SCUTTLEBUTT

30th Year

30th Anniversary Edition

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS' SOCIETY

September 2018

Established 21 April 1988. Incorporated 16 January 1991

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

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 or rumour.*

INSIDE

A salute from our President to all who took part and contributed to a mightily impressive Expo18 on September 15-16. Bob described it as a highly successful Expo in terms of numbers, quality of models and displays that were presented. "The continuing participation of TF72 and the ACTSMS is highly valued and makes these events a diverse display of the ship modelling world."

More on *pages 3, 28 and 29.*

PRESIDENT'S LETTER

Dear Members,

By the time you read this Newsletter, Expo 2018 will have come and gone and I am hoping it will have been a great one, befitting our 30th Anniversary. I will not dwell on the history of the Society as I believe our venerable editor will be including comment from other Members whose involvement goes back far beyond my time. In my "Profile" (inside) I mention a few things about my time with the CMSS, beginning in 2000 so I won't repeat myself here.

Between Newsletters, we have attended the annual Malkara Model Railways and Hobbies week-end. This was another enjoyable week-end and another chance to showcase our hobby and promote Expo. I was disappointed that only Bruce Kirk and I manned the fort, with Peter Hateley madly rushing between his miniature steam trains and model boats. Thanks guys, a great effort.

At the time of writing Expo is a week or so away (the Editor likes to be on time!) so hopefully you will turn up with models in abundance. There will be a stop press mention in this Newsletter.

I also attended the Sydney Model Shipbuilders' Club annual Expo in August and what a great event that was. Thanks to Elizabeth and Robert Hodsdon for their help and pleasant company. I hope more of you can attend their next Expo, if only as visitors. It is a great event with a diversity of Exhibitors and consequently much to be learned from their expertise.

The Model Shipbuilding Course is proceeding well at Mount Rogers School and the models, although perhaps not quite completed, will have been displayed for you to judge for yourself.

My thanks go to the School for their continued support, made challenging this year due to some rearranging of space.

As Brian has said in his Editorial, I am moving on and I am hopeful that come November my wife, faithful dog and I (note the order of importance) will be relocated in New Zealand.

(*continued page 3*)

COMMITTEE MEMBERS - 2018-19

President Bob Evans
Vice-President Edwin Lowry
Secretary Bill Atkinson
As.Secretary Ray Osmotherly
Treasurer Peter Hateley
Members Bruce George, Bruce Kirk, Rod Carter
Appointments:
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.

Subscriptions

Annual Membership:

a. Canberra Area-Single $30.00, Couple $45.00.
b. Country/Interstate-Single $15.00, Couple $22.50.

Payment Details:
By Cash to treasurer at meetings/gatherings;
Post by cheque/Money Order to PO Box 158, Fyshwick, ACT, 2609; or
Bank Deposit to
Beyond Bank - BSB 325185
Acct Name - Canberra Model Shipwrights Society (or CMSS)

EDITOR'S NOTE

Duncan Holmes

Earlier this year we passed the milestone that marked 30 years of the establishment of the Canberra Model Shipwrights' Society. Inside these pages, some of our members recall the early days of the society. And this newcomer, who has been asking around, happened to question the right man on how and when the CMSS Crest originated. For those who don't know, the answer is in our story inside.

This issue includes articles mainly provided by regular contributors, but it is rich material indeed. Warwick Riddle's illuminating update on the restoration of RMS Orion, with telling photos to back up his descriptions of renovation, and in many cases remaking from scratch, makes for compelling reading (and learning).

Rod Carter continues his story of the early days of flying boats and the part whales played in pioneering air mail while Bob Evans brings us up to date on his projects and as well, we learn a lot about Bob's interesting life and career in our continuing series of Member Profiles. There are also contributions from Bruce George who continues his historical story of the Lady Nelson, while David Wintle shares his thoughts on recent books of interest. And special thanks to my old mate Duncan Holmes who has provided me with a series of his sketches (see above) which you will see in this and future editions. And also thanks to to Steve Batcheldor, for his help with this and previous newsletters, particularly for making available renditions of our crest for publication (and telling us some of the story).

Bob Evans, our president for 10 or so years, will not be offering his services in that position this time around. He and Elizabeth are re-locating to New Zealand, which to those of us who have visited that wonderful country, will not need to wonder about the attractiveness of their decision. Good luck to you both and happy days ahead.

bvoce@ozemail.com.au

(President's Letter *Continued from page 1*)
Why the move? A sense of one more adventure in our lives, Elizabeth's enthusiasm and ability to cope with the logistics and my panic stricken "what the hell am I doing this for" thoughts. All will be well I'm sure and I would welcome anyone of you who is over that way to come and say hello.

Have I enjoyed my time with the CMSS? Yes, very much so. Have I enjoyed my time as President? Yes, frustrating at times, but it is something I am very proud to have done. The role is not that arduous, particularly with the great Committee, Newsletter Editors and Webmaster I have had the privilege of sharing my time with. I have particularly enjoyed the other venues we have attended and the hospitality and comradeship we now have with other like-minded folk, the ACT Scale Modellers Society (of which I am also a Member), the ACT Model Boat Club (Task Force 72 and the Wagga Members), the Sydney Model Boatbuilders Club and others whom we have met on the way.

I believe that a long tenure in any position such as I have enjoyed is ultimately not good as it precludes changes in thinking and I am hopeful that whoever steps up to take the helm will take the CMSS to new heights.

This won't be the last you hear from me (groan!) as I am hopeful our highly esteemed Editor will welcome news from across the Tasman once I have overcome my panic and become re-established in our new home.

Thank you all and I hope to see some of you in the future and perhaps visit Expo2019.

Best wishes
Bob Evans

A Look at EXPO 2018 - More photos, Pages 28,29

Above - A sea of masts. Top right - A welcome new addition. Right - Students have made good progress. Below - Gary, Warwick and Max.

30 YEARS OF CMSS - AND EXPOS

This year is the 30th anniversary of the foundation of the Canberra Model Shipwrights' Society. The society's beginnings were inspired by an article in the 'Canberra Chronicle' about the modelling work of Roy Vizard which included a photo of Roy with his 'Cutty Sark' model. In the story Roy lamented the lack of a club or society in Canberra for those interested in the craft. This caught the eye of other model-makers and on April 21, 1988, 12 of them gathered at the Canberra Club and the Society was born.

Among them were Nobby Clark, John Cottee, Gordon Edward, Wayne Masters, Roy Vizard, and Warwick Riddle. Wayne Masters, who was then chief model maker at the Australian War Memorial, was elected president, Warwick Riddle vice-president, Roy Vizard secretary and Nobby Clark treasurer. They must have got straight down to work because in October that year, the young society held its first Expo at the RSL Headquarters in Constitution Avenue.

Roy recalled 10 years later: "The main purpose of the 'Expo' as we called it was for our members to see what fellow members were up to in the context of model making. And what a revelation it was! Clearly we had some experts among us...it was our first Expo that firmly established the society."

Current members, who have fond memories of the early days of the society, responded to 'Scuttlebutt's' call for contributions to this newsletter.

Dennis Beveridge recalls:

I joined the Society in the early nineties after attending an Expo. Our early meetings were held at the old Griffin Centre, while committee meetings were held at the Canberra Club. Later we moved our committee and general meetings to the Western Districts Rugby Union Club.

Roy Vizard was the Society's first secretary, a position he held till his death. Warwick Riddle was an early president, a position he held for a number of years and then the president's role passed to Daryl Cox for several years. After several years as a member I joined the committee as a member representative, then later I became a co-vice-president, the other being Gary Schaefer. When Daryl did not re-stand as president I took over the role and was president for several years. At the 2004 AGM I did not offer for president as we were planning to move to Tasmania. I have been a country member since. David Peterson became president at the 2004 AGM. I have only done limited ship modelling lately, but have several kits in storage and a number of plans for scratch building so hopefully I will get back into it again.

I still have my CMSS polo shirt. I believe that one of Roy's daughters organised the making of the shirts. I cannot remember who designed the emblem. I know that the "Pursuit of Excellence" was meant to signify that members built their models to the best of their ability and accuracy. For most of the time that I was a Canberra based member the focus was on wooden model ships. Later when members such as Bob Evans came along the focus broadened to other materials.

