

December 2012



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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Another year almost finished which is more than can be said for my rate of model completion!

I must apologise for the absence of a September issue of our Newsletter. As you know we strive to produce four Newsletters annually and thanks for this effort must go to Joe the Editor of this great publication.

Joe has been particularly busy this year with his work activities, which included a spell overseas from which he has only recently returned. Unfortunately this is not the only reason for the absence of the September issue, the primary cause was the lack of sufficient articles to enable a satisfactory Newsletter to be produced. I have said on many occasions that this Newsletter is the primary media for our far flung membership to catch up with events, discuss issues of common interest and to provide useful articles for the benefit of others.

Any articles are welcomed, be they kit reviews, hints and tips, photos of models, places of interest visited and so forth. Please get behind Joe and help make the Newsletter a worthy product. By the way, should this be a Newsletter or the CMSS Quarterly Magazine?

Starting from this edition there will be quarterly issues, provided Members give Joe the support he needs to produce this excellent publication.

I mention above the far flung nature of our membership and I guess this leads me to the internet. Again this is probably the other media which should bring members together, however usage appears to be minimal and I am left wondering what members feel about the CMSS web site and what they may wish to see included which would boost usage.

The Committee have discussed this and the Newsletter at length and would welcome members views on either subject. It is your Society after all and can only reflect the views of the membership, so please give your support by submitting articles to either the website or newsletter, and in particular let us know what you want.

The 2012 Expo was held in the Mount Rogers Primary School during August and was again a resounding success. This is the one event of the year which also brings many members together and I would like to thank all members, particularly those who travel long distances, for their support and enthusiasm.

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Committee 2011/2012

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)
Events Coordinator	Max Fitton	6255 4001 (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.



Editors Note

This is the last Newsletter for 2012 and as you can see it is a bumper Christmas issue so you take your time and read it over the end of year break.

This issue is full of lots of enjoyable and informative information thanks to articles contributed by Liam Mclean , Ray Osmotherly and Max Fitton.

I would like to continue to include a Member Profile in future additions, so don't be surprised if I come calling on you seeking some details for the next year.

As reported in the "President Message" Expo 2012 was another resounding success.

Also included is a update from Max Fitton providing the plans and activities on the busy happenings for the Expo 2013. So get involved in any way you can. Remember this is your expo and next year will be a big part of Canberra's centenary celebrations.

So I want to wish you all an happy and safe Christmas and New Year break and I look forward in receiving material from our members in 2013.

Joe Allen

Editor



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. Jim Allen is webmaster and 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.

President's Message. Continued

The Expo is also supported in excellent fashion by the ACT Scale Modelers Society, Task Force 72 and the Canberra Model Boat Club and my sincere thanks go to them for their efforts in producing what has become a well rounded Expo where all facets of model shipbuilding can be seen.

The Society also had a display at the Wagga Model Railroad Exhibition in November and again this afforded a huge amount of fun and a chance to get together with our friends from Task Force 72 . Having a local member in Phil Murray is a huge benefit in local liaison and setting up of the allocated area, thanks Phil.

As I mentioned in the last Newsletter, 2013 is the Centenary of Canberra and the Expo will be held at the Belconnen Arts Centre, thanks to the grant from the ACT Government. This is a big year for the CMSS and planning is well under way and as usual will include our colleagues from ACTSMS, Task Force 72 and the CMBC. It is also hoped that an on water display will be possible. I again urge all members to support this event as this Expo will see us on display at a scale we have not previously experienced and which will put the CMSS well and truly on the map.

In closing I would like to pass my thanks to the Committee for their outstanding support and to wish all members a great Christmas and a safe and happy 2013.

Hopefully the man in red will bring you the model you've always wanted!

Best wishes,

Bob



Expo 2013—By Max Fitton

The CMSS is blessed with the quality of the personnel on the Events Sub-Committee who work hard to organise the various events in which we participate, including our Expos and our presence at other events such as Huskisson and, more recently, Wagga Wagga.

