DECEMBER 2017

The SCUTTLEBUTT

The Canberra Model Shipwrights Society Quarterly Newsletter

Scuttlebutt \SKUHT-l-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 convention-ally 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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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 of-fice water cooler, also a source of refreshment and gossip.

INSIDE

DATES TO REMEMBER

CMSS CHRISTMAS LUNCH - SUNDAY 14 JANUARY 2018
CMSS AGM - TUESDAY 18 APRIL 2018
SYDNEY MODEL SHIPBUILDERS CLUB EXPO 18 - SAT/SUN 18-19 AUGUST 2018
CMSS EXPO 2018 - SAT/SUN-16-17 SEPTEMBER 2018

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 the field.

PRESIDENT'S MESSAGE

December 2017

Dear Members,

Christmas is upon us yet again; the last one doesn't seem that far past! Another year gone and still all those models to build!

In the last Newsletter I said that is issue would be published after Christmas, I was wrong again. Our new Editor, Brian Voce is obviously more efficient and aims to have this to you for your reading pleasure before Christmas Day. Thanks Brian - and thanks for taking the job on. I believe the Newsletter and web site are the key to keeping our far flung Membership in touch, so again, please support the Editor by providing articles and our Webmaster Steve by utilising our website.
The only event we have attended was the ACTSMS ScaleACT2017 held during November and again the CMSS had a display that attracted a number of visitors and hopefully a new member or two.
Thanks to those who manned the display, but it would certainly be great to see more involvement by Members, both in displaying and giving a couple of hours of their time. To satisfy the plastic modellers among us, the "swap and sell" tables are tantalisingly (irresistibly?) close to our display and provide a great opportunity to part company with some unwanted cash!
The numerous traders may well also hold some attraction with an abundance of material. If you haven't been before, keep the event in mind for next year.
As I previously reported, the Wagga show did not eventuate for us this year which was disappointing as it provides a great opportunity to catch up with our Wagga members and our colleagues in Task Force 72. I am told it will probably be business as usual next year.

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Committee Members 2017-2018

President Bob Evans	02 6226 8957 (H)
Vice-President Bruce George	02 6257 8691 (H)
Secretary Bill Atkinson	02 6288 1021(H)
As.Secretary Ray Osmotherly	02 6254 2482 (H)
Treasurer Peter Hateley	02 6254 7229 (H)
Member Bruce Kirk	02 6290 0527 (H)
Member Joe Allen	02 6297 2495 (H)
Appointments:	
Membership Officer Max Fitton	08 9586 2759 (H)

Meetings

The Society will meet until further notice, at the Mens Club at Melba on the third Tuesday of each month (except 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 - every-thing from photographs of your models through interesting web-links and chat

Society Facebook Page

The Society now has a Facebook group to promote the Society and to attract new members. So please feel free to post items on the page and share it with your Friends.

Below-Members prepare for Expo 2017. More pictures inside.

EDITOR'S NOTE

Where would a Newsletter be without contributors? Non-existent. And so I would like to thank those who have put fingers to keyboards and provided the material for this edition of *Scuttlebutt*. In saying that, however, I cannot but note that there are many familiar by-lines. Which means just the same few are ensuring that this quarterly has enough material to appear on time. Our president, Bob Evans, a regular contributor I might add, took over the duties of editor when Joe Allen retired from the job after 10 years (great effort Joe!). This was a case of: need a job done? – give it to a busy man.

So I now take on the job to try and share the load. Which brings me back to my theme. I need your help. After the handover, I sent you all an email asking for contributions. Within minutes of that email I had a reply with a suggestion for an article. This is great, I thought, I've hit pay-dirt. Well no, as it turned out. That was it - apart from emails from a couple of regular contributors, confirming material already offered was in the pipeline.

So please, each of you, consider writing something for the next and subsequent issues. I repeat elsewhere some ideas that I suggested in my earlier email request. There are many subjects of interest – a quick look at this edition will illustrate that.

I must say that I've had to spend much longer in formatting my first newsletter than I had expected. This was due to a number of factors, not the least of which was inexperience with the application. I hope any glitches are not too obvious. Looking forward to hearing from you. – Brian Voce

bvoce@ozemail.com.au - Ph: 02-62381446

President's report contd.

Mount Rogers School will again host our EXPO on the 16 and 17 September 2018, and since 2018 will mark the 30th Anniversary of the CMSS, we should all strive to make this a modelling year to remember. Any suggestions as to events, displays etc to mark the occasion will be more than welcome.
The Principal of Mount Rogers, Sue Harding, will be retiring at the end of this year. Sue has been an immense support to the Society by generously providing the great venue we have been enjoying for quite a number of years now and on behalf of all CMSS Members I wish her the very best and hope that she may now find the time to actually be a visitor at Expo. Thank you Sue from all of us.

Our meetings next year will continue to be held in the Melba Men's Shed building. This venue provides ample and affordable space as well as certainty of meeting dates being kept. It would be great to see more Members turn up, remembering that the focus is on model building matters with minimal time spent on administrative work. It relies on you to make this work. People should not be afraid to bring along their problem models or anything they might want a helping hand with, it's not a competition!

There is not much more to add, except to thank all Members for their support, particularly the Committee Members, without whose hard work, none of our activities would be possible.
The AGM will be held in April next year, and being our 30th Anniversary, it might be timely to have a changing of the guard to carry the CMSS through the next decade. Think about it!
Our Christmas Lunch will be held on Sunday January 14 and all Members and better halves are most welcome.

That's about it for this year. May I wish you all a safe and happy Christmas and New Year and I hope to see you in 2018 with great ideas for the Anniversary.

Best wishes

Bob
CMSS President.

Our President addresses Members at the wrap-up of Expo 17.

THE LOG OF THE CUTTY SARK – Brian Voce

Basil Lubbock was a well-known writer of sailing history, including two books dealing with the famous clipper ship Cutty Sark. Much of the information in 'The Log of the Cutty Sark' derived from his first-hand access to the work log of that very ship, along with material obtained from crews and captains. It is fascinating reading as the two excerpts below show.