For nearly all the time I was a Canberra member, the Society's membership hovered around 20, give or take. A number of these were country members which kept the overall

The CMSS crest, left, is from an original design that Warwick Riddle painted on wood that made its first appearance at the Society's inaugural display at RSL headquarters in Constitution Avenue. It was later used for letterheads, newsletters etc. Steve Batcheldor continues the story: "There have been several versions of the CMSS logo used over the years. The original was hand-drawn and coloured. A black and white version based on the original was also hand-drawn. Another colour version was then produced on a computer by Max Fitton's daughter at one stage. Several years ago I did digitally redraw the CMSS logo in the spirit of the original, both in colour and black and white."

membership numbers buoyant. We were lucky to have the likes of Warwick, Mick Wain and David Pearson to give detailed technical presentations. Other presentations by members covered such things as models being built and more general items; I gave a presentation at one meeting on The White Star Line.

What I particularly liked about the Society was that everyone was treated with respect and I cannot remember there ever being a "heated or spiteful" meeting.

Max Fitton Remembers:

The 10th Anniversary was celebrated by a dinner at the Canberra Club. The late Roy Vizard gave an excellent speech talking about the history of the Society. (That speech provided a lot of the history outlined on these pages).

The first club shirts were embroidered by his daughter or daughter-in-law and were white with a blue collar. The first meetings I went to, were held at the Griffin Centre, a building that has now been demolished. I remember we had to wait outside on bleak winter nights for the previous group to depart. It was cold as charity, but when we eventually got inside the members geniality soon warmed the place up. I think we then moved to the Canberra Club, thence to the Western Districts Rugby Union Club, RSL Club in town and then to the Hellenic Club before finding the present home.

I well remember my first meeting. Soon after the formalities of the reading of the minutes etc had been got out of the way, Roy asked what I wanted to build. I told them that I had acquired the detailed plans for the Victory and the Cutty Sark when I was in Greenwich, UK, and I was gong to build them I was then asked how many models I had already built and the members were so kind, because when I answered "none", no-one laughed aloud. Roy was a bit flushed holding back his laughter, but I didn't take much note of it at the time.

For the 25th Anniversary we held a 3 or 4-month exhibition at CMAG, which they later stated was the best attended exhibition they had ever held. If I remember rightly we had about 60 models there, including some from interstate members such as Richard Keyes. It was quite a sight to behold Joe Allen dressed up as a pirate asking all the children if they knew the pirates favourite alphabetical letter Rrrrrrrrrr!

Warwick Riddle Adds:

If I remember it right, the first meeting of the Society was at the Canberra Club in Civic.

With regards to the Crest, I designed the original and painted it on a piece of wood for our first display at the RSL headquarters, if I remember correctly.

WE just managed to get BOB EVANS (pictured) to commit to this Member Profile before he left these shores for his new promised land. Here's his story.

A FULL LIFE AT SEA AND ASHORE

For some reason or another I agreed to a request from our esteemed Editor to provide the material for this Member Profile. Having done so I now realise it requires me to recall facets of my origins, no mean feat when it was so long ago!

It all began in March 1948 in Ealing (UK) where I was born, much to the delight of my parents (well, I hope so). In 1952 I was transported to the colony, Sydney to be exact, on the grand old Orient Liner "Orcades". I don't remember a great deal of that voyage, except the unkind weather in the Bay of Biscay, the Gully Gully men in Colombo and, for some inexplicable reason, the pink buns served to the children for afternoon tea.

My education spanned a number of schools in Sydney and Brisbane where we eventually moved to. One I remember had the quaint title of Central Practising School. I'm not sure what they were practising but knuckle rapping and blackboard duster throwing were quite prominent!

This picture at right is the first I have of any of my creations. Hopefully it will be recognised as the "Canberra", built by my fair hand at the age of around 12 and which appeared in the Brisbane newspaper "Courier Mail". The model is all card and has of course long since departed the model world.

A young Bob with an impressive model

After my High School days I attempted to join the RAN as a Midshipman. In Queensland I was one of two selected from some 30 applicants but for some reason I was rejected, apparently because I had achieved low marks in woodwork and French at my final school exam. Quite what either might have added to my ability to become a Naval Officer I am unsure of to this day! Ah well, the Navy's loss and the Merchant Navy's gain.

In 1966 I joined Associated Steamships Pty Ltd on the Australian coast as a lowly first year Deck Cadet, and was constantly reminded of this status by a number of Masters and Chief Officers!

"You're on the lowest rung of the ladder boy, but at least it's the right ladder." That made everything OK!

Armed with the obligatory pot of red lead, chipping hammer, scraper and a paint brush I was set to work chipping and painting anything that didn't move and cleaning all sorts of unimaginable stuff. This was to ensure that I had a first- hand knowledge of the ship and all its nooks and crannies. At least that's what the Mate told me. My second year was far more informative and I was allowed to enter the hallowed ground of the bridge,

albeit to clean the brass, wash the windows and stand a watch during the night where I was bade to stand outside, look for ships and learn the “Rule of the Road”, no easy task by torchlight. Knowing these rules word for word was a prerequisite to being allowed ashore, not that there was much of that travelling between Port Kembla and Yampi Sound.

Anyway, to cut this short, the third year came and went and I became much more human and knowledgeable and eventually, after six months at the Sydney Technical College I sat and passed my Second Mates Foreign Going Certificate. As an aside, the Navigation School was run by the late Captain Bill Heighway who was the Third Officer on the “Queen Mary” when she ran down “HMS Curcao”.

I will record my thanks here to those Officers and Crew who were sufficiently interested in my development to assist me in my on board studies and practical seamanship. There were other aspects of my development such as beer, tobacco etc but that’s another story!

MILESTONES

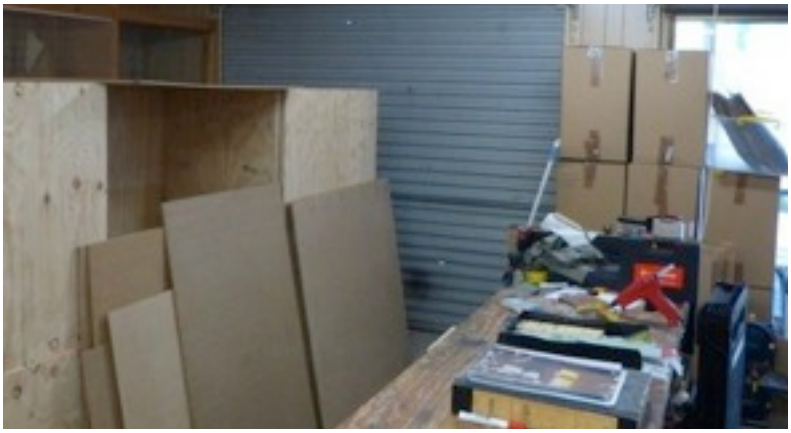
My seagoing career progressed through a number of shipping companies which I had joined to do something other than sail on the Aussie coast. There was the China Navigation Company (aka John Swire and Sons), an illustrious British Company. Three milestones during my time there, firstly I met and married my lovely and long suffering wife Elizabeth, secondly I gained my First Mate’s Certificate and last but not least I rose to the rank of Senior Second Officer. Not a meteoric rise perhaps but a most enjoyable time before I left their employ to seek greener pastures. This search took me to Liquefied Gas Carriers, an offshoot of Boral. Here I was Second Officer, rising to Chief Officer once I had learned what LPG actually was and how to handle it. This was again interesting seafaring (see “Pacific Gas” articles) with small ships but very small ports sometimes and some great voyages around the South Pacific. There followed my Master Class 1 Certificate, again studying in Sydney. This was the “big one” and no easy task I can assure you. My eldest son was born during this time so life was tough for all of us. We got there and I was off to sea again, this time as Chief Officer on a lovely passenger cargo ship called “Enna G” which operated for the Nauru Pacific Line out of San Francisco to the North Pacific American Protectorate ports of Ponape, Majuro, Truk and of course Honolulu. Six month tours were untenable and I returned to Liquefied Gas Carriers as Master where I remained for 10 years before coming ashore as a Superintendent with Botany Bay Shipping in Sydney, much to Elizabeth’s horror! Not because I was coming ashore but because of the place, I should add. Anyway we survived that and another ten years passed before we made another change, this time to the Dalrymple Bay Coal Terminal located about 20km south of Mackay. There I was employed as Principal Marine Adviser, a curious title since there was only one of me! Not a great career move but it did get me to Mackay where a position became vacant as a Surveyor with the Australian Maritime Safety Authority (AMSA). A great job and relatively stress free, at least for three years until we broke camp yet again and travelled to Canberra in 2000 with AMSA as the Principal Operations Officer. Work out the acronym for that! A couple of more senior positions there, finally as Manager, Marine Standards. A spell then with the Department of Transport as Director, Maritime Security. Great title , interesting job but the true Public Service was not my scene and I opened a small consulting business I called ARC Maritime. I had no idea what it meant but it served me well until I “retired” in 2015. All in all I have enjoyed a very interesting and rewarding career and I doubt I would change any of it if I had to do it again.