The Committee members in Alphabetical order are Joe Allen, Steve Bacheldor, Bob Evans, Max Fitton, Bruce Kirk, Liam McLean and Ray Osmotherley. In addition, a former CMSS President David Peterson is an *ad hoc* member specifically to assist the Committee in its dealings with our friends in Task Force 72 and ACT Model Boats.

What's on for next year? The plans are still somewhat fluid but my idea of what will happen is set out below.

We should all know by now that we received a grant from the A.C.T. Government Centenary Fund. We applied for this because 2013 is the scheduled year for the next Federal Election in or around the time we normally hold our Expos – August. Imagine what would have happened to us if we had planned and advertised our Expo for 24/25 August 2013 to be held at Mt Rogers Primary, our usual venue, only to be told some few weeks before that we can no longer have the school because it will be needed as a polling booth. How difficult would that have been for us. Fortunately, our friend Senator Gary Humphries, alerted us to this conundrum – hence the application for the grant.

Whilst all this was occurring we had a look at the exhibition space at the Belconnen Arts Centre (BAC) and after many members of the Committee viewing it we decided to put in an application for a week-

Expo 2013. Continued

(Continued from page 3)

end sometime around August September. We had to do something quickly because that is around the time for Floriade and there would inevitably be a general shortage of space because of the Centenary celebrations. We were successful with the Centenary Grant and immediately thereafter with the application to the BAC. We eventually chose the weekend of **21/22 September 2103 for Expo 2013**. Please put this date firmly in your diary.

The only time we had a theme for an exhibition, to my knowledge, was when we celebrated our 20th Anniversary in 2008 with the most successful exhibition at the Canberra Museum and Gallery. We made the most of that and had the pleasure of gathering together some of our founding members to help us celebrate. The sight of our friend, Joe Allen in his fancy dress as a pirate, will be fondly remembered for many years to come.

This year is yet another theme year. The A.C.T. Government and the Royal Australian Navy don't realise how lucky they are for their centenary celebrations to coincide with our Silver Jubilee Expo 2013.

So what are we doing to celebrate these events?

1. We will hold our now annual Expo albeit at a different venue in 2013. Special rooms have been organised so that we can still include our friends from TF72, ACT Model Boat Club and ACT Scale Modellers Society.
2. We are expecting to have a number of radio controlled model sailing on the pond right next door to the BAC, weather permitting. (This is why we chose a slightly later date this year.) This is a novel approach for us because we have not had the use of water close by our Expos before.
3. We are trying hard to get representation from all States and Territories – not just the usual suspects of ACT, NSW, VIC and, occasionally, QLD. This is something we are having difficulty with. We have a contact in QLD who seems likely to attend with a couple of models, but Tasmania and NT are proving difficult. There is some contact with SA and WA but there is nothing set in concrete yet. If anyone has contacts in Tas, SA, WA or NT will they please ask them if they would be prepared to help us out. Please feel free to ask them to phone me or any other Committee members for any further details. We may be able to offer a small subsidy to get their models to Expo 2013. Wouldn't it be nice to see a table representing each State and Territory congratulating the A.C.T and CMSS on their centenary/silver jubilee.
4. Another idea is to have a special table for models built by members and friends who are no longer with us – models built by people such as Roy Vizard, Daryl Cox, Sid Bonner and Andy Knapp to name but a few. This will require some organising but it's worth the effort and is where one of our more senior and long time members could give us some practical help.
5. We have approached the RAN and they have asked us to contact them again in the January 2013. The general idea is to get a small contribution from them so that they too can join in our celebrations.
6. Senator Humphries has been asked and has accepted our invitation to open the Expo again. For those who have been there when he has opened previous Expos we have to admire the interest he takes in the models before opening the Expos.

