesota we have had a summer long drought. My grass died long ago and the mowing time has been put to good use as boat building time. We selected the date for the Ice Breaker back in May and just had to pick the one weekend of the year that was cold and rainy.

Rain has been the battling theme this year as the Fray, NATS and now our battle had to put up with bad weather. At least we had Friday with clear skies and warm temps.

Kevin and Brian Bray made it to my house Thursday night and got to meet Tyler Heland who was finishing up his USS Minneapolis. Tyler has been in my ship yard a couple of times working hard to get his wood hulled ship ready for this battle. I've also had Mike Cucchianella in the ship yard getting



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his USS St Paul finished. This would also be the first battle for John Marino, from Chicago, with his USS Pensacola. Peter commented that there are almost as many wood hulled ships at PPB as there are fiberglass ships. On Sunday we had another “First” battle as we were joined by Chuck Spletz from Wisconsin with his DKM Graf Spee.

Chuck has battled for many years with the 1/72nd scale club and now has a 1/144th ship to battle with us.

After a pancake breakfast Friday morning Kevin, Brian and I took a trip to Jordan to see a prospective Nats pond. I was very disappointed to see it was over taken by weeds. Everything else about the pond looked good for battling but the weeds have ruled it out for now. We got back to the house around 9:30 and met up with Ben and Tyler. Then we headed to the pond. Tyler had his ship speed tested and did his first sea trials. Everything worked well. I was pleased to see the sheeting leaked in only a few spots. While we were testing Tom Palmer and Lars made it down to the pond. Moe stopped by to chat without his Lutzow and could not be talked into taking The Bike for a ride. Tom split up fleets and battle was started. The teams were

Yellow Duct Tape:

Kevin (Mass.),
Brian (Yavuz),
Tom (Nashville),
Ben (Glorie).

No Flag:

Bob (Warspite),
Lars (Tiger),
Tyler (Mpls).

The Bray fleet played 2 on 1 with the Warspite for most of the battle. Lars would make passes as things opened up. Tyler was able to back into the Mass a few times and get his first stern shots to hit home. The Flag fleet always had to keep an eye out for the Glorie. She hides in plain sight and jumps on the bow of any ship that passes by and typically opens large holes with her stern

guns. Ben has become very good at taking no damage and inflicting tons of it. No major damage was done to the ships in the first sortie and we filled back up and headed out for sortie two. Brian had a pump problem early in the battle and sank. Tom was run around and shot up by Lars and also took the plunge.

Scores were

Yellow Tape:

Mass 77-5-10,
Yavuz 40-7-9 sink,
Glorie 3-1-0,
Nashville 40-7-9 sink.

No Flag

Warspite 12-1-8,
Tiger 39-2-5,
Minneapolis 9-4-2.

As the battle wound down Peter came down with his reskined, refitted and now bright RED Scharnhorst. The “Mighty German Battlecruiser” took a page out of the funny looking freighter’s play book and became a big red target. The whole hull must be a bulls eye, just need a white ring around the super structure. Ben commented after the battle that this was the first time he could remember not having The Bike in a battle. As usual I had brought her and got her ready for battle but there was no one to use her today. That changed in the second battle as Brian had lost a rudder servo and his Yavuz was out. Another new Bike rider to add to the long list of captains.

Fleets were changed up with the new ships to be **Yellow Flag**: Mass, Nashville, Tiger, Minneapolis and **No Flag** Warspite, Scharnhorst, Glorie, The Bike.

The Flag fleet decided to go after the Tiger and see how much damage she could take before she sank. Lars had made it through NATS without sinking; even when the Axis gave it their best try Tuesday. Lars was willing to play with us and did not run from battle. Peter and I tried to sandwich him as much as we could while Ben pulled ahead and waited for an open shot. The first sortie saw Lars take a lot of holes but not

pumping that hard. In the middle of the battle Ben turned to walk to his left and ran right into a “No Fishing” that had just been added to the pond. A bruise on his leg, chest and a small cut on his hand could have been worse if he had hit it with his head.

In-between sorties The Bike lost radio power due to a bad receiver switch; Brian was out of the second sortie. We kept after Lars but it looked for most of the sortie that we were fighting a losing battle. The Tiger was now pumping nonstop but we had run down on bbs. Then a stroke of luck. The Red Scharny cut in front of Lars and even on the water red means stop, Lars did not stop and hit Peter hard amidships. This caused all the water in the Tiger to move and Lars quickly sank.