I considered myself lucky to find a first edition (1924) in Canberra in 1991. It contains some old newspaper cuttings, one reporting a shipweck that is dated August 27, 1924, almost certainly inserted by the original owner. It also has an inscription inside the front cover, penned by a later purchaser that reads: *To Tom/So he may sail in the "Cutty Sark" too, in his mind./Claire Christmas 1939.* Tom is further identified in a bookplate as Thomas Edwin Cowell.

One of the Cutty Sarks' most famous captains was Captain R. Woodget who commanded the ship during its famous runs carrying wool from Australia. His chapter, tellingly, equals in length the chapter on the China trade for which the ship was commissioned in the first place and where its fast voyages were legendary.

The excerpts which follow give a taste of life on the high seas in this famous ship.

A close call to Woodget always acted like a tonic, cooling his brain and sharpening his wits. Yet he was no reckless ship-driver. He knew his ship and the condition of her gear to the least used rope, and he never overstepped the limit of the breaking strain though he carried on to the very last moment.

Many and many a captain has carried on until the time when "things begin to go," but no foremast hand under Woodget had need to look aloft for fear of "things clattering down upon his head."

One of his officers wrote to me:—"It was a pleasure to see the 'old man' in dirty weather. He fairly revelled in it. With one side of his moustache jammed into his mouth, and hanging on to the weather rigging, I can see him now, his sturdy figure in yellow oilskins and long leather sea boots, watching aloft and hanging on till the last minute. He gave all his crew complete confidence in him and I never remember seeing him anything but calm in dirty weather."

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On 17th April *Cutty Sark* ran 308 miles, and on the 19th rounded the Horn in a moderate N.N.W. gale with a run of 305 miles, being 24 days out.

Heavy weather continued to 30th April, when the wind fell light in 30° 34′ S., 35° 06′ W. During the whole of April the crew had had a pretty amphibious time of it, whilst Woodget carried sail through gales and ice with an iron nerve.

On one occasion, I think on the 28th off the River Plate, when Woodget records:—"Hard gale and high sea, wind west, terrific squalls, sea one white foam"—Walter Andrewes nearly lost the number of his mess. The main royal had just been taken off her and the two brothers were coiling up the gear: Walter Andrewes was to leeward, coiling the halyards on the fife-rail, when a fierce squall struck the "Cutty" and heeled her over till the rail disappeared and her lee deck filled. Young Andrewes was swept into the scuppers with a tangle of running gear, then, as the gallant ship brought her spars to windward, he was washed overboard on the foreside of the main rigging. The next roll filled her decks again and he was washed inboard abaft the main rigging. His brother could only look on helpless, it being impossible to do anything. Andrewes

The above continues: (Andrewes) was not hurt or even very wet for he had "soul and body" lashing on his oilskins.

The Cutty Sark, one of the most famous of the Tea Clippers was built for the China Trade, but later made many voyages to Australia.

CMSS LADY NELSON PROJECT - PART 2

GRANT'S VOYAGES AND EXPLORATION

Following the arrival of the Lady Nelson in Port Jackson in December 1880, Captain Grant and the crew were paid off .Governor King had not received any instructions on the disposition of the Lady Nelson whether it was considered part of tne Royal Navy, the Transport Board or the Colony and it took many months to resolve the situation. Before Grant had departed England he had been appointed as Lieutenant to HMS Supply, but when he arrived in Port Jackson the Supply had been condemned as unfit for sea, he therefore was, as they put it, "completely adrift" and a long way from home. The Lady Nelson carried dispatches which included instructions to survey the southern and/or south western coast of the country; these instruction were considered to be of most immediate importance requiring action by the Governor.

Following the paying-off of the crew, Governor King then was in the position of not having a crew for the Lady Nelson and as there was not another Naval Officer in the colony, Grant was offered command (he was in effect unemployed and stranded and so he accepted the offer). John Murray (Second Mate from the Porpoise) transferred to the Lady Nelson as First Mate. Only two of the previous crew of the ship agreed to rejoin the ship. Governor King then had no other option other than to recruit a convict crew (believed to be 13 in number). They were selected from the best behaved seamen amongst the colony, they received Naval pay and conditional emancipation from their former situation. In addition George Caley (a botanist), John Lewin (naturalist and artist), an aborigine named Euranbie and his wife Woroogan, Ensign Francis Barralier and four private soldiers from the New South Wales Corp joined the expedition, with the sloop Bee to act as tender.

The ship was provisioned for a six-month voyage and set sail from Port Jackson on 6 March 1801. They encountered heavy weather soon after leaving and as the tender boat the Bee was shipping a lot of water they had to return to port. The Lady Nelson proceeded to Jervis Bay (spent two days there) then proceeded to Cape Howe then on to Wilsons Promontory and sighted Western Port on 21 March. The ship had arrived off an island that forms the south head of Western Port and because of its shape, Grant named it Snapper Island, it has since been renamed Phillip Island.

A greater part of Western Port was surveyed by 22 April, but bad weather halted their progress. Lady Nelson then headed east with the intention of surveying the coast between Western Port and Wilsons Promontory, but bad weather again prevented the ship from remaining near the coast and Grant decided to return to Port Jackson, sheltering in Botany Bay for 24 hours due to the weather. They arrived back in Port Jackson on 14 May.

After a brief stay in Port Jackson the ship and crew were ordered to explore and survey the Coal River (now known as the Hunter River in Newcastle).This time she was accompanied by the vessel Francis. They left on 10 June with Francis returning to port on 26 June, the Lady Nelson remained at Coal River until 22 July and then returned to Port Jackson, arriving on 25 July. In August 1801 Grant sought permission to relinquish his command and his last voyage on the Lady Nelson was to the Hawkesbury to load grain produced by the local settlers and transport it to Port Jackson. Grant returned to England on the brig Anna Josepha departing on 9 November 1801. Grant was replaced by John Murray, Lady Nelson's Mate who was appointed Acting Lieutenant in command of the vessel. Grant had spent approximately two years at sea and had contributed to the navigational and exploration of the south western area of what is now Victoria.

