

THE SCUTTLEBUTT



The Canberra Model Shipwrights Society Quarterly Newsletter

(Established 21 April 1988, Incorporated 16 January 1991)

OBJECTIVES

To foster and maintain interest in building and constructing scale Model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field.

Scuttlebutt \SKUHT-I-buht\, *noun*:

1. A drinking fountain on a ship.
2. A cask on a ship that contains the day's supply of drinking water.
3. Gossip; rumor.

Scuttlebutt in nautical terminology is a water fountain or water cask on a ship.

Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn. Since Sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became slang for gossip or rumors.

The modern equivalent is the office water cooler, also a source of refreshment and gossip.

President's Message

The publication of the September newsletter was delayed a little so that a short report on the Expo could be included.

The EXPO as you know was held this year at the Belconnen Arts Centre, made possible by a grant from the ACT Government as part of the Centenary of Canberra celebrations. As many people remarked, the venue was an excellent one in many respects, situated as it is with great views of the lake and providing a large well lit hall which showed off the models well.

I wish to thank all those who participated, especially those who travelled from far and wide to participate, without the contribution of members there would be no Expo. I felt that there was more variety this year in the subjects on show and this adds interest to the viewing public.

Special thanks go to Max and his Events Committee team for the hard work that went in to the preparation of the event. There is more to putting on this show than perhaps meets the eye, in fact work will shortly start on the preparation for Expo 14. For this event we will return to our usual venue of the Mount Rogers School at Melba, and we thank the School for supporting us by allowing the use of their large halls.

For a number of years now we have also had the benefit of support from the ACT Scale Modellers and the Canberra Model Boat Club in association with Task Force 72. The exhibits from these Clubs add great interest to the Expo and we look forward to their participation for a long time to come.

The RAN also participated this year and again we would welcome them again next year. Thanks also to Gary and Zibby for bringing their wares and relieving many of us from the burden of having to carry laden wallets all weekend!

Sadly, Max Fitton has decided to move to Western Australia and his organisational skills will be sorely missed. I am looking for a new Events Coordinator and **I'm sure Max's shoes will be ably filled. As you know Max has been involved in the CMSS for longer than anyone seems to remember so it was decided to confer on Max Life Membership of the Society. I have a strong feeling that it won't be too long before there is a strong WA contingency of the CMSS. We wish Max and Pam the very best for their move.**

In another loss to the Society, Liam Mclean will be moving to Hervey Bay shortly. Liam has also been a staunch supporter of activities and he will also be missed.

(Continued on page 3)

Inside this issue:

The Vasa Museum Stockholm	4
The bounty	3
Brunel's S.S. Great Britain	7
CMSS Expo 2013	11
Life Membership Awarded	15
Synopsis of Talk to ACT Scale Modellers Society	16

Committee Members

President	Bob Evans	6226 8957 (H)
Vice-President	Edwin Lowery	6298 3929 (H)
Secretary	Ray Osmotherly	6254 2482 (H)
Assist Secretary	Steve Batcheldor	6299 0863 (H)
Treasurer	Bruce Kirk	6290 0527 (H)
Member	Liam Mclean	6931 5792 (H)

Meetings

The Society will meet until further notice, at the **Hellenic Club, Matilda St. Woden** on the third **Tuesday** of each month, excepting December and January, commencing at 7.30 pm. Visitors are welcome.

Society Webpage

CMSS members are encouraged to visit our website at <http://www.canberramodelshipwrights.org.au>. Instructions for using this website are on the site itself where members will need to register. The webmaster will help you in any way possible.

We seek content for the website – everything from photographs of your models through interesting web-links and chat sites. If you haven't use the website lately, have a look now. CMSS is using email a lot more for communicating with members. That doesn't mean we have forgotten those who do not have access to a computer. You may find it an advantage to ask a friends or relative to be the email recipient for club information. Otherwise we will mail you all relevant material or call you if really important.

Editors Note

This newsletter was delayed to allow the inclusion of an article and photos from the CMSS Expo for 2013 which is on page 11 .

There are far too many photos of the Expo to include in this newsletter so keep an eye out on the CMSS website as the photos of the Expo will be posted soon.