After Lars recovered his ship Tyler also sank for the first time. Not sure if it was vapor lock or forgetting to turn his pump on, the Minneapolis did not have the damage needed to sink.

Scores were **Yellow Flag:**

Mass	42-1-6,
Nashville	26-2-3,
Tiger	137-19-41 sink
Mpls	26-4-0 sink.

Flag

Warspite	69-5-12,
Scharny	13-2-9,
The Bike	2-0-0 withdrawal
Glorie	2-1-1.

As battle was finishing up John came down to the pond and watched the last part of the battle. We packed up and went to my house to fix ships and eat. We decided on ordering pizza to save time and get more ship work done for Saturday. We sat down with John and went over his ship. We did some repair on his drive shafts and couplings to get him ready for battle.

Saturday morning was not looking good. I turned on the weather channel and saw that the rain would start at 9am and would last all day. We got the tents set up before the rains came and got battle started at 10am. Mike and Paul Coffee had



Lars returns to form.

Photo by Bob Hoernemann

both brought family members to see their ships battle. Mike had taken the red eye in from a business trip and had an hour of sleep to battle on.

We were waiting on Lars to get to the pond, knowing Lars is not a morning person I called his house and found out he was still working on his ship. But the good news was that his son Andy got home from work at 11am and would be battling that afternoon. Lars was staying home to sheet Andy's ship.

Ron had a dead transmitter battery in his radio so we swapped crystals with his cruisers radio. Always pays to have a spare on hand. We split the fleets up to. **Yellow Flag:** Mass, Nashville, Scharny, The Bike (Andy T), Mpls, Yavuz. versus the **No Flag:** Warspite, Lion, Rividavia (Paul), Glorie, St. Paul (Mike), Pensacola.

The battle started with the Brays teaming up on the Rividavia. I was wingman to Paul and tried to stay close and even the odds. Paul was able to hold his own as the Brays tried to put him down. Kevin ran into Ben's stern guns halfway through the sortie. Kevin then started to turn circles with a dead rudder servo. Around this time Ron complained that he lost reverse and

forwards was now reverse. The sortie wound down and we all went to work trying to get the ships back in fighting shape. We found that Ron had a bad switch in his throttle so he switched to the St Louis, taking a withdrawal sink on the Lion. Kevin was still working on his rudder servo when battle started.

Paul and I again teamed up and played with Brian. Kevin heard us going after his son and put his ship on the water without a rudder servo to take the pressure off Brian. Ben hung out on the wings and found a target in the Scharny. Ben said after the battle the Mpls and The Bike did a great job of backing in on him and keeping him from getting shots on Peter. The Flag Fleet then lost two cruisers with really light damage. Ron forgot to turn on his pump and turn a little too much and Mike listed over and sank. Both of them decided to leave their ships on the bottom of the pond while we kept battling. I always get nervous about this and was hoping they would go in and get them out. We kept after Peter and ran him around the pond. Peter sank from what he thought was too much running and not enough pumping.

I went in to get Ron's ship with Mike and Peter each getting their

own. Peter found his ship right away next to shore. I needed a little looking to find the St Louis. I walked it to shore and went back to help Mike and Peter look for the St Paul. As I was walking I found a large rock and fell face first into the pond. Somehow the rain bag I was wearing kept my timer from getting wet. I'm sure everyone on shore had a good laugh. Peter, Mike and I spent a lot of time looking for the St Paul. Everyone pulled their ships off the water while we walked lines looking for it. We knew the general area and it was only waist deep. Mike finally kicked the bow and pulled it out of the water. A little scary for your first sink. The sortie was over and so was the morning battle.

Scores were **Yellow Flag**:

Mass	92-1-2,
Yavuz	26-10-5,
Nashville	4-0-0,
Scharny	41-1-18 sink,
The Bike	2-0-0,
Mpls	10-1-0.

Flag Fleet

Warspite	17-4-3,
Rividavia	20-2-1,
Lion	23-1-0 sink,
St Paul	6-2-2 sink,
Pensacola	2-0-1,
St Louis	1-0-0 sink,
Glorie	3-0-1

In-between sorties Mike Smith came by to visit. Mike is a former battler from Florida that has moved up here. He is going to get his ships back in shape and join our colder battling group. We also had two other guys show some interest in the club. The bad weather kept more spectators away. I always hope to pick up a battler or two at the Ice Breaker. This year we had two ships on the water that started as Ice Breaker spectators.

