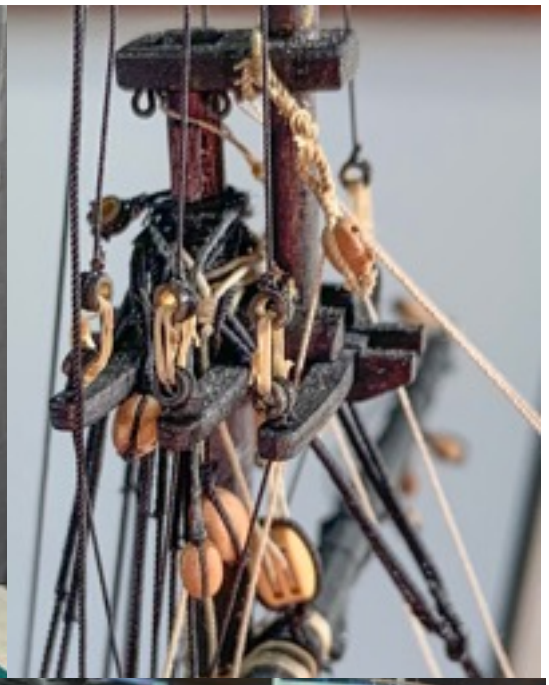
SCUTTLEBUTT

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.

December 2022



Season's greetings to all our readers

COMMITTEE MEMBERS - 2022-23

President Bob Evans, Acting Vice-President Peter Higgins, 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. h"ps://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

Hard to believe isn't it? Another year almost gone and soon that jolly fat man will be visiting with all those modelling goodies you've wished for.

We have all read Brian's special Newsletter regarding our Expo held in September and what a wonderful event that was to mark our return to the real world!

In the last quarter we were invited to put on a display for the Retirement and Lifestyle Expo held at Epic on Wednesday 28th September. We managed quite a passable display of a variety of models which attracted quite a number of visitors and interest. I am not sure if any of those who expressed an interest in joining materialised, but if we don't attend these sort of events we do not make ourselves known and I'm sure that those of us who put on the display enjoyed themselves.

Next was the ACTSMS Expo held at the Kaleen High School, and apparently this was the huge success the ACTSMS has become synonymous with over a year. It is always a pleasure to support them as they support us. There are a number of traders always in attendance and this certainly enables our Members to enhance their collection of non-period model ships!

Unfortunately I was unable to attend as I was in New Zealand on a long awaited trip to visit my son and his wife along with a few friends. There are a couple of articles within these pages which justified my absence.

The Huia Settlers Museum was particularly noteworthy and it was good to see a model that we had refurbished in Canberra make its way across the "ditch" courtesy of the New Zealand Navy and a couple of generous carriers to make the necessary transport connections. Kudos also to the generous person who made and donated the case for the model.

I find it very fulfilling to be a part of this sort of exercise which brings so much pleasure to so many people.

INSIDE

News From Tasmania

Progress on the Lady Nelson

Photos from ship modeller

Ian Summers

BOB EVANS Visits the Paeroa Maritime Museum

https://historicalmaritimepark.co.nz/museum/

"Come and view maritime history and displays of the region including Captain Cook, Northern Steam Ship Company and our naval displays. This Museum is the home to a very important collection of maritime history relating to the role that Paeroa played as a port for unloading mining machinery and equipment in the late 19th century when the goldfields of Waihi and Karangahake were being developed and mined. The vast amounts of gold that were gained from these goldfields were then shipped out of the area via these ports on site and the ports in town."

The above description is from the Marine Park's website and I can do no better than to recommend a visit to their website or, better still, visit the Museum itself.

We called on return from the Huia Settlers Museum, "we" being my son Ian and myself. This is a vastly different concept than the Huia museum, offering functions, paddle boat rides and a recreational vehicle area. Unfortunately the weather was not the best so a stroll around the outside features was somewhat rushed!

The photos will better describe the museum and the collection of models and bits and pieces inside (where it was dry!) The map shows the location of Paeroa - not very clear I know, but it does show that the town was somewhat inland from the Hauraki Gulf.

The mast is from a New Zealand naval vessel, and here my apologies as the name of the vessel now escapes me.
Also shown on this page is the small paddle boat which does tours of the local waterways.
The remaining pictures on the next page are general views , including many models and artefacts.

Well worth the visit.

While in New Zealand, Bob also visited the Huia Settlers Museum where the model of the Huia which members rejuvenated is on display.

Photos and story of his visit are on following pages.

HUIA SETTLERS MUSEUM - NEW ZEALAND

The Huia centre-stage

Interesting displays and below, Scuttlebutt included

Right - two of the Museum's volunteer workers, Lois Mould and Carl Harding with Bob and the model of the Huia.

Visit to the Huia Settlers Museum

BOB EVANS

Readers of the Newsletter will recall the articles on the repair and transportation of the model of the trading schooner "Huia" to the Huia Settlers Museum in New Zealand.

I visited New Zealand to stay with my son and daughter in law after a long hiatus in October this year and could not pass up an opportunity to visit the Museum to see first-hand how "Huia" had settled into her new home.

Rather than give you a description of the Museum I will simply urge you to visit their website at The Huia Settlers Museum | eHive where all is explained far better than I could hope to do.

It is interesting to note that the vessel "Huia" never visited Huia itself.

As will be seen in the following photographs, the model is in great hands and holds a prominent place in the Museums display.

Photo left shows the view of Huia from the lookout not far from the museum.

Photo 2 (Page 7) is the model on its base with a very nice Perspex case which was made by a local person and given to the Museum free of charge. A very generous gesture.

