

December 1995

# MODEL BOATS

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## ELLESMERE EXPO

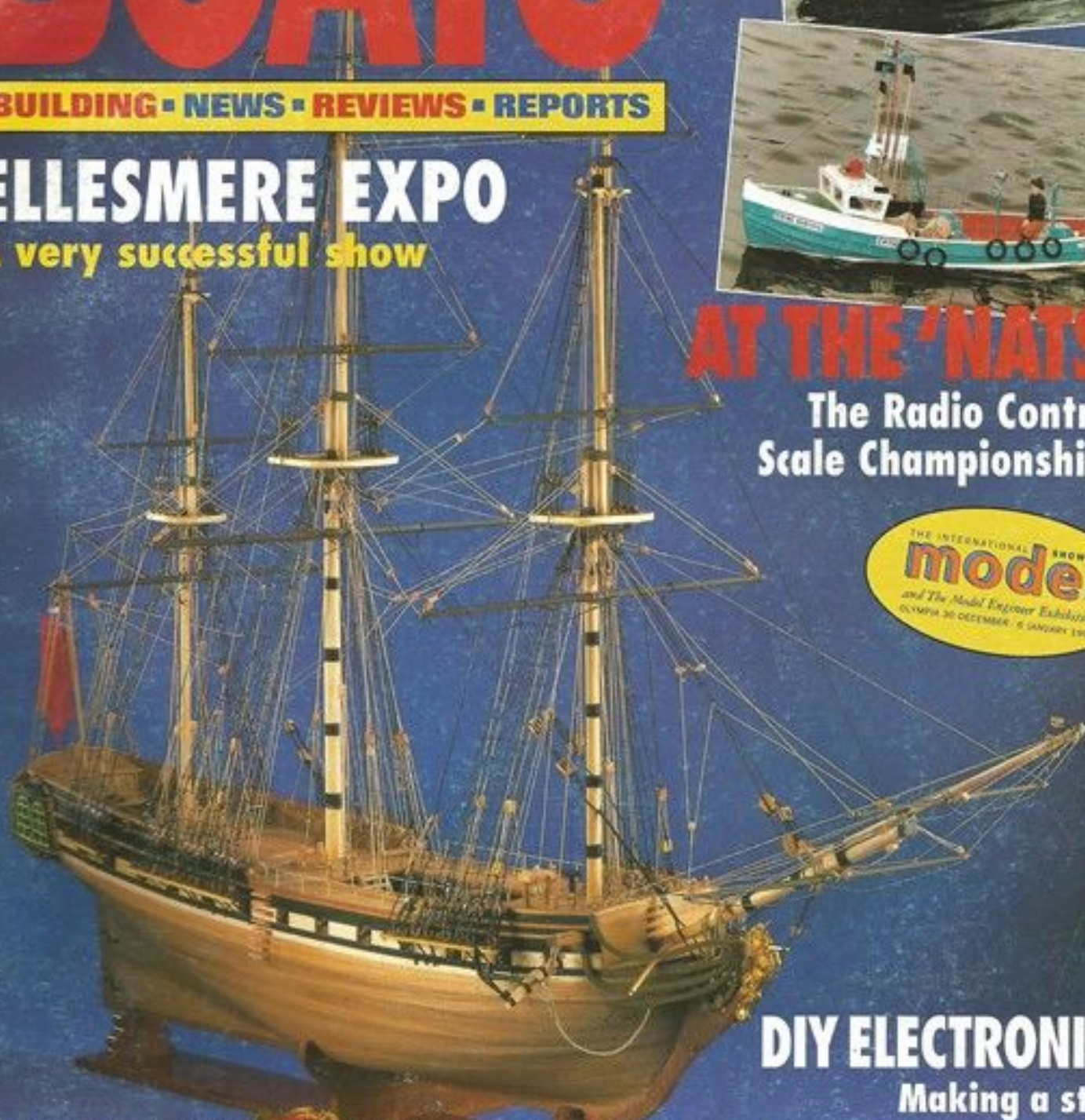
**A very successful show**



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*Proud members of the Colewyn Bay Model Boat Club.*

# Ellesmere Port 1995

**JON GODSELL**

reports on a well attended and well run event



*Eric Bell's stunning model of the modern Everard motor tanker Agility, built to a scale of 1:75. The detail work on this model is of the very highest order.*





John McKay's evocative waterline model of the P&O liner *Arcadia*, a splendid example of a marine model. The ship is depicted at anchor with a refuelling barge alongside.



Ronnie Lawson's Furness Withey cargo liner *Nova Scotia*; a superb amount of detail has been produced by this fine modeller.



*Sandpiper* by John Desborough, a clean and detailed model of a sailing trawler.



