June
2018

The SCUTTLEBUTT

Scuttlebutt
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stored in a butt (cask or small barrel) that had been scuttled by making a hole in it so the water could be withdrawn. Since sailors exchanged gossip when they gathered there, scuttlebutt became slang for gossip or rumors.

INSIDE

Orient Liner - illustration Duncan Holmes. Story page 6.

COMING EVENTS

SYDNEY MODEL SHIPBUILDERS CLUB EXPO 18 SAT/SUN AUGUST 18-19.

CMSS EXPO 2018 SAT/SUN SEPTEMBER 15-16, 2018

The Canberra Model Shipwrights Society
Quarterly Newsletter

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

Dear Members,
Half the year gone already and Expo just around the corner. Please get the dust off those models and register your contributions. We welcome any new ideas for displays and of course suitable contributions from non- Members. Remember this is our 30th Anniversary and it needs your efforts to make it the success it deserves.
I have had a sneak preview of this issue and as you will see for yourselves it is quite spectacular yet again. Thanks Brian for producing a Newsletter we can justifiably be proud of. Thanks also to those who submitted great articles. Brian will be knocking on your door if articles don't appear voluntarily - I believe the term is press ganging.
It was great to see the profile on our venerable friend, staunch supporter and now West Australian resident Max Fitton. I often wondered what Max got up to! Note that Max resides in West Australia, proof positive that nowhere is safe from Brian's far-reaching clutches!
I can only repeat my comments in the last Newsletter that this year marks the 30th Anniversary of the CMSS and I would like to see this as an opportunity to pay tribute to those who have brought the Society to where it is today. Sadly, some of the founding Members are no longer with us, but this should be all the more reason to acknowledge their contributions. There are a number of displays in which we will take part during the year and we must take these opportunities to showcase the CMSS and its history. As a start, a few of us attended the Model Car Exhibition held in Rivett on Saturday April 28. This was a new event for us and we were pleased to see that Task Force 72 was also there. Reasonable interest was shown in our display and

Continued page 3

Committee Members 2018-2019

President Bob Evans
Vice-President Edwin Lowry
Secretary Bill Atkinson
As.Secretary Ray Osmotherly
Treasurer Peter Hateley
Members Bruce George, Bruce Kirk, Rod Carter
Member Liaison Max Fitton
Web site – Steve Batcheldor

Meetings

The Society will meet until further notice, at the Men's Shed at Melba on the third Tuesday of each month (except December and January) commencing at 7.30 pm.

Visitors are welcome.

Society Web-page

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.

Ship's Wake: Duncan Holmes

EDITOR'S NOTE

We are celebrating the 30th anniversary of the society this year and it would be good to make sure we recognise that in forthcoming issues. Anyone with memories of those years past and especially if you have any records and, very especially, photographs, is encouraged to send them to me for inclusion. As a comparatively recent member, I am not in a good position to conjure up an instant history, so I very much need your help. Material of substance and ephemera alike are welcome, so please give it some thought. Email me or ring me if you want to discuss ideas.

In this issue, Warwick Riddle outlines some of the challenges he faces in restoring a 4-metre, 300 kg model of an Orient Liner. We also can enjoy progress reports of models underway in Bob Evans' workshop, from which we can all learn from his problem-solving. Max Fitton has written an entertaining piece on his model-making and personal history, Steve Batcheldor has conjured up kits for the Mount Rogers course and there are some stories from the past that I trust will both entertain and enlighten readers.

Brian Voce

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President's report - continued from page 1

hopefully this might become another venue where we can advertise our existence and seek out new members. This event was only held on Saturday rather than all weekend and only from 0900-1500, not an onerous task and one that I hope other Members might like to assist with should we be invited again next year.
Of course, EXPO is our prime event so please put on your thinking caps and come up with some ideas for promotion of the event as well as displays for EXPO itself.
The AGM has come and gone with but a few changes. Bruce George has relinquished the Vice Presidency and Edwin Lowry has again come forward when this position was in danger of not being filled. Bruce has made a large contribution to the CMSS and I know he will continue to do so as a Committee Member. Rod Carter is also welcomed to the Committee. Rod has participated in the Mount Rogers course and has also submitted those great articles on flying boats which continue in this edition of the Newsletter. Joe Allan has also stepped down. Joe as you know was a long term Editor of the Newsletter and a great supporter of the Expo, a role I hope he will continue to perform.
A gentle reminder that at the next AGM I will not be standing for President, so please give a thought to the composition of the Committee you would like to take us into the future.
I would like to single out Steve Batcheldor in this Newsletter, not only for his efforts with the website, but in particular for his production of the "Duyfken" model that we will use for this year's Mount Rogers course. This will begin on June 19 and hopefully be completed for Expo so that we can have a display of the students' efforts. I also thank those stalwarts who assisted at last year's course. It would be great to have some new faces to help share the load - it's never too late to put your hand up.
I was overseas for the May meeting, but I understand the attendance was quite good and the presentations entertaining. It is always good to see a good turnout and I can only hope the trend continues.
Keep events in your diaries and see if you can help out, it's not hard and generally provides for a good and convivial day out.
The Sydney Model Shipbuilders Club will be holding their annual Expo on the week-end of August 18-19 at the Georges River 16ft Sailing Club. This event is well worth attending to show our support to the SMSC as they support our own Expo, to be held on the week-end of September 15-16 at Mount Rogers School in Melba.
Other activities occur later in the year and will be advertised in the next edition of the Newsletter.
I know I'm repeating what I said in concluding my last President's Letter, but it doesn't hurt to ensure that I repeat my invitation to all those who read these Newsletters and who are not CMSS Members to join up, no matter where you may live, and share your hobby with us. Particularly please feel welcome to attend our meetings at any time and also to participate in EXPO 2018. Non-members are always welcome to exhibit their work too. EXPO is not a competition, just a chance for modellers to get together and for the public to be able to see what we do.
Think about it!

Best wishes
Bob
CMSS President.

To the Editor

Lessons from the Past

I was fascinated by the article in the March 2018 Newsletter on Bruce George, our worthy Vice-President for many years, a man of so many parts. The part of the article to which I was particularly attracted is about the Lady Nelson and how difficult it is to get members to work on it. Yes, it always has been a problem. When I first joined the Society, I heard about how it was in one of its dormant periods, having been started some time earlier by some of the original stalwarts and founders of our Society. It was the then president/secretary, dogsbody, Roy Vizard, who suggested, at one monthly meeting, that the project be restarted. A few of us decided to give it a go including Jim Allen and Robine, Joe Allen, David Peterson, Bruce Kirk, Matt Dillon, and not to mention the occasional appearance by our current President, Bob Evans, all under the guidance of Warwick Riddle. (I apologise to anyone whose names I have omitted - memory has its problems)

I had only fairly recently become a member of the Society and brashly went along to my first meeting. I was asked what models I had done and answered that I hadn't done one for about 50 years, but that it was a nice balsa model of the Golden Hind. Other members present were kind enough not to laugh out loud, but were somewhat astonished to hear that I had copies of the plans for the Victory and the Cutty Sark that I planned to build. How naive can one be? I had no idea what scale modelling was about. Some member kindly took me aside and suggested that I went to see the Forresters in Nowra, the then owners of Modellers Shipyard, and they would advise me which kit I should acquire for my first real go. The Forresters suggested the Harvey, a kit that Mrs Lovely, Pam, bought me for Christmas 1997. Lesson number one for beginners is to seek advice on which kit to acquire: don't let your Mrs Lovely equivalent buy it for you for Christmas or any other time without your knowledge and without seeking such advice.

Fortunately, I was one of the starters in the newly reformed Lady Nelson project that met alternate Saturdays at Warwick's model room. The first task I was given was to take home some plywood, supplied by Warwick, to copy some end lines on to tracing paper, stick the tracing paper to the ply and cut out the shapes. Believe it or not, the things I learned from this small exercise were:

1. What end lines were,
2. How accurate one needed to be and
3. What glue to use to stick the tracing paper to the ply.

Let's talk about the build of the Harvey. I hadn't a clue where to start, but followed the instructions as well as I could and made an absolute hash of the hull, so much so that I put my foot on it in disgust. I had learned those three things above, so I started tracing the frames from the end lines. I stuck the tracing paper on to the ply that I had bought and proceeded to cut the frames out only to partly rebuild the hull to find the end lines on the plans were not to the same scale as the rest of the plans. The foot came into use again. I was not a happy man. Warwick suggested that I phone Brian Forrester relating my problem, who turned out to be most helpful sending me new frames that he cut out himself to the correct scale. Believe it or not, but the new frames arrived in the mail only three days later.

With many kind words of advice from many members, I completed the model and to this day am very proud of what I did. This provided me with the next lesson and probably the most important one of all if one wants to enjoy modelling in the future, and that is to make sure the first model is completed, then one will go on to further models. It is worthwhile remembering that the world is full of half-completed models, languishing in secret parts of wardrobes or the like never to resurface until the

undertakers move in. I have now completed seven and three quarter models, one of which was built entirely from scratch. I haven't attempted either of the models of the Victory or the Cutty Sark. While I learned a lot from Warwick on the Lady Nelson, project I realise that I would need a mentor to interpret the plans. One day they will become part of the CMSS library.

A final word: towards the latter part of the reformed Lady Nelson project, before it went back into its next dormancy period I must mention the friendship that developed between the survivors Warwick, Mat Dillon and me. This has survived my departure to points West and is still enjoyed to this day. I encourage anyone who has a small think about joining in the rejuvenated project to do so. The pleasure you will enjoy will be immeasurable. - **Max Fitton**

Boat Building for Students at Mount Rogers School

This course, the third we have presented now, will commence on 19th June and hopefully will be completed by the time Expo comes around in September.
The first such course involved a card kit of Chatham Dockyard, the second construction of an open boat using wooden plugs made up by Steve Batcheldor and constructed using papier mache.
For this year Steve has excelled himself by producing kits of the "Duyfken" and we look forward to some great results.

Well done Steve for this tremendous effort.
Bob Evans

Finished model of the Duyfken above. The comprehensive kit left.

WARWICK RIDDLE discusses a long-term, on-going project he has undertaken to restore a large-scale model of the RMS Orion for the Sydney Heritage Fleet.

Bringing an old girl back to life

Illustration: Duncan Holmes

The Ship

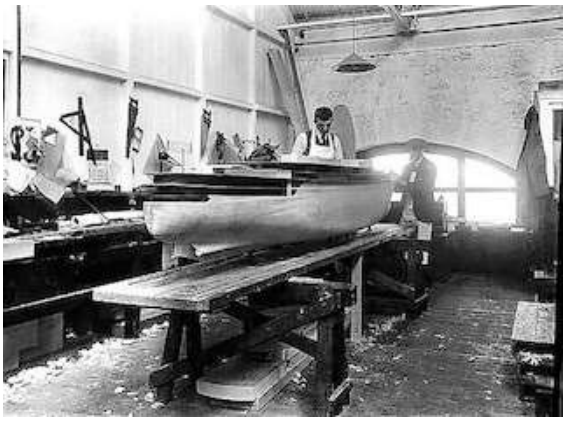
On December 7, 1934, RMS Orion was launched by HRH the Duke of Gloucester via radio which triggered the launching mechanism in the UK from Brisbane 12,000 miles away. She was retired in 1963 after carrying about 500,000 passengers. She was used as a troop ship during World War II and returned many POWs to Australia. She also carried many emigrants to Australia.

Technical Data: Gross Tonnage 23,371t, Length Overall 665 ft /202.7m, Breadth 84ft /25.75m Depth 33 ft 7/10.24 m, Main Eng. 24,000 shp at 21 Knots

The Model

The model was built in 1935 and is one of two made at the Vickers Armstrong dockyard and used in P&O offices to show customers the position of their cabin and other features of the vessel.

The model is 4.35 metres long and being of bread & butter construction weighs around 300kg; not easy to move around, so a purpose-built trolley was constructed along with a jig to roll over the model for repair and painting.



One of the two models of the Orion made at the Vickers Armstrong dockyard, under construction in the 1930s.

Continued on following pages

The Restoration

The restoration was being done at no cost, during spare time and is being used to gain more skills in model restoration. Before a model is restored, a list of missing fittings and damage is recorded. For this model it was quite long. Many photos were taken of the model from stem to stern to be used for reference and later during re-assembly.

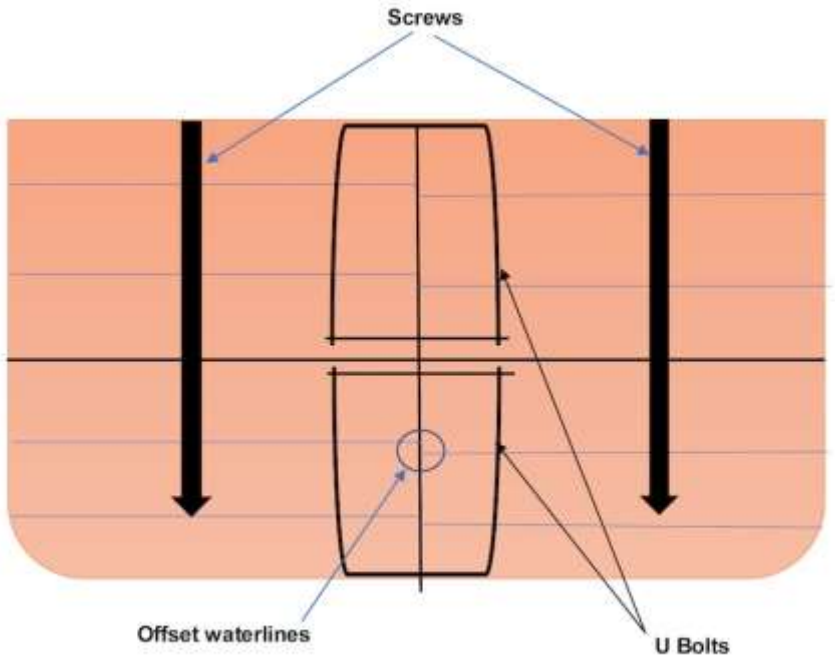
Above - Model before restoration started.

Left - Model in a mess

The model was stored at the Sydney Maritime Museum, so dismantling was carried out there until only the hull was left. All fittings were photographed, tagged and placed in bags. It took several trips to the museum to transport all to the Canberra workshop. Due to the hull size, it was transported on a boat trailer (Photo right). The trick will be getting it back to Sydney.

With the model now in the Canberra workshop, restoration started. The model was placed on the trolley and attached to the jig so the hull could be turned upside down. The first job was to obtain a colour match of the hull paint and do a tracing of all waterlines, markings and a good copy of the name on the stem and stern for later replacement. Once this was done, the hull was stripped of all fittings still left attached. This included some 850 porthole inserts. Another jig was made up to remove the porthole inserts, causing little damage to the hull.

Bow of model above - note join at centre and offset of wood layers



ORION Hull construction

The diagram left illustrates the offset waterlines and the use of u-bolts and screws to lock all in place

A large amount of paint had peeled off the hull, with the rest in very poor condition, along with several sections of the hull damaged or missing, so it was decided to strip the paint back to the wood, which took several months. This revealed its construction, four sections of bread and butter construction making up the complete hull. The craftmanship in the joints was of high standard. The hull section was secured with U-bolts and screws. (See drawing).

The damage to the hull consisted of missing bulwarks at the bow, broken bulwarks along the well deck port and starboard, damaged and missing bilge keel on the port side and many dints along the hull. This was due to the model having no pedestal to secure it to a base board.

With all the damage repaired, the hull was given several coats of undercoat which was sanded back between coats. With this completed, the position of the boot topping and upper colour line were marked out using the tracings drawn up previously. Once this was finished, the hull was masked off and the hull painted in the matched three colours after which it was sanded with wet and dry to remove the paint ridges. With this completed all hull markings and names were restored then it was given several coats of clear finish giving the hull a smooth finish. It was given a polish using microcrystalline wax.
With this completed it was time to turn the hull over and mount it on a temporary base using pedestals turned from brass. Now work could commence on the top half.
The decks were made from large sheets of mahogany 4mm thick with one deck around 4 meters long and all were in poor condition. The plank caulking was represented by drawn lines on the painted deck. This would be removed during restoration so the original lines were marked off on paper fixed to a

Hull repairs completed and waterlines being marked up. Below – Hull painting completed.

wood jig that fitted the ends of the decks, a long and slow process. Tracings of all the positions of the deck fittings were drawn up. Once this was done the decks were sanded back, repairs done where necessary, then undercoated and painted with original colour-matched paint. It was then secured in a jig with the marked end fitted. Using a long straight edge firmly held in position, lines were marked on using a fine drafting pen with waterproof ink. Several coats of crystal clear were applied to complete the job.

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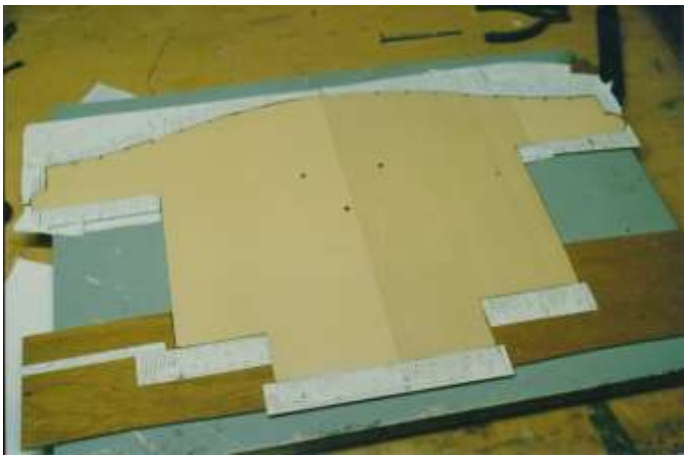
(See photos next page)

Left - Decks were in poor condition.

Below left – After restoration lines were marked on using a fine drafting pen with waterproof ink.

The fitting and restoration of deck-houses will be covered in the next issue.



Model of Orion's sister-ship, RMS Orcades, shows amidships details, including some of the 850 portholes. The Orcades model is on loan to the Sydney Maritime Museum from the Australian War Memorial.

Dramatic Ending for the MY *Grelka*

Brian Voce

In my early years of journalism, I was working on the night of January 26, 1955, on the sub-editors' desk of the 'Adelaide Advertiser', long before it became another Murdoch tabloid, when some copy landed in my in-tray to which I now return 63 years later.

The news story told of the dying moments, off Kangaroo Island, of the *Grelka,* a 55-foot motor yacht (pictured above) that belonged to a good friend, Professor Mark Mitchell. There were few details available at that stage, apart from that the *Grelka* had caught fire and the crew had managed to get to shore unharmed. The RAN survey ship *HMAS Barcoo* was in the area and had fired upon it to ensure it sank as it was considered a hazard to shipping.

I marked up the copy, conjured up a headline and passed it to the chief sub-editor, who had designated it as a page 1 story. From there the typewritten copy was shot by pneumatic tube to the adjoining building where a typesetter took over and the copy was turned into lead, then moved onwards to the page 1 flatbed layout. From there the page miraculously moved through a series of transformations, the last of which was a semi-circular cast of metal which was eventually bolted on to a pre-ordained spot (page 1) on the impressive Webb rotary printing press that would eventually churn out tens of thousands of the Advertiser to be distributed throughout the State.

That was when South Australians the next morning first read about the demise of the Grelka. For most of them that was their first introduction to the *Grelka* itself. In a few days, most would have forgotten entirely about the boat. But not all.

Back in the Subs room I was in a bit of shock. So much so, that it hadn't occurred to me that I had personal knowledge of the boat and could have fleshed out the story with some 'colour'. But that didn't happen and the paper went to bed with the bare facts.

I was to learn much later the full story of that dramatic summer's day, some of the facts of which I have only recently uncovered, over 60 years after the event. It is, I think, a story worth telling – fire at sea, seven lives at risk, a naval ship on the horizon, but heading away, a nerve-wracking threat from the ocean's top predator, late rescue and finally the Royal Australian Navy firing on one of its own.

But, first, some background:

Early history

The Grelka was built in 1910 by White Bros, Southampton, for the German Consul at Dover, and after impressment into the Royal navy was sold as wartime booty. Built of wood, she was 55 ft long, with a rather narrow beam of 10 ft 6 in and a draft of 4 ft 6 in. Professor Mark Mitchell bought the *Grelka* in England and had her shipped to Outer Harbor, where she arrived on January 27 1927 as deck cargo aboard the Australian Commonwealth Line cargo ship *Ferndale*.

Rig and Engine

She was rigged as a ketch, but the sails were of limited value, usually to try to reduce an unpleasant roll in a beam sea. She was refitted by Searles of Port Adelaide just before her end. The engine room housed an old 55 horse-power Parsons marine engine, which started on petrol and then ran on kerosene. The engine was in first-class condition at the time, having recently been overhauled by a marine engineer of the same vintage, who deplored the 'screaming monstrosities' that powered boats of the day. It had both magneto and battery ignition, with two sets of spark plugs.

Fuel was stored in two 100-gallon tanks on either side of the engine. There was also a two-horsepower Lister lighting plant of 32 volts and its accompanying batteries, which was kept in a lead-lined box on the port side of the engine. A 12-volt generator ran off the engine for the starting batteries.

The engine room was amidships. It was originally waterproof and fireproof, as at each end there was a steel bulkhead. The only entrance was from on deck, through a hatch in the skylight and down a steel ladder. Unfortunately, however, an old paid hand who looked after the yacht in the early days and kept her in immaculate condition, was reputed to get a little tired of pumping her out from three positions. To remedy this he knocked holes in the bulkheads, so he had to use only one pump.

There were two ventilators to the engine room, one on either side of the wheelhouse, which admitted air to the front of the engine. The amount entering depended on the velocity of the wind and the speed of the ship.

Accommodation

Accommodation forward of the engine comprised first the skipper's cabin, with a passageway alongside it, then the forecastle, which was entered through a wooden bulkhead, then the head and chain locker. Access to the forward part of the ship was through the wheelhouse and down a hatch on the foredeck. Aft of the engine room bulkhead was a large saloon, a galley and an aft cabin with two bunks. Entrance to these was by a sliding hatch to the galley and a hatch aft to the main cabin.

In the early days of my relationship with Professor Mitchell (known widely as the Prof) he would occasionally mention the *Grelka*. She was then still in the hands of the Royal Australian Navy which had requisitioned the boat for naval use during the war. This was well after the war had ended, but the Navy had yet to return his boat, as part of the deal was that it would be refitted after its Navy days had finished. That time had dragged on and I was not to see the *Grelka* until several years after I had first heard about it.

HMAS Grelka was one of many similar small privately-owned craft that the Navy felt would be useful for the war effort. My search of Navy records reveals that in April, May and June 1945, *HMAS Grelka* operated in Cockburn Sound, WA, taking part in some operations, but mainly being used to ferry stores and personnel. Coincidently, the *Grelka*, in a similar manner, had also seen service with the Royal Navy in World War I.

Grelka is a Russian word which translates to damsel, a fitting enough name for a boat. I did eventually get to sail in her in Kangaroo Island waters, over-nighting at sea at least once on a cruise to the Island's east and north coasts as well as day trips in American Bay and American River. At other times she was moored in the Royal South Australian Yacht Squadron's basin at Outer Harbour.

But what of that fateful summer day in 1955? The following is compiled from what the Prof later told me of accounts by those on board that day, including his friend John Wood who was the skipper and Dean Hammil who was a guest aboard. Other information came from Royal Australian Navy records and was also provided by the Royal South Australian Yacht Squadron, including photos of the Grelka and of Professor Mitchell.

The last hours of the *Grelka*

The *Grelka* left American River (Kangaroo Island) on 25 January 1955, with John Wood (above left) as skipper and three crew members.

They were to meet the Prof and his guests at Antechamber Bay where the shore party had set up camp. Later that day, the boat picked up the Prof and three others for a short fishing trip. It was planned to embark upon a shark-fishing trip to the Pages on the morrow. Towards evening, *HMAS Barcoo*, a survey frigate, entered Antechamber Bay and also anchored there.

The planned trip took place the following day, but without the Prof who elected to stay ashore. He would drive around to Penneshaw and meet the boat there later.

Professor Mitchell, owner of the *Grelka*

The trip to the Pages was uneventful – the day was hot with little wind and a long swell. The party spent an hour or so at the Pages and left on the return journey at about 1030. Not long after, with the engine ticking over nicely and a relaxed crew and passengers enjoying the morning, the calm was interrupted by a sudden explosion in the engine room which was soon burning fiercely. Fire extinguishers were played upon the fire, but to no avail and the skipper ordered the dinghy to be lowered.

Five of the party climbed in and the boat hung astern while John Wood and the mate, Max Wall, continued to try and confine the blaze. Flames were now shooting up from the forecastle hatch. Fearing the main fuel tanks might soon blow, they too abandoned ship, swimming to the dinghy. They clambered aboard. There were now seven men in the small boat and there was little freeboard. A calm sea favoured them, but it was a perilous time.

They could see the *Barcoo* on the horizon, but it appeared to be heading away. John Wood started the small outboard and edged away from the *Grelka* which was well alight. The expected explosion followed soon afterwards and they headed for shore. With such little freeboard, it seemed an endless and worrying journey. But their fears were to be tested even further.

They were headed for Cape St Albans, Kangaroo Island, when another terrific explosion came from the burning yacht, accompanied by huge columns of black smoke. Around this time the Barcoo, alerted by the smoke, was approaching the burning yacht. It was obvious the yacht had been abandoned and soon after crew members could see the dinghy nearing the shore. The ship headed for the survivors who were about to experience more terror. John Woods takes over the story here in his own words:

"We were about half a mile from shore when we saw *Barcoo* closing us quickly. At about 100 yards (80 metres) out she signalled us to turn round and head for the ship. We didn't do that for long. An 18-foot (5.5 metres) shark (a Great White) had begun to tag along and by this time the outboard had ceased to operate.

"We took to the oars, and as the coast was closer than *Barcoo*, that's where we headed. The shark followed close behind and steadily got nastier. It began to nudge the transom of the dinghy, and then began on the under side, presumably to upset it. In desperation I dropped the outboard over the side to distract the monster, and luckily it followed the motor down. The oars were applied with great vigour for the last hundred yards, and we headed the dinghy into a crevice in the rocks on Cape St Albans, where we scrambled ashore."

HMAS Barcoo lowered a launch and picked the survivors up, taking them to Penneshaw where a mystified Prof eventually made contact with them and first heard of the fate of the *Grelka*.

Meanwhile the *Barcoo* returned to the burning yacht and, as widely reported,

fired upon it to ensure it sank to remove a hazard to shipping.

And so came the end for the *Grelka*. Having survived Naval service in two world wars, she was finally sunk by friendly fire.

HMAS Barcoo, painted white for hydrographic duties, in Sydney Harbour. It is interesting to note that the *Barcoo's* 'Report of Proceedings' for January 1955 (Australian War Memorial collection AWM79 54/5) covers the basic facts of its rescue efforts, but there is no mention of any gunnery.

Happier days in the Grelka. The author, then 17, extreme left.

Guardian Angel Helped

A final note of interest is that the ship's boat which was 11 feet 6 inches (3.35 metres) long was not the usual boat carried. That was a much smaller dinghy and John Wood before leaving American River decided to hoist the larger boat. He said his Guardian Angel had helped him make that decision. With seven men in the larger boat, it still was close to taking water. The smaller boat would never have done the job. #

Member Profile

MAX FITTON

"I didn't join the modelling club at school because the only things they seemed to build were aeroplanes."

Right - Max in his local Men's Shed in Falcon, WA

By Max Fitton

I was born in Sheffield, Yorkshire, UK in 1933 and started school there. The second World War started and my family evacuated itself to Lancashire, of all places, near Blackpool in particular. I loved the sea, just across the road, and my family took my brother and me to see the lifeboats on quite a regular basis.

I went to Rossall School. My Dad, on leave from the Army visited the Headmaster of the junior school. The Headmaster and I had a distinct dislike for each other. Unfortunately, this dislike spilled over into advice he gave, and which my Dad accepted. That was that I was too uneducated to be able to pass the Oxford & Cambridge Common Entrance exam, the same exam as for Dartmouth Royal Naval College. I took the exam, but only for entry to the senior school, and passed top of the group from our school. Another student, a similar age to me but two forms below me passed and went on to Dartmouth. This gives an idea of my interest in the sea even at that age.

I was encouraged by my family to put models together and well remember completing my first model of the Golden Hind. This came in the form of a kit with a pre-shaped solid balsa hull. This was about my 4th or 5th model. I don't know what happened to any of them, but I guess that they conveniently got lost when we moved back to Sheffield after Dad was demobbed. I didn't join the modelling club at school because the only things they seemed to build were aeroplanes.

There's no sea in Sheffield and not much other water either but I found a pond designed solely for the sailing of models. The water was about 30cm deep so if the model became becalmed one could walk out to retrieve it. I had been given two models, one of a them a modern yacht, the other, a metre-long hull with a small steam engine in the middle to drive the propeller, and no other refinements such as a deck. I spent many happy hours at that pond when home from boarding school.

Time went by and ships and boats were forgotten as my interests leaned towards more mundane things, and some of those were indeed rather mundane – most were delightful.

I left school and obtained articled clerkship with a firm of Chartered accountants in Sheffield. I was far too interested in rugby

football, my jazz band and delightful young ladies to do any real studies so failed my exams a couple of times. Note – no interest in things nautical during those years. Eventually I buckled down to some real study and even came 177 out 1200 who took the intermediate that year. I took a new job in Lincoln, a mere 45 miles from Sheffield, but soon found a great girl, got engaged, buckled down to more serious study and passed my final exams first time. A family friend was a former captain of the Queen Elizabeth, Commodore Charles Musgrave Ford and offered to ease my way into P&O if and when I qualified. When I did qualify there was only a couple of weeks before our wedding and the idea of going to sea for weeks at a time without my beloved did not sound so enticing.

Instead, we went to live in St Kitts in the West Indies I having taken a job in the sugar industry. It was there our son was born. St Kitts is a small island where I renewed my love with the sea. I acquired a 17ft sailing boat and had many wonderful hours sailing in idyllic waters off St Kitts. Unfortunately, Hurricane Abby came along and broke the moorings and shoved the boat ashore, a wreck. I swam nearly every day and managed to free dive to considerable depths. Hurricane Donna came along a little later and sunk a three masted schooner Warspite in Anquilla harbour. I knew the owner and was able to help salvage the vessel. I loved every minute working on getting it back to inter-island trading.

We went back to the UK where we had a daughter and some fairly uneventful years before we headed for Sydney in 1966. I thought about little other than work and Rugby. After about 18 months I was promoted to manage the firm's Canberra Office. Again, life revolved around work and Rugby. Our younger daughter came along to finish the family off. I changed lifestyle a bit, left that firm, went back into commerce, then left them and started my own practice, brought a partner into the practice, joined up with a national practice, became a partner of a major international practice resigned therefrom, entered the APS. Age dictated that I quit preferring Rugby, so I took up fishing, a reconnection with water, both salt, fresh, and boats. About a couple of years before retirement from the APS I joined the Society that restarted my modelling hobby. My involvement with the Lady Nelson is documented elsewhere (See Letter to Editor, page 4). Suffice to say here that this was my initiation to "real" modelling. I bought some modelling type tools and my beloved bought me a kit of the SS Harvey which after some trials and tribulations I completed; details have been recounted elsewhere. I then went on to complete the Baltik, HM Yacht Chatham, and the Scottish Maid, all built from kits. I thought I knew everything about modelling so I decided to build a Thames barge from scratch. Believe it or not, but with what I had learned from the Lady Nelson attendances, advice from fellow members, specifically Warwick Riddle and Bob Evans, it turned out remarkably well. It has a solid hull with working rigging and the only things I didn't make myself were the propeller and the too

Max, happy in his own workshop

tiny pram. Bob kindly loaned me some plans he had for a named Thames barge but it didn't fit my image and photos I had. This meant that I had no proper plans. It came up really well and is the model I am most proud of.

I got involved in the management of the Society after the death of one of our revered founding fathers – the Late Roy Vizard -, taking over the role of Editor of the Newsletter. I like to think that I improved on its presentation before handing over to Joe Allen. Joe did a great job and improved the presentation much more than I had and now the present editor, Brian, is doing a great job. I think it is an excellent newsletter and it should not need the frequent coaxing of members just to fill its pages. It's quite good fun going to a maritime museum, for example, writing a short piece about the visit and sending it to the editor with some pictures. Think laterally and whenever you see something of a nautical nature e.g. lighthouses, coast guard vessels, an old wreck being brought back to life etc. jot down a few notes. How about it, fellow members?

I also got involved in restarting the Expos. This was an exciting time for me. I met a lot of new modellers and enjoyed seeing them exhibit at our Expos. Of course, to meet them I had to go to other shows such as - Tuross, where I met George and Faye Crossan and others, and Port Macquarie where I met the Late Ian Knapp and Cynthia, Richard and Keatha Keyes and others. It was so much pleasure to go to these other shows especially those at Wagga Wagga where we were entertained right royally. It's a bit of an effort to make up one's mind to go, but it's a helluva good way to spend a week-end.

We moved to Mandurah , some 90Km south of Perth WA. Before that, you members made me a life member. I was dumbstruck (speechless). Me being speechless was a first for those who know me and the honour was something of a first to me. The certificate now hangs proudly in my shed in my new backyard. My shed has appeared in a previous Newsletter. Since arriving I tried unsuccessfully to get a Western Chapter of the Society going with little success. I started off with four members, one now suffers from dementia , another has stopped building models, and the other has lost contact. I took a voluntary job at the Shipwrecks Museum in Fremantle demonstrating the art of modelling ships. This was a first for the Museum. I did this for about a year or so, but the travelling to and from Freo, well over an hour each way, was too irksome for the four hours I had there. I did get a lot of pleasure out of it and am glad to say they have now got a replacement. I just wish that there was a maritime museum here in Mandurah.

"Old is five years older than I am"

Not too long after my arrival over here Bob Evans asked me if I would take up the position of Liaison Officer for the Society. This is not a time-consuming task. It relies on members letting me know which members or members of their family are unwell or in need of someone to speak to. Please don't forget to let me know of anyone needing a call. I am still enjoying this role.

I wanted to learn how to use my metal lathe to advantage so I tried to find someone to teach me. I went to a Men's Shed nearby to see if there was anyone who would spend time as a teacher. I got sucked in. There were some lovely guys there and they made me so welcome. There was no formal organisation. Someone had to put a large effort into the administration. I happened to be the one they chose. I am enjoying this role immensely and it is helping me to keep my brain active. (Some would ask "What brain"?) but it does mean that at present I have little time for modelling. I am trying to hand over my work because of age. I'm not old by my definition – Old is five years older than I am. (The emphasis is on the last word)

Succession planning is very important for our Shed. It is the same for the Society. Bob wants a break and he deserves one after the immeasurable and wonderful effort he has, and still is, putting in.

Lastly, I write this at the request of our esteemed editor. He asked me to indicate what parts of my life led me to being a modeller. I can find nothing in my life other than the interest in the sea that pointed me in that direction. Pam will tell you that she was filled with trepidation when something needed fixing in the house or garden before retirement and I said I would do it. She was so right to be concerned. Yes; I did learn to wield a pen/pencil so perhaps tracing from plans did come with some degree of expertise. There is one thing that stands out and that is dyslexia. I doubt the word was even in existence when I was a boy. Certain things now indicate that I have a mild form of dyslexia and I learn best by being shown how to do something rather than by reading about it. I was shown how to do many things needed for modelling and I repeat this was at Warwick's shed on Saturday mornings working on the Lady Nelson. The by-product of this is that Pam no longer fears the result of me doing jobs around the house. The other bi-product is that I now have an increase in my household workload: the old Toyota ads used a good word that describes this situation –

"Bugger". #

THE PARADOX

The paradox of our time in history is that we have taller buildings, but shorter tempers; wider freeways, but narrower viewpoints; we spend more, but enjoy it less.

We have bigger houses and smaller families; more conveniences, but less time; we have more degrees, but less sense; more knowledge, but less judgement; more experts, but more problems; more medicine, but less wellness.

We have multiplied our possessions, but reduced our values. We talk too much, love too seldom, and hate too often. We learned how to make a living, but not a life; we've added years to life, not life to years. We've been all the way to the moon and back, but have trouble crossing the street to meet the new neighbour.

We've conquered outer space, but not inner space; we've cleaned up the air, but pollutes the soul; we've split the atom, but not our prejudice; we have higher incomes, but lower morals; we've become long on quantity, but low on quality.

These are the times of tall men, and short character; steep profits, and shallow relationships. There is more leisure, but less fun; more kinds of food, but less nutrition.

These are the days of two incomes, but more divorces, of fancier houses, but broken homes.

It is a time when there is much in the show window and nothing in the storeroom; a time when technology can bring this letter to you, and a time when you can choose either to make a difference or just hit delete.

Modelling the LPG Tanker Pacific Gas - Part 5

Bob Evans

There is not too much in the way of progress on the construction side of the Pacific Gas, but I am happy to report that the flotation test worked with the vessel remaining upright and free of leaks. Probably more so than the real thing! The model floated far lighter than I expected so a lot of low down heavy ballast will be needed which will also need to be removable. Another job for the thinking cap!

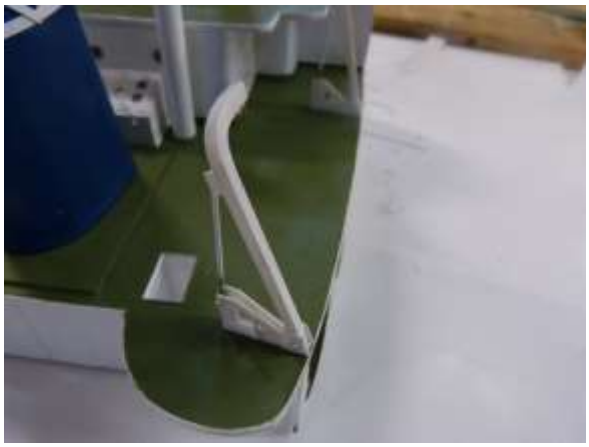
Photo shows the decks painted and work on the anchor windlass begun. The lettering on the No2 tank and bridge front are Beccs Vinyl Lettering, from the UK, but available through Float-a-Boat and are of extremely good quality and very reasonably priced. See enlarged photo at end of article for detail.

The almost completed windlass (above).This task required much research into similar windlasses as the plans I have are crude and lacking in detail, which is far from normal for the usual general arrangement drawings . I am happy that the end result is reasonably close to reality, at least so far as I can recall. The windlass is constructed using Evergreen plastic tube, sheet, angle, rod and whatever else I could press into service. The chain and anchors I purchased from Modellers Shipyard with their usual excellent service. Support your local suppliers (and fellow Member)!

The next advancement has been the construction of the four quadrant davits seen in the photo below in various stages of construction.

This was another head scratching exercise as once again the drawings were totally lacking in detail. The photos I had, combined with the result of research into similar davits and memory, produced a reasonable end result.

As the name suggests these davits were wound through an arc after the boat itself had been lifted clear of its cradle until it cleared the ships side when it was lowered on the falls to the water. This was no easy task as the lifting of the boat from the cradle was all man power, as was winding out the davits (one man per davit) and then lowered to the water (also man power).



Shown left is the starboard side davits completed and mounted. The davit arms were of square section tube and needed to be bent into shape by gently applying heat and carefully bending at the right moment so as to avoid distorting the plastic. A few were discarded in the process! The winding arm itself is brass wire with a thread cut into the lower half. The davits are not operational.

Below left shows all four davits in place. The boat cradles have yet to be made as indeed do the lifeboats themselves. Another session of head scratching will be needed I suspect.

In the same photo the completed wheelhouse interior can be seen. The wheelhouse has now had the deck on top added; unfortunately this stops the interior being viewed unless one shines a light through the windows. Hindsight suggests that an LED would have been a good idea. #

CMSS LADY NELSON PROJECT - PART 4 - **Bruce George**

TENDER TO HMS INVESTIGATOR WITH CAPTAIN MATHEW FLINDERS

Following a period in Port Jackson, the Lady Nelson (Captain Murray) in May 1802 received instructions from Governor King that the vessel was to be the tender to HMS Investigator (Captained by Mathew Flinders) during a planned voyage of discovery along the coast of New Holland to the north of Port Jackson.

The two ships weighed anchor on July 22 and headed north. If separated they were to rendezvous in Hervey Bay, Queensland. Although the Lady Nelson had difficulty keeping up with the Investigator they met up at Hervey Bay. They then continued north. Lady Nelson, because of its shallow draught, was able to survey parts of the coast where Investigator could not go. At times Flinders left the Investigator at anchor and used the Lady Nelson to continue his survey work. Surveys were carried out in Kepple Bay, Shoalwater Bay and Broad Sound and he was aboard the Lady Nelson when Port Curtis and Port Bowen (now known as Port Clinton) were discovered. During this period the Lady Nelson grounded several times, resulting in major damage to her sliding keels and as a result Murray had difficulty keeping up with the Investigator.

Leaving Broad Sound the vessels headed for a cluster of islands to the east of the Northumberland Isles. Both vessels anchored there on September 29. They left the Percy Isles on October 4 and spent several days looking for a passage through the reefs, anchoring several times. Investigator lost an anchor on the reef and Lady Nelson lost one and broke one arm off another. As a result Flinders decided not to attempt any more narrow passages and resumed the voyage towards Torres Strait and the Gulf of Carpentaria. Flinders provided the Lady Nelson with two grapnels to help with anchoring as that was all that could be spared.

On October 17 Flinders decided to send the Lady Nelson back to Port Jackson as she was sailing poorly since losing her keels and the risk of losing the ship was too great. Although Lady Nelson was the tender for the Investigator it might occur that the Investigator might need save the Lady Nelson, seeing that she had lost her anchors and cables. With the ships parting company, the Lady Nelson, with a letter for Governor King, headed south on October 18. Thus ended the Lady Nelson's voyages of discovery for the time being.

During the southerly trip the ship anchored occasionally with the broken anchor, but when passing Cape Townsend on October 28, this anchor was also lost. The remaining anchor was let go, but the ship drifted from the intended anchorage. With only one remaining anchor and only one small boat the ship was now in a precarious situation. Murray improvised a makeshift anchor by lashing two swivel guns together whiich eventually allowed the ship to make a safe anchorage in Shoalwater Bay. It was here that the ships carpenter went ashore to improvise an anchor from an iron bark tree. The rest of the voyager to Port Jackson was uneventful and the Lady Nelson arrived in Sydney Cove (Port Jackson) on November 22, 1802.

Before the next significant voyage the Lady Nelson made another trip to Norfolk Island to convey troops to relieve the garrison. This was probably Murrays last voyage, with the next captain being George Curtoys (sometimes spelt Courtoys). He was previously master's mate on HMS Glatton, arriving from England in March 1803.

In the next part we look at Lady Nelson's involvement in the first settlement on the Derwent River in Van Diemen's Land (Tasmania). #

Bruce George (Lady Nelson Co-ordinator)

ROD CARTER CONTINUES HIS SERIES OF ADVANCES MADE DURING THE DEVELOPMENT OF DORNIER FLYING BOATS – Part 3

Flying Priests And Flying Boats Take To The Air

Throughout the 1920's and early 1930's Dornier continued his design work from his base outside Germany on the shores of Lake Constance. The next design to emerge from his bureau was the Dornier Do 12, sometimes called the Libelle III although an entirely different design from the earlier Libelles I and II.

Dornier Do 12

The Do 12 (above) was a small single-engine shoulder-wing monoplane of all-metal construction except for the wing covering aft of the leading edge and the tail surfaces which were fabric covered. The hull was of true rectangular form, without the V-undersurface favoured by most flying boat designers. The engine, initially an Argus As10 inverted V-8 engine offering 225 HP, was mounted on struts above the centre-section driving a pusher propeller and accommodation was side-by-side seats with optional dual controls. Two more seats were located in the cabin with a storage area which could also be fitted with bunks. More storage was provided in the nose including a space for anchors. The hull mounted hand-cranked retractable wheels allowed for amphibious operations and retracted completely into the hull reducing parasite drag. Under-wing out-rigger floats gave lateral stability on the water. From the first

The 'Flying Priest' Father Paul Schulte with his Do 12, named 'Das Fliegende Kreuz'

flight on 23 June 1932 it was clear that the Do 12 was under-powered, making take-off runs too long, and the Argus engine was replaced by a 5-cylinder Gnome-Rhone Titan 5Ke radial engine rated at 296 HP maximum power output.

Production numbers for the Dornier Do 12 are difficult to find. The most celebrated example is that flown by Father Paul Schulte, 'The Flying Priest'. Father Schulte was a German missionary who founded the Missionary International Vehicular Association to provide modern vehicles for missionary purposes. The motto of the association is 'Towards Christ by Land and Sea and in the Air'. Founded in the late 1920's, by 1975 the association operated a dozen aircraft and over 150 motor vehicles and boats for missionary work in Albania, Latvia, Africa, Madagascar, Korea, Papua-New Guinea, Brazil and the Solomon Islands. Father Schulte's training for the priesthood was interrupted by WW I when he served in the 4th Prussian Guard Regiment, was wounded and, on recovery took training as an aircraft pilot then serving in Palestine until the end

of hostilities. After ordination as an oblate priest in 1922 he served world-wide as a missionary, dying in Namibia in 1975. The Do 12 he operated for many years was registered D-INEZ.

General characteristics

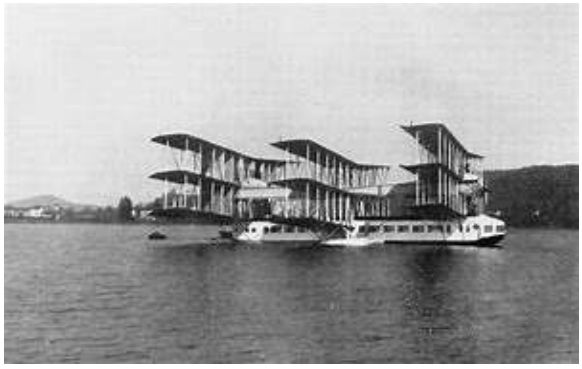
Crew: two **Capacity:** two passengers **Length:** 9.01 m (29 ft 7 in) **Wingspan:** 13 m (42 ft 8 in) **Height:** 3.87 m (12 ft 8 in) **Wing area:** 28 m^2 (300 sq ft) **Empty weight:** 980 kg (2,161 lb) **Gross weight:** 1,400 kg (3,086 lb) **Powerplant:** 1 × Gnome Rhone Titan 5Ke 5-cyl. air-cooled radial piston engine, 221 kW (296 hp) or 1 × Argus As 10 inverted V-8 air-cooled piston engine rated at 168 kW (225 hp)

Performance

Maximum speed: 210 km/h (130 mph; 113 kn) **Cruise speed:** 180 km/h (112 mph; 97 kn) **Stall speed:** 103 km/h (64 mph; 56 kn) **Range:** (Titan) 600 km (373 mi; 324 nmi) ; (As 10) 800 km (497 mi, 432 nmi) **Service ceiling:** (Titan) 5,100 m (16,700 ft); (As 10) 5,600 m (18,373 ft); **Rate of climb:** (Titan) 4.25 m/s (837 ft/min); (As 10) – 3.92 m/s (772 ft/min) **Time to altitude:** (Titan) 1,000 m (3,281 ft) in 4 minutes; (AS 10) 1,000 m (3,281 ft) in 5 minutes **Wing loading:** 50 kg/m^2 (10 lb/sq ft)

Dornier Delphin

The Dornier Delphin (above) missed the cigar for the world's ugliest or most improbable aircraft to take flight (the Farman F4X and the Caproni Ca 60 lay title to that honor). Looking rather like a generously glazed elongated ball-room bolted on to a large ship's long-boat, the Delphin was built in three versions: I (or L1 and L1a), II (L2); and III (L3). The first two (Delphin Is) were built at Seemoos on Lake Constance. The Delphin I was an all-metal single-engine monoplane flying boat with enclosed accommodation for five passengers. A BMW IIIA in-line engine was mounted in a nacelle atop the forward cabin with the pilot's station, an open cockpit, directly aft. The wings were mounted above the cabin supported by parallel struts on the lower hull and Dornier's trademark sponsons provided lateral stability on the water. The Delphin I first flew on 21 November 1920.



World's most improbable aircraft? (the Caproni Ca 60)

It appears only four Delphin Is were built, the first being sold to the United States Navy (for purposes of evaluation of the metal construction), and the second, powered by a 260 HP in-line Rolls Royce Falcon engine, to the Kawasaki Dockyard Co of Kobe, Japan. The third airframe, also a Delphin I with an Isotta Fraschini A 10 engine, and the fourth, (converted to a Delphin II with a Rolls Royce Falcon engine) were built at Marina da Pisi in Italy. The fourth airframe was delivered back to Seemoos where it was operated for some time by Bodensee Aero Lloyd before crashing at Lindau (date not ascertained). The Delphin II was a slightly more capable aircraft (with a more attractive appearance) with accommodation for a crew of two (pilot's cockpit re-located to the front of the passengers' cabin) and five (or six if the co-pilot's seat was so used) passengers. Four more were built, one crashing at Seemoos (date not ascertained), another operated from 1923 until late Summer 1924

Model of a Dornier Delphin II

by Deutsche Aero Lloyd on the Stettin-Copenhagen route then by Bodensee Aero Lloyd until 22 July 1925, thence to LV GmbH at Lindau in May 1930 and finally withdrawn from service in 1932. Of the remaining two Delphin IIs, one was sold to the British Air Ministry and the last was operated by Bodensee Aero Lloyd before crashing on 5 June 1929 injuring three passengers.

The Dornier Delphin III was an enlarged version of the Delphin II accommodating a crew of two and eleven passengers. Its first flight was on 30 March 1928 in Bodensee Aero Lloyd service but it crashed on 29 June 1929 causing the deaths of the pilot and four passengers. Two more were built in 1930, and apparently successfully test flown but were unable to be sold and so were scrapped. There is an anomaly in these production numbers since the photo below

ark D-UBIF bearing the Nazi swastika emblem on the vertical tail surfaces shows that at least one Delphin survived until at least into the mid 1930's. The swastika marking on the tail surface was introduced in the early 1930's for both civil and military aircraft, initially appearing on the port side only with the starboard side bearing horizontal red-black-white bands but the swastika was carried on both sides of the fin from March 1935 onwards, dating the Delphin in this photo to the second half of the 1930's decade (note also the porthole style cabin glazing and differently shaped vertical fin-rudder).

General characteristics

Crew: Delphin I, one; Delphin II and III, two **Passenger Capacity:** Delphin I, four; Delphin II, five; Delphin III, eleven **Length:** Delphin I, 10.25 m (33 ft

8 in); Delphin II, 11.5 m (37 ft 9 in); Delphin III, 14.35 m (47 ft 1 in) **Wingspan:** Delphin I, 17 m (55 ft 9 in); Delphin II, 17.1 m (56 ft 1 in);Delphin III, 19.60 m (64 ft 3¾ in) **Height:** Delphin I, 2.75 m (9 ft); Delphin II, 3.1 m (10 ft 2 in); Delphin III, 4.05 m (13 ft 3½ in) **Wing area:** Delphin I, 47 sq m (505.91 sq ft); Delphin II, 51.3 sq m (552.2 sq ft); Delphin III, 62 m^2 (667.38 ft^2) **Empty weight:** Delphin I, 1350 Kg (3038 lb); Delphin II, 1600 - 1700 kg (3600 - 3825 lb); Delphin III, 2900 kg (6393 lb) **Max Take-off Weight:** Delphin I, 2000 kg (4500 lb); Delphin II, 2200 kg (4950 lb); Delphin III, 3900 kg (8598 lb) **Powerplant:** Delphin I, 1 x BMX IIIa 134 kw (180 hp) or BMW III 138 kw (185 hp), Isotta Fraschini A 10 or Rolls Royce Falcon III 194 kw (260 hp); Delphin II, BMW IV 186.3 kw (250 hp) or Rolls Royce Falcon III 194 kw (260 hp); Delphin III, 1 × BMW VI inline piston engine, 447 kW (600 hp)

Performance - **Maximum speed:** Delphin I, 150 km/h (94 mph); Delphin II, 135 km/h (84 mph) ; Delphin III, 180 km/h (113 mph) **Cruising speed:** Delphin I and II, 120 km/h (75 mph); Delphin III, 160 km/h (100 mph) **Service ceiling:** Delphin I and II, 4000 - 4500 m (13123 - 14764 ft); Delphin III, 3000 m (9843 ft) **Range:** Delphin I, 450 km (281 m); Delphin II, 660 km (413 m); Delphin III, 640 km (400 m)

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Various Wikipedia
www.Aviastar.org
www.histaviation.com
The Illustrated Encyclopaedia of Aircraft, Vil 7 Issue 73 p1457
Jane's Encyclopaedia of Aircraft Compiled and Edited by Michael JH Taylor, Studio Editions #

Photo 1

BUILDING THE AMERIGO VESPUCCI

Part 3

Bob Evans returns to his model with renewed enthusiasm

"It would help considerably if the period the model represented were given"

Enthusiasm has returned, although the same frustrations referred to in Parts 1 and 2 remain. I still find the plans and scant instructions to be confusing in the extreme and the representation of the existing ship to be quite simplified in many respects, necessitating much research and scratch building. It would help considerably if the period the model represented were given so that the modeller knew what to add or what not to add. That said, I am quite happy with the quality of materials supplied, with the exception of the photo-etched sheet, which for some items provides totally unrealistic pieces. More of that later. The above photo shows the completed work to date.

Foremast

Following the theme of the kit, this also did not bear much resemblance to the real thing. There was, however, ample material available on the internet to allow reasonable additions to be made. See photos 2 and 3 right. Photo 2 shows replacements and scratch built platforms whereas in photo 3 can also be seen the kit-supplied plywood platform. This part is from 2mm ply which at 1:100 scale would mean a platform 20cm thick!

I mentioned earlier that some of the photo- etched bits are unrealistic. In particular this applies to the bottle screws supplied for the shrouds and stays.

Photo 2

Photo 3

Photo 4 shows, on the left, the photo-etched part. I have never seen a flat bottle screw before! These have been replaced using the kit-supplied attachment plate and a bottle screw made from brass tube with eyes soldered in either end (no, they don't turn Warwick!) Photo 5 shows the bottle screws attached to the hull for some of the foremast shrouds.

The photo below shows the shrouds and stays on the vessel itself. Acknowledgement to Shutterstock which has provided me with much useful reference. There is also a discrepancy in the plans as to the number of shrouds and stays. I went with the photograph. Note the solid ratlines at intervals, these I made using square section Evergreen plastic.

Anchors

The kit-supplied anchors are good, but the cat heads needed to be scratch built as the kit supplied ones were made from square section timber, quite different from the ones shown in photographs. Again this may be something to do with the period. Again I elected to go with the photographs. Photo 6 shows the anchor arrangement on the starboard side with the replacement cat head. This was made up using plastic card. There is one more anchor to be fitted astern of this one (not mentioned in the kit). Photo 7 shows the stern anchor mounted on the port side. Again I used photographs to show the correct method of attachment. This may well be a spare anchor as there is no arrangement for an anchor chain.

Midships boat cradles

The main photo (Photo 1) shows these in place. The configurations of these platforms were as seen in photos. More next issue. #

Photo 4

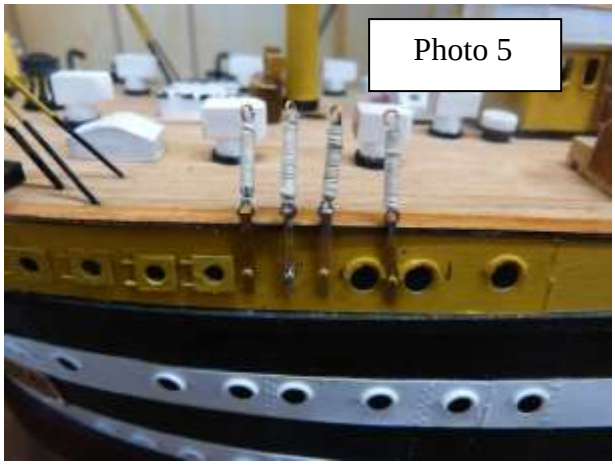

Photo 5

Photo 6

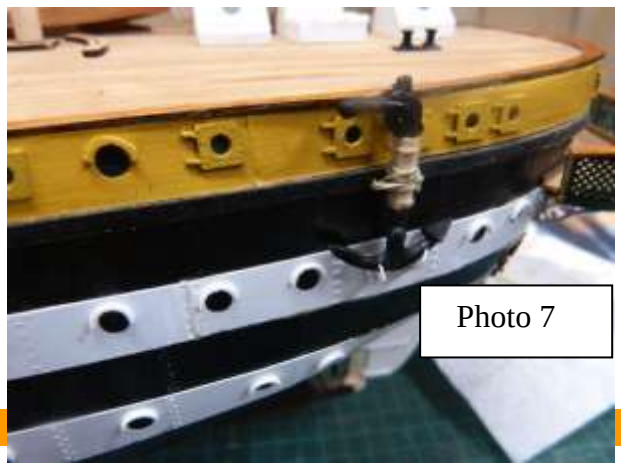

Photo 7