



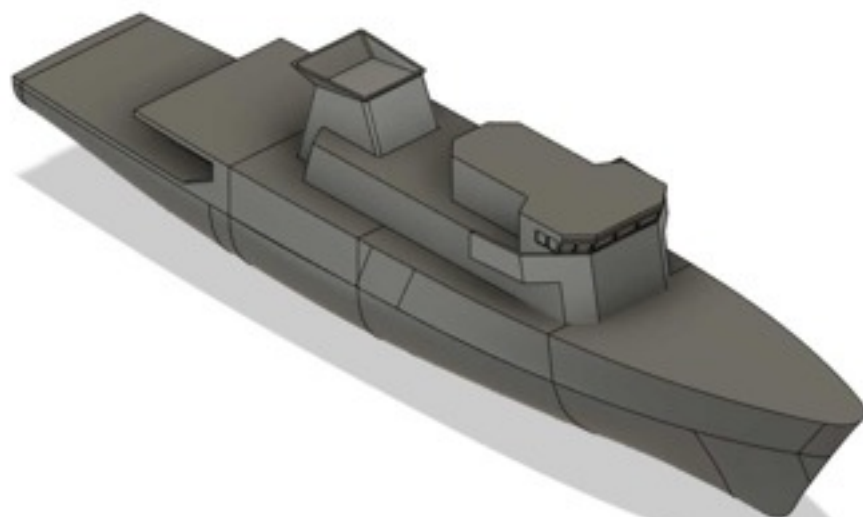
Scuttlebutt

October 2021

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS SOCIETY

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.



Special edition - This edition of Scuttlebutt is published in between the usual quarterly issues to provide an extra forum for members, particularly as Covid-related matters, including cancellation of Expo 21, have impacted upon normal Society activities.



COMMITTEE MEMBERS - 2021-22

President Bob Evans
Vice-President Matt Shepley
Secretary Bill Atkinson
Ass. Secretary Ray Osmotherly
Treasurer Peter Hateley
Members Robert Hodsdon, Rod Carter
 Elizabeth Hodsdon
Public Officer Ray Osmotherly
Appointments made by Committee:
Member Liaison Max Fitton
Web Master – Steve Batcheldor
Newsletter Editor - Brian Voce

Gatherings

The Society normally meets at the Men's Shed at Melba on the third Tuesday of each month at 10 a.m. (except December and January) - though that is subject to Covid restrictions. Members will be advised when restrictions allow resumption of meetings. Visitors are welcome.

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 to interesting web-links, log pages and chat.

Facebook Page

The Society has a Facebook group to promote the Society and to attract new members. 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: c/- 5 Stretton Crescent, Latham, ACT 2615 ; or

Bank Deposit to

Beyond Bank - BSB 325185

Acct Name - Canberra Model Shipwrights Society (or CMSS)

Acct No 03452396.

Editor's Note

I sincerely thank everyone who has answered the call and supported this special edition. I had thought it would run to maybe 10 pages. I was wrong (again) and delighted with the response. As you will note, it has far exceeded that modest target.

But, more importantly, it has become a special edition in a totally different manner, partly reflecting on aspects of being locked-down or restricted in one's activities, but also underlining it is business as usual for many modellers. Of note are the number of articles on actual builds or related subjects and the supporting photos which not just illustrate, but educate too.

And, as our westernmost member reports, some are still able to go on road trips and we enjoy looking over his shoulder as he does so. We look forward to our own road trips to come.

On a final note, I am planning the next quarterly edition (December) and I am looking forward to your continued interest in supporting your newsletter. Deadline for articles - mid-November.

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

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Top marks to Brian for his initiative in suggesting an interim Newsletter. It is hard enough putting together the usual quarterly edition to the high standard we appreciate, let alone one in between to the same standard.

Thanks also to those who contributed such great articles to this edition.

Hopefully it will spur readers, Members and non-Members, to make their own contributions to future editions.

I sincerely hope that by December we will be in a position to meet again face-to-face.

As you are aware we have also held a zoom meeting which was a success. Not the same as face-to-face, but infinitely preferable to giving up and doing nothing. This is the ideal opportunity for our remote Members to join in and we are planning another few sessions at varying times to see how well that is received. Even when normal meetings resume I can see no reason why zoom cannot be retained for remote Members. It is the one thing that can make Membership inclusive for all. Your opinions would be welcomed.

Whilst this current state of affairs is certainly nothing we wish to see continue, it is vital that we remain in a positive frame of mind, and having our hobby is definitely a blessing in that regard.

President's Report



As a Member of the ACT Scale Modellers, I have been following one such initiative where Members post their current projects and progress on Facebook. For those without access to FB, the Secretary sends a daily email to Members with the same material. Great stuff, perhaps we could do something similar? Progress with our

sort of modelling tends to be considerably slower, but food for thought nonetheless.

Time to get on with a bit of modelling; I hope you all keep well and don't worry too much. There's always on-line shopping!

I found this little piece of wisdom on line. I don't know who might have penned the words, but it is very true, at least I think so!

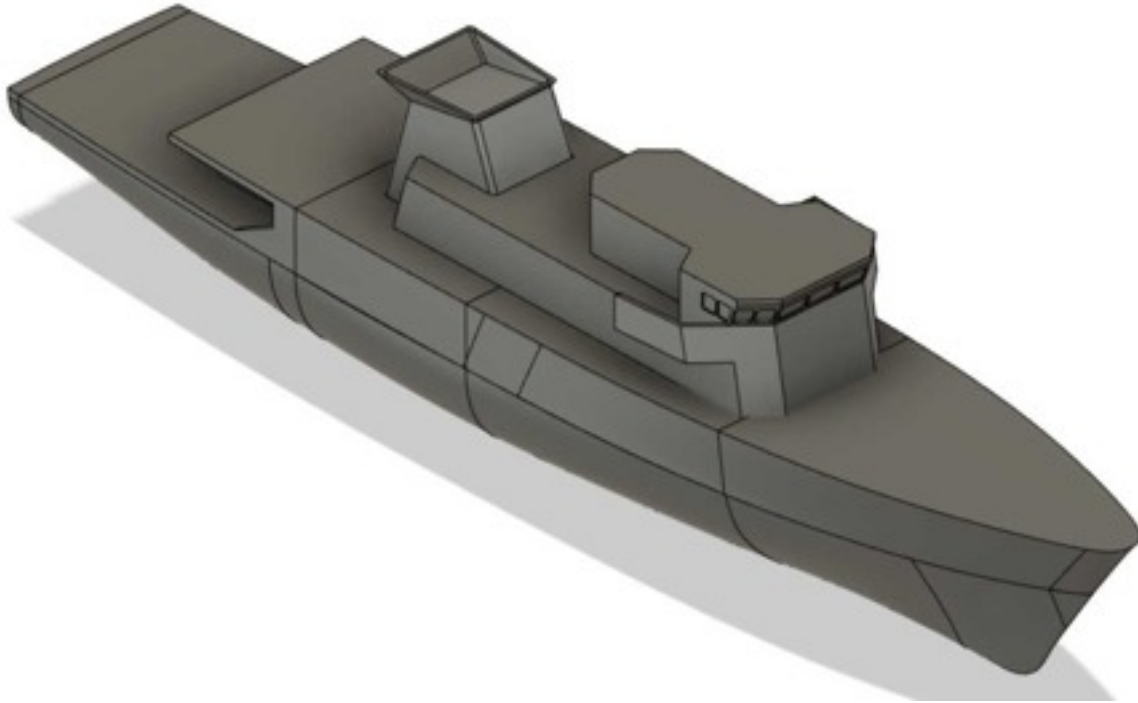
See you in December and hopefully on a zoom meeting.