This issue is full of lots of enjoyable and informative information thanks to articles contributed by President, Bob Evans and members Max Fitton and Phill Murray.

As reported in the "President Message" this year's Society Christmas function has been set for the 7th December. So if your new to the Society, or an old member, and will be in Canberra on the day we would love to have you come along.

So as you can see, this newsletter is a bumper issue with lots of photos and I hope that is was well worth the wait.

I hope you enjoy reading this newsletter as much as I have producing it.

Joe Allen

Editor



CMSS 2013 Christmas Party

When: Christmas lunch will be held on Saturday 7th December 2013 commencing at 12.00 noon.

Where: Strathnairn Art Centre Village Hall at 90 Stockdill Drive, Holt ACT 2615.
www.strathnairn.com.au

Please advise the CMSS Committee by the November meeting so we can finalise numbers for catering.

Presidents Message - Continued

(Continued from page 1)

Again, I am looking forward to the Hervey Bay branch of CMSS so perhaps all is not lost.

The next event will be attendance at the Wagga Model Railway event held over the first weekend in November. This is a very pleasant affair which also gives us the opportunity to catch up with our Wagga member and our colleagues from Task Force 72.

Also in November is the ACT Scale Modellers ScaleACT 2013 which the CMSS puts on a small display and also allows those of use with a penchant for plastic to again lighten our wallets.

The Christmas lunch will be held on 7th December at the Strathnairn centre and it would be good to see as **many of you as possible at this gathering. This will probably be the last newsletter before Christmas Day so I'll** take this opportunity to wish you all well for the Christmas season and look forward to another good year for the CMSS in 2014.

Best wishes

Bob Evans

President



The Vasa Museum Stockholm — By Bob Evans

From April to July Elizabeth and I spent time in the UK, Italy, France and Sweden. Naturally I took the time to visit some notable maritime museums in Paris and a number in the UK, however one of the most notable was the Vasa Museum in Stockholm.

The Vasa was a Swedish vessel commissioned by King Gustavus II Adolphus in 1625. Over 1000 oak trees were felled for the construction. The vessel was completed in 1628 and set sail on her maiden voyage in August. The ship had not cleared the harbour before she capsized and sank, in fact the voyage was only some 1300 metres! It is thought that some fifty people were lost with the Vasa.

Vasa was well armed with 48 large cannon for 24 pound ammunition, eight 3 pounders, two 1 pounders and eight mortars.

There is much speculation as to why the vessel sank, guns were properly lashed, full ballast had been loaded **and by all accounts the vessel was being sailed in the proper manner. With today's knowledge of stability calculations** it was quite obvious that the ship was inherently unstable, largely due to being relatively narrow in beam and top heavy. Tests performed prior to sailing by having men run from one side of the vessel to the other would bear out this assumption. The test had to be abandoned for fear the vessel would capsize at her berth before sailing- no one had the nerve to tell the king!

Attempts to raise the vessel failed and only a number of cannon were retrieved. It was not until 1956 that the vessel was located, despite lying in only 32 metres of water. In 1961, after 333 years on the bottom, the vessel was raised, virtually intact.

Initially a temporary museum housed the vessel until the present day Vasa Museum was built and opened by King Carl XVI Gustaf on June 15th, 1990.

The museum is spectacular, apart from the vessel itself there are a huge number of artifacts that have been retrieved and are on display. These include seamens chests still packed with provisions and clothing, barrels of meat, the Admirals table, the list goes on.

The Vasa Museum Stockholm— Continued

(Continued from page 3)

The museum also house spectacular models of the dockyard, the Vasa and cutaway views and of course the Vasa itself. The Vasa, thanks to being on the bottom of Stockholm harbour is 98% original, which must make this vessel unique, considering that HMS Victory is less than 10% original.

Perhaps of macabre interest is the reconstruction of the skulls of a number of retrieved skeletal remains. Modern technology has allowed the bone structure to be carefully built up so that a lifelike resemblance to a living being over 300 years old is achieved.