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Hammocks Making for Model Ships - By Liam Mclean

I'm building a model of Nelson's Victory and I'm now up to the stage of fitting the hammock netting around the upper deck. As I intend to have this model rigged with sails, I thought it only proper to also have hammocks shown stowed in these netting racks. However, after some searching through my reference material, I realised I couldn't be certain how these hammocks were stowed. Most photographs in my reference books of model ships of this era are of the type that has no sails fitted and as you would expect, no hammocks or flags shown. Model ships that did have sails rigged, the hammock nettings when fitted, were shown empty. I searched the internet on this issue and one possibility is that the hammocks were doubled over and stood upright or sloped slightly forward in the nettings. This was also the consensus when I posed this question to CMSS members at the November meeting. My research also seems to show that hammocks were stowed in their own 'parts of the ship' or by gun number; a gauge to level them at the right height above the rail within the netting, and a hoop through which they were required to pass to ensure they were rolled correctly. Hammocks were secured by taking seven marling turns with a manila or white rope (untarred hemp) lashing. Secured within these hammocks were a mattress, two blankets and a pillow.

It is of note that the photographs in my reference books where they do show models of ships fitted with hammock nettings, seem to be of ships that date from the mid 1700s to the mid 1800s. I don't know the period when hammock nettings were fitted to English naval ships, but having said that, I can't find any reference to hammock nettings prior to the mid 1700s and it also appears that ships built from the mid 1800s had wooden or canvas lockers fitted in the same places throughout the ship as hammock nettings were located in earlier vessels. These lockers were the same size and shape as were the nettings.

In deciding to fit hammocks to my model I had initially thought that I could make the hammocks out of thin fabric rolled into a tube and lashed with cotton thread to represent the marling hitches. However, after several attempts and using various thickness of material I realised this wouldn't work. I then searched the internet for inspiration and read that someone had used tissue paper to make their hammocks instead of material. I tried this with some minor success, but found the tissue paper was too fragile and so I then tried paper towel instead with more success. But I then found that it was difficult to wrap the cotton thread lashing over the shape that I had made. After giving this problem some thought, I had the idea of wrapping strips of the paper towel around a taught length of string. To do this I placed a long screw in each end of a length of board and strung a length of string between the two screws. I was then able to easily wrap a strip of paper towel along the length of string and then tie the cotton lashing over the entire length. The gauge of the string and the thickness of the wrapped paper towel could be varied accordingly to best represent the width of a hammock for the required scale. I then stained the paper to the shade that most closely represented what I think a hammock colour would've been. Finally, after I applied a light smearing of water based glue to the length of wrapped paper to ensure the hammocks retained their shape; I was able to then cut the length into sizes that would be to scale. This, from my research, is that the length of a hammock was five foot seven inches or about the same as the height of the entry port of the Victory.

When first planning including hammocks in my model I had hoped to take the easy way out by laying the hammocks down flat in the hammock netting. I had seen some examples of this in period paint-

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Expo 2013. Continued

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7. Invitations have been prepared and will be printed in the near future. It is expected they will be completed and mailed before the end of January 2013. If you have special friends you would like to invite/receive an invitation please let me know when I will send you a copy of the invitation or if you wish let me have the names and addresses and I will send them out noting the request has come from you.
8. The advertising this year is expected to be on a much grander scale. The BAC will be advertising the Expo as will the ACT Government. We have an additional budget as well so look out for the good news. I'm sure Ray will be happy to answer questions about the plans.
9. One problem we faced early on was the protection overnight for the R/C models some of which will be quite large. To this end we have approached the Scouts who have a scout hall close by, for the overnight housing of the models. We will be following this up in the near future. On the advertising side we are shortly going to ask the Scouts if they would, for a fee, like to put on uniforms and distribute flyers around the BAC and if permitted in the Belconnen Mall on the two mornings of the show.

Well! So much for the plans. We will need lots of help in 2013 and ask that you let us know when you will be able to help and if you have one, a specific area of interest where you think your help might be most useful.

