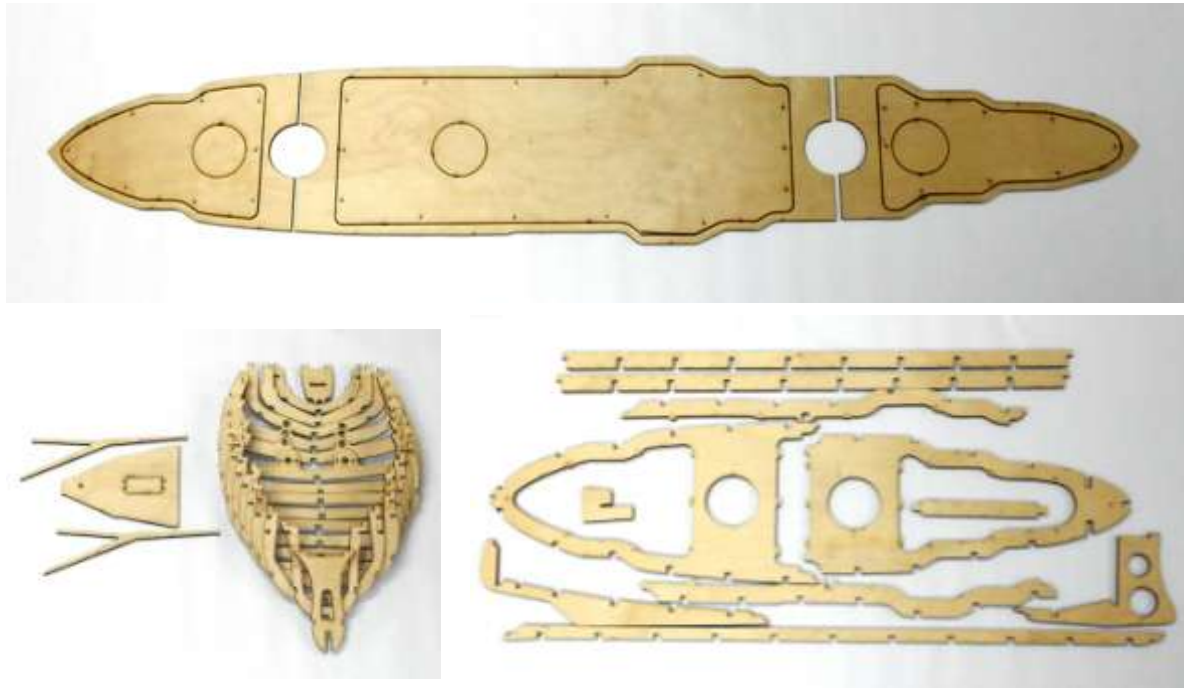


USS Texas / USS New York Kit

This hull kit will build a USS Texas or USS New York, bulged version, suitable for R/C naval combat under most Fast Gun or Treaty rules. The kit features 1/4" ribs, spaced to have a total of 15% blockage along the length. The kit includes 18 ribs, a 1/4" sub-deck, an 1/8" deck, center keel, and two pump keels. The builder will need to supply 1/32" ply sheeting for the bottom, 1/4" x 1/8" stringers, superstructure, and all controls and armament. The Navy Booklet of General Plans with superstructure drawings can be obtained from Historical Naval Ships Association (<http://www.hnsa.org/doc/plans/index.htm>) for both the Texas and New York. The kit contains the following:



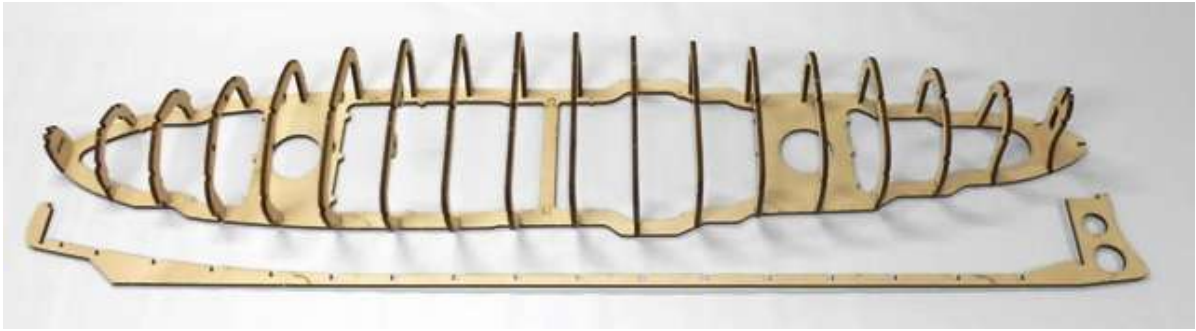
Assembly

1. Before starting assembly, decide if you plan to use the supplied holes in rib 12 to mount your motors. If you plan to use different mounts, you may want to cut off the mounts to allow more room. The holes are spaced 19mm apart, which will work with most 380 brushed or 28mm brushless motors. The kit is designed to use 28mm brushless motors with a 750 to 1000 Kv. Depending on the configuration of your motor, you may need to cut a clearance notch in rib 13 for either the motor or the dog bones. Mount the motors before assembling the ribs to ensure the holes are the right size.
2. Start by assembling the sub-deck and the center keel. The



parts fit tightly, so don't be afraid to tap them together with a hammer.