The Vasa museum is a must see for anyone visiting Stockholm. The enormity of the exhibits and the remarkable condition in which they were recovered makes this a veritable time machine .

Billings also have a model of the Vasa which I have, but like a great number of my projects is not yet completed!



Exterior of the Vasa Museum



Vasa, note that only the lower masts are in position



Rudder and stern gallery



Vasa seen from the port quarter. Different levels in the museum offer different views of the vessel. Obviously there is no possibility to board the vessel itself.



Replicas of some of the multitude of figures which adorn the vessel. The actual figures on the vessel are not coloured.

The Vasa Museum Stockholm— Continued



The reconstruction of one of the seamen based on the recovered skull. It is amazingly lifelike.



Model of the vessel depicting how she was structured



Cutaway showing the interior of the vessel



Replica of the gun deck and cannon



A large model of Vasa, probably a little better than the Billings offering!



Recovered sailor's sea chest. When opened the hat was exactly as seen in the photo



Recovered shoes and clothing. Remarkable to think that this is well over 300 years old.

The Bounty - By Phill Murray

Summary of a Country Members Kit Building Efforts

A hearty hello to my fellow members. I recently had a brief chat with our president who after some gentle persuasion (I think it was a 9 iron) convinced me to put my experiences with kit building to paper in the hope it will be of interest to other members

I have always admired the models in various museums I visited so I decided to try my luck at building my own. I visited a local hobby shop that specialised in model planes (no further help there) but had a Artesina kit of the Bounty for advanced modelers, being a tradesman with a knowledge of plans I figured how hard could it be (I didn't say I was bright). Over the next few months of struggle I learnt some valuable lessons.

1. Bigger hammers don't necessarily make things fit.
2. Wood is not flexible like metal and has a mind of its own.
3. Need for a lot more patience.
4. A need for specialised tools.

Finally admitted defeat, decided to put the Bounty aside and attempt something more suited to my skill level, (learnt later various sheets of instructions were missing from the kit which had been opened and resealed).

I next tried the model La Renard a great learning kit and was not totally disappointed with my effort learnt a lot, I next tried the Harvey, a little more complex but again simple lines made the learning curve better and a nice kit to enhance my skill level.

Finally back onto the Bounty, scrapped the original hull effort managed to reproduce the keel and ribs from the original drawings and off I went, made my own steamer for plank bending and am progressing slowly, I have enclosed some photos of my work station (my banishment place) and some pics of the Bounty taken during various stages of construction I do hope you find some interest in my rambling

All the best with your modelling.



Brunel's S.S. Great Britain - By Bob Evans

Located at Bristol in the UK, the Great Britain is now displayed in the same dry dock in which she was originally built. Surrounded by recreations of the original waterfront scenario, this is a must see for visitors travelling to the UK.

She was launched in 1843 and at that time was the biggest and strongest ship ever made. She was also fitted with a 1000hp steam plant powering a single propeller and carried sufficient coal fuel to reach America.

Great as Brunel was for his time, it is interesting to note that while the vessel took four years to complete, it took a further 18 months to get out of Bristol, simply because Brunel had made the vessel too big to fit through the lock!

After a chequered career, the vessel was scuttled in 1937 in Sparrow Cove in the Falkland Islands.

She was eventually salvaged and returned to Bristol in 1970, opening to the public officially in July, 2005.

No doubt the years of neglect have been the major cause of the hull deterioration, however the restored vessel is an amazing thing to see.

I was also given a tour through the Brunel Institute which contains some stunning models of the vessel by William Mowll and some great miniature cargo vessels and liners. The Institute is also amassing and cataloguing a large number of plans which will be available to the public (at a price!).



Stern view of Great Britain and dock.



View of the recreated wharf scene.



Bow view of the vessel. Note the "water" in which the vessel sits.



Another view of the wharf area. Note the crane, further along the river towards the city is an original working steam crane, also worth a visit for steam enthusiasts.

Brunel's S.S. Great Britain - Continued



The hull below the water line is in fairly poor shape due to its years of neglect in the Falklands.



The original rudder displayed in the museum.



