

# SCUTTLEBUTT

30th Year

NEWSLETTER OF THE CANBERRA  
MODEL SHIPWRIGHTS' SOCIETY

March 2019

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.



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## PRESIDENT'S LETTER

As in the last Newsletter I am still here, this time for the March Newsletter. I'm not so sure about our resolve though so it looks like we might just stay where we are!

Not much seems to have happened during the last few months which is quite the norm for this time of year. We had our "Christmas" function during January and I hope those who came enjoyed the occasion and indeed enjoyed the Christmas and New Year Season. I am sure our esteemed Editor will include some suitable pictures.

Time now to look ahead to what we might have an involvement in during the year. There is Connect and Participate which will be during May and Ray will advise further. This event simply showcases leisure activities in the ACT and is a pleasant day, especially if located near the Brazilian dance group!

Malkara follows in August with our usual display and we will naturally be looking for Members willing to give some time over that weekend. As with all these events, you don't have to bring something to exhibit, simply be there to chat to the public about what we do and who we are.

The Sydney Model Shipbuilders Club will have their EXPO during August and this is always a great show and a pleasant weekend with our fellow modelling fraternity. I appreciate attendance requires a weekend away but it is always possible to come up for just one of those days and spend some time helping out.

Our own EXPO2019 will be held at Mount Rogers School over the weekend of September 21 and 22. This is really where we ask our fellow Members to step up and lend a hand. This event is our showcase, but requires a lot of work in preparation, setting up and running the weekend. Last year saw one of our best displays, but, disappointingly, the numbers through the door were few. This is an aspect we need to broadcast more, but I'm not sure what can be done other than the sterling job Ray already does.



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](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 - everything from photographs of your models through interesting web-links and chat.

## Society Facebook Page

The Society 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)

Acct No 03452396.

## EDITOR'S NOTE



This year, Australia is celebrating the 250<sup>th</sup> anniversary of Captain Cook's first voyage to Australia and the Pacific in the bark Endeavour. Part of the program includes a circumnavigation of Australia by the Australian National Maritime Museum's replica HMB Endeavour. As the Endeavour must be one of the most popular ships to be reproduced by Australian modellers, the forthcoming round-Australia voyage will no doubt be keenly followed by CMSS members.

When the announcement was made there was press speculation that the Prime Minister seemed to be saying that Cook had circumnavigated Australia. He later denied that. In the official press release, however, the Minister for Arts, Mitch Fifield, did say the circumnavigation would 'present both the view from the ship and the view from the shore of Cook's historic voyage', which is a little ambiguous at best.

Be that as it may, in this issue we can read about HMB Endeavour's latest voyage from Sydney to Hobart from the viewpoint of CMSS member Rachel Slatyer, who was part of the professional crew on that trip. And maybe, if she joins the circumnavigation crew, we might be privileged to read an insider account.

Writings by other members in this issue underline the fact that modellers have had early experiences which became a passion later on. Read what Bruce Kirk and Ray Osmotherly have to say on the matter in "The Storm" and our Member Profile.

Brian Voce, Editor Scuttlebutt

[bvoce@ozemail.com.au](mailto:bvoce@ozemail.com.au)

## President's Letter - Continued from page 1

Any ideas and offers of assistance will be welcomed. The space at Mount Rogers will be marginally less than last year, but I'm sure we will manage. Whilst on the subject of Mount Rogers, Members elected to take a break from model-building activities with students this year which will be welcome. We will speak with the Principal with a proposal to conduct a one-off display and talk on models and ships which are relevant to what the students are studying at the time. More on this later.

Wagga Wagga will follow at the beginning of November. I appreciate that this also involves a weekend away but those who have been find the weekend enjoyable with the chance to catch up with our local Members and of course our good friends at Task Force 72. Though principally focussed on model railways, there are a number of traders and there is always "stuff" that can be adapted to our own hobby.

The ACTSMS Expo will be held towards the end of November and this is another great show. It also presents the opportunity to partake in the crush of the "swap and sell" to replenish those of us with a plastic fetish.

Doubtless the odd one or two events might crop up and we will advise if this eventuates.

As I said in the last Newsletter we would really appreciate the views of other Members on what they would like to see happening during the year. I am aware that many non-Members read this fine publication so please feel free to comment, offer suggestions, and to participate in any of our displays, especially Expo.

Once again a special thanks goes to the news hound, Brian Voce, who has produced some stunning Newsletters which I am sure you all enjoy. Brian has the uncanny knack of eliciting articles from Members (or is it harassing?) and putting them together to make such a varied and professional Newsletter. For this good work to continue Brian needs your input, so please keep it coming. Again if you are a reader, but not a Member, please feel free to contribute to the pages.

I have mentioned before that I will not be nominating for any office at the AGM in April despite the fact that we will not be moving. I feel that the Society needs some new blood and fresh ideas, so please consider offering your services. It is not an onerous task to be on the Committee, you do not have to be a master model maker, you do not have to be a member of long standing either, so if this fits your description, stick your hand up, even for President, which after all is probably the easiest job. I think I have now been in the chair for 10-plus years. It has been a pleasure have done so, but the time has come for me to take a back seat and enjoy a new-found role simply as a Member. I look forward to it!

Best wishes and thanks to all for your support over the years.

Bob

(Not for much longer) President CMSS.

#

The Wild Deer a ship of 1,016 tons, built at Glasgow in 1863 for the Albion Shipping Co., was considered one of the fastest of the China tea clippers and later completed 10 voyages to Port Chalmers, New Zealand, carrying new settlers. Setting out on her 11th voyage in 1883 from Glasgow she was wrecked off Cloughie, County Down.





## Christmas in January

Thanks to our hosts Bob and Elizabeth Evans for a wonderful 'Christmas in January' at their Murrumbateman property on a Sunday afternoon in January. It was billed as a barbecue lunch, but it was a barbecue de luxe and, eaten al fresco on a mild summer day, provided a wonderful framework for catching up with friends and revisiting some of the highlights of an eventful year for the society. Peter Hateley brought along one of three Krait models he's building for the AWM and the intrepid Max Fitton rang from WA to pass on his best wishes, thereby joining the party in spirit if not in person.



## CMSS LADY NELSON PROJECT -PART 7

CAPTURE OF THE EXTREMENA, VOYAGES TO NEW ZEALAND, NORFOLK ISLAND AND PORT MACQUARIE

**BRUCE GEORGE** - Lady Nelson Co-ordinator - continues the story

# SPANIARD SEIZED

In April 1805 Governor King received information which indicated that a Spanish armed schooner was anchored in Jervis Bay, 90 miles to the south of Port Jackson. The Lady Nelson was despatched under the command of Acting Lieutenant Symons to investigate and if found bring her to Port Jackson.

The Spanish vessel was a two masted schooner, the Extremena, an armed merchant vessel owned by merchants in Madras, Spain. Britain and Spain were not at war at this time; nevertheless this seizure whilst illegal, took place. The Extremena upon sighting the Lady Nelson attempted to escape, but Symons fired a shot across her bows and arrested her. Following this incident the two ships returned to Port Jackson.

Meanwhile based on legal advice, it was decided to sell the vessel at public auction and hold the proceeds in trust until final adjudication could be made. As there was a shortage of vessels in the colony the government decided to bid, with the auction taking place on June 12, 1806. It went to the government of the day for 2,100 pounds. It was renamed Estamina. She gave excellent service for many years and was lost on January 19, 1816. As the vessel was beating out of the harbour at Newcastle, she drifted on to a sandbank and broke up.

Following on from this incident, the Lady Nelson was employed in carrying passengers and supplies between Port Jackson, settlements along the coasts of New South

Wales, Tasmania, New Zealand and Norfolk Island. Some of these voyagers are noted here.

In 1806 the ship made voyage to New Zealand to return the Maori Chief Tip-pa-he with his five sons to his residence. The Maori chief was the head of the Maoris inhabiting the country contiguous to the Bay of Islands in the North Island of the country.



*Fired a shot across her bows*

### **The evacuation of Norfolk Island commenced in 1804, but was not completed until 1813.**

Lady Nelson was involved in this activity. The first voyage was in 1807 where 35 men, women and children were moved to Hobart Town. Of these, 15 men and one woman who had been convicts sent to Norfolk Island were transported, now as free settlers. Her second voyage in 1808 carried 25 men, women and children, again to Hobart Town. The last voyage was from Port Jackson in December 1812 with the hired ship Minstrel, departing in January 1813, with 43 men, women and

children. Both ships arrived in Port Dalrymple by March 4, 1813.

Lady Nelson was laid up for a while at the time of the departure of Governor Bligh to England in March 1809, but soon returned to service and made four voyages to the Hunter River before the end of the year.

Also during this period Governor Lachlan Macquarie sailed in Lady Nelson on a tour of inspection of the two



settlements in Van Diemen's Land (Tasmania). She left Port Jackson on the November 4, 1811 and returned via Newcastle and Port Stephens on January 6, 1812 .

Not much is known about the Lady Nelson's activities between 1812 and 1816 and it is presumed that it was used for transporting people and goods in and out of Port Jackson to local areas.

Governor Lachlan Macquarie left Sydney on February 21, 1816, travelling overland to Windsor. He returned aboard the Lady Nelson in order to see the progress of the settlements along the Hawkesbury River, arriving back in Sydney on February 26.