3. Add the ribs to the sub-deck. Both the bottom of the keel and the sub-deck are flat, so the ribs can be added to either the keel or the sub-deck, but the width of the sub-deck makes it more stable.



4. Add the keel to the ribs. Start at one end and work it into the notches on the bottom of the ribs a small amount at a time. Check to make sure that the hull is straight. Twist it as necessary if needed to make straight. Once the keel is fully seated all the parts can be glued together with thin CA. Reinforce the joints with fillets of thick CA if needed.
5. Insert the 1/8" stringer for the front casemates. The stringer is fully seated when it is flush with the out edge of the ribs. Glue in the stringers.



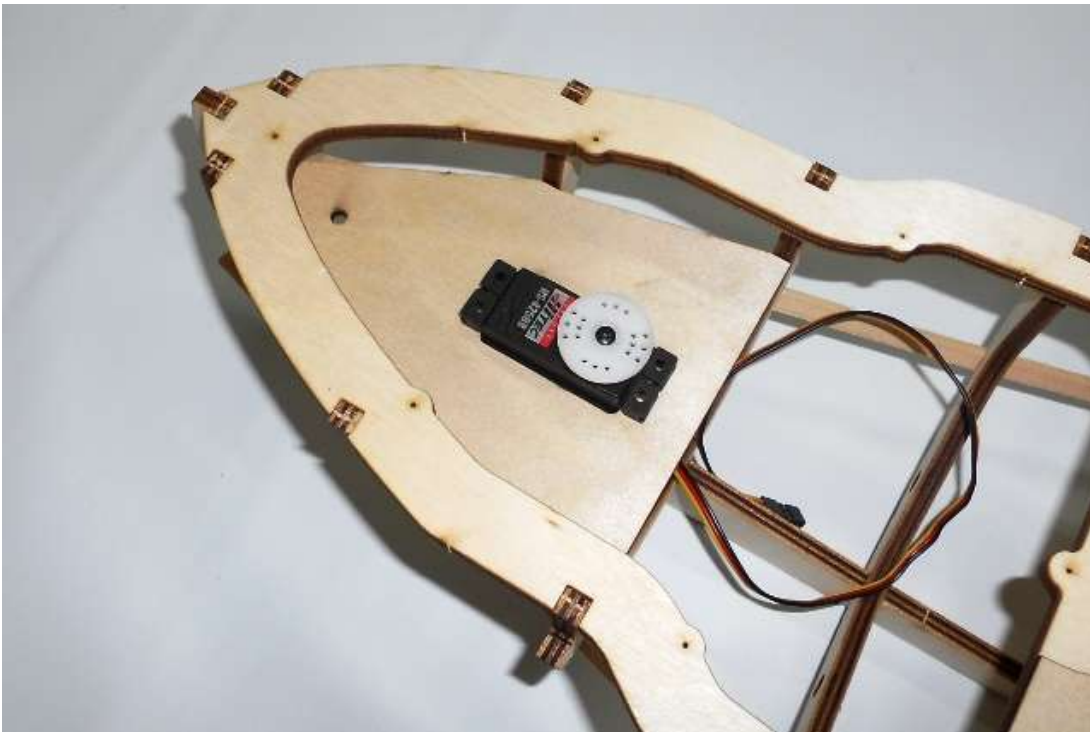
6. Add 1/8" x 1/4" basswood stringers for the top of the bulge and the top of the bottom hard area.