The reconstructed propeller. The balanced rudder, also new, is described in Photo 7



Brunel's S.S. Great Britain - Continued



Mast and spars, also on display in the museum.



General view of the restored deck area.



Perhaps not luxurious by today's standards, but no doubt quite acceptable in 1843.



A small section of the massive steam plant.



Main dining hall with cabins leading off this area

Brunel's S.S. Great Britain - Continued



Helm and compass area



General view of the vessel in its dock



Another view of accommodation, no doubt luxurious in its day.

CMSS Expo 2013 — By Joe Allen

The Canberra Model Shipwrights Society hosted the 2013 Scale Model Ship & Boat Expo over the weekend of the 21st & 22nd September.

Thanks to a \$5000 grant from the ACT Government as part of Canberra's centenary celebrations this years Expo was held at the Belconnen Arts Centre.

The Expo continues to be a resounding success with approximately 164 models and other items on display in three separate rooms. Attendance was up from 2012 with 650 people through the doors over the weekend. The event taking \$1,704 over the weekend with an additional \$338 proceeds from the raffle.

Once again the CMSS expo displayed an outstanding quality of models which only goes to shows the skill of many model makers that are around.

The Expo included displays by ACT scale Modellers, Act Model Boats and Task Force 72 Fleet Bases with this year also a display by the Royal Australian Navy who were also promoting the Navy's 100th anniversary celebrations.

The weather gods were with us all weekend which allowed Task Force 72 to run a few models on the lake near the arts centre on both days.

This year included a table of models that had been loaned in memory of those, who having built them, have moved on to take their place in the great workshop in the sky. The models were build by:

- The late Roy Vizard a.m. a founder and multi-office holder of the society
- The late Daryl Cox a founder and office holder of the society
- **The late Ian 'Andy' Knapp, an exhibitor at previous expos, and**
- The late Sid Bonner a member of the society and award winning modeller.

The CMSS is greatly appreciative for the support of those who lent the models to the Society for the Expo.

The Peoples Choice Award, the Roy Vizard trophy, went to Kevin Hudson with his model of the HMS Beagle . Second prize being awarded to the late Roy Vizard model of La Couronne, with the prize being given to his son Will Vizard who attended the show. Third prize went to Max Bettridge for his model the Royal William.

The Members Choice Award was also won Kevin Hudson with his model of the HMS Beagle. The HMAS Vampire by Charles Robinson scoring the second most votes and the third most votes going to the late Roy Vizard model of La Couronne.

The winners of the raffle were:

- 1St Prize: Krick Alexandra Steam Launch , scale 1:10 – David Harris
- 2nd Prize: the book, A History of Artic Exploration by Matti Lainema and Juha Nurminen – Ross Milligan.

The Events Committee should be congratulated for once again putting on a top rate exhibition. A big thankyou to all those people who exhibited models this year.

A special thank you to Gary Renshaw from Modeller Shipyard for his continued support of the CMSS expo who again this year provided a model kit for the raffle prize and a Modellers Shipyard voucher and books for prizes **for the People's choice award winners.**

Over the next few pages are a few photos from the expo. Obviously there are too many to show in the newsletter so more photos will be available on the CMSS website soon for those who were unable to make the Expo.

Expo 2013 Photos



Crowd in the main hall



ACT Scale Modellers Society large Aircraft Carrier display and the Australian Royal Navy Display



Edwardian Steam Launch complete with figures enjoying lunch on the foredeck



Kevin Hudson's HMS Victory



Max Bettridge's Royal William



Amazing carvings by Janos Nemeth



Great crowds all weekend

Expo 2013 Photos



Memorial display table of members who are no longer with us



Part of the Royal Australian Navy display



Models of past Royal Australian naval ships



HMT Roll Call



More naval vessels on display

Expo 2013 Photos



Task Force 72 and the ACT Model Boats displays attracting attention



Will Vizard pictured in front of his father's, the late Roy Vizard, models of the La Couronne and the PSS Mississippi which he loaned to the CMSS for the Expo. The CMSS is greatly appreciative of Will's support in lending the models for the display. Also pictured is the Roy Vizard Trophy for the People's Choice Award. Will commented that he is amazed at the continuing legacy that his father started some 25 years ago



Cynthia Knapp views the model of the Friesland built by her late husband Ian Knapp which she loaned to the CMSS for the Expo which is greatly appreciated by the CMSS



David Peterson from Task Force 72 radio controlled model of the Canadian *HMCS Snowberry (K166)* running on the lake.