In the next part, we will look at John Murray's exploits in the exploration of Bass Strait and the discovery of Port Phillip, now the site of Melbourne . - **Bruce George. Vice President**.

Flying Boats in World War I: Claude Dornier

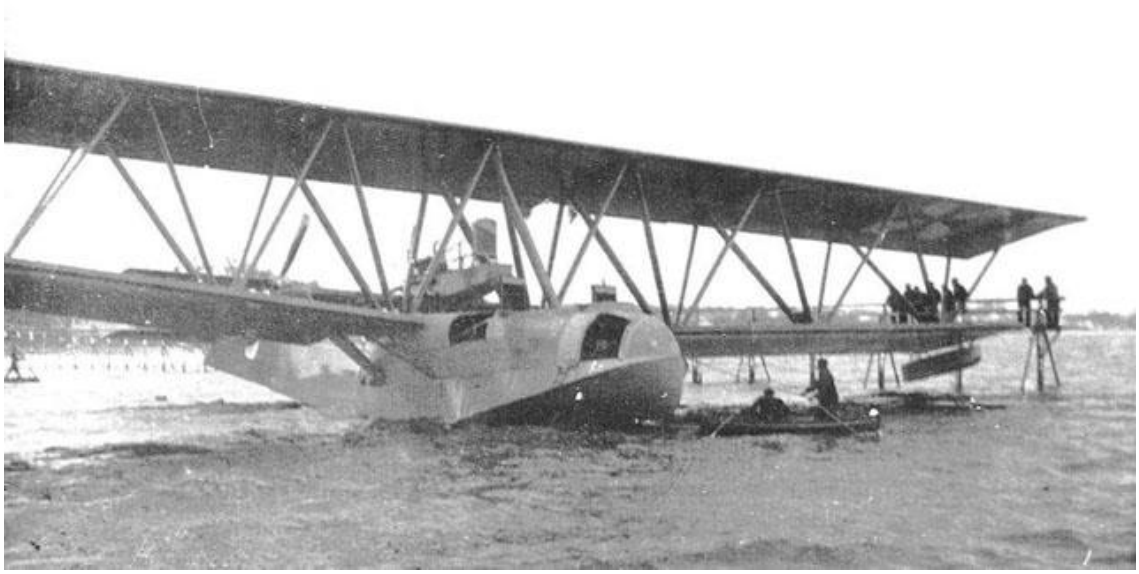
Born in Bavaria on 14 May 1884, Claude Dornier was an aircraft designer/engineer who graduated from Munich Technical University in 1907. Although best known for the twin-engine, primarily bomber, aircraft used effectively by the German Luftwaffe in the Spanish Civil War and the early years of World War II, his supreme achievement was probably the design of a series of large flying boats.

After graduation, Dornier worked on strength calculations with Nagel Engineering Works in Karlsruhe. In 1910 he entered employment with Luftsciffbau Zeppelin where he so impressed Count Ferdinand von Zeppelin that he was appointed the Count's personal scientific advisor. He began work here improving the strength of light metal sections, in aircraft engineering and inaugurating the design of large metal flying boats.

By ROD CARTER

Zeppelin-Lindau Rs I

Dornier's first flying boat design was the Zeppelin-Lindau Rs I, construction starting in January 1915 with launch in October. This was a three-engine biplane with engines enclosed in the hull driving three pusher propellers through shaft and bevel-gear transmission. The hull longitudinals and wing-spars were of high-tensile steel, the lower hull covered with light metal alloy and the reminder of the hull and wings fabric-covered. The interplane struts were of the Warren type converging on the centre-spar of the lower wing and the entire wing cellule could be rotated to change the angle of incidence. The hull/fuselage was of conventional modern form. Unfortunately the Rs I was wrecked in a storm but the water trials were sufficiently encouraging to proceed to the Rs II.



Engines: three 240 Hp Maybach Mb IV water-cooled piston
Wingspan: 43.5 M (142 ft 8 7/8 in)
Length: 29 M (95 ft 1 7/8 in)
Height: 7.2 M (23 ft 7 1/2 in)
Wing Area: 328.8 sq M (3551 sq ft)
Empty Weight: 7,500 Kg (16,500 lb)
Loaded Weight: 10,500 Kg (23,100 lb)
Crew: at least 7

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Zeppelin-Lindau Rs II

Design of the Rs II commenced in 1915 and the boat was launched in 1916. It had a broad short hull with the tail structure supported on an open tubular lattice frame projected from the rear of the hull. The design was a sesquiplane ie the lower wing was much smaller than the upper and this alleviated the tendency of the lower wing to 'dig in' in moderate swell which had been noted with the Rs I. The lower wings were intended to support stabilizing floats, but the broad hull, with lower wings close to or on the water, was found to be sufficiently stable. The Rs II was initially built with three engines buried in the hull as with the Rs I. Take off performance was poor and on the final test flight the port transmission failed soon after lift off, causing the port propeller to break off. The aircraft dropped to the water from about 10 M, bounced and fell again breaking loose the central propeller and destroying the tail boom. The Rs II was re-constructed with four engines in two tandem power eggs suspended between the hull and the upper wing. The tail structure was modified and the hull step moved further aft, enhancing take-off performance.

The next flight was on 6 November 1916, but continued testing was dogged by engine malfunctions and in May 1917 a hard landing resulted in a broken tail boom support. The aircraft was re-built with a stronger tail support and prepared for flight from Lake Constance to the North Sea for sea handling trials. During a practice pre-delivery flight, number 4 engine backfired violently and number 1 propeller disintegrated showering the hull and wings with splinters. Although the pilot made a successful force landing, the damaged hull and wings were not economically repairable.