Also seen in the background of this photo is a wonderful model of HMS Orpheus which was wrecked at the Manukau Harbour entrance in 1863 with the loss of 189 sailors. A gallery is devoted to this disaster with displays of articles retrieved from the vessel and a video of the events pertaining to the disaster.

Photo 3 (P.7) is a general view of some of the exhibits. Very nicely laid out and some very interesting displays.

Photo 4 (P.7) - Especially for our Editor, proof positive that his Newsletter is read far and wide.

To me this is what modelling is all about and I can highly recommend a visit if you are in the area and I'm sure an arrangement could be made to open the doors should you arrive on a day other than a weekend.

Be sure to ring first though. #

At the November meeting of the club, President Bob Evans presented Peter Higgins with the Roy Vizard trophy for the winner of the members' vote at the recent Expo. Peter's model of HMB Endeavour won both the members' vote and the public vote at Expo. Presentations were made at Expo, but since then the perpetual trophy has had Peter's name and model engraved. Peter tells his story of building the model on the following pages. - Elizabeth Hodson photo.

Research Brings Satisfaction to Building

HMB ENDEAVOUR

Peter Higgins explains

PREFACE

In the year that it was announced that final resting place of the HMB ENDEAVOUR was found in the waters off Canada, I was readying myself to embark on a second wooden ship model.

I had spent the past 25 years in Model Railways building well over 200 model steam and diesel locomotive kits of brass and white metal for other enthusiasts. My passion is building models and in model railways, the layouts on which they perform. I sent 18 years exhibiting layouts at the annual Model Rail show in Perth achieving many awards along the way but downsizing to a townhouse and then moving interstate to live in an apartment, I had no room for model railways anymore, so something new was needed.

I had purchased a wood kit o the BOUNTY many years ago. I cannot recall which brand it was, but I had assembled the frame and tried to plank but after breaking a dozen planks, I gave up and it sat there on the workbench until I sold it off on eBay.

Having completed an all-wood pendulum Aero clock by UGEARS in the Ukraine, I thought I would like to do more in wood and so a search of the internet revealed local made kits by Modellers Central. I purchased the Model Shipwrights Colonial Schooner PORT JACKSON, and the journey began.

ACCURACY OF KITS

I delved right into PORTJACKSON with great enthusiasm. It was listed as a Level 2 so I thought I had the skills to do a reasonable job. As it was a 'fictional' ship I didn't bother doing any research and followed the instructions to the letter. It wasn't until I got to start the rigging that I tweaked that there were some unplausible arrangements being called for. This led me to do some online research of schooner rigging and following some online forums. Yes, all kits have inaccuracies but rigging inaccuracies are more shortcuts to make a model look nice rather than be a replica of functional rigging. So, I did some modifications, added scratch-built sails and once finished looked at the model with some pride and I thought I like this hobby, I might continue with it.

Another search of the internet revealed that a reputable international company was selling the new Artesania Latina ENDEAVOUR kit at a significant discount and landing it in Australia with international postage was much cheaper that the kit was available locally (sorry guys). With the recent finding of the final resting place, I thought it might be a nice kit to do as my second ship.

This time I wanted to do a lot of research and build the model as close to original as possible with fully working rigging. The key references for the ENDEAVOUR I am using are:

1. HM Bark ENDEAVOUR by Ray Parkin,
2. Anatomy of the Ship: ENDEAVOUR by Karl Marquardt, and
3. Rigging Period Ships by Lennarth Petersson

I purchased the Parkin book and read it thoroughly, but it did not have all the detail I was after, so I approached the National Maritime Museum Library for drawings of masts yards and rigging. To my surprise I was sent a pdf version of the Marquardt book and

asked to sign a document stating that I was using it for non-profit and personal purposes.

Comparison of the prototype information with the kits CD instructions revealed quite a few inconsistencies with the new Artesania ENDEAVOUR. What was most apparent was the kit appears to be based more on the ENDEAVOUR replica than the prototype. There were many shortcuts made in the replica because of funding issues during it build and to meet current ship build standards particularly in relation to safety. Following is the list of compromises/omissions in the kit which I remedied with additions and modifications. I will cover each in separate sections:

1. Stern profile,
2. Planking,
3. Bumpkins,
4. Bowsprit,
5. Deck planking,
6. Masts and Yards,
7. Rigging,
8. Ships Boats

STERN PROFILE.
The first modification compromise that had to be dealt with was the stern profile. The kit calls for a flat face stern profile from the whale to the deadwood. Here the replica follows the prototype with the continuation of the hull planking up to the line of the whale and across to the sternpost.

I took my time looking at the framing around the stern to see if any physical modification was required. The first obvious change was how the frames would be faired at the stern, so this started the process of modifying the shape of the aft frame. This area of planking requires very tight curves even compared to those on the bluff bow. I 'steamed' (sat in a Thermos of boiled water for 10minutes) the kit's planks to form the bluff bow and they bent beautifully so I thought this should work for the stern. I continued to bend and twist the plank and test fit until I had the right shape for the aft frame and a fair plank profile

PLANKING

This was only my second ship to plank but I wanted to try and match the planking shown in Marquardt's book. The Instructions call for single planking of the hull below the whale as it would be filled, sanded, and painted white. Clearly this was not something that the prototype had. All accounts described the hull below the whale as mottled brown appearance, and it was likely that the plank lines would be visible. So, I had to deviate from the instructions.

Now I am not a proficient "planker". This is after all only my second ship. I looked at a lot of online information and videos of planking and tried to follow their lead. Following the Marquardt drawings would require spiling, but I only had the planking timbers supplied in the kit. The steaming process I used did allow for the planks to be bent in both planes and I was able to achieve what would otherwise appears to be a spiled plank.

