



Vol.4 No. 1

January, 2005

The newsletter of the North Texas Battle Group.

January means election time! All officers except CO are elected at the January meeting, to be held at the Star Brand “Big House” on the 9th. All members should make every effort to attend and vote for your choice of candidates. Those who are absent may find themselves “volunteered” for various jobs.

Congratulations to Capt. Don Payne of the USS Missouri! Don and Pam DeLeon are engaged to be married! Nuptials in the spring – Gryf has been nominated to chair the Bachelor Party Committee!

Another glorious Allied victory! The Axis took a pretty good thumping in the combat segment, soaking up nearly twice the damage that they inflicted. Cargo was much closer, and actually was within reach – 5 more Axis cargo runs in December would have been difficult in the conditions, but not impossible. Details are inside.



A Big Gun R/C Warship Combat International Club
North Texas Battle Group
3524 County Road 1157
Greenville, TX 75401

***“Big Gun Radio-Controlled
Warship Combat is one of the
most important advances in
guy thinking since the potato
gun.”***

- Dave Barry

Scuttlebutt from the CO

- Jerry Ethridge, CO

Looks like this will be my last chance to write something as your CO. I have been honored to serve the club in this capacity. The club has certainly changed since I had joined and I am glad to have been a part of that change. The January meeting is a very big and important meeting for our club. If you can only make a few meetings a year, then I encourage everyone to at least make this one! We will be electing club officers to serve during the 2005 year. We will be electing the Executive officer (XO), Safety officer (SO), Technical officer (TO), and Treasurer.

Taking my place as Commanding officer will be Mike Duffy. I wish Mike and all elected officials in 2005, and the club as a whole the best of luck.

January, 2004 Events:

1/09	General Meeting
1:00 PM	Star Brand Ranch (Big House)
	Club elections for 2005
1/15	Battle!
	Star Brand Ranch
10:00 AM	Setup
10:45 AM	Captains' Meeting
11:00 AM	Start of Hostilities
3:00 PM	Last patching allowed
4:00 PM	Last re-arming allowed

I'm sure that 2005 will be just as exciting, and rewarding as any other year that I have been with NTXBG.

December, 2004 Battle Report

- Jeff Burns, OOD

The Battle of the Windy Plate

The battle this month had three sides: Axis, Allied, and a steadily increasing wind. According to the final score, it was an Allied victory, but the wind had ultimately driven both sides from the water. The outgoing XO had in the day's battle plan that each combatant captain needed to make a convoy run. He didn't indicate what the penalty was for noncompliance but during the site setup it was discovered the NTXBG's equipment bin needs cleaning and reorganization, so that was decided as the penalty.

The battle started with Wes Wynne and John Mianowski running Altmark and Cimarron respectively, while Jerry Ethridge's Lutzow and Jeff Burns' Espana ran escort duty. The Altmark got a head start and uneventfully finished well before Cimarron, freeing her escort to raid Espana's charge and Altmark's captain to bring out Dunkerque. While Altmark's run may have been uneventful, Cimarron dramatically dropped speed rounding buoy 2, leaving Espana to act as her damage absorption unit against superior

forces. It was a role she fulfilled admirably while Cimarron limped into port with only two hits. With only the forward turret functional Espana fought valiantly, but only scored four hits into Dunkerque, and none into the cagey Lutzow. With Cimarron nearly into port, Dunkerque found the range on Espana and scored a massive hit directly on the waterline. Espana was harassed for the rest of her time on the water before heading back into port for repairs, but no further major hits were scored. Later examination revealed that while there was only one waterline hit counted, it was 2" long, and 1/3" high. Dunkerque's gunnery and quad cannons are proving themselves as a force to be reckoned with.

The next major engagement was Dunkerque and Nelson beginning their dance while Espana retired to rearm/repair and Lutzow to rearm. Nelson was at a serious disadvantage to the more maneuverable Dunkerque given the wind conditions seriously hampering her maneuverability, but she managed to still put

several shots on target, while Dunkerque's captain continued to show that his video gaming skills had some practical uses as well.

