CONSTRUCTION OF THE “JOHN OXLEY”

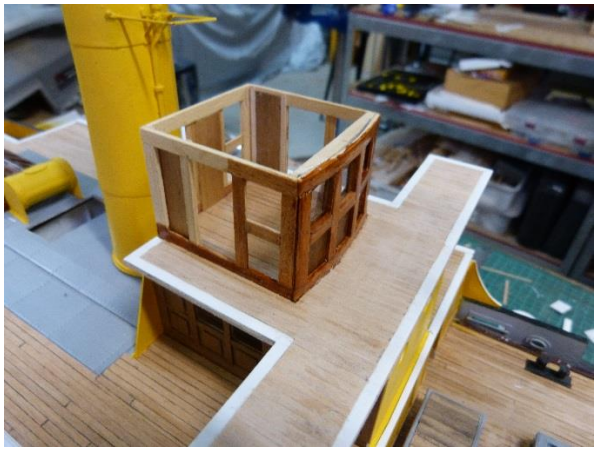
Part 2

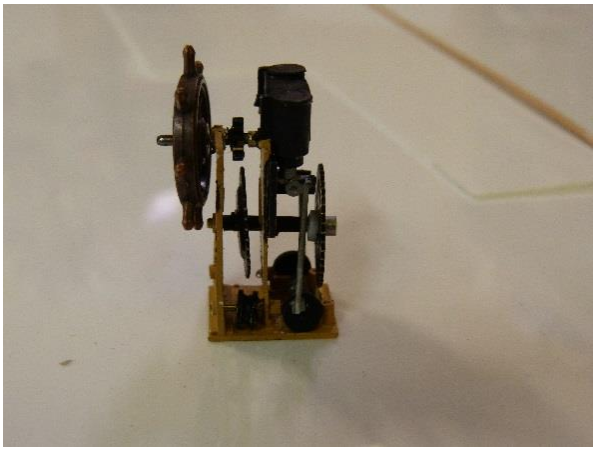
“Hopefully the model of the John Oxley will be completed in part 2”. That was where I left off and I can only conclude that my optimism was totally out of control!

Certainly nowhere near conclusion, however, progress has been made I’m pleased to say, if not as much as I’d hoped for.

The beauty of scratchbuilding a model such as this is that is really a collection of individual projects , at least up to a point, and it enables the building of complex small parts or larger more mundane areas as the mood takes you.

At this point I had not fixed the upper deck in place and this made it increasingly difficult to to build much more on top until this task had been completed.

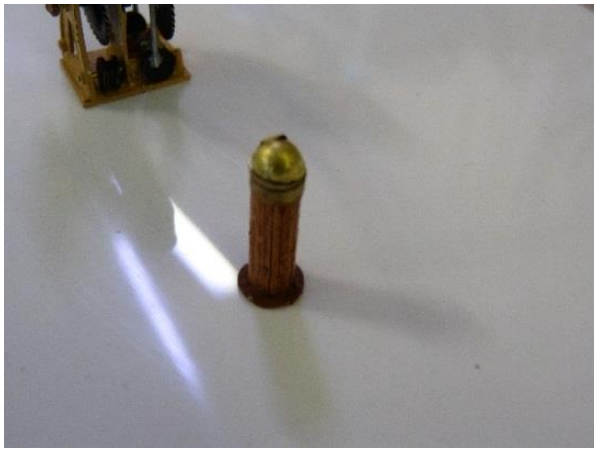


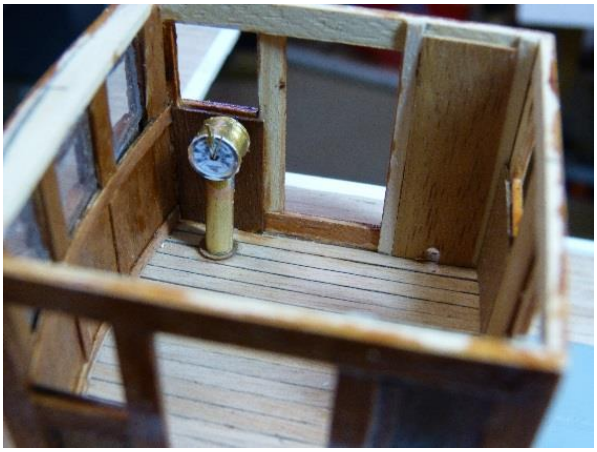


As you can see from the two pictures above, I did make a start on the wheelhouse, although this deck is also not yet secured to the deckhouse below which contains the Master’s cabin and Chartroom. The picture on the right is the rather complex steam steering engine under construction in my “miniature and fiddly” mood!

There were two tasks to be completed before the upper deck could be fitted. This was to provide lighting for the galley and engineers cabin and to fit the sheaves and chain for the steering system. Thanks to Peter Hately I thought I knew how to install the lighting system. I must be the only person I know who can cook the switch on a 3 volt lighting system!

Thankfully, that has been resolved, as has the connection of steering chains as I hope the photos will show. The deck was now permanently fixed with araldite and progress upward could continue.





These pictures show the compass (not completed as yet) and the engine room telegraph installed in the wheelhouse.

I also managed to construct the forward mast and derrick and fix this in place, just to give me some sense of achievement and progress.

The pictures above are of the Masters cabin and Chartroom. Items such as the chart, tide tables, picture on the Masters bulkhead are simply printed from computer images. The chart of course is Moreton Bay where the vessel operated. I was quite pleased with the parallel rulers, although I stopped short of pencils and so forth, although there is a holder for these items below the clock.

For some inexplicable reason I don't seem to have taken the galley before I put the lid on, in the picture above you can make out a pan on the galley stove. A skylight with blacked out panels covers the batteries and switch (the survivors of my cooking!) and a skylight with open panels will be over the galley opening

Here is the wheelhouse to date, complete with steering engine and telegraph. You can see the chain emerging on the start of its long journey aft .Still to go is the compass and various bits and pieces before the lid can be put on.

The steering chain makes its way down to the boat deck, then through another sheave down to the main deck where it is attached to a rod for most of the length of the main deck before attaching to the chain again with a tensioning spring. The steering quadrant is under the grating and this is where the chain will attach. The object sitting on top of the grating is the emergency steering mechanism.

Materials used in construction are nothing unusual, Evergreen plastic strips and shapes are extremely useful , timber veneer and ply are used for the basic structures. Making parts like the steering engine, emergency steering gear, compass etc are really a question of breaking things down into their component parts and shapes and replicating this in miniature.

Finally, some pictures of the current state of construction, not complete as I had hoped, but watch out for Part 3!

Above: General view. All the decks, with the exception of the wheelhouse top are fixed, as is the funnel and ventilators. The white square forward is the start of the forward windlass- a bit to do yet!

Forward end railings which I am quite pleased with. Thanks to Steve Batcheldor - see I do remember what you told us about soldering.

Most of the painting is air brush work and for this I thank Chris Hennessey for his superb airbrush classes.

See you in Part 3.