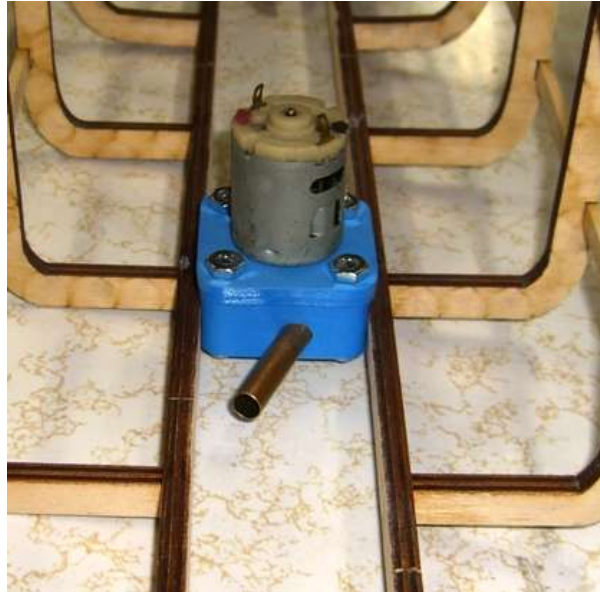
7. Glue on the 1/8" deck. Because of the length and thin width of the outer part of the deck, it may warp slightly when taken out of the carrier board. The deck can be straightened out with a couple of clamps. Just make sure it is straight before gluing.



8. Add the rudder tray to the stern. The hole in the rudder tray and the notch in keel are used to align the drill when making the hole for the rudder tube.



9. The two remaining keels are used to form a channel for the pump. Cut the pump keels to the length desired and install them just wide enough for the pump to fit. Once the pump keels are glued in place, the center keel and ribs between the pump keels can be removed.



Finishing the hull

10. Add balsa or plywood to fill in the hard area of the first and last bay. Sheet the bottom with 1/32" plywood. Once all the wood work is done, sand all the parts.
11. The deck is set up to use 1/4" x 1/16" neodymium magnets. Use the alignment holes provided and a 1/4" Forsner bit to drill the holes in the deck and sub-deck for the magnets. If magnets are not going to be used, use a few of the alignment holes to drill the holes for studs or bolts and fill in the remaining holes with wood filler.
12. Seal the hull with epoxy or spar varnish.
13. The holes in the ribs are cut to accommodate 9/32 brass for the stuffing tubes. The tubes should extend back so that the back of the props are just ahead of the rudder pivot point.

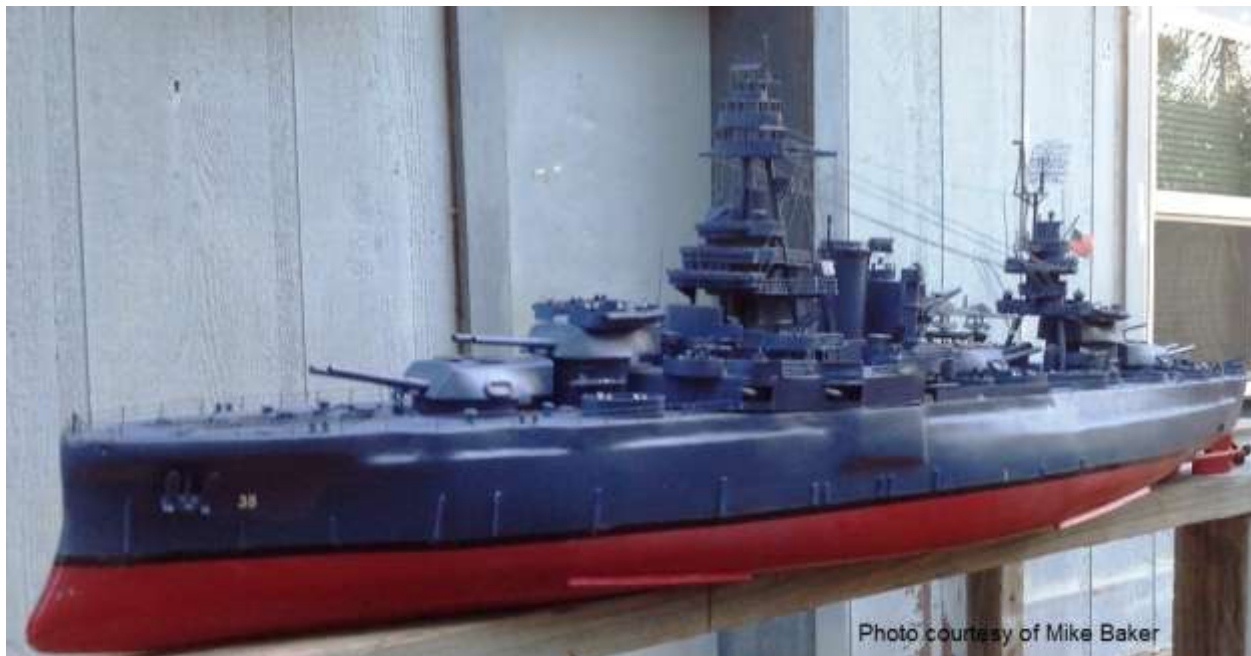


Photo courtesy of Mike Baker