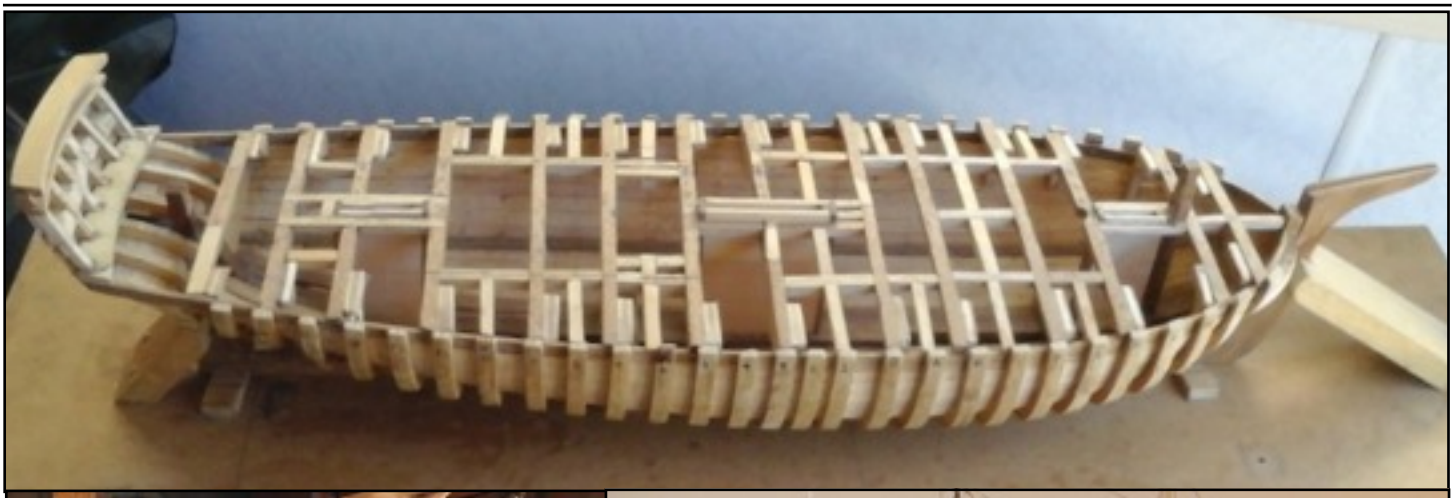
Scuttlebutt

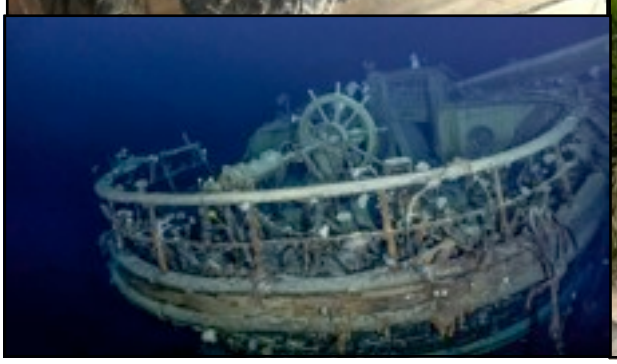
June 2022

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.





Expo-22 Mount Rogers School, Melba, September 17-18

Inside This Issue

From the Editor

Christmas is the time of bumper issues, so maybe this is an early Christmas-in-July. I say this because we have been blessed with an abundance of articles which should provide reading for more than a day or so. I thank the many contributors who made this possible. Adding to this are the wide range of subjects covered and the wonderful photos supplied to go with them. Many pages have been given over to the move of the Lady Nelson model that has been part of CMSS culture since the early nineties. Other items of more than usual interest were inspired by the recent discovery deep in the Weddel Sea of the Endurance, the ship that carried Ernest Shackleton's party aiming to make the first land crossing of Antarctica via the South Pole to the Ross Sea. And there is more, to entertain and instruct, but I leave them for you to discover.

Our next issue is three months away, plenty of time to plan and write about your model-making.

Yours,with thanks and in hope,
Brian Voce
Editor
Scuttlebutt

COMMITTEE MEMBERS - 2022-23

President Bob Evans
Vice-President Matt Shepley
Secretary Elizabeth Hodson
Assistant Secretary Bill Atkinson
Treasurer Peter Hateley
Members Peter Gaisford, Ray Osmotherly
Appointments made by Committee:
Public Officer Ray Osmotherly
Member Liaison Max Fitton
Webmaster Steve Batcheldor
Newsletter Brian Voce

Gatherings

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

PRESIDENT'S REPORT

Welcome to another fine edition of Scuttlebutt. This is indeed a "bumper" edition and I take my hat off to our Editor, Brian, for consistently producing these fine Newsletters.
This edition contains a wealth of articles covering a range of subjects which will provide something to please all readers.
Of importance to CMSS Members is the safe arrival of the Lady Nelson in Tasmania and into the hands of Ian Summers who has undertaken to complete this project which began as described in the article in this Newsletter.
I can't think of a more suitable place for the model to be and I look forward to more progress reports.
Since its inception in 1988, the CMSS has moved away from being a Society wholly dedicated to period model ships and their construction, to embracing all forms of scale model ship building and many different building material and styles. Woe betide anyone in 1988 who confessed to building a plastic model ship! Yet this media also commands a great amount of skill; try making a plastic hull which looks like the wood of a model galleon for instance.
Then there are paper models which nowadays are very sophisticated kits indeed. Importantly our motto of "In pursuit of excellence" remains as important now as it did in 1988 and its relevance over all aspects of ship modelling and all materials is equally applicable.
I sincerely thank all our contributors for their efforts without which the Newsletter would not exist. I know there are many other readers out there, both CMSS Members and others. who have a story to tell, so please get those articles in to Brian so he can weave his magic and produce future editions.
Our meetings have enjoyed reasonable attendance since we have been able now to meet face to face, even though the winter months are perhaps not conducive to emerging from the warmth of home. We have recently welcomed two new Members and I hope we can welcome more in the months ahead.
We have been able to offer attendance via ZOOM for the convenience of our more distance Members. This has not had a great uptake but we will keep trying , so please give it a go.
I had hoped that we might have been attending the Malkara Train Exhibition this year, but unfortunately the Organisers have elected not to proceed this year. Considering the special

nature of the school, this has been a very wise decision to have taken.
Our own Expo22 will be taking place at the Mount Rogers School in Melba on the weekend of 17th and 18th of September. Please put that in your diaries and mark our reappearance with a huge roll up.
There should be a number of brand new exhibits considering the amount of enforced building time we have had since 2019!
Best wishes to all,
Bob

More about the Lady Nelson Page 4 onwards.

Paul van nynanten. Senior Deckhand, Lady Nelson, and Ian Summers taking delivery of the model of Lady Nelson.

DAVY JONES' LOCKER BY MATT SHEPLEY

VINTAGE

OR VANITY?

A recent visit to a local 'vintage' mall presented a confronting sight…an armada of ship models coming my way! Brief excitement was soon extinguished, as it quickly became apparent that this was not someone's cherished collection from a lifetime of modelling, but instead a 'container load' of decorator items headed to boardrooms near you. While they certainly do pass the 'wow test' from five metres, at close inspection none would survive our membership's basic scrutiny. Shoddy finishes, woefully inaccurate rigging and non-existent deck fittings, all symptomatic of a production line rather than a pastime. And hardly anything you'd call vintage! Probably saddest is the quite reasonable prices; when deducting overheads of the venue, vendor and shipping, the wholesale prices reflect pennies per hour to build them. Which had me wondering about the source and the labour used. I politely enquired with management and was informed the source was Vietnam. I politely advised management to confirm with the vendor the provenance of such models and whether child labour was involved. Enough said….walk away… don't focus on the 'SOLD' signs.

One wonders how to better educate the public… when quality Australian-built models come up for sale, built by enthusiasts like us, with 1000s of hours of labour to accurately represent reality… you can barely get anyone interested to buy, even at offensively low prices.

Quality is priceless

Model of the Endeavour at the Australian National Maritime Museum - Photo Matt Shepley

After 28 Years, New Hands Take Over The Lady Nelson Model

BUILD TO CONTINUE IN TASMANIA

Members were recently notified that the long-lived project to build a model of the historic Lady Nelson was to be handed over (with members' approval) to the Lady Nelson and Tasmanian Sail Training Association. That organisation was responsible for building a replica of the ship which was launched in 1988, Australia's bicentenary year. The Lady Nelson offers a tall ship experience to enthusiastic adventurers in Hobart's Derwent River and other Tasmanian waters. The organisation plans to continue work on the model, hopefully to completion.

The Lady Nelson under sail in Tasmanian waters

THE LADY NELSON PROJECT

by BRUCE GEORGE

(This material first appeared in Scuttlebutt, September 2017, as part of an eight-part series) - http://canberramodelshipwrights.org.au/index.php/newsletters/

The Lady Nelson Build Project was conceived about February/March 1994, when Nick Olliff a member of the Society in conjunction with Roy Vizard (then Secretary and subsequently the President of the Society) contacted Bob Sexton in South Australia enquiring about the supply of plans for the Lady Nelson. An extract of the letter says:
"The Society has now decided to proceed with a project to build a scale model of this vessel thereby enabling its members to participate in an exercise involving scratch building by the use of various plans. The scale we have selected is 1:24."

The five plans together with other information was received on or about 25th March 1994 and it is believed that this is how and when the project commenced. From the scant information currently available the project started construction at Roy Vizzard's. The initial stages saw construction of the base build board, the keel, stem post and the masts and spars. Then for some unknown reason the project stalled sometime in 1996. Some time afterwards the project was moved to Warwick Riddle's workshop and society members to become involved on a fairly regular basis were Dave Peterson, Jim Allen, Robine Pollach, Joe Allan, Matt Dillon, Max Fitton, Edwin Lowry, Bruce Kirk and to a lesser degree Bob Evans and possibly others whose identity has not yet been established.

Under Warwick Riddle's guidance the members learned how to use various tools and machinery and develop their scratch building techniques. Each member was assigned a task and shown how it carry out.

This led to the manufacture of components and fitting them to the keel to build the hull. Work on the project continued at a spasmodic rate with the frames being cut out and fitted, the stern frames fitted, the bow inserts and bow structure constructed. Following this the internal planking of the hull was carried out. The rudder had been made by Joe Allan and the drop keel assemblies were made. It was about at this stage interest was again waning and the project again lapsed into inactivity.

Warwick Riddle Recalls

This started back in the dark days with members coming around to my workshop once a fortnight. The members that attended would be given a task to take a small section of the model home to work on and return at the next workshop. Many stories would be told on construction of models, but neat the end of the day out came the jokes.