On May 8, 1819, the Lady Nelson and the Mermaid left Port Jackson to carry out a survey of the entrance to Port Macquarie . On board was the Surveyor General , Lieutenant John Oxley RN, who had discovered and named the entrance during the overland expedition in the previous year.

Following this voyage it was decided to establish a settlement at Port Macquarie, comprising 60 convicts and a detachment of 40 troops. They left Port Jackson on March 21, 1821 on board Lady Nelson, Prince Regent and Mermaid. The voyage was unusually long due to adverse winds. Whilst entering the river on the April 17,

the Lady Nelson struck a sunken rock, but soon got off. Prince Regent also sustained some damage and the Mermaid ran aground the following day while crossing the bar, losing her rudder in the process. As a result, the expedition was not in very good condition with the three ships suffering damage.

Lady Nelson was quickly repaired and despatched for Port Jackson to get help and materials to repair the other two ships. On leaving the port on the May 2, 1821, however, she ran aground on rocks inside the bar. In doing she lost her rudder and stern post and the hull filled with water at high tide due to damaged planking. In this sorry state she remained at Port Macquarie and was eventually repaired, but did not return to Port Jackson until May 1, 1822, some 13 months later.

We now leave the Lady Nelson until 1834, when the Secretary of State for War and the Colonies in England , directed that a settlement be formed on the north-west coast of the continent; this was to cover the Coburg Peninsula, Melville and Bathurst Islands .

**The final episode of the Lady Nelson will outline its exploits to the north of Australia and its subsequent demise at the hands of Malay pirates.**

#

## ENDEAVOUR TO CIRCUMNAVIGATE AUSTRALIA

The HMB *Endeavour* replica will set sail from Sydney in March 2020, and head south to Hobart before turning north to commence a full circumnavigation of mainland Australia as part of the Captain Cook 250th anniversary celebrations.

The final itinerary, including the nature of HMB Endeavour's replica visit to each of the proposed locations (anchorage, berth or sail-by) and the associated dates, will be announced in the first half of this year.

Construction of the Australian-built replica began in 1988 and since undertaking its maiden voyage in 1994 the vessel has enabled hundreds of thousands of visitors to experience how Captain Cook and his shipmates lived.

The HMB Endeavour replica is expected to make the following stops:

- Northern Territory – Darwin, Yirrakala
- New South Wales – Botany Bay, Coffs Harbour, Eden, Jervis Bay, Newcastle, Sydney
- Queensland – Aurukun, Brisbane, Cairns, Cooktown, Gladstone, Hamilton Island, Lizard Island, Mackay, Possession Island, Seventeen Seventy, Thursday Island, Townsville, Weipa, Yarrabah
- South Australia – Port Adelaide, Port Lincoln, Port Pirie, Whyalla
- Tasmania – Hobart
- Victoria – Geelong, Melbourne, Portland, Williamstown
- Western Australia – Albany, Broome, Bunbury, Carnarvon, Esperance, Fremantle, Geraldton, Port Hedland

The Australian National Maritime Museum will host a series of events and activities at each stop the HMB *Endeavour* replica makes throughout its March 2020 to May 2021 voyage.

## A Modeller's Lament

**Bruce Kirk**

As a boarder at Haileybury College during the 1960s, I was able to use the old school printing shed as a hobby workroom. I designed and built a yacht, using very primitive tools, odd wood scraps for bulkheads and planking and handkerchiefs for sails. However, like many a schoolboy hobby model it met an untimely end - in the school fountain! Perhaps my writing of this poem was foretelling my modelling activity and whether one should have thought about incorporating the yacht remains as a diorama of storm wreckage.



THE WINDS whistled around the mast,

The sail filled to breaking point,

Our ship strained every nerve for the  
oncoming storm

The tempestuous sea, rising against man.

THE WAVES broke against the bow;

Leapt upon the deck unable to satisfy their  
greed.

The rain fell, unaccountable bullets,

Hitting, filling every available place.

MEN, Masters of the world,

Bend, Bow, Helpless against the  
unconquerable force,

Another claim on life for the sea,

Till at last it quietens.

MEN, never again to tread their homes.

Their rest is at the bottom of the sea.

Only shattered timbers remain,

And the sea-gulls to cry for them. #

B J Kirk, Form IIA - The Winged Heart,  
The Magazine of Haileybury College,  
Australia. No. 57, 1962

A Grade 4 experience sparked an interest in model-making for **Ray Osmotherly** (pictured right) which continues to the present day. Ray tells his story in our

## MEMBER PROFILE

I was born in Parramatta in 1939. My interest in model-making probably began when I was in grade 4 at Rosehill Primary School. One day a caravan arrived in the playground and we all were all taken to sit in front of the side of the caravan to 'see some ships'. The side of the caravan had a hinged flap which when opened revealed a wonderful diorama of ships on an "ocean" in front of a realistic sky with clouds. I can't remember whether the ships were models of the First Fleet or just a variety of different historical ships.

Shortly after this our local church had a "bazaar" (modern day "fete"). Before the day, children were invited to enter a model-making competition. I made a small balsa model of a Cobb and Co Coach and won! The organiser asked me if I would make a larger model for a forthcoming exhibition, which I did, and was paid for it. Looking back, it was pretty basic, but obviously what was wanted.

I had a favourite uncle who was an architect. After leaving Paramatta High I decided I would like to follow in his footsteps and be an architect and I enrolled at the University of New South Wales. Unfortunately my maths and physics were not good enough to be successful in Architecture and so I gave up. A great off-shoot of doing part of the course was that model making was involved.

For the following two years I worked in clerical jobs which I hated. I decided I would like to go into primary school teaching and I obtained a scholarship to go to Wagga Wagga Teachers College. This proved successful and I started teaching in 1961 at a one-teacher school at Crooble about 60 kms from Moree. At the end of three years as teacher-in-charge I decided to follow the pattern of many Australian teachers and headed for England where jobs were plentiful for teachers, especially Australians. I went by ship (the Norther Star) with the intention of staying six months, but ended up



staying five years! I met Carole, my wife to be, and we married in 1967 and came to Australia in 1968, finally settling in Canberra. The rest of my teaching career was in Canberra.

My involvement with model ship making started when I joined CMSS after seeing a wonderful exhibition by CMSS in the Canberra Museum and Gallery (CMAG). The Society ran an introductory course in ship modelling. As part of the cost everyone was given an Artisania model of the "Blue Nose" yacht. We all worked on this model at the Ginninderra College woodwork facility and had help when needed by CMSS members.

Since then I have made a number of models - not many, as the time it takes to make a model, given the time available was restrictive. I am interested in history so bought a kit of H.M.S. "Supply", which was one of the ships in the First Fleet. It was an Artisania model. The kit was reasonable, but there were a number of things I was not happy with. Much of the fittings such as stairways, grating covers, winches capstan, cross-trees and tops were made of metal. As a further annoyance the kit provided a modern union flag. This did not appear until 1801 when the red St Patrick cross was introduced. I set about amending these, using timber and making a new (accurate) Union flag. (Ray's model of the Supply pictured above).

About five years ago the CMSS was approached by one of the Sydney yachting fraternity. He and some friends were looking for someone who could make a model of a particular yacht, "King Billy", as a gift to the owner/builder to celebrate 20 years since its construction. After much thought I decided to "have a go". I had a look over the boat (and took dozens of photos of details) and was given copies of the original plans. It was quite a challenge, but I learnt a great deal from the experience. It was obviously what was required as the owner was



very pleased. *Ray's model (right) and the King Billy at anchor (far right).*

In 2017 having seen George Crossen's model of the Waverley and Bob Evans' model of the Danish paddle steamer Hjejlen, I decided I'd like to make a model of a paddle steamer. I checked out "paddle steamers" on the internet and found pictures and information on the Gisela built in 1871 and patronized by Gisela the daughter of Franz Joseph, the emperor of Austria. The Gisela is still active on the Traunsee (lake) in Austria. There were ads on the internet for people to have a tour on the lake. The ads had plans of the boat for potential customers and as well there was a video giving 360-deg. views as well as being able to zoom in to see close-up details of most parts of the steamer. I found it an interesting project, particularly as I was scratch building it. Sometime later I decided I'd like to have a trip on the Gisela and as my wife and I were going on a trip to Europe we decided to include visiting Gmunden where the boat was moored. It was a very exciting and satisfying experience as we met the Captain and were seeing the boat of which I had spent quite a long time modelling (and knew well, each aspect of it).

My latest project is making a model of the HMS "Trincomalee" of 1817. It is the oldest ship in Europe still afloat. While in England I visited the "Trincomalee" in Hartlepool. I am making this model from scratch. #



*Below: Supply with the right flag; Gisela on the Traunsee, Austria; Ray's model of the Gisela'*



## HMB Endeavour voyage Sydney – Hobart, Jan 28 – Feb 8, 2019

by Rachel Slatyer



**A voyage on any ship always starts with getting it ready.** The Endeavour hadn't sailed since early 2016. Since then, she's largely had a role as a museum ship, tied up at the Australian National Maritime Museum in Darling Harbour. A lot of maintenance had also gone on during this time. Over the last few months, crew have been joining the ship as the preparations for going to sea ramp up. A week before the voyage to Hobart, all of the 16 professional crew were on board and we spent a busy week in Sydney getting everything ready. Our tasks included work on the rigging – tensioning shrouds, running lines and, quite literally tidying up loose ends (with the aid of a hot knife). Working with the rigging on a real-life version of the ship is certainly more physically taxing than the model version, but it's much easier to feed a 1-inch line through a block than it is to do the same with a 1 mm line! Our tasks also included more mundane things – loading food and other supplies, cleaning the ship (quite a big task!), and checking all the safety equipment. I also had to start re-learning my lines! I'd hoped that rigging my model would help me remember where all the lines went when I came to the real ship, but it was wishful thinking. I hadn't forgotten everything, but I certainly felt like there was a lot for me to learn again.