Modelling, when did it start? Encouraged by my older brother I began making models at a very tender age making the bagged Airfix aircraft kits where one simply squirts some glue and paint into the bag, shake it around and out pops an exquisite Sopwith Camel miniature (well, at least I thought they were good). I made a number of scratch built card models with input from my brother, none of which survived obviously. Modelling activities were a bit sporadic during my Cadetship but continued, largely with plastic models (here I guess I will be burnt at the stake!) over the ensuing years. My time in Mackay saw an interest in wooden models and this has continued over the years up until now with the odd

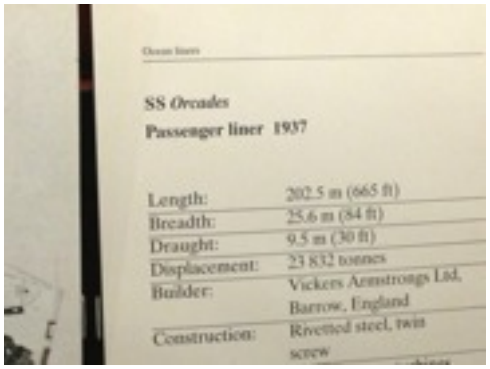
plastic in between and a large collection waiting to be built.

I joined the CMSS back in 2000 and have taken an active role since then, including President for longer than I think is healthy for me or the Society! New ideas are what is needed and I don't seem to have any left. One of the great things about the CMSS, or any other modelling club, are the companionship of like minded modellers, the wealth of knowledge freely given by fellow members, and of course, the public attendances we make with other modelling fraternities, principal of these being our own annual Expo, ably assisted by such as the ACT Scale Modellers (yes, plastic is more than acceptable now!), and the ACT Model Boat Club (aka Task Force 72.)

Pictured below is the work area I have been fortunate enough to enjoy; some would see it as a garage, but I see it as a large space where multiple models can be started, pushed to one side , and completed when conscience catches up!



Above left - Who said I don't have any unbuilt plastic models?! Sadly, the photo above right shows the state of my workshop now as we prepare for our great adventure (at least that's how my wife describes it - I prefer "sheer panic") across the ditch to New Zealand later this year. Hopefully I will be able to continue reporting from that fair land and re-establish myself in a workshop equal to the one I'm now leaving. Well, that's me in a nutshell; hope you enjoy! - Bob #



Bob Evans came, as a young lad, to this fair land in the Orcades. Model of that ship at far left is in the National Maritime Museum, Sydney.

Malkara August 2018

For quite a number of years now the CMSS has had a display at the annual Model Railway Exhibition held at the Malkara School which raises funds for the school. This event is held on the first weekend of August. We were in the company of our good friends and colleagues from the ACT Model Boat Club (Task Force 72) and the ACTSMS. Our attendance fee is always donated back to the school and it is also a great opportunity for us to promote Expo which follows in the next month.

Members should think of offering a little of their time to this and other events; it doesn't need to be all day and it is not essential to bring any models, but it does provide a chance to get together and share our hobby and to pick up some hints from the railway people .

Try it, you'll enjoy it!

Bob Evans

Photo (right) Bruce Kirk at Malkara

Help Anyone?

Contributions to Scuttlebutt are not only welcome; they are essential to the ongoing future of the CMSS Newsletter. Send your stories and pictures to bvoce@ozemail.com.au.

If you would like to discuss ideas with the editor, ring Brian Voce on 02 6138 1446.

It's your newsletter. Please support it by telling us about yourself, your models, interests and the history or stories behind the craft of modelling.

INSIDE

What's this? It's a beautifully crafted model of a Super Wal. What's a Super Wal? Rod Carter provides the answer in his ongoing series on flying boats (Page 20).

Governor King made good use of the Lady Nelson in plans to colonise Tasmania. Read about it in Bruce George's account on page 17.

CMSS GAINS A FAN

Letter to the Editor

I wanted to let you know how much my son Adam enjoyed the Naval/Maritime history at http://canberramodelshipwrights.org.au/index.php/links/ . He just got home from summer camp last week, and learned how to sail a little- he is now hooked on all things regarding sailing and boats! He's been doing quite a bit of research on-line during his computer time, and had mentioned your page a few times, and I thought you'd be glad to hear.

Adam is really into history and loves learning and often puts together projects just for his own fun about topics he is interested in. When I mentioned to him that it would be nice to send you a thank you note for the great info on maritime history, he wanted to also share this article about the history of ship building, https://www.hmy.com/a-timeline-of-ships-boats-and-yachts , that he really enjoyed. I thought it was a cool article and was hoping you might be able to include it on your page. I would love to show him he could contribute another cool article about the history of sailing and ships!

Thanks again for encouraging Adam's interest in maritime history! Hope you enjoy the article.

Hannah Zimri

Signs spotted by the ever-vigilant Max Fitton - must be in the USA judging by the cars and the spelling.

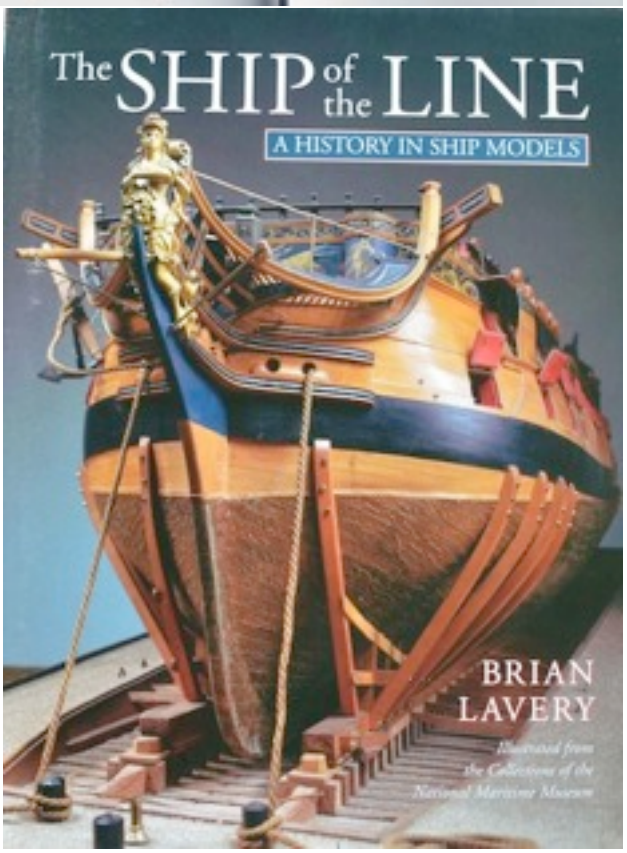
BOOK REVIEWS

David Wintle comments on two recent book acquisitions.

The Golden Age of Sail. David Ross**.** Amber Books. 2013. This book includes 100 artworks of many of the greatest sailing ships spanning four centuries. It features sailing ships of every type, from tiny gunboats, light frigates and mortar ketches to 130-gun ships of the line, armoured ironclads, tea clippers and windjammers. Text and specifications provide a clear background of each ship's development and service.
The photo (below) shows detail for Henri Grace a Dieu as shown in the book.

The Ship of the Line. Brian Lavery. Seaforth Publishing. 2014 The National Maritime Museum in Greenwich houses the largest collection of scale ship models in the world, many of which are official , contemporary artefacts made by the craftsman of the Navy or the shipbuilders themselves.

The Ship of the Line utilises photographs of many of the best examples to tell the story of the evolution of this ship type, the capital ship of its day, and the epitome of British seapower during its heyday from 1650 -1850. This period too coincided with the golden age of ship modelling. The superb full colour photographs, including many close-up and detail views, are captioned in depth. #



The photos (above) show details for the ship Victory (1737) and the cover of *The Ship of the Line*. David got these books on the internet – *The Golden Age of Sail* from Fishpond, and *The Ship of the Line – A History in Ship Models* from Book Depository.