These workshops carried on for some time, but attendance faded and it was stopped. Several other attempts were tried, but attendance again faded. I hope that members got something out of the workshops.

Max Fitton Remembers Way back in the late 1990's, shortly after I joined the Society, it was moved that the joint project of building the Lady Nelson, which had been started some years earlier and lapsed, should be restarted under the expert guidance of Warwick Riddle. The whole ethos was to build it to museum standard.

Those of us who volunteered to go to Warwick's workshop on a Saturday morning found that the keel had been completed including the spaces for the drop keels and their casings. There were quite a few members to start with, including Joe Allen, our worthy president Bob Evans, Bruce Kirk, Matt Dillon, David Peterson, Jim Allen to name a few.

I was a very raw novice (and still am) at model-building and my first task was to cut out some frames. Warwick gave me the plans suggesting I should go ahead from there. I didn't know how to read such a complex plan so I got a bit of a lesson from the Master himself that day, the first of many lessons I got from Warwick. I duly produced the frames in their rough state at home.


Bruce George checking work to be done

From there the work progressed very slowly until the frames had been completed and fixed into place, the frames for the stern superstructure in place and the majority of the internal planking completed.

For many moons Warwick, Matt Dillon and I were the only ones promoting the project. This meant it was decidedly slow moving because neither Matt nor I had the skills that Warwick possessed and in any case the three of us just enjoyed each other's company and this tended to slow the project down.

Then came the bombshell. I upped and left Canberra. This was the catalyst for a further lapsing of the build. I later learned that Bruce George had taken on the task.

I am now of senior age (as if I wasn't when I first started) so if I have forgotten a few members who also contributed I apologise. In conclusion, I can say without contradiction that I learned so much about modelling over those times that I am forever grateful. Also the fun the three of us had can never be replaced.

By Joe Allen - from a 2007 Newsletter:
The Lady Nelson project has continued well throughout 2007 with some new faces coming along to join in the fun. We left the Lady Nelson this year with most of the frames cut and in place and the rudder assembly is almost complete.

The alternating times from morning session and afternoon session for the workshop appear to be popular with good attendances at both sessions and will probably continue in 2008. If any member has any suggestions for the workshop please forward them to the committee or raise them at the next general meeting in February 2008.

Many thanks to Warwick Riddle for his guidance with the project and the use of his workshop. I look forward to the start of the workshops again in 2008.

Bruce George continues:

In April 2017 Warwick Riddle requested that the society take custody of the project with a view to re-activating the build. Bruce George (Vice President) undertook to see if the project could successfully be started up and undertook in conjunction with Warwick to survey the model. The survey determined a number of tasks that were needed to bring the hull up to a standard where work could commence. A copy of the survey was promulgated to members in the June/July newsletter (2017) and presentations were made to the members who attended the monthly meetings. Following this four members; Bruce Kirk, Ray Osmotherly, Edwin Lowry and John Kingsbury said that they would provide some assistance with the project. In the interim Bruce George would provide

co-ordination, administration and material to get the project underway.

At the July meeting of the society the first task sheet and material for manufacture of the pumps was handed to Edwin Lowry . With task sheets for the manufacture of the drop keels well under way, a task to be done by Bruce Kirk.

Tasks that we completed:

- checked the existing hull to the drawings to determine the build status
- cleaned up the inside of the hull by removing the protruding tree nails and completing the internal planking
- cleaned up the outside of the hull and carried out frame repairs
- replaced broken frames in the stern and completed the build of the stern assembly
- manufactured the three drop keels
- fitted the three drop keel assemblies
- manufactured and fitted the deck beams and knees and faired them in bow to stern and port to starboard.
- researched and wrote an eight-part series on the history and voyages of the Lady Nelson for CMSS Scuttlebutt.

Research indicates that there are two replicas of the Lady Nelson, one at Mount Gambier (a land-locked exhibit) and a sea-going replica in Hobart, Tasmania. ✶

Sketch of the Lady Nelson

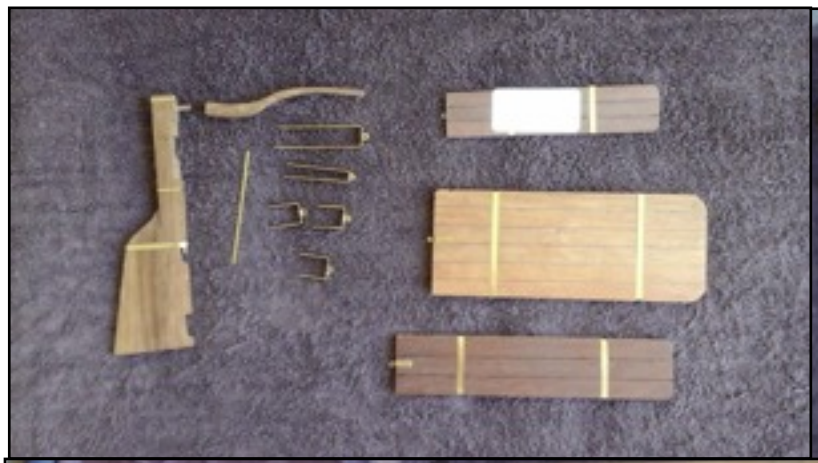

Paul van nynanten. Senior Deckhand, Lady Nelson, with Ian Summers (right) who will take over the building of the model of the Lady Nelson

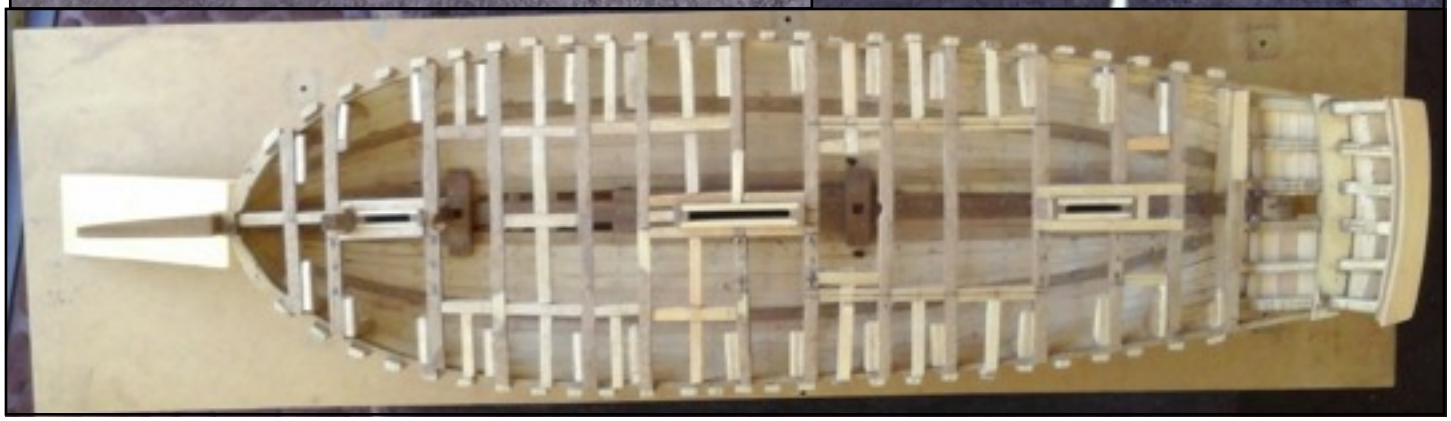
Last Days

The Lady Nelson Leaves Us For a New Workshop Down South

Photos: Bruce George, Bob Evans

The model was prepared for the journey by Bob Evans.The plans etc. are in the compartment under the model. The two boxes (behind model) fit over either end and were wrapped and taped with enough tape to reach Tasmania. No damage whatsoever was suffered in transit.





IAN SUMMERS, who will take forward the build of the Lady Nelson, remembers 65 years of modelling

I was born in Launceston in 1950, and a mere seven years later, made a simple plastic kit of a P-47 Thunderbolt. I enjoyed it, but it did not take overlong to build, so my next effort was the Airfix R E 8. It was a revelation - two wings and an undercarriage that had to be there, not folded away! Using my Bildabrix set, I made little towers to hold the wings in line while the glue dried - success, and I have never looked back.

It was exclusively aircraft for a fair while, but at some point I tried the tiny Eagle 1200th scale ships. If any models could train small motor skills and patience, these were it. When I had a go at 600th Airfix ships as and when afforded, they were a complete doddle; every part seemed enormous. (Years later, imagine how the 200th Trumpeter Bismarck felt...).

Ian Summers checks out the Lady Nelson

In 1991 I had a chance through a friend to tackle a wooden ship model, the Corel ' Flying Fish'. It was heart in mouth stuff, a new medium for me, with no real guarantee of success. I was moderately surprised, and very pleased, when it turned out well; circumstances mean that this model is still unfinished, with about a quarter of the rigging still to go. A friend then asked me to tackle a Billings Cutty Sark, which I found awkward in cutting out detail parts from sheet.

There followed repairs to various vessels that had suffered in various ways - a drunken elbow, a mantelpiece dive, an electrician's foot; all served to develop problem-solving and building skills, although not enough yet.

This has culminated in my present situation. I have a museum in the ex-St Marys railway station, which among many things has a fair selection of aircraft and ships. As time has passed during the last 11 years in this building, I have received the following visitors:

** I have hit a problem with this ship- how do you do this next bit?*

**I have tried to build this, but I can't do it; you do it.*

**To hell with it - I never want to see it again, just take it.*

** I think you may be the solution to a family problem. My late father in law had just barely begun two ships, but members of the family have been in the workshop and made a complete mess of another four. We don't want to keep them, but we don't want to throw them away either...*

Now we come to the present, with the opening in St Helens of an exceptionally fine maritime museum, a one-man operation deserving of support. I have volunteered to construct vessels at his request as a modest contribution to his work; so far nine ships and a tenth under way. As an example, I have held Nelson's signature in my hand; and the model of Mary Rose has a cannonball from the Mary Rose with it. I think, however, the most satisfying I have done for Mainly Maritime is a scratchbuild, from photographs, a model of HMAS Franklin, a requisitioned luxury yacht in the RAN. This arrangement, with Brian covering costs and me building at no charge is wonderful. When a ship is finished, it leaves - no dusting, don't have to build a case, don't have to find a place to put it, workbench clear for the next one. This last is, of course, purely hypothetical...

My current task is a semi-scratchbuild of Tobias Furneaux' HMS Adventure, from Cook's second expedition in HMS Resolution. I must then finish Endurance, and then, then, get underway on Lady Nelson. I am impressed with this beauty and will do my best to keep up the quality.