The Endeavour sails with 16 professional crew and 40 “voyage crew”. The professional crew are a mix of full-time and part-time sailors, and include the officers (captain, first mate, second mate, third mate), cook and cook's mate, bosun and bosun's mate, and 6 watch leaders. The voyage crew and supernumeraries are mostly first-time sailors, and are divided between three watches, named for the three masts – foremast, mainmast, and mizzenmast. My role on board is one of the watch leaders for foremast watch.

The voyage crew joined us on January 28. With a day of training behind us, we set to sea that night and, with a nice north-easterly breeze, we headed down the coast. It was beautiful sailing, with a nice wind and a following sea. We set coarses, topsails, a topgallant and the spritsail, and were racing along at 7kt for most of the next 24 hours. It always takes the voyage crew a bit of time to adjust to the movement of the ship, sleeping in hammocks, and the ship's routine. This time was no different, so after a couple of nights at sea, we pulled

into Eden to sit out a southerly and give the crew some much-needed rest. From Eden we had two days of beautiful sailing with a steady north-easterly and a following sea. The Endeavour sails particularly well with the wind abaft the beam and with four sails set we reached a speed of 10 knots! We were also treated to some dolphin acrobatics – the first time I've seen dolphins jumping vertically out of the water in the wild.

When the wind changed to a southerly, we needed to resort to the iron staysails to continue making progress. No-one likes using the engines and steering – a challenge at the best of times – very tricky when there's a strong wind and a big swell. Our track chart showed how difficult it was – we managed to draw a love heart as we tried to hold our course!

We were joined in our voyage south by two other tall ships from Sydney – the James Craig and the Soren Larsen. The James Craig left a few days after us, but was sighted off our stern during the middle of our 8<sup>th</sup> day of voyaging. We came close enough at the end of the day for us to fire a cannon at them, and we came to anchor side-by-side at the northern end of Schouten Island. It's quite special to be in such a beautiful place with two tall ships! After Schouten Island, we had another good sail with a northerly wind before coming into Port Arthur. There we fired off another cannon which echoed off the surrounding hills like rolling thunder. With the rain and mist, it was quite eerie. Coming into



Hobart on day 11, we were joined by six other tall ships, hundreds of smaller boats and a 30 kt headwind. It was a beautiful day though, and it was exciting to be part of such a big event. It's not often that so many tall ships get together, and there's always a bit of friendly rivalry. In particular, it's important to have the best-looking ship - yards squared in braces and lifts, lines coiled neatly, and sails set and handled smoothly. Tall ship sailors care a lot about how good their ship looks!

Photos - Rachel Slatyer

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## PT-562 – building an Elco 80 foot PT-Boat in 1/24 scale

# Stephen Allen moves to wood as he builds another PT Boat

### PART 1

*(In Part 1 the kit will be described, the history of the prototype outlined, and the basic hull completed. Part 2 will see the superstructure, fittings and armament built, and painting and finishing described).*

Some years ago, I built Revell's PT-109 kit in 1/72<sup>nd</sup> scale. This is probably the most popular plastic model boat kit that has ever been produced, notable for its associations with President Kennedy and a very handsome craft in its own right. Not wanting to build yet another PT-109, I converted the model into a later Elco PT boat, PT-560, with alterations and additions and a paint scheme unique to US boats operating in the Mediterranean theatre during World War II (photo 1).

I've since wanted to build another Elco in a larger scale as an operating model, and also to try a wood-hulled build rather than using a fibreglass or plastic hull. With previous larger scale builds I had used varying quantities of wood for deck beams, decks and internal structures, but always with fibreglass

hulls. At the end of 2017, I started looking to see what was available. There is a wood-based kit available from the US producer, Dumas, but this is reputedly not a terribly good kit or very accurate and, in any case, the hull is covered not with wood but with a kind of vinyl sheeting. Other than that, it's mostly plastic kits in various scales, or boats based on fibreglass hulls.

Further searching on the internet turned up a website maintained by a Victorian modeler, which seemed to offer just what I was looking for. At pt-boat.com, John Drain offers a Laser cut version of the 80 foot Elco PT-Boat. John has spent a great deal of time and effort converting Elco company blueprints and other sources into a form that can drive his CNC laser cutter. The online information on the site showed the hull to be accurate, and the method of construction looked 'doable' as an introduction to wood-hulled building.

John offers the kit in 1/20 scale, with a smaller version in 1/35 scale, for those who might like to combine a wooden hull with the fittings and



accessories now available for the Italeri plastic kits of the Elco PT. 1/35 is big for a static display PT, but quite small for a working boat.

On inquiring, John readily offered to do a 'scale down' of the 1/20 scale version of his kit to my preferred scale of 1/24 – my other built or to-be-built coastal forces boats are all in this scale as well. 1/20 to 1/24 doesn't sound like a lot of reduction, but it was just enough to make the project feasible without building an extension to the house. It involved some redesign by John, to ensure that critical structural parts retained sufficient strength, and to ensure that supports designed for motors/shafts/servos etc were not inadvertently miniaturised as well.

You can purchase the hull components only, or the hull and superstructure. Knowing my limited woodworking skills, I chose to buy both the hull and superstructure kits, to ease the process of adapting to wood. I also planned to use a mixture of bought and scratch-built fittings to complete the boat.

I had a particular boat in mind, which would require some changes to the kit, which is designed to depict a very late war PT Boat. I asked John to modify the kit to provide a better starting point for the particular Elco I wanted to build, another of the Mediterranean PT Boats, this time PT-562. I forwarded a copy of the relevant Elco general arrangement drawing to John to show what changes were needed. As with my earlier 1/72 build, I planned to model a Mediterranean boat of 1944 (I just like the colour scheme!). John was happy to make changes to the kit, notably changing the deck from laser scribed fore and aft planking to a plain deck (this series of PT boats had sheet ply decks to save materials, money and time), and moving the locations of some deck fittings. Other details I would change myself in the course of the build.

My chief references would be the relatively few available photographs of the boat and its squadron mates, some good factory blueprints reproduced in published references, and commercially available plans – which needed to be taken with a grain of salt.

## History of PT-562

PT-562 was built at the Elco plant in Bayonne, New Jersey and completed on 11 November 1943. It formed part of Motor Torpedo Boat Squadron 29, destined for service in the Mediterranean. Before leaving for the Med, PT-562, along with three other boats from the squadron, were fitted with experimental 'Elcoplane' steps on the lower planing hull. These made the boats very fast – up to 50 knots being recorded in speed trials as opposed to the usual 40 or so knots on trial – and highly manoeuvrable. Sadly, the fittings also worked against and damaged the hulls in a seaway. They also caused more drag than a conventional planning hull at anything other than very high speed, so they were removed before the boats were sent overseas and never fitted to any other PT Boats.

In service the boat carried the usual two twin 0.50 cal. machine guns mounted in tubs on each side, a 20mm Oerlikon gun forward, and a 40mm Bofors aft. The boat was equipped with four roll-off racks designed to carry aerial torpedoes. The roll-off racks replaced the earlier and much heavier tubes, freeing up weight and space for a heavier gun armament than earlier PT Boats.

PT-562 served in the Mediterranean from the beginning of 1944 through to November of the same year with Squadron 29, taking part in many actions and operations. These included the occupation of the Island of Elba and Operation Dragoon, the invasion of Southern France in August 1944. In the Med the US Navy boats operated under the direction of Royal Navy Coastal Forces and frequently took part in actions in company with RN MTBs and gun boats. The US PT Boats were highly valued for their excellent and reliable surface search radar and were frequently used by senior officers both USN and RN to direct other boats to their targets. Unlike their Pacific Theatre counterparts, these boats didn't operate principally as gunboats. In the Mediterranean the torpedo remained the preferred anti-ship weapon for coastal forces right to the end of the war. Their principal targets were heavily armed and armoured German 'F' lighters, often escorted by Flak lighters, and large German or

Italian Torpedo Boats which they could never hope to outgun or outshoot. Torpedoes remained essential for successful attacks. Squadron 29 was disbanded in November of 1944 and the Squadron boats were either returned to the US for use in training or transferred to the Soviet Union under lend lease. PT-562 was transferred to the USSR in April 1945 and was eventually scuttled in the Barents Sea in 1956.

Squadron 29 boats wore a particularly attractive overall camouflage scheme of 'Thayer Blue'. This was a very light and very pure blue colour specifically intended for low visibility at night. In common with many of its squadron mates, this boat also carried yellow and red air

recognition markings on the deck, yellow forward and red across the stern. By 1944 Allied aircraft were a far more dangerous threat to these boats through friendly fire than anything the Luftwaffe could hope to do. The scheme makes an unusual change from the usual green and black patterns seen on most PT Boat models.