Engines: vers 1 three 240 hp Maybach Mb IV water-cooled piston-engines, vers 2 four 240 hp Maybach Mb IV
Wingspan: 33.2 M (108 ft 11 1/4 in)
Length: vers 1 23.88 M (78 ft 4 1/4 in) vers 2 21.7 M (71 ft 2 3/8 in)
Wing Area: 257 sq M (2,776 sq ft)
Empty Weight: vers 1 7,100 Kg (15,620 lb) vers 2 7,180 Kg (15,796 lb)
Loaded: vers 1 9,300 Kg (20,460 lb) vers 2 10,000 Kg (22,000 lb)
Max Speed: vers 1 105 KpH (65 MpH, 57 Kn) vers 2 128 KpH (79.5 MpH, 70 Kn)
Rate of Climb: 0.8333 M/Sec (164.041 ft/min)
Crew: 5

Zeppelin-Lindau Rs III

To protect the vulnerable tail structure from damage during take-off, Dornier decided to mount them on a conventional steel/duralumin frame fuselage projecting from the centre-line of the wing on the next boat design. He retained the broad hull of the Rs II and the tandem push-pull power eggs mounted above the hull and supporting the wing. The fuselage was duralumin-covered forward and fabric-covered aft. Provision was made for two gun positions in the fuselage at mid-wing chord and a sound-proof radio room in the nose. The tail cellule was biplane with a central rudder. Flight testing proceeded on Lake Constance from November 1917 and the boat proved easy to fly and taxi, and capable of take-off in a moderate swell. It was delivered to the Nordeney seaplane station on the North Sea coast on 19 February 1918 after a seven-hour flight. The Rs III was cleared for service with the Imperial German Navy on 13 June 1918. After the armistice it continued in service on mine-clearing duties until the Armistice Control Commission ordered it to be scrapped in July 1921.

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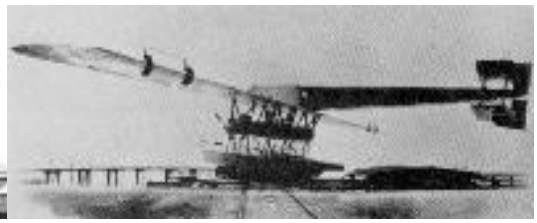


Engines: four 240 hp Maybach Mb IV 6-cylinder water-cooled piston engines
Wingspan: 37 M (121 ft 5 in)
Length: 22.75 M (74 ft 8 in)
Height: 8.2 M (26 ft 11 in)
Wing Area: 226 sq M (2,430 sq ft)
Empty Weight: 7,865 Kg (17,339 lb)
Loaded:10,760 Kg (23,523 lb)
Max Speed: 135 KpH (84 MpH, 73 Kn)
Time to Altitude: 2,000 M (6,562 ft) in 35 Min
Endurance at Cruise: 10 Hrs **Crew**: 6

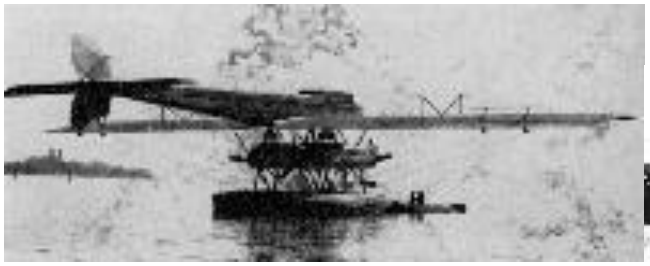



Zeppelin-Lindau Rs IV

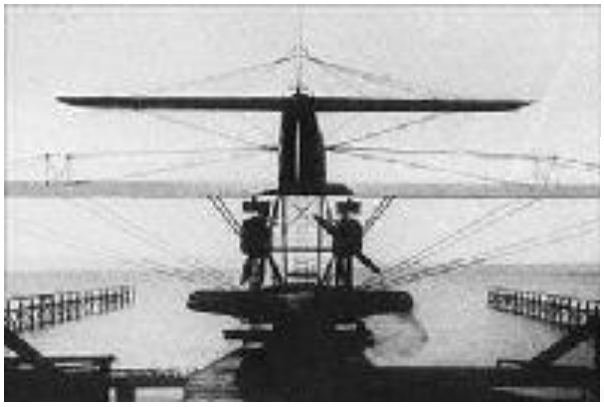
Two Rs IVs were ordered by the Imperial German Navy in January 1918, but only one was built, its first flight on 12 October 1918. The Rs IV was substantially similar to the Rs III but with a narrower hull fitted with stub sponsons to ensure stability on the water (these later became a Dornier flying boat trademark). The engine nacelles, the same tandem push-pull arrangement as the re-built Rs II and the Rs III, but were mounted closer together because the hull was narrower. They were slightly staggered fore-and-aft to allow maximum propeller diameter. The only other differenc Contd. Next page
completely metal skin hull and the monoplane cruciform tail.

The Rs IV was damaged on its first flight and was modified at some time between then and June 1919, the pilot's station being moved from the nose of the over-wing mounted fuselage to the hull. The Rs

IV was also converted into a passenger carrier but was scrapped on 17 April 1920 at the orders of the Armistice Control Commission. Little is known of its service prior to dismantling.



Engines: four Maybach 240 hp 6-cylinder water-cooled piston engines
Wingspan: 37 M (121 ft 5 in)
Overall Length: 22.3 M (73 ft 2 in)
Hull Length: 14.2 M (47 ft)
Hull Beam: 3.65 M (12 ft)
Sponson Width: 8 M (26 ft)
Height: 8.55 M (28 ft o 5/8 in)
Wing Area: 226 sq M (2,441 sq ft)
Empty Weight: 7,000 Kg (15,400 lb)
Loaded: 10,700 Kg (23,540 lb)
Max Speed: 145 KpH (90.625 MpH)
Minimum Control Speed: 90 KpH (56 MpH, 49 Kn)
Climb to Altitude: 400 M, 14 Min; 800 M, 22 Min; 1200 M, 36 Min; 1600 M, 53.5 Min
Endurance at Cruise: 10 Hrs
Crew: 5



Although they didn't see significant service, these four flying boats gave Dornier invaluable experience in the design of subsequent commercial boats between WW I and II and later military/naval aircraft.