Lars and Andy both made it to the pond during lunch, ready to battle. I went home to get some warmer clothes and my waders. Mike went home to



The St. Paul waters the surrounding camouflage.

Photo by J. Marino

take a nap and fix his leaky rudder box. His nap turned into a long snooze and he missed the afternoon battle. Ron had lost rudder control and after opening his rudder box and radio box we found that it was a bad servo extender wire. He missed this battle waiting for his boxes to reseal. Tyler had also lost rudder control, it was a common thing this weekend, but he only had a dead receiver battery. Tom had been blowing hoses in almost every battle. He cleaned out his regulator and did not have any more problems.

Fleets were **Yellow Flag**: Mass, Yavuz, Invincible, Scharnhorst,

Nashville, Mpls and The Bike. **Flag Fleet** Warspite, Tiger, Rividavia, Pensacola, Glorie.

The Flag Fleet played short a ship without Ron and Mike. We made Andy our main focus. He has not been to a battle since 2003. Lars had just pulled off the skin on his Invincible from that NATS. Now Andy was freshly sheeted and ready for a fight. Paul and I chased him around dumping stern guns and sidemounts into him. Paul had been playing with his speed controller before the battle and had it set too high in reverse. He ended up backing himself under and sank. I



Andy Dahl's Invincible gets am'bushed'.

Photo by J. Marino

kept chasing Andy around and called in Lars to help him sink him. Lars had no desire to shoot up the ship he just spent all day and night repairing. But he came to help cut Andy off and pin him in for me. Meanwhile Brian was playing with the Pensacola and managed to sink him in the channel. Tyler also sank; I think it was vapor lock or forgetting to turn his pump on again. He came back in for the second sortie.

The second sortie had the Warspite and Tiger following the Invincible around. Andy ran, fought and when things looked bad he pulled his ship in towards shore. There it was pounded by the sidemounts of the Warspite and sank. We still had a few bbs left and started after Peter.

Scores were

Mass	56-3-2,
Scharny	43-5-6,
Invincible	70-10-41 sink
Yavuz	7-1-0,
Mpls	6-0-0 sink,
The Bike	6-3-2,
Nashville	3-0-2.

After we packed up and dropped the ships off at my place we went out to dinner. The new guys were introduced to the traditional Best and Worst Five of the day. Kevin and Brian decided to leave that night. They were out of rudder servos and Brian started school on Monday.

Sunday was another wet day. We set up without rain but the drizzle started soon after. Chuck Speltz and his Graf Spee came from Wisconsin to battle with us. Chuck has done big gun ships for several years and now he has built a fast gun ship to get more battling time in locally. Peter was a little late getting to the pond and missed the start of the first sortie. Fleets started as **Yellow Flag**: Tiger, Graf Spee, Nashville, Pensacola, Glorie, St Louis. **No Flags** Warspite, St Paul, Invincible.

Somehow our fleet ended up out numbered 2-1, I think it had a lot to do with Tom setting up the fleets.



The mighty German Battlecruiser attracts attention

Photo by J. Marino

We became more of an underdog when neither of my sidemounts would fire and after a few stern gun shots I was out of bbs. Turns out I had forgot to reload my guns after I tweaked. What a rookie mistake, I forgot to unpin my guns in the second sortie too. Since I got off the

water fast I put the Warspite on the table and grabbed The Bike. Peter was putting the Scharny on the water as I was coming in. The Pensacola sank near the shore without any damage. JP had a few spots of sheeting that were coming loose. We finished off our bbs and got ready for



The "Get Lars" Campaign ends with a good poster shot.

Photo by J. Marino

sortie two.

We had to hurry so Tom could pack up and check out of the hotel room. JP switched over to The Bike and switched to the No Flag Fleet. The second sortie was a "Get Lars" battle. Both Peter and I chased him around the pond. I don't know if chase is the right term as Lars stayed and played like a Hug n Slug ship. Ben got his stern guns into the St Paul and started tearing up the starboard side.

We all got off the water and decided to do a third sortie instead of patching and counting. Ron had to head home and took off along with Tom. We handed out the trophies and got ready for the next battle. We continued the "Get Lars" battle while Ben kept at the starboard side of the St Paul. Lars was looking low in the water but was still fighting. The St Paul was looking low too. Ben had opened up her sides and she was pumping hard. Mike managed to hang on for quite a while before sinking. He quickly went in to get his ship.