This did take a lot of time and there were failures (a lot of them, particularly when it came to the lower bow planking).

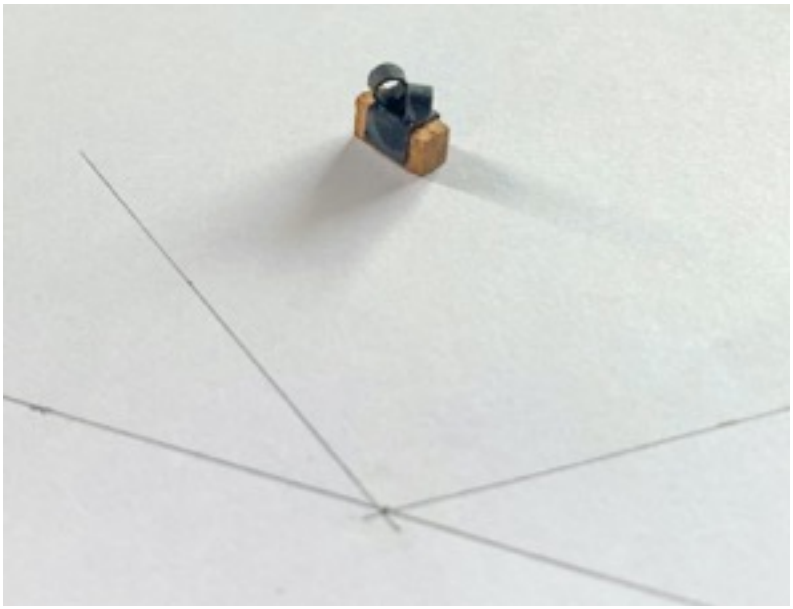
The frames were measured, and the planks were tapered to make sure they fitted from bow to stern. The planks were not long enough to do a row so multiple planks were cut and shaped for each row. I even put a bevel on the bottom edge of each row so that the joins would stay shut even as I sanded the planks down. I did have to employ stealers and wedges but so did the prototype. In the end I was pleased I could do a single row of planking, keep the joints tight and not have to employ filler to gap fill or fix hollows.

To get the mottled brown appearance I washed the hull below the whale with walnut stain. The planks between the whale and the channel rail were stained Old Baltic. Those between the channel rail and the top rails were painted royal blue.

BUMPKINS.

Bumpkins were employed to provide a point outboard of the ship for the Forecourse tacks to. They are also quite a visible feature of ENDEAVOUR that appeared clearly in period sketches of ENDEAVOUR but omitted in the kit.

The Marquardt drawings show the bumpkins and their deck brackets very well. I printed and scaled the drawings and then made up the components from of scrap wood dowel and square section as well as brass strip and tube. Steam bending the dowel was trial and error. I broke three in the process of getting the curves right. I did not mount the bumpkins just yet as I had to do some modifications to the Bowsprit to get it into the right profile and mounting arrangement.



BOWSPRIT

The kits bowsprit is functional to a point but it's not correct at either end. The aft section of the bowsprit is bowed toward the deck and the timber has a square tenon that fits under the forward bitts. It also has a substantial bolt that assists securing it to the hull. At the forward end, the plate that sits on top of the bowsprit is reinforced underneath and is fitted with sheaves for the topmast Main and Preventer

stays to run through before they secure to the knightheads.

The bowed section was a bit of a conundrum. How would I bend a 10mm piece of dowel into shape? My solution was not to bend but to cut at the dowel at an angle and rotating 180˚I then re-joined the parts (with a 1.2mm brass pin for strength). The joint was then sanded on top to form the flow of the bend and a bowsprit band fitted over the joint. Once the Bumpkin bracket was fitted under the bowsprit, it's nearly impossible to see the join. The Bowsprit was of course tapered first. The face where the bowsprit sits on the deck and the square nub were shaped on the cut off piece before it was reattached.

The other modification required was the forward bitts under which the bowsprit sat. I made up the boards that sit under the horizontal bar of the bit ensuring they sat firmly on the square tenon.

DECK PLANKING

I am not sure why (aside from the additional work involved), but kits do not appear to employ margin boards. I do not know of any ship that is deck planked from centreline to ships side. Too much end grain would be exposed to the elements and create havoc with rot.

Creating margin boards was done by first creating a full-size plan of the deck; not a difficult task since the kit provided a plain ply

deck on which to plank. I simply draw a line inside the line of the frames following the outer curve of the deck. I then draw in the fore and aft lines of the planks from the king planks in the middle and then the deck planks until I hit this curved line. I then 'eyeballed' where nibs were to be placed to prevent planks ending in sharp points.

Once satisfied with the look of the margin boards, I then marked where they would themselves be joined and pencilled in scarf joints. I then transferred this diagram to scrap material and created my coverboards. These margin boards were then glued to the ply deck first. It was now time to plank so the end of each deck plank was cut to match the margin board and cut to length. I used a black sharpie to mark the edges of the planks to simulate caulking.

The rest of the planking was straightforward. I did go back over the deck to mark in additional joints and the position of nails; not that the lines followed were prototypical. For that I will need to do more research.

MASTS AND YARDS

I feel that most kits do a fair bit of compromising when it comes to Masts and Yards; certainly, those kits in the mainstream "mass production" market. I can understand why as there is more work required to create a prototype mast with the changes in shape as well as the taper along their lengths. The other key omission is the fitting of sheaves inside the masts and yards.