And finally, a ship-related museum story. I was working happily on a model of Endeavour for an ex-pupil of mine, when an American lady entered. She watched me work for a short while, then said "Say, what's the ship?" I replied that it was Captain Cook's Endeavour; mapping the east coast of Australia, out into the Pacific a few times, ending up in Hawaii, where 'your blokes murdered him'.

"After what he did to Peter Pan, he deserved all he got". ✶

Photos of some of Ian's work next page

BUSY FINGERS

'My current task is a semi-scratchbuild of Tobias Furneaux' HMS Adventure, from Cook's second expedition in HMS Resolution.'

Ian (left) with his model of HMS Adventure.

HMS Beagle

USS Kearshage

HMS Skirmisher

Left - Cross-section shows decks of HMS Victory (Corel kit) made by Ian for a former pupil in St. Helens and to be loaned to Mainly Maritime in St. Helens.

Below- The Krait

ORION MAKES ROOM FOR BISMARCK

Orion - Bound for Sydney

STORY AND PHOTOS - WARWICK RIDDLE

As anyone who has been to my workshop would know there has been a model of the P&O liner RMS ORION which I have been restoring over 20 years. Work and other commitments slowed down restoration so it was decided to return it to Sydney for completion by the Sea Heritage Fleet model makers' team.
Then in 2019 Covid hit and not much was done about the transfer for two years until we finally had a breakthrough and the Australian National Maritime Museum offered to cover the costs to relocate and provide a space to work on the model.

It's a grand old lady, built in 1934, 5 metres long and weighing about 300 Kg, she needed special transport. Grace Fine Art and Antique Transport was engaged to transport the model back to Sydney. They arrived at my workshop on the 10th May and after a couple of very hairy moments, the model was loaded and on its way to Sydney. It arrived the next day. Unloading at the ANMM was made easy with the use of a forklift. It is now in the foyer of Wharf 7. Over the coming days power and additional lighting will be provided for the Sea Heritage Fleet model-makers to display their skills to visitors.

There is plenty of room in the workshop now so I can complete the model of the Krait for my grandson and to keep the grey matter ticking along, I have started a kit model of the Bismarck that should keep me busy for some time. So far all the framing is completed and the first layer of planking is finished and I have started the second layer. The model kit consists of wood, brass fittings of which there many, resin and plastic. Some of the brass fittings are very thin and will bend easily so need careful handling. More on this some other time.
Now it is time for a big clean-up of the workshop.✶

A hairy moment - What do we do now?

Five metres long and 300kg - how hard can it be?

Already to go

Unloading at the ANMM Sydney

Foyer of Wharf 7

Warwick's new project next page

'...have started a kit model of the Bismarck that should keep me busy for some time.'

Above - Framing completed.
Below - First layer of planking completed.

Saved from a rubbish trip, Raritan ready for restoration

Story and Photos DAVID MILES

Recently I was offered the opportunity of restoring and partially rebuilding a model of an American Hudson River paddle steamer rescued from a rubbish skip in NSW. It came with modeller's drawings thankfully. There are also brass-framed and what appear to be glass windows, plus metal fabricated paddle wheels. Someone was keen.

The paddle steamer has the name Raritan which I had never heard of, nor had others. Research of the vessel at first gained little, with part of an article from the Hoboken Historical Museum in New Jersey. Not much, as you can see below. One of Robert Fulton's other boats, the Clermont, has pictures available though and appears to be a similar vessel.

'Fulton and Livingston ... sent one of their new steamboats, the Raritan, to run the same route...'
- extract from Hoboken Historical Museum records.

The Hudson Maritime Museum in Kingston, New York, however, was able to provide, in response to my email to them, much more detailed information, including a sketch. That information is replicated next page.

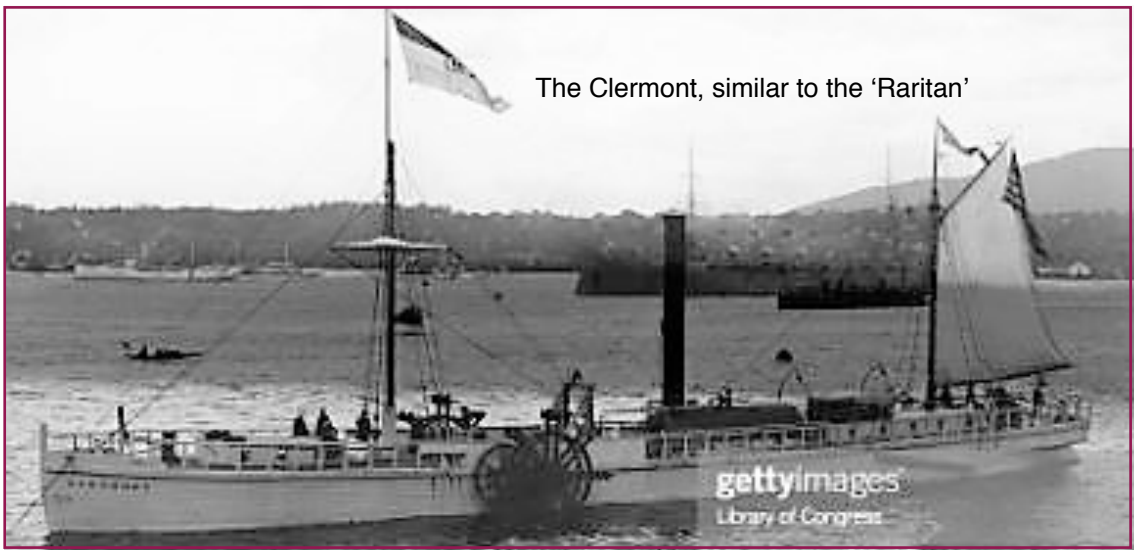
Someone has taken a lot of time over building this only to have it thrown away. I believe it followed the usual turn of events of the deceased estate scenario, where the family does not know what to do with it, has no interest, and out it goes. It is a shame that so many models, both of boats and locomotives and the like, must have been lost in this manner after so much dedication, skill and time went into their production. Luckily I can say that my model of the Enterprise has already been booked by one of my daughters*.

The steam engine in the actual vessel appeared to be along the lines of a Cornish mine engine. See the picture further on. I can assure you that I have no intention to build such a beast.

Very shortly I am to go overseas for a holiday. On my return the boat should be very close to making the list of my home projects.

* With regard to my other activity as volunteer Skipper of the Museum of Australia's PS Enterprise, I await information on the investigation of how the hairline crack in the steam chest is to be fixed. I will keep you informed. I have not been on the Enterprise for over 12 months.

✶



The Clermont, similar to the 'Raritan'

RARITAN o 1809-1820

Builder: Charles Brown, New York, N. Y.
Machinery: Fulton Iron Works, New York, N. Y.

Hull: Wood 124' x 21' x 6'8; 164 Tons.
Engine: Cross-head Engine. Cylinder:
Wheels: @ 16'ó

Owners: John R. Livingston, Robert J. Livingston, 1809-1820

Costing $26,000.- to build, the RARITAN was a trifle smaller than the CLERMONT; however she was an improvement in construction and fittings. The Fulton-Livingston interests, controlling thru their New York State grant all the steam navigation in New York waters, had driven off the PHOENIX after a few trips. They had the RARITAN constructed to operate as a link in the New York and Philadelphia traffic.

July 6, 1809 the RARITAN received her first enrollment at New York, although service between New York and Elizabethtown, Amboy and New Brunswick had begun on June 8, 1809, the run to Amboy being made in four hours. The fare charged was: to Elizabethtown 4 shillings (50¢), to Amboy 8 shillings ($1.00) and 12 shillings to New Brunswick ($1.50). At New Brunswick connections were made with stages to Trenton, N. J., where passengers transferred to the PHOENIX for Philadelphia. Three round trips were made weekly.

In 1814 Aaron Ogden, who had obtained a franchise for New Jersey, and who had been driven from the Hudson River by the Fulton-Livingston monopoly, instituted long drawn out legal actions to oust the RARITAN from New Jersey waters. Not until ten years later was the matter adjudicated by the U. S. Supreme Court, which invalidated the Fulton-Livingston grants as being against public interest and welfare. The RARITAN in the meanwhile continued to operate between New York and New Brunswick.

In 1818 the RARITAN was joined by the Fulton-Livingston OLIVE BRANCH, a larger and speedier vessel. In the same year the boiler of the RARITAN exploded, caused by weakened braces. The engineer was so badly scalded that he died of his injuries.

By this time newer steamers were rapidly replacing the original pioneers. The improvement in size, accomodations, speed and reliability were such that the old-timers were relegated, being kept in reserve for emergencies. The RARITAN had two more years of existence until 1820 when she was scrapped.

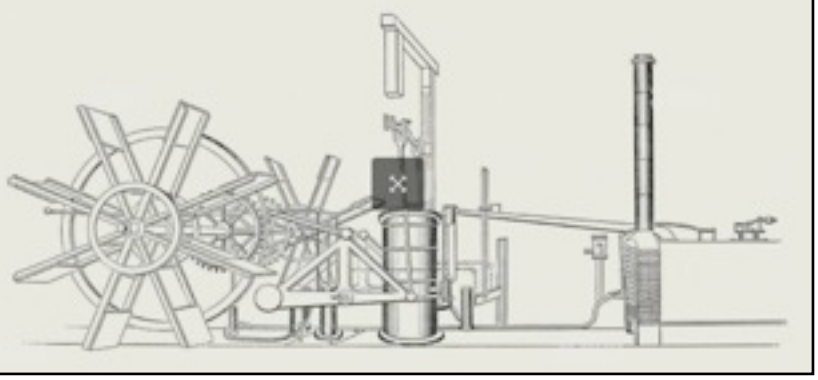
Drawing based on an oil painting at Mariners' Museum, Newport News, Va.

Above - From the original typescript (marked page 217 of presumably a manuscript) - source Hudson Maritime Museum New York

Next Page - Photos of the Rescued Raritan Model

‘Someone has taken a lot of time over building this only to have it thrown away.’

‘The steam engine in the actual vessel appeared to be along the lines of a Cornish mine engine. I can assure you that I have no intention to build such a beast.’



MATT SHEPLEY enjoys a visit to the **Australian National Maritime Museum**

I have been working in Sydney for the last couple of months and needed a distraction one week-end. With the National Maritime Museum only 10 minutes' walk away and free entry for military personnel, spouses, and DVA card holders, the opportunity wasn't to be missed.


Duyfken's pumps

The ANMM will not be new to most, so I'll save you the blow by blow, but I was able to get aboard the Endeavour and Duyfken replicas for the first time. Sadly other floating exhibits were still 'Covid-closed', so James Craig and Krait will have to wait a little longer. I took many photos of ship fittings, previously only seen in miniature (check out the size of Duyfken's pumps, right, much larger than I expected!).