Kevin Hudson being congratulated by CMSS President, Bob Evans, for winning the Roy Vizard Trophy for his model the *HMS Beagle* winning the People's Choice Award

Expo 2013 Photos



Steve Batcheldor's very large model of the Schooner for Port Jackson. This will be a remote controlled model when finished.

Life Membership Awarded - by Joe Allen

As mentioned by Bob Evans in the President's Letter, long time CMSS member Max Fitton is moving to Western Australian. At last month's CMSS meeting, Max was presented with a life membership of the Society for recognition of his valuable contribution over the many years in furtherance of the objects of the Society.

During the many years that Max has been a member of the Society he has held several committee positions and was the previous publisher of the CMSS newsletter. He has provided a valuable contribution to many expo's and other events of the CMSS and was largely responsible for the Society receiving this years grant from the ACT Government.

We wish Max and Pam all the best in their new life in Western Australia.



CMSS President, Bob Evans presenting Max with his Life Membership



Max almost lost for words

Synopsis of Talk to ACT Scale Modellers Society - by Max Fitton

Those of us who are into the building of wooden ships may try to build ships from vastly different eras going as far back as the Viking era which is arguably the first era for humans to sail large distances over great oceans to **the beginning of the age of steam such as the Swedish ship the Jylland. The expression "Period ships" has so many different meanings. I've just described two, the Viking Period and the Advent of steam period. These periods can be broken down into regional periods i.e. the ships of the reign of Kubla Khan. So the word period is interpreted in practical terms to describe any type of vessel, generally powered by sail, and like the lady she is, over a certain age. Just to confuse you I am still building a Thames Barge the type of which became redundant with the advent of trucks capable of transporting goods over long distances at a much greater speed than could be achieved by sea, and therefore at a lesser cost. So let's talk about the building of wooden ships.**

There are basically three ways of building wooden models, from a kit, from scratch and from somewhere in between, i.e. building a kit with modifications.

Building from a kit is easy to describe. One buys a kit follows the instructions and out jumps a beautiful model - **"in your dreams". Life doesn't run that smoothly and one can rest assured that if this were the case there would be few modellers around today. Where would be the satisfaction in completing such a model?**

So what can go wrong?

There are so many problems that can arise. First the instructions may be written in a foreign language. Fortunately other modellers have faced this problem and have created short versions of dictionaries to enable one to follow those instructions moderately well. In the modern context one can Google a translation, or in the extreme get to know someone who is fluent in that language and will do a translation for you. The Embassies here in Canberra are very helpful this way. Surprise, surprise. Some kit manufacturers now provide a limited dictionary with their kits.

The second problem is the quality of the timber supplied with the kit. I found a good example of this was when I built the Baltik, an American cutter, my second build. The quality of the planking was so poor that I had to acquire a complete set of new planking strips. This compares with the third model I made - the HM Yacht Chatham, where the timbers were excellent. I say excellent by that I mean of excellent quality. Sadly after planking the decking it was easy to see that the width of the planking supplied was far too great for the scale and I finished having to make up new planks half the width of those supplied.

Some of the metal parts supplied in a kit are made from very inferior material, and others are made from very good material but are not correct in real life. For example some of the metal parts such as some of the décor on the stern of many old ships is made from white metal and little care has been taken to provide the proper detail. Much work has to be done on it to make it worthwhile putting on the model. Some have the skill to carve **these anew. I am not one of them and when I come up against this problem it nearly draws me to tears. That's usually when I call for help. The nice thing is that there is always someone there who will help.**