During the ship recovery, Ben and I reloaded our guns. The battle now became a free for all and Peter was the next ship on the list. Everyone got shots in where they could and after the bbs were gone we pulled the ships for a fourth sortie.

In-between sorties JP plugged a new battery into The Bike and sprayed some water into the radio. It looked ok until he got on the water then the ship started to glitch and had to be pulled. I set it on shore and turned around to get the Warspite out of a tree it had backed into. That's when a hose in the stern of The Bike blew. It blew the superstructure off the top of the ship, pushed the deck over the nut that holds it down and blew the interior armor out a section of sheeting. Too bad it was not on the water as it would have made a great sink.

The battle started back up. Peter, being the biggest ship, became the main target. Chuck had been having



Chuck's Lutzow gets baptized.

Photo by J. Marino

trouble with his drive system in each sortie and kept going dead in the water. Each of us drove by and gave him a few shots but pretty much left him alone. I went out and brought his ship in as it was starting to sink. Peter then came into the shore and was sunk. A little jolly boat came off of his ship and floated above the wreck, very few of the crew made it off the ship. Andy and I chased Ben around for awhile but could do nothing to him. Ben decided to see how much his little Frog could take and parked next to the Warspite for some haymaker practice. The damage was nicely grouped. He took more damage then we thought he could before he finally sank.

Scores were: **No Flag:**

Warspite	35-12-4,
Scharnhorst	50-3-16 sink
St Paul	59-2-2 sink,
Invincible	58-5-6,
The Bike	3-1-2

Flag

Graf Spee	84-3-3 sink,
Nashville	12-3-3,
Tiger	155-17-35 sink
Glorie	8-8-39 sink,
Pensacola	0-0-0 sink,
St Louis	12-0-0

We packed up in the rain and headed back to my house for some hot dogs and NATS video.

Awards: Best of Class 2&3 Ben, Best of Class 4 Brian, Best of Class 5 Bob, Best of Class 6 Kevin, Best of Scale Lars, Most Feared

Ben.



Bob's Bike bursts a tire. (actually it was a CO2 hose, A.K.A. an "inner tube".)

Photo by J. Marino



What Should Sinks Be Worth?

by Tim Krakowski

One of the things I do in my spare time, or even in my not-so spare time, is think about the game of Model Warship Combat and dream up various combat scenarios, battles, and rules. I've also always enjoyed reading Admiral Bob's gunnery analysis in TF144 and thought I'd contribute an article that studies the relative value sinks play in determining the overall score at NATS. I've often heard that it's better to declare your ship sunk than to take a pounding – declaring costs your team less points. Also, it is often said that taking too much damage before you sink is a bad thing, as it puts your team way behind in points. **[NOTE: Herr Fluegal said this very thing in the last issue of TF144, "Sink quicker, Gerald!"]** Isn't the notion that sinking quickly helps your team win NATS... counterintuitive?

Since 2003, Brian Koehler and I have been scoring NATS with a database scoring program. So I decided to look at the data from the past 5 years and see if these assertions are correct. In a nutshell, they are. In fact, the data shows that it is quite common for ships to absorb copious amounts of damage before sinking. In addition, our ships often absorb 2X, 3X, even 4X the amount of "sink damage" and still not sink!

This led me to really think about the value of sinks relative to the value of damage points. I took all the data available, and started by classifying ship's battle data 4 ways:

1. Ships that did not take much damage and did not sink (not really helpful to this study!)
2. Ships that did not take much damage and sank (aka "Easy Sinks")
3. Ships that took a lot of damage and sank (aka "Hard Sinks")
4. Ships that took a lot of damage and did not sink (aka "No Sinks")

To continue, I need to define what "not much damage" and "a lot of damage" means. Quite simply, I used the sink value for the class as a guide. Ships that took less than this amount of damage did not take much damage. Ships that took more than this amount took "a lot" of damage. To sum up, I've included a table below:

Table 1. Current Sink Values

Class	Sink Value
2	400
3	600
4	800
5	1000
6	1200
7	1400
8	1600

Also, to refresh everyone's memory, battle damage is scored as 10 points for each "above" the

waterline hit. 25 for each "on" the waterline. 50 for each "below" the waterline. As you can see, it only takes 8 "belows" to score the sink value of a class 2 ship. And it only takes 20 "belows" to equal the value of a class 5 sink.

