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Info for Vosper Crash Tenders and Air ea Rescue

by MAXTON



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Info for Vosper Crash Tenders and Air sea Resue

Some Information for all those "Fire Boat" guys. For the superstructure colour which can be described as RAF Barley grey (don't quote me on that, could be something else) I have used a variety of paints In the past. The best I came up with Involved using Dulux house hold paint and mixing It to match the colour but the nearest match In the modelling world would be Tamiya XF-19 Sky Grey, the second nearest Is Humbrol 64. You may require a semi gloss varnish to get an closer match. There were only two Vosper crash tenders ever built were numbered 93 and 94, and these numbers were painted white. One final note which I have noticed with other RAF vessels In model form, the roundel on the bow of a crash tender should not have the yellow outer ring, the yellow ring signifies an air sea rescue boat In the RAF air sea rescue service not a marine craft section boat to which the crash tenders belong to. Hope this helps. The two boats In the class 93 & 94 of the 46ft Crash & Rescue tenders were constructed by Vosper Ltd of Portsmouth In1952 for the R.A.F. The hulls were of double skin mahogany on birch plywood framing. Powers was from two Rover Meteorite engines of 375 hp each, This was a 8 cylinders V type engine of 18 litres Drive was to 2 X 3 blade props (both rotating the same way) Giving a top speed of 28 knots Fire fighting was from two 3.5' fire monitors that could spray water or foam. The power for the pumps was from a Ford V8 engine to give 5-600 g.p.m. This pump was also be used as a salvage pump. For rescue work she was fitted with a spring tow hook, line throwing equipment and rockets, stretchers and a portable davit. The two craft were taken Into service In 1952-53 at Calshot. They spent many year as experimental craft for It Is alleged that they were designed to complement the SARO princess flying boats that spent many years at Calshot. The craft were reported to have startling acceleration and could stop In there own length once the automatic 7 sec time delay came Into effect on the reverse gear. They had a turning circle of three boat lengths at 28,5 knots. Both boats were sold from service In 1958. The two boats In the class 93 & 94 of the 46ft Crash & Rescue tenders were constructed by Vosper Ltd of Portsmouth In1952 for the R.A.F. The hulls were of double skin mahogany on birch plywood framing. Powers was from two Rover Meteorite engines of 375 hp each, This was a 8 cylinders V type engine of 18 litres Drive was to 2 X 3 blade props (both rotating the same way) Giving a top speed of 28 knots Fire fighting was from two 3.5' fire monitors that could spray water or foam. The power for the pumps was from a Ford V8 engine to give 5-600 g.p.m. This pump was also be used as a salvage pump. For rescue work she was fitted with a spring tow hook, line throwing equipment and rockets, stretchers and a portable davit. Both boats were sold from service In 1958.