I know I started off by singing the praises of the Events Committee – yes, they are terrific, but we do recognise that we are not the only ones with ideas to make Expo 2013 a success. How about putting your thinking caps on and letting us have your ideas of what else we may do to make things even better.

The Events Committee wish you all a very happy Christmas and a bonza 2013.

Max Fitton

Committee Coordinator

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Hammock Making for Model Ships. Continued

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ings. However when I tested one of the hammocks I had made in the folded style I realised that fitting them in this manner would work and was probably the most likely way hammocks were stowed during this era. I've now committed myself to placing all the hammocks doubled over and stood up in the nettings, similar to the way they I think they would have been secured in reality.

Given the time I have spent on this simple issue, I now understand why not many modellers display hammocks on their models! It's proven to be a bit like putting copper plating on the hull I think. Notwithstanding the solution I've found, is there any club member with some information on how we should show hammocks in netting in our models? I'd be happy for your input.

Liam Mclean

Entry Ports on First Rates.—Liam Mclean

For all those fellow model ship builders who have tackled a First Rate three decked square rigged ships of war you will understand how much detail can be put into model of this type. This task is also made a lot easier with the numerous reference books available. If you have been fortunate to visit the UK's National Maritime or Science Museum you will see a multitude of detailed models of this type. I have built a couple models of English First Rates in my younger days. Each could be considered average in overall appearance but lacking in the detail. I have commenced a kit version of HMS Victory 1765 with the intention of putting in as much fine detail as I can with the information I have available.

When coming to putting in the cannons in position on the 'Middle' deck so as to protrude out of opened gun ports, I noticed that very little could be seen in and around the protruding cannon. The kit has each of these cannon on this deck placed on a fully assembled carriage. That is having axles, wheels, wedges, and rope tackles fitted to various eyebolts. Detail is detail but this seemed to be overkill for something that could not be seen in a dark recess as this will be. Nevertheless I was willing keep to the standard of detail I had set myself and rigged each cannon. On that same deck level I had to also consider the level of detail I was prepared to put into both entry ports. As I intend to rig this model as if it were as sea and prepared for action I wanted to have the entry port to reflect this status also. Fortunately there is a lot of reference material on the size of the port, the decoration surrounding the outside of the port and some detail on the panelling on the side of the doorway. After having fitted the side panelling and foot grating just on the inside of the doorway I noticed that I could see into the model some way. This was not of concern as I had fitted decking planks over that area.

At this point I felt I had achieved as much detail on these entry ports I could, based on the reference material I had available. It was not until I was reading that the lower gun ports were rarely opened in heavy seas or when the ship was carrying out tight manoeuvring as sea water would wash inboard. I started to think about what they did about securing the entry port whilst at sea. I read on to see that gun ports were mostly kept closed until just before a firing a broadside. This reasoning I believe was that a closed gunport gave protection to the gun crew from sniper fire from the Tops on enemy ships and any wayward cannon balls bouncing over the water and slamming into the ships side. Seeing that the entry port is located only 10 or 11 feet above the water line it would seem logical that water would splash in through an opening that is twice the size of a gunport and would be a prime target for those enemy riflemen. With this in mind I started put my mind to what would have been done to entry ports in general to protect this opening from the weather and enemy action etc.

To my surprise I found that, even though I think I have an extensive collection of model building reference books, I could not find any mention of any type of door or any other means to seal this opening. When all else fails, one can now fall back on the internet to conduct a search. Unfortunately the only 'hit' I found was a copy of an email trail relating to a person asking in a modelling chat line about 'What type of door was fitted to and Entry Port?' No one was able to provide an answer other than that it would seem logical that entry ports would not be left open when at sea or in battle.