Three notable things caught my attention inside the Museum proper. I had not previously noticed an area dedicated to model-making...but the information board proclaimed its installation in 1995. The cabinet had a range of items in various states of construction and a nice explanation of our hobby by Richard Keyes and Lindsay Charman. I can imagine someone giving demos on busy museum days.


Imagine someone giving demos

Secondly, Michel Laroche's stunning scratch model of Le Géographe was one of only a couple of models currently on exhibit. Even noting my obsession with vessels connected to South Australia, I was taken by its petite scale and incredible detail. They say "everyone wants to build the Victory"… victory for me would be a Le Géographe half as nice a Michel's!

And finally, for those with a clock fetish, I can happily report that two of Mr Norman Banham's replicas of John Harrison's five marine chronometers are on display (H1 and H4). My clock friends inform me that Mr Banham, of Wollongong NSW, is the only person on the planet to have built replicas of all five clocks. Hopefully the full collection will end up in the Museum's stewardship – a national treasure in their own right. ✶


Chronometer replica


Le Géographe

'The six large sheets of plans were fully detailed and scaled off the actual ship'

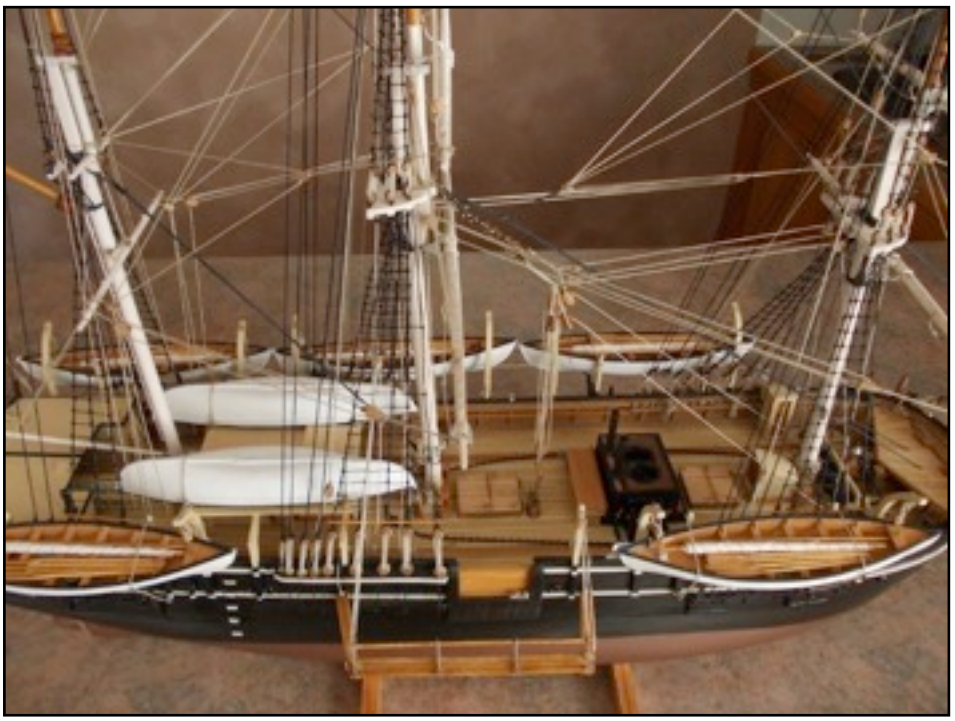
CHARLES W MORGAN BUILD

I have just finished building my Charles W Morgan whale-ship model after about three years and a lot of COVID induced spare time. I must admit that my patience and precision have declined somewhat since my earlier builds .

The last job in the project was to create a stand from the available oddments in the back shed. The second last job was to make seven whalers, utilising bread & butter construction, and hang them from the ship's davits and shelter roof. The six large sheets of plans were fully detailed and scaled off the actual ship displayed at the Mystic Seaport Museum in Connecticut. They allow a modeller to decide the degree of minutiae that they choose or are capable of achieving. I fudged a fair bit! I used thread to tie the lower tier ratlines instead of attaching wooden strips. My eyesight and dexterity did not allow me to go down to 3/32" deadeyes, but I did manage some at 9/64". I could not bring myself to utilise the 108 ft. of copper tape to sheath the bottom, but found an acceptable paint. There was one negative in the supplied materials – the rigging lines were very obviously synthetic and were replaced by purchases. There were some bonuses! I reacquainted with imperial measurements and expanded my knowledge of nautical terminology amongst other things.

Over all it was quite satisfying.

Story and Photos KEN JONES



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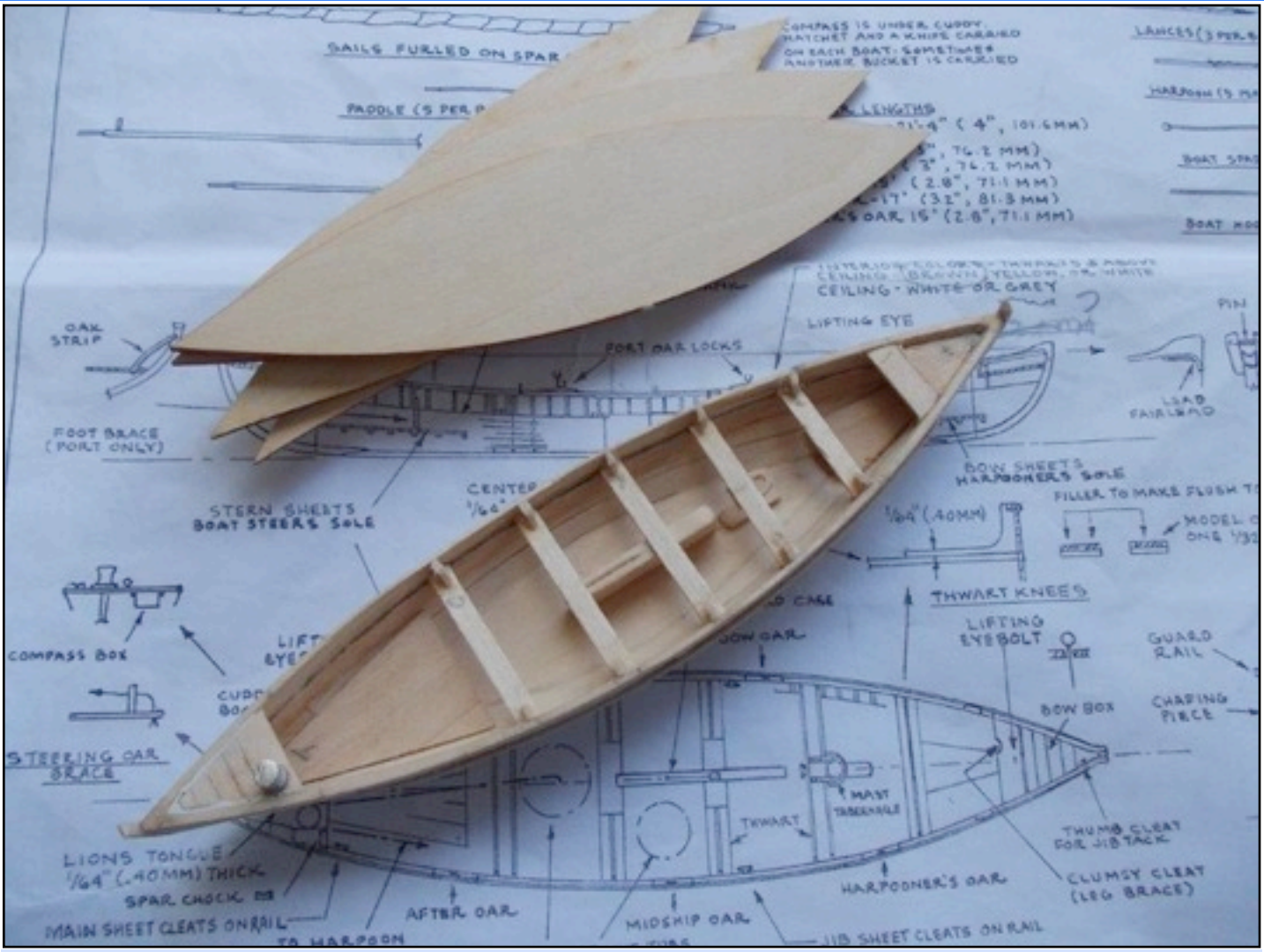
More photos next page



'(The plans for the Charles W Morgan) allow a modeller to decide the degree of minutiae that they choose or are capable of achieving'

Japanese Naval Vessel Anti-aircraft Destroyer Akizuki by BRUCE KIRK

Part 1

Introduction

Initially I was going to write about my Captain Cook's Endeavour, a model that I seem to have been working on for ages and only advancing to the finish line very slowly. Maybe after the planking, it's the blocks and ratlines that cause me to be distracted to something that might be easier to build. Usually, the case turns out to be the opposite. Oh well, "such is life".

As we modellers know, you are always keeping an eye open for what you may 'accidently' find. Whether such a model is of your particular subject interest or one that represents a different area of challenge. I also wonder how often a kit is added to your collection just because you like the art work. Perhaps to fill up that empty space in your storage cupboard with the intention for a future build, only at a later stage to pass such model on to another modeller because you now have insufficient storage space due to previous reason. Truly amazing how model kits manage to journey around and no doubt could tell some interesting stories before parking as a completed model in a display cabinet or area.

Having an interest in World War 2 Japanese warships, I recently stumbled across Nichimo's 1/200 scale plastic kit of the Imperial Japanese Navy's (IJN) anti-aircraft destroyer Akizuki. Ah, just the excuse to put the Endeavour aside for a time.

Nichimo

Nichimo was a Japanese company that produced a range of plastic model kits and was later known as Nichimoco. Existing between 1951 and 2013, the company produced aircraft, ship, submarine, vehicle, science fiction character and musical instrument models in various scales. Between 1964 and 1967, it also made a selection of scale slot cars. In relation to ships and aircraft, these have a very strong Japanese focus. In 1968 Nichimo released its first model ship, the IJN *Yamato* at a scale of 1/200. Interestingly, this ship was also produced in scales of 1/400, 1/500 and 1/750. During the 1970s the company continued its strong focus on ships, releasing the IJN *Akizuki* in 1974 at a scale of 1/200.

Nichimo ship and submarine models are still available today through online services such as e-bay. The kits are still considered fairly accurate models and very good quality by the standards of the day. However, some kit pricing is very optimistic: "tell them they're dreaming!".