As the wind picked up further, the Dunkerque's design quickly showed itself better suited to the Mediterranean, as its bow would sometimes disappear entirely into a wave causing her captain to order the shipyard to put emergency patches on large sections of the superstructure and deck areas that were open to the water crashing over the ship. For reasons only the shipyard knows, the patches looked suspiciously like blue painter's tape. Given the worsening sea state, Jeff Burns decided it was a good time to get a convoy run in sooner than later, especially as the penalty for a combat captain not getting a successful run being to clean and reorganize the club's equipment bin. John M. worked on getting Cimarron's prop shaft fixed, while Jeff Burns prepped AK74. During this Allied lull in activity, Altmark seized upon the opportunity to get in an uncontested convoy run. A freshly checked out AK74 then started her run, but as water was coming over the bow on the way out, her captain decided to turn around, but experienced difficulty in the turn given the high winds which was putting water into the hull. A rapidly launched Dunkerque seized upon the opportunity, and sent a salvo savagely through the bow. AK74 made it back into port, but her pump wasn't pumping very well, the waves still crashing over her, and the wind was blowing what water was pumped out of the hull back onto the deck. She succumbed in short order without completing a run. Dunkerque's captain, happy with his work, and certain that that was the last of the Allied convoy runs, removed his ship from the water. AK74's captain, not happy with losing a convoy ship under his command, seized command of Cimarron, and launched in secret. The ruse largely worked, as Cimarron was around buoy two before Dunkerque was able to

relaunch and respond. Cimarron's trip across the ocean wasn't easy as the crosswind was forcing multiple course changes to keep the bow or stern into the wind. Then her forward momentum stopped cold at about the same spot as she had developed trouble before while Dunkerque was closing fast. Emergency repair crews' successfully reestablished propulsion in time to get into port before any salvos from Dunkerque found their mark. While Dunkerque went back into port, and buoyed by a successful run, Cimarron's captain decided for another run. He wasn't entirely insane as he was dragging the Lutzow behind him straight towards the Nelson. While Nelson and Lutzow then engaged in a battle for survival, Cimarron ended up in a battle for survival herself. The wind picked up, the waves got bigger, and crossing the ocean was much tougher than her previous tough run. Three-quarters of the way to buoy 2, Cimarron succumbed to the wind and waves crashing over her, and slipped beneath the surface. Meanwhile the battle between Nelson and Lutzow continued. Both ships were fighting the wind and waves as much as they were fighting each other. Nelson's maneuvering was superb given the wind and her quirky design. Lutzow being the smaller of the two wasn't doing well trying to stay out of the waves while still engaging her target. Eventually as power was lost and water was rushing in, she capsized. Nelson issued the coup de grace with one final salvo as she rolled.

With every captain having made a successful convoy run, it was voted pond-side that the absent XO who created the scenario would receive the penalty and have to clean and organize the equipment bin. At 14:30 hostilities were ceased as both sides were forced to surrender to the wind, putting an end to a battle that was as much a struggle against nature as it was against worthy opponents.

Results of the 18-December-2004 battle:

Axis:

Ship	Combat Points	Cargo Points	Cargo Runs	Above	On	Below	Result
FNS Dunquerque	215			4	1	3	
DKM Lutzow	5700			4	1	1	SUNK
DKM Altmark	35	2000	4	1	0	0	

Allied:

Ship	Combat Points	Cargo Points	Cargo Runs	Above	On	Below	Result
HMS Nelson	475			5	1	8	
Espana	145			7	1	1	
USS Cimarron	315	1000	2	1	1	0	LOST
AK-74	2700	0	0	9	0	1	SUNK

Battle Totals:

	Combat (Inflicted)	Cargo
Axis	3635	2000
Allies	5950	1000

2004 Final Standings:

	Segments Won - Combat	Total Points Inflicted - Combat	Segments Won - Cargo	Total Points Achieved - Cargo
Axis	6	37,905	8	25,250
Allies	8	67,665	4	29,500