Two speakers at a CMSS meeting earlier this year entertained members with contrasting presentations about boat-building. Roger Amos outlined his long journey to construct a nearly seven-metre trimaran, while his fellow-speaker Stuart Allan inspired listeners with his building of a model of a Marshal Islands canoe. Both boats are notably fast on the water.

BUILDING 'TEKOA'

Roger Amos has many talents, one of which turns out to be boat construction. He talked about his 15-year project building a Farrier designed Trailer-tri 680, a 6.8 metre long, 5 metre wide, 1140kg trimaran (**pictured on Lake Burley Griffin with Roger at the helm**).

Roger started construction with 42 sheets of marine ply of various thicknesses and using full-sized plans started cutting out the various components. The boat was built on a perfectly level platform or frame to ensure every component lined up correctly. Roger used a torch shining through holes in the cut-outs to check the alignment. He shaped the rudder and centreboard and even built his own boat trailer.

Logistically, building such a large boat was never going to be easy and Roger needed friends with garage space to store the trailer and the different components of the boat. In the end, he had three garages full of boat bits.

Finally, the boat was launched in 1994 with the name 'Tekoa'. Roger was staying in a motel one night and with nothing better to do, decided to read a bible left in the motel room by Gideons. Naturally, he turned to the Old Testament book of Amos and discovered that Amos was a wild tribesman from Tekoa.

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BUILDING A RIWUIT

Stuart Allen's son who lives in Hume, was involved in making models to sail on the local pond. So started Stuart's interest in building a model that was bigger and better.

Stuart had seen pictures of Marshall Islanders sailing models that interested him so he obtained the plans on the Internet and started construction. His plans were based on the model canoe (called a Riwuit) that won the Marshall Islands Independence Day Race in 2000.

Marshall Islanders built canoes for fishing and just getting around the many islands. The canoes were village assets and sizes ranged from 30 metres long carrying 50-75 people, to mid-sized canoes carrying about 10 people and single 3-metre long canoes carrying one or two people. The model canoes were mainly built by youths engaged by the community to counter problems caused by unemployment and economic problems. The models need to be trimmed for racing and the objective is to trim the canoe so it sails in a straight line.

Stuart took a lot of care in constructing his model which was expertly carved from an old surfboard and timber. It sailed perfectly. **The photo shows Stuart launching his model on Lake Burley Griffin. #**

WARWICK RIDDLE continues his story of the restoration of the large-scale model of the P&O liner RMS ORION. About 90% of the model has been completed and arrangements will be made for it to be transported back to Sydney where the local museum model makers will hopefully complete it.

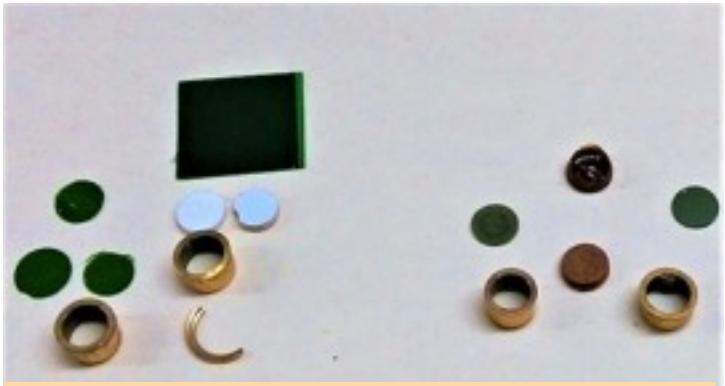
PART II

NEW LIFE FOR RMS ORION

Story on following pages

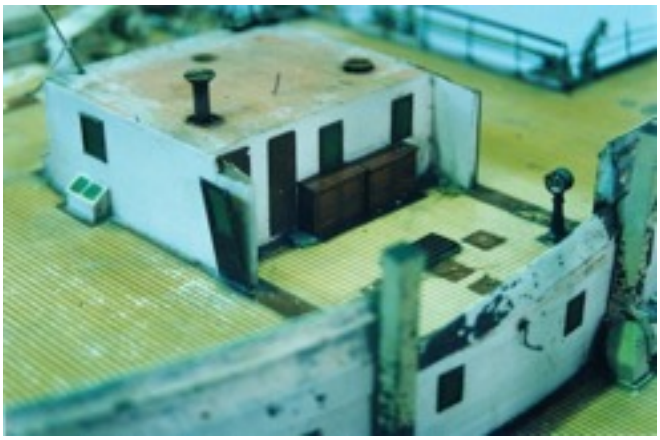
ORION MODEL RESTORATION

The next job was to restore all 800 odd portholes and windows along the hull. The portholes were cleaned, new green gel and acid free cardboard backings were made and inserted into the back section of the portholes. The restored portholes were reinstalled using a specially made tool so no damage occurred to the restored inserts. The windows were secured with small nails and again green gel inserted behind the frames. This was also done on all damaged portholes and windows on the deck houses. (Photos right)

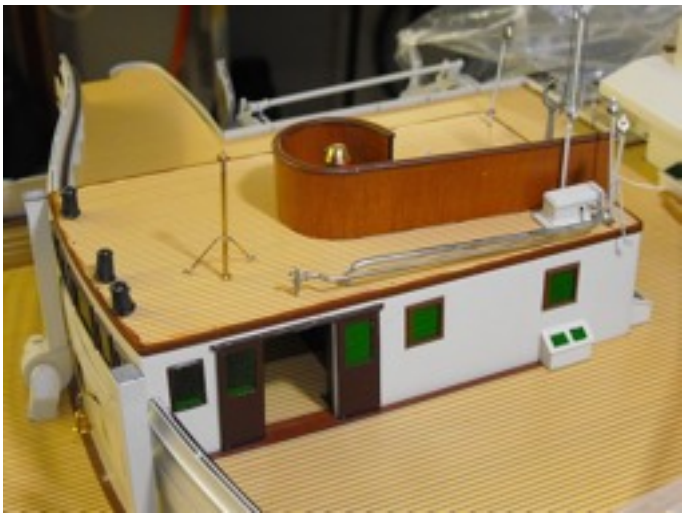


Left - new parts. Right - original parts
Below - Fitting the windows

All the upper deck houses and the funnel were in poor condition and required repair and repainting while the lower houses were in good condition being protected by the decks. To repair the houses all windows and portholes were removed and cleaned, the deck houses were also repaired and repainted with colour matched paint. The bridge was in very poor condition and required several sections to be replaced. The deck above was split in half and needed replacing. (Photos below)



Above - Bridge before repair. Below - after repair



Below - All the deckhouses on A deck and the funnel required a complete restoration. All fittings were removed, funnel removed, all damage repaired, and all were cleaned and repainted as required.

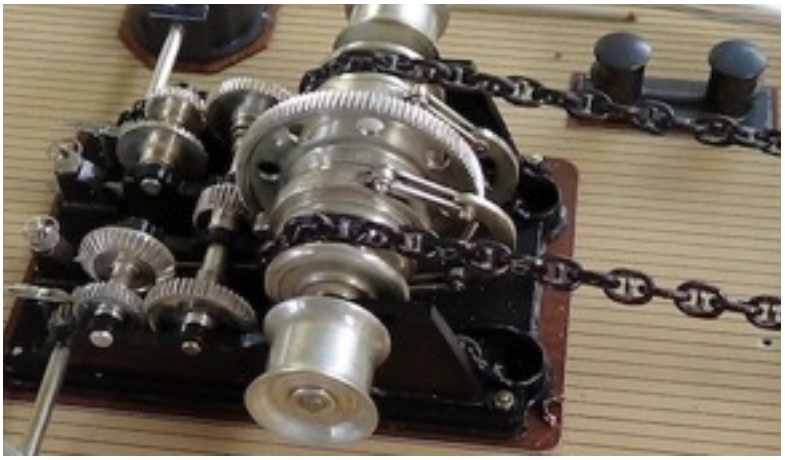
NEW WINDLASS MADE

In Part I there was a photo of the forecastle showing the windlass was missing along with several other fittings. A new one had to be built, so a lot of research was carried out to trace down a drawing of the windlass, but nothing come forward. Using the only limited detail drawing I had and many photos of its sister ship Orcades at the National Maritime Museum, I made a scaled drawing for a new windlass made of brass. Some parts were turned up on a lathe, the rest were hand-made. All joins were silver-soldered or soldered using lead-free solder. The windlass was chemically blackened.

