



March—April 2005

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Australian Battle Group Inc.

A Big Gun Fighting Warship R/C Club

Anzac Day Battle

G'day Skippers,

Skippers began arriving on Friday arvo and settling in the Big Green Shed. I brought 2 ships, the Hybrid Battleship Hyuga and the Seaplane Tender Chitose to be collected by Richard Simpson. The Victorians, Paul Tauro (DKM Anvil - Bismarck), Marcus Ward (Battleship X - South Dakota) and Richard Vanden Brink (DKM Scharnhorst - Battlecruiser) and friends had set up house with Michael Raue (HMS Lion - Lion II) Richard Simpson (USS Alabama - SoDak) from Sydney and later Ben Harredence arrived with his Littorio Battleship.

Canberra had Mark Strong (USS Nebraska - SoDak WW1), David Howard (VFNS Richelieu), Brian Evans (Akagi and Kittikami), John Ritch (HMS Temeraire - Lion II) and Bill Kirwan (VFNS Strasbourg - Dunkerque). Everyone lent a hand with the Shelters, BBQ and buoys and battling began about 10.30 Saturday. There were 10 warships and 2 transports and the day saw many sinks and some survivors just making it back to port. Highlight was the duel between the Alabama and the Nebraska and some classic photos must have been taken of this encounter.

Sunday fleets were a little smaller with the Sydney guys gone and Bill blowing his speed controller up, the Strasbourg was out. Still Home vs Away fleets, and battling was savage, at one stage John Ritch's HMS Temeraire took on 5 Away ships and survived. Many good duels between Nebraska, Lion, Battleship X, Anvil, Temeraire and Richelieu. Sight of the day was Richard Vanden Brink's new Scharnhorst maiden battle, mixing it with the vets.

His new pump outlet was set to the front and it was unusual to see water pumping out ahead of him. There was a loud cheer as he was sunk and welcomed into the hobby. Michael Raue's son sailed all day with the transport and did a terrific job, sometimes making it home and sometimes getting sunk.

The Last Man Standing was a great opportunity for photographers as all battling was close to shore and there were many hits on skippers and spectators as well as on ships. Brian Evans was very lucky as I was using his camera and a shot hit me in the hand, just missing his camera. Mark Strong's Nebraska was LMS and he deserved it as his ship went well all day.

A very relaxed 2 days with good battles and many sinks. Great company, good BBQ and cold drinks and perfect weather made for a very pleasant weekend. Again I must thank those who helped, especially Mark Strong who was the pack horse and carried everything required.

Bill Kirwan
VFNS Strasbourg (when it is going!)
CanBG



More Pictures from Anzac Day 2005



Mine Laying Discussion

Hi all,

Garry Campbell and I, have been discussing the use of mines in our sport. I was also thinking about laying mines with my Emile Bertin, when Garry bought his Kirov.

These discussions have been going on for over 12 months and we have formulated guidelines that we feel are appropriate for our sport. Now that Bill has raised the subject, and more Minelayers are being built, and will be on the water operationally in the near future, it is time to share our proposed guidelines.

A background to Garry's and my mines are;

- a) The strings we use are made of cotton or trout fishing line with a weight at one end.
- b) The first float (a small bean bag bead) is placed at the approximate depth of the water from the weight, e.g. if the water to be mined is 2m deep then the distance between the weight and the float is 2m. The foam beads are spaced evenly along the string.
- c) The cotton or trout line is rubbed with wax, to make it float and not allow it to get waterlogged and sink.

Garry has his mines on a disk with a weight over the stern to allow the water to drag the mines off the disk when the trigger is released. Garry has the disks mounted horizontally on the deck. Mine are on reels mounted vertically under the deck, using the same weight over the stern method to create drag. Both methods work very well as a few skippers can vouch for.

Any way what we are proposing is.

That the maximum length of a string of mines is 3m, which equates to 100 mines.

The Emile carries 200 mines, so she will carry 2 x 3m strings of mines, rather than one string of 6m.

Before each battle weekend or day, the mine laying skippers determine 4 or more sites that can be laid with mines. Depending on the size of the water only one or two sites may be set aside as potential mine sites. These sites would be as in normal wartime conditions be channels, ports, not in mid ocean. In other words at buoys, along the shore if ships are likely to come in close, or at entrance gates.

These mine sites will be notified to all skippers in the general briefing before the battles, warning them that these sites MAY be mined. As mines are neutral and catch both allied and enemy, it's a case of skippers beware, as you have been warned.

The opposing mine layers will be given a number of possible mine laying sites out of those selected.

It is up to the mine laying skippers as to which of the sites they lay their mines at.

After each battle the mine strings are to be recovered by the skipper who laid them.

If we have a lot of mine laying ships at any one battle, there will have to be roster to allocate a Mine-layer for each battle, rather than have multiple ships laying multiple strings of mines and completely choking the dam.

Garry and myself have been using these guidelines in previous battles. The only problem with the guidelines, which is not successful, is notifying all the skippers of the minefields. Skippers become so engrossed in the battle, they tend to forget where the minefields are.

What Garry and myself have found is that once a string has caught a ship, that string can't be used again. So if you are thinking of Minelaying, you need to have multiple strings of mines to sow.

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Bowling Report—March 2005

Hi all,

The Bowling Division of the Bowling Ship Yards is please to announce the launching of 2 new moulds.

A Gearing class destroyer and a Ferris class tramp steamer.

Their vital statistics are, Gearing class 827mm long, 86mm beam and a draft of 40mm (with 10mm extra) and takes about 1.1k to bring her to the water line. The Ferris class is 595mm long, 98mm beam and a draft of 65mm and it takes about 2.10k to bring her to the water line.

The Ferris looks identical to the Royal Oak, but is 36mm longer.

The Ship Yards are also pleased to announce the launching of a Wichita heavy cruiser and 2 Gearing class destroyers which are going to the Sydney fleet for outfitting.

Three Ferris class hulls have been launched, two being outfitting at the Ship Yards and one is going to the South Australian fleet for outfitting.

Regards
Brett

Research and Development Report — Cannon Timing Devices

When we made the first prototype last year it became clear that we would be able to have small fleet actions with cruisers and destroyers entering the fray. Part of our concern was how to keep track of a ship that to all intents could be armed with torps and a number of cannon firing different calibers of BB. I already had some joy with this quandary as my Conte di Cavour had four independently firing 7/32" turrets- ie four firing valves and the 6 second count was virtually impossible to monitor. Some time ago I engaged an electronic engineer to produce a firing delay controller four our hobby to clearly monitor the rate of fire of our cannons. The prototype was most successful and I was merely waiting for some enhancements to occur when the guy was employed by an engineering company here in Adelaide.

Recently this company contacted me seeking project ideas of short run production for unique hobbies. We are unique I think! So I got him to start on my wish list and the first product for us is the FDC which is not only water-proof but programmable. This means the guy who wants just a basic shoot the forward battery and pull back on the left stick to fire the rear gun is catered for and if he changes to a smaller caliber ship he just reprograms the controller for the new duration setting. It also expressly caters for people like me with a sense of humour and a 12 channel radio by allowing me to have absolute surety that the timings of my independent Conti turrets would be honoured.

The units were tested by Glendon and the Newcastle group and they are now available for sale at \$45+GST for the controller and 70+GST for the programmer. Pre-programmed units are of course available but most guys would want the programmer for the cool factor. Go to www.smart_rc.com and check it out.



www.ausbg.org

Next Issue

📖 June Nationals

📖 The recipe you have all requested

📖 Mine Sweeping, more launches, TO topics and more...

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