Axis Battle Report

- *Wreno Wynne, Special Correspondent*

It dawned cold and still, as with anticipation, in the Western Gulf. Early fog, wisping along the surface, gave a sense of foreboding. The sea was like glass and the sky was clear, luring combatants to venture out, perhaps to their doom. Illness in the French fleet kept Richelieu in her home port, while Scharnhorst and much of the Allied fleet were on maneuvers elsewhere. The French Admiralty had proposed that battleship commanders were being too complacent about the cargo ships they were charged to protect, and decided they needed to command a cargo vessel for at least one cargo run to remind them of the problems of these vital links. The Germans agreed. The Allies, on decoding the German orders, decided this would be a good course to follow as well. Commander M of the Nelson, set forth with the Cimarron, taking advantage of the early hour, before any of the Axis fleet was on patrol. He had half his cargo run behind him, supported by Espana against the marauding Lutzow, when Dunkerque sallied forth and attacked. Although he completed his run successfully, he did sustain damage, and Espana was forced to return to port with damage that kept her from battling the rest of the day. One broadside from Dunkerque at the waterline had ripped a meter or larger gash in Espana's hull for at least 4 meters. Espana's Capitan was heard to yell something that sounded like "ranas del bastardo de la rata" - rough translation being "Rat Bastard Frogs." Espana

though grossly out-armored and out-armed had done her job valiantly, while the damage crew of the Dunkerque was put to work on superficial damage.

Kapitan Ethridge and Capitaine Wes both took turns in command of successful cargo runs by the Altmark. Kapitan Ethridge, on returning to the Lutzow, found he had propulsion system problems, but was able to resolve them and return to sea.

Commander M transferred his command to the Nelson, while Commander Burns took command of the Cimarron. Unfortunately, even with Nelson on patrol, Cimarron barely made it out of port before being pounced on by Lutzow and Dunkerque. Making it only 1/2 of the way to the destination, she sought the sea floor without further damage, followed closely by Lutzow succumbing to her wounds and high seas. Commander M, to add insult to injury, fired a broadside into the red as Lutzow turned turtle and sank beneath the growing seas.

Captain Burns, being rescued, took an aging Liberty ship and prepared her for sea, determined to make his assigned cargo run. Although Nelson tried to draw Dunkerque off, it was to no avail, as Dunkerque promptly delivered a fatal broadside shortly after Captain Burns left port. Between the high seas and the damage, Captain

Burns could not make it back to the loading dock, but sank in protected waters between the two rescue ships.

Throughout the day, Nelson and Dunkerque danced the dance of death, neither able to quite subdue the other. It appears that Dunkerque, even with her new captain, was able to inflict

more damage on Nelson than she herself received, even allowing for Lutzow's generous contributions. It is reported by intelligence that at least two rounds near the bow completely holed the Nelson through and through and that her fire director was removed with surgical precision (French for "a lucky shot").

Treasurer's Report

- Wreno Wynne, Treasurer

As of December 22, 2004

Monthly Activity:

Beginning Balance:	\$800.72
Receipts:	
0 Membership Dues @ 20 each prorated	\$0.00
0 Prepaid full year Battle Assessments @ \$50	\$0.00
0 Monthly Battle Assessments @ \$5 each	\$0.00
Fund Raiser Sales	\$0.00
Equipment Reimbursements	\$0.00
Total Collected in Period	\$0.00
Expenditures:	
Ammunition	\$0.00
CO2	\$20.03
Newsletter	\$0.00
Other (Valve Repair)	\$17.32
Total Expenditures	\$37.35
Ending Balance:	\$763.37

Annual Summary:

Beginning Balance:	\$0.00
Receipts:	
9 Membership Dues @ 20 each prorated	\$190.00
1 Family Membership Dues @ \$30 each	\$30.00
Battle Assessments	\$415.00
Fund Raiser Sales	\$120.00
Equipment Reimbursements	\$400.00
Total Collected in Period	\$1,155.00
Expenditures:	
Shows	\$70.00
Ammunition	\$187.46
CO2	\$44.06
Newsletter	\$72.79
Other (Valve Repair)	\$17.32
Total Expenditures	\$391.63
Ending Balance:	\$763.37

Safety Officer

- Jeff Burns, SO 2004

As you might have read, I'm stepping down as Safety Officer to give others a chance to experience life in the SO chair. It's been a successful year from the Safety Officer's position, no accidents and battles running smoothly from a safety perspective. Of course there's more to it than that and most of it really mundane, but that's what generally gets looked at first, and let us maintain that tradition. For the Safety Officer this coming year there will be new sites for new safety plans and procedures, and he will need help from other Admiralty members and club membership in general for all the things taken for granted now with the current site. Like where to put the ropes, how far from the pond, are there unsafe areas that just need cordoned off

altogether? Also keeping up with everyone's NAMBA membership also takes some time in the first couple of months of the year. Mostly to hunt members down and verify their compliance. Some members are more squirrely than others while trying to get the information. To help the next SO out, let's get the renewals done quickly. It's funny, but while there is an official position of Safety Officer, it's takes the whole membership to make that position successful and in the end we are all Safety Officers. Sometimes I think it might be good for the SO position to be titled as Chief Safety Officer to underscore the point. I hope everyone will do as I do and give a helping hand to the next incoming Safety Officer.

2005 Club Election Procedures

Elections for 2005 club officers will be held at the January general meeting on 09-January-2005. Each office will be elected independently of the others, starting with the Executive Officer and proceeding through the offices in the order that they are listed in the club Bylaws. Nominations will be solicited from the floor. Self-nomination is permitted. When there are no more candidates nominated for an office, the nominations will be closed for that office and the membership will vote to elect. In case of a tie, the top two vote-getters will each be given five minutes to speak, followed by a runoff election. Any subsequent tie will be decided by coin flip. If no candidate is nominated for an office, that office will remain vacant with the duties of the office taken up by other elected officers to take up the slack, at the discretion of the Commanding Officer.

The Commanding Officer is not elected, as there is an automatic succession from XO to CO.

Incoming Commanding Officer

- Mike Duffy, 2005 CO

As incoming CO for the North Texas Battle Group I want say a few things regarding our club. First a very sincere thank you to Jerry Ethridge for his job as CO during 2004. He has seen to the club business well and has continued us move forward toward a stronger club. All of the officers for 2004 have done a good job and I want to thank them for their time and talents. The strength of this club is the dedication of its members. We have had many positive things take place during 2004. The inception of dues gives us opportunities in the future. The first night battle was fun and no one got malaria. Our traditional family cookout was a great success as well. And we picked up couple of new members.

In 2005 I want to continue to build the fleet in number and in strength. This is why I propose that we have a "build meeting" every other month or so. Just think what can be accomplished in 3hrs, 6 times a year by 6 - 10 men. That could be more than 180 man hours. To those of us with the most experience in building and fitting out of ships, I want to remind you of the responsibility we have to help newer members get their ships on the water. All of our yearly goals revolve around one central goal: "Maximize the number of ships for each battle and have fun battling them." John B., Billy and any other new captain please keep us informed on how we can help you.

Regarding other goals, I want us moving forward on each of them starting in January. If you are the point man for a goal, please be prepared at each meeting to give us an update. If the goal is large in nature, ask for help. We'll form a committee. The most time consuming will be organizing NATS. I believe that this will require the entire club membership. Let's break this down into pieces and delegate.

I want to conclude with a personal invitation to each member and friend of the NTXBG to join us at the January meeting. This meeting will be to elect officers, yet that will only take about 15 minutes if history proves to be consistent. The balance of the meeting will be to hold a discussion about obtaining Non-Profit Status for our club. We need to have a good debate on this subject. I also want to discuss the potential of NATS. So if you haven't been to a meeting in awhile or if you have been watching from afar, please attend and give your two cents. To any former members the NTXBG, please come see how we are doing, we would love to see you too.