### Getting started on the hull

To quote the excellent instructions:

'This kit comes as 8 sheets of very fine grade 1.5mm Scandinavian plywood containing 122+ pieces of very accurate laser cut parts, including ribs, transom and parts to make up the laminated keels, laminated deck runners, battery box, steering servo, motor mount and also parts to make a stand'.

John also supplies many parts in duplicate, knowing that some modellers (like me) will probably need

spares after they have worked out how to destroy their initial pieces...

The hull is built upside down with standoffs extending from the deck runners glued to the board, so it needs to sit on as flat and stable a surface as can be managed. I made a building board from two sheets of 15mm Melamine board separated by two pieces of substantial pine strip. Screwing the boards to the pine allowed me to 'tune' the boards to take

out any warp, sag or hogging, checked by using a long ruler and a level.

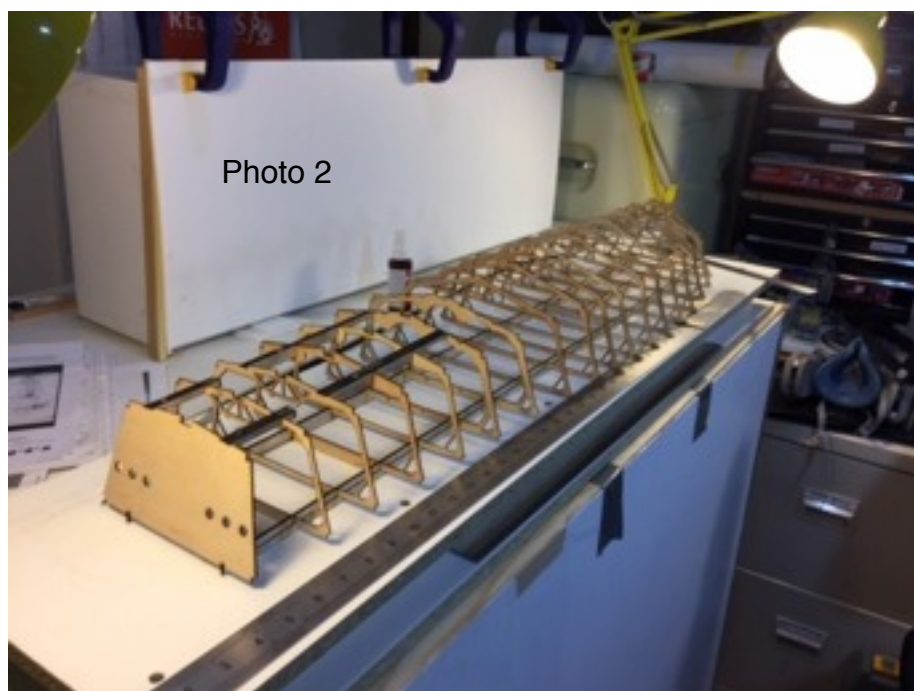
I spent a lot of time reading and re-reading the instructions and advice provided by John and identifying all of the parts. Many are multiple parts laminated together using jigsaw type joints, so it paid to make sure that the right parts

were going in the right places before gluing anything together.

### Step one – Hull in frame. (photo 2)

The ribs are slotted into the deck runners, and then the laminated keel is also slotted into place. The keel has to be filed and sanded to the correct profile for the later addition of planks –There are engraved marks on the outer sections of the keel to guide you on how far to sand and at what angle. Once you have added the transom, you effectively have the whole hull in frame. This took about a week, counting the cutting out and sanding of detached parts.

Profiling the keel and making sure the ribs were at 90 degrees to the building board were the only slightly tricky parts of this stage of construction. I used medium superglue for most of the joints as it helped to speed construction, though I used a 30-





minute epoxy to build up the laminated keel and deck runners to give me a little time for adjustment. One of the first things that is apparent about the build is how thin the formers are, being 1.5mm ply.

While they are locked in place by the deck runners and the keel, they remain quite wobbly and prone to distortion until the chine rails and gunwales are also in place. Even after this point care needs to be taken with the planking, as this too can warp the ribs.

As an operational model, you also build in reinforced additional keel sections for the prop shaft entry points, engine mounts and rudder and shaft 'P' frames as you go. Sturdy motor mounts are also built in as part of the ribs. Being built into the basic structure these are all automatically aligned if the original laying out of the deck runners is accurate.

The hull framing is finished by adding shaped bow pieces at the gunwale and the chine. The remaining sections of the gunwale and chine are added from 4mm wood strip supplied by the builder.

The whole hull at this stage is very light and a bit flexible. Counting the transom, there are 21 stations, enough to form an accurate hull.

### **Step 2 Planking (Photos 3,4)**

The planking, double diagonal as for the real boats, is supported to assume the correct curvature by the ribs and the chine and gunwale. This is the bit of the kit's design which I was, frankly, most worried about. Most hard chine hulls I have seen built by other modellers also have additional longitudinal stringers to support the planks along more of their length, and I was worried about whether I could get a good result. I

used 0.6mm ply strips also supplied by John with the kit.

I used a fairly sharp angle for the diagonal planking – about 60 degrees measured from the baseboard –

for each layer, rather than 45 degrees. This helped to ensure that each plank would be supported at some point in its journey at three points – either the keel, a rib and chine for the bottom planking, or the chine, a rib and the gunwale, for the hull sides. At this angle many planks ran across two ribs and so had more points of support. I used medium superglue and a lot of finger skin, to secure each plank. Following the instructions, I started with planks that would be full length, and then worked my way

forward and back, to the bow and the stern, where shorter lengths were needed.

After the first layer is trimmed, some sanding is possible to help level it out but John is at pains to point out that the first layer of planks should only be glued to the hull frame, not to each other. The idea

is that, remaining flexible, any small deviations in the first layer can be corrected and pulled in by the second layer of planking laid at the opposite angle. Between layers, and after completion of the second layer, the planks have to be snapped roughly to length, then sanded true for the chine line. The gunwale waits for final shaping until after the hull is removed from the building board. I used a pair of Xuron shears to cut the planks before sanding. To my surprise, this whole process worked really well – I am sure it would have worked even better for a more experienced modeller. I did have difficulty

getting the planks to bend to conform to the curves of the bow (I snapped a few, but went better after



Photo 3

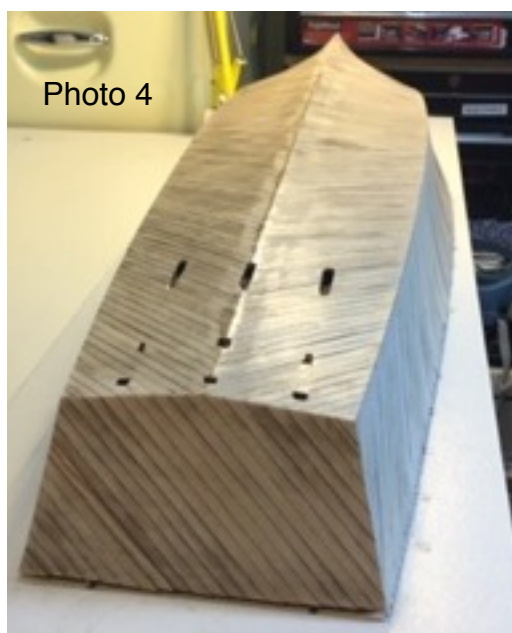


Photo 4

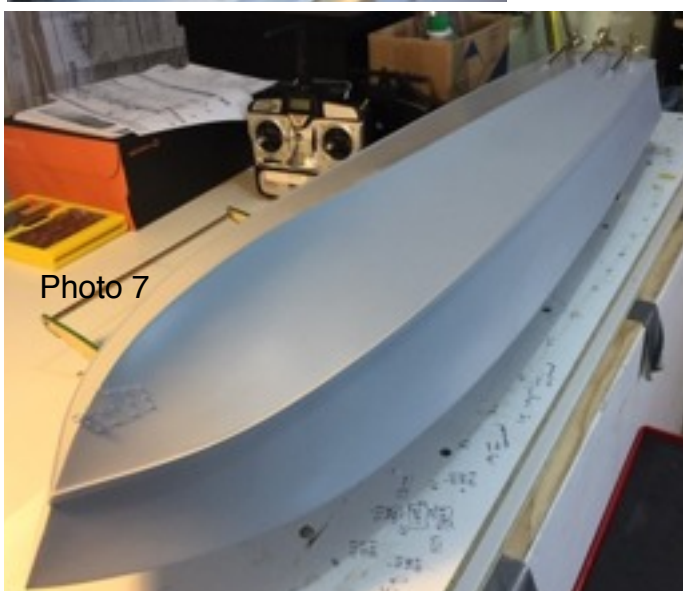
soaking some planks to help them bend) and there are one or two places where I had to rip them out and start again, but on the whole I was happy with the state of the hull prior to sanding and sealing. Cutting the hull from the building board after sanding was a fraught exercise. The excess length of planks and the width of the board made it hard to get in under the hull, but eventually I managed with a long flexible saw blade. Turned right way up, the planks were trimmed to length and the gunwale sanded. The deck runner extensions are cut off at this stage and the deck beams sanded smooth in preparation for the deck. The hull looked nice and true, without warping or twisting, and with much sharper keel, bow and chine lines than you get from most fibreglass hulls.

### Finishing the hull (Photos 5,6,7)

I used finishing epoxy resin to seal and waterproof the hull inside and out, three coats sanded in between.