Cheers for now,

Bob

**LIFE IS LIKE
LOOKING FOR YOUR
PHONE. MOST OF
THE TIME, IT'S IN
YOUR HAND.**

STEVE BATCHELDOR EXPLORES 3D PRINTING DURING LOCKDOWN



The Covid lockdown has provided a great opportunity for me to get out in the shed most days and get some model ship building done.

While most of my model ship building recently has been on modern military ships in various scales, I thought that it was worth sharing some photos as the techniques can be used for many different models.

I have spent some of my time making some fiberglass hulls for others. This is something that I have been doing for many years but the lockdown has generated quite a few requests for hulls and other parts.



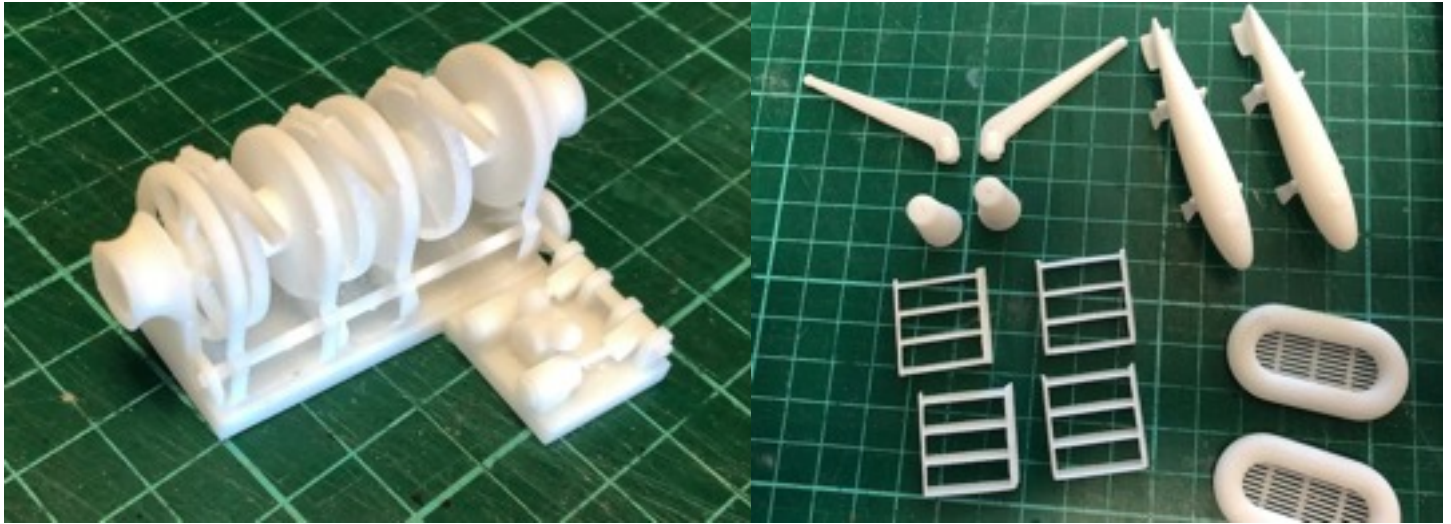
I have also been 3D drawing parts for model ships and then 3D printing those parts. I have really been enjoying building upon my 3D drawing skills and I am slowly getting more proficient and able successfully to complete parts that are much more complex using the 3D printing technology.

I have three different desktop 3D printers that enable me to produce some unique parts for my model ships. The photos show some of the modelling that I have been up to.

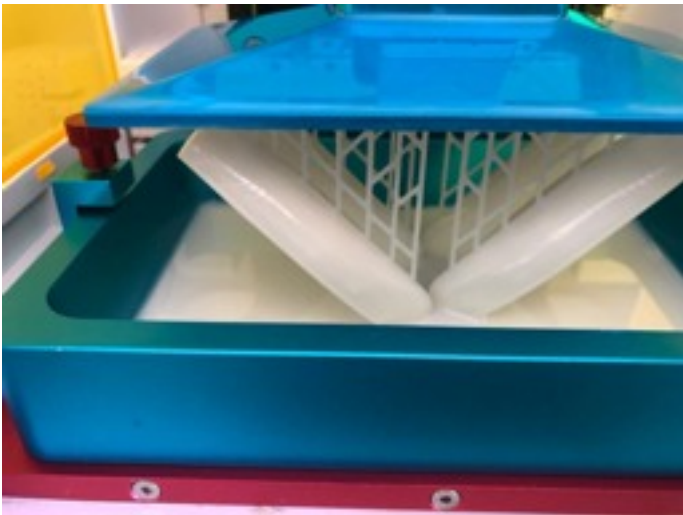
Left - These five hulls are for 1:72 scale models of the Royal Australian Navy's new Arafura Class Offshore Patrol vessels.

Below – 1:72 scale hulls for the Collins Class Submarines





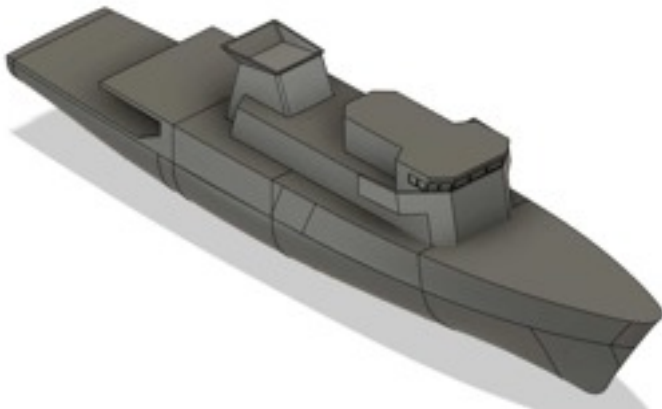
Left – A 1:72 scale minesweeping winch that I have drawn and then 3D printed on my Stereolithographic (SLA) resin printer. Right – More bits for a Bathurst Class Minesweeper 3D printed in resin.



Some small boats on the resin printer; almost finished printing.