Above - Parts for the windlass rebuild.
Below - The completed windlass

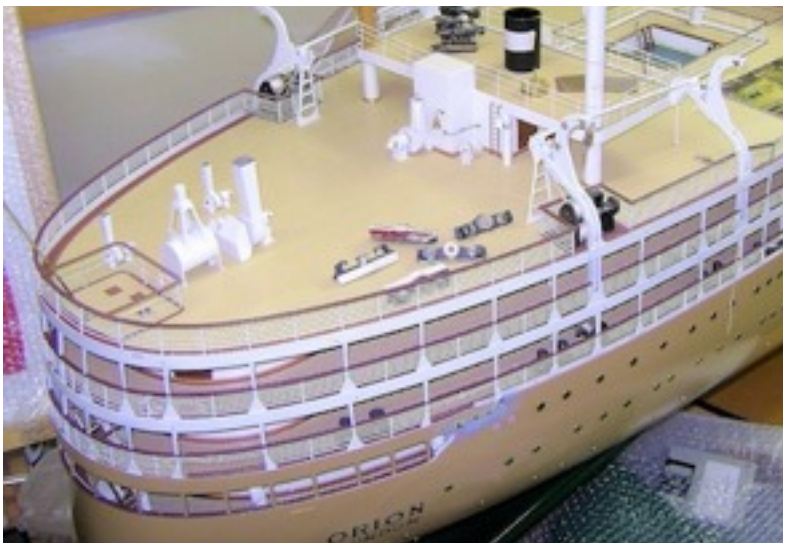
A lot of the fittings were silver-plated, so I had to learn silver-plating. Kits are available to do small items so once mastered, after several failures, it became quite easy. Preparation of the brass fittings and cleanness is most important to get a good silver finish.

Other fittings that were missing were several lifeboat winches, cargo winches, anchor davit and other fittings. The other big job was to repair the port, starboard and aft railings which were made in complete units. The aft one wrapped around decks C,D,E and F so a frame was made up to support it as it was broken in two sections. After re-joining and strengthening the joint most of the railings were replaced, especially around the stern where I used long lengths of round .020-inch brass. The original railings joined at this point. This added strength to this section.



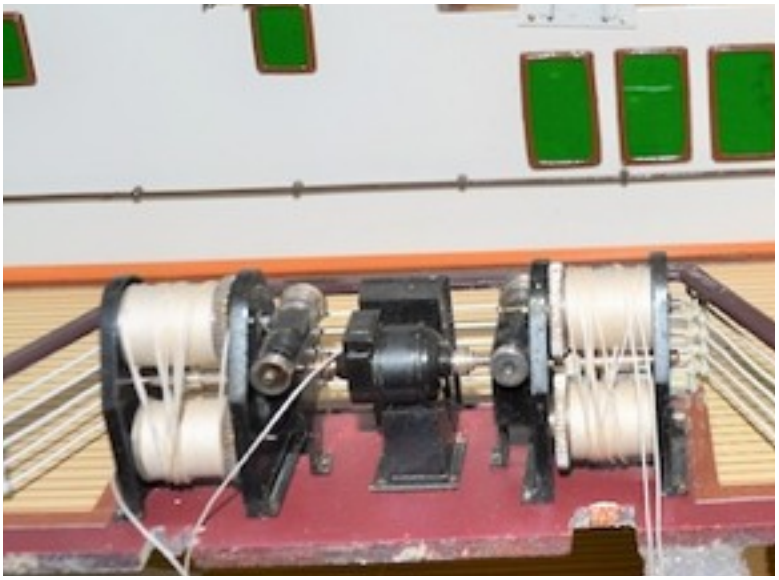
Below: Repaired aft railing section

The port and starboard railing/davit section ran the length of A deck. These were in a bad state so again a frame was made up to repair them. The rudder and the props were also missing so a new rudder was made from laminated wood and the props of brass. The blades were silver-soldered to the boss using a jig to hold the blades in place during soldering.



Four deck cargo winches and five davit winches were also missing. Using the original fittings for size, new cargo winches were made from brass and put together using lead-free solder. Some fittings were silver-plated and others chemically blackened. The davit winches were also made in the same way, but needed several supporting frames made up to hold parts in place while soldering.

Right - Supporting frames and completed cargo winch. Below-derricks and main mast rigging.



The next job was the rigging of the mast and cargo winches. Several of the derrick masts were broken, but still with their fittings and one was missing; all the derrick booms were still with the posts and had all their fittings. The broken posts were remade and the original fittings were used to complete. New derrick masts were made and the fittings were made from brass using the original as reference. The main mast was in good shape, except the last 80 mm was missing. Fortunately, a section of it was found in a box with other fittings, luckily with fittings still attached and they were used on the new section. All the other fittings were in good condition and only needed to be cleaned, while the mast was repainted. All the rigging was either missing or broken. I found most of the turnbuckles and shackles so only needed to make, I think, four turnbuckles and five shackles. All the standing rigging was made up on a rope walker with 0.18mm stainless steel wire. All other rigging was fine fuse wire and book binding cord which was ideal for the job. #

BRUCE GEORGE continues his research into the history of the Lady Nelson with an intriguing story of the settlement in Tasmania on the Derwent and evacuation at Port Phillip.

CMSS LADY NELSON PROJECT - Part 5

Lady Nelson, captained by George Curtoys, was one of the vessels selected to establish the first settlement in Tasmania (then known as Van Diemen's Land). Governor King was concerned that if a settlement were not established then there would be a risk that the French expedition leader Baudin in La Naturaliste would establish a settlement on the east coat in the name of France.

King chose Risdon Cove on the east bank of the Derwent River (near where Hobart now stands) as the site for the new settlement. Matthew Flinders and George Bass had previously visited the site during their earlier circumnavigation of the island.

The initial expedition to establish sovereignty was made by Acting Lieutenant Charles Robbins who left Port Jackson on December 23, 1803. Lieutenant John Bowen, who had recently arrived on Glatton was choosen as Commandant and Superintendant of the new settlement. He was instructed to proceed with Lady Nelson and Porpoise with men, women, stores and provisions necessary for establlshment of the new settlement. The vessels departed for the Derwent on June 11 and 17, 1802 respectively.

The Lady Nelson had an eventful voyage to the new settlement, making good progress until June 15 when she encountered strong southerly winds, and headed for shelter in Twofold Bay . The winds persisted for several days driving her back to the north. On June 21 heavy seas resulted in the loss of the ships boat. The safety of Twofold Bay was not reached until June 24, by which time her supply of bread had been consumed and only three casks of fresh water remained. A raft was constructed by the ship's carpenter in order to get to shore to replenish the water supplies, with the carpenter going ashore to cut timber for the construction of a punt to replace the lost boat. On July 1 the ship continued onwards, only to find that part of the main keel was seen drifting away astern of the ship. As a result the voyage was aborted and the ship returned to Port Jackson. On arrival in port on July 5 it was found that the Porpoise had also returned arriving two days earlier. Following repair and replenishment of supplies she set sail on August 21, but two days out the main mast was found to be sprung, so once again it was back to port.

The ship was repaired and set off on August 29, this time accompanied by the whaler Albion. The Lady Nelson had a reasonably uneventful voyage, anchoring in Risdon Cove on the River Derwent on September 9, 1803. Albion arrived two days later. The next few days were employed in landing stores and establishing the settlers ashore. Both ships departed before the end of September leaving the settlement of 49 alone and with no means of contact with the outside world.

Evacuation of the Settlement at Port Phillip.

October 1803 saw the arrival from England of two ships in Port Philip, the Ocean and the Calcutta. Aboard was Lieutenant Colonel David

Collins who was to be the Lieutenant Governor of the new settlement at Port Phillip. The venture was unsuccessful and it was decided to abandon the settlement and move its people to Van Diemen's Land. Two locations were considered, either the existing settlement on the Derwent or a new settlement at Port Dalrymple. As the only vessels available were the Lady Nelson and the Francis and they could not carry out the task in the time available, Governor King hired the transport Ocean and the whaler Edwin to assist in the venture.