Another example of this problem is the cannons so frequently supplied. They are usually nicely made in brass, all lovely and shiny. How many times have you seen a full size cannon on display in ports around the world? **I'm sure there is no one here who has not seen one. What colour was it? I venture to suggest it was not shiny brass but rather a dull black. So one has to blacken those supplied. That's the next problem. One of the best ways to do so is to soak the brass in well-used over the hill photographic fixer. This used to be obtained easily from places such as hospital Xray departments but the digital age is upon us so they no longer use the old fashioned method of fixing of negatives. Bugger! Get some from wherever you can if you want to use this simple method. I'll go further and say that if ever you find some that you don't want, grab it, keep it in a dark place and give it to a friend in the Canberra Model Shipwrights. There are other ways of blackening but this old fixer is the easiest to use.**

The next thing is the plans. Plans can vary from very ordinary to excellent. By very ordinary I mean they are not

Synopsis of Talk to ACT Scale Modellers Society - Continued

true to what would have been on a ship but made to look “nice” on a model. This can be because the scale of the model is too small to provide sufficient room for the full rigging, for example, or just plain lack of knowledge of those producing the plans. I’ll give you an example of this a little later.

Lastly, building from a kit can be easy or hard. The easy ones are those that are simple in design such as the Le Renard kit. This is the sort of kit I would always recommend to anyone starting up as a modeller of wooden ships. One needs comparatively little starting skill and few tools. The modeller is likely to be able to finish it so **there will be some sense of achievement and thus an interest to go further into “this modelling hobby”**. I drafted this talk some time ago shortly after all my tools got packed away. Since then I have been going stir crazy having nothing to do so I bought an EASY kit the Jolly Boat of the Bounty. It has turned out to be a dreadful kit. The plans are not too bad, the list of items included was impossible to check, there was no tool kit included, **the description of “how to build” was deficient as far as I am concerned** – how a first time modeller would be able to understand them is beyond my comprehension and I had to use some more advanced techniques to complete the hull planking. Nothing seems to fit properly despite my best efforts and all I can say about the nearly finished model is that it might look all right for an undiscerning family member to whom it will be bequeathed. I am told that Le Renard and The Flattie are not such ordinary kits and can be completed without too much heartache even by a first time modeller.

Building a model by modifying a kit means that one has achieved a degree of skill even if only to know when **something doesn’t look right. The internet is a wonderful source of information. There is always someone or** some internet site that is able to fill in information blanks about any particular model, and there is always personal knowledge as far as models of vessels of more modern vintage are concerned and is just as important to modellers in other mediums such as TF72 modellers. I would like to share with you two examples of this.

The first is regarding my building of the HM Yacht Chatham. The instructions as I mentioned earlier were good and contained a brief history of the ship. This whetted my appetite for more information and through the good offices of the Chatham Dockyard library in London I was able to obtain much more information: fascinating it was too.

The second relates to our Expo only last year. One of the exhibits was a model of the World War II HMAS Cowra. It happened that a friend of mine, Doug Blake, came to the Expo and saw the model, liked what he saw and had a chat with the builder. Doug served on the Cowra as a Midshipman and through his knowledge was able to help the modeller with some fine detail of the camouflage of the real vessel. Doug has a painting done during his time as Midshipman and invited the modeller to come to his home and talk about it.

I would venture to suggest that this would apply very much to your models too, because there may well be people still living who flew the planes or were in tank squadrons using the real things in anger.

Building a model from scratch, strangely, means different things to different people. Some modellers are so pedantic that unless the entire model is built from scratch then it is not scratch built. For example, I mentioned earlier that I was building the Thames barge from scratch. This was my version of a scratch build. I made the solid hull from spare bits of timber and then planked it after making the planking from scrap. My next task was to make some of the superstructure from scrap timber. I then wanted to make the winches. First I had to learn how to solder, which I did, not to any highly skilled level, but with sufficient skill to do what was needed. Now, winches contain gears. I had simply no idea how to make them, so I bought some. Similarly I also bought an anchor and a propeller. The resultant winches look really good and I am very proud of what I achieved. The pedant would say that the model is not built from scratch. I say it was. So who is right and who is wrong. I say **“Who cares”**.