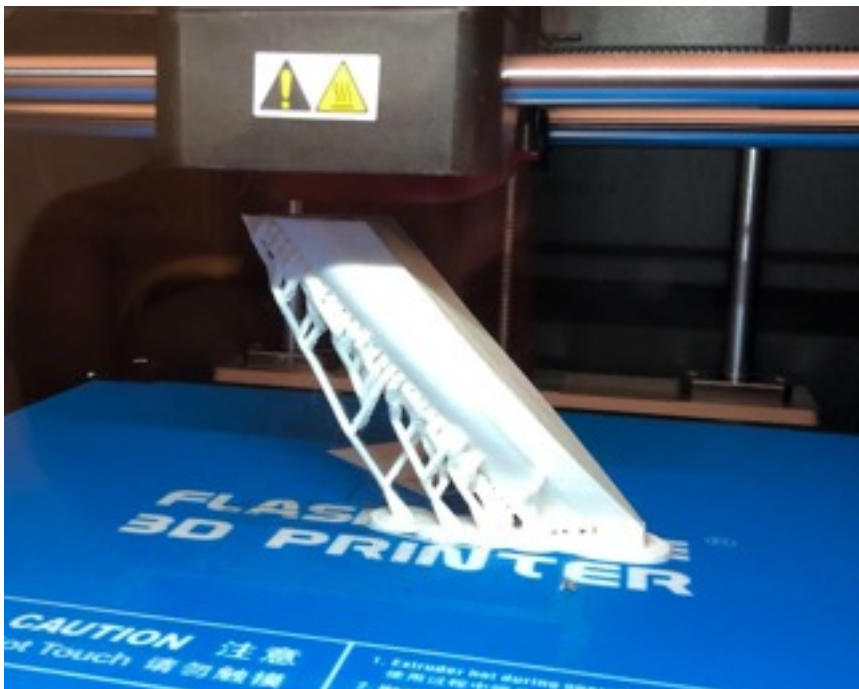
A motor dinghy and a whaler drawn and 3D printed in resin



Left – One of my 3D drawings of a Huon Class Minehunter. Right - The Huon 3D printed in several parts in PLA plastic at 1:150 scale.



Three 1:150 scale 3D printed model ships, Ton Class in front, Huon Class in the center and a Bathurst Class at the rear.



A 1:350 scale Huon Class Minehunter hull being printed in PLA Plastic on my Fusion Deposition Modelling (FDM) 3D printer

★

Medway Longboat 1742

A 1:24 Scale Kit by the Syren
Ship Model Company

GRANT DALE



This kit of a Longboat for the HMS Medway is produced by the Syren Ship Model Company (<https://syrenshipmodelcompany.com>) with a comprehensive 'practicum' by the kit's designer and manufacturer Chuck Passaro being made available as a downloadable file for kit purchasers. Chuck Passaro is also an administrator of the website Model Ship World (<https://modelshipworld.com>), which is a part of the Nautical Research Guild. This website is an extraordinary resource for modellers around the world and has over 40,000 members worldwide

What's in the box -The basic kit is for completion of the hull only, with optional packages for both a masting and rigging set and a base/stand for the model. The kit is packaged in a plain but sturdy cardboard box. It contains some 22 sheets of laser cut parts in varying thicknesses of Alaskan Yellow Cedar (AYC). The laser cutting is nothing short of superb – a very thin kerf with very little char. There are also numerous strips of dimensioned

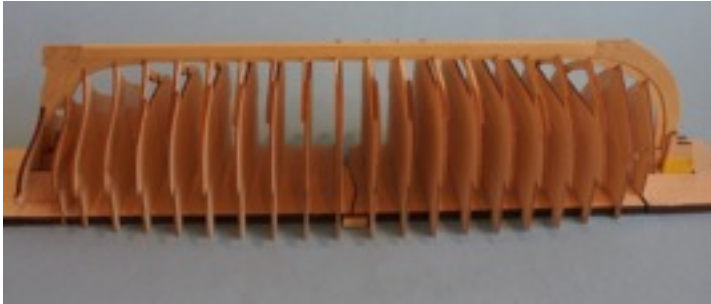
timber in both Box and AYC, several thicknesses of black monofilament, some excellent rigging thread, blocks and dead-eyes of superb quality, pre-printed friezes, and a single sheet of plans. Two spare sheets of AYC are thrown in 'just in case' and friezes are available for free download should they be needed. All in all, a very comprehensive package.

The kit uses a number of innovative design ideas to make construction as easy as possible. This includes the use of a laser cut building jig and frame components with sacrificial centres, both of which combine to make getting the basic structure of the build right almost foolproof. Perhaps the most innovative thing to note about this kit is the use of pre-spiled planking. These have been laser cut and theoretically only need minor adjustment to fit the builder's own model. Of course, that all depends on how well you assembled and faired the frames! The Alaskan Yellow Cedar is an excellent material to work with, and has a colour very similar to

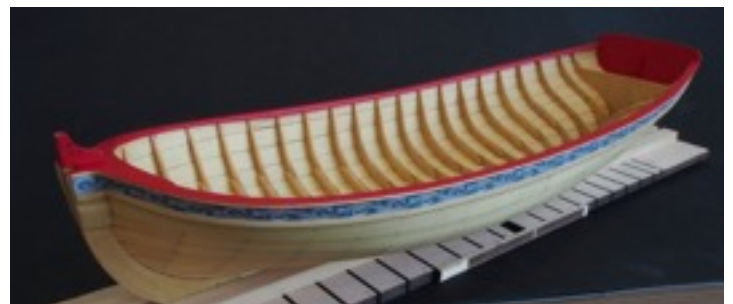
Boxwood. The instructions, which come in the form of a practicum are among the most comprehensive you will find anywhere. The kit designer is also on hand (through the MSW website) to provide advice and support should you need it.

A full build log of this wonderful little kit is available at the following link:

<http://canberramodelshipwrights.org.au/wp/wp-content/uploads/2021/09/Medway-Longboat-Build-Log.pdf>