1. MASTS

ENDEAVOUR is a Barque (or Bark depending on where you hail from). She has three masts: Fore, Main and Mizzen. The Fore and Main masts are banded and fitted with cheeks, bibs, and hounds and woolding of 13 turns constrained by woolding hoops. The head of these masts is made up of three pieces of timber to form the mast head with a cap tenon. Mast hoops are also present, but I chose not to fit them as I was not sure how to replicate them (more research required for future ships).

The Mast is tapered from its centre to each end and not from base to top as most kits will have them made. Masts are stepped into the keelson, and I am pleased that this kit's 'step' arrangements are very secure; so much so that none of the masts on my ENDEAVOUR are glued into the hull rather wedged per the prototype.

I also find that kits seem to forget that you cannot get a 5mm square from a 6mm dowel. So, the options were to cut the square sections down to 4mm or to use 8mm dowel to start with. I opted for the later and bought 8mm Tasmanian Oak dowel from Bunnings. You do need to be careful here as not all Bunnings dowel is circular in cross section. I was unfortunate to buy a 6mm Tasmanian Oak dowel that was oval in cross section for much of its length.

I cut the dowel over-size then marked in all the profile sections along the length. I started with the square section using a chisel to remove much of the wood before moving to sandpaper then to a flat file. Once the square section was finished, I chucked the mast in my mini lathe (which I extended to 600mm length) and sanded in the taper starting first with 60 grit to rough the shape then moving down to a final 400 grit for smoothing. Once un-chucked and happy with the mast profile I cut the mast ends to length.

I found making hoops was difficult but found that brown heat shrink is available in China, so I ordered some, cut to narrow rings and heat shrunk them onto the masts: and they look quite nice.

While the lower masts generally followed the kit, the upper masts deviated quite a bit. The absence of sheaves, blocks, hounds, and fids is obvious. The kit requires the topsail and topgallant masts be glued in position in the trees rather than constrained by a fid. It also employs round masts in square holes and the absence of some rigging; clearly to simplify the build.

The solution again was to employ oversize dowel, shape the squares and hexagons to the mast then chuck and taper the masts in the lathe. Before removing from the lathe, I turned the caps at the top of the mast. Once satisfied, the position of the various sheaves was marked on the mast and then both top and bottom of each sheave drilled. Finally, a small slot was formed to simulate a separate sheave truck.

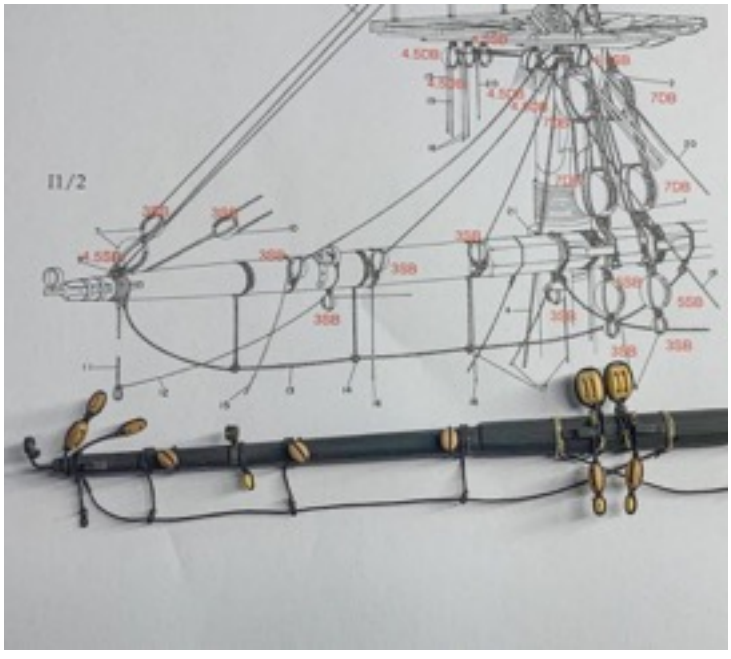
I made up the fids from 0.8mm brass wire, shaped, annealed then pressed flat in a vice. These were then pushed into an 8mm holes at the fid position on the mast. There's no need to glue the masts in anymore, they cannot fall through the tree because the fid and the shrouds and stays hold them in position.

2. YARDS

Here is where the greatest differences appear between Kit and prototype. The kit's idea of a Yard is a double tapered dowel with a separately made-up octagonal sheath. I did this on my first yard and was appalled by how over-scale this appeared. Into the bin that yard went and again back to Bunnings to buy the next size up dowel in Tasmanian Oak.

I first marked the sections of the yard's shape and started with forming a square in the centre section. Again, using oversized dowel, I produced the square as I did for the masts. It was a simple task of flattening the corners of the square to form a hexagon. Now it was time to put the yard in the lathe and form the tapers, but I also turned down the end for brass bands and steps. This became a very delicate task as some of the ends are only 2mm diameter. After un-chucking and cutting to length, I fitted all the cleats (making my own rather than using the overscale laser cut versions) and drill the sheaves (same as for the masts).

Having painted the yards black, I then fully rigged the yards rather than attempting to rig the yards once fitted to the masts as described by the kit. I think most modellers do it this way as it simplifies the process. I believe that the prototypes were also done this way.



The kit requires that parrels be employed to hold the yards to the masts. This is prototypically incorrect as in the period ENDEAVOUR 'toured' Australia, Truss Pendants were used. Here Marquardt too appeared to be wrong.

RIGGING

Another area where kit manufacturers compromise though the level of compromise does vary. In the case of the Artesania ENDEAVOUR, all the Standing and much of the Running Rigging is represented, but not entirely correctly. The other main compromise is the use of manufacturers own interpretation of what a block looks like and the use of thread of varying thickness.