My reference books say the following:

Anatomy of Nelson's Ships by C. Nepean Longridge -

Page 71 mentions '*Abreast of the main mast there is a special opening in the ships side - the entry port*' He goes on to mention that he believes this port '*was used only by the Admiral, the captain and one or two other senior officers.*'

Page 96: '*This port takes the place of the tenth gun port of the middle deck range. There is a carved bracket on each side supporting an architectural canopy, which is also carved. The side walls of the entry should be lined, and a fine grating is set on the deck.*'

Plate 27 is a photo of the entry port taken from the inside of HMS Victory. The side panel and deck grating is well shown. However, there is no sign of a door or fittings for a removable panel.

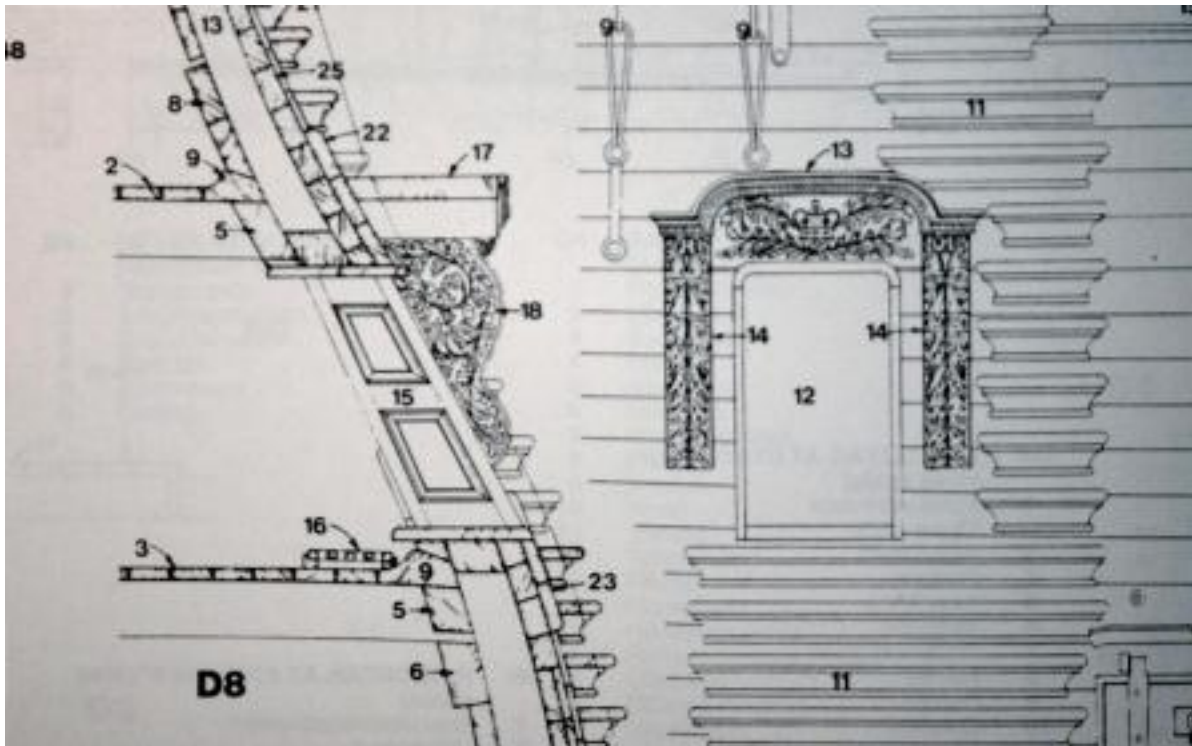
Entry Ports on First Rates. Continued

(Continued from page 7)

I also have another book that gives a detailed look at the Victory,

Anatomy of the Ship series – The 100-Gun Ship Victory by John McKay.

Page 86 presents a detailed diagram of the entry port and side ladder. Again, no mention of any type of cover for this port.



I have a book that looks at First Rates in general,

First Rate – The Greatest Warships of the Age of Sail by Rif Winfield.