All frames test



Outboard complete



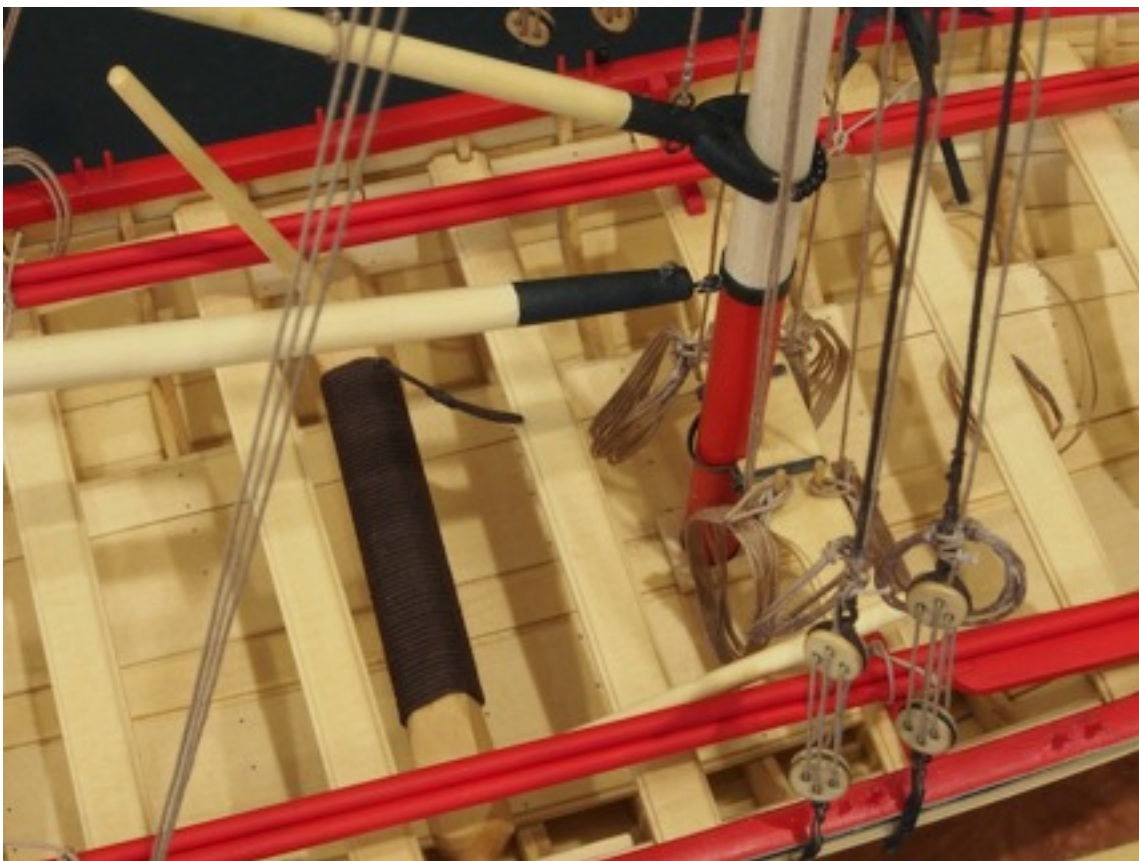
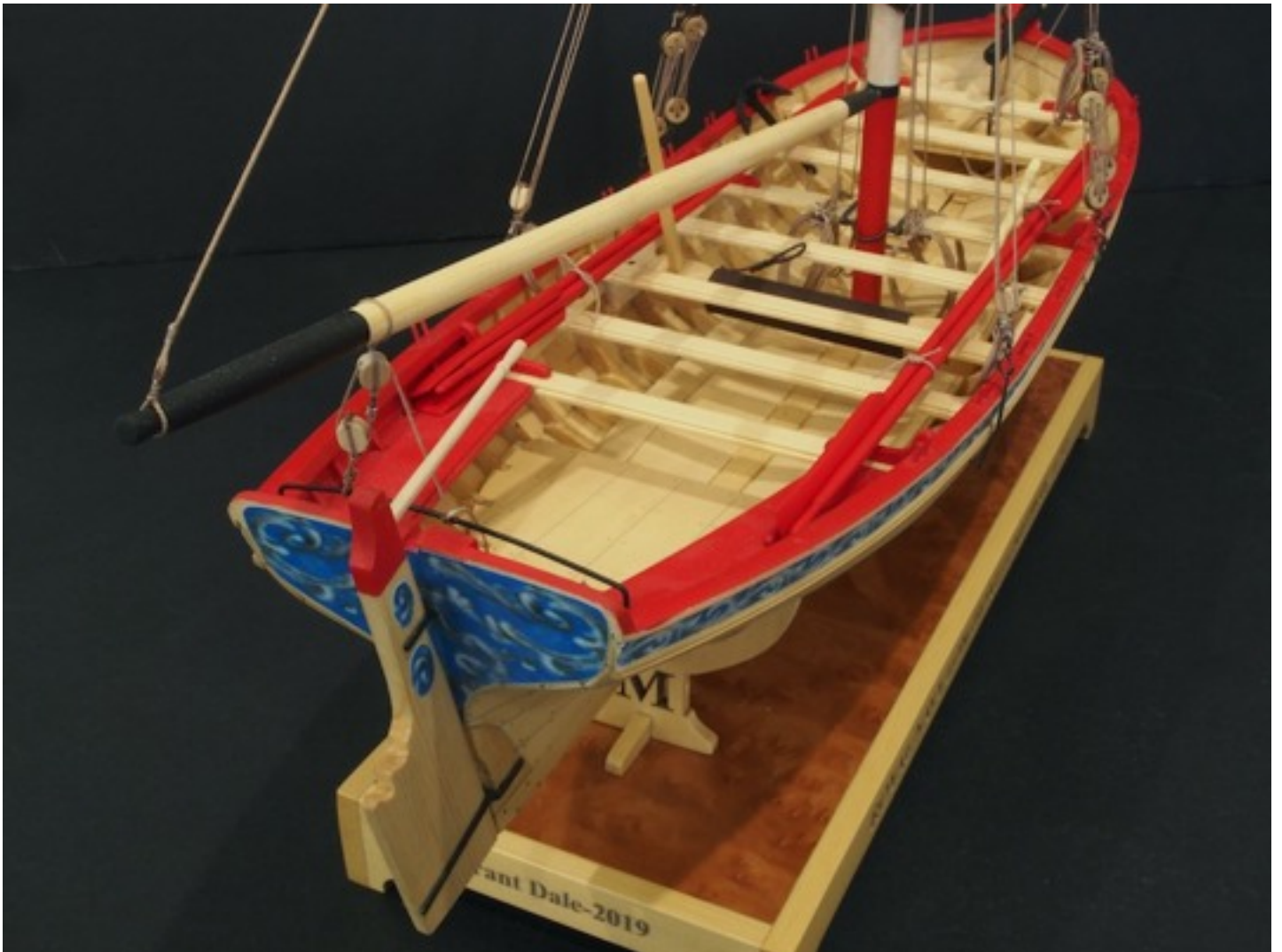
Overview on stand



Completion



Details of completed boat -
Left and next page.



Thanks to Steve Batchelor who has added a page titled Build Logs to the web site. It is placed under the Showcase tab in the top menu of the home page.

The Medway Longboat build log can be accessed at the link shown earlier in this article.



GERALDTON MUSEUM

A few weeks ago Pam and I returned from a long week-end trip to see the famous Western Australian wild flowers called wreath flowers that are located about 25 km from Mullewa which is about 100km east of Geraldton. The wreath flowers were fantastic and unique to the area.

**Words and
photos - Max
Fitton**

My glasses indicate the actual size of the flowers. This month there were probably 10 times the number of flowers that were there last year, probably because of the extra rain we have had over here this winter. This is this year's crop - below.