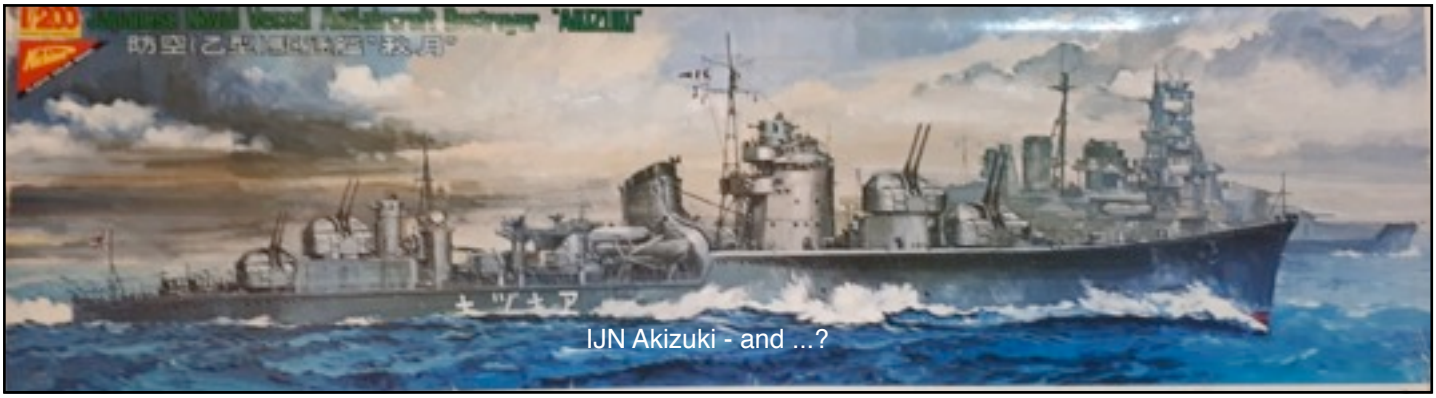
Submarine I-19

While talking about Nichimo models for the moment and as a diversion, I also have a 1971 Nichimo 1/200 model of the IJN submarine *I-19* obtained as per above and not yet built.

Above - Japanese submarine I-19 (box art)

The *I-19* was a Type B1 submarine having long range, high surface cruising speed allowing it to operate with joint fleets. Being 108.7m (357 ft) in length enabled it also to carry a single float plane. Built by Mitsubishi Heavy Industries, Kobe, the submarine displaced 2,584 tons surfaced and 3,654 tons submerged, with a surface speed of 23.5 knots (44 km/hr) and 8 knots (15 km/hr) submerged and a test depth to 100m (330ft). It had a range of 14,000 nautical miles (26,000 km) at 16 knots. Armament included 6 x 533mm forward firing torpedo tubes with a total of 17 torpedoes, a single 14cm/40 11th year Type naval gun and a Yokosuka E14Y (Glen) float plane.

On 15 September 1942 during the Guadalcanal campaign, this submarine fired one of the most damaging torpedo salvos in history, resulting in the sinking of the aircraft carrier USS Wasp, the


IJN Akizuki - and ...?

destroyer USS O'Brien while also significantly damaging the battleship USS North Carolina. This from firing just six torpedoes.
The other history of this submarine was:

- on 22 December 1941, unsuccessfully attacking the oil tanker SS H.M. Storey, 55 miles north of Santa Barbara off the Californian coast;
- on 23 February 1942, sending its float plane on a night reconnaissance mission over Pearl Harbor in preparation for Operation K, the second attack planned by the IJN. Subsequently, on 4 March while located at the French Frigate Shoals served as radio beacon for this attack carried out effectually by two of five planned Kawanishi H8K (Emily) flying boats;
- involved in the opening stages of the Aleutian Islands campaign in June 1942;
- between November 1942 until February 1943 involved in the 'Tokyo Express' operations at Guadalcanal; and
- between April and September 1943 while stationed off Fiji, sinking two Allied cargo ships and heavily damaging one other. One terrible incident involving *1-19* was after sinking the SS William K. Vanderbilt on 16 May 1943, the submarine surfaced and machine-gunned the surviving crew members in their lifeboats, killing one of them.

The submarine was sunk on 25 November 1943 with all 94 crew lost after being depth-charged by USS Radford, west of Makin Island, part of the Gilbert Islands.

In a more modern touch, *I-19* was the number shown on the submarine in the Steven Spielberg film 1941. You can catch the opening film scene on YouTube – think Jaws!

IJN Akizuki
Now, finally what this the article is supposed to be about.
Looking at the IJN Akizuki model kit box shows a substantial package, being 740mm x 210mm x 60mm, weighing some 900g. (above). In comparison, the 1968 1/200 Yamato box is 1354mm x 270mm x 160mm, weighing some 5.4kg and don't ask what the shipping costs are from the US.

However, the good, bad, but not the ugly, on the box package is the mixture of English and Japanese writing. Of course, the kit is made in Japan and I can't read Japanese!

What the kit represents is clearly shown by the box art. However, the only reference to the ship's colour scheme is given on one side with the 'explanation of coating with paint' extensively written in Japanese, apart from the actual naming of the block colour samples - under water line; steel deck, broad side and fittings and linoleum deck. Whilst these printed colours have probably faded with time, I'm not sure how accurately they reflect Akizuki's wartime colours. No reference is made to any model paint company and I suspect these colours may have been drawn from original shipyard references at the time of Akizuki's building.

The opposite side of the box has diagrammatic outlines of the ship and a brief history surprisingly written in English, but obviously translated from Japanese.

Painting instructions are on side of box

The box art itself is very impressive and it's probably worthwhile keeping the box after finishing the model - either intact (more space taken up) or just the box cover art itself.

It is always interesting to try and determine what story the box art is trying to tell, especially when other ships or shorelines are included in the picture: is it just artistic licence, a particular naval operation or even if the ship(s) are representative of their correct time period, e.g., wartime modification(s)? Accepting it is probably a little difficult to clearly distinguish the ship behind the Akizuki (previous page), I leave you with the question as to what ship this might be. I'll give my answer of what I think in the next chapter, but am happy to be corrected.

I'll continue looking at the kit and its building in the next issue, with maybe some other diversions as well.

References:

https://en.wikipedia.org/wiki/Japanese_submarine_I-19

https://www.scalemates.com/kits/nichimo-u-2006-i-19-submarine-and-floatplane--146099

Nichimo I-19 1/200 model kit information on box side.

Evans, David C, editor & translator. The Japanese Navy in World War 11 (In the words of former Japanese Naval Officers) 2nd ed. Naval Institute Press, Annapolis, Maryland. 1986.

Hammel, Eric. Guadalcanal: the carrier battles, August – October 1942. Crown Publish, Inc. New York. 1987.

✶

This amazing photo shows the stern view of the wreck of Shackleton's Endurance, 107 years after it sank in the Weddel Sea. It sits on the seabed at 3008 metres and is in remarkable condition. Story and more photos on the following pages. - (Photo: The Falklands Maritime Heritage Trust and National Geographic

‘Brilliant State of Preservation’

At over 3000 metres deep in Antarctic Waters and after 100 years on the ocean floor, the Endurance, last seen by Ernest Shackleton’s expeditionary party locked in ice and breaking up, is in a ‘brilliant state of preservation’ today.

As evidenced in photographs shown here (stills from a film made from a submersible), the ship, according to Mensun Bound, director of exploration for the search for the wreck by the Falklands Maritime Heritage Trust, “is the finest wooden shipwreck I have ever seen.”

“It is upright, well proud of the seabed, intact and in a brilliant state of preservation.

“You can even see ‘Endurance’ arced across the stern, directly below the taffrail.”

The search for the ship began in February, a month after the 100th anniversary of Shackleton’s death, and the wreck was located in March

Shackleton and and his party set out to achieve the first land crossing of Antarctica, but the Endurance became trapped in ice and had to be abandoned.

That was 107 years ago and led the 28 men many months later to set out on a hazardous crossing in ship boats to eventually reach safety.

The wreck was located using records of the Endurance’s captain, Frank Worsley, as a starting point - the wreck ending up 7 km from his last observation.

The team worked from the South African polar research and logistics vessel, the SA Algulhas II, using Saab Sabretooth hybrid underwater research vehicles.✶

Brian Voce

Stern view of Endurance. The star below the name is a carryover from the ship’s earlier name Polaris. Below - Starboard bow.
Photos: Falklands Maritime Heritage Trust and National Geographic.

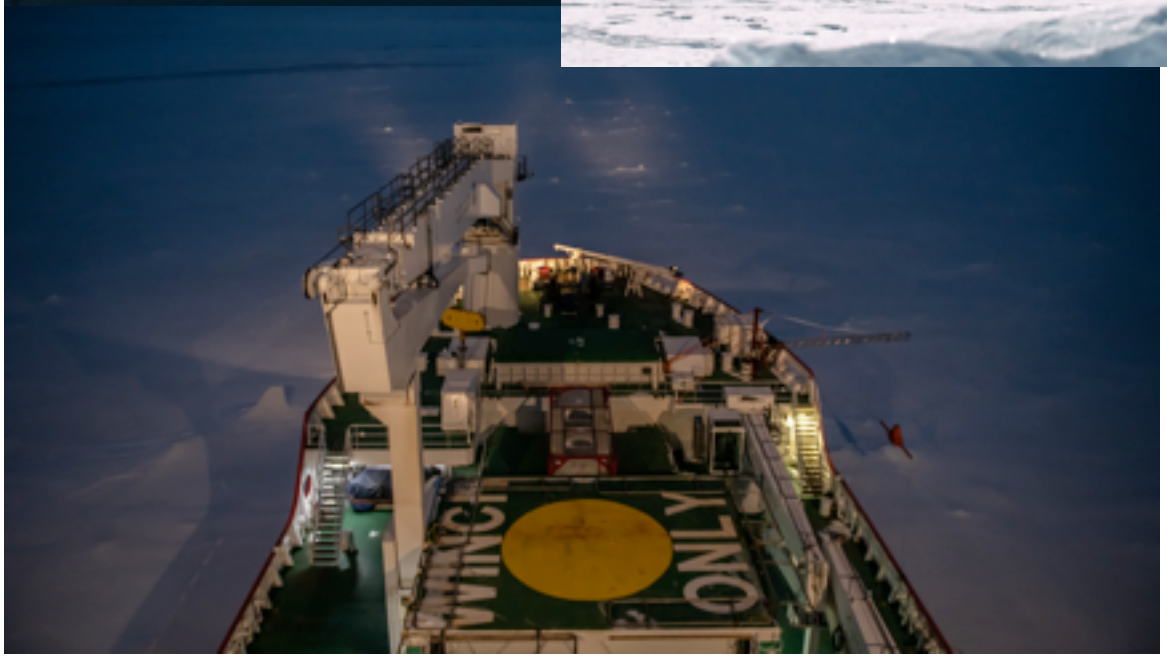
More photos next page

The Imperial Trans-Antarctic Expedition

It was Sir Ernest Shackleton’s ambition to achieve the first land crossing of Antarctica from the Weddell Sea via the South Pole to the Ross Sea. The Ross Sea Party which was landed at Hut Point on Ross Island had the task of laying supply dumps for Shackleton’s crossing party and achieved its objective, but at the cost of three lives lost. In the Weddell Sea, Endurance never reached land and became trapped in the dense pack ice and the 28 men on board eventually had no choice but to abandon ship. After months spent in makeshift camps on the ice floes drifting northwards, the party took to the lifeboats to reach the inhospitable, uninhabited, Elephant Island. Shackleton and five others then made an extraordinary 800-mile (1,300 km) open-boat journey in the lifeboat, *James Caird*, to reach South Georgia. Shackleton and two others then crossed the mountainous island to the whaling station at Stromness. From there, Shackleton was eventually able to mount a rescue of the men waiting on Elephant Island and bring them home without loss of life. - **Falklands Maritime Heritage Trust**

Left - Preparing to launch the Saab Sabretooth and in the water.