The difference between mainstream kit blocks and aftermarket blocks is chalk and cheese; and the cost involved in purchasing blocks that look like blocks is not that daunting. The same can be said for the thread used to represent rope. Well, it just doesn't look remotely like rope, and it certainly does not behave like rope.

Having used kit blocks and threads on PORT JACKSON, I decided to ditch all the blocks, deadeyes, cleats, and thread supplied in the kit and purchase items that looked more the part. Aside from looks, the use of the more prototypical looking items meant that the rigging behaved more like rigging should. Scale rope stretches like rope does so you can get taught lines without ripping items out of the ship. It was also important to use ropes that were scaled for the purpose on the ship and for this I used a rigging calculator available on one of the online forums. This calculator considered the ships displacement and length, number of masts and rig type to make a calculation on the correct scale diameter of rope to be used for each of the Standing and Running rigging applications. This

meant having scale ropes in sizes from 0.2mm through to 1.2mm in both black and tan. I also used 0.12mm thread in black for serving and 0.08mm thread in black and tan for whipping.

The kit supplies only two sizes of Deadeyes and Hearts. Unfortunately, this is not useful when multiple sizes are employed so I had to scratch build some hearts (as they don't appear to be a readily available aftermarket item) to suit the purpose. Also missing from the kit are thimbles. There are over 50 thimbles employed in ENDEAVOUR for shrouds and stays but the kit simply gets you to tie a knot: really….

OVERALL THOUGHTS

The Artesania kit is a lovely kit and in general, produces a nice replica of the ENDEAVOUR replica. It's classified by Artesania as an Intermediate skill kit but I think they may be overselling that. The hull construction is straightforward if you follow the instructions. Yes, there is a lot of rigging but it's not difficult, just time consuming.

If you want to represent a more accurate model of the ENDEAVOUR though, there are many changes that need to be made, but nothing insurmountable with time and patience. #

The Prize-Winner

BRUCE KIRK continues his build of

Japanese Naval Vessel Anti-Aircraft Destroyer AKIJUKI

On opening the box, I found the model to already have been commenced, with parts of the superstructure and turrets already having been assembled. (Fig 1) While this can be a great way in saving build time (cheating allowable but don't say anything!) as many of the potential build problems may already have been solved. However, one needs to remember that such problems now become yours.

Fig 1: The Kit

On closer look at the kit, it will require extensive cleaning before even starting. Also, some parts appear to be missing, broken or assembled incorrectly. This latter aspect may not be repairable without considerably destroying the assembly - perhaps shell battle damage could be incorporated.

As well, the alignment of the separate upper and lower hulls is very poor and will definitely need some encouragement and filler before repainting. Likewise, the built superstructure will also require repainting.

As shown, there were a number of paint bottles in the box. After some muscle building exertion in opening the same, to my surprise a few of these paints are still usable and were added to my stash. The remainder of the "coloured cement" variety were binned.

One of the keys but perhaps more correctly stressful aspects of plastic modelling is painting your model. You attend or view various model expos and just wonder at the quality of painting on show. Never-the-less, you paint your model to the best of your ability and that is what counts. The rest you just rationalise that the ship's actual paintwork would not have been so pristine!

Remarkably given its age the model is motorized. The kit came with the original supplied Mabuchi RE-38 motor (Fig 2). I remember reading about such motors in Model Boats™ and here I now possess such an antique.

The motor packaging gives specifications of 3.0V, 890mA and speed at no load of 8,000 rpm and at normal load 6,000 rpm. Having no experience with motorising ships, I'm not sure what speed my little *IJN Akizuki* would be capable of with twin propellers.

Fig 2. Mabuchi RE 36 Motor

The Mabuchi Motor Company was established in Japan in 1946 and by the 1950's had developed small electric motors for toys and scientific apparatus. During the early 1960s, the company developed motors which became popular for slot cars and expanded into the radio-controlled market. By the 1970s, the

company had become one of the world's leading producers of original equipment motors for consumer electronics, toys and model aircraft. Later in the 1980's it moved into the VCR and battery-operated power tool market.

Today of Mabuchi Motor's own market, some 64% is for automotive products such as door mirrors, door locks and air conditioning damper actuators. Consumer and industrial products represent the remaining 36%, with applications for both brushed DC electric motors and brushless electric motors. These motors are used in power drills, lawn mowers, vibrating cell phones and video game controllers, vibrators, vacuum cleaners, toy cars and planes, CD, DVD and Blu-ray players, digital cameras, computer printers, electric fans, electric razors, washing machines, electric tooth brushes, and blow dryers.

Unfortunately, missing are the gearing/speed reduction fittings, rudder controls and battery holder. Also, both propeller shafts and propellers are glued into the hull never to be removed nor the shaft interior accessible. Considering possible unacceptable damage to the hull in trying to remove and replace, I decided against motorising the model – anyway that's my excuse.

The addition of photo-etch (PE) can enhance the appearance of any model. Included were only metal gun barrels. It's amazing with PE and older kits – you find suitable PE 1/200 but of course is never available. Oh well, it's all part of the experience.

As constructing railings at this scale is a little bit out my ability and probably patience, I may be able to add these at a future date. Many ship PE product packs include in addition to railings an array of enhancements such as cranes, masts, radars, hatch and door covers, ladders etc which, of course, I cannot easily replace on an already built model. As I don't anticipate purchasing another 1/200 IJN destroyer to use what would be additional spare PE parts nor then to again source 1/200 railings, one must accept the status quo!