This photo shows the arid landscape in which they flourish.

During this road trip, I visited the Geraldton Museum. Generally it is something of a disappointment. It is small, and really has little to offer because of its size. They do provide prominence to the wreck of the HMAS Sydney, but whatever they display is dominated from above,

metaphorically and physically, by the most impressive memorial up on the hill above the museum.

The interesting parts to me were the relics from the Batavia, including a nice model of the ship below,



then
plaques
describing
two
cannons
(right and
below).



The museum is situated on the water and alongside the museum and afloat is a replica of the Batavia's lifeboat.

Overall, it is not worth a special trip to the Geraldton Museum, but if you are visiting the area a brief look is warranted.

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Ken Jones reports on progress made on the Charles W Morgan



Progress so far

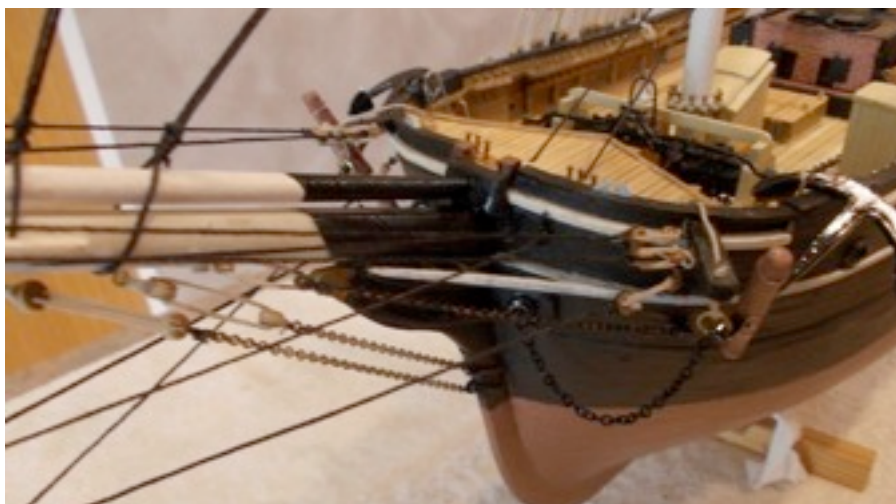
On the second anniversary of my acquisition of my Model Shipways kit of the Charles W Morgan, I had hoped to bring this work in progress to Expo and reacquaint with the locals – maybe 2022?

I have moved from hull and deck furnishings through masts and spars to completion of my version of fixed and running rigging (deliberately excluding that associated with sails). To pursue this strategy I had to establish what fittings and lines were related to sails – not easy given that all rigging is shown on one plan plus frontal views of rigged fore and main mast on another. This was complicated by the total number of lines involved and their respective functions. All the terms used in the documentation are nautical and obliged me to Google terms like ‘bunt’, ‘leech’, ‘sheet’ and ‘clew’ lines to find out what the heck was their function.

Another problem arose with the rigging threads supplied. To me they were totally of glossy, synthetic material that unravelled on cutting. This required a number of mail orders to Modellers Shipyard for suitable replacement threads.

In any case, allowing for my fudging some details, I have now moved on to cranes, davits and handling facilities for some seven whaleboats, each just as detailed and intricate as the ship.

I may still be going on the third anniversary or simply going insane! ★



Anyone willing to save an aged Galleon?

This old galleon (c. 1500s) looks as though it might have fought its last battle. The model is believed to date from the 1900s and belonged to a collector of antiques. His nephew said his late uncle had bought it, not built it. It was offered to the CMSS with the idea that a member might be interested in

taking it on as a project. As the alternative was to take it to the tip, the society has taken possession to at least save the model from that ignominy. Warwick Riddle has tentatively identified the model as a replica of a well-armed galleon from around 1500. Anyone interested should contact Bob Evans.



Bruce Kirk Updates His Work On “Interesting Problems”

The IJN Light Cruiser ISUZU Part 2)

As noted in Part 1, building Imperial Japanese Navy (IJN) World War Two plastic model ships presents its own interesting problems, including hull and superstructures, masting, armaments, aircraft, rigging and not to be missed, painting. IJN cruisers, both light and heavy, had long sleek hulls with the design concept for offensive (especially for night) rather than defensive actions. They were also harder to sight as they sat lower in the water than corresponding allied ships, offering some protection until significant allied radar advances and air superiority occurred. Many photographs show IJN cruisers at full speed and even in moderate seas with bow and stern waves/wakes rising higher than their decks. This could provide a very dramatic diorama, but is for another time. They could be very wet ships for their crews.

Saved by my Amati™ Keel Clamp

With water-line models, one is faced with how best to hold the model, both for the actual build as well as for painting. Options can include sitting the hull directly on the work bench, on a rotating stand or just carefully holding in your hand, but this can become a slight problem when requiring the use of two hands simultaneously, while having at the same time to adjust the model for easier access. Of course, the good lord of modelling will smilingly observe you lack a free hand!

My build commenced with assembling the hull. As I aimed to paint the deck first it was easier to use a piece of timber with two-way tape to attach to the hull bottom (Fig 1). However, I could see some complications arising as the build progresses. There must be better way to hold the model. *Thinks:* if I make a jig incorporating my Amati™ keel clamp it will allow easy access as well as being able to rotate or angle the model. I can then use two hands at the same time - Voilà!



Fig. 1

Fig 1: Painting the deck (some masking tape still in place due to bow deck painting)

Shaping a wood strip to fit the hull bottom and attaching by using two-way tape allows for easy fitting into the keel clamp (Fig 2). Remember to also mask the clamps to prevent decorating these in the manner of Blue Poles when painting. Of course, this is not suitable for a “full hull” model which some of my 1/700 kits are. *Thinks again:* why do I subject myself to such punishment?

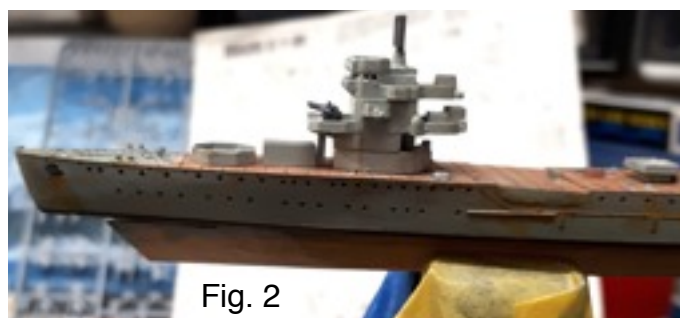


Fig. 2

I must admit that this procedure works extremely well when attaching various small deck structures and for ensuring parts are in alignment as you have a steady base to sight along. Good to get a return on investment in this piece of equipment.