Below - The SA Algulhas II.



Photos - Esther Horvarth and Falklands Maritime Heritage Trust. Published with permission.

Thanks also to the FMHT for background information on the expedition and its outcome.

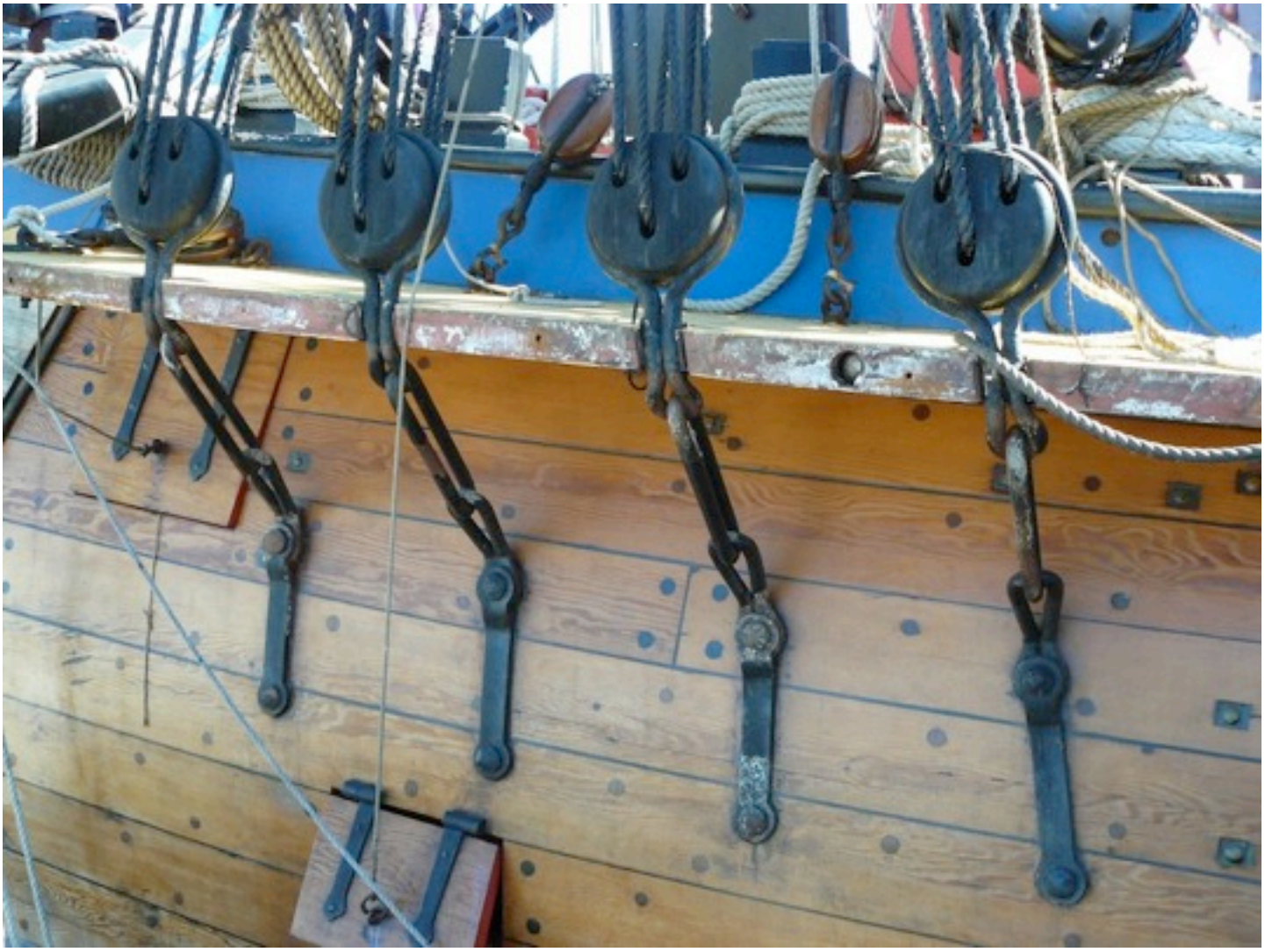
Following the discovery of the Endurance's wreck, Gary Renshaw at Modellers Central reports they were over-run with orders for kits, but he also reveals that Modellers Central will have its own kit on the market soon - and this one will include the on-deck kennels! As well, they have launched their own James Caird boat which figured prominently in the extraordinary efforts by Shackleton and his men to reach safety after the Endurance was trapped in the Antarctic ice.

by GARY RENSHAW

Since the recent discovery of the *Endurance* wreck, there has been overwhelming demand for the model – so much so that we sold out within a few days of new stock arriving.

Immediately after Occre released their kit of Shackleton's *Endurance* in February 2021 it was immensely popular.
As with all Occre kits *Endurance* is well designed, with clean and accurate laser cutting allowing for trouble free assembly. These features coupled with the detailed building instructions and colour photos showing each stage of the build make for a beautifully finished model.
Occre also provide video tutorials on the building of the kit on their website which is an excellent resource for a modeller starting out in the craft of model ship building.
On a light note – the Occre *Endurance* kit does lack some detail – such as the "dog kennels" on the main deck – Modellers Shipyard has a model kit of the *Endurance* in the production line – and that kit will have the "dog kennels" along with other extra details!
When discussing Shackleton's journey to Antarctica the epic voyage of Shackleton and five companions from Elephant Island to South Georgia in the *James Caird* boat – a journey of 1,300kms across the Southern Ocean as winter was setting-in – should not be overlooked.
Modellers Shipyard has developed a model kit of the *James Caird* (available in July). Pre-Orders are being taken. ✶

Photos supplied



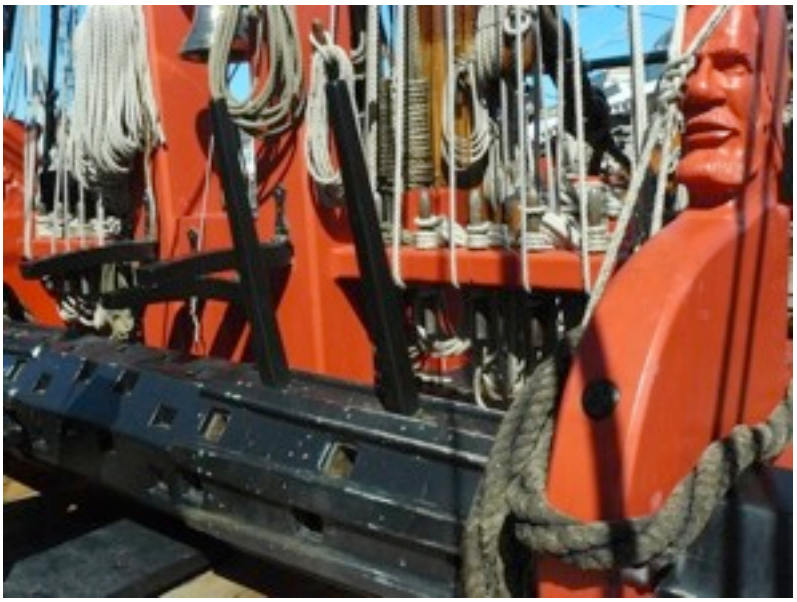
PHOTOS TO SHARE

by Ray Osmotherly

Some time ago I visited the Sydney Maritime Museum and spent some time photographing details of HMS Endeavour. I wanted to capture closeups which might be useful for someone making a model. I have 70 photographs, now on a DVD.

If a members might find these useful and would like to see all of the photos I would be happy to give them a copy of the DVD.

Examples of the photos are on this and the following pages.



Ropes, ropes and more ropes. Where do they go and what do they do? More of Ray's pictures next page.


9

One perk of working for months in Sydney is the opportunity to see maritime stuff I wouldn't ordinarily get to see from land-locked Canberra. Here's a selection of things that have caught my eye.

MATT SHEPLEY

Rigging detail on the Duyfken replica…glad to see I've been doing it about right!

The caisson rotting at the back of Woolwich Dock, where I worked as a young Lieutenant in 1994. Would make for a fascinating modelling project!

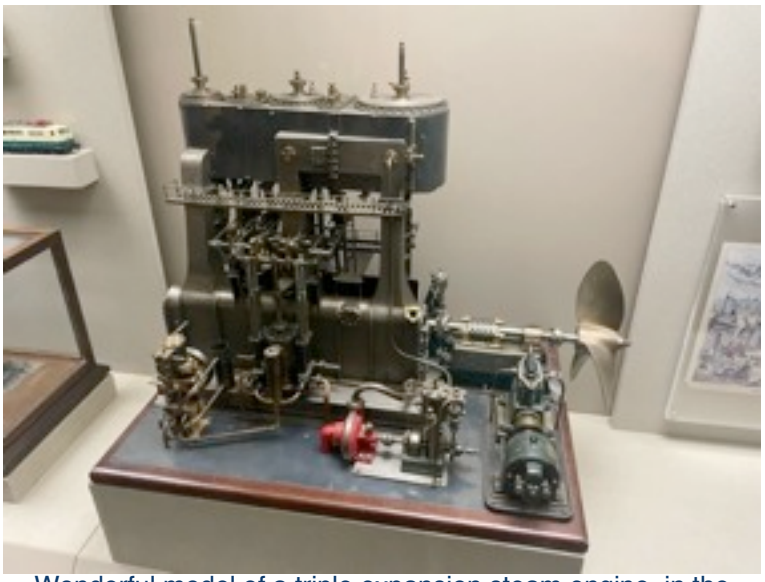
For a change of pace….incredible model of a dragline excavator in the Newcastle Museum

Left - Finely detailed model of the fully-rigged steel ship Mount Stewart (1891) in the Newcastle Museum. Said to be the last sailing ship built for the Australian wool trade.