2005 holds great potential for our club. It also means the purchase of more balsa, which translates into lots of fun. I want us to keep focus on the fun factor of the hobby. By working toward our 2005 goals, we should be increasing our potential for more fun.

Club Goals for 2005:

- *No battle-related injuries.*
- *14 active captains with 1 or more ships, by year's end*
- *Hold 2 family cookout events.*
- *Participate in 1 inter-club battle.*
- *Hold 4 Non-battle related promotional events.*
- *Secure permission to use 3 battle sites and hold at least 1 battle at one of these sites.*
- *Complete cannon benchmarks.*
- *Complete informational packet for prospective pond owners.*
- *Conduct 13 battles in 2005.*
- *Hold 6 contructions weekends during 2005.*
- *Produce a second promotional video.*
- *Rule change committee to make recommendations for rules cleanup.*
- *Write equipment trailer specifications.*
- *Get a positive feature on local TV or newspaper.*
- *Battle report to be published in each newsletter.*

Candidates for Office – 2005

The following people have been nominated for office as of the printing of this newsletter:

Executive Officer (XO)

- *Jeff Burns, Candidate*

At the last meeting, when the outgoing CO, Jerry Ethridge asked if I wanted to run again for Safety Officer, I made a comment that I would, unless someone else wanted to run in order to give others a turn in an Admiralty Office. Well, he took that comment, ran with it, and nominated me for XO in 2005 to replace Mike Duffy as he gets promoted to the CO position. It's an honor to be sure and I'm humbled to be nominated for such an important post. The XO runs the normal day to day business of the club, oversees the committees and the battles, and then autopromotes to CO the following year. I accepted the nomination after some needed thought on my part, and I think I would do a good job for the club. Should I be elected to this post, I pledge to perform the normal XO duties and responsibilities to the best of my ability, and to ensure that I continue to know my left from my right. One of the things I intend to improve on is to actively get involved with each of the committee chairs to help facilitate and nudge them when needed with their tasks to help achieve results and stay on track. If there is something you need for the committee tasks, ask,

and I'll see what I can do. The XO is there to facilitate those things. I also pledge that the battle reports will go out on time through myself or by delegation to an Officer of the Deck as needed. After last battle where I myself was OOD, I think I will take advantage of the OOD rules and spread out the responsibility running of the battle to a volunteer non-Admiralty member each month, preferably one without a ship to run in order to involve as many members as possible with the operational aspects of a battle. William had done a good job of assisting me in the December battle for the paperwork side of things keeping me in the action rather than having to stop repairs or battling, and I've seen our outgoing XO need similar assistance, so I think I would like to formalize that during my tenure. And finally, here's a campaign pledge you don't hear very often, I promise to bring war, not peace, once a month minimum, weather permitting!

Others Nominated:

Technical Officer-- Wes Wynne
Safety Officer - Jeff Garrison
Treasurer - Wreno Wynne (Incumbent)

2005 Event Schedule

Event	Date & Time	Location
January Meeting	9-January, 1:00 PM	Star Brand Ranch - Big House, Kaufman
January Battle	15-January, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
February Meeting - Group Shipbuilding/ Repair Kickoff	13-February, 1:00 PM	TBD
February Battle	19-February, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
March Meeting	13-March, 1:00 PM	TBD
March Battle	19-March, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
April Meeting	10-April, 1:00 PM	TBD
April Battle	16-April, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
May Meeting	8-May, 1:00 PM	TBD
May Battle	21-May, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
June Meeting	12-June, 1:00 PM	TBD
June Battle	18-June, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
July Meeting	10-July, 1:00 PM	TBD
July Battle	16-January, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
August Meeting	14-August, 1:00 PM	TBD
August Battle	20-August, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
September Meeting	11-September, 1:00 PM	TBD
September Battle	17-September, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
October Meeting	9-October, 1:00 PM	TBD
October Battle	15-October, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
November Meeting	13-November, 1:00 PM	TBD
November Battle	19-November, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman
December Meeting	11-December, 1:00 PM	TBD
December Battle	17-December, 11:00 AM (Setup at 10:00 AM)	Star Brand Ranch, Kaufman