Fig 2: The alternative - keel clamp (with part bridge superstructure in place)

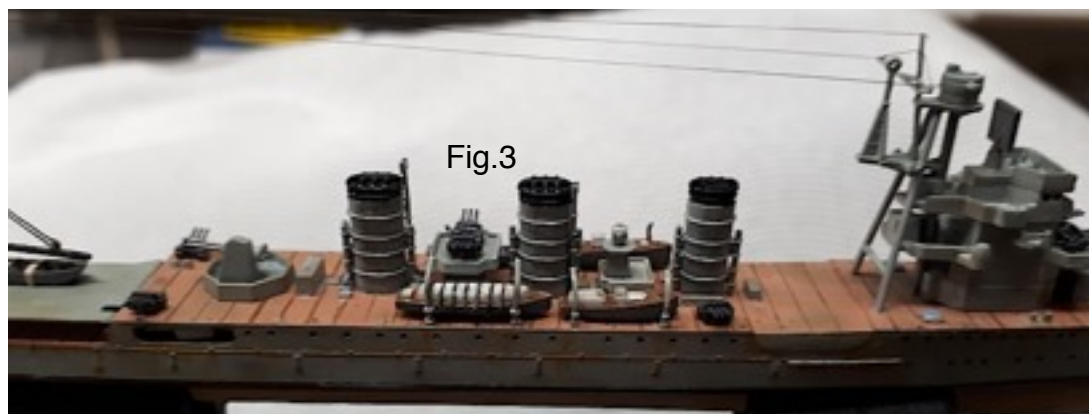
The Rest

The interesting part now begins.

IJN doctrine and strategy led to the development of light cruisers with high top speeds, a heavy torpedo armament, carrying seaplanes for scouting and which were intended for use as flagships for destroyer flotillas.

This is reflected in the *IJN Isuzu* model, even though showing its 1944 conversion to an anti-aircraft cruiser and removal of its aircraft. In general, as shown in this and my other IJN ship kits, one needs to be aware that the deck structure builds can be complex. This is best simplified by breaking each section into its individual project build. Even in the light of often vague instructions, it is critical to assemble parts in a specific order to avoid later problems (I speak from experience).

Commercial photo-etch (PE) parts are available for many 1/700 IJN ship structures and can significantly enhance your model. In this instance none were used as I decided to build basically “out of the box”. When using PE, you just need to take care and work slowly and use only a very small amount of super glue when joining or attaching to the model. At this scale, a commercial PE Bending Station™ can greatly assist in the assembly process.



Superstructures

The IJN built some rather breath-taking pagoda bridge structures, for example as shown in Aoshimo's 1/700 kit of the battleship IJN Fuso (Fig 3). This definitely requires very careful assembly as a wrong piece can be very difficult to remove and replace. Perhaps some practice with Lego™ can help?

Fortunately, cruiser bridge structures generally were much simpler as shown in *IJN Isuzu* at Fig 2.

However, care is still needed as supports and wing structures can be awkward to attach and the mast inserts must align. The enclosed bridge window structures are fiddly and when blackening out these window panes care is required to avoid painting the wrong “indents”. Don't forget to use a *very fine* paint brush!

Having three funnels you would generally think they would all be the same size – NO. Again, be careful to not mix up the funnel halves when building or attaching them onto the deck in the incorrect order or orientation. The keel clamp method is particularly useful to assist in aligning the funnels along on the deck length. (Fig. 3)

Torpedos

A warning. Very dangerous, especially when the instructions for attaching torpedo mounts to the deck are extremely vague. These mounts may be either above the deck itself or under the deck aligning with openings in the hull sides. Of course, one should have glued the torpedo mounts *under* the deck before attaching the same to the hull - *so that's what that vague instruction arrow meant*. Not to be outdone, you can remove the under-deck attachment points and then trim the torpedo mount heights to enable them to fit through the side hull opening spaces. Remember, you only get one chance. So, turn the hull upside down, take a deep breath and attach, hoping the tweezers do not slip and that you have not glued the mounts in upside down.

Masting and cranes

These have their own unique problems. In IJN ships these

structures are often more

complex than their allied equivalents. The question then becomes do you build on or off the model. In the case of light cruisers, the foremast is of a tripod design. The aft mast is either a single or tripod design but usually with an attached crane which can have a significantly long gantry. This is explained by all light cruisers being designed to carry aircraft. These were catapulted off an above deck launching

platform which is usually a significant height above the deck line.

Various combinations of radar types, RDF antenna, range sighting and lookout posts are also incorporated onto masts. Check carefully where these parts go. At a 1/700 scale, they are often very

for IJN light and heavy cruisers will show what I mean.

For rigging materials at this scale, you can use the thinnest cotton or “stretched” sprue. You can also consider commercially available alternatives such as PE or very thin wire strips or designated rigging line

such as Infini™ black lycra rigging or Ship Model Memory Metal Rigging™. I must admit that the step from viewing You Tube to the physical art of actually manipulating a single strand of 0.068mm diameter, 40 Denier rigging is

not as easy as it seems. Just remember, start with a few good connected strands. Based on this experience I’m determined to increase the amount of rigging on the next model. For all its difficulty, however, I have to admit that some rigging does improve the look of a model (Figs 4 & 5)

Modifications

In the case of *IJN Isuzu*, I avoided the pleasure of having to build aircraft and a launching platform but these were replaced by a large motor launch. However, even in

kit manufacturers known for

accuracy, sometimes structural or equipment errors can occur. This can be more so as ship modifications frequently occur over its lifetime or you may wish to build to a particular time period. This is why some research on the model you are building does not go astray. In my case, the kit motor launch had to be modified to a large cargo tender and secure tie lines added. The position of the crane gantry in relation to this tender was confirmed by research as some crane arms are carried in a vertical or raised position in relation to the deck.

