

**MAD
DOG**

MONTHLY

The Newsletter of IPMS Boise July 2010



Don Vandervoort's amazing scratchbuilt Mt. Rushmore

MINUTES

Bill Speece commented on the number and quality of articles in the last newsletter. Bill Bailey discussed having the auction for his models. It looks like the auction will happen at September's meeting. It was also discussed that we sponsor a trophy for the Nationals. Armor was the category decided upon. However, this late in the game, our choices may be limited. Kent will hopefully have a clearer picture for us this meeting.

Your Executive Board members are-

- President - Bill Speece
- Vice President - Brian Geiger
- Treasurer - Jeff D'Andrea
- Secretary and Editor - Tom Gloeckle
- Chapter Contact - Kent Eckhart

2010 Theme Builds-

- August - Battle of Britain
- November - Natural Finish

Model of the Month



1/35th scale Dragon StuG III
by Darrin Bringman
Model of the Month



1/48th Panda F-35A converted
a F-35B model
by Jeff D'Andrea



1/25th scale Tamiya Tiger I



Polar Lights Vulcan Shuttle
by Randy Hall



Bald Eagle
by Jim Burton



1/144th scale Minicraft 737-400
by Randy Hall



Top Gun Meeting
by Jim Burton



1/48th scale Eduard Bf-110G-4
by Ian Robertson



1/144th scale X-Toys X planes
by Herb Arnold



1/24th scale Tamiya Jaguar XJ 220
by Jim Burton



1/24th scale Monogram 32 Cadillac
by John Wilch

Unfortunately, due to work schedule and a serious computer virus, Bill was unable to provide an article for the newsletter. He will see us at the model meeting.



1/35th scale Dragon T-34 1943 WIP
by Ian Robertson



1/35th scale Tamiya Tiger I WIP
by Brian Geiger



1/32nd scale Tamiya Spitfire Mk IX WIP
by Tom Gloeckle



1/32nd scale Revell Hurricane Mk I WIP
by Bill Speece



Celebration of Flight, Caldwell, ID



Photos by
Brian Geiger



Russian battleship Sissoi Veliky, Combrig 1/350

The Sissoi Veliky was a pre-dreadnought of the Russian Imperial Navy, build in 1891 at the St Petersburg Shipyards. It was in appearance a reduced version of the British Royal Sovereign. The main armament was housed in turrets rather than barbets. The ship was named for the battle of Helgoland which occurred on the day of St Sissoes of the Greek Orthodox Church.

The construction was plagued by numerous problems and lasted for 5 years. There were an appalling amount of defects and design changes too numerous to mention. Also items such as the ram bow, drive shafts, and rudders were not ordered resulting in long delays during which the work was suspended. It was also found that there were large gaps between the armor plating (as much as 1.5 in.), the secondary artillery casemate were death traps, the 152mm shells were small enough that they could fall through the grating. Also there were numerous problems with the steering and the ventilation in the engine room. Shortly after launching there was a devastating explosion in the rear turret and 22 men were killed. The investigation which followed the incident revealed that the hydraulics actuating the breech lock was not functioning, and that manual operation was used (12 in gun) and that one of the breech was accidentally left improperly locked when the gun fired. During the fateful trip of the Russian Navy from the Baltic to the Pacific the Sissoi Veliky suffered 12 boiler failures and four steering failures. It was also found that the ship was overloaded and very unstable, and had rusted internal decks.

At Tsushima, the Veliky was hit numerous times by 12, 8, and 6 in shells. The most devastating hit was on the sick bay which killed all the medical personnel on board, and destroyed all the medical supplies. The crew managed to extinguish numerous fires and kept the ship afloat and there was hope that they could escape the slaughter. During the night the Veliky was attacked by Japanese destroyers, after repelling numerous attacks a torpedo hit the stern disabling the rudders and propellers. Unable to steer and of any forward movement the Veliky attempted to reach safety by crawling sideways. Rough weather caused flooding of the engine room and all power was lost. Unable to move and out of ammunition the Veliky was attacked by 3 armed merchantmen. All resistance was futile and the ship was surrendered, the Japanese attempted to tow the Veliky to safety by it capsized and sank. In spite of tremendous amount of damage inflicted the Veliky was able to stay afloat when other ships had already sank. It showed the validity of her design in spite of poor workmanship at the shipyard. The crew suffered 59 killed and 66 wounded out of 586.

Characteristics.

Displacement; 10.400 tons.

Dimensions; 351ftx68ftx25ft.

Armor; Nickel steel 16 in, belt, 12 in. turrets, 8 in. conning tower.

Armament; 4x12 in., 6x6 in., 12x 3 pdrs.

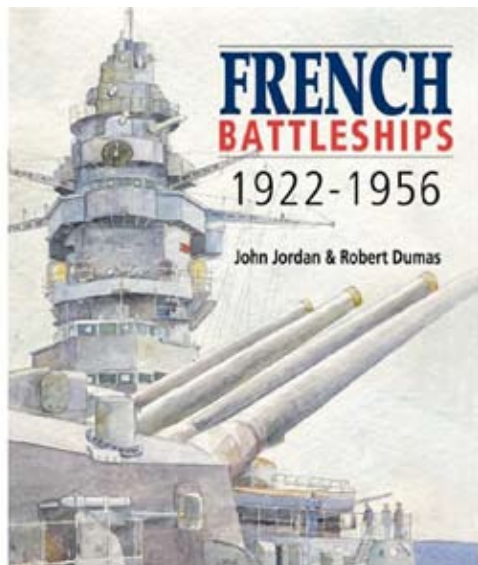
Speed; 15 knots

Crew; 590 officers and men.

Combrig, a Russian company specializing in resin ships, continues to release some very interesting ships of the pre-WWI era. Most are available in full hull or water line versions. PE is included but does not include railings!

Later this year we can expect the release of the Hoche, a French battleship which could easily win the most ugly ship ever build. Tumblehome hull very low in the water, square potholes, square funnel, large superstructure with flying deck. And the color scheme, red under the water line the black above, buff superstructure.

I was hoping to review the Sissoi Veliky but I have yet to receive my order. Apparently those kits have been extremely well received and the first batch was sold out within a few weeks.



Book Review

French Battleships 1922-1956
 John Jordan & Robert Dumas
 Seaford Publishing 2009, available in the US through the Naval Institute Press, Annapolis Md.

The book start with a brief history of the French battleships before WWI and the development during the postwar Washington Treaty era. Two full chapters cover the design, characteristics, and history of the Dunkerque and Strasbourg. The design and characteristics are covered in 26 ages, the chapter which include operations is 36 pages long. There are numerous photos, line drawings, and color profiles. The coverage the Jean Bart and Richelieu is even more extensive, one wonder if the authors had modelers in mind. The last chapters cover the never launched Gascogne and

Clemanceau.

This is a very high quality book, full of details and anecdotes, excellent photographs, clear and well detailed line drawings (not the murky unreadable drawing often seen in cheap books). Maps are also excellent, specially regarding the action at Mers El-Kebir, Casablanca, and Dakar. My only disappointment was that the book did not cover the WWI era ships. Highly recommended.



Naval Trivia

Slush Fund: Slush or fat gathered in the galley of the Royal Navy ships was sold by the cook. It made a very useful grease on various parts of the ship. HMS Temeraire was the largest ship of the Royal Navy during the Napoleonic Wars. It was 185 feet long, 51 feet wide and the main mast was 205 feet tall. It was launched. in 1793 (the smaller Victory was launched in 1763).