Rule Change Proposals

The following rule change proposals are to be voted on at the January meeting:

Change #1

Change to: Technical Appendix, original version, adopted 12 September 2004
Table 2 Pump Discharge rates (text below the table, dealing with cargo ships)

Proposed by: Wreno Wynne

Background & Purpose: To correct long standing typo. This is also conforms the TA with Section VII (J) (3) of the Rules of Construction.

Specific Change: Change from "Cargo ships >25,000 tons use a Category 0 Pump. All others (<25,000 tons) use a Cat 1." to: "Cargo ships <25,000 tons use a Category 0 Pump. All others (>=25,000 tons) use a Cat 1."

Change #2

Change to: Technical Appendix, original version, adopted 12 September 2004
Table 3 Gun Caliber Sizes and Rates of Fire

Proposed by: Wren Wynne

Background & Purpose: To correct long standing typo.

Specific Change: Change rate of fire for BB (.177") Caliber from 4 sec. to 2 sec.

Change #3

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: This is not currently disallowed. This just resolves the issue (since you can build the whole ship with 1" frames, if desired – no advantage, other than ease of construction).

Specific Change: Add the highlighted text:
VII SHIPS AND OTHER CRAFT
(D) HULL CONSTRUCTION
(1) Frames(Ribs)
(b) For every 1 inch of ship's length the frames (ribs) are spaced apart the frame may be 1/8 inch thick to a maximum of 3/8-inch thickness. For example, 1 inch space = 1/8 inch thick, 2 inch space = 1/4 inch thick, 3 inch space = 3/8 inch thick; 4, 5, 6 or more inch spacing = 3/8 inch thick. **Spacing may be mixed on the same hull. Example: 3/8" ribs with 3 inch spacing at middle of hull, 1/8" ribs with 1" spacing in the bow, 1/4" ribs in stern with 2" spacing, but the larger space must be adjacent to the thicker rib (i.e., shorter spacing begins with a thinner rib).**

Change #4

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: To clarify current understanding and practice

Specific Change: Add the highlighted text:
Add to Section VII SHIPS AND OTHER CRAFT
(D) HULL CONSTRUCTION

(1) Frames (Ribs)

(c)The hull area of the bow and stern may be made of any material provided the combined length of these two sections does not exceed 15% of the total length of the ship's hull **at the waterline** and the ship does not have an unfair advantage as determined by the Technical Officers. This 15% does not include the thickness of the ribs. Rib thickness and spacing is covered above.

Change #5

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: To clarify current understanding

Specific Change: Add the highlighted text:
VII SHIPS AND OTHER CRAFT
(D) HULL CONSTRUCTION
(2) Deck and Cap Rail
(c) **The deck is defined as the main, or strength, deck, which is the topmost deck which runs the full length of the hull. On an aircraft carrier, it is defined as the hangar deck.**

Change #6

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: Reason for the first part is to simplify construction, while still leaving 1" above and 1" below. This is also consistent with other sections on aircraft carriers

Specific Change: Add the highlighted text:
VII SHIPS AND OTHER CRAFT
(D) HULL CONSTRUCTION
(3) Penetrable Areas
(b) Penetrable areas are defined as all points below the main deck and cap rail to a point 1 inch below the waterline, below which the hull may be constructed of any material. **Areas more than one inch above the waterline, or areas where the hull curve exceeds 45 degrees from vertical can be constructed of any material.** The area protected by the frames (ribs) as defined in this chapter is exempt from this specification.

Change #7

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: Clarify currently understood, current practice eases construction, and does not adversely impact penetrability to any appreciable degree.

Reason is to conform to (b) above and other sections.