BUILDING THE "PACIFIC GAS" - PART 3

By Bob Evans

Those with reasonable memories will recall Part 1 in the December 2016 Newsletter and Part 2 in the March 2017 edition. I am ashamed to say there was nothing worth reporting in either the June or September editions.

Not that there is much now either, but here's a small amount of progress. The plating has been completed and the hull painted which is a milestone in itself.

The tank problem continued to plague me, but is now solved as can be seen from the photo's below . The result, whilst not perfect is certainly a vast improvement on the mark one versions.

Above left. Hull plating nearing completion. The hull was then given a coat of epoxy and rubbed down prior to the hull being painted.

Above right. Hull painted and the tanks under construction. In the end the simplest way to construct them was to use a framework and to cover with thin plastic card.

Progress (?) to date is shown below.

I make no promises but hopefully I will be able to make some progress worth reporting in the next issue. – Bob Evans

Early Lessons in Modelling

I was asked recently about when I made my first model boat. Memories took me back to early childhood and fashioning a boat out of an old paling that had conveniently detached itself from the side fence. I do remember cutting wedges from each side with my grandfather's saw to make a sort of bow and hammering in three-inch nails for masts. That was it. Down to the creek to launch it. Heavy hardwood, as it was, it sat low in the water and spun drunkenly as the current took control. Not a huge success, but great fun for the next hour or so.

My first go at a kit was many years later, aged 13 or so. It was during a holiday visit to a farm where a family friend produced a kit for a small wooden sailing dinghy. There were lots of pieces and a daunting set of instructions. I was excited, but felt ill-equipped to do much more than sift through the box and wonder if I could indeed build a boat as handsome as the one on the lid. Besides there were other attractions of country life competing for my attention, like shooting rabbits and swimming.

A day or two later, I returned to the kit. Deep in the instructions was a sketch showing how to construct the rudder. This didn't look too difficult, so I set to and an hour or so later, I had what I thought was a pretty workman-like little rudder. That was it, really; I never progressed further. And, in fact, Stan, one of the farm's managers, to whom I showed this small effort, chided me for not going about the build in the proper sequence. He made me feel I had cheated and he was probably right. I don't know what happened to the kit – probably Stan took it over. - **Brian Voce**

Stories, Pictures Wanted

The next issue of *Scuttlebutt* is due in March. As you read this edition, you will appreciate the varied topics that can make interesting reading. Contributions are not just welcomed, they are *needed* if we are to produce a readable Newsletter. Below are some thought-starters for articles:

Your current project. Modelling memories. Work in progress.

Construction ideas, tips. Photos of past/present models.

Visits to maritime museums/places of interest (photos too).

Tributes to other model-makers. Kit-built and scratch-built experiences and ideas.

Comments/experiences with different kits/manufacturers/suppliers.

Major and minor builds. Helpful tools/jigs, problem solving.

Letters to the Editor. And photos, photos...

Please send ideas or stories to Brian Voce at:
bvoce@ozemail.com.au (Ph: 02 6238 1446)

BUILDING THE AMERIGO VESPUCCI

Bob Evans

The “Amerigo Vespucci” is named after Amerigo Vespucci, the Italian explorer, financier, navigator and cartographer.

TS Amerigo Vespucci belongs to the Italian Navy. She was launched on 22 February 1931 and commissioned in June the same year. The ship was built to resemble a wooden warship of the early 19th century and the two white stripes on black hull represent the two lines of guns. The hull is made of steel riveted plates and the two lowest thirds and the three lowest yards of each mast are also of steel.

Amerigo Vespucci was the second ship of a class of two; the first one, “Cristoforo Colombo”, was surrendered to the Soviet Union after World War II, as war damages compensation.

The kit is produced by Mantua and is in 1:100 scale. The deluxe version is to 1:84 scale with a price tag to match!

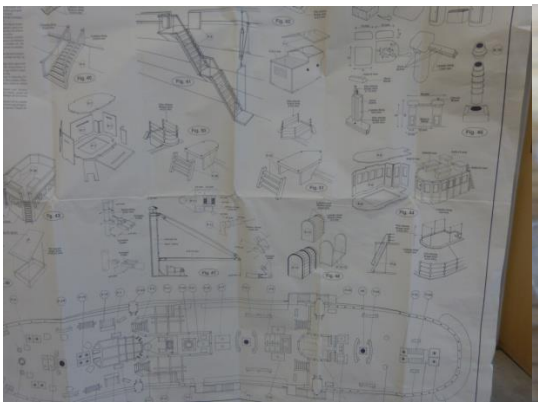
The model uses the traditional plank on bulkhead method and the laser-cut parts are good and fit together well. The wood supplied with the kit is of good quality and the sheet of etched metal pieces is quite good, perhaps a little on the heavy side if anything. There is a lack of detail on the bow and stern scroll work which could be improved given you have the skills to do so, which I have not! I elected to leave things as they were rather than make them worse. The numerous turnbuckles are also of etched metal and look quite peculiar as flat items. They could be made more realistic by replicating the canvas covers wrapped around them and I will look at that when I reach that stage.

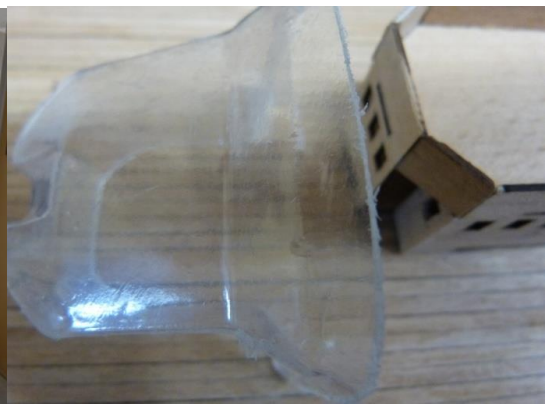
The plastic vac-formed canopy over the forward wheelhouse only just falls short of crude and was quite disappointing to find.