Page 137 looks at external designs of Entry Ports. Captions for these examples say:

As flagships, First Rates were used to distinguished visitors (even if only the admirals whose flags they flew), and in order to greet them in suitable style there was always an ornate entry port at middle deck level, initially only on the port side but later duplicated to the starboard also. The design varied as much as the decorative work in the rest of the ship, and these are but a few examples. Although they lost much of their exuberant decoration, entry ports were still to be found in the final generation of First Rates like the Howe and Marlborough in 1860.

Another reference book I have deals not in modelling but in describing the sea life on warships in Nelson's time.

'Sea Life in Nelson's Time' by John Masfield.

An interesting paragraph in this book says: *In fine weather and in moderately breezy weather, the gun ports is this tier (upper deck) could be kept open, at any rate to leeward. In bad weather, when they were closed, when tarpaulins covered the hatchways and open spaces, the deck was lit by the bull's-eyes – the round and oval plates of thick glass, which were let into the centre of the port lids. At night the only lights allowed were cased in the battle-lanterns of thick horn. If the ship went into action at night the sailors fought their guns by the light these lanterns afforded, one lantern placed beside each gun.*

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Entry Ports on First Rates. Continued

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This book also mentions that the gun ports decks below the upper deck were always closed and the ship's carpenter had the duty of ensuring the port lids were sealed with oakum to make them as watertight as possible. Unfortunately this book does not mention what was done with entry ports when at sea. It does go into some detail of the function of the entry port when in port.

From what was said in this book I understand that the Middle and Lower deck was in constant darkness except for the bull's-eyes fitted into the port lids and battle-lanterns. This would not be the case if entry port on the Middle Deck was open to the outside light. There was mention that '*taraulins covered the hatchways and open spaces*' in bad weather. One could take a slight leap to speculate that the entry port was deemed as an "open space" and was covered by tarpaulin. The only downside to this speculation is that the information I have on HMS Victory is that only the lower deck gunport lids had bull's-eyes. That means that middle deck containing the entry port had no bull's-eyes fitted to the gunport. This would make this deck very dark when the gunports were closed for any reason.

I also asked this open question at a CMSS meeting. All members present agreed that it was logical that entry ports would not be always left open. A fellow club member, Max Fitton, also went further by checking his reference material and contacting people at National Maritime Museum (NMM) in London. Unfortunately Max's reference material and the response from the NMM were not able to say what covering would have been over the entry port. I understand that he still has one or two avenues still to try.

Wagga Wagga Model Railway Show.—By Max Fitton

On 5 November 2011 Bob Evans and I ventured forth to join up with our fellow CMSS members Steve Batcheldor and Phil Murray in Wagga Wagga to show the flag for our Society. If I remember rightly (senior moments permitting) we have been represented at the WWMRS at each of the shows for the last six years. What started off as a rather meagre offering on the first visit of about 4 models spread out over 2 tables with few other miscellaneous items has now developed into a four table exhibit with about a dozen models, one being worked on, some books, banners, tools and other miscellany. Like most earlier years we were located alongside the Task Force 72 exhibit who displayed about 25 models dominated by a model of HMAS Melbourne.



Wagga Wagga Model Railway Show. Continued

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The four amigos in the centre of the picture are (from L to R) Bob, Steve, Me and Phil.



Bob arrived at the showground earlier than me. Phil, Steve and Bob had got everything organised so that when I arrived with only about 25 minutes before opening and produced the table coverings the display was fully set up and ready to go with at least 10 minutes to spare. It could have been embarrassing if I had experienced a puncture en route.

To all right minded visitors the two exhibits, TF72 and CMSS, were the highlights of the Show. I suppose the powers that be had to choose a railway model for the "best on show" prize. Couldn't help their bias, eh! There were some good railway models. Rather unlike previous years there were few commercial stalls. I think it true to say that because of this neither Bob nor I came away with pockets as light as usual.

Saturday night was devoted to a first rate (note the nautical term) BBQ where both groups, TF72 and CMSS, were able to get together and enjoy each others' company. Steve and Karyn put on a great time for all. Steve and Karyn had invited Bob and I to stay with them overnight so we didn't have far to fall if we had misbehaved. In fact we both behaved rather well and did not bring any disgrace to the CMSS, if I remember correctly.