What was the most memorable thing about this year's Ellesmere Port Convention? You could say that it was the near gale that was evident throughout the whole of the first day and caused the postponement of all the activities on the water, except of course those hardy and brave souls that just had to test the watertight integrity of their vessels but, even so, there were few of those. For me, though, it was the superb standard of the models on show with several outstanding exhibits to be seen. From this aspect the convention was a vast improvement over those of the preceding few years.

The museum had also made more space available which enabled more clubs and traders to attend, and this they did. In fact the number of models that could be seen was not far short of 900 - and traders came from

all parts of the country.

The competition side of the convention received the best support since the first convention six years ago; and the judges had a pretty hard task in allocating the first three places in one or two instances. In fact the first ten models all scored eighty points or more, and had this been the Model Engineer Exhibition they would have at least been awarded a bronze medal.

The first position in the David Owen Challenge competition was awarded to Eric Bell for his stunning model of the modern Everard motor tanker *Agility*, built to a scale of 1:75. The detail work on this model is of the very highest order, being both light and delicate in construction and with no detail obscured by excess paint; the vast majority of the detail fittings have been made by the builder, but the piece de resistance was the

fully working rudder assembly. Yes, this is a working model, believe it or not! Unfortunately, the mechanism for this is hidden within the model but from what I could discern it is an ingenious design. This model, deservedly, was also awarded the best in show trophy.

The second place was awarded to John McKay for his evocative waterline model of the P&O liner *Arcadia*. This again is a splendid example of a marine model. The ship is depicted at anchor with a refuelling barge alongside. As some of the ship's boats are







A fine steam launch by E.T. Cook. The hull was moulded in G.R.P.



Mary Bell, built by Len Evans, a launch full of character with its timber clad boiler and shining brass work and polished woodwork.



Above: S.M.S. Emden by Dave Wooley

missing it is obvious that some of the passengers are enjoying a trip ashore. Again the detail work is of the highest standard and must have taken many hours of patient work to complete.

The third position was awarded to Ronnie Lawson, the Furness Withy cargo liner Nova Scotia. This is a ship I had observed many times in the early 1960's when I used to traverse the length of Liverpool docks taking pictures of everything that moved. Again, another fine model with a superb amount of detail has been produced by this fine modeller. In fact it would be disingenuous to find fault with any of the models in the top positions, all of which had been produced by fine craftsmen.

Some excellent sailing models were also entered for competition, two of which had been built by John Desborough - the Sandpiper, a clean and detailed model of a sailing trawler, and the Nobby, Hanna Hambleton. The finish on both these models is good, but I found the gloss varnish used on the deck to be off putting, for it was too glossy and had been applied far too heavily, especially on the Nobby; also there was far too much loose gear lying around, something you would not or should not see on the prototype. In between these two models was a charming sailing dinghy by T.C. Matthews.

Several steam launches were also exhibited, two of which caught my eye. The first one was Duncan, built by E.T. Cook. The hull was moulded in G.R.P. and I think it is available from Kingston Mouldings. For the motive power an early twin cylinder engine and boiler, manufactured by Martin, Howes and Baylis, has been used to good effect. Goodness knows how many coats of varnish had been applied to the woodwork, but the shine and depth achieved was a joy to behold. Unfortunately, this was not enough



Part of the North West Model Shipwrights' display.

to give it first position for it was pipped at the post by the Mary Bell, built by Len Evans. This a launch that is full of character with its timber clad boiler and shining brass work and polished woodwork.

In the competition for warships two Type 21 frigates took the second and third positions. These were built by Ken Mears and Allan Miller respectively, and the first position was awarded to Allan Freeman with his version of the helicopter carrier Argus.

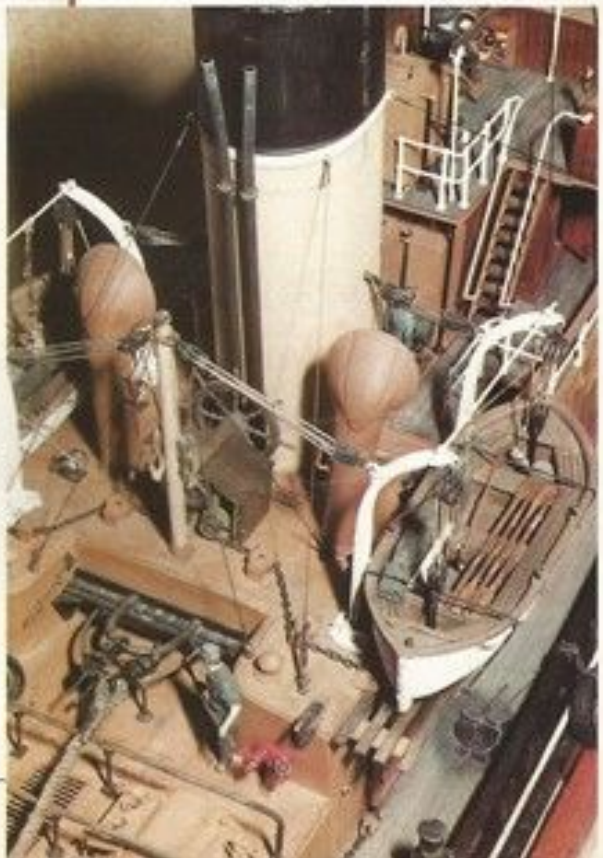
The section devoted to kits contained many interesting and varied examples of just what can be done with kits these days, with the top two positions going to kits that are produced by Ron Dean. These were the S.M.S. Emden by Dave Wooley and a rather nice version of H.M.S. Cossack by P. Scales, who also produced the model that was placed third, the Calder Craft tug Imara.

