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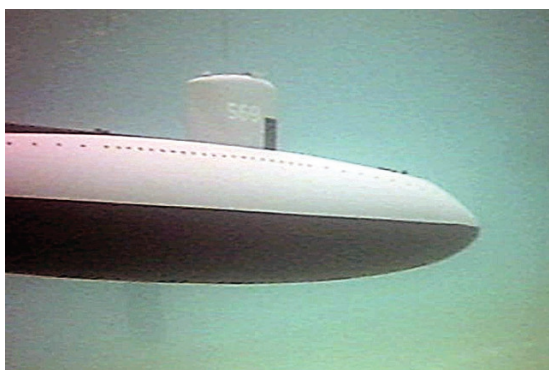
# NEWSLETTER

## Captain's Log 4th April 2009

*March brought another visit to the Yea Autumn Festival. For those of the underwater set, this meant an opportunity to unleash our model submarines in the swimming pool and demonstrate their manoeuvres to the many interested spectators, particularly the younger folk, whilst the skimmers worked the surface and Murray captured the action on his deck mounted video camera.*

### A near miss underwater

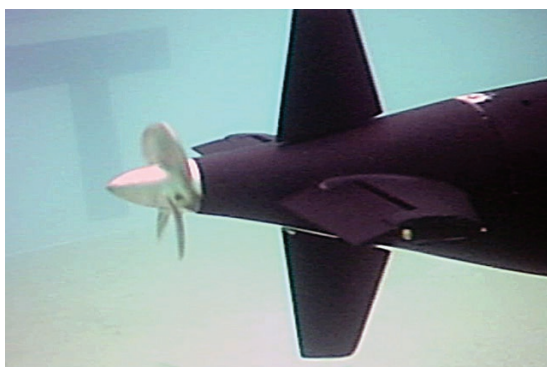
Reports are surfacing of a near miss between the USS Albacore research submarine and an experimental German midget submarine in the pool during the Yea Festival. Exclusive pictures taken with an underwater video camera mounted on the German craft reveal how close it came to the stern of the Albacore. An international incident was avoided when the driver of the German submarine agreed to reduce his speed whenever his goggles fogged up.



*Graham Smithwick's Albacore looms out of the shadows...*

*...and passes a little too close for comfort.*

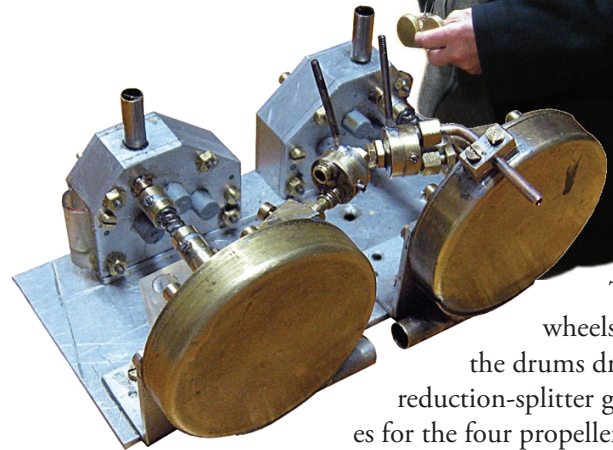
*Photos: Helmut Unterwasser*



### Insufficient steam

Steam has been under-represented in the BMBG of late, according to Bruce Henshall. Sorry Bruce, I thought we all had nice clean electric motors now. He is shown here holding the miniature twin-turbine powerplant he is developing for his model of the battleship HMS Warspite.

*Photos: Flack*



Turbine wheels within the drums drive two reduction-splitter gearboxes for the four propeller shafts.

### Delphin update

To continue this issue's largely sub-surface theme, here are the latest statistics on my 1:12 German Delphin model.



Since its launch in 2001, the model has completed 116 sorties and logged 77 hours and 45 minutes of run time. That's a respectable time for any model, but in the case of the Delphin it was spent almost entirely underwater at an estimated average speed of 2 metres/second (top speed 3.5m/s) whilst subjected to constant high-G manoeuvring to avoid obstacles and stay within the operating environment.

In that time it has travelled a distance of about 560 kilometres (actual, not scale) and worn out several thrust washers, two prop shaft seals and one stainless steel prop shaft. Helmut, the driver, is on his third canopy, second snorkel and sixth body re-spray due to collisions or "gravel rash" and paint continues to wear off the leading edges due to abrasive particles in the water. Running lights and a cockpit de-humidifier were two improvements added in the light of operational experience.