Fixed interior equipment – motors, rudder posts and stuffing boxes, were fitted at this point, and lined up nicely. There is not a lot of room in the boat to fit motors, coupling and shafts, and the props sit very close to the rudders, but it all fitted – just.

Next came the chine guards. These must take a fair curve and twist around the bow section where the chine rises. I used a couple of strips of flexible beech for these, which made the whole process a lot easier. More epoxy resin followed, to seal these strips in. When sanding the chine guards edges have to be kept sharp as rounded chines don't work as well in the water.



The deck comes in two layers with four interlocking pieces and was very straightforward to attach – just slow-setting epoxy and lots of weights and tape to hold it down while it sets.

The deck also forms the gunwale guards which overlap the hull sides.

(Photo 8)

Automotive high-build primer/filler followed by finer modelling primers (Mr Surfacer and then Tamiya fine grey primer) finished the hull and deck.

Final work on the hull involved fitting the towing plate and eye at the bow waterline, made from thin brass sheet with brass imitation 'bolts'. I couldn't quite work out from plans where this tow plate should sit in relation to the waterline and so



guesstimated its position – this turned out to be accurate once I had a better idea of where the painted waterline would go.

A final step is to remove deck beam sections from the interior of the coaming that the superstructure fits over. These sections are not thrown away but are used later under the cambered deck sections of the removable superstructure.

#

*Continued next issue*



Golden State



# BUILDING THE FIJI GAS - Part 2

Move or no move, model-building continues, as **Bob Evans** moves forward on his latest project.



Well, obviously I'm still here, the housing market being what it is we might well remain here, but that's another story!

Surrounded as I am in my workshop with models and tools packed for the big move my only possible modelling is to advance the "Fiji Gas" which I hope you can see in the photos.

The photos show where I am at in the construction. Photo 1 shows the vessel on its base with a few bits and pieces waiting for a home. The lifeboat shells were purchased from Floataboat along with a few other bits and pieces including some lettering (Beccs) which they stock. Great service, swift delivery, everything you need. If only they had an up-to-date catalogue!

Photo 2 is the fo'c'stle still with some work to do. The windlass is made up from various bits and pieces, largely from plastic sheet, strip, tube and angle, the goose neck vents are from plastic tubing which, if you are lucky, will fall into the right shape with the application of gentle heat. The rope reels were constructed with plastic tubing the ends of which are from a sheet of etched brass valve wheels which I

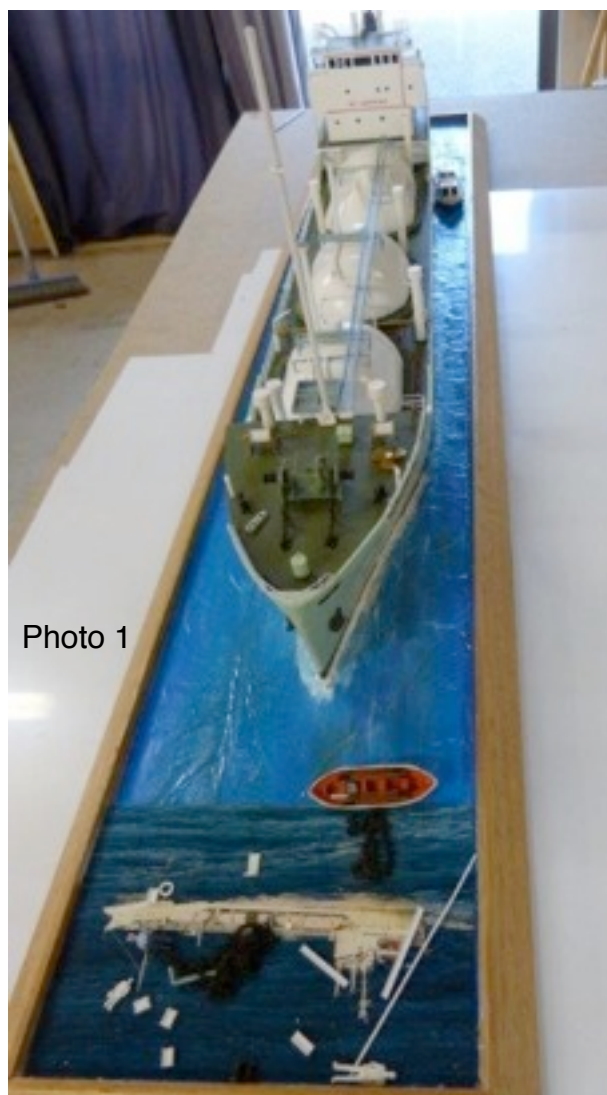


Photo 1



Photo 2

purchased for the “Pacific Gas” with the legs made from soldered up bits of brass strip. A few more bits and pieces need to be added and, as I said in the last issue, the only references I have are the dockyard brochure and a few photos.

Perhaps now, a word or two about the “water”. This is a constant problem for me, rather like rigging! On this occasion I consulted Mr. Google which among hundreds of bewildering articles came up with one which uses kitchen alfoil. Since the vessel was depicted embarking the pilot somewhere in Papua New Guinea I did not need to model raging seas, the rippled effect is simply achieved by rubbing a suitably sized piece of alfoil between your hands which creates the rippled effect. Apparently plasticine or something similar can be rolled into shape and laid on the board with the alfoil then positioned on top of this. The end result appears good but I haven’t tried this as yet. I then used oil paints of various shades, built up at the bow and stern, to try to create a sea like appearance. I then sealed the whole thing with some satin spray sealer of the sort used by real artists to protect pencil or charcoal drawings.

Before leaving the base and the sea, I will explain the small craft (Photo 3). This was made up with plastic card, some wood strips for the decking and a few other bits and bobs. The scene depicts the pilot embarking (or disembarking I suppose) with the attendant crew member waiting to escort the Pilot to the bridge. An advantage of small ships is that he didn’t have far to climb! My son is very fond of our large German Shepherd, Mate, so I took the opportunity to place a model of him on the pilot boat. Not likely to happen in reality of course. (see closeup previous page)

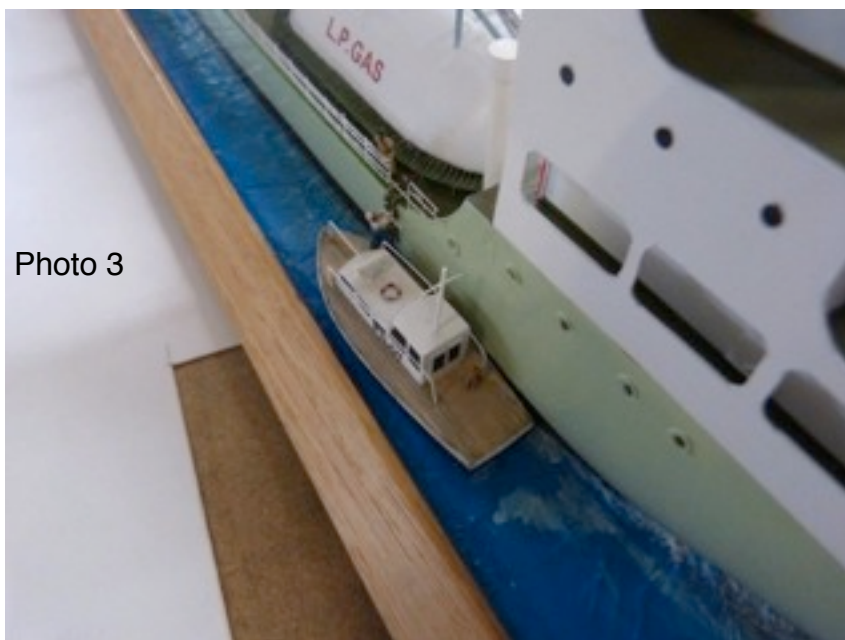


Photo 3

I sourced these figures from “All Aboard” a model railway shop in Mittagong, NSW. Fantastic service and very swift delivery. Happily, 1:120 scale equates to TT scale in railway speak (TT=Table Top) so some workers and German police (and police dog) were converted to Fijian crew members, Pilot etc.

Photos 4 and 5 (below and next page) depict work started on the catwalk and tank pipe work. Again, without a plan this is a bit problematic, however the principle is simple. Vapour is taken from one tank, through a compressor and into the tank to be discharged. The flow of liquid is aided by a liquid pump. Compressor and pump is located in the foc’s’tle and all pipe work enters and leaves this area to the manifold. In addition there are pressure relief valves located on each tank top and this is the larger white pipe work you can see which connects to the vent mast.

