SCUTTLEBUTT

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS' SOCIETY

December 2019

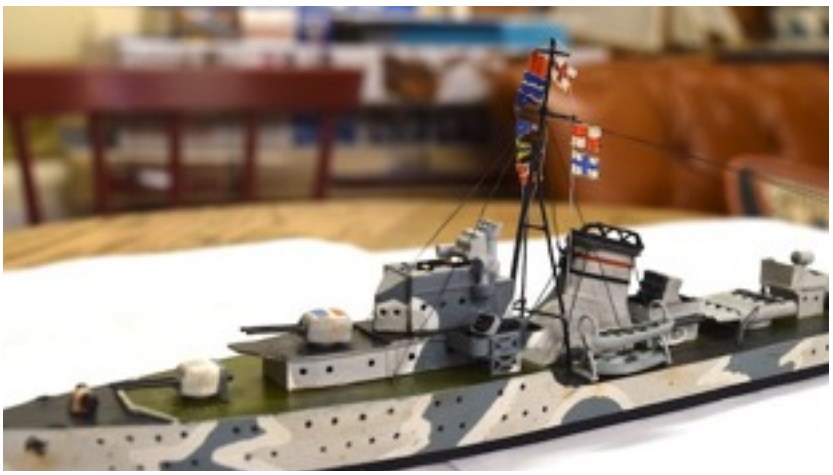
Established 21 April 1988. Incorporated 16 January 1991

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.*

A very MERRY CHRISTMAS and a prosperous NEW YEAR to all our readers and their families.

INSIDE THIS ISSUE



MERRY CHRISTMAS !

COMMITTEE MEMBERS - 2019-20

President Edwin Lowry
Vice-President Unfilled
Secretary Bill Atkinson
As.Secretary Ray Osmotherly
Treasurer Peter Hateley
Members Bruce George, Bruce Kirk,
Appointments:
Member Liaison Max Fitton
Web site – Steve Batcheldor
Newsletter - Brian Voce

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 - 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. https://www.facebook.com/canberramodelshipwrights/

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
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

In publishing terms, a 'Christmas Issue' usually denotes a bumper edition, full of holiday reading to be savoured over a number of days. Well, I'm afraid that's not quite the case on this occasion. For a number of reasons, the pages you are now reading are less than we've been favoured with in the last several issues. But putting that into perspective, we have been averaging over 30 pages an issue for some time, so as editor I'm not too concerned about the averages attained. Also, I can assure you there is enjoyable reading to be found on the following pages.

I, again, wish to thank those who have provided the material for this edition. Our next issue is scheduled for March, so I ask all of you to think about telling your fellow members about what you have been doing. Or making. Or planning. Or thinking. Or remembering.

Please contact me if you wish to discuss ideas. In the meantime, I sincerely thank all of you who have contributed to 'Scuttlebutt' for this edition, as well as in the past.

With very best wishes to you all for an enjoyable and safe Christmas and holiday season.

Brian Voce
Editor
Scuttlebutt
bvoce@ozemail.com.au
02-6238 1446

The Oakley Class lifeboat was designed by Richard Oakley and was the first of the self- righting lifeboats, with the prototype 11-metre boat being launched in 1958. Such lifeboats are operated by the Royal National Lifeboat Institution (RNLI).

Building the Oakley Class Lifeboat

Bob Evans undertakes an excursion into plastic modelling

The model I constructed was from an Alanger kit I picked up ages ago probably from one of the ACT Scale Modellers shows. It had lain in company with the many other "yet-to-be-builts" and seemed to be one I could actually complete in between tying endless ratlines on my "Endeavour" model !

The photo shows the plan cover, obviously a Russian production. The plans are fairly self-explanatory and although the parts are attached to the trees by huge runners, once cleaned up they are quite well detailed and the fit of parts is generally good.

The model is supplied with a display stand and no figures so I decided to attempt a simple diorama.

The photos on the next page show the completed model on the display base. I apologise for the lack of "under construction" photos, but it hadn't occurred to me to write an article for the Newsletter at the time.

By way of explanation, the model itself is built "out of the box" with but a few additions such as the windscreen. The crew members were originally designed to be US Navy aircraft mechanics, but I chose them because of the various poses which suited this purpose. Naturally they have been slightly modified to suit.

The trailer is scratch-built mainly from plastic card and the tractor is a heavily modified toy I found in the local two-dollar shop.

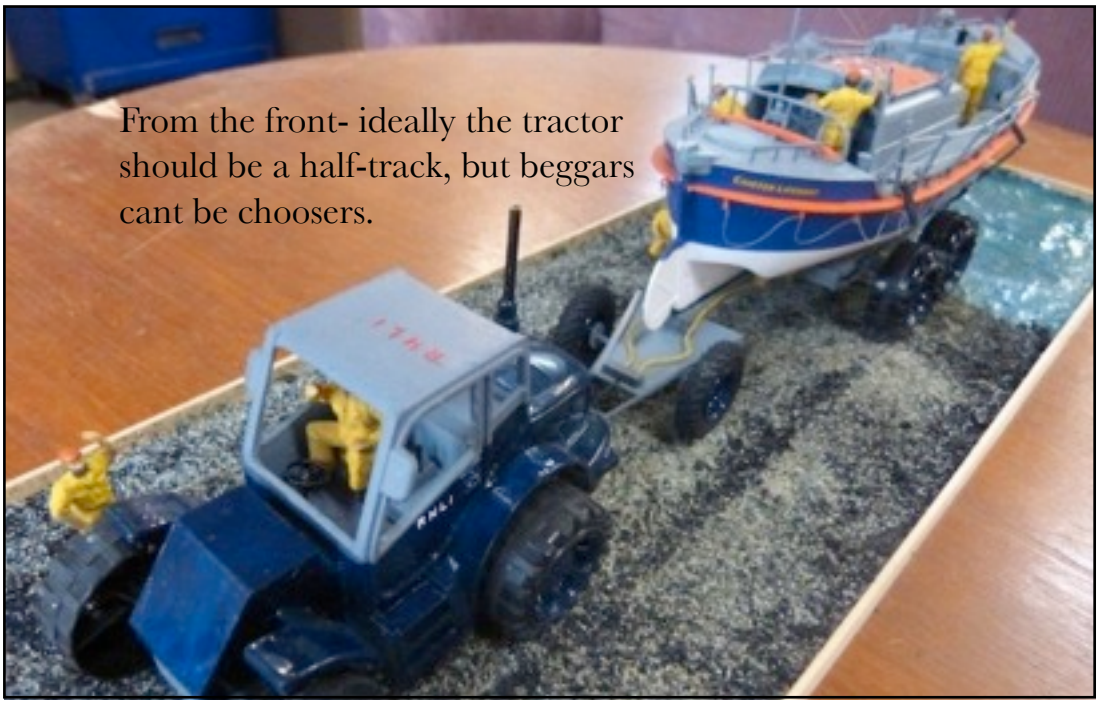
The water I made using the method I described in the articles on the "Fiji Gas" display base. This is simply scrunched up alfoil glued to the base and coloured as seemed appropriate. There are many photos available on websites to offer guidance. The

"sand" is a couple of varieties of railway scenic material glued to the base.

So there you have it. Plastic can be fun and rewarding. It offers a different dimension and still satisfies the "pursuit of excellence" criteria.

I wish you all a happy and safe Christmas and New Year and may Santa bring you the model you want!

This page - The completed model



From the front- ideally the tractor should be a half-track, but beggars cant be choosers.

N.Z. Maritime Museum

Photo Essay by Bob Evans

My wife and I visited our son in the land of the long white cloud during November, but prior to motoring to Tauranga we spent a couple of days looking around Auckland. During that time we managed to visit the Auckland Maritime Museum which is located on the waterfront at the corner of Hobson Street and Corner Quay.

The Museum, then known as the Auckland Maritime Museum Hobson Wharf opened in 1993. The name was subsequently changed to the New Zealand Maritime Museum Hui Te Ananui A Tangaroa. The name means “the dwelling of Tangaroa” who, in ancient Maori and Polynesian understanding , is the creator of life within the oceans and whose breathing makes the tides ebb and flow.

This is an excellent place to visit with displays and models of excellent quality covering all aspects of New Zealand’s discovery, settlement and maritime history.

An entry fee of NZ$17 for a Senior was certainly not exorbitant and worth every cent. Of particular interest to me was the top floor Model Makers’ room and during our time there the workshop was open and attended by one of the members whose superb work is on show in the Museum. Of particular interest to me was Wayne’s large HMS Endeavour model which is also shown in the photos and which afforded me the information I needed regarding some rigging on my own Endeavour model.

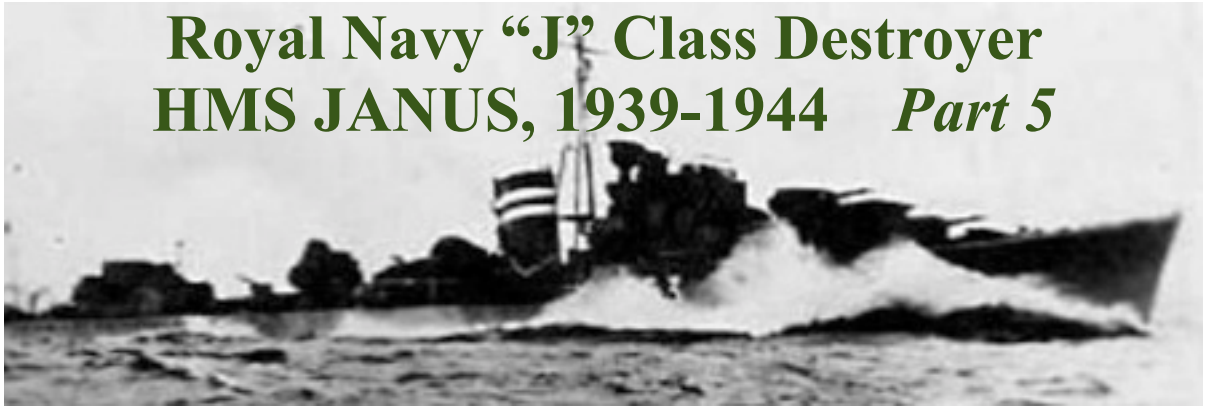
The photos (following pages) say it all and are only a small sample of what is on show. My thanks go to Wayne for his time and knowledge and to the remainder of the exceptionally pleasant and informative staff on hand throughout the Museum.

Don’t go to Auckland without paying a visit!

The author, right, wearing a wet weather slicker demonstrates that he must be overseas, visiting Hui Te Ananui A Tangaroa in fact.

'This is an excellent place to visit with displays and models of excellent quality covering all aspects of New Zealand's discovery, settlement and maritime history.'

Royal Navy "J" Class Destroyer HMS JANUS, 1939-1944 *Part 5*



by Bruce Kirk

Main Mast and Rigging

I found the main mast was off-centred when positioned on the hull. Minor adjustments were made, using gentle heating in hot water and some straightening of the tripod mast supports.

The plans advise "*Rigging and wireless aerial as shown on the drawing may be made with fine cotton or hair using the cement to fasten the ends*."

Several problems – the plans were very indistinct in actually showing the rigging and aerial locations as these were superimposed on by other structure assembly diagrams and all flag halyards only shown as a single line. I was able to ascertain the mast had four stays, attaching to the deck at approximately the mid-forward deckhouse and mid-funnel areas. Also, having just recently visited the barber, I did not like the option of trying to join numerous short lengths of hair together as the instructions suggest – wire and cord are preferred. Very thin wire (from the internal cabling of a dismantled printer) was used for the aerials and a fine wire from the "junk" box for the stays. Cord was used for the halyards. The suggested cement in the instructions had turned solid, so a fresh supply was used.

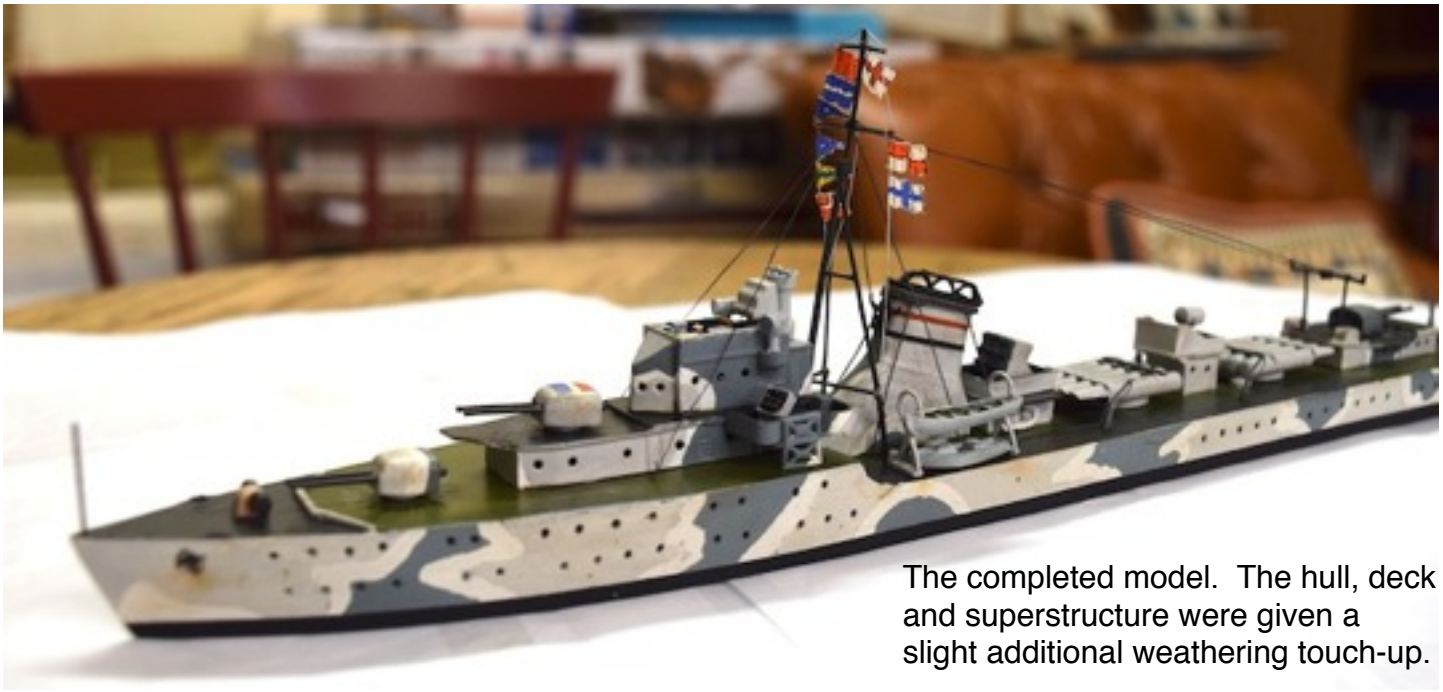
Rather than trying to rig the mast in-situ, all aerials, stays and halyards were attached to the mast prior to fitting. The mast was painted black and stays and aerials deck metal.

After fixing the mast to the deck, it was then a matter of working around the "attachment" exercise, starting with the stays. As modellers know, there will always be one stay that tests patience, but is resolved with some gentle persuasion and an additional touch of super glue. Once the aerial lines from main to rear masts were attached, an additional short stabilising line was added to the rear mast (above).

A set of flags is provided with the kit. After carefully cutting out, these were attached to the halyards as per the box cover picture (left). I did wonder at the time if it would have been easier to have done this before glueing the main mast to the ship .

Fore-staff

Pictures of HMS *Janus* show a surprisingly high fore-staff. This part was missing from the kit and not shown on the plans. Consequently, one of appropriate height was



The completed model. The hull, deck and superstructure were given a slight additional weathering touch-up.

manufactured from a sewing needle. A word of warning as my poor old model cutting pliers can attest to - needles are made from very strong metal! After finally cutting to the correct length, drilling a hole at the bow, the fore-staff was glued in, carefully aligning to the vertical - amazing how these parts have a capability of leaning to one side if just left alone for a few minutes - and painted deck steel.

Life Boats.

HMS *Janus* carries two lifeboats and two pinnaces. These are located on the port and starboard sides adjacent to the funnel area, each set of davits having the pinnace at deck level and lifeboat above. As usual for this kit, the davits required some "straightening" work. The pinnaces and lifeboats are painted light grey with their internal footings/ gratings painted a wood colour, while the davits are light grey.

For some reason, there is another hole drilled in the deck adjacent to and just behind where the forward davits attached. This was not shown on the plans – another mystery. Rather than just fill, I decided to install winches.

As the model is to be a diorama, I decided not to attach the starboard lifeboat. Rather, prior to actually berthing, the ship will be shown delayed mid-stream and the starboard lifeboat will be just arriving at the wharf to allow for early officer briefing.

Main Armament

HMS *Janus* was armed with turreted 2 x QF 4.7" Mk XII guns. Two turrets are mounted forward and one of the same aft and all continue the hull and super structure camouflage lines. Surprising for a kit of its age, the turrets also include mouldings of the gun's breechblock and slide, although somewhat crudely represented. These and gun barrels were painted gun metal.

At the time represented by this model and for identification purposes, the B turret has red/white/ blue markings painted across the turret top. Conveniently, a transfer for this was included with the kit so avoiding a masking and painting exercise. Some satisfaction is felt when attaching these guns as they seem to bring more life to the model. And yes, I did manage to attach each turret with its correct camouflage alignment.

Pennant Number

HMS *Janus* carries the Pennant Number F53. I was unable to purchase a suitable sized Pennant Number so had to adapt. It just so happened I had an old Epson labelling machine and its small tape when printed upon is just the right size. F53 was printed, carefully cut out and attached to the hull.

Model Build

After the capstan (which seemed to bear little resemblance to the diagram shown on the plan) was added to the forecastle, the ship build was now complete as per the instructions.

Captain, Crew and Irish Guard

As discussed last month, I decided to add a crew to make the model more interesting. Using a Tamiya 1/350 "sailors" kit, these were painted to represent the Captain, bridge crew and deck crew. As the ship will be berthing soon, the mooring lines (both forward and aft) are being prepared by the deck crew. Some other ship's crew are scattered around the ship, including the bow, the 4.7" B turret and on the bridge wing.

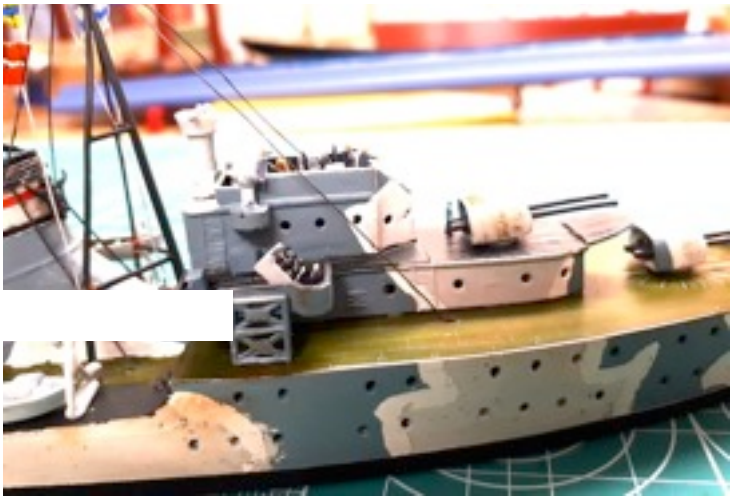
Just so that I do not take an easy way out with this model, I mentioned in Part 1 that on 13th May 1940 *HMS Janus* participated in Operation ORDNANCE. This was to undertake evacuations from the Hook of Holland. On its return voyage to England, HMS *Janus* took in tow the damaged destroyer HMS *Versatile*. This destroyer had taken on board casualties from an air attack as well as having on board soldiers of the Irish Guard. The Irish Guards were subsequently transferred to HMS *Janus*.

Why not include the Irish Guards standing on the deck of HMS Janus? I had enough spare 1/350 figurines to make a reasonable contingent.

Not deterred, I commenced painting these 1/350 figurines in uniforms with a mix of Hobby colors Khaki and Khaki Brown and added a range of soldiers with and without helmets. Faces and hands were painted skin colour. As some of the s would have carried their rifles back with them, I would depict such rifles carried across their backs. Again, the magnifying glass was called upon as I made each rifle from a piece of wire and painted the butt and barrel ends differently. I have to admit stopping at eight rifles which were subsequently glued to the lucky soldiers' backs - perhaps an exercise I will not repeat. A group of soldiers, including those with rifles, were placed on the port forecastle getting ready for disembarkment. Their packs are at their feet (made with a drop of khaki paint). It actually doesn't look too bad, but the challenge is to find those with rifles! Two other groups of soldiers are placed around the mid-ships area on the starboard side.

Comment

Overall, I have tried in this model to represent a working ship in the RN and one that has seen action. I fully admit to it not being in the same "pristine" condition as it would have been at commissioning. I will discuss making of the diorama setting in the next issue.



Irish Guard soldiers on port forecastle, prior to docking (below) and crew on bridge (above).

Flying Boats in War and Peace

RAAF Connection - *by Rod Carter*

The Dornier Do 24 was designed and built to the specifications of the Royal Netherlands Navy to replace the Dornier Wals then in service in the Dutch East Indies.

The Netherlands government signed a contract for six Dornier Do 24s (X-1 to -6) 0n 3 August 1936 with two more prototypes to be built for evaluation against the Blohm und Voss Bv 138 which was intended to fulfill the long-range maritime reconnaissance role for the German Luftwaffe. The design form was consistent with all previous Dornier boat designs, an all-metal parasol monoplane with a broad-beamed hull and stabilising sponsons. The wing was braced above the centre fuselage by six struts with two parallel struts between each sponson and the underside of the wing. Twin tails were placed on the upswept rear of the hull, and three wing-mounted engines powered the aircraft. The two Luftwaffe evaluation machines, Do 24V1 and V2, were powered by 600 hp (450 kW) Junkers Jumo 205C diesel motors, whereas the Dutch boats used 887 hp (661 kW) radial Wright R-1820-F52 Cyclone engines, the same as those equipping the Martin 139 bombers then in service in the Netherlands East Indies air force. Fuel was carried on the sponsons and in the wing centre section. Up to 1,200 Kg (2,600 lb) of bombs could be carried under the wings and bow, dorsal and tail turrets were provided for defensive armament, each enclosing a rifle calibre machine gun. From the 12th airframe onwards, the dorsal machine gun was replaced by a 20-mm cannon.

Model Do 24 and U-boat

Do 24V3, the first Dutch machine, made its maiden flight from Lake Constance on 3 July 1937 with the second boat, V4, following soon after. The Do 24V1 first flew on 10 January 1938 but, after evaluation, the two German boats were returned to Dornier for storage. Test results were excellent, the Dornier X boats as the Dutch called them, proving to have excellent rough sea handling capabilities. Alert to Japanese expansionism in the Pacific, the Dutch planned to order 84 more X boats, 30 to be built by Dornier in Germany and Switzerland with the

remaining 54 to be built by Aviolanda at Papendrecht in the Netherlands. Of these all but one of the German- and Swiss-built aircraft were to be Do 24K-1s powered by the Wright R-1820-F52 Cyclones, while the remainders were to be Do 24K-2s powered by more powerful 1,100 hp (820 kW) R-1820-G102 Cyclones and with greater fuel capacity.

Only 25 aircraft had been built on the Aviolanda assemby line before the German occupation. The Luftwaffe were interested in the completed and partially assembled boats and the Dutch production continued under German control, the resulting airframes designated Do 24N-1s. Eleven Airframes were completed with Dutch-bought Wright Cyclones but 159 later models were equipped with BMW Bramo 323R-2 engines and designated Do 24Ts. Another production line was established in the old Chantiers Aero-Maritimes de la Seine at Sartrouville in France during German occupation to produce another 48 Do 24Ts, and this factory produced another 40 airframes after the liberation, these serving the French Navy until 1953.


A RAAF Do24

Thirty seven Dutch- and German-built X-boats had been sent to the East Indies between November 1937 and German occupation of the Netherlands in May 1940. Until the outbreak of war these would have worn the Dutch tri-colour roundel but later, to avoid confusion with the french and British roundels, Dutch aircraft flew a black-bordered orange triangle. Dutch Do 24s operated intensively during the 13 weeks between the Japanese assault on Malaya and Pearl Harbour, and the Dutch surrender of its Far East colony on 8 May 1942, and attrition was heavy. One was credited with sinking the Japanese destroyer Shinonome (an escort in the invasion fleet targetting Miri in British Borneo) on 17 December 1941, and on 10 January 1942 a Do 24 reported a Japanese invasion fleet heading for Tarakan Island in Dutch Borneo affording sufficient time for destruction of the oil installations before the Japanese arrived. In February 1942, the five oldest X-boats (X-5 and X-7 to 10), which were by now used only for training, were evacuated to Australia. By 2 May, only seven of the Do 24s remaining in Dutch service were air/sea worthy, and on this day six of them also left Java for Australia. One ran out of fuel en-route and was scuttled by its crew. The remaining five landed safely at Broome but were sunk at their moorings the next day by Japanese Zero fighters. The sole survivor, X-24, left Java on 8 March, exhausted its fuel and landed at Wallal, but was re-fuelled and flew on to Perth the next day.

The five old training X-boats were taken on charge by the Royal Australian Air Force in a dilapidated condition. One disintegrated in mid-air when an electrical short-circuit ignited fuel in a sponson tank but the remainder soldiered on engaged in transport

A trio of Spanish Do24s

flights to New Guinea and occasional Air-Sea Rescue operations. X-24 was employed by the Netherlands Forces Intelligence Service on clandestine operations until October 1943 when it joined its aged confreres in 41 RAAF squadron. Due to increasing maintenance difficulties caused largely by lack of spare parts, all six boats were declared surplus and struck off charge in December 1944.

In Germany, with the start of hot operations in Western Europe in 1940, the two Luftwaffe evaluation Do 24s, V1 and V2, were hastily brought out of storage and equipped with defensive armament in their gun positions. Both were engaged on supply missions to isolated pockets of German troops in the invasion of Norway, one being shot down at Narvik. The Luftwaffe was impressed with the range, performance and sea-handling capabilities of the Do 24 and was facing a need for an upgrade of its Air-Sea Rescue fleet. Do 24s from the Dutch production line were modified by removal of the bomb racks and release gear, installation of bunks and medical facilities and a hatch amidships for retrieval of rescuees from the sea. These aircraft equipped A-SR units over the Black and Baltic Seas, the littoral Atlantic Ocean, and the Mediterranean and North Seas. Some, painted white with prominent red crosses, served as ambulances in and around Germany. The Black Sea saw varied use of Do 24s, as transports particularly flying in supplies during the siege of Sevastopol in 1943, and reconnaissance operations when A-SR duties permitted. In April 1944 just before the city's re-capture, a Do 24 was the last German aircraft to depart Odessa on two engines with 40 troops on board. In the Mediterranean they were extensively used in recovery of German troops cut off in the Eastern Mediterranean islands, the standard load being 24 soldiers each with 66 lbs of equipment. By 24 October 1944, Salonika-based Do 24s had

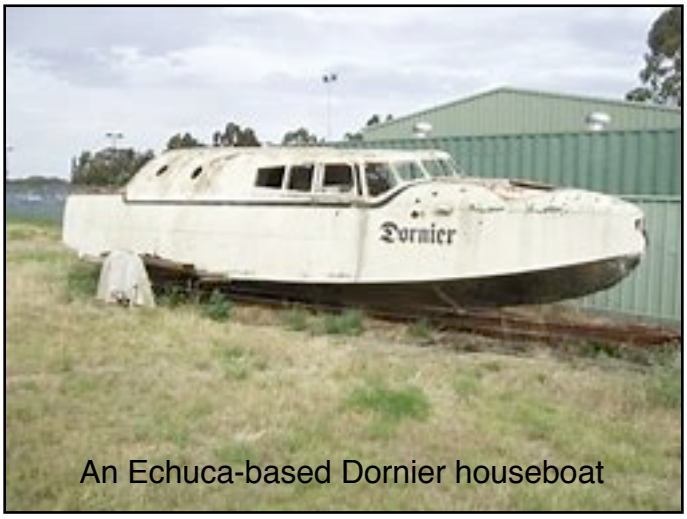
Do24 Ambulance

evacuated 3,000 troops from Crete and the Dodecanese Islands. Attrition was heavy since the original 19 aircraft in the unit had been reduced to six. Of the five Do 24s despatched to rescue the survivors of the Italian battleship Roma in September 1943, only one survived the Allied fighter patrols to land the 19 seamen.

The rough-sea handling of the Do 24 was legendary.* On one occasion a Do 24 landed

to rescue the crew of a Heinkel He 115 which had been forced down in an attack on one of the PQ convoys, the notorious Allied supply route to Soviet Russia. The rear fuselage and tail were broken off in landing, but the three He 115 crew were pulled out of their dinghy, the water-tight bulkheads secured and with all occupants crowded into the bow the damaged boat taxied back to base at Kjolle Fjord. Other instances were the rescue of the crew of a weather reconnaissance aircraft approximately 350 miles out into the Atlantic and the saving of a night-fighter pilot from the seas off the Scilly Islands at night. All told, Do 24s are credited with saving over 12,000 seamen and downed airmen from drowning.

In 1944, the Spanish Navy was offered a dozen Do 24s to operate an A-SR service. Wearing broad yellow strips along the green hull (hence their name Gardias Civiles after the green uniform with yellow belts of the Spanish Civil Guard), they were unmolested by Allied or Axis aircraft since the nationality of those in peril wasn't an issue. The service ran until 1959 when the aged Do 24s were retired, having recently been supplemented (and now replaced) by Grumman Albatross and Sikorsky Sea King helicopters. After five years, a small number of them were reinstated since the Grummans lacked the rough sea capabilities of the Dorniers and the Sea Kings lacked the range. Age eventually caught up with the Dorniers in 1969 when they were finally retired. In 1979, one was experimentally re-fitted with three PT6A-45Bs turbo-prop engines, retractable wheeled undercarriage and an advanced technology wing. Completed in 1983, the Do 24ATT was retired to a museum but returned to service in the Philippines in 2003 whence it has flown to over 90 destinations around the world in support of UNICEF programs on child



An Echuca-based Dornier houseboat

education and welfare. The only other survivor not in a museum was converted into a house-boat on the Murray River in Victoria by cutting off the rear hull and tail, and installing living accommodation.

General characteristics (Dornier Do 24T-1)

Crew: 4 or 6 **Length:** 22.05 m (72 ft 4 in) **Wingspan:** 27 m (88 ft 7 in) **Height:** 5.75 m (18 ft 10 in) **Wing area:** 108 m2 (1,160 sq ft) **Empty weight:** 9,400 kg (20,723 lb) **Gross weight:** 13,700 kg (30,203 lb) **Max takeoff weight:** 18,400 kg (40,565 lb) **Fuel capacity:** 5,300 l (1,400 US gal; 1,200 imp gal) in two 1,000 l (260 US gal; 220 imp gal) wing tanks and twelve small tanks in the sponsons **Powerplant:** 3 × Bramo 323R-2 Fafnir 9-cylinder air-cooled radial piston engine **Propellers:** 3-bladed VDM variable-pitch metal propellers

Performance

Maximum speed: 330 km/h (205 mph; 178 kn) at 2,600 m (8,500 ft), 290 km/h

(180 mph; 160 kn) at sea level **Cruise speed:** 295 km/h (183 mph; 159 kn) at 2,600 m (8,500 ft) (maximum continuous) **Range:**2,900 km (1,802 mi; 1,566 nmi) **Ferry range:** 4,700 km (2,920 mi; 2,538 nmi) **Service ceiling:** 7,500 m (24,600 ft) **Time to altitude:** 2,000 m (6,600 ft) in 6 minutes, 4,000 m (13,000 ft) in 13 minutes 12 seconds

Armament

1 x 20 mm (0.787 in) Hispano HS.404 or 20 mm (0.787 in) MG151 cannon in dorsal turret, 1 × 7.92 mm (0.312 in) MG 15 machine gun in nose turret, 1 × 7.92 mm (0.312 in) MG 15 machine gun in tail gun position

*Old footage of Dornier Do24s operating in high seas can be seen at
* https://www.youtube.com/watch?v=nU8JMbe9ljU

References

William Green and Gordon Swanborough, Gordon, "The Cosmopolitan Dornier...Last of the sponson 'boats". *Air Enthusiast*. No. Twenty–one, April–July 1983, pp. 9–20
William Green, "Aircraft of the Third Reich", Aerospace Publishing Ltd, London, 2010
William Green, "Warplanes of the Second World War", Vol 5 (Flying Boats), MacDonald, London, 1962
The Illustrated Encyclopaedia of Aircraft, Vol 7 Issue 73, pp1459-60

Rod Carter has been researching the interesting story of Dornier flying boats (and other makes) which were converted to house-boats after their flying days were over. A number of these sailed in Australian waters. Last issue, we foreshadowed that their story would be published in this edition. We apologise that Rod's story will have to be held over until March. It will be worth the wait, I'm sure. - Editor

Contributions to Scuttlebutt are always welcome. Without input from members, and others, this Newsletter would cease to exist. The editor is especially grateful to those who have provided material for this and previous issues. Stories of models built, or underway, are obviously of interest to CMSS members and our extended readership. But so also are photographs of boats, ships and maritime subjects taken on one's travels within Australia and around the world. We all like to visit maritime museums, but we can't see them all; we can, however, enjoy others' visits to these fascinating collections through your stories and pictures. There are many subjects of interest and even a few paragraphs of your thoughts or even a single picture,are always welcome.

Contact: bvoce@ozemail.com.au Ph: (02) 6238 1446