From a learning perspective (in no way a critique of the modeller), the model has a serious flaw. The hull seems to have been painted in heavy enamel, or wrapped in some form of tape – which is now displaying wrinkles down the entire length of the hull – illustrating the challenge of coating selection.

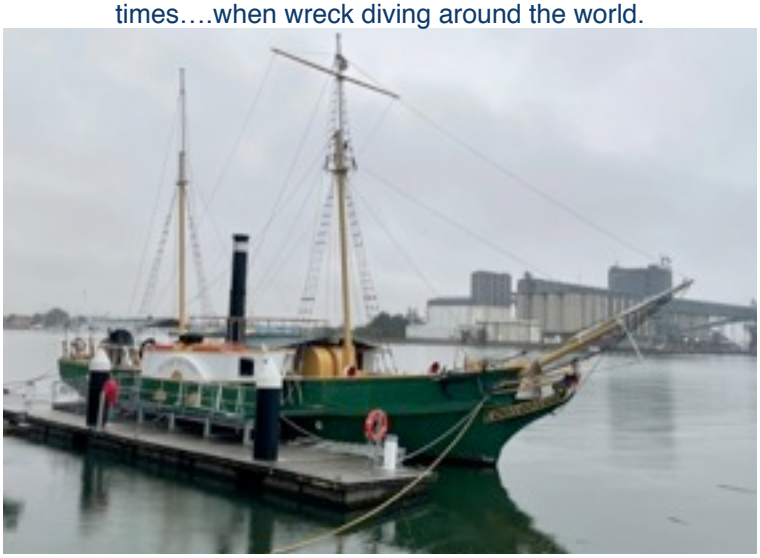
More photos next page

The first time I've seen a vintage shadow box model - in an antique shop near Maitland, NSW.



Wonderful model of a triple expansion steam engine, in the Powerhouse Museum. I've seen these in full size many times….when wreck diving around the world.

Another eye-catching object in the Powerhouse Museum – this time a maritime chronometer, circa 1830



Replica of Australia's first steam-powered, ocean-going paddle-wheeler, the *William the Fourth*, berthed a stone's throw from the now (sadly) defunct Newcastle Maritime Centre. I understand the long term intent is to expand the Newcastle Museum to include the Maritime Centre's collection, but the Maritime Centre will never reopen as an independent museum.

Sunny day watching the traffic, from Nobbys Lighthouse in Newcastle.

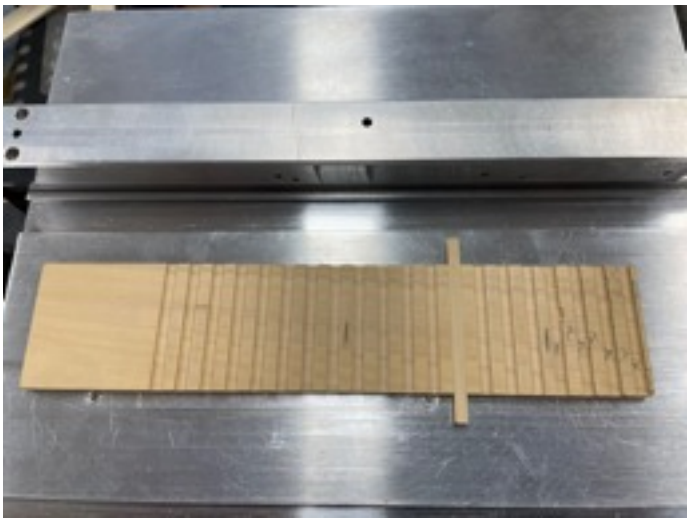
Quaint miniature nautical scene in the Hyde Park Barracks Museum, NSW

GRANT DALE continues:
Scratch Building a Model of an 18th Century Capstan
Part 3 - Grating

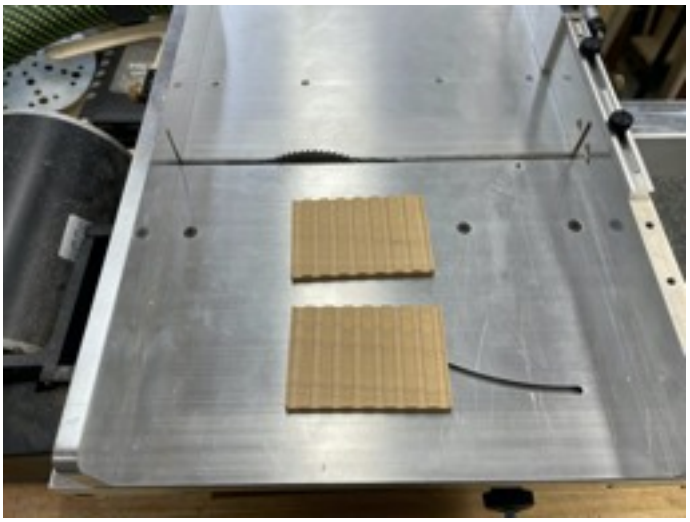
I have never scratch built a grating before, so this was to be new territory for me. The Practicum provides instructions for two methods of making the Ledges (the part with the "teeth"). I chose to follow neither, so what follows is my own take on how to make them.

The Battens (the part that fits into the "teeth" on the Ledges) work out at a scale 5/32" wide x 3/64" thick. This means that the rebate between the teeth, as well as the teeth themselves, must also be 5/32" if we are to achieve a square opening. Fortunately, I happen to have an end mill cutter of 5/32" diameter. I decided to cut the rebates into a single piece of stock that was wide enough for the individual Ledge strips to be ripped from later. The stock was also long enough for me to make enough for two sets of ledges.

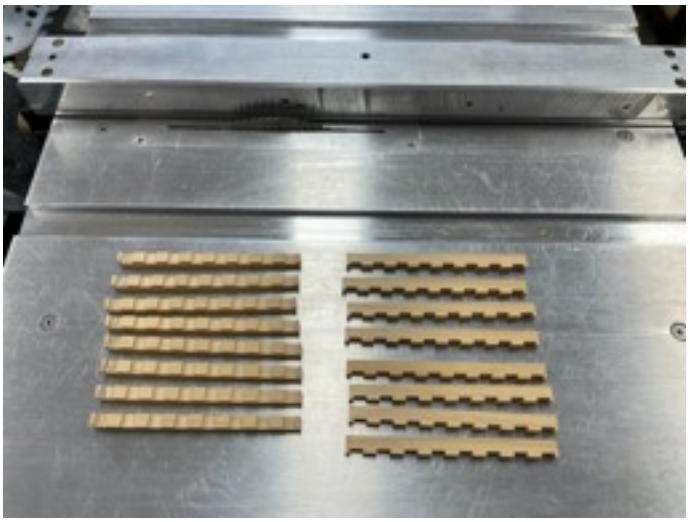
The mill made short work of this task. The milling left a little fuzz on the edge of the slots, which was easily cleaned up with a swipe of some 320-grit sandpaper. Here is the cleaned-up piece with a batten inserted as a test fit.



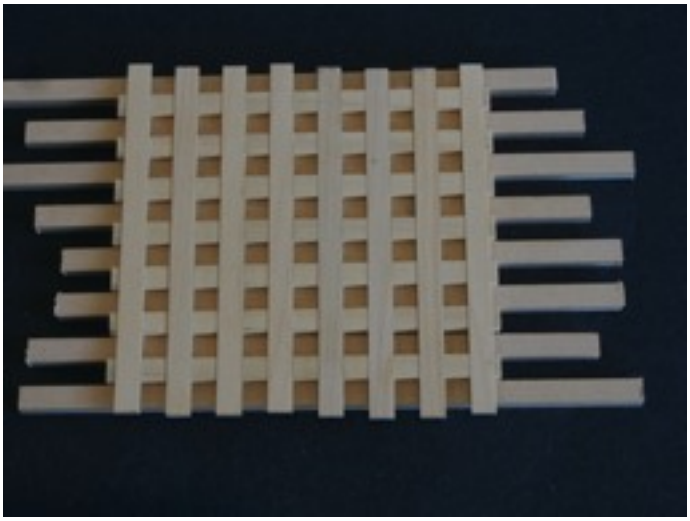
This piece was then cross-cut into two sections, each with enough slots for a complete grating. The main reason for doing this was to shorten the length to be ripped as I find that the longer the rip cut, the more likely that binding on the saw blade will occur.



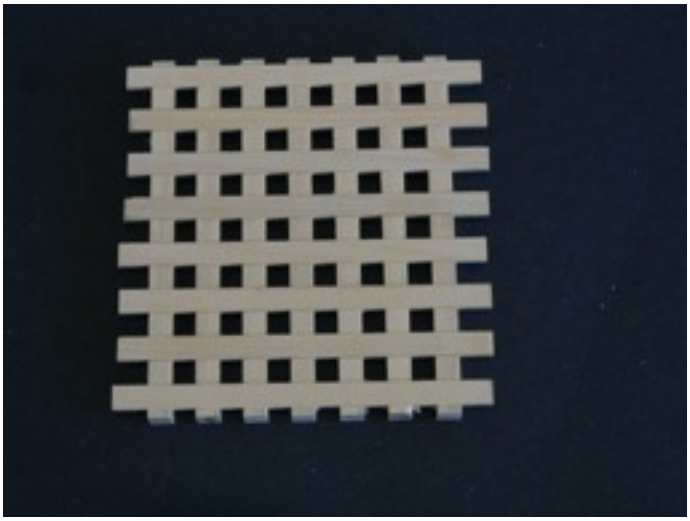
A piece of scrap was used to fine tune the fence setting, then the blocks were ripped into the individual ledge strips. There was sufficient width of stock to rip one spare Ledge from each block. Here are the final Ledges.



While I had the fence set, I ripped some 3.0mm stock to the same width to use as spacers while assembling the grating.