In my haste to commence building, I completely forgot to photograph the kit contents as the box was opened. The hull construction is well advanced at this stage, but it should give you some idea.

So far as the plans are concerned, I find them extremely hard to follow and not always clear in intent. Maybe it’s just me with the problem.

There are 10 parts printed on both sides which also doesn’t help. The written instructions are brief and the numerous sketches can be quite daunting. Spend a LOT of time studying the plans.





Above, a small sample of the numerous drawings and sketches that go to make up the instructions and (right) the rather crude canopy for the forward wheelhouse.

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Since this vessel is still in operation there is a wealth of images available on the web and a comparison of these and the kit version shows a large number of variations and discrepancies in detail. One of the difficulties arises in trying to determine which year the model is based on as obviously since 1931 a number of changes will have occurred, most notably perhaps the radar and communications domes. I suspect the forward wheelhouse canopy might have altered also since most photos seem to show this as extending the full length of the wheelhouse, whereas the kit suggests building an open frame over the after part. There is no suggestion of what might be under the canopy or frame except a couple of basic box structures. Definitely an area for improvement.
Construction of the hull was straightforward, but again, make sure you have studied the plans as there are no second chances if you get the sub decks in the wrong place. A double layer of planking is called for, though the hull was of riveted plate construction and I felt the need to replicate this.

Study the plans as there are no second chances

For the plating I used photo card cut into strips the same width as the black and white bands with rivets marked using a dressmaker's wheel. These strips were pre-painted before gluing to the hull with contact cement (the white did not need painting since the card used was a gloss white surface anyway). The added advantage was to enable the numerous portholes to be punched out of the white strips and a backing strip painted black to be added before applying to the hull. I hope the above photo shows what I mean.
The instructions also suggest the lower hull be painted white to avoid having too much black area! Again, a study of available photos shows this area to be a dark red, consistent with antifouling as would be expected. Vallejo Hull Red is good for this and I also painted a boot-topping strip at the waterline of a slightly lighter colour.

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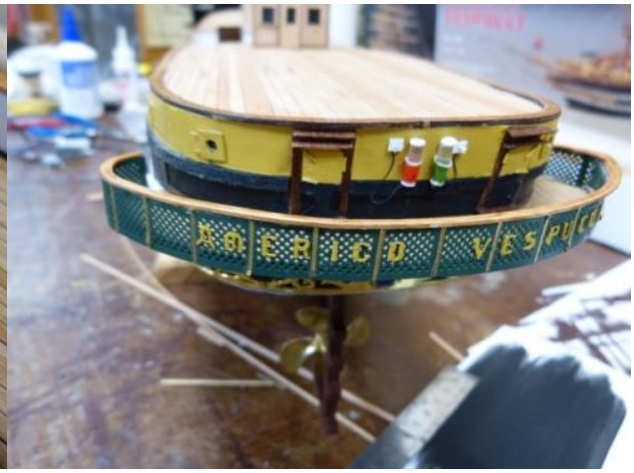
The above shows the hull plating completed, deck planking done and the fore and aft wheelhouses under construction. The porthole surrounds supplied are small brass eyelets which, if used, would produce a sea of frog's eye protuberances the like of which I have never seen on the real thing. I elected to add "eyebrows" made from semicircles of thin slivers of appropriate diameter plastic tubing. Rather than attempt to achieve a smooth glossy finish to the bulkheads and bulwarks, I also lined this with photo card, again pre-cutting the portholes and adding eyebrows. Detail is lacking, but the amount of reference material available makes scratch building at least some detail a must.



The above photos show fire hose reels, air intake and hatch structures on the main deck and some extra detail around the stern gallery.
Apart from the shortcomings I have mentioned, this model represents an interesting subject (to me at least) and is well worth spending the extra time to add detail and a greater degree of accuracy.

(Part 2 in the next issue.)

THE SHIPWRECKS MUSEUM FREMANTLE WA – Part 2

By MAX FITTON

We continue our tour of the Shipwrecks Gallery in Fremantle. In the last excerpt, I mentioned it being free entry. One of the other good things is that the volunteers and the permanent staff are very good indeed in conducting tours of the museum. They are very knowledgeable and are happy to answer questions at any stage of a tour. If necessary if there are particular matters raised beyond their ken they refer them to professional staff behind the scenes for, hopefully, immediate answer.

Model of the VOC Zuytdorp. Quite a nice model but hard to photograph.

The exhibits are situated on two floors. For those of advanced years there is a flashy new lift with all - round mirrors. It does nothing for one's dignity to find that whichever way one looks the bald patch is ever present: so get fit and takes the stairs!!!

REMARKABLE STORY OF RECOVERY AND CONSERVATION OF ENGINE FROM SHIPWRECK

Australia's first commercial steamship, the SS Xantho was wrecked off Port Gregory WA in 1879. The Maritime Archaeological Association of WA located the wreck 100 years later. The full and fascinating story of the recovery of the engine and its conservation can be read on the WA Museum's website at - http://www.museum.wa.gov.au/maritime-archaeology-db/wrecks/xantho

Its story is also very well told in the Museum's exhibit, as illustrated on the following pages by Max Fitton.