George Curtoys who was the captain of the Lady Nelson and had been ill for some time handed over command to James Symons (previously Calcutta's Mate) and Curtoys returned to England on HMS Calcutta. With Symons in command, the Lady Nelson left Port Jackson on November 26, 1803 with Robert Brown one of the scientific people who came from England on the Investigator.

Rough weather was experienced in Bass Strait and after a fortnight beating against a south westerly wind the ship took refuge in the Kent Island Group. Twice the ship left the anchorage, but the weather forced it to return. The Ocean arrived at Port Phillip on December 12, with the Francis (captained by William Collins) arriving the following day. The master of the Francis reported to Colonel Collins that smoke was seen rising from one of the islands in the Kent Group.This caused concern for the safety of the Lady Nelson as she had not arrived in port.

William Collins in the Francis found the Lady Nelson in the Kent Group of islands but by then the Francis was in very poor condition with leaks and was sent back to Port Jackson. William Collins proceeded to Port Dalrymple in the

Lady Nelson arriving on January 1, 1804, remaining until January 18. William Collins arrived back in Port Jackson aboard the Lady Nelson on January 21 with a favourable report on Port Dalrymple, but in the meantime Colonel Collins had decided to move to the Derwent settlement.

Lady Nelson and Ocean left Port Phillip for the Derwent on January 30, with the first contingent of settlers, with Ocean bringing the remainder of the people later on. With the transfer of settlers completed the Lady Nelson departed the Derwent on March 6, arriving back in Port Jackson on March 14.

For the next few months the Lady Nelson was used on transport duties including taking people to a new settlement at Kingstown (soon after renamed Newcastle) on the Hunter River.

In the next episode we see an interesting series of events which closes down the settlement on Norfolk Island and the movement of people to Port Dalrymple and establishment of a settlement at this place. It is of interest to note that following the mutiny on the Bounty, Norfolk Island was re-established as a colony at a later date, with the transfer of Bounty mutiny descendants being moved from Pitcairn Island, and their descendants survive to this time. Yet another interesting story and aspect of colonisation. #

Building the Amerigo Vespucci - Part IV - BOB EVANS

Due to our decision to move ourselves across the Tasman, progress on modelling in general has been quite slow. Added to this have been preparations for the CMSS Expo and attendance at the Sydney Model Shipbuilders Expo. Besides which I am now engaged in my favourite occupation - RIGGING!

The main photographs show the current state of play. Most of the stays are in place as are the shrouds and a large number of ratlines. I am holding off on the yards until I am re-established in New Zealand, just to make transport easier- if that's possible.

Photos below show work in the bowsprit area with stays and chains fitted. Safety netting is still to be attached.

I am still none the wiser as to what is located in the forward wheelhouse upper level, but have begun by installing the usual chart table, compass and a few other bits and pieces as well as starting to build up the sides at the after end .

Most of the photos I have show awnings in many locations. These would obviously not be there with the vessel at sea, but I have elected to install one on the after deck with associated stanchions and support wires. This is not yet permanently fixed (see photo right).

Rome wasn't built in a day and being Italian, neither is the model! #

Flying whales carrying email across the seas might be a hard idea to grasp, but as ROD CARTER explains in his continuing story of the early days of flying boats, developments in sea and air power made this possible.

WHEN WHALES FLEW THE MAIL

THE ORIGINS of the Dornier Wal (or Dornier J), Claude Dornier's first major commercial success, may be seen in the late World War I design, the Dornier GS II. The Wal (German for Whale) was arguably the most advanced and successful flying boat of the 1920's and early 1930's. A broad all-metal two-step hull and Dornier's trademark stub-wing sponsons provided excellent stability on the water. The broad rectangular-plan parasol wing was mounted on struts connecting the sponsons and hull to the lower surface of the wing. Power was provided by two tandem engines in a power egg on the wing centre-line, typically BMW or Rolls Royce in-line Vees, but many alternative engines were used on the large number of airframes in the various production runs. The forward engine drove a tractor airscrew and the aft an air propeller. The pilot and co-pilot were accommodated side-by-side in an open cockpit in the forward hull with a radio/navigation compartment immediately behind, leaving a large expanse of hull for carriage of freight or passengers. Standard carrying capacity was eight-ten passengers although some of the final version, the 10-ton Wal, were built with the control cockpit moved further aft under the wing and enclosed for crew comfort, and a 12-seat passenger cabin in the forward hull. Civil (called Kabinenwal or Verkehrswal) and military versions were built.

The Wal's first flight was on 6 November 1922 at Marina di Pisa in Italy since the terms of the Versailles Treaty forbade construction of capable aircraft in Germany. One hundred and fifty Wals were built by the Italian company, Societa di Construzioni Meccaniche Aeronautica SA (later CMASA which became a Fiat subsidiary in

Wals were launched at sea by catapult

1929) before construction was moved to Dornier's factory at Friedrichshafen in Germany in 1931. There were a number of Wal variants with wing-spans ranging from 22 m (72 ft 2 in) to 28.6 m (89 ft 2 3/4 in) and a huge variety of power plants. Wal construction at the Dornier concern ended in 1936 with total construction around 300 airframes with licensed production by CMASA (30 Verkehrswal and 74 military versions) and Piaggio (14 Verkehrswal) in Italy, CASA in Spain (about 40 airframes, version not known), Aviolanda in Holland (38 military), Kawasaki in Japan (three Verkehrswal) and possibly as many as 26 military airframes in the Soviet Union. The final versions, the eight- and ten-ton Wals, were also known at Katapultwals since their primary use was as mail-carriers catapulted from ships in the mid-Atlantic.

The list of operators is long but civil airlines included SANA and Aero Espresso of Italy; Aero Lloyd, Condor Syndicat and Deutsche Luft Hansa of Germany; SCADTA of Colombia; Syndicato Condor and Varig of Brazil; Iberia of Spain; and Nihon Koku Yuso Kaisha of Japan.

Military operators were the Argentine Navy; the Chilean Air Force and Navy; the Colombian Air Force; the Royal Danish Navy; the Dutch Naval Aviation Service (mainly in the then Dutch East Indies); the Portuguese Air Force; the Spanish Republican Air Force and Navy (and the Nationalist Air Force during and after the Spanish Civil War); the Soviet Air Force; and the Yugoslav Royal Navy.

Amundsen's expedition included two Wals

The aircraft remained in production until 1936. Notable flights included Roald Amundsen's unsuccessful attempt to reach the North Pole in 1925. Accompanied by Lincoln Ellsworth, pilot Hjalmar Riiser Larsen and three other team members, his two Dornier Wals, N-24 and N-25, landed at 87° 44' north, the northernmost latitude reached by any aircraft up to that time. The planes landed a few miles apart without radio contact and N-24 was damaged in the landing, yet the crews managed to reunite. After working for over three weeks to prepare an airstrip on the ice (shovelling 600 tons of ice while consuming only 454 grams of daily food rations), Amundsen and the five crew were crammed into N-25. Riiser-Larsen took off, and they barely became airborne over the cracking ice, returning triumphantly after widely being presumed dead.

Two Dornier Wals (D-ALOX Passat and D-AKER Boreas) also played an important role in the third German Arctic expedition of 1939. In 1926 the captain Ramon Franco piloted the "Plus Ultra" on a trans-Atlantic flight, following the route made by the Portuguese aviators Sacadura Cabral and Gargo Coutinho in the first flight across the South Atlantic in 1922. The "Plus Ultra" departed from Palos de la Frontera, in the province of Huelva, Spain, on 22 January and arrived in Buenos Aires, Argentina, on 26 January, stopping over at Gran Canaria, Cape Verde, Pernambuco, Rio de Janeiro and Montevideo. The 10,270 km journey was completed in 59 hours and 39 minutes. In 1929 Franco attempted another trans-Atlantic flight, but crashed in the sea near the Azores. He and his crew were rescued days later by the aircraft carrier HMS Eagle.

The Portuguese Major Sarmento de Beires and his crew (captain Jorge de Castilho as navigator and lieutenant Manuel Gouveia as flight engineer) made the first aerial crossing of the Atlantic Ocean by night in a Dornier Wal named Argos on the night of the 16 to 17 March 1927, from the Bijagos Archipelago in Portuguese Guinea to Fernando de Noronha island in Brazil.