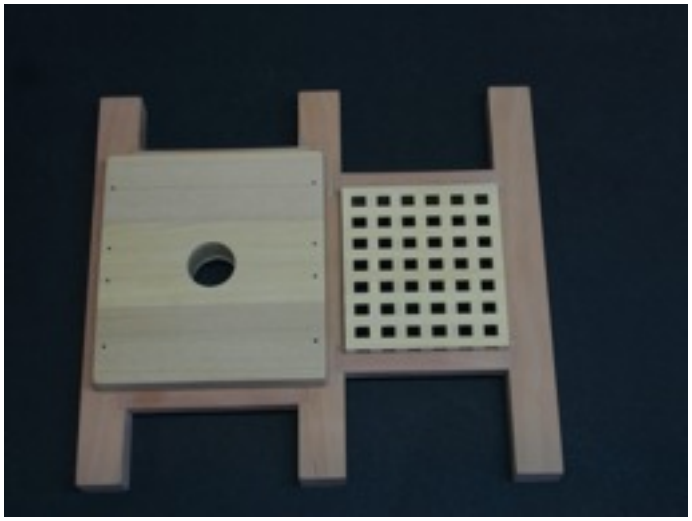


Once I was happy with the dry fit, the Battens were removed one at a time, a drop of glue placed in the rebate and the Batten returned. Once I'd glued all the Battens, the spacers were removed in case any glue squeeze-out accidentally caught them.



Once the glue had set, I trimmed the edges on all sides and added the (simulated) fastenings.

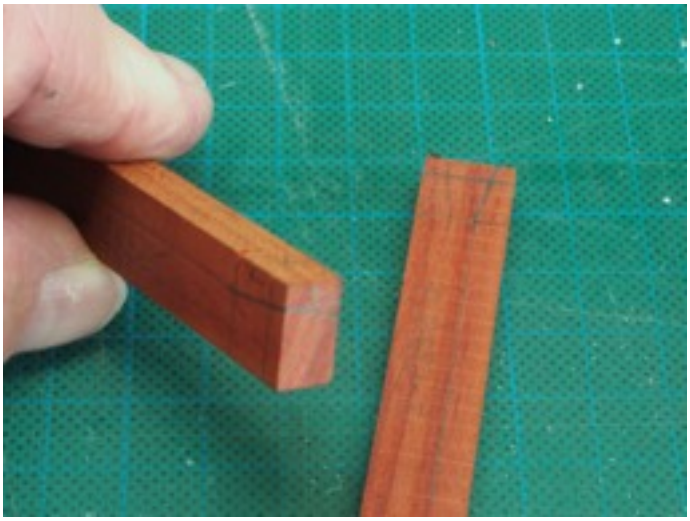
Here is the result in place on the deck beams (top right). In this photo I've yet to add the simulated fastenings. You can also see that I've drilled the bolt holes in the Capstan Step.



Hatch Coaming

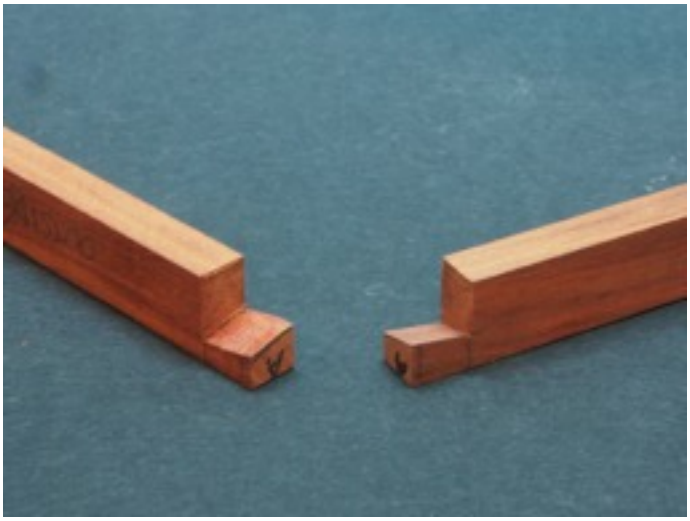
This is the trickiest part of the build to date. It is made so by the joinery for the hatch, which requires that the coamings and head ledges being joined by "tailed half-lap joints". This means that the joints are angled in two planes. It took some time to get my head around these joints, and after a few failed attempts I had to walk away for a few days before trying again.

The key to success here is accurate marking out. To make the first half of the joint, measurements were taken from the drawings. I found my set of set-up blocks most useful for this task, along with a marking knife. The pencil was only used to go over the knife lines to improve their visibility.



The second half of the joint must be marked directly from the first half, and this is the most difficult part. The method I finally succeeded with was to mark a pin prick with the marking knife to correspond with all four extremities of the first half of the joint. Then it was a case of using a ruler and the knife to "join the dots". Cutting the joints was achieved with a razor saw and a full size, very sharp chisel. By keeping away from the marked lines initially, I was then able to pare to the line with the chisel and make any minor adjustments for a good fit.

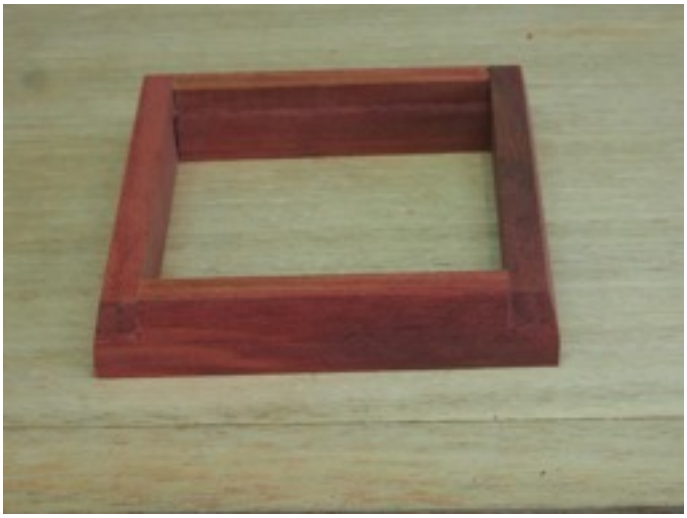
Here is an example of the joints cut, showing the angles in two planes. This picture is actually of some "rejects".



Once I had satisfactory joints in all four corners, they were glued up and the rabbet pieces cut to size and fitted.

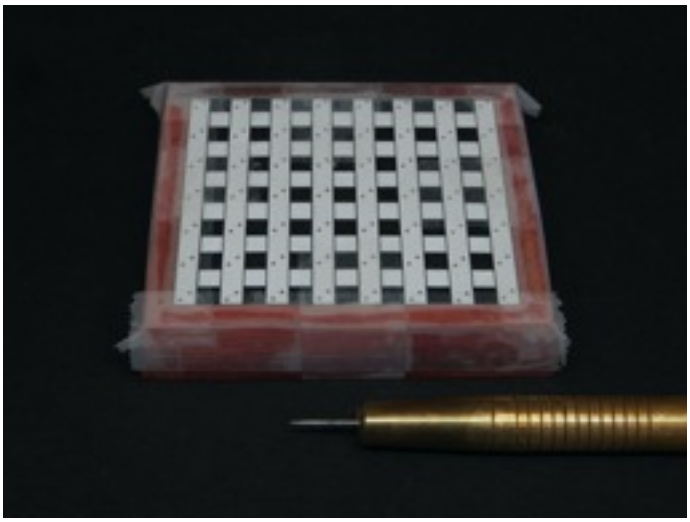
The sides of the hatch are vertical for the bottom half, and then taper inwards by one-half inch (actual size). Rather than using a sanding block to achieve this, I used a marking gauge to define the extremities of the taper and then used a block plane to remove the excess material. I used my home-made mini Moxxon vise to hold the piece while I planed the sides, coming in from both ends to avoid breakout on the cross-grain joint.

Here is the finished Hatch, ready for installation of the grating.

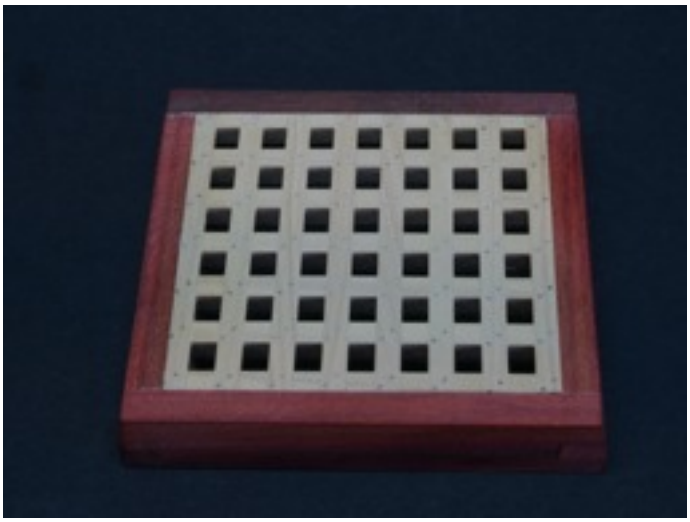


The grating was then carefully adjusted for a snug fit. I found I needed to sand just the slightest amount off each side of the grating. It was then glued in place and the top surface sanded level with the hatch sides.

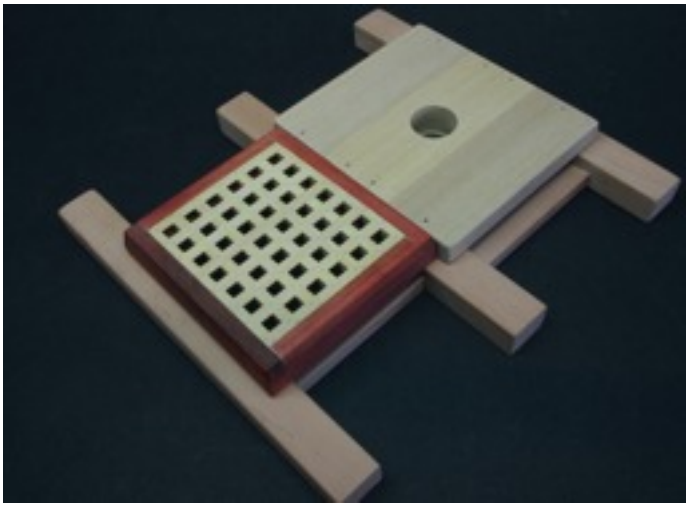
To mark out the positions for the fasteners, I simply cut out the scale drawing of the grating and taped it over my grating. I then used my home-made needle point scribing tool to mark the positions.



Once the pattern was removed, a pencil lead was twirled in the holes and the surface sanded lightly.



And finally, here is an overview of progress to this point:



That completes all the "easy" part of this build. In the next instalment, we commence some lathe work with building of the Capstan body. ✶

Articles Welcomed

Articles for Scuttlebutt are welcomed from members and readers.

Please send copy and separate jpgs to:
bvoce@ozemail.com.au

Peter Hateley has provided these recent photos to show progress made on the Gallipoli Ascot lifeboat model he is making for the Australian War Memorial.