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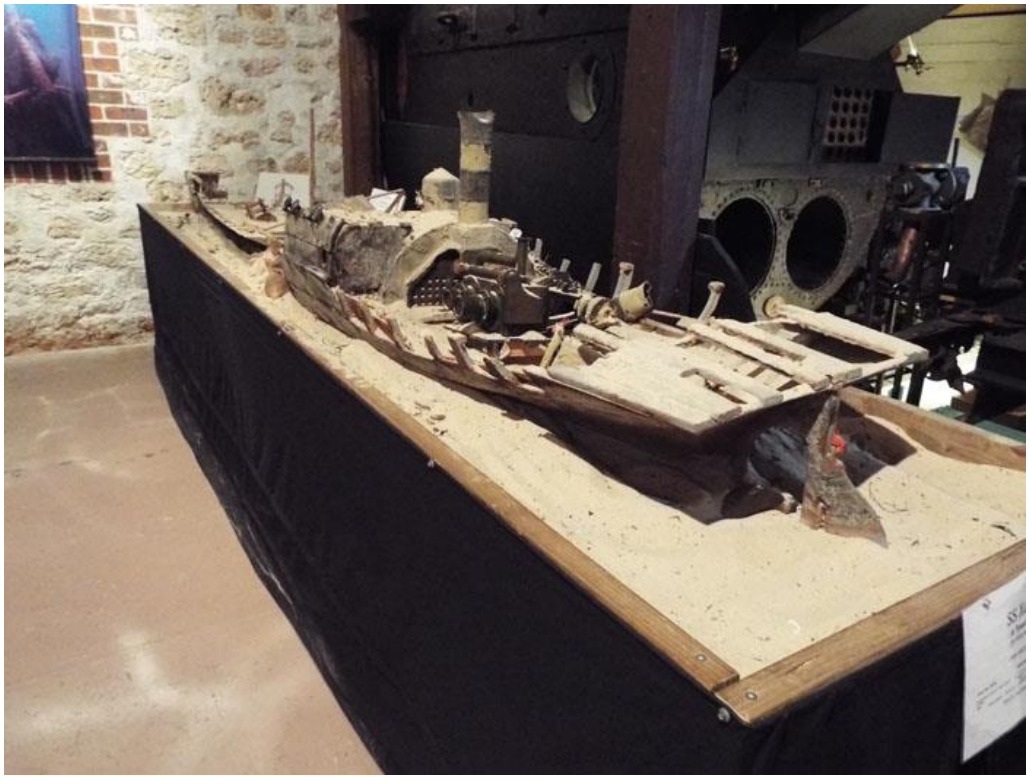
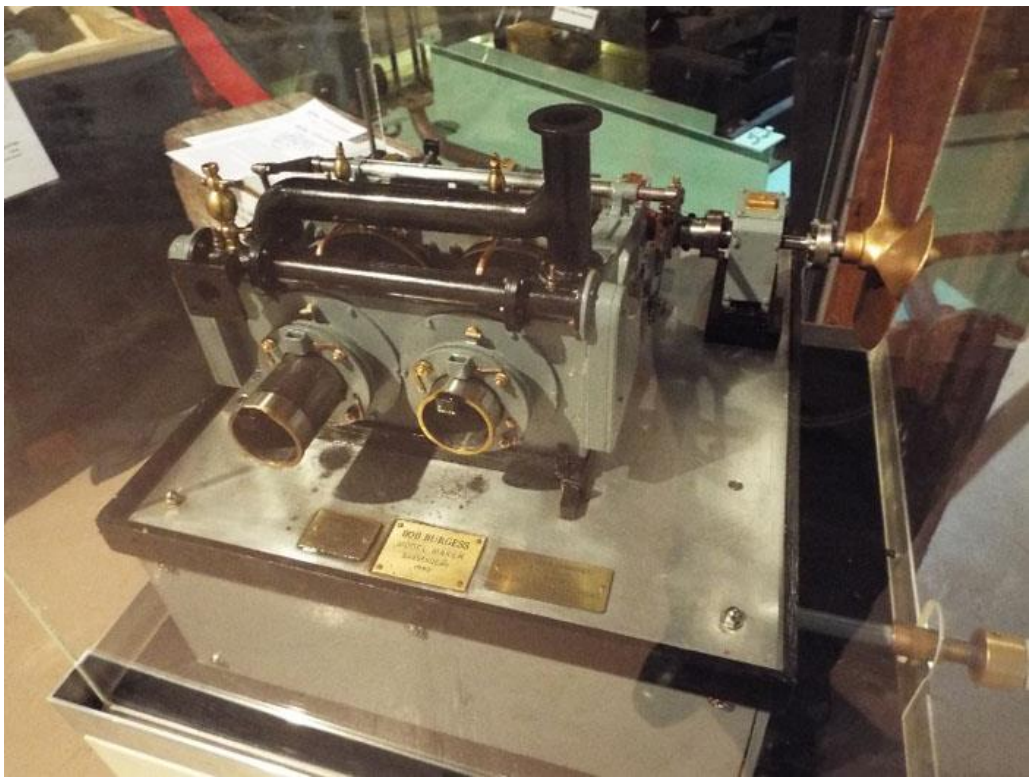
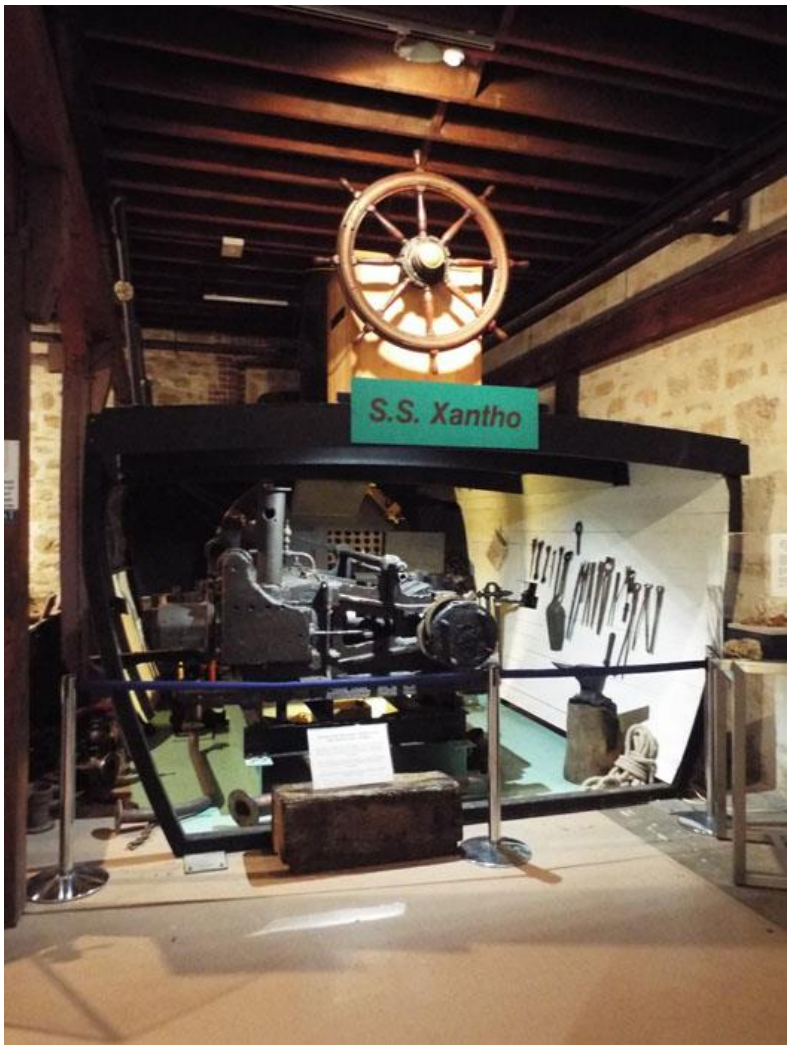
SS XANTHO EXHIBIT