On 18 August 1930, Wolfgang von Grunau started on a transatlantic flight in the same Dornier Wal (D-1422) Amundsen had flown, establishing the northern air route over the Atlantic, flying from Sylt (Germany)-Iceland-Greenland-Labrador-New York 4,670 mi (7,520 km)) in 47 flight hours. In 1932 he flew a Dornier Wal (D-2053) called the "Grönland Wal" (Greenland Whale) on a round-the-world flight. In total, the Wal was used for 32 world-record-breaking attempts.

Katapultwals were operated by *Lufthansa* on their South Atlantic airmail service from Berlin

and Stuttgart, Germany to Natal, Brazil. Route proving flights began in 1933, and a scheduled service started in February 1934. Wals flew the trans-ocean stage of the route, between Bathurst, the Gambia in West Africa, and Fernando de Noronha, an island group off South America. For the first flights the Wal was carried aboard the Westfalen, a merchant ship equipped as a seaplane tender, which steamed out into the Atlantic for 36 hours. The Wal was then launched from the catapult and flew for 13 hours to Natal off the Brazilian coast where the freight was loaded onto a Junkers seaplane for forwarding to Rio de Janeiro, while the Wal commenced its return flight to the Westfalen. The seaplane tender was equipped with a "towed sail" on to which the aircraft taxied whence it was winched aboard by a crane and re-fuelled for the next mail delivery.

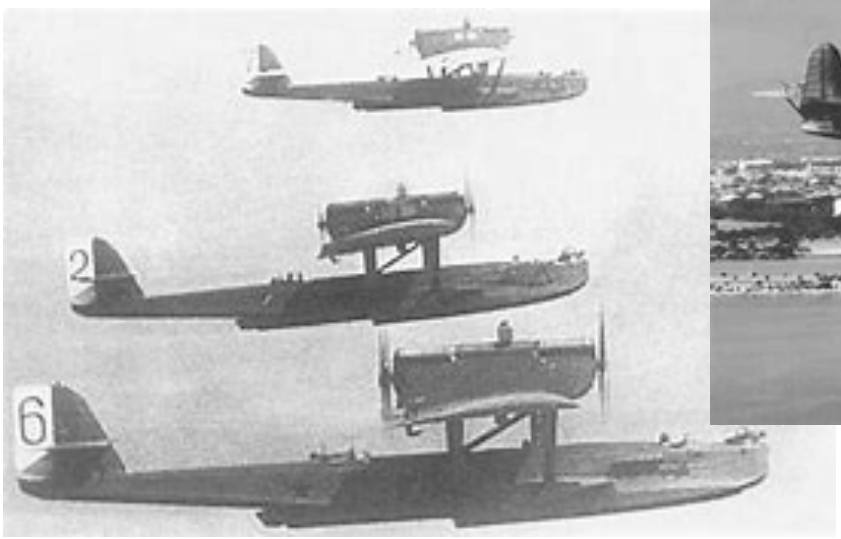
Landing on big ocean swells occasionally damaged the hull of the flying boats, especially the smaller 8-ton Wal so these were retired in favour of 10-ton Wals. From September 1934 a second merchantman was available stationed at Fernando de Noronha, giving a support ship at each end of the trans-ocean stage, providing improved radio navigation signalling and catapult launch at both trans-ocean points. When they did not have to take off from the water under their own power, the flying boats could carry more fuel. From April 1935 the ships no longer carried the flying boats out to sea. The Wal was launched offshore, and flew the entire distance across the ocean. This cut the time it took for mail to get from Germany to Brazil from four days down to three.

The first ship converted to a mid-Atlantic re-fuelling stop was the SS Westfalen, a freight and passenger liner that became out-dated for carrying mail and passengers shortly after World War I due to its small size and low cruising speed. The second vessel was the MS Schwabenland. In 1936 a new support ship went into service, the MS Ostmark, which Lufthansa had purpose-built as a seaplane tender.

Wals made 328 crossings of the South Atlantic in regular mail service before the service was withdrawn. The 8-ton Wal was not a success, only two being built, but the six 10-ton *Wals* flew the South Atlantic from 1934 until late 1938, with aircraft of more recent design replacing them from 1937.

From 1925 the French airline Compagnie Generale Aeropostale operated an airmail service on much the same route, from France to Brazil. The mail was flown only as far as Dakar in Senegal, West Africa, and then shipped across the South Atlantic to Natal aboard converted destroyers. The ocean crossing alone took five days, the whole trip eight days. From 1930 Aéropostale began trying to make the ocean crossing by air, but kept losing planes and crews. Air France, of which Aeropostale had become a subsidiary, only began operating a twice-weekly all-air service between Europe and South America in January 1936 sharing the service with Lufthansa which had initiated it nearly two years before. That the Germans had succeeded in establishing the world's first regular intercontinental airline service, where Aéropostale had failed, was due, in no small part, to the sturdy and seaworthy Wal and its reliable BMW engines. The last operator of the Wal appears to have been the Spanish Navy which retired its last Wal in 1950.

Model of Dornier Wal on water.



Military Wals in formation.

A mail-carrying Wal after takeoff.

Model of a Super Wal

General characteristics - Dornier J (Wal)
Crew: Three Capacity: 8–12 passengers Length: 17.3 m (56 ft 9 in) - 18.2 m (59 ft 8 1/2 in) Wingspan: 22.5 m (73 ft 10 in) - 27.2 m (89 ft 3 in) Height: 5.2 m (17 ft 1 in) - 5.8 m (19 ft) Wing area: 96 m2 (1,030 sq ft) - 137 m^2 (1,475 ft^2) Empty weight: 3,630 kg (8,003 lb) - 6,215 kg (31,984 lb) Max take-off weight: 5,700 kg (12,825 lb) - 10,000 kg (22,500 lb)
Powerplant: various although 2 × Rolls-Royce Eagle IX V-12 water-cooled piston engines, 265 kW (355 hp) each were common, as were 2 x BMW VI V-12s rated at 515 kW (690 hp)
Performance
Maximum speed: 185 km/h (115 mph; 100 kn) - 220 km/h (138 mph, 119 kn) **Cruise speed:** 145 km/h (90 mph; 78 kn) **Landing Speed:** 100 km/h (63 mph, 55 kn) **Range:** 800 km (497 mi; 432 nmi) **Service ceiling:** 3,500 m (11,500 ft) **Rate of climb:** 1.5 m/s (300 ft/min) **Time to altitude:** 3,000 m (9,843 ft) in 33 minutes

. Above and left - the mighty Superwals. Right- Military Wal.

(Page 4 - Super Wal model.)

DORNIER SUPERWAL

Formally known by its model number R, the Superwal was a larger development of the Wal. All but the first three were powered by four engines in two power eggs mounted above the parasol wing, the early version being known as the R2 and the later as the R4. Its design and construction were similar to the Wal in all respects other than dimensions. The passenger carrying version provided a forward cabin seating 11 passengers and an aft cabin seating eight.

The first Dornier R2 flew on 30 September 1926. It was operated by Severa and DVS as were the second and third R2s. Both Severa and DVS were government organizations whose real purpose was the development of military seaplanes in defiance of the Versailles Treaty restrictions. D-1255, the second R2, was also periodically operated by Deutsche Luft Hansa as the Narwal, remaining in service until November 1936, perhaps the Superwal that was reported to have carried 55 passengers at 125 mph over Lake Constance.