Specific Change: Add the highlighted text:
VII SHIPS AND OTHER CRAFT
(D) HULL CONSTRUCTION
(3) Penetrable Areas
(c) The penetrable area of the hull shall be about 85% of the hull areas, **within one inch +/- of the waterline unless otherwise excepted herein.**

Change #8

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: Similar provisions have been enacted by other clubs. This is to resolve the issues of an enlarged rudder hanging under the ship being susceptible to non-battle damage and to allow for correction of odd fits. For instance, if you have a Dunkerque type rudder, the enlarged rudder hangs well below where it should, resulting in a rudder that looks non-scale and odd.

Specific Change: Add the highlighted text:
VII SHIPS AND OTHER CRAFT
(E) PROPULSION AND STEERING
(1) RUDDERS
(b) Rudders must be the same shape and installed in the same position as on the prototype ship. **Material may be trimmed from the top or the bottom, or both, of an enlarged rudder to make the rudder properly fit to the rest of the hull or to prevent the rudder from extending below the hull, but the area trimmed may not be added to the total area of the rudder anywhere else.**

Change #9

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: To clarify which is the minimum speed, since they are defined as armed warships.

Specific Change: Add the highlighted text:
VII SHIPS AND OTHER CRAFT
(K) SPECIALTY SHIP TYPES
(2) CONVOY AND CARGO VESSELS
(d) Raiders and Q-Ships
(1) Raiders and Q-Ships are armed warships and may not haul cargo, but do get the oversize rudder of cargo ships **and the minimum speed of a warship.**

Change #10

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: This is surplus verbiage never used

Specific Change: Delete paragraph (a), highlighted:
IX ARMAMENT AND WEAPONS SPECIFICATIONS
(E) COASTAL BATTERIES
(6) The barrels of the Coastal Batteries may be a maximum of 12 inches above the water surface, with a maximum of 0 degrees positive elevation.
(a) **Costal Battery maximum range?????**

Change #11

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Wreno Wynne

Background & Purpose: Primarily grammatical clarification, but to correct number of floats required (current rule left out an end float)

Specific Change: Replace the current wording of paragraph (3):
IX ARMAMENT AND WEAPONS SPECIFICATIONS
(G) Mines

(3) Every mine string shall have for its length a weight, 3 ft string, 1 float, 1 ft string, etc., for a maximum of 5 floats. Maximum length of a mine string is 8 ft from weight to end of string which equals 50 mines historically.

Change to:

(3) Every mine string shall have for its length a weight, 3 feet of string, 1 float, 1 foot of string, etc., for a maximum of 6 floats. Maximum length of a mine string is 8 feet from weight to last float at the end of the mine string which equals 50 mines historically.

Change #11

Change to: Bylaws of the North Texas Battle Group, Adopted 08 December, 2002

Proposed by: Jeff Burns

Background & Purpose: This change allows greater flexibility in the Bylaws changes, since most members have access to e-mail.

Specific Change: Add the following text, highlighted:
III. RULE CHANGES
C. The rule change request must be published in the newsletter and may be voted on at the next Regular Meeting, or by absentee via mail or by telephone.

Change to:

C. The rule change request must be published in the newsletter and may be voted on at the next Regular Meeting, or by absentee via mail, **e-mail** or by telephone

Change #12

Change to: Rules of Construction, Revision B, 12 September 2003

Proposed by: Jeff Burns

Background & Purpose: To bring commonality to Rules of Construction from Rules of Combat in the "Rules Changes" sections.

Specific Change: Add the following sub-paragraphs, highlighted:
III RULE CHANGES
F. A quorum of voting members, as defined in the Bylaws of the North Texas Battle Group, must vote in favor of a rule change for the change to be adopted into the rules.
(1) In the event that a quorum is not present at a meeting, the voting will be extended by 72 hours via email.
(2) The secretary will send an email to all members with the proposed rules change and give the deadline for votes.
(2) If at the end of the 72 hours the total votes received at the meeting, absentee, and following the meeting do not constitute a quorum, the proposed rule cannot be adopted.