The two exhibits took up about $\frac{1}{4}$ of the wall of the long side of the building, and we took up about $\frac{1}{2}$ of the short side.

Wagga Wagga Model Railway Show. Continued



Wagga Wagga Model Railway Show. Continued



Wagga Wagga Model Railway Show. Continued



Master and Commander! Which was which?

Going to Wagga Wagga for a weekend like this is so worthwhile. The people we spend our time with are so friendly and welcoming. I'm sure I also speak for Bob when I say we wouldn't have missed it for the world, and I, for one, am looking forward to next year's show.

Plaudits must go to Steve and Phil for having everything so well organised and a special thanks to Steve and Karyn for the BBQ.

Everyone from CMSS who has ever been to the WWMRS can confirm that it is a great day out for any member even if they don't want to man the stand. It's a pleasant drive there and back and Wagga Wagga has quite a lot to offer in addition to the Show.

Max Fitton

HMS Trincomalee (pronounced Trinko-m-lee) 1817 - by Ray Osmotherly

Most of the historic ships in the U.K. that can be visited are well documented and visited by holidaying Australian model ship makers, but there is one that is generally unknown - to Australian visitors at least. It is HMS Trincomalee at Hartlepool in the north of England. I visited Trincomalee in September 2011 having already visited HMS Victory and HMS Warrior in Portsmouth.

Hartlepool can be easily reached by train and is about one hour from York. I am grateful to the exhibitors at our EXPO 11 who had a model of the Trinkomalee (I don't remember their names) and advised me to go to Hartlepool on my forthcoming trip. It was well worthwhile!

Due to a shortage of suitable timber in Britain Trincomalee was built in India of teak. The construction was by the Honourable East India Company in Bombay, in 1815.

The Admiralty plans were drawn up in England but unfortunately the ship carrying them to India was wrecked so the plans had to be redrawn and re-shipped.

She was built under the direction of Master Builder of the Bombay Dockyard, Jamsetjee Wadia. The cost was 30 thousand pounds.

Trincomalee, a frigate, has three masts and carried 12 square sails, 11 fore and aft sails and a set of studding sails. She could sail at more than 13 knots. She was a Fifth Rate Leda Class frigate and was originally built to carry twenty eight 18 pounder guns, ten 9 pounder guns and eight 32-pounder carronades.

The first sight of the ship is quite impressive as you walk from the station. The first thing you see are the masts towering over the historic warehouses and shop buildings of the quayside which hide the actual ship.

HMS Trincomalee . Continued

(Continued from page 13)

Viewing Trincomalee is different from viewing other historic ships as she is set up as though in use. Lifelike manikins are placed in specific spots – asleep in a hammock, eating at the tables with square plates (for a square meal!) working in the gunpowder magazine; the cook is busy at his coal and wood burning galley stove; the captain is sitting at a desk in his quarters while a marine is on duty outside the door.



Marine on duty



Is he real ?



Powder Monkey

HMS Trincomalee . Continued



Ship's cook

Trincomalee is the oldest ship afloat in Europe. In dock it is floating but held in place.

Its Indian origins are reflected in its figurehead and stern decoration. About 60% of the timber in the hull is original compared to about 20% for "HMS Victory"



Beside the dock are the original quayside warehouses and shops where the atmosphere of the early 1800s has been recreated. The story of a young officer about to join Trincomalee links these establishments as we see him buying his uniform and sword . We can visit the Chandler's shop and hear the owner and his apprentice filling out an order for the ship.

HMS Trincomalee . Continued



Quayside



Chandler



cannons --main deck

HMS Trincomalee . Continued



cannons - main deck



double wheel



Captain's quarters



Binnacle

HMS Trincomalee . Continued



diorama: figures are actually 2 dimension and only 15cm tall

Ray Osmotherly November 2012