The other exciting thing was that there were NO instructions. Perhaps not a problem on a less complicated kit but for this kit yes. Because of the kit's age, I was unable to source any instructions from the manufacturer (of course, no longer in existence) nor are any published on the web. I could buy another kit via eBay but a *very* expensive solution. I was, however, able to find an article on the web by another modeller who had built this kit. He had some build comments and photographs which I was able to roughly substitute for the missing instructions.

In summary the fun game part is that older kits can be a little fragile or parts not fit together as well as present day kits. It's just like trying to plank a hull in an older wooden ship kit and finding the wood available is dry, warped and easily breaks. I guess we modellers are all in the same boat or is that ship!

A little Bit About My Akizuki Model Box Art Question

In the September 2022 edition of Newsletter, I answered the question posed earlier about the ship behind *IJN Akizuki* on the model box. This was either one of two 14"/45 cal IJN Kongo Class Battlecruisers *Kongo* or *Haruna.* Now a little bit about these two ships.

A better appreciation of what the "mystery" ship outline looks like can be seen in Fujimi's 1/350 *Haruna* in its 1944 configuration during Operation "Sho-I-Go" (Victory). (Fig 3) The ship behind is the *Yamato* which *Haruna* sailed with during the Battle off Samar, the centremost action of the Battle of Leyte Gulf. This took place in the Philippine Sea off Samar Island on October 25, 1944.

For interest, Gallery Models has just released a 1/200 Yamato. This is some 145cm in length, has 2,800 parts, 15 sheets of PE and costs around $690. Sometimes wooden ship modelling may not be so bad. #

Fig 3: IJN Haruna 1944, Fujimi 1/350 kit

Kongo Class

There were four battlecruisers in the Kongo Class: *Kongo, Hiei, Kirishima and Haruna. Kongo* was built at the Vickers, Barrow-in-Furness, United Kingdom, being completed in 1913. The remaining three ships were built in Japan, being completed between 1914 and 1915.

No notable actions were undertaken by these ships in World War 1, although *Haruna* struck a German mine in 1917 thus requiring repairs.

Originally designated battlecruisers they were re-rated as battleships, apart from *Hiei*, after their first major reconstructions over 1927-32. A second major reconstruction was undertaken over 1933-40 with *Hiei* also being reclassified as a battleship. Various repairs and upgrades were made to the ships during the 1941-45 war period, mainly addition of anti-aircraft guns and radars.

Over this latter period, in general, these ships displaced from 36,600 – 40, 200 tons, were 720ft 6in (219.61m) in length with a beam of 108ft7in (33.1m) and draft of 31.5 - 33ft (9.6-10m). Their 4-shaft Kampon turbines and 8 oil-fired Kampon boilers (*Haruna* had 11) produced 136,000shp and a speed of 30.5knts (56.6Km/h) enabling them to operate alongside fast aircraft carriers. They had a range of up to 10,000nmi (19,000Km) at 18kts.

Wartime gun armament was 4 x twin 356mm (14in/45cal); 16 reducing to 8 x single 152mm (6in/50cal); 8 to 12 x twin 127mm (5in/40) dual purpose guns; 10 increasing to 118 x Type 96 25mm (0.98in) AA in triple and single mounts; 8 x single 13mm (0.5in) AA. The ships also were armed with 8 x 533mm (21in) torpedo tubes, carried depth charges and x3 floatplanes. Radar fitted throughout the war included Type 21 air search radar, Type 13 early warning radar and Type 22 surface search radar.

World War 2 Action

The Kongo Class battleships were the most active capital ships in the Japanese Navy.

In late 1941, all four Kongo class battleships were operating as Battleship Division 3, with *Kongo* and *Haruna* linked together as Section 2. Both ships were to provide support for the invasion of Malaya and Singapore but in December 1941 were diverted to engage the Royal Navy's Force Z off the coast of Malaya. The British ships were sunk before interception. In January 1942 *Kongo* and *Haruna* provided cover for the Japanese invasion of Dutch East Indies, bombarded Christmas Island on 7 March 1942 and later sailed in the Indian Ocean during March-April that year as carrier escorts for strikes against Ceylon.

Kongo and *Hiei* were part of the Second Fleet Main Body during the Battle of Midway in June 1942 but were diverted north to assist in the invasion of the Aleutian Islands. *Haruna* and *Kirishima* also participated in the Battle of Midway, with *Haruna* receiving slight damage from US carrier aircraft.

From October 1942, *Kongo* and *Haruna* participated in the Battle of Guadalcanal, bombarding Henderson Field on 13/14 October with 973 14in HE, AP and Model 3 "San-Shiki" incendiary AA shells. 6in shells were also fired. This caused considerable damage with some 48 aircraft destroyed or damaged, most of the aviation fuel, ammunition and bomb stocks destroyed as well as supply dumps. The radio station was demolished and the hospital damaged. Severe damage was inflicted on the airfield runway. Of the 60 American casualties, 41 were killed.

Kongo and *Haruna* later participated in the Battle of the Philippine Sea in mid-June 1944 where *Haruna* received damage from a 500lb bomb hit and returned to Japan for repairs.

Both ships also participated in The Battle of Leyte Gulf in October 1944, *Kongo* scoring hits on an American escort carrier and sinking or damaging two destroyers during the Battle off

Samar. During this conflict, *Haruna* was lightly damaged during the Battle of the Sibuyan Sea and off Samar its gunfire straddled two American escort carriers before having to dodge torpedos from American destroyers.