This is just an example of scratch building. I think it is true to say that one needs some experience of building models to build something from scratch. There is a very good example of where this is not true. An exhibit that will appear at our Expo again this year is an example of how untrue this can be. One Kevin Hudson, is an instru-

(Continued on page 18)

Synopsis of Talk to ACT Scale Modellers Society - Continued

ment maker by trade. He decided to build the Victory from scratch, albeit this would be his first model, and literally made every little bit from scratch. I strongly recommend that when you get to Expo2013 you make a bee-line for his model and listen carefully to what he has to say. His attention to detail is something to behold. I HATE HIM!!!!

When I was talking about plans I said I would add something later. The plans of HMS Victory, and they were good plans, show the entry port, used by the head honcho to board his ship. They were shown just as an opening. Liam McLean, a member of our Society, could not understand what the real life situation would have been, from the plans. He raised the question at one of our meetings. I decided to try to help find the solution. There was one entry port shown on each side of the vessel. What would stop someone from an enemy ship from watching out for someone, even the Captain, from walking past the entry port and taking a pot shot? Question **“What was that something?” “Was it a door or what?”** I asked a friend who is a retired naval architect, and his wife is ex-UK navy who worked on the Victory during the course of her duties. Neither of them knew the answer. **When they were in Britain recently they tried to find out but with a distinct lack of success. If they can't find out what hope have we got.** The Victory web site was of no help nor was the Greenwich Maritime Museum. To this day neither Liam nor I have been able to obtain an answer to this conundrum.

The next item for mention is the tooling up for working with wood. What does one need? One can go from the sublime to the Cor Blimey. Early modellers were sailors, who passed their time making models with the aid only of a knife and lets face it they did a fantastic job. Many kits contain a small tool kit. (See Modellers Shipyard catalogue for details)

Over the years I have built up an unearthly number of tools. Two of your members came round to my home on 18 May to help me pack up my toolshed prior to putting our house on the market. Many thanks to them for their help. They are experienced modelers so they understood why I had so many tools above and beyond those just mentioned. These included a metal lathe, Drill press and compound vice, a coping saw, various vices, a band saw, a Proxxon saw a Dremel router and so the list goes on. And I managed to acquire these when Mother thought I had left my credit card at home. Fortunately I was able to acquire most of them before **Liz Evans, Bob's wife, let the cat out of the bag one Society Xmas dinner when she told my wife “And Bob thought I didn't know”.** There are also a number of tools that are homemade. **Sadly all mine are packed so I can't show them. These range from a device that is attached to a drill to reduce the thickness of planks, a homemade thicknesser, to a guide for the band saw, a great improvement on that supplied with the machine.** I just mentioned drills – I have 3 Taurus drills from Aldis and a similar number of Dremel drills. The former are excellent and have outlasted their Bosch counterparts. Another member of our Committee, Steve Batchelor, **seems to me to be the doyen in the manufacture of special tools for his workshop. He'll probably kill me for saying this but may I suggest you ask him to give a talk solely on this subject. He will have you spellbound.**

I suppose the difference between your Society and mine is that generally we deal with timber and you with plastics. We have, as expressed earlier, members in common such as Bruce George, Bob Evans etc who make models in both mediums. From a personal point of view I like working with wood, I like its feel and in some instances such as **Huon pine, it's smell. These are of course not the only mediums from which models are built.** I recently saw some excellent models made in brass at the Ballina Naval and Maritime Museum, and others made from bone. While being very non-U in this day and age, ivory was frequently used in the Asian region. In the Fremantle Jail there is a model built by a prisoner out of porridge. Models made from matchsticks were common some time ago. Heaven knows what else one could envisage being used.

As mentioned earlier, we are holding our Expo2013 on 21/22 September. This year we will for the first time we have water adjacent to the static exhibition area. Hopefully the weather will be kind to us and allow those who bring radio controlled models to our shows to show off their hobby on the lake. This is an added attraction that **I hope will bring more members of the public to the static side of the show. Let's face it, while we get pleasure in exhibiting or demonstrating modelling, it is essential that we draw the attention of the public to the art – that is, the art of modelling. We get so much pleasure out of it that we don't want to see it die out. We all need to attract new and if possible younger members.**