Figs. 4 and Fig. 5: Forward and aft rigging, including crane

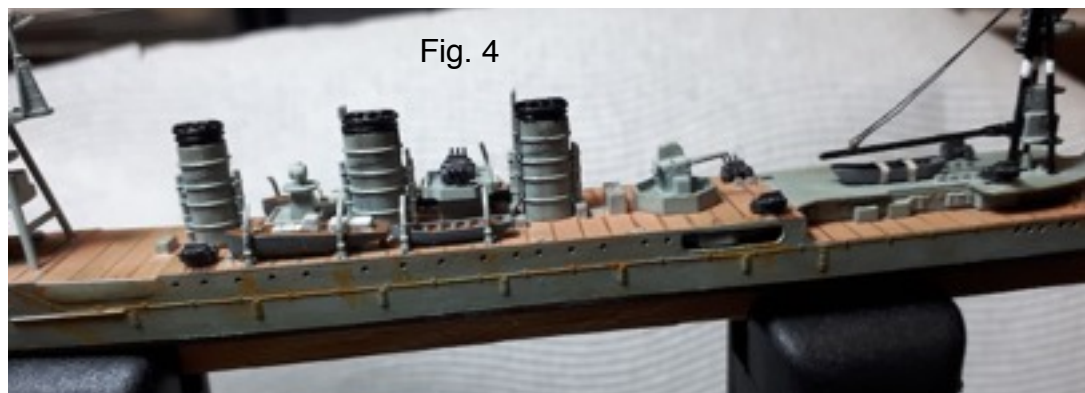


Fig. 4

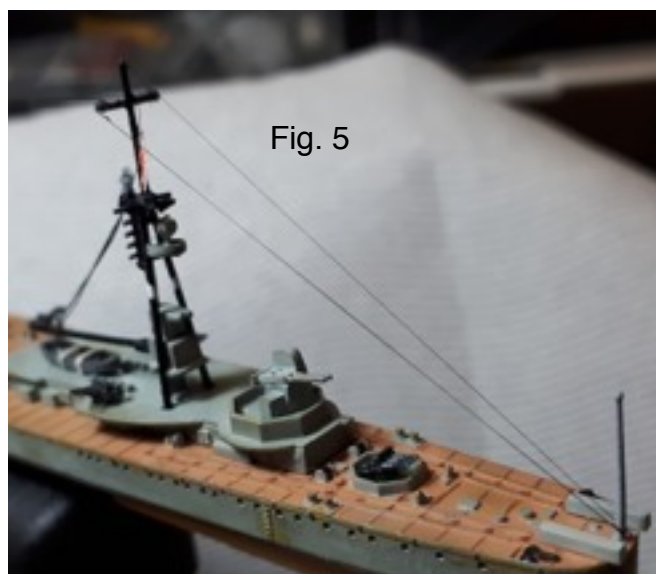


Fig. 5

small and can be difficult to fit (or to find if unintentionally dropped which is par for the course). Attaching them prior to actually fitting the masts on the model is perhaps “less stressful”. The fiddling involved has convinced me where possible next time to build off the model first. This ensures

the structures are more easily jointed and can then readily be checked for stability and alignment on attaching to the model. While this time I had also painted the mast and fitting sprues prior to assembly, the reverse is probably easier, especially as painted parts can be difficult to accept glue.

Rigging

One has also to decide whether to leave the model unriggered or not. Probably most models are built and left as straight out of the box for good reason. Attaching aials, halyards, stays, cables and lifeboat/launch davits at 1/700 scale can be challenging. Both IJN light and heavy cruisers tended to have rather complex “rigging” which may make “square” rigged ships’ stays and ratlines look at times rather easy. A quick scan through the internet

Painting

Painting can be done either by hand-held brush or by airbrush, the decision is yours.

The good part is that for IJN light cruisers you only need a few colours: hulls/superstructures are a single shade of grey, hulls below the water line are a red brown colour, funnel tops and upper mainmast glossy black (although all black in this model), whilst linoleum is used on the decks. The exception is for the light cruisers *IJN Tama*, *Kiso* and *Akukuma* which took part in the 1942-43 Aleutian Operation, where their camouflage consisted of white bows and sterns with white patches in the superstructure to contrast against the standard medium grey.

Ah ha, easy you think – NO. Before even thinking of starting to paint, you need to ask the question in which naval shipyard was the ship built: Sasebo, Kure, Maizuru, Yokosuka, Nagasaki, Kobe, Uraga or Yokohama. Although all shipyards should have used the same shade of grey, each mixed its own paint. Consequently, neither of the colours matched precisely to the standard specification nor matched each other. Fortunately, some shipyard greys are produced by the model paint manufacturers but just to confuse there is also IJN Grey available.

Unfortunately, due to COVID-19 some colours are hard to source due to supply issues. So, you may have to “just go with IJN Grey”, hoping that when displaying the model some sharp-eyed person does not comment “that’s the wrong grey!”.

The next issue one is faced with is the deck. IJN cruisers used linoleum (which is a pinkish-brown colour) to cover decks. The sneaky bit is that this was secured in place by brass battens. There was also exposed steel decking, often at bow and stern areas, as well as some upper deck areas. This means that you need to make a decision early on how you will tackle the “linoleum part” and how much you wish to agonise yourself. It’s quite surprising how clearly the moulding of these battens shows up on a 1/700 scale model. You can just ignore and paint the one colour, or you can mask and paint to highlight the individual battens, which I did (Fig 6). Unfortunately, not all battens simply go straight across the deck but intersect with deck structures. I now have an Infinity Easycutting Type A™ cutting mat which allows you to cut masking strips from 0.4mm to 1mm width. This is excellent for assisting eyesight and linoleum deck batten masking. In 1/350 IJN cruiser models, some modellers have even removed the moulded battens and replaced them

with very thin brass strips or photo etch. If very brave you could try this for 1/700 scale.

You also have the choice as to the extent of weathering you wish to add. This can be shown as salt deposits, rust, smoke or general grime and paint deterioration. The key issue is to how you balance these additions to your model, taking into consideration how long the ship has been in active service, its geographic areas of operation or any particular time period you are modelling. In my case, it was the day of its sinking, 7 April 1945, 60 miles NW of Bima, Sumbawa Island, Java Sea. The ship had spent most of its time in the Solomon Islands campaigns and Dutch East Indies, thus rust and general wear and tear were incorporated. Useful weathering information and techniques can be found on the internet and You Tube.

Display

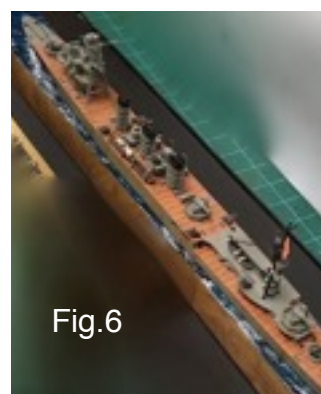
Last but not least is the decision of how to display your model. I prefer a “sea diorama” where appropriate, especially as water-line models can look very isolated just sitting on a shelf. Preparation of the seascape is a matter for another time, but I am still learning as to which is my preferred method.

A name plaque is essential, especially given the complexity of IJN ship names. This can be obtained commercially or made yourself.

Just to make things interesting, Fig 6 shows how the *IJN ISUZU* near Flores Island on 6th April 1945 might have looked to the ten Consolidated B-24J “Liberator” bombers from Nos 21 and 24 Squadrons, RAAF (based in Northern Australia).

The ship was attacked around 0940 hrs, receiving a direct hit to its bow by a “dud” bomb and two near misses which disabled the steering engine requiring the crew to revert to manual steering.

The ship survived to the next day when it was torpedoed and sunk off Bima, Sumbawa Island in the Java Sea. ★



ALEX STENROSS MARITIME MUSEUM

Max Fitton, visits Port Lincoln, SA, and is impressed with this tribute to a pioneer of boat building and meets a legend too

Pam and I went for a drive in Port Lincoln, SA, and despite what all those who know me might think we stumbled across the Alex Stenross Maritime Museum. Mind you having so stumbled I couldn't resist having a look around to see what had changed since our last visit in 2005.