On 21 November 1944, *Kongo* was torpedoed by the submarine USS Sealion northwest of Taiwan and sank with a loss of approximately 1200 of her crew (including her Captain and the Commander of the Third Battleship Division, Vice Admiral Yoshio Suzuki).

Following Leyte Gulf, *Haruna* returned to Brunei and Lingga for repairs but on 22 November 1944 ran aground on a coral reef near Lingga. Returning to Japan in December, the ship arrived at Sasebo and then transferred to Kure for repairs. *Haruna* remained at Kure sustaining further damage from an American air raid in March 1945 and was sunk at its moorings by US air attacks on 28 July 1945. 65 officers and men were killed.

Of the other two Kongo class Battleships, both *Hiei* and *Kirishima* were sunk during the Naval Battle of Guadalcanal on 13 and 15 November 1942 respectively.

Fujimi produces both 1/700 and 1/350 scale *Kongo* and *Haruna* models. Interestingly, they also additionally have a 1/350 IJN *Kongo/ Haruna* Operation Sho-1 The First Strike Force, The 3rd Fleet Set kit for $616. This is a little cheaper than buying both individual ships together. Aoshima Models also makes a 1/700 *Kongo*. PE detailing/upgrade and wooden deck sets also available for these kits. Finally, Seaforth's book *Kongo Class Battlecruisers* provides an excellent reference for building these ships, including completed models, outline drawings and photographs.

Now that I have finished my wanderings into other models I have not built, I will continue with my *Akizuki* build in the next Newsletter. #

Resources:

1. https://radiocontrol.fandom.com/wiki/Mabuchi_Motor
2. https://en.wikipedia.org/wiki/Mabuchi_Motor
3. Nichimo 1/200 *IJN Akizuki* modelled by Kai. https://khaigunplars.wordpress.com/2018/04/27/nichimo-1-200-ijn-akizuki-destroyer/
4. Jentschura, H, Jung, D, Mickel, P. Warships of the Imperial Japanese Navy, 1869-1945. Arms & Armour Press, London, 1977.
5. Wiper, S. Kongo CLASS BATTLECRUISERS. Seaforth Publishing, Yorkshire, 2008.
6. https://en.wikipedia.org/wiki/Kongo-class _battlecruiser
7. https://en.wikipedia.org/wiki/Japanese_ battleship_Haruna
8. Hammel, E. GUADALCANAL THE CARRIER BATTLES. The Pivotal Aircraft Carrier Battles of the Eastern Solomons and Santa Cruz, August to October 1942. Crown Publishing Inc, New York, 1987
9. Natkiel, R. Atlas of World War II. Bison Books Ltd, London, 1985
10. Stewart, A. Guadalcanal World War 11's Fiercest Naval Campaign. William Kimber, London,1985


Rod's chosen scenario for his model

Rod Carter continues his story

DORNIER Do X PROJECT

https://www.bing.com/videos/search?q=Dornier+Do+X+Model+Video+in+Flight&&view=detail&mid=B595E2478145C8F85AD3B595E2478145C8F85AD3&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3DDornier%2520Do%2520X%2520Model%2520Video%2520in%2520Flight%26%26FORM%3DVDVVXX

In a previous article I wrote a brief history of the Dornier Do X, so named out-of-alpha sequence, because its performance and prospects were very much unknown quantities despite successful prototype tests. I won't go over old ground, but I commend to you the attached video link.

The Dornier X wasn't a successful commercial enterprise, probably therefore an advance for airliner aviation safety since its maximum attainable ceiling was less than 1,000 metres and so a proposition only for courageous or ignorant passengers for trans-Atlantic travel.

There has been a number of kits of the Do X in miniature; from Entex or Otaki in 1/144 scale, one a copy of the other, and later copies of the same moulds from Revell and Matchbox; and a 1/72 scale mould from the Ukrainian firm, A-Model. A 1/48 scale version is on offer from HpH Models if they can reach 20 orders. If produced, the 1/48 scale model would have a wing-span of just over 39 inches and, at current exchange rates, cost $A1,437+. And see the photo below of a large-scale model Do X in flight. The A-Model kit I have would exceed my available shelf space but there is room for the smaller Revell version.

There's not much to say about the Revell kit. It assembles easily and there is no internal detail. The most difficult parts are correctly aligning the struts between the wing and sponson, and the complex tail structure; installing the six power eggs and propellors; and glazing the hull port holes (with wood glue since the holes can be sealed with wood glue, the hull painted with a spray can, and the 'glass' removed and replaced). The propellor shafts were a little floppy, remedied with a 1/2 mill shim inside the shaft tunnel. So all in all, very simple up to and including painting since the decor is overall silver dope with black (or red) anti-fouling below the hull and sponsons. I decided not to fit the

Large-scale model of Dornier Do X in flight.