Model of the wreck of the Xantho as she lay on the bottom. And (below) Working Model – SS Xantho's Engine. This superb model was produced by R. (Bob) Burgess from original engineering drawings of the engine by Keith Watson. Volunteers donated thousands of hours to the Zantho project.





After over 100 years underwater this engine can still turn over.

This engine from the SS Xantho was salvaged from the bottom of the ocean. The simulated hull was recently added by Dr Mike McCarthy and puts the engine into perspective.

This engine, recovered from the Xantho wreck in 1983, is the world's only known example of the Crimean War Gunboat engine, a type famous as the first mass-produced, high-revolution, high-pressure marine engines ever made.

After over 100 years underwater, the engine was released from its layer of rock hard corrosion products, dis-assembled, conserved and re-assembled.

The WA Museum's greatest conservation feat, the engine can now be turned over by hand.

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The caption for the picture to the right reads:

Aboriginal & 'Malay' depictions of SS Xantho''

LEFT: A two-masted steamship with four lines of possibly Jawi? (an Arabic alphabet) underneath appearing at the famous Indigenous gallery at Walga Rock near Meekatharra. Traced by mid-west historian Stan Gratte (OAM) in 1917 when his records also show that Sammy 'Malay' (also known as Sammy Hassan) left Sammy Well at the north end of Dirk Herring Island and joined the Aborigines resident there.

ABOVE: Images of a two-masted steamship at an Indigenous Gallery east of Cossack. One shows a human figure sitting on the boiler housing projecting above the vessel's deck with what appears to be a large sheep being hoisted on the mizzen yard for transfer ashore.

Charles Broadhurst transported over 100 Malays (as people from the islands north of Australia were then known) here for use in the pearling industry. He also took rams north to Cossack to augment the sheep already there and returned four Aboriginal convicts from the prison at Rottnest Island to their homelands.

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These next photos show a magnificent model of the Roebuck. Not only has it been beautifully built, but it has also been curated very well.

In the photo above are replicas of the ship's bell and a clam shell recovered from the site of the wreck of the Roebuck. The Roebuck, a Royal Navy warship, sprung a serious leak off Ascension Island in 1701, after having explored the WA coast under the command of William Dampier in the first English scientific exploration of Australia. Dampier first made landfall on the coast of present day WA in August 1699 at what he later named Shark Bay. His ship struck trouble off Ascension Island and Dampier eventually managed to ground the ship and the crew escaped ashore.

The WA Maritime Museum in 2000 commissioned a study to determine the likely location of the wreck. The study suggested Clarence Bay on the north-west coast as the probable site. Three hundred years after the wreck, a team of divers, aided by a fortuitous shifting of sands in the area, found the items referred to above and other objects from the Roebuck's wreckage.

I wonder how many of us have given real thought to how a cannon was hoisted aboard? Here is the answer, illustrated on the model of the Roebuck. The rope is attached to the cannon and passed through a block at the end of the foremast main yard before reaching a winch. The other end of that yard has a rope attached that is also fed to a winch and the mast acts as a fulcrum. On the right of the photo is the main yard in a vertical position showing how it was also hoisted into position.

Another view, showing on the right of the photo a top yard and a sail ready for hoisting aboard.

There is no doubt in my mind that this is one of the best presentations I have yet seen anywhere. I shall be happy to take a lot more close-up photos of particular parts of the model, on request.

– Max Fitton

A SHIP'S LOG

Ray Hilder didn't take long to respond to our plea for material in mid-November for this edition of Scuttlebutt. In fact, it was literally only minutes before he sent back a link to the Model Ship Builder online site with his log of his build of Bluenose II. He bought the Artesania Latina kit for the model for $90 on e-Bay.

Ray told us he's been building ship models since 1999. He has favoured Artesania kits, but his current project is a model of the Santa Maria from a Mamoli kit and he has found the Mamoli instructions a bit perverse at times which he thought might be related to translation concerns.

Ray joined the Model Ship Builder forum in 2012 and has logged a number of his builds with the site. He has found feedback from other model-makers has not only helped him with the particular projects, but has helped him build his skills in general.

One model-maker recommended strongly that he invest in Dremel tools, advice which he followed up and which proved a good decision. He recognises that others might not totally agree, particularly when working thin planking, but he has never regretted the outlay.

Ray, like many another, first came to ship building after becoming seduced by the kits on display in hobby shops. He had made a number of model aircraft from plastic kits before that, but now concentrates on ship models, although he admits it's an on-and-off pursuit.

Pictures show some stages of the building of Bluenose II.