Based on my scale above, I decided to count up the "Easy Sinks," or ships that sank with damage less than their sink value, "Hard Sinks," ships that sank with more damage than their sink value, and "No Sinks." See Table 3 "Sink Types by Year".

Note that in each year, there were about twice the amount of "No Sinks" as "Hard Sinks." In addition, there were 4-5 times as many "No Sinks" as "Easy Sinks." In 2005, there were more that 9X as many "No Sinks" as "Easy Sinks!"

Another interesting fact to point out is that in almost every case, the same ship showed up in more than one category. In some cases, the same ship was an "easy sink" one battle, a "hard sink" in another and a "no sink" in still a third battle. This actually makes sense, as there are a number of reasons we sink or we don't sink. In some cases a few big holes do us in, or perhaps an



untimely pump failure or an uncalled ram sinks us with little damage. In 2005, Rick King's Scharny literally winched itself down to Davy Jones' locker with only 90 points of damage when its prop tangled with a long weed! The reason I bring this up is to say that this data representative of good sample. If, on the other hand, the same ships were only "easy sinks" while others were always "hard sinks" then you could simply point out that the major factor in sinking or not sinking is the builder. While certainly there is some truth to that statement, it is not the dominant factor.

Let's look at this same data sorted by class, see Table 3, "Sink Types by Class". Note that the numbers won't all add up to the data above, as the sinks by year chart includes some limited data for class 1, 7, and 8 that are not presented by below, because there was simply not enough class data.

Relatively speaking, it looks like Class 4 ships are the hardest to sink!

Based on this data, it certainly is "better" from a points perspective to sink more quickly. There are a large number of ships that either did not sink or sank with more than 200% of sink damage! Some even lasted 300%!

Should it be better to sink? Well, I don't think so! Sunken ships cannot reload if sunk in sortie 1. They are out of the game. And consider all those BBs that go down with the ship! BBs that do not get shot have a 0% chance to hit! Also, if you look at this data another way, sinking an opponent's ship is normally MUCH harder than just blasting it with holes.

So, shouldn't those sinks be worth more than the current rules allow? If you agree with this premise, then the next question is, "OK Sink Master, what should sinks be worth?"

I thought you'd never ask! I took the liberty of playing with some of the data.

I first decided that a sink should be worth approximately the same amount of points as the amount of damage needed to sink that ship. To get this value, for classes 2-6 I added up all the battle damage scored for "easy sinks" and "hard sinks." But to take the "no sinks" into account, I had to make an assumption. I assumed that the "no sinks" would sink if they took an additional 75% of their sink

Table 2: Sink Types by Year

Year	No Sinks	Hard Sinks	Easy Sinks
2003	74	32	18
2004	75	47	22
2005	60	34	7
2006	55	21	16
2007	61	34	18

Table 3: Sink Types by Class

Class	No Sinks	Hard Sinks	Easy Sinks
Class 2	7	8	5
Class 3	12	5	10
Class 4	101	39	14
Class 5	86	58	22
Class 6	106	49	30

value in damage. Huh? Let's look at an example:

Take this "no sink:"

Class 4: A: 20 O: 18: B:13 for 1300 damage points. The sink value for this class 4 ship is 800 points. So I assumed that this ship would have sunk if 600 (75% of 800) more points of damage were scored on it. In some cases the "No Sink" in question would still not have sunk.



Class	Current Sink Value	Damage Driven Sink Value
Class 1	200	300
Class 2	400	725
Class 3	600	965
Class 4	800	1800
Class 5	1000	2040
Class 6	1200	2300
Class 7	1400	2500
Class 8	1600	2600

Table 4

In others, it would have sunk with less damage. Since I can't go back in time and test these ships, I decided on this compromise – assuming that the ships that would have sunk with less damage cancel out those ships that would have taken more damage.

As a result, for each class I have calculated a new damage driven sink value in Table 4. This is approximately the average amount of damage a ship of that class can take before sinking. Note the values in bold were not calculated. Instead they were extrapolated based on the class 2-6 data:

Note the HUGE jump in damage taken by class 4 ships over class 3 ships before they sink! This can be explained by a number of factors. First, there are many more class 4 ships at NATS than class 2 and 3. And of the class 2 and 3 ships at NATS, most fall into the category of “little damage, no sink.” The Class 2 and 3 ships that did produce data for this study were generally captained

by rookies, or it was a secondary ship, which means they tended to be easier to sink when compared to veteran primary ships of class 4 and above.