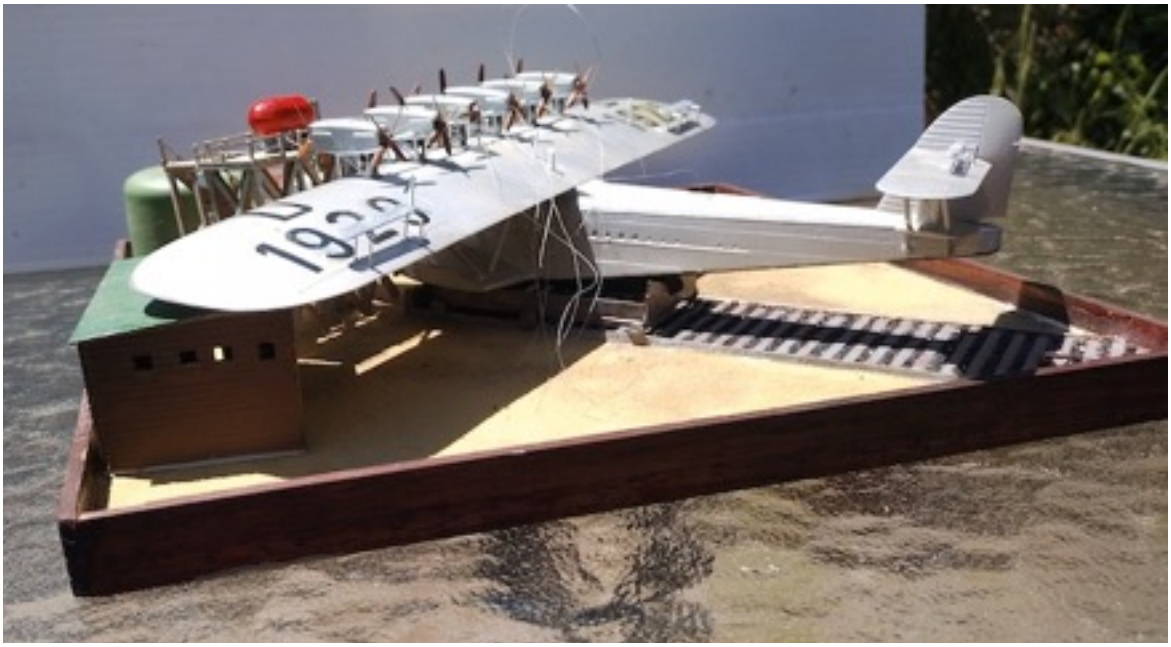
engine pods and other protruding items until I'd applied the registration marks and other hull decoration since the decals require a fair amount of handling of the model with the obvious risk to delicate parts above the wing. Most illustrations of the Do X appear to show very dark Reg Marks which I interpret as black. Unfortunately, those supplied with the Revell kit are red requiring either replacement or over-painting. I decided to apply the decals and over-paint where necessary but encountered a problem when the first mark disintegrated when I tried to slide it from the backing paper. I've since varnished the decal sheet in the hope of salvaging the remains but I'm left with the problem of replacing one of the wing Reg Marks. Since finding commercial appropriately sized letters/numbers of the correct font is not easy and printing onto clear blank decal paper is troublesome and often marginally successful, I decided to buy another kit (the Matchbox version) and have held off attempting to apply the remaining decals because the Matchbox kit decals may be black avoiding the need to over-paint. Completion of the kit itself is therefore on ice. In the mean time...

Where possible I like to place a model with something to give it scale: an animal or human figure, a vehicle, a building, etc. For the Do X, its arrival at New York Harbour would have been good display but I've never mastered the art of sea scapes. An alternative is to place it in 'dock' in preparation for engine maintenance or re-fuelling for example. I could only find one photo of the Do X under maintenance and it suggests access to the engines via man-holes in the upper surface of the wing and hatches in the under surface of the engine pods.

Since I couldn't find any other information on maintenance arrangements, I decided to improvise a possible scenario with maintenance/re-fuelling stages placed at just above wing level (scale of 8.6 metres above ground level). I'm assuming there must have been an alternative way for engine maintenance, re-fuelling, re-oiling and so on, to access through the wing. That would imply platforms raised to the level of the wing, probably with an immediate-use fuel tank to simplify re-

fuelling. The scene would thus be the boat and beaching trolley on rails with the nose between two

Presently, one maintenance platform has been nearly finished (five days work with Evergreen strip



maintenance platforms. A maintenance crew was obtained from 1/144 scale Shapeways and an N-scale model railway supplier (not strictly 1 / 144 scale but I'm allowing for equal opportunities for large and small workers).

The base is a 1-foot square of fibre board with rails, maintenance/re-fuelling stages and a large fuel storage tank. Rails were built using Evergreen strip cut to size with a barrier to hold the trolley in the correct spot. The fibre board was then covered with a thin layer of liquified Spakfilla. A beaching trolley was scratch-built using Evergreen stock and placed on the rails to accept the boat when the base was detailed and painted.

and sheet) and construction of the access stairs, and large and immediate-use fuel storage tanks is in progress.

It's 13 May and my Matchbox Do X arrived yesterday, containing a decal sheet printed in black apart from the Dornier logo on the nose (so happy not to have to apply a paint brush in a trembling hand to the model).

A week later and Murphy rules, OK. The replacement decal sheet looked good but the first Reg mark I tried to apply broke up as I tried to slide it from the backing paper. My fall-back is to photocopy the remaining decal sheet onto clear blank decal paper. In my

experience finding print of the correct font and size is not easy.

Six month's later after distractions with HM Cutter Mermaid, the Chinese lake ship and cutting and carting fire-wood, I return to the Dornier X. A small cottage to provide a lunch-room for my maintenance crew and a maintenance work-shop were built using evergreen sheet and strip, and large fuel storage tank was obtained using the protective cap of a pressure spray can. The (almost) finished project is shown below. Almost finished because having put one of the maintenance platforms in a safe place I now can't find it. In addition, the hull decals have yet to be applied and some broken propellor blades repaired. There is also a need for a winch, perhaps truck-mounted, and a scale chain to haul the trolley-mounted boat up to its maintenance platform. Some scale vehicles will occupy the empty spaces and I'm also searching for a more muscular-looking 1/144 scale maintenance crew than the Shapeways stick figures. In conclusion, the Entex/Matchbox/ Revell Dornier Do X is quite a simple and easy model with a quite unusual appearance. #