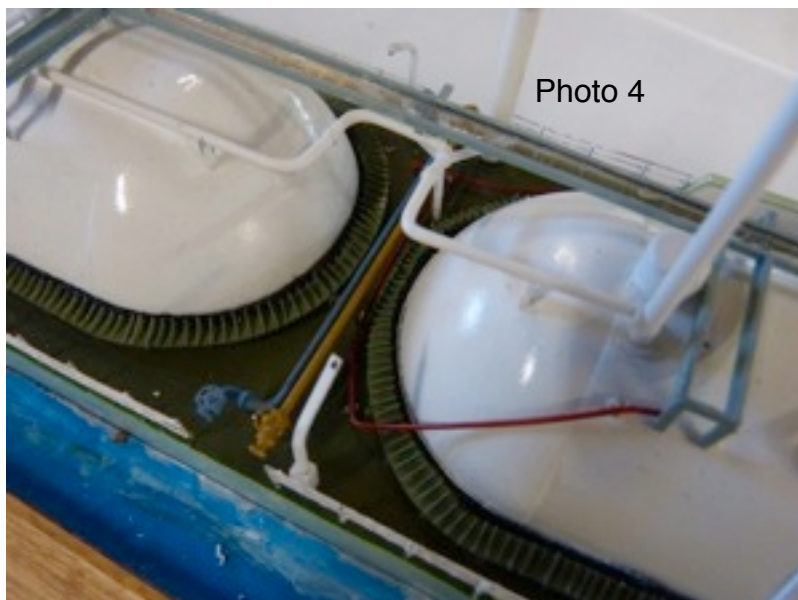


Photo 4



Photo 5 shows progress to date overall with the cargo system-still a long way to go!

Photo 4 is the manifold area, not yet complete of course. On this ship yellow represents the vapour line and blue the liquid whilst the red pipe work is the cooling water pipe for the tanks in case of over-pressure and temperature, occasionally experienced in tropical waters. Using them generally incurred the displeasure of the Bosun as sea water tends to leave some long rust discolouration which then needs to be attended to by said Bosun and his merry men.

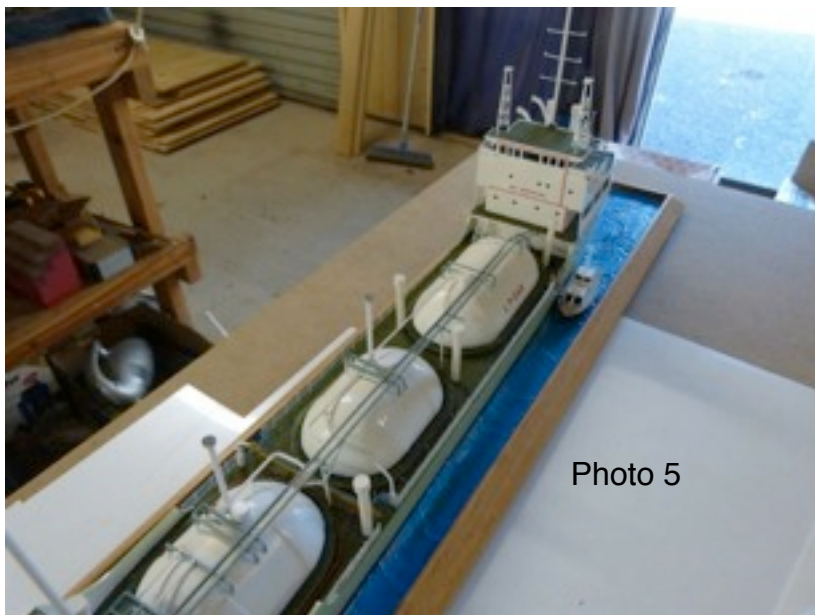
The catwalk was built up with plastic angles and strips whilst the gratings are some suitably sized photo etch I found in the “never throw anything away” box.

#### Photo 6

This is the area that puzzled me most. as all the detailed photos I had were taken from forward looking aft. I think what I have done is reasonably accurate, but I think the store room door is not behind the davits, but on the rear bulkhead. I might need some reworking in this area.

It seems that we will still be here for the next edition, so more then.

#





## **“J” (Javelin) Class Destroyer - HMS JANUS, 1939-1944**

### **Part 2**

**Bruce Kirk continues  
his story**



HMS Janus



The Penguin Model Kit box (above) containing one 1" to 33' (approx. 1:398) scale of a World War II Royal Navy “J” Class destroyer was in reasonable condition given its age of manufacture - approximately 1946. The contents, however, were not so lucky. The shaped single-piece waterline wooden hull was in reasonable condition, but the previous model owner had glued on the plastic main deck which was now warped and lifting from the main deck/forecastle break. Some of the key superstructure fittings were also badly warped and shrunken as though they had been stored in an excessive heat environment.

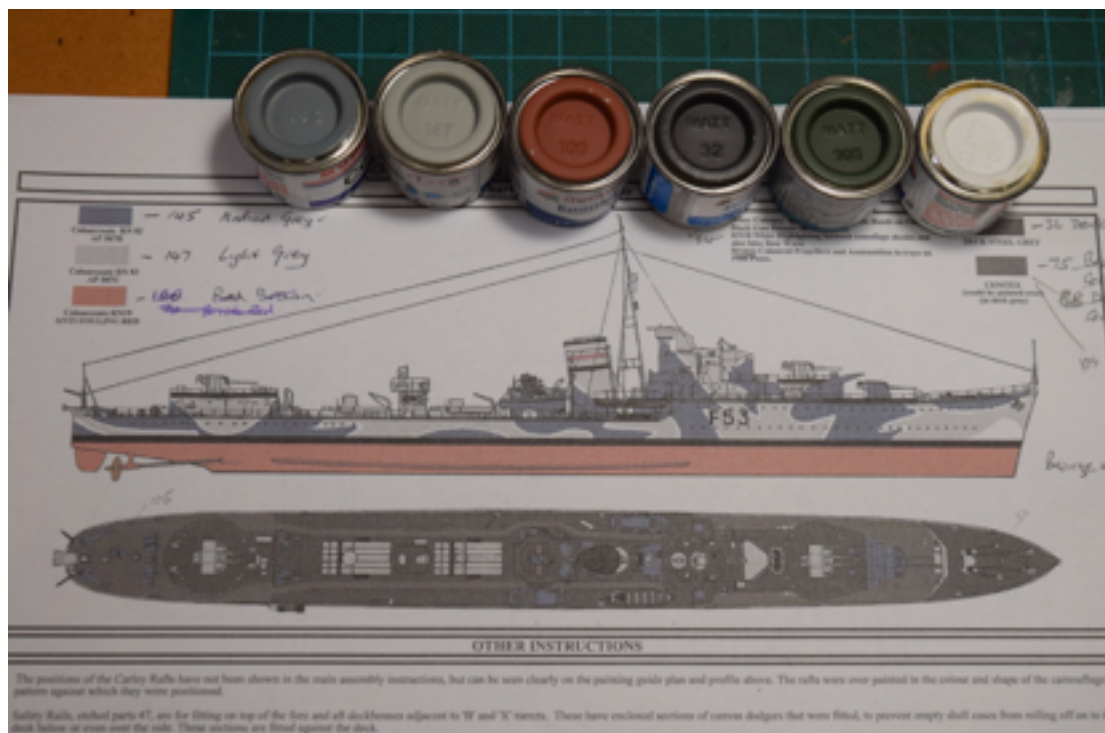
I thought about discarding the kit. However, as I acquired it at the annual ACT Scale Modellers' Association SCALEACT “swap and sell” (which always just happens to be opposite our Canberra Model Shipwrights Society stand) for a nominal price, no harm done if it did not work out.

Interestingly, there were two rolls of printed pre-cut paper for the starboard and port hull sides. These were coloured grey with printed anchor and portholes. One just had to glue them onto the hull sides – certainly easier than individual planking.

The instructions consisted of one very fragile printed sheet, so a photocopy was used as the working

document. The sheet contained written step construction instructions, side cut-away and top view diagrams and a parts list. It is also nice to know that things haven't changed today in the modelling world, as the instructions attest:

*“The usual difficulties associated with the construction of kits have been eliminated and you will find that it is only necessary to relate the parts shown in the numbered schedule to the “exploded” drawings to make a really first-class job.”*



Camouflage and color scheme for HMS Janus from White Ensign Models. The drawing is faithful to the original paint pattern - see photo of actual ship, previous page.

The model itself is:

- Length: 330mm,
- Width: 55mm
- Height: 92mm.

## How to display?

As the kit is a waterline model, sitting it directly on a shelf might look a little bare. Unfortunately, the lower section of the port bow hull paper roll was missing. I can only assume some insect enjoyed their dinner.

Could showing the ship as damaged after striking an acoustic mine on June 14, 1942 while on duties in the Mediterranean Sea be the answer? It seems I could not escape incorporating some form of water diorama as, alternatively, showing the ship in repair dock did not appeal.

After looking through *HMS Janus's* history again, my answer was to represent its action of May 13, 1940. After sailing to the Hook of Holland to assist in evacuations (Operation ORDANCE), it took the damaged destroyer *HMS Versatile* in tow. This destroyer had taken on-board casualties from an air attack at the

Hook of Holland and also had on board soldiers of the Irish Guard who were subsequently transferred to *HMS Janus*.

A search through the "odds and sods" box turned up enough bits to make a wharf, so I decided to incorporate *HMS Janus* arriving back in England that evening, *sans* HMS Versatile.

The setting solved, what colours to paint the ship? As I had already decided on camouflaging the ship, a Google search turned up a camouflaged 1940 *HMS Janus* (F53) from White Ensign Models (above). Unfortunately, this particular ship kit is no longer available from White Ensign Models. Some cross matching of paint brands enabled me to use Humbrol Enamel Matt which I had at home.

## To Work at Last

In summary, making this model was enjoyable, but with challenges and some moments of grief (not unknown to us modellers!) as I will explain through this series. Working with wood and plastic is interesting, especially in an "old" kit when the quality and texture of fittings is unknown.

Starting at the beginning. The first task was to remove the entire one-piece plastic deck from the wooden hull.

This was the only completed model task done by the previous owner. There was a significant gap between the main deck/forecastle deck break and further depression and cracking along the forecastle centreline at this junction, along with some misalignment between the deck sides and the hull. Although the model is not large, I found some deck sections were glued with the intent of remaining so “in perpetuity”. Fortunately, by using a narrow plaster filling knife, gentle hammering and a few kind and gentle words, I was eventually able to remove the entire deck in one piece without breakage.

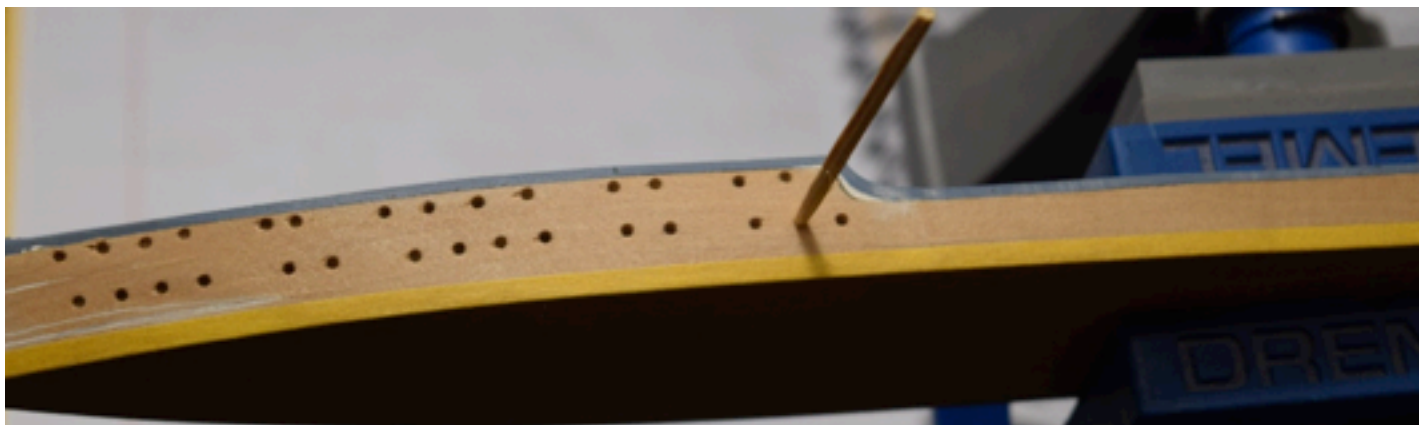
After cleaning the old glue from both pieces and with further sanding of the wooden hull deck surfaces, the renovated plastic deck fitted much better to the hull. But how to flatten the warped section just above the break? I tried: The hull was then sealed using Jo Sonja’s

The paper hull sides were used as a template for marking out the portholes and anchor hawse pipe. These were then drilled out and sanded (below).

As the model is waterline, the boot stripe is still visible. This area was masked off with Tamiya tape, to be removed later before this area is painted black. Humbrol Matt Enamel paints were used on the model and applied by brush.

The hull and superstructure camouflage scheme consist of three colours: white, medium grey and dark grey. Initially, the hull received two coats of white paint, reaming out any paint filling the portholes.

The question is then how best to apply the remaining camouflage greys? One can just use the free-hand method, but there is the problem of possible seam lines and overlaps. To try and cut out camouflage shapes



All-Purpose Sealer. heating with the hair dryer – to no avail except fumigating half the house; and

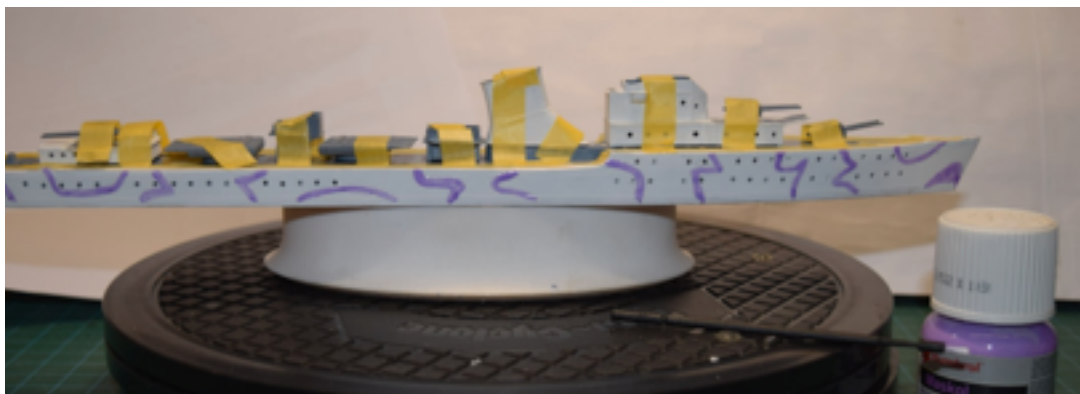
- soaking the deck in very hot water and clamping – again to no avail (tough plastic!) but with the mandatory water spillage in the work area.

The final solution: to use “Tiger Grip” glue and clamp strongly to the hull to get a satisfactory fit and Humbrol filler applied to the damaged deck areas to get a level surface. The now lesser gap at the decks’ break was filled and further sanding required to totally align the deck/hull edgings. As well, some minor damaged areas of the hull sides were filled. A final sanding resulted in the hull and deck now being ready for painting.

using Tamiya masking tape before applying such tape to the hull seemed somewhat daunting, so I decided to try Humbrol Maskol. This product is used in plastic modelling as a mask when painting camouflage, but how this would work on a wooden surface was unknown?

Using the template guide, the key superstructure and armament parts were taped to the hull to ensure camouflage continuation above the deck line. Maskol lines were then drawn to align the base white camouflage hull sections (next page).





Alignment of hull camouflage sections with the superstructure and armament

The white camouflage sections were subsequently masked out with Maskol and the remaining hull sides painted with two coats of light grey. When dry, the medium

grey camouflage sections were also marked out and the light grey sections masked with Maskol.

Two coats of medium grey were applied and allowed to dry (below). The simple theory of removing Maskol is to rub your finger along the surface and peel the mask off. Not quite so simple in this case - most came off easily, but some areas took a little more effort in rubbing. The resulting colour patterns were satisfactory but there were some very minor colour blemishes in parts of the hull. A blessing in disguise? This proved a bonus as these areas were easily blended with and enhanced my subsequent weathering of the hull. All-in-all, it was

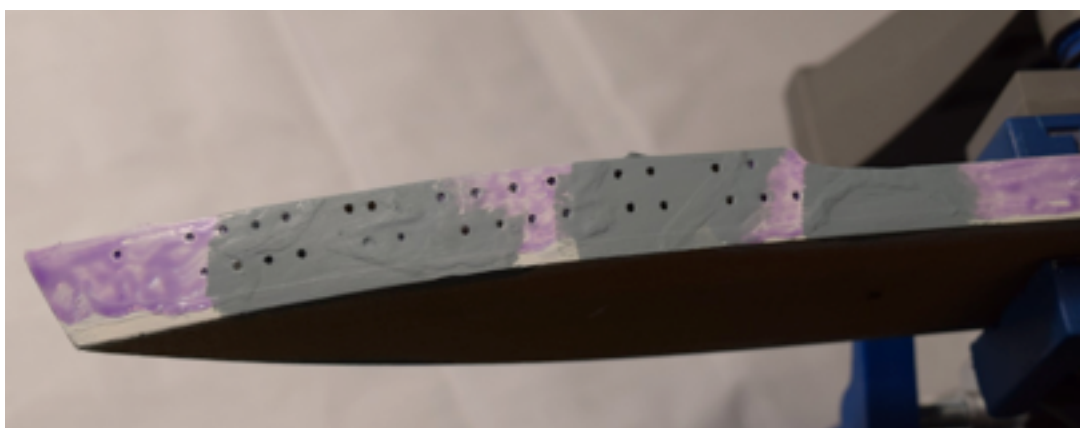
worth the effort but perhaps in future I will confine my Maskol skills to plastic kits (sic).

The portholes and anchor hawse pipe were again

cleaned of any clogging paint. I was going to fill the portholes with clear glue, but given the model's scale, I

decided that a small dab of black paint in each opening using a very fine toothpick would suffice.

After removing the boot stripe masking tape, this area was remasked for painting. First with an undercoat/sealer and then two coats of matt black (below).



Hull Camouflage and boot strip before weathering

Final weathering of the hull and attachment of the anchor was done at a later stage in the build. Given the size of the anchor, it was thought too difficult for me to scratch build, with my eye/hand co-ordination skills (or was it patience or just an excuse?). Anyway, the solution was to carefully cut out both anchors from the paper pre-printed hull rolls. This was managed without cutting them in half or subsequently losing them on the bench. Using very fine tweezers I then managed to glue these to the hull with a minimum of fuss.

A further discussion on the superstructure build will continue in the next instalment.

## References

1. <https://www.whiteensignmodels.com/p/WEM+HMS+Janus+1940+P+014/5095/#.XGU6Begza70>

# CORACLES TO STEAMERS

**The River Cart, near Paisley, Scotland, a tributary of the Clyde River, is just a kilometre long, but has a long and rich maritime history. On the following pages are further edited extracts on the River Cart story from research DOUGLAS GORDON undertook while compiling the Clan Gordon family history.**

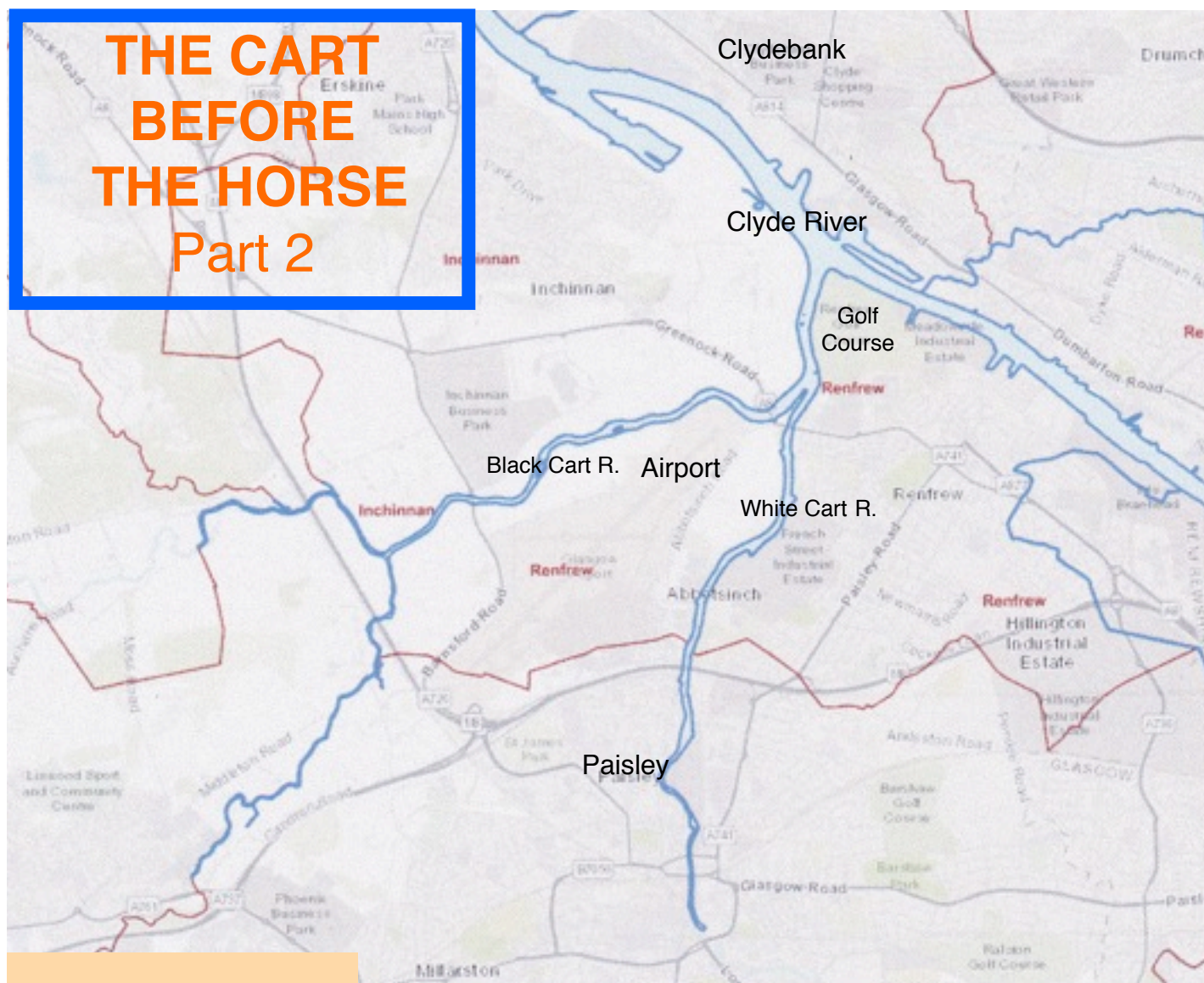
The Black Cart river has provided a navigable waterway between the centre of Paisley, the Abbey and the river Clyde since man took to the water in small boats of shallow draught. The coracle may have been the first form of human water transportation; it was easy to build and used naturally-found materials such as wood and animal hide. It was lightweight and could be carried on a traveller's back to catch river fish for the family meals.

Coracles provided an easy way of crossing a river without travelling considerable distances to reach a bridge, a ferry or paying a toll. There were very few bridges until the start of the 20th Century so the coracle proved to be a quick and cheap alternative. In the 19th Century close to a

river, it was common to see coracles outside people's homes hung in a tree when not in use.



# THE CART BEFORE THE HORSE Part 2



Map above shows where the Cart meets the Clyde River in Scotland. This area is about 10.5 km north-west of Glasgow.

The 1845 map of the same area, right, shows the location of Blytheswood House on the north-east bank of the Cart at its junction with the Clyde (see December 2018 issue), where a golf course now stands, and obviously pre-airport.

***Our story continues...***





**In 1316 Marjory Bruce, the daughter of the famous Scottish King Robert the Bruce of Banockburn, was thrown from her horse while out riding from the abbey at the Knock an estate between the Renfrew road and the river Cart. She was taken back to the abbey, but Marjory died and the baby in her womb was delivered by the monks. The baby later became King Robert II of Scotland, the first of the Protestant Stewart monarchs.**

This very ancient community of Abbots and monks exercised power over a large area of Renfrewshire. They maintained a reasonable level of comfort and hygiene in their quarters and recent excavations have revealed that the Abbey monks dug a tunnel and lined it with stone, to draw a supply of clean clear water from the River Cart below the Hamills Falls to the south of the abbey. This water provided a domestic supply to the kitchen and the latrines and was returned to the river slightly lower downstream as effluent.



Robert II of Scotland  
- Wikipedia

perilously along, and carriages could not pass at all, over unenclosed land and moorland, where it was difficult to find any beaten track.

The river naturally became a means of transport and the Hamills was the limit of the navigable waterway for small boats at that time.

Dr. Metcalf records in his substantial treatise, that in 1655 and 1656 the Paisley Town Council were required to pay legal fees after defending a vexatious court action brought by their neighbour the Royal Burgh of Renfrew, seeking to levy duty on the cargos of fishing boats passing up the river Cart to Sneddon Quay in Paisley.



The Hamills

### **1661 The first improvements to the depth of the river.**

The Cart was looked upon as the "craft gait" to the town, and in 1661, the bailies and Town Council, with characteristic diligence, set to work to improve it. The worthy "buddies" as Paisley people were known, enjoyed travelling by boats on the river and these boats were increasing in size and draft. The means of dredging they undertook now seem ridiculous, but they were no more so than those which were adopted by the City of Glasgow to cleanse the water of Clyde.

It was known that the monks regularly travelled by boat on the river Cart to Dumbarton for monastic work. W.M. Metcalf, D.D. FSA, recorded in his "History of Paisley" the account of the escape in 1567 of Archbishop Hamilton who was conveyed to Dumbarton in secret from the Abbey by boat rather than on a faster horse to avoid his captors.

In 1700 roads to other towns around Paisley were often connected only by pack roads, on which horses stumbled

On July 30, 1661, the Town Council appointed "two men and two horses to wade and gather the "calsie stanes" out of the water of Cart, "and 66 to bair the same." In the following year, on June 18, it was resolved " that the Town, with the concurrence of others, sail and weed the

water from the Kirk, foot of Inchinnan up to Snawdon yaird head." In other words, the entire length of the river up to the end of the Sneddon Quay.

These were not heroic measures; but as far as improving the River Cart was concerned, they were not a great success.

For twenty-two years nothing was done, but on November 29, 1796, the magistrates laid before the Town Council "a plan and profile of the River Cart drawn by Mr. Robert Whitworth, from its junction with the Clyde below Inchinnan." The Town Council set to work with great energy, but the work was not wholly successful, and much was left over for another generation to do. Another attempt to improve the navigation of the river was made during the second half of the nineteenth century. Much money was spent, but the expectations of the promoters of this enterprise were not realized.

Glasgow Town Council became trustees of the River Clyde in 1770 with responsibility for managing the river, dredging, and harbour development. The River Improvement Trust was set up in 1809, with ferries being added to its responsibilities in 1840. It was replaced by the Clyde Navigation Trust in 1858. These improvements to the Clyde brought many

small merchant and passenger boats to the River Cart.

After the efforts made at the close of the eighteenth century to improve the navigation of the Cart, nothing further was done till the year 1835.

At the request of the Paisley Town Council in 1834, Mr. Hughes, C.E. submitted plans and estimates for improving the navigation so that vessels which could then come to Paisley at high water, might in future come to it at low water. From this bold undertaking, however, the Council shrunk, and adopted an alternative plan which improved the depth of the river at ordinary spring tides to nine feet.

After the expenditure of a considerable sum of money upon the work, the river was declared open for ocean-going vessels on May 25, 1891; but, unfortunately, on that same day, the P.S. Joseph, a steamer of nearly 900 tons, having sailed up the river, grounded at the entrance to the harbour. In the meantime, the idea of making the Cart navigable for ocean-going vessels seems to have been abandoned.

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(Continued next issue)

**In 1836 there were about 70 or 80 men employed on the removal of the main obstacle, a large rock on the bottom of the river at Nethercommon. Picture Paisley Heritage.**