Finally, I thought you might enjoy looking at the hardest ships to sink. First, let's

look at the most damaged “No Sinks.” In Table 5.

And finally, the toughest sinks are in Table 6:

I hope you enjoyed reading this as much as I enjoyed doing the research. I am a geek at heart, even if I don't understand flux capacitors like Kess, Hovis, or Mark Roe! If you would like a copy of my spreadsheet with all the data, drop me an email. I'll be happy to share it!



Table 5: Most Damaged “No Sinks”

Year	Class	Captain	Ship	Above	On	Below	Damage	Damage%
2003	4	Lief Goodson	VDT	89	15	29	2715	339%
2004	6	Tim Becket	Bismarck	169	19	51	4715	393%
2005	4	Jeff Lide	Kirishima	57	17	38	2895	362%
2006	5	DW Fluegel	Baden	63	10	38	2780	278%
2007	4	Lars Dahl	Tiger	88	23	25	3205	401%

Table 6: The Toughest Sinks

Year	Class	Captain	Ship	Above	On	Below	Damage	Damage%
2003	4	Jeff Lide	Kirishima	203	13	17	3205	401%
2004	2	Jeff Lide	Sakawa	82	7	16	1795	449%
2005	4	Chris Au	Strasbourg	100	24	62	4700	588%
2006	4	Ty Supancic	Inflexible	126	15	40	3635	454%
2007	4	Gerald Roberts	Haruna	127	27	63	5095	637%

MODEL WARSHIP COMBAT, INC

2008 Nats Entry Form

Each person attending the MWC Nationals MUST be a current member in good standing of the MWC. Applications received after June 10 will be assessed a \$20 'late fee'. The membership application is available on-line for downloading.

No Nats applications can be accepted after July 1.

In the space provided below, please list any alternative channels you could move to in order to ease frequency usage. Additional t-shirts and banquet dinner plates are also available. Please contact the treasurer for more information

For radio channels, please remember that Allies use even numbered channels and Axis are to use odd.

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 Channels(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 Channels(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 Channels(s): _____

Primary Entry Fees*: \$ _____ (# Primary Captains x \$130 * (\$150 after June 10)

Under 18 Entry Fees*:\$ _____ (# Junior Captains x \$100 * (\$120 after June 10)

Extra T-shirts: \$ _____ (# shirts x \$15) List Sizes: _____

Additional Banquets: \$ _____ (\$15 each additional guest)

Total Fee Enclosed: \$ _____

* includes Friday Dinner Banquet and one T-shirt
Don't forget to also sign-up on the MWCI webpage!
(www.modelwarshipcombat.org/eventlist.shtml)

Please make checks payable to:
Model Warship Combat, Inc.
Mail check and payment to:

Brian Lamb
1511 Redway Ln
Houston, TX

MWCI Membership Application Form

c
Primary Member: _____
Secondary Member: _____
Additional Members: _____

Age 16 or older (returning
before Jan 1st of members)
current year (Y/N)? MWC #

Address: _____
City: _____ State: _____ Zip: _____
Phone Number: _____ Year Applying For: _____
E-mail Address: _____

Would you like your e-mail address added to our club E-mail message list? (Circle one) Yes or No

Version of Task Force 144 you would like to receive (Circle One): Hardcopy or Electronic

Which form of ballot would you prefer for rules and elections? (Circle one) Mail in or Electronic

Statement of Accountability: I understand that the MWC has been formed for the purpose of sponsoring a forum for the hobby of Radio Controlled Model Warship Combat within a gentlemanly and sportsmanlike atmosphere. If, in the judgement of the MWC Board of Directors I fail to uphold these principles, I may be subject to disciplinary action up to and including being dismissed from the membership of the MWC. I agree that, should my application for membership be accepted, my behavior at club events and in all public forums is subject to review by the MWC Board of Directors. My signature below indicates that I've read and understand this Statement of Accountability.

Signatures: _____ Date: _____
_____ Date: _____
_____ Date: _____
_____ Date: _____

(All members listed above must sign. A parent or guardian must sign for minors.)

Membership Dues: Adult Primary Member: \$60.00*
Junior Primary Member: \$40.00*
Adult Secondary Member : \$40.00*
Junior Secondary Member : \$30.00*

(Junior members [under 16 years of age] can only be a Primary member when there are no adults who are members within the household.)

* New MWC members can deduct 50% from their membership fees when joining the MWC after July of the current year.

Please make checks payable to: **Model Warship Combat, Inc.**
Mail to: Brian Lamb, MWCI Treasurer
1511 Redway Ln
Houston, TX 77062

Badly Advertised MWC Fact:

Back in the Summer of 2001 the MWC BOD approved the sale of **TASK FORCE 144** to the Public. You can sign up your friends, relatives, or favorite hobby shop to receive their own issues of the Task Force 144 Newsletter. Perfect for the rookie battler who wants to stay informed but won't battle for a year, this is an ideal way to increase the club's membership! Send \$15 and the address of your choice to Brian Lamb at the address above.

The Real Battler's Top 10 Battling Rules

by Tim Krakowsk

My ten rules for a *REAL* Battler.

Rule #10. Real Battlers don't sing karaoke. Lide – this means you.

Rule #9. Real Battlers never declare their ship sunk. You don't know *for sure* that your ship will sink. I've seen many a stricken ship survive their 5. Besides, there is nothing more demoralizing to the enemy than NOT being able to sink a crippled ship. What's the good of captaining a crippled ship if you're not going to demoralize the enemy?

Rule #8. Real Battlers must have super-glued at least one part of their body to their ship. You get bonus points if kicker was involved. Double bonus points if you had to extract yourself with an exacto knife.

Rule #7. Real Battlers don't glitch... unless the shot is perfect... and then only once. OK, twice.

Rule #6. Real Battlers have at least 4 ships in various stages of completion in their workshop. If you

have more than 7, than you may need to seek professional help.

Rule #5. Real Battlers don't call weenie rams, hide in the weeds, or call 5 with BBs. 'Nough said.

Rule #4. Real Battlers have seriously considered blowing off their wedding anniversary, wife's birthday, or some other significant personal holiday to go to a battle.

REAL BATTLERS have done it.

Rule #3. When single-handedly facing 4 or more enemy ships, Real Battlers may accept a short truce in order to negotiate terms of the enemy's surrender.

Rule #2. Real Battlers never patch or paint their ship in their hotel room in the middle of the night while their roommate is sleeping... Unless said roommate had Mexican for dinner, and dope fumes are your only line of defense.

Rule #1. Real Battlers are always courteous to fellow battlers. When an enemy ship is foundering, mossed, or tangled in the weeds, Real Battlers don't park their ship in

front of the doomed vessel, blocking the rest of their fleet. Instead, they maneuver their ship in such a way so that their fleet mates can join in the fun! Note the following exchange between Bart Purvis and Joel Goodman for an example of proper battling etiquette:

Joel: "Bart, it appears our dear, dear friend, the Fuso has gotten himself mossed. Shall we assist him?"

Bart: "Why, yes. It does appear he's in a bit of a pickle. What do you suggest we do?"

Joel: "I'm planning to open up his midsection with my triples, would you like to join in?"

Bart: "That does indeed sound like a fine idea. I think I'll shoot at his bow with *my* triples... There we go. All set. Shall we commence to firing?"

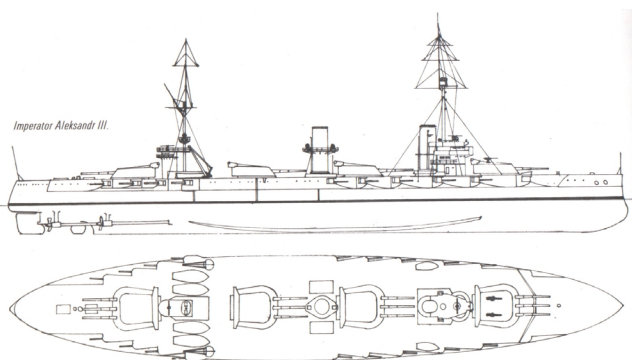
Joel: "Yes, let's shall."

The ensuing carnage still gives me nightmares...



TASK FORCE 144

1486 Oakdale Ave.
West St. Paul, MN 55118



"Not alone is the strength of the Fleet measured by the number of its fighting units, but by its efficiency, by its ability to proceed promptly where it is needed and to engage and overcome an enemy." -Adm. Richard Wainwright