The staff there were as nice as they were last time and even made a coffee for Pam though they didn't have a café on site. A guide started out showing me around and after having a look at a few exhibits he found Rob Haldane, introduced me and passed me over. I fell on my feet because Rob took me under his wing for about 90 minutes.

I was told, before being handed over to him, that Rob and his brother started the tuna industry in Port Lincoln. Rob is a master shipwright and now spends much of his time building boats and restoring old boats originally built by Alex Stenross and his partner, Frank Laasko, as they come into the Museum's hands. He also builds model ships. The various things we discussed are too hard to put in to



the written word, suffice it to say that I was prepared to listen and therefore learned a lot. For what I have forgotten since I claim senior moments.

The Museum is right on the water, having a lovely view of the town to its right - a delightful setting, with plenty of parking. The exhibits are very good both inside and out in the open sea air. However the thing that tends to make this Museum distinguishable is that the workshops and slipway are maintained exactly the same way as they were when they were fully operational, even unto Alex's bedroom that shows up in one of the photos. I could have spent the next few days there, but discretion prevailed and I took my beloved sightseeing elsewhere. Several pages of photos of the museum follow.









The exhibits are very good both inside and out in the open sea air





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Virginian Pilot Boat Build Review

by Bruce George

Scale 1/50 SWIFT by Artensania Latina Kit No 20110

Kit Errors , modifications and additions to the build

This model kit was acquired at an ACT Scale Modellers Society "swap and sell", some years ago. It looked like it would be an interesting and relatively easy build; well that's what I thought at the time. As I knew the original owner of the kit it was established that the kit may have been purchased

some 10 years before I bought it so it was getting on somewhat.

A little about the subject: the model represents a circa 1805 Virginian "Pilot Boat" which were the predecessors of the popular "Baltimore" Clippers. This type of vessel was extensively used by the British Navy as despatch boats.

The kit is 1/50 scale with the following dimensions; Length 540 mm, Height 460 mm and Beam 110 mm . Contained in the box are (supposedly) 1:1 scale drawings showing assembly instructions, sail plans also 1:1 , plans for the hull parts are printed on the inside of the lid of the box (different?) .

Also included are two assembly instruction booklets, one showing (in pictorial format) the assembly procedure and the other (multi-lingual) written assembly instructions including a parts list of the



170 parts. First task was to go through the instructions and mark up the English bits, otherwise it becomes a bit of a pain trying to find and follow each build step.

At the commencement of the build of this kit, it was noted that the drawings supplied were at dimensional variation to the hardware supplied which does not engender one with a high level of confidence in the accuracy of the kit.

Details are as follow:

1. The keel was approximately 12mm longer than the drawings at the bow using the main mast as a reference datum.
2. The main deck was 3 mm longer than the drawings at the junction of the main deck and the poop deck using the main mast as a datum.
3. The poop deck was 5 mm longer than the drawings

During the build it was discovered that the stern frame timbers were approximately 3-4 mm further aft on the keel than the drawings and this required changes to the stern/deadwood construction.

This was of some concern because this impacted on the construction of the stern. Correction of these anomalies required some detailed measuring to determine datum points and deciding on methods of how to correct these variations. This affected the models stern construction and final appearance, although in the end it was not too noticeable.

The materials supplied for the planking was a light coloured Ramin and I decided to replace the planks (as they were very dry and brittle due to the age of the kit) with material which was at hand - Australian Red Gum sheet. I decided to single plank the hull with the 2.0 mm red gum.

This approach is considered quicker than double planking and if care is taken with the planking process a satisfactory result can be achieved. The planking method used was one learnt from Warwick Riddle (CMSS Life Member) and is based upon the method of tapering the planks as used in traditional



ship building and not using "slipper planks" common in many ship models.

The kit-supplied deck was "planked" by marking it out using a 6B pencil.

During construction of the hull a number of modifications and additions were made:

- # catheads were fitted at the bow to hold the anchors.
- # the bow hawser pipes were remodelled.
- # an anchor winch was scratch built and fitted.
- # in deck hawser pipes were fitted for the anchor cable to go through the deck into a locker below deck.
- # bowsprit support was fitted.
- # bobstay from the hull bow to the bowsprit was fitted.
- # deadeye chainplate blocks were fitted to the hull to provide a more stable fixing point.
- # a set of three belaying pins and blocks were fitted to the hull port/starboard, adjacent to the foremast.
- # a base for the water barrel was fitted and it was moved forward of the main mast.
- # the water bucket was repositioned.
- # the hatch covers lower sides were horizontally planked in lieu of vertical planked.
- # the hatch hinges and fittings were scratch built using shaped brass fittings.

forward and aft compartments were fitted with scratch built cargo instead of the kit supplied items.

the bilge pump was rotated 180 degrees, so that the pump handle faced forward and the output of the pump was directed towards the scuppers and not inboard.

two swivel signal guns were made and fitted port /starboard side of the hull, just aft of the aft hatchway.

cord "woodlings" were fitted to the masts, boom and gaffs to add realism.

a brass boom jaw and parrel beads were scratch built and fitted to the main mast boom in lieu of the kit brass strip material supplied.

boom was shortened by 20 mm as it appeared out of scale in length.

wooden mast heads were made for fitting the top gallant to the main mast in lieu of the brass strip kit material supplied to improve realism.

the rudder tiller was replaced with a scratch built assembly and a brass bush was fitted to the hull to support the rudder.

additional eye rings were fitted to the masts, gaffs and boom to permit easier rigging.

rectangular mast bases were made and fitted in lieu of the flimsy circular ones in the kit.

on commencement of the rigging it was noted that the cordage supplied was too thick for the shroud deadeyes, so the deadeyes were drilled out to 1.5mm and a suitable cord substituted.

The photographs of the model show the model just prior to rigging which is about to take place. It is suspected that the cordage supplied will be too large a diameter for the blocks. I'll probably change the cordage sizes.

It is intended to finish the model using an oil-based product "Organ Oil" instead of lacquer-based clear finish. I favor the use of oil as a finish as it soaks into the timber gives a flat to satin finish and can be more easily applied after construction and



provides an ongoing "patina" with future maintenance.

The kit was an "interesting build"; discussions with other modellers of this kit and perusal of internet forums has confirmed that others also noted dimensional variations which required some thought on how to correct them. From reading a number of internet reviews it would appear that this kit has gone through a number of iterations by the manufacturers and this is probably why the hardware, drawings and instructions have got out of step.

The following reference books were used during the build:

Ship Modelling Simplified by Frank Mastini and

I think that in the future I'll
stick to scratch building

Model Ships from Scratch by Scott Robertson

This is the second kit from this manufacturer that I have built and as a result I think that in the future I'll stick to scratch building, as inaccuracies/anomalies in kits are both frustrating and time consuming to correct. It appears that these problems seem to be creeping into a number of ship modelling kits which is disappointing considering the cost of model ship kits these days.

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