SCUTTLEBUTT

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS' SOCIETY

June 2019

Established 21 April 1988. Incorporated 16 January 1991

OBJECTIVES: To foster and maintain interest in building model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field.

Scuttlebutt: *1. A drinking fountain on a ship. 2. A cask on a ship that contains the day's supply of drinking water. 3. Gossip or rumour.*

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Below - Peter Hateley with three presentation models of the Krait which he made for the Australian War memorial (Story page 15)

BOB DEPARTS - EDWIN STEPS UP

Photo: Ray Osmotherly

Bob Evans (left), as retiring President of the CMSS, with the new President, Edwin Lowrey, and the Life Membership certificate which Bob had just received at the AGM in April. Bob has been president for 11 years and was awarded life membership in recognition of the valuable contribution he has made to the Society.

Edwin said he felt privileged to be elected President and paid tribute to the wonderful committee he would be working with.

The AGM also re-elected members of the committee, though the position of vice-President was not filled at that meeting. Other details are covered in Bob's final report (Page 5).

What's this? Answer inside in Bruce George's final episode of the story of the Lady Nelson

COMMITTEE MEMBERS - 2019-20

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

MEETINGS

The Society will meet until further notice, at the Men's Shed at Melba on the third Tuesday of each month (except December and January) commencing at 7.30 pm. Visitors are welcome.

Society Web-page

CMSS members are encouraged to visit our website at:
http:/ / www.canberramodelshipwrights.org.au.
Instructions for using this website are on the site itself where members will need to register.
The webmaster will help you in any way possible.
We seek content for the website - everything from photographs of your models through interesting web-links and chat.

Society Facebook Page

The Society has a Facebook group to promote the Society and to attract new members. So please feel free to post items on the page and share it with your Friends.

Subscriptions

Annual Membership:

a. Canberra Area-Single $30.00, Couple $45.00.
b. Country/Interstate-Single $15.00, Couple $22.50.

Payment Details:
By Cash to Treasurer
Post by cheque/Money Order to PO Box 158, Fyshwick, ACT, 2609; or
Bank Deposit to
Beyond Bank - BSB 325185
Acct Name - Canberra Model Shipwrights Society (or CMSS)
Acct No 03452396.

EDITOR'S NOTE

Well, 11 years after first putting his hand up and becoming President of CMSS, Bob Evans has retired - and received Life Membership of our Society. Coming into the position of President is long-serving committee member Edwin Lowrey. Full details of the AGM and the year's report by Bob are inside.

Also of more than usual interest are articles by Peter Hateley and Ray Osmotherly, who respectively also put their hands up to undertake interesting commissions for two Commonwealth entities. Peter volunteered to build three presentation models of the World War II infiltrator the Krait for the Australian War Memorial. Ray tackled a delicate job to replace part of the original architectural model of Parliament House, which included limitations on accessibility and materials. Both found their commissions presented unexpected challenges, to put it lightly. But they delivered and their results reflect well upon them and, by extension, the society.

And other contributors have made this a special edition, with a variety of inputs. After all, 37 pages of interesting, varied and informative reading reflects well upon you all.

Finally, I would like, especially, to thank Bruce George who in this issue completes his eight-part history of the Lady Nelson - a substantial and probably unmatched record of a vessel close to the Society's interests.

Brian Voce, Editor Scuttlebutt
bvoce@ozemail.com.au

Where will the CMSS be in the next 10 years? asks Bob Evans

The tragic answer to that question is – maybe non-existent! The Committee is becoming increasingly concerned at dwindling Membership, new Members not continuing and lack of involvement in the Society's activities.

Members will have received an email from the incoming Committee seeking some answers and putting forward some suggestions. I quote: **"The Committee has noted with some concern the falling numbers at meetings as well as participation in the Society's events during the year. In an attempt to improve this situation the Committee requests your input as to what would make members' involvement more attractive to them."**

The request is then made for Members to make some suggestions based on some ideas put forward.

Although the email is addressed to Members, the Newsletter is available for all to see: and so, as the outgoing President, I welcome the opportunity to put some thoughts on paper and again urge all readers to have some input into our future.

The opinion of many who see our work seems to be "I could never do that, I don't have the skill or patience" as they gaze upon miles of rigging and other fancy stuff. Let's try and demystify that a bit. Take a look at this clause in the CMSS Constitution:

"2. **The objectives of the Society shall be to foster and maintain interest in building and constructing scale model ships, boats and associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field."**

There are some points here worth noting:

- Nowhere is it said what type of ships should be built or whether they are kits or scratch-built or part of both. Therefore, a "Victory" or an "Endeavour" need not be your first model, indeed you may not be at all interested in period ships or sailing ships. My penchant is for merchant ships for which, regrettably, there are seemingly no kits available. This, of course, leaves you free to choose and research your own choice of subject. Construction materials can be as varied as your imagination will allow, from wood to plastic sheets etc.

  I should note here that there are in fact a number of good plastic kits on the market; and, no, you will not be burnt at the stake if you build in plastic!

- Take a good look at the part of the Constitution which says "**and the pursuit of excellence in this field."** There is nothing in that statement that suggests you must be a master model builder - it only requires you to be in "pursuit of excellence". Some run faster than others, this is true, but one of the distinct advantages of Membership is the vast range of skills available to unlock some of the mysteries you perceive exist, but which are not really mysterious. The solution can be simpler than you think.

The only prerequisite for model making of any description is the desire to want to do it.

So, please provide your feedback and suggestions, Members and non-Members alike. The Society has provided much pleasure and enjoyment to its Members since 1988. It would be an immense shame to lose all of that for the sake of some interest.

#

CMSS EXPO

The 2019 Canberra CMSS Expo will be held on 21-22 September 2019 at the Mount Rogers School, Alfred Hill Drive, Melba ACT

It is important that we know as soon as possible who will be providing models and how many, so please contact Peter Hateley: hpeter@iinet.net.au or Elizabeth Hodgsdon megwen_1@hotmail.com to register/enquire.

Our fellow model-makers in the **Sydney Model Ship Club** are holding their Expo 24th and 25th August. You might like to support them by attending their Expo as many of their members take part in our Expos.

CMSS stand at the recent Contact and Participate Expo manned by Bill, Bruce and Bob.

Note to contributors to "Scuttlebutt"

To make life easier for the Editor, could I ask those of you who contribute to this publication to send me material that is not formatted, particularly not with photos embedded in the text?

The reason for asking this is that the many systems and applications available are not always compatible with what I am using. Consequently, formatted material is not always easy for me to edit and is time-consuming in the layout stage.

To make things simple:

Keep text and pictures separate.

Text should indicate where photos go (if applicable) - Photo 1, Photo 2, etc.

Photos should be sent as jpgs and reflect the above - (Photo 1, Photo 2 etc),
Or - have separate captions (Photo 1, Photo 2 etc).

If, for reasons of clarity, it suits you to send laid-out (formatted) material, please also send separately, unformatted matter as above. I can then use your formatted material as a guide to your intentions during the editing process.

Thank you for all your support in the past - and, I hope, in future.

Brian Voce
Editor
Scuttlebutt
bvoce@ozemail.com.au

CMSS 2019 AGM 16th April 2019

President's Report

It is my pleasure to be able to present my report to you for the year 2018/2019.

This will also be my last report as President after 10 or more years in this position. I do have some regrets in stepping down, but it is essential that the Society has new blood in order to invigorate itself and move to the future.

As usual, no organization will be successful without a strong committee and I would like to express my sincere thanks to the current Committee, without whose continuing tireless efforts over the last year, and in previous years, the CMSS would not have enjoyed such a successful period, nor, from my perspective, such a pleasant one.

The face of the Society, through the website, seems to attract a lot of attention and shows us as the great organisation we are. For this our thanks again go to Steve Batcheldor, who continues to do a magnificent job in keeping our website going in such a professional manner. I commend you to our website and remind you all that contributions are what keeps this going and regrettably there doesn't seem to be much of this happening.

The Newsletter continues to grow with the number of interesting and informative articles being coerced from Members by Brian Voce, combining to make great reading. The Members' Profile is a particularly good segment as it brings together Members and their interests from our widespread Membership. Again, this is something you, the Members, need to contribute to in order to keep this going as another showcase of the Society. It is worth remembering that both the Website and the Newsletter are our showcase to the world and we will be judged in our endeavors through these media.

My thanks also go to Tom Wolf from the Sydney Model Shipbuilding Club, Editor of their "Chatterbox" for allowing us to reproduce the occasional article from that fine publication.

Max Fitton continues to perform the task of Liaison Officer. I realise that sometimes it is not an enviable task, but one I know is greatly appreciated by those who have received Max's cheerful calls. Because of the nature of our Membership it is important that those not living within striking distance of Canberra feel part of the Society and in this Max makes a significant contribution.

It is said that history repeats itself and in looking back over my report to the 2018 AGM I am saddened by the thought that this is apparently so in terms of the lack of nominations for Committee Members again this year.

I can only repeat my comments from last year: "I would like to bring out the fact that it appears that there have been no nominations for any Committee positions from Members who are not already Committee Members. I am sorry to say that this is a sad state of affairs which is unsustainable if the Society is to continue and to flourish. Being on the Committee, in any role, is not life threatening!

"In fact it is something anyone could be justifiably proud of in not only the promotion of the hobby, but the promotion of the CMSS, which by the way, enjoys its 30th Anniversary this year and I would like to think we could make it a great success."

I am hoping that this situation will change and that we will see some hands raised during the AGM if not before.

As I did last year, let's now look at what has happened during the past year.

- The first event, in April, a Model Car Exhibition at Rivett on 28th April. It was a relatively small affair, but well organized which ran over one day and was also attended by the Canberra Model Boat Club. I am not sure that this will be a recurring event, but any exposure we can get is well worth considering.
- Our activities at Mount Rogers School this year focussed on the construction of a simplified model of the "Duyfken". The model was actually a kit of parts put together by Steve Batcheldor complete with a set of instructions. Well done Steve. Ray provided his history and time lines and overall the project went very well, helped by an attentive and interested group of students. Thanks also to Peter, Rod and Bruce who also gave their time.

- Malkara. This event took place on the first week-end in August and again provided a pleasant week-end for us to get together, show off our hobby and engage the public in the hope of gaining some new members. It was disappointing that only Bruce Kirk and I were available to man the tables, but the week-end was a pleasant one and as usual our attendance fee was donated back to the School.

- The Sydney Model Shipbuilders Club held their Expo2018 over the weekend of 18th and 19th of August and this once again was a well attended and very pleasant week-end. The SMSC is a sister club of the CMSS and we work very closely together to support our respective Expos. Robert and Elisabeth attended once again, and I thank them for their support and pleasant company.

- Expo2018. This was our premier event for the year, held on September 15th and 16th at Mount Rogers School. Again I give our sincere thanks to the School for providing this great venue at no cost to us. If this were not available, I doubt we would be able to continue with Expo in its current form. This year's Expo marked the 30th anniversary of the CMSS and was well supported by our Members and visiting modellers who brought along a vast array of different model types which include a real-life older style fishing boat on a trailer. This was parked outside (of course) and was designed to attract the expected horde of visitors. Sadly, despite an extensive advertising campaign, disappointingly few people came through the doors to witness what was described by the modellers as the best show they had seen. The excellence was well supported by great exhibits from our friends from the Sydney Model Shipbuilder's Club, and the ACT Scale Modellers and Task Force 72 (aka the Canberra Model Boat Club). Despite the lack of people through the door, a great week-end was enjoyed by all and a very convivial evening meal on Saturday evening capped off an event worthy of the Anniversary. Thanks go to all the exhibitors, those who helped out and, of course, the invaluable caterers.

  Expo2019 may well have a slightly different format by devoting less time to the public and holding a form of seminar for the exhibitors. This will be discussed during the year.

- November also saw our attendance at the Wagga Wagga Model Railway Show. As always this was more of an opportunity to catch up with our colleagues from Task Force 72 and of course our good mates and fellow Members Steve and Phill. A good week-end was enjoyed by all. with Bruce George demonstrating his skills as a model builder.

- The ACT Scale Modellers held their Expo at Kaleen High School in mid-November and, unlike Malkara around 9 Members turned out to help. What a difference this makes, please keep this up and thanks to those who freely gave their time. Again, this is an event which always gives great pleasure to attend and also to indulge in the need in some of us to engage in some plastic modeling, the "swap and sell" tables being adjacent to our display and numerous traders located just across the hall.

- Peter Hateley agreed to construct three models of the "Krait" from the Modeller's Shipyard (Gary Renshaw) kits for the Australian War Memorial. This work was completed in March much to the delight of Brendan Nelson and high accolades were deservedly given to Peter. Peter of course acknowledges his membership of the CMSS and this can only serve to enhance our reputation. Well done Peter.

- Moving into 2019, Elizabeth and I hosted the Christmas Lunch in January which again was a well attended and enjoyable affair, although I have to say that barbecuing on my verandah in 45-degree heat was not my idea of fun!

Attendance at the February and March meetings was quite poor so I sincerely hope that this situation will improve during the coming year.

What's planned for 2019?

So far on the calendar

- Malkara and the SMSC during August.
- Expo 2019 in September
- Wagga Model Railway Exhibition and the ACTSMS Expo during November.
- Hopefully, work will continue on the "Lady Nelson" and thanks are due to the two Bruces and Edwin for any of the progress that has been made. Far greater interest will need to be shown if this work is to continue to its completion.
- We have planned to take a rest from model building activities at Mount Rogers. but are considering a mini exhibition of models for the students. More advice on this will be forthcoming.

Reflecting on the past year, I feel that it was a fitting one for our 30th Anniversary and I offer my thanks to all those who gave their time to ensure that the CMSS was properly represented at these events and who managed the website and newsletters which I know uphold our reputation as a ship modelling society of which we can be justifiably proud. Could I please urge you all to think about what you can all do to uphold this reputation by your involvement and participation.

As you should all by now be aware, I will not be nominating for any position at the AGM. After 11 or so years as President I have well exceeded my use-by date and seek now to go to the back bench and simply enjoy my modelling activities to the full. The Society deserves some fresh ideas and I leave it to you, the Members, to nominate for positions and enjoy the rewards they can bring.

Suffice it to say that the years have been enjoyable and I look forward to continuing my involvement with the friends I have been fortunate enough to associate with over the years.

Best wishes, Bob, President CMSS - (at the time of writing). #

And later:

I was somewhat disappointed at the small attendance at the AGM and equally disappointed in the fact that there were no new nominations for any positions on the Committee. My sincere thanks go to those who were there which essentially were the Committee Members and the stalwarts Robert and Elizabeth Hodsdon and Warwick Riddle.
My sincere thanks go to Edwin Lowry for taking on the job of President and of course to that great team of people who have returned for more:

Peter Hateley	Treasurer
Bill (Barnacle) Atkinson	Secretary
Ray Osmotherly	Assistant Treasurer
Bruce George	Member
Bruce Kirk	Member
Vice President	Not filled.

Max Fitton remains as our Membership Liaison, Brian Voce will continue to produce his great Newsletters and Steve Batcheldor will continue his great work as Webmaster.

As my last official nag, consider this sobering thought. It has been my privilege and pleasure to have held my position for the last 10 years plus and to work with the Committee members I have had the good fortune to have with me. If it were not for Edwin and the Committee Members stepping forward it would not have been possible to continue to operate the CMSS. What a huge disappointment this would have been.

I am left wondering what can be done to change this situation into the future and what can be done to encourage Members to participate to a greater degree both in meetings and in being a part of the Committee. I realise that Country Members will not trot along to meetings, but there are other ways of helping out - eg Brian with the Newsletter , Steve and the website, Max as Liaison, all from out of town. There is also the organisation of events, particularly the Expo and I am grateful to Elizabeth and Robert for offering their help in this area.
The committee members cannot keep going for ever and I would urge you to consider becoming a Committee Member. The position of Vice President received no nominations and therefore remains unfilled, but can be if someone steps forward.
I must stress that the job is not onerous, but it does

need some new ideas and perhaps a fresh approach. In stepping down, I freely admit that after so long in the job I was devoid of ideas.
It is really up to the Members to determine what they want to get from the CMSS so can I ask that you get fully behind the new President and "new" Committee and express your thoughts and ideas so that the Society will continue to flourish into the future?

Thanks and best wishes,

Bob the Backbencher.

#

LETTER TO THE EDITOR

Yet another fine edition (March 2019); congratulations. The presentation is great and the first impact on reading makes one think this is a well-produced and edited journal full of color and pictures. As a writer myself, I know the hours and effort required to produce an edition like this - well done.

Douglas Gordon

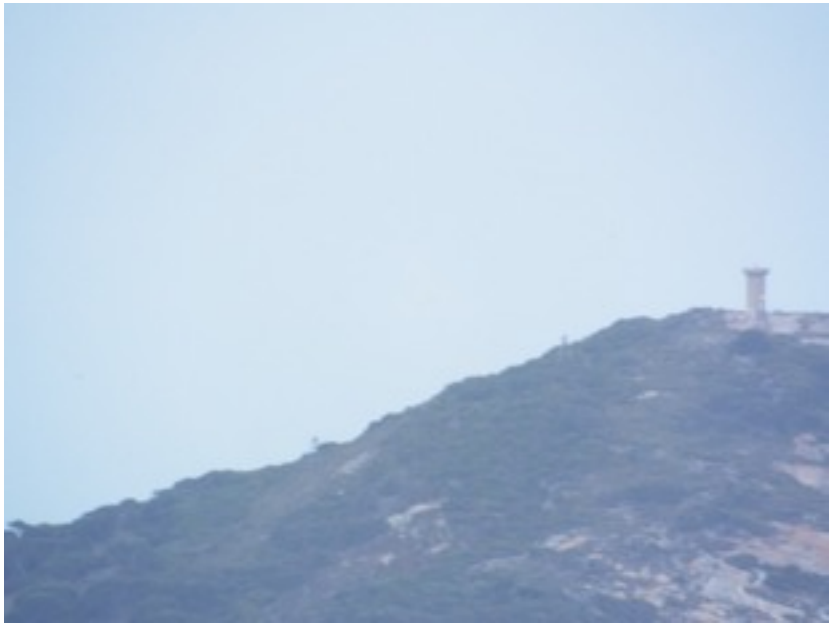
Cave Point Lighthouse

by Max Fitton

As you are already aware, I have something of a fascination for lighthouses, as much for the fact that so many of them command such wonderful views as for any other reason. Pam and I have just spent a few days in Albany, WA and one of our daily excursions took us towards the Gap, a well-known local tourist spot, where I spied the Cave Point Lighthouse. It was quite a walk for an old bloke, but thinking solely of my friends in CMSS, I soldiered on and made it to the base of the said lighthouse. I must say, that the walk was well worthwhile because like so many lighthouses the view was quite spectacular. This is the best shot I could get of the Cave Point Lighthouse itself (right).

Views from the base of the lighthouse (above and below right)

One of the fascinating things about this lighthouse is that one can see another lighthouse on a neighbouring island. I took the photo (right) using my longest lens and even so it is not very clear, but is still interesting.



The island is the one in the background of the photo below right i.e. to the right of the base of the lighthouse. This lighthouse is on Eclipse Island. There is yet another lighthouse on another neighbouring island – Breaksea Island, but I was unable to get a photo. Three lighthouses so close together was a bit of a surprise to me, but then I considered the local topography and I guess I should not have been surprised to see more! The notice on the base of the lighthouse (below) has been worn away and is all but unreadable (text shown bottom right). #

Technical Details

First Exhibited	As a light in 1976
Status	Active LUT
Location	Lat: 35° 07.20' S Long: 117° 53.94' E
Light removed	1994
LUT Established	1996
Construction	Round concrete tower with radome in place of lantern room.
Height	13.25m from ground level to handrail.
LUT	Cospas-Sarsat Local User Terminal (LUT) satellite ground receiver
Operator	AMSA
Notes	As at March 2013

References and the technical details are copied from :

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=8&ved=2ahUKEwjnpvSttIPhAhURUI8KHTgNBHcQFjAHegQIBBAB&url=https%3A%2F%2Flighthouses.org.au%2Fwa%2Fcave-point-lighthouse%2F&usg=AOvVaw1XrCCvgBj08HhISwYr52pB

Australian Government
Australian Maritime Safety Authority
CAVE POINT LIGHTHOUSE

This lighthouse is the site of one of the two Australian Cospas-Sarsat satellite ground receiving stations. The other site is near Bundaberg, Qld. Cospas-Sarsat is an international Satellite-aided Search and Rescue System that detects emergency beacons activated by people in distress or automatically when a vessel sinks or an aircraft crashes. The Cospas-Sarsat system provides rapid global detection, positive identification and location. The data from this station is passed to the Australian Mission Control Centre in Canberra where it is processed and passed to the Rescue Coordination Centres around the world. The Australian Cospas-Sarsat System is under the management of the Australian Maritime Safety Authority.

Vandalising this site may result in the death of persons in distress. Any apparent damage should be reported to the Mission Control Centre on free-call number 1800 641 792 (24 hours a day) or to the nearest Police Station.

Authorised by the General Manager Emergency Response, AMSA Head Office, Canberra.

MEMBER PROFILE
PETER HATELEY

I was born and brought up in East Gippsland, Victoria. I attended a local one-room primary school at Kalimna West, followed by 4 ½ years at Bairnsdale High School (the 1/2 a year due to me joining the Royal Australian Navy when I turned 16).

My Naval career began as a Naval Artificer Apprentice at HMAS NIRIMBA at Quakers Hill, NSW. It wasn't long before I was selected for officers' training. I trained as a Seaman Officer and spent quite a lot of my early years at sea in all classes of vessels from aircraft carrier, troop transport, oiler, destroyers and escorts with the highlight being three years in command of two Heavy Landing Craft - HMA Ships LABUAN and WEWAK. My latter Naval service included a 2-year posting to Papua New Guinea as a Naval Adviser and numerous postings to Navy and Defence in Canberra. I completed full-time service in 1996 and returned to active full-time service as a Reservist in 2005 for eight years, finally retiring in 2012.

Since retiring I have been a volunteer at Floriade, and it was in 2013, I discovered and joined CMSS.

As a youngster I was always pulling apart all sorts of devices, from clocks, radios and all sorts of miscellaneous mechanical equipment. My dad was always able to turn his hand to anything and I was lucky enough to inherit these traits. My modelling started with control line planes and a lot of the smaller cheaper plastic kits. The first boat model (unfortunately no longer in existence) was an Aerokits cabin cruiser with a 1.5 cc glow engine. Period ship - wise, quite a few of the Revel plastic 1/96 ships Cutty Sark, USS Constitution, Spanish Galleon were all built, including full painting and rigging. As a Naval officer, regular postings and moves were a fact of life and unfortunately the plastic models did not survive these multiple moves.

During my first posting to Canberra in 1983 I discovered the group that sailed model yachts and joined. I still have the original hull (never finished) of a Marblehead I was going to build and it was during this time I invested in a Unimat 3 lathe, with all the attachments, to make fittings for this boat. It was then I purchased a set of very cheap Stuart 10v castings from the old Nock and Kirby's in George Street, Sydney and eventually this interest morphed into the ongoing interest in miniature railways. Since coming to Canberra at the end of 1987, I have been a member of the Canberra Society of Experimental and Model Engineers and during this time have been on the committee, been Secretary and spent six years as President. During this period the CSMEE has moved from Kingston to a new green field site at Symonston,

I am fortunate that I have enough room and have established a relatively well-equipped workshop for the larger locomotives (7 ¼ and 5" gauge). Over the last 40 years or so I have purchased a Myford Lathe, a large milling machine, welders and wood working and other power tools. Some of our members visited my workshop a while ago. I am a self-taught machinist and have, from previous employment had quite a bit of experience in building and operating a small 3D printing machine. My latest

acquisition is a small CNC engraving/milling machine. In line with this, I also have experience with 3D modelling and drawing packages (essential for 3D printing and CNC operations).

There is also a 7 ¼" gauge 50 Ton Shay to complete and an overhaul and minor repairs to rolling stock for a 5" gauge Queensland 102 HP Rail Motor

Rosemary and I have a caravan and we like to travel, both to see this magnificent country of ours, and overseas, with the next planned trip, a cruise on the Mekong in November.

As with most of us, I always see if there are museums and locations of interest in the areas we visit and visits to major attractions like the SS Great Britain in Bristol and Miniature Wonderland (a very, very large model railway) in Hamburg are always on the cards, as well as riding as many tourist railways as possible

The desire to build wooden model ships was always in the background and this came to fruition on joining the Society. I have been on the committee for a while, with the last 3 years as Treasurer, and when Max Fitton moved to WA I have also assumed the role of event co-ordinator

Most of my ship modelling is conducted inside my "man cave", as the workshop can get very cold during the winter months.

Like most of us, I have quite a few projects in train, so to speak. An Artesania Bounty Jolly Boat and King of the Mississippi, partially built by Kevin Shand, and a Constructo 1/60 Endeavour all in various stages of construction.

The last major work I completed was 3 models of the KRAIT on commission for the Australian War Memorial...

We all manage to acquire kits and partially-built models from many sources and I am no exception – a lot of modelling to finish. In addition, I have been able to complete a King of the Mississippi for Barbara Torkington after Colin died and repaired other models for a former work colleague.

The last major work I completed was three models of the KRAIT on commission for the Australian War Memorial which is the subject of a separate article in this issue.

I find membership of the CMSS is very rewarding because of the friendships of other members and the ability to exchange ideas and ask for assistance when needed. The wish is that we continue to make this as relevant as much as possible for the future. It would appear to be hard to attract new members and it is the same for the other club I belong to, but unfortunately, I have no solution to this issue!

#

Peter and the Director of the AWM, Dr. Brendan Nelson, with the three presentation models of the Krait Peter made for the memorial. Peter's story of the build of those models is on Page 15.

Parliament House Model Repaired

by Ray Osmotherly

Last year was the thirtieth anniversary of Australia's Parliament House. In keeping with this, the Canberra Museum and Gallery (CMAG) had an exhibition of plans, architectural drawings, photographs and a variety of objects which are not generally seen by the public. An important feature of the exhibition was the original model of Parliament House.

A world-wide competition was held in 1979 to design a new and larger building for the Parliament House. Each of the designs submitted by the finalists was accompanied by a model of what that design would look like in reality. These models are held in controlled climatic conditions at the National Archive in Mitchell in the ACT.

Unfortunately, when it was decided to display the model of the winning design at the CMAG exhibition it was discovered that the top part of the iconic flagpole on the model was broken off and lost! (*Pictured above*)

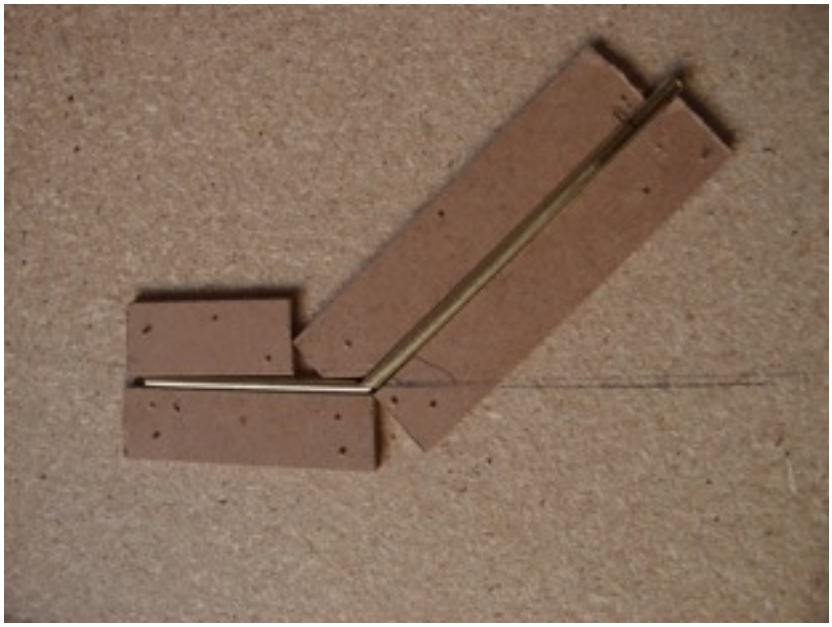
Canberra Model Shipwright Society was contacted to see whether any of our members would be interested in taking on the task of repairing the flag-pole. After some thought I decided to have a go - after all how difficult would it be to repair such a simple structure?

It was arranged with the Archive that I would have a look at the damaged model. This was quite an interesting process in itself as the model was in a large timber box complete with screwed-down lid.

To get to the model first meant going through a number of rooms which needed an electronic card to open the doors. The wooden box had

been taken off the shelf, which it shared with the other models provided by the other competing architects, so that the model could be examined and measured.

First the lid had to be unscrewed – about 12 screws and the model was revealed. I was told the model at that stage could not be taken out of the box. This provided a challenge when it came to measuring what was left of the flagpole as the sides of the box were about 40cm high and it was necessary to reach across the model. It was somewhat nerve-wracking as it would only take a slip to make the repair a major job ! I was fortunate that a member of the Archive assisted.



Shaping the legs

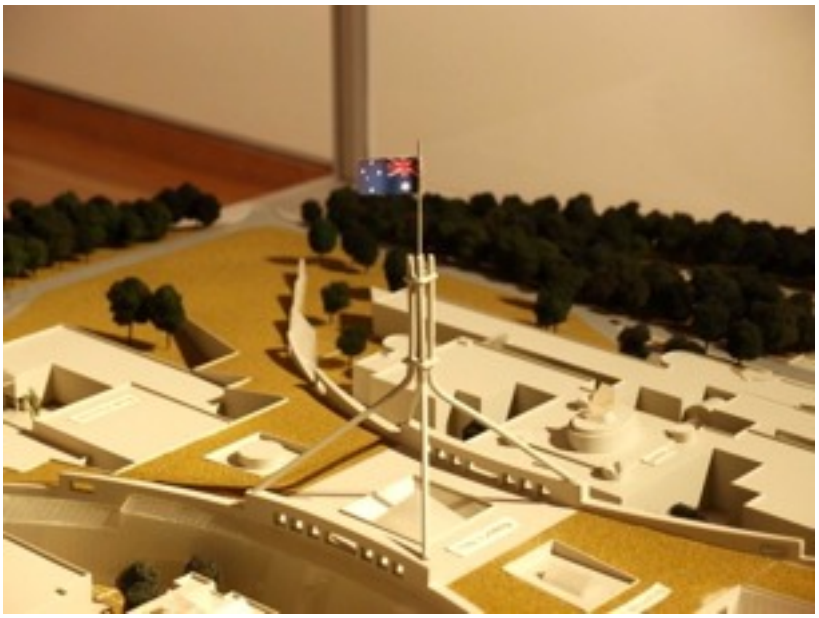
There were a number of restrictions, as the model had heritage status. No part of the existing model could be removed or altered and as the model was made of wood no other material could be used.

I started by drawing the flagpole to scale using a photograph of the actual building. I was able to make this small part of the model using timber strips. There had been a lot of glue left on the supports of the flag pole and on trying out the new piece, it became obvious that there was no way this fragile piece could be satisfactorily attached .Finally after some discussion with Archive authorities it was decided that the wooden legs of the flagpole on the model should be removed and replaced with a completely new flag-pole made from brass rods. I made the legs of the flagpole by transferring the basic shape to a piece of timber and then fixing scraps of Masonite along the shape to make a channel. I cut the four brass rods to the necessary length,tapered the ends and bent each one to fit in the channel.

I made a small platform to which the four legs were attached. Each leg had a vertical section which would hold the flag on its staff. All this was soldered together. The difficulty of this was to get the four legs spaced so each would fit on to the model where required and keep the vertical pieces at equal distance to each other while still remaining vertical. I thought it would be good to fix pins at the bottom of each of the legs and drill a hole for each in the original to keep them in place. Not so easy... I was told I could not make any change to the original model, not even 1 mm diameter holes to hold the pins. The worry was that any drilling of holes could cause the original model to break. This meant taking the new flagpole home, removing the pins and then returning to the Archive. It was decided that the flagpole would not be attached, but would be kept separate from the model and fixed in place temporarily using a removable wax whenever the model was displayed. I painted the flagpole and made a small Australian flag by photographing a real

flag and printing it very small . (***The finished flagpole, pictured right and below, in place).***

The whole procedure was very interesting and enjoyable, but had its moments of panic. It is rewarding to know that the result of my effort will remain for a long time – perhaps centuries – (so long as it doesn't get lost again). #



Ray with the repaired model on display at CMAG.

Three Models of the Krait for the AWM

Story: Peter Hateley

INTRODUCTION

This all started last year with an Email from Bob Evans, our recently retired President. This was a request to see if any of our membership would be interested in building three models of the KRAIT, the vessel that was used by Z Force to conduct the raid, OPERATION JAYWICK, on Japanese shipping in Singapore Harbour in 1943. The request came from the Australian War Memorial (AWM) and these models were to be built from the Modellers Central Kit, produced by Gary Renshaw. Rosemary and I were travelling at the time in our Van, visiting our daughter in Cairns and were on the road for 10-11 weeks. I thought about it for a while and when no-one else volunteered, I put up my hand. Apart from volunteering, I couldn't do anything until returning to Canberra near the end of October.

I contacted the AWM and the process began. On return to Canberra I made an appointment to see Menon Sutton and took a couple of models that I had constructed to show my modelling standard and after negotiations on charges to build the models and a delivery schedule, the approval to proceed was forthcoming. The AWM provided the kits as they had previously purchased a number to be sold by the AWM shop. They had also purchased the prototype kit that Gary had produced prior to beginning production of the kits for sale.

Figure 1 Historical photo of MV Krait

TheAWM already had a model of the KRAIT built by Wayne Masters at 1:24 scale on display and this was examined closely at the start of the project. Other research I was able to complete during the construction was to read two books on the raid and the subsequent OPERATION RIMAU. In addition I was able to visit the Australian National Maritime Museum (ANMM) in Sydney and visit the KRAIT and take numerous photos, but of course you never take enough! As with most vessels there had been many changes made to the vessel during its many uses and the ANMM is modifying the vessel to the configuration, as best can be determined, for the vessel during OPERATION JAYWICK.

The AWM and ANMM were able to provide quite detailed data on most things but with only eyewitness recollections of colour schemes it took a while for the colour scheme to be decided.

Figure 2 Boxed Kit

CONSTRUCTION OF THE MODELS

I decided to build all three models at the same time, and this turned out to be the best sequence and ended up being the best use of time although some of the stages seemed to take a long time!

The contents of each kit were of an excellent standard with more than enough materials, especially planking timber to complete each model, including modifications to reflect changes made as building progressed.

The instructions were again excellent as most of the stages were covered by multitude photos in the 109- page A3 manual.

This will not be a “blow by blow” build explanation, but I will detail those areas where variations from the design were incorporated.

The construction is a basic double plank on frame and could be built as single planked if desired. The three plywood laser cut sheets were of a high quality with very crisp laser cutting. The only dressing required was to remove the very small tabs used to retain the parts within the sheets and occasionally sanding the edges to remove the burn marks where needed.

The hull itself was interesting if only for the stern counter - although this did not present any more difficulty than the rest of the planking.

Figure 3 - Planking in progress,

As with most projects once the hulls were planked sanding and filling to an extent was completed, however individual planks were needed to be seen, as per the original vessel. The one area I had to be very careful was the bulwarks as each bulwark frame was individually glued in place and the section around the stern had very small timber to allow for scale. Once the this had been finished the deck was masked ready to paint the outer

Figure 4 -Deck marked for hull painting

hull and inner bulwarks.

PAINTING AND COLOURS

This was the first variation from the instructions as the colour for the inner bulwarks was to be the same as the outer hull. For all the modifications, the paint scheme for the vessels took the longest to be decided as the AWM and ANMM had the original vessel to examine, the curators at the ANMM had only very few black and white photos from the period and eyewitness recollections from the original crew members and there were variations in their recollections.

Figure 5 A Squadron of KRAITS

The colours finally decided on were:

Hull & Inner Bulwarks – Matt “charcoal” (Liquitex Neutral Grey 3)

Wheel and Engine House – International colour T227 (Liquitex Burnt Sienna 5)

Awning & Blinds – Taubmans Seasoned Acorn

Deck & Hatch Covers – Light Blue /Grey

Mast & Gaff – Dark coloured natural timber

Boom – Light natural timber

Bitts – Same as hull.

The paints used for the hull were as advised by Gary and were the colour closest to the agreed colour available – thanks to the staff at Eckersleys at Phillip. Apart from the hull and engine/wheelhouse and deck, wood stains that I had to hand were used.

I made the decision to paint the deck the light grey after reading the story of OP JAYWICK in which the CO had the deck painted in what is now known as Krait Bay prior to departing for the sortie. The paint for this was a small (100ml) white undercoat with about 3 drops of black tinting mixed at Bunnings. All the colours were matt or a low sheen. The photo includes the original prototype as the AWM requested that it be re-painted to coincide

with the new build models – an interesting and fiddly job, but it was managed without too many issues.

Construction continued well with some days up to 8 – 10 hours work being done.

Figure 6 Hull with Wheelhouse and Engine House laid out

Figure 7 Superstructure, Breakwater and Side Platforms Installed

The photo above is prior to the decision to repaint the deck light grey and the wheelhouse roof and awning to the Seasoned Acorn.

Some of the other changes to the original kit can also be seen; the breakwater height at the wheelhouse was increased to just under the cap rail, small half-round steps with a support underneath and a round disc attached to the front of the wheelhouse was added (7mm disk of .8mm ply). This disk was quite prominent in a few of the original photos taken during OP JAYWICK. Also included is a platform either side of the wheelhouse (as opposed to the small step included in the kit) this platform can be seen better in the two following photos.

Figure 8 View of Model Side Platforms

Figure 9 Port Side Looking Forward MV KRAIT at ANMM

The build continued and the photos (next page) show the three awning frames prior to being installed. Each of these frames and the undersides of the timber planks of the awning were painted prior to installing as the painting would be almost impossible after being glued on.

Figure 10 Series showing Awning Progress

As you can see the decks have now been painted the light blue/grey.

Figure 11 Awnings Being completed

The timber base for each awning has been installed and the calico glued to the top to simulate canvas that is fitted.

Another change included building realistic hatch covers over that supplied with the kit. I probably made them a bit more complicated than was required as each large hatch was composed of 15 individual pieces of timber from off cuts of the awning build, 8 copper shim brackets – 5x2mm with 0.6mm hole drilled in each one, 8 brass nails and a piece of 1000 thread-count pillow slip material (closer to scale than the calico). The smaller hatches only consisted of 9 individual pieces of timber!

Figure 12 Metal Brackets Prior to Painting

Some statistics:

Number of hatches 12 large, 3 small;

Pieces of timber 207;

Metal brackets 90;

0.6mm holes drilled 90.

Figure 13 2 Views of Hatch construction

The next change was to use 1/16th dowel to replace the 2mm square timber that was included in the kit to simulate the turnbuckles - more 0.6mm holes (5 turnbuckles for each model).

Figure 14 Turnbuckles From 1/16th Dowel

Some would say that I was obsessive about the additions not included in the kit, but the final look when the changes were fitted was worth the extra work – it certainly made the model more accurate.

The last addition to the build not in the kits was the addition of two simulated hatches in each awning which were fitted to allow the use of machine guns and small arms for protection if required. These were pieces of 0.8mm ply with short pieces of brass wire glued on to simulate the hinges. These were then painted to match the awning roof.

Figure 15 Simulated Hatches in Awning

Not included were the weapons lockers, long-range metal tanks (fuel and water), galley, storage locker, the steering quadrant which was above the deck on the quarter deck and the cable/chains from the wheelhouse to the steering quadrant.

The following photos show some of the other fittings, mast and boom tapering and general details as the models were coming close to being finished.

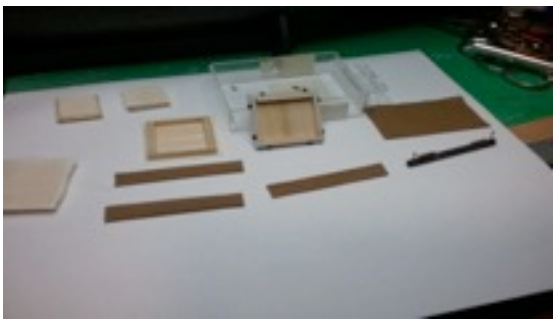


Figure 16 Hatches and Side Blinds

Figure 17 Wheelhouse front Handrails

Figure 18 Mast, Boom and Gaff Tapering

Figure 19 Completed and rigged Mast, Boom and Gaff

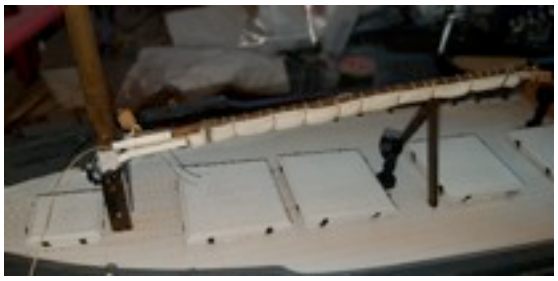


Figure 20 Boom, Gaff and Furled Sail Installed

Figure 21 Ratline Detail

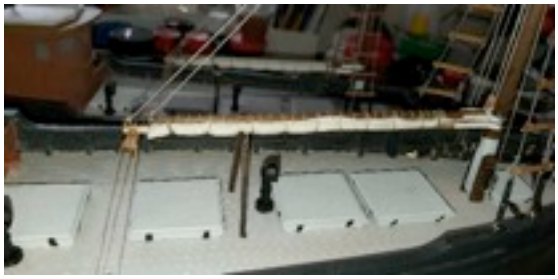


Figure 22 Mast Rigging Completed

Figure 23 Boat Fully Rigged Prior to Installing Flag

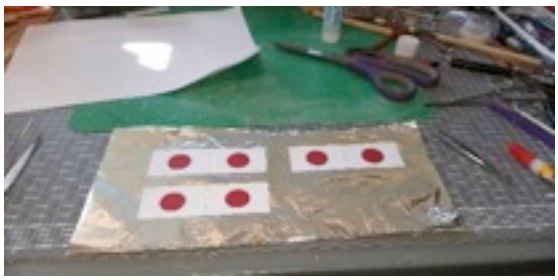


Figure 24 Flag Preparation Prior to Installing

The final task prior to handing over the completed models was to secure the cradle which was included in the kit to a wooden base supplied by the AWM. This base was made from MV KRAIT hull timbers which had been replaced during a refit. Each base had a plaque with the ships details and was accompanied by another small plaque showing the route taken on OPERATION JAYWICK during 1943.

Figure 25 Photos of completed models

Arrangements were made to hand the Models over to the Director of the AWM, Dr Brendan Nelson, 9th March 2019 and the handover is shown in the photos right.

I would like to thank Gary Renshaw for his advice, Menon Sutton AWM for his continued liaison during the build and David Payne and staff at the ANMM for their assistance in answering questions and providing information during the build.

Figure 26 The Handover

Some last thoughts and details on the Build;

Kits Picked up 29 October 2018;

Models handed over 9 March 2019.

No detailed time records kept after the first month, but it is estimated that about 900 – 1000 hours was used to complete the models.

Dr Nelson and Menon Sutton were very, very happy with the models on Handover.

#

Bruce Kirk continues his story

Royal Navy "J" Class Destroyer – HMS JANUS, 1939-1944: Part 3

Overview

The superstructure, fittings and armaments are clearly laid out diagrametically on the one instruction sheet. After some brief instructions concerning the hull, the extensive directions for building the remainder of the kit are "*All other parts are fixed together and to the deck with the cement included in the kit.*" The said tube of cement being in a fossilised state, I was forced to use a fresh new source of glue.

Requiring Repairs

Some of the main superstructure parts were badly warped, requiring re-making of some deck levels using styrene sheet. The rear deckhouse piece was cut to fit and new gun rotation angle markings added using thin styrene strips (Fig 1).

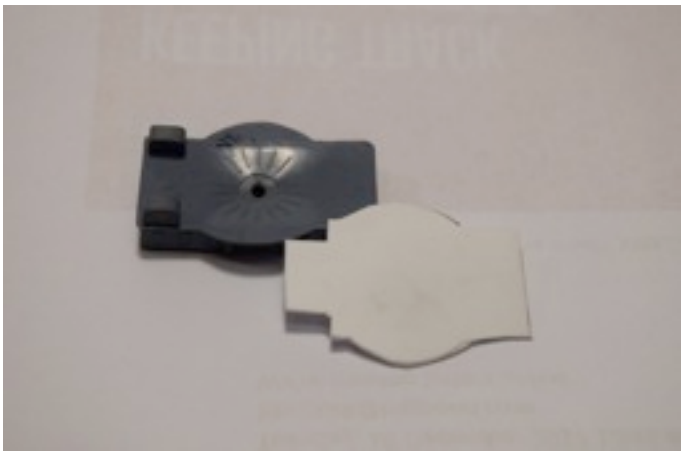


Fig 1: Rear deckouse (gun rotation markings yet to be added)

The forward deckhouse required re-makinging of the rear deck area using styrene sheet. I also had to straighten the deckhouse which was bowed lengthwise, glueing in straightening timber strips on the inside walls and filling/glueing the previous cracks that the bowing had caused (Fig 2).

The bridge sides were also badly bowed inwards. This was fixed by attaching a reinforcing rod within the bridge structure to staighten the sides (Fig 2).

Fig 2: Bridge and forward deckhouse repairs

The funnel cover was squashed and elongated. How this occurred is totally beyond me. I was, however, able to recover this mess to some respectable degree by first, shortening the frame's lattice length then secondly, re-constructing the missing framework with styrene strips. This resulted in a reasonable semblence of what the cover should look like.

Assembling the Superstructure

Looking at the instructions, the build order is reasonably straight forward. However, painting the same required some thought. I decided to use brushes and paint in order of main deck then the key superstructures, fittings and armanents "off the model". I could then touch up any discrepencies in the fit/paint lines later.

The main deck is painted Cemtex which is an olive greenish colour. From the breakwater to bow and a wide strip down both port and starboad midship hull side deck areas are all steel gray. The breakwater itself is light grey.

The superstructure sides and armament fittings reflect a "continuation" of the hull camoflague. This was achieved by firstly positioning the superstructure pieces on the hull, carefully marking where the hull camoflague lines ran and then painting accordingly.

The superstructure decks themselves are steel grey. These areas were painted after checking all the appropriate fittings could be easily attached, making any modifications as necessary.

As no breakwater was provided in the kit, this was manufactured from styrene strip (Fig 3).

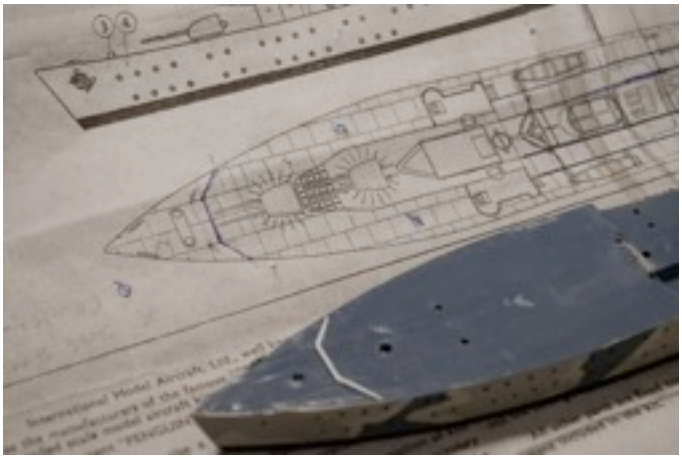


Fig 3: Breakwater

After carefully aligning and glueing the breakwater to the deck, masking this and the two midship strips with Tamiya tape, I happily painted away the deck in steel grey. Opps! it should have only have been deck steel for the breakwater to bow section and the "masked strips". Solution - just let dry, re-mask and re-paint the correct colour. *Note to one's self: - do not paint late at night and re-read painting notes first!*

Alligator clips are also very useful for holding small items such as gun turrets (Fig 4), torpedo & depth charge mounts. One just has to be careful that such individual pieces do not decide to venture forth with the aim of exploring the surrounding hobby rooom.

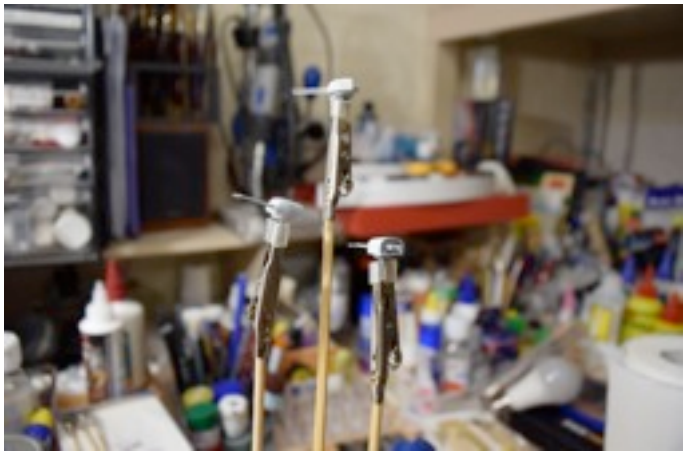


Fig 4: Gun turrets

Masking tape is also useful for assisting in painting other small fittings, as shown in Fig 5.

Fig 5: Some of the other painted superstructure, armament and fittings

After camoflauging the funnel, it was masked with Tamiya tape and the squadron bands painted on. Some of the finished painted parts ready for assembling onto the hull are shown in Fig 6.

Fig 6: Ready for assembly: L to R: Back - rear deckhouse/ aerial mast, searchlight deckhouse, small deckhouse [carries pom-pom gun and life rafts], x2 torpedo tube mountings, forward deckhouse and bridge. Front - forward mast, funnel and jack staff

I started assembling by first attaching the funnel to the hull. The base of the funnel had a few minor gaps at the deck jointing due to some slight bowing of the funnel base. I was able to use filler in these gaps and touch-up painting using a very fine brush. The funnel was then weathered with Tamiya Weathering Master. This product was subsequently used in varying degrees and intensity on the remaining superstructures and armaments, although the decks of Royal Navy ships are generally kept clean, even if the hull is not.

Now for the challenge of the bridge which was built off the model. Given the warping issue was now mostly overcome, the chart house (which is located at the bow end of the bridge) needed to be accurately aligned when glued. This was to avoid any optical illusion of mismatch, given that the bridge sides still had a very slight inwards curve. A template and toothpick were used to adjust the fit accutately (Fig 7).

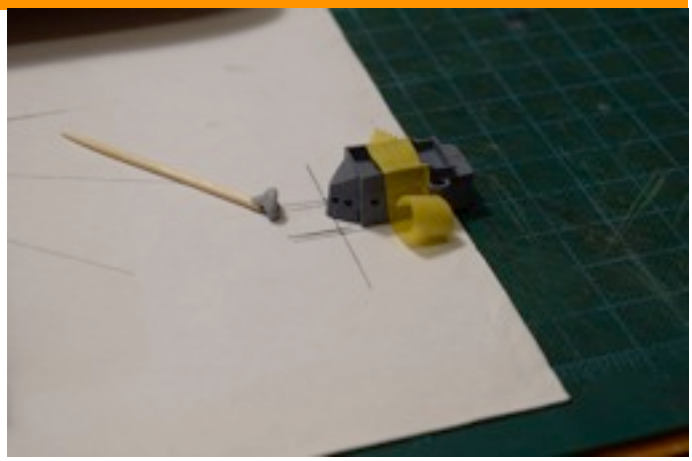


Fig 7: Bridge and chart room

This assembly was then glued onto the foreward deckhouse. The blast shield (protecting the gun crew below on the 4.7" "A" turret guns) was then attached to the forward end of this deckhouse. This small piece of plastic was particularly determined not to stay in place nor rest at the correct angle. When finally agreeing to behave, it was unfortunately knocked off on several other occassions during the build, only to be returned each time with the same initial enthusiasm for misbehaviour (Fig 8).

Fig 8: Blast shield behaving (forward deck/bridge not yet attached to hull)

After attaching the small deckhouse just behind the funnel, the pom pom gun was sited on its deck. Unfortunately, the only items missing in the kit were the life rafts (gone to sea?). I was able to construct new ones using 1mm styrene sheet and rigging chord, painting the floor light grey and sides white

and glueing one on either side of the deckhouse (Fig 9).

The main searchlight was fixed to the searchlight deck located aft of the small deckhouse. To improve the searchlight's appearance, a lens was stamped out from acetate sheeting and glued on – just another item which can be easily lost! (Fig 9). The same was repeated for the two smaller searchlights which are located on the bridge wings.

My relaxing build will continue in the next issue.

#

Fig 9: Funnel, pom pom gun, life rafts and searchlight deck.

Traditional Greek fishing boat, one of many working the waters out of Sifnos, Greece.
Photo: Brian Voce

PT-562 – building an Elco 80 foot PT-Boat in 1/24 scale - Part 2

Stephen Allen

Deck structures, painting and fittings

After finishing the major work on the hull, a lengthy break ensued while Jo and I went off to Canada last August. East to West: we managed to fit in a lot, including visits to historic ships and maritime museums on both Atlantic and Pacific coasts, including a tour of the Canadian naval memorial, HMCS Sackville in Halifax, while the corvette was out of the water and undergoing essential maintenance to maintain the watertight integrity of the hull. **(HMSC Sackville, right).**

The kit-designed superstructure is designed as a single lift-off unit from the front of the charthouse/cockpit, through to the rear of the Bofors gun mount at the stern. This provides a very large opening into the hull which is convenient for RC operation, and a continuous raised coaming, which helps to keep water out of the hull. It does involve a couple of appearance compromises which I wanted to eliminate.

The aft section, underneath the Bofors mount, is depicted as a raised section, but should not be raised off the deck at all – the support pad for the gun sits directly on the main deck. I used a razor saw to remove the section of coaming underneath this section and modified the kit parts to sit down flush on the deck as a separate section. A couple of deck beam sections cut out of the deck opening help to give it the correct camber. With a tight fit and overlap it should still keep water out of the boat.

The second compromise is the depth of the cockpit section. As supplied, the cockpit deck sits at the level of the top of the coaming, about a scale foot above the main deck. In reality, the cockpit floor should sit flush with the main deck. I cut the cockpit floor out, lowered it and extended all of the internal cockpit bulkheads down to the new floor level. Plastic sheet and, in some cases, thin cardstock, were used to finish the basic reworking of this area of the superstructure. Surplus deck beam sections again set the camber of the cockpit deck.

Like the hull, the superstructure sections are slotted together with either tab and slot or jigsaw joints. Apart from the compromises mentioned above, the kit pieces are accurate in form and slot together well. Gun tubs are formed from plywood soaked and then bent round a circular former – in this case a large piece of brass pipe. Done correctly they have the correct forwards slant towards the bow. The kit provides two of each of the tubs, which was fortunate, as I managed to assemble my first tub inside out – meaning that it sloped aft rather than forward. I spent about an hour of puzzlement before I finally worked out what I had done wrong and used the spare tub to fix the problem.

Assembling the superstructure on the deck and around the coaming helped to ensure that it fits as tightly as possible to the deck. Even with the best will in the world small gaps still appeared, and so I finished the cabins off with thin trim pieces of plastic strip to eliminate these gaps for a better appearance. Putting a layer of tape on the deck before assembly meant that nothing was glued to the deck while it is assembled.

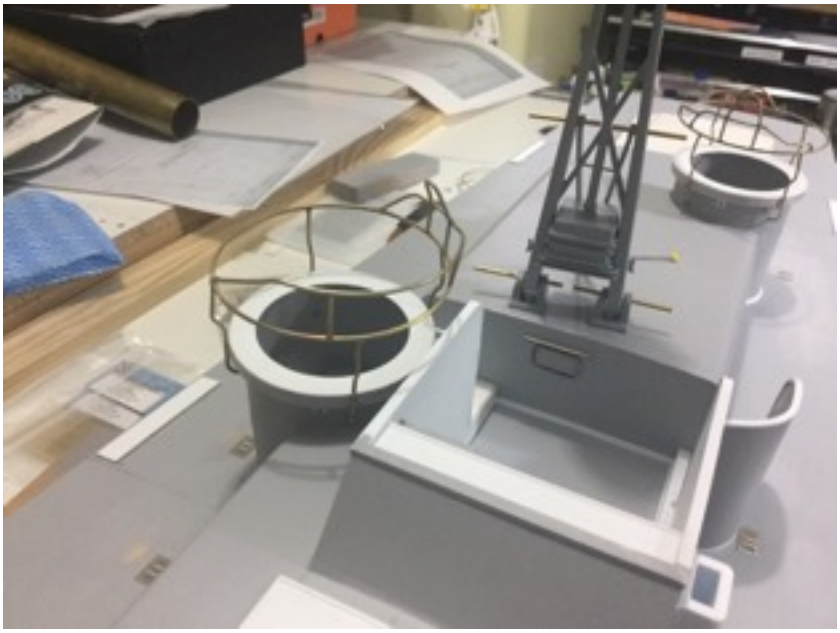
The roof for the day cabin curves around quite tight radiuses at the sides. The instructions suggest a good soaking and wrapping or taping the edges of the roof to curved formers to help with this process, then clamping the roof to the deckhouse. I could see myself splitting the wood or crushing the day cabin while attempting to

do this, so I cut the curved sections away, glued the rest of the roof in place, then made up the curved sections at the edges with thin strips of ply, sanding to a smooth curve.

The superstructure was sanded and sealed/primed in the same way as the hull and deck. The tab and slot and jigsaw joints needed quite a bit of filling before they started to disappear, but apart from that the whole process went well. **(right).**

The superstructure was also where I started to diverge from just assembling the supplied parts, and in some cases began adding to or replacing them to better model the boat I had in mind. Elevation steps were added inside the gun tubs. I replaced the prominent engine hatch/vent with a narrower version made from plastic sheet and did the same with the Bofors ammunition stowage just aft of the engine hatch. The armour plate to the rear of the cockpit, the helmsman's platform, and the flag bag were all modelled from plastic stock then put aside until after painting.

The depression rails on the gun tubs are made up from brass rod bent up to shape. The canvas spray cover on the aft tub is aircraft model tissue paper, doped in place and with miniature rope added to depict the lashings. I also replaced the kit supplied handrails on the cabins with my own versions which are closer to the pattern used on PT-562. **(Below).**



After the superstructure was basically complete I returned to the hull and deck to drill holes for all of the fittings yet to come, and to build up the platform for the 20mm gun on the foredeck. This is a flat platform on a

The fittings and armament are a mixture of purchased, mostly 3D printed, fittings and scratch-built components. Some 3D parts were modified for greater accuracy.

3D printed parts

Through Shapeways you can purchase a wide variety of fittings suitable for PT Boats in this scale. This is largely due to a group of designers who build PT boat models themselves. Some parts are very precise, based on actual manufacturing drawings or blueprints, and depict fittings that would be time consuming to scratch build. One nice thing about 3D parts is that they can be printed with hollow interiors. This makes them very light and, in the case of ventilators, allows them to function like the real thing. Most designers are also happy to scale up or scale down parts to match the scale you plan to build in.

The nature of 3D printing means that such parts are far from perfect. Even parts printed at the highest resolution and in finest 'frosted detail' materials show their printed origins at close inspection. Depending on how the parts are aligned on the printer bed, there will either be very fine striations, almost like the rings of a tree, which show the layers in which the printed piece is built up or dimples, usually hex shaped, which show the ends of the printer filaments of plastic.

Some other parts, made in the cheaper 'white flexible plastic' are much cruder and, because of the way they are produced, harder to get to an acceptable finish for painting. These parts are a kind of sintered nylon which is rough and porous and impossible to sand smooth. The initial appearance is like sand glued together. A surface must be built up to both seal the material and provide a coating that is smooth enough to take the final paint colours.

For the parts that come in 'frosted detail' there are some essential preparation steps. The first is thorough cleaning, as the parts usually come with residues of the wax used to support them in the printing process, and smears of the vegetable oil used to supposedly clean off the wax – they are washed before despatch but not perfectly. The wax can be very hard to clean off from hollows or undercuts, and it usually takes two or three washing sessions and a lot of poking with toothpicks and cotton buds to get them clean.

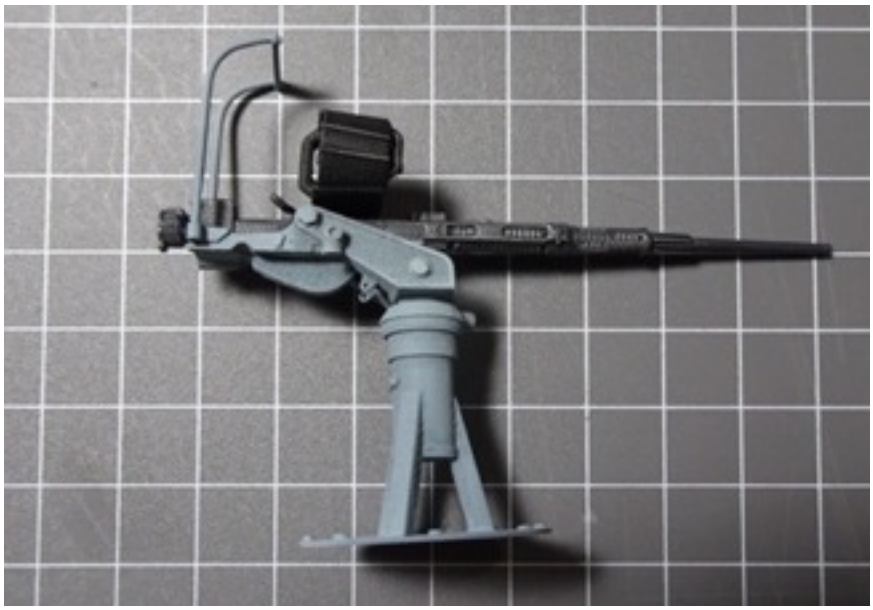
The next step is to make sure the parts are properly cured. This form of 3D plastic is set or cured during printing using ultraviolet light. As received the parts are seldom fully cured – and uncured 3D parts react with enamel paint and prevent it from drying. I had thought this was simply bad manufacturing practice, but apparently each layer of plastic must be left partly cured so the next layer will stick to it when the parts are printed.

It's possible to fix the uncured plastic problem easily. Simply leave the parts outside in sunlight (from a big shiny source of UV light located in your sky) for a few hours or put them under a UV lightbulb for the same time (Bunnings sells these as 'party' blacklight bulbs). This finishes the curing of the plastic and enamels then dry perfectly on the surface.

I used 3D printed parts for the Oerlikon gun mounted on the foredeck, the characteristic twin machine guns in the sided tubs, and for the torpedo roll off racks and torpedoes.

I replaced the exposed section of the 20mm Oerlikon barrel with aluminium tube. Long unsupported sections of 3D parts, such as gun barrels, warp easily and while they can be straightened with hot water, readily warp again. The machine gun barrel jackets are designed to have brass rod or tube inserted as the barrel section, so they stay straight. **(left).**

The 20mm also needed altering. As supplied, it is a Mk 10 mount, with a tall tripod, shoulder stocks and a pinwheel sight. The mount on the PT-562 was a Mk 14, with a shorter tripod, no sights, and an extended pair of curved handles for the gunner. Mounted at waist level for the gunner, the gun was meant to be used against surface targets at close range. The changes were straightforward, shortening the tripod legs, removing the sights, and adding the curved handles. **(Above).**



The 3D instruments and controls for the cockpit are particularly nice. Careful painting and the addition of a

clear screen makes the instrument panel more realistic. **(Right - Looking down into the cockpit).**

The torpedo roll-off racks were altered to match photographs of those carried on the 562 boat and the bases were contour sanded to match the deck. Raised location strips added to the deck position of the racks, and strips of tin were glued under the base of each rack. Rare earth magnets mounted under hold the racks securely in place but allow them to be removed. This is handy for painting and to allow the racks to be removed for transport, handling or storage. They are quite vulnerable as they sit right at the deck edge.

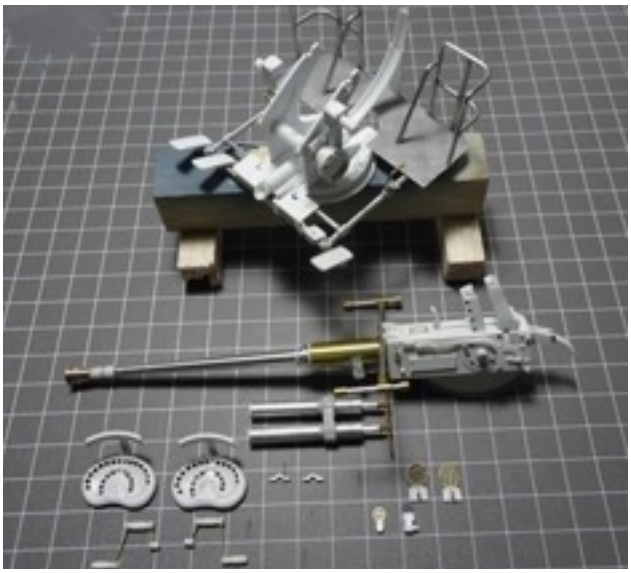
The 'white flexible plastic' parts I purchased – the radar mast and torpedoes - are difficult to work with as the surface is crumbly, rough and porous, like sand moulded into a shape and hardened. A cup made from this material would leak. I tried priming the radar mast just by using primer/filler, but the material absorbs umpteen coats before it begins to build up. After some experimentation with different methods and reading up on recommended finishing techniques I settled on the following method for the torpedoes, which worked much better. The key is to first seal the surface so that the primer doesn't sink right through, so I brushed on a thinned coat of resin finishing epoxy. Left to dry and harden, the surface is then much happier taking multiple coats of primer and building up to a decent surface for painting.

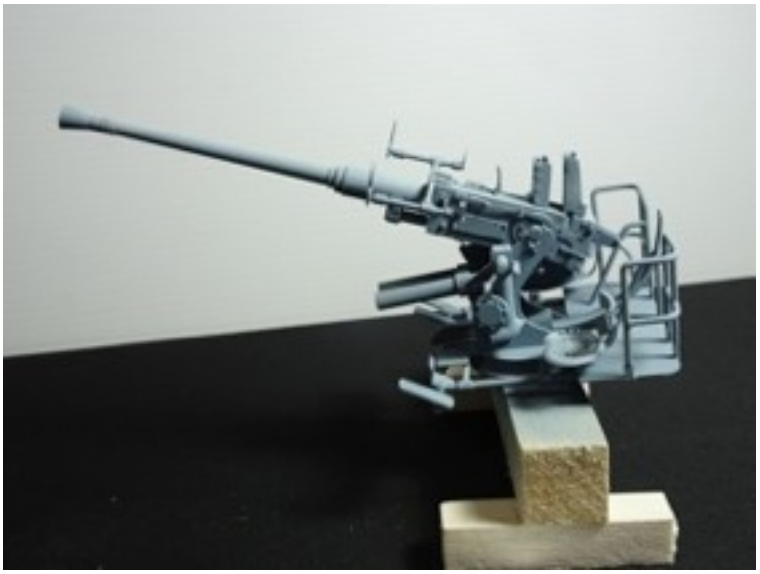
The last fitting made from this crumbly nylon was the life raft, which was probably a balsa float in full scale. In this case the finish didn't matter, as I wrapped the whole thing in masking tape to simulate the canvas covering, built the grating floor and water barrel/first aid kit/paddles from plastic strip and stock, and rigged the lifelines etc from miniature rope. **Life raft - left).**

Scratch built items for the boat included the afore-mentioned engine room vent/hatch, the heater unit mounted behind the day cabin, ammunition rack for the Bofors gun, ammunition boxes for the fore deck and the Danforth anchor.

The smoke generator on the fantail is adapted from the front section of a model aircraft torpedo. The long control cable duct on the starboard side of the deck is plastic stock detailed with plastic bolts made from a hex punch and die set. All the windows and deadlights are modelled with their covers in place or painted over – these boats operated at night and were usually buttoned up to prevent lights showing. On operations the usual bow, stern and mast lights were also removed, leaving only the navigation sidelights in place.

The final weapon to be made is the 40mm Bofors gun for the fantail. Apart from the barrel, which is adapted from a turned aluminium barrel meant for a tank model, and the etched pinwheel sight this is scratch built from plastic, aluminium and brass tube and rod, bits robbed from a pen, small watch gears and an elevating arc gear that was cut from the knurled edge of a paint bottle lid.





You can buy these guns from Shapeways or in more traditional resin or white metal , but they are both expensive and fragile – I thought I would be able to make a reasonable gun in this scale myself having made Bofors guns in other scales for other ships. **(Bofors ready for painting - above - and Bofors ready for the boat - right)**

Paint/Colour scheme

The colour scheme for these Mediterranean PT Boats was strikingly different from the green and black patterned camouflage used on Pacific boats, or a conventional grey. Squadron 29 boats were painted in a light blue shade known as 'Thayer Blue'. This was intended to make the boats less visible by reducing their silhouette at night and in bad weather.

Some of the boats in the squadron had darker decks, probably in Deck Blue, although some also had the lighter Thayer Blue on the decks as well. I suspect that there was a gradual shift to an overall scheme of the lighter colour, but it's impossible to prove definitively from the sources available. There is a well-known photograph showing the squadron boats in Bastia Harbour on Corsica sometime in 1944, and the mix looks about half with the dark decks, and half with the light, so the shift could be progressing in either direction. A Squadron 29 boat filmed in colour (real colour stock, not colourised) during the Invasion of Southern France, which would date the film to August of 1944, shows the boat (number unknown) with a deck that matches the light blue of the hull.

It's a simple but very attractive scheme and unlike the complex green and black jobs, doesn't hide the elegant lines of the boat – in daylight anyway!

The boats of RON 29 also carried distinctive and bright air recognition markings on the deck, with the bow section painted yellow, and the stern in red to avoid friendly fire incidents.

Preparing to paint

Before final painting comes laying out the waterline and masking. Waterlines on hard chine boats are particularly difficult to get right (at least for me), as they must cross over the chine line and wrap around the lower bow without curving up or down or undulating from side to side. This is when you find out how true the hull is, as any variation port to starboard shows up in the concave section under the chine forward. I have had to make lots of compromises in the past to get a reasonable waterline appearance on bought fibreglass hulls, due to inaccuracy when the master was constructed.

It's a credit to the kit designer that no such faults are apparent with this hull (any part I played was purely luck). It was straightforward to get a flat straight waterline marked all the way round the hull, with the proportions at the bow looking even side to side when sighted from the front, the transom parallel side to side, and the marked waterline actually crossing the chine in the same place on both sides! Happy days! I was also pleased to see that my guess about where the bow towplate should go proved to be spot on, with the waterline passing just below the towing eye.

The one item that looked out of place was the intended vertical placement of the stern mufflers. I had prepared the mounting holes for these in the place on the transom where openings had been designed into the part. Marking the painted waterline showed that the mufflers would have been noticeably too high, so I filled

the holes, and opened up new ones further down the transom. To simplify painting the mufflers are not mounted until after the hull has been painted. **(pic. Mufflers installed)** After a quick float test in the bath to check displacement with batteries and speed controllers on board (and to make sure that it wouldn't sink immediately), and a final wash down and dust, it was time to paint.

I masked up the hull above the waterline and sprayed the antifouling paint over the bottom. I over sprayed the red base paint with a little green at the waterline for just a hint of wear and fouling. The USN used a red tinted 'Copperoyd' composition, unlike the RN which used black below the waterline on its coastal forces craft.

I used Sovereign Hobbies Colourcoat paints for the finishing coats. These are enamel paints and accurately match the USN camouflage colours. They are also very nice paints to spray when properly thinned down and seem more durable than acrylics. You do end up using a lot of paint for such a big boat so multiple tins were mixed together to provide enough paint. The main airbrush used was something called a Grex Tritium. I have bought a fan cap kit for this which effectively turns it into a small spray gun, useful for getting a good finish on large areas.

I modulated the overall colour scheme for a bit more visual interest. This meant spraying a slightly darkened tint of the base colour around areas of shadow and in streaks and squiggles across the hull and deck. Over this a heavily thinned coat of the pure Thayer Blue is sprayed, gradually building up a slightly varied final appearance and stopping before I had completely covered the darker tinted areas.

I didn't go for a heavily weathered appearance, but did do some dry brushing in a slightly darker shade to pick out details and did some rust chipping on the mufflers. All the weapons are also given a worn, but well looked after appearance – you wouldn't see active rust or corrosion on a well-kept boat in service as cleaning and checking the weapons before and after patrols was standard procedure.

Below - Starting to look like a PT Boat

Pennant numbers and draught markings are from the BECC range of vinyl letters and numbers. These are not quite as thin as either waterslide decals or painting the numbers yourself but blend in once they are overcoated with flat clear varnish.

After this all the deck and superstructure fittings, the mast etc were attached to the hull and superstructure.

I sprayed mist coats of flat clear to hide any stray glue marks (although I had been careful with this and avoided excess glue), to give the paint and pennant numbers some protection and to blend everything together. I have used Floquil Flatcote in the past as it has always given me a reliable and non-scary result – the last thing you want to do is stuff up a paint job at the very last stage and I have managed this a couple of times using other brands of clear varnish. Sadly, this model has seen me use up my last stocks of the Floquil and I will have to try something new for the next build.

The torpedo bodies are painted a steel colour, but over-sprayed with a translucent yellow/brown to depict the coat of preservative grease they would have been covered in. I painted the warheads a mid to light grey, which mimics the cadmium-plated appearance of the warheads. There are photos showing PT Boats with torpedo warheads painted to match the camouflage of the boat but this seems more the case for Pacific boats, which seldom used their torpedoes later in the war. Warheads were never red, but practice warheads were usually yellow. The torpedoes are a very tight slip fit into the racks and are held in place by the retaining cables, which are an elastic thread.

Photos of the Ron 29 boats show a colour on the warheads which is a light tone. It could be the base cadmium colour, or it could be Thayer Blue. On my previous little Elco I painted them Thayer Blue, on this one I painted them Haze grey just to introduce a little more variation into the final scheme. Both could be correct.

The boat is nearly finished, and hopefully the next instalment will show the completed article.

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CMSS LADY NELSON PROJECT

PART 8 (FINAL) - by Bruce George, Lady Nelson Project Coordinator

SETTLEMENT OF KING COVE (POINT BARLOW) -MELVILLE- BATHURST ISLANDS - THE DEMISE OF THE LADY NELSON

The settlement of Cobourg Peninsula , Melville and Bathurst Islands was to be the next and last expedition in which the Lady Nelson was to be involved.

(Author's Note: For those who are unfamilar with this area it is located north of Darwin , on the north-west coast of Melville Island in the strait between Mellville Island and Bathurst Island , at a place now called Garden Point Mission. Fort Dundas is located on the coast just south of the mission which still exists to this day)

The expedition embarked in HMS Tamar, Captain Bremer, the transport ship Countess of Harcourt, Captain Bunn and the Lady Nelson, Mr. Johns (Master) . The vessels sailed on 24 August 1824 and anchored in a cove in the strait between Melville Island and Bathurst Island. The cove was named Kings Cove with the south-east point of the cove selected for the settlement and named Point Barlow, the entrance to the anchorage being called Port Cockburn. Parties were sent ashore on 1 October to clear ground and start the foundations of a fort and vegetable gardens for what would be called Fort Dundas. Construction began on the 8 September with a pier being constructed so that provisions and heavy stores could be landed from the ships . By 10 November the establishment was in place and on 13 November, the Countess of Harcourt and the Tamar departed leaving Captain Barlow (3rd Regiment of Foot) in charge of the Lady Nelson which would remain as a guard ship.

Although the settlement had twelve months' supply of rations, there was no fresh meat and because of language difficulties with the local natives and their general hostility it was not possible to buy any provisions As far as meat was concerned the only sources were fish and small wallabies and these were in short supply.

Therefore, Captain Barlow despatched the Lady Nelson with George Miller (the Fort's quartermaster) to sail to the Dutch settlement of Kupang in Timor to purchase supplies. Miller managed to procure some buffaloes and goats, but most of the animals, because of their condition, died before he returned to the settlement on the 2 January 1825.

As the situation was now becoming somewhat concerning, within a week the Lady Nelson departed again to procure more livestock. While at Koepand, Miller encountered the schooner Stedcombe which was in-bound from England to the new settlement on Melville Island. Lady Nelson returned with three small pigs which were unfit for immediate use. During the five weeks Lady Nelson had been away, scurvy had started to appear among some of the prisoners, this made it imperative to obtain fresh provisions. So Lady Nelson yet again departed with instructions to seek out and purchase whatever livestock that could be obtained.

When the Stedcombe arrived at Port Cockburn, her Master had previously agreed with Barlow to land at the settlement of Fort Dundas a cargo of buffalo averaging 250 pounds (113 kg) in weight, each for a price of 25 Spanish dollars and binding him to return in five weeks. It is not recorded if this did in fact occur .

Lady Nelson departed on the 19th and the Stedcombe on 23 February 1825. In a letter dated 19 May 1825 Barlow wrote "schooner (Stedcombe) left this port four days after the departure of Johns (Lady Nelson) in

charge of his Chief Mate; neither have returned since. I fear they have been wrecked or fallen into the hands of the Malay pirates".

Over the next few months brief reports on the fate of the Lady Nelson appeared in the Gazette:

"The Lady Nelson had been unfortunately cut off at Timor by the Malay privateers, and all the crew sacrificed, save for the Captain".

The Lady Nelson had been despatched from Melville Island for fresh provisions to some of the islands in the neighbourhood of Timor, with instructions to avoid an island named Baaba (Babar), where they would be in great danger of being cut off. It would appear that this advice was not heeded either by design or accident. Every soul on board was cruelly massacred (save for the Captain), the ship burnt, and some time later the remains of the hull was found and identified by the name on the stern.

The settlement on Melville island was evacuated and abandoned in 1828.

This ends the story of the Lady Nelson, a ship which greatly contributed to the exploration and settlement of many areas of Australia. Unfortunately the achievements of this vessel do not appear to be very well acknowledged outside maritime enthusiasts and historians, much the pity.

On the other hand, in recognition of the Lady Nelson's achievements, two replicas have been constructed.

In Mount Gambier in South Australia in 1986, a full-size non-sailing replica was constructed. In 2011 a survey of the vessel indicated significant deterioration and following on from this, substantial restoration took place . The replica can be visited at the Lady Nelson Visitor and Discovery Centre Mount Gambier.

The second replica was constructed by the Tasmanian Sail Training Association and was completed and commissioned on 17 December 1988. The Lady Nelson (**Picture above - courtesy of the Lady Nelson and Tasmanian Sail Training Association)** has completed a number of voyages to NSW, Queensland and Victoria and is usually moored in Hobart. This replica can be chartered and is used for sail training for would-be sailors.

Readers can learn more about the Lady Nelson replica at **www.ladynelson.org.au** - a site well-worth a visit - and if you're planning to visit Hobart, then you might consider sailing in this fine vessel.

'THE CART BEFORE THE HORSE' - **GORDON DUNCAN'S** STORY OF HIS FAMILY HISTORY AND THE HISTORY OF THE RIVER CART, THE CLYDE AND SURROUNDING DISTRICT PROVIDES US WITH MORE INSIGHTS INTO A RICH MARITIME HISTORY OF THE AREA. EXTRACTS IN THIS ISSUE INCLUDE A GRIM REFERENCE TO CONVICT AUSTRALIA AND WORLD WAR II EFFORTS TO THWART GERMANY, AS WELL AS THE BUILDING OF THE SS OXLEY FOR THE QUEENSLAND GOVERNMENT.

SS Success draws the crowds

A ghoulish arrival at Nethercommon quay.

In 1910 The exhibition prison ship SS Success which had been touring some of the English ports and had receiving wide press publicity negotiated a long stay berth at Nethercommon quay next to the Flemming & Fