

## General Project 14—Detailed Radio-Controlled Ship Models/Andrew Green

Andrew Green of Halifax, NS, Canada used to work as a draftsman for real ships. He worked on plans for the QE2 while living in Scotland. He then moved to Halifax and worked on oil rigs until he retired. He built and sailed ship models as a child, and now that he has retired he can spend more time on his hobby of ship model building. Though these ships appear to be virtually museum quality in the level of detail they contain, keep in mind they are made to be put in the water and sailed, not just displayed. They are ballasted, powered by electric motors and filled with tiny lightbulbs that must make them a joy to see on the water at night.

**CENTAUR**



The *Centaur* out of Liverpool is a twin screw diesel cargo passenger liner that did service between Australia and Singapore. It was owned by the Blue Funnel Line and built in Glasgow, Scotland in 1964. It could carry 190 passengers and 4500 sheep and travel at a service speed of 20 knots. The 481' ship was sold to the Chinese in 1985.

The model is 1/8" = 1' scale, which makes it about 5' long. It is plank-on-frame construction with 3/8" x 1/8" cedar planks over 1/4" plywood frames. The superstructure is 1/16" birch plywood. The deck fittings are brass and were machined on a

Sherline lathe. It is powered by 6-volt electric motors and has a lighted interior.



**HELENUS**



The *Helenus* is another Blue Funnel Liner but powered by three steam turbines with 15,000 shaft horsepower. It carried 30 first-class passengers and freight between the U.K. and Australia. It was built in 1949 in Belfast and was 498' long.

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The model is  $1/8" = 1'$  scale and is 5'-6" long. It is very heavy to handle because of all the ballast needed to bring it down to the waterline when under way. It is constructed similarly to the Centaur but with  $1/32"$  thick birch planks on the hull. It is powered by a 6-volt motor and is awaiting the installation of radio controls. It features many interior electrical lights and brass deck fittings made on a Sherline lathe.



## ST. NINIAN



The *St. Ninian* was built in Dundee, Scotland for service as a passenger and general cargo ferry between Aberdeen and the Shetland Islands. It is 282' long, and is powered by twin screws. All cargo handling and docking is on the starboard side only.

The model is  $3/16" = 1'$  scale and 4'-5" long. Like the others above it is made with plank-on-frame construction. It is powered by two electric motors with belt drive to the shafts. The cowl vents are commercially made, but the other deck fittings are custom machined from brass and aluminum.