Although not entered for competition, some of the exhibits displayed by the North West Model Shipwrights were delightful, especially the series of Royal Naval boats, built by Douglas Hamby, all of which are to a common scale of 1:48. Mr Hamby also displayed a very fine example of a Scottish sailing trawler, Scottish Maid.



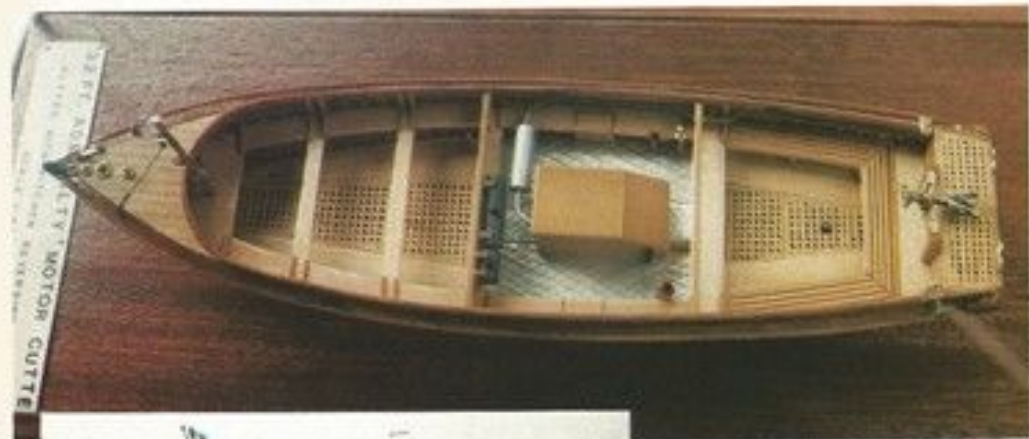
Allan Freeman's helicopter carrier Argus.

Below: Calder Craft tug Imara by P. Scales.





A series of Royal Naval boats, built by Douglas Hamby, all of which are to a common scale of 1:48.



Above right: David Gabbit's tea clipper Flery Cross of 1860 built to a scale of 1:192.

Right: Part of Stan Robinson's all-action display - very well received by the crowd.

Far right: Jimmy Woods (right) looking at the new goodies on Precision Controls' stand.



David Gabbit brought along three models. These were the tea clipper Flery Cross of 1860 and built to a scale of 1:192, H.M.S. Endeavour, and the Swedish Royal Yacht of 1778 Amphion. The latter two were built to a scale of 1:96.

Meanwhile, over in the Island Warehouse was to be found most of the club stands and the traders, some of which are old friends now, but it was also encouraging to see so many new faces appearing, some of whom had travelled a long way to attend. They seemed to have had a successful two days, and many people were impressed by the variety of goods they had to offer.

It was disappointing that the evening event was unable to go a head, again due to the stress of weather which would have made it a rather risky business to sail a boat in such conditions; but as you might have guessed one or two masters did take that risk, but by that time I was back home with my feet up! It was hard luck on the organisers as they had put a great deal of work into making and preparing the structures for the event. Such is life I suppose.

By the following morning the wind strength had dropped and it was possible to run the display events which was interesting, if perhaps a little tedious for the general public, as at times it was hard to discern what was supposed to be happening, though the irrepressible Max Hundleby did his best. The highlight, of course was the display by Stan Robinson and his team as they entertained the public in splendid fashion with all the explosions, fireworks and coloured smoke. This display was perhaps the most popular of all the events that took place over the weekend. The improvement in the weather also allowed more models to be sailed on the water, but even so, relatively few did so, which must have disappointed the public as that is what so many of them had come to see.





Harvey Garfield, proprietor of Boats and Bits, makes a sale.



Allan Miller, one of our reviewers, tells Dave Woolley how things should be done!



Mike Bond, warship modeller supreme, explains how he does things. I need some private tuition myself!



Ron Dean of Deans Marine, with Britannia in the foreground.



Little and Large?



Left: Ray Scriven's Southern Belle sternwheeler



The New Brighton Club's stand - says it all!



The happy winners, judges and organizers.