Total production of R4 Superwals was 16 airframes: two R4Gas (Gnome-Rhone built Bristol Jupiter radial engines) and ten R4Sas (Siemens-built Bristol Jupiter radial engines) operated by the Italian airline Societa Anonima Navigazione Aerea (SANA) and *Luft Hansa* during 1928 and '29; two R4Nas (Napier Lion in-line engines); and two R4Cas (Pratt and Whitney Hornet radial engines). Six of the SANA Superwals flew a route along the West Italian coast and to Spain but this service only lasted into the early 1930's with three aircraft being lost. The last Superwal in Italian service was I-RUDO, re-engined with Isotta Fraschini Asso 500 in-lines and operated until 1934 by the Italian Air Ministry. One Superwal was built in Spain but service details are not known. #

General characteristics (R4)

Crew: four Capacity: 19 passengers Length: 24.60 m (80 ft 9 in) Wingspan: 28.60 m (93 ft 10 in) Height: 6.00 m (19 ft 8 in) Wing area: R2, 143 m² (1,539 ft²); R4, 137.0 m² (1,474 ft²) Empty weight: R2, 8,000 kg (17,640 lb); R4, 9,850 kg (21,720 lb) Gross weight: R2, 10,500 kg (23,175 lb); R4, 14,000 kg (30,900 lb) Powerplant: R2 and R4 respectively, typically 2 or 4 × Siemens-built Bristol Jupiter VI, 360 kW (480 hp) each but a variety as listed above

Performance

Maximum speed: R2, 180 km/h (113 mph); R4, 210 km/h (130 mph) Cruising speed: R2, 150 km/h (94 mph); R4, 190 km/h (119 mph) Landing speed: R2, 110 km/h (69 mph); R4, 115 km/h (72 mph) Range: R2, 2,000-2,200 km (1375 miles); R4, 1,500 km (930 miles) Service ceiling: R2, 1,700 m (5,550 ft); R4, 1,500 m (4,900 ft)

References

Dornier Do J Wal: Fornier - forum.valka.cz www.Wikipedia.org The Illustrated Encyclopaedia of Aircraft, Vol7, Issue 74 p 1480 and Vol 10 Issue 110 p 2182 www.natureandtech.com "Flying Boats and Seaplanes Since 1910" pp 121-122 by Kenneth Munson, published by Blandford Press, London, 1971

Modelling the Pacific Gas- Part 6 - Bob Evans

I am afraid there is even less to report in this edition, with our impending move to New Zealand and preparations for Expo time has been at a premium. What little there is, however, I will try to describe. First, I have serious doubts as to ever actually sailing the vessel, at least on this side of the Tasman, if at all.

Photo 1 shows the completed anchor windlass with anchor chain and chain stoppers fitted. It also shows how the removable deck is kept in place which I thought was desirable, particularly if I ever do sail her. It would never do to see the tanks and pipework disappearing into the distance without the rest of the model!

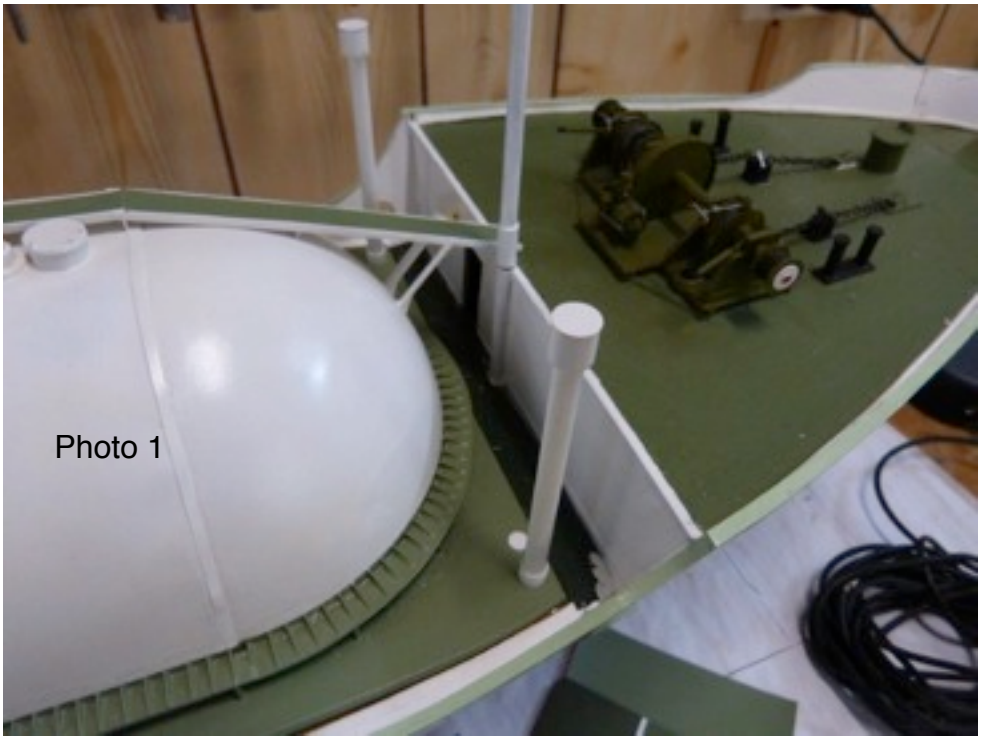


Photo 1

The two ventilator stacks have been fitted with a threaded bolt which screws into a small nut epoxied into a cut-out section in the underlying deck. This is repeated at the after end and

Pipeline System

Photo 2 shows the beginning of the work on the pipeline system. The yellow line is the vapour line and the red is the liquid line.. This area is not overly complex, but required a lot of searching to find suitable Plastruct fittings with most suppliers in Australia supplying only the basic shapes. I really needed appropriate bends to avoid distorting the tubing by trying to bend with heat. By chance I happened to come across the web site of Russ French who operates Defence Models and Graphics and was exceptionally helpful and was able to supply all my needs. Look him up, you won't be disappointed.

Photo 2

Photo 3

Photo 3 shows the assortment of fittings I was able to get through Russ, including valve bodies and photo-etched valve wheels. In the foreground is the vapour discharge line and manifold under construction. That's all for now , all being well the next part will come from New Zealand but I expect that will be a while until we get resettled. #

New Zealand Bound

Sydney Model Shipbuilders Club - Expo 2018

Below - Photos taken at the SMSC annual Expo held over the week-end of August 18-19 at the Georges River 16ft Sailing Club located at Sandringham. The venue is an excellent one and being a club offers not only a range of facilities, but also provides a ready audience aside from those who have seen the event advertised.

An exceptional amount of work goes into ensuring everything is just right. It is a very pleasant event in which to participate and in this I thank Robert and Elizabeth Hodsdon for their company and support. The Sydney Club members provide a convivial atmosphere and all in all a great week-end was enjoyed by all.

It would be great to see more of our members attend this event and it would also provide better halves the opportunity to partake in some retail therapy in the big smoke! - **Bob Evans #**

Expo 2018

Expo 2018 has come and gone. There are a few photos (this page and next) to whet your appetite and for those who didn't get there this year, hopefully this will be the incentive for 2019.

I would like to thank again the Mount Rogers Primary School and Staff for allowing us to use this wonderful facility. Without this our Expo's would not be possible.

Our good friends and colleagues from Task Force 72, the Sydney Model Shipbuilders Club, the ACTScale Modellers and those modellers who travelled many miles to support this event.

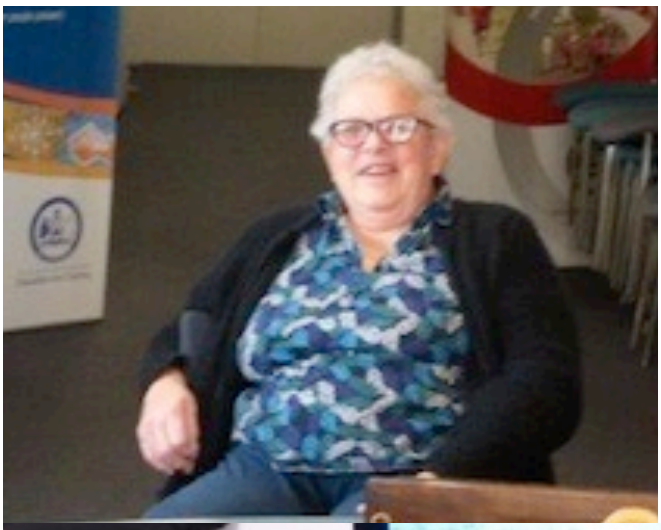
It was great to see Max Fitton, a Life Member of the CMSS , who had made the trek from Western Australia to see us. There are many more to thank, but you know who you are and I extend my sincere thanks to you all for creating such a great Expo, one of the best we have had with around 150 exhibits with a wide variety of subjects.

It would be remiss of me not to thank those who kept us well fed and watered during the two days and our well attended dinner at the School on Saturday evening. So thanks to Cath and Dave Harris, the venerable sausage cook Matt Dillon and to my wonderful wife Elizabeth for the Saturday night catering.

Well done to all; the only down side was the lack of visitors through the door, but there was some debate as to whether or not this was a bad thing as it allowed modellers to discuss many things with each other on what, for many is an annual catch up!

Bob

EXPO18 - September 15-16



Top left - Elizabeth Hodson - A welcoming face. Above - Artefacts display. Left - Ross Balderson's work. Below left - Models by Rob Lee. Below - Just part of TF72's Display.

Below - The Real Thing at Front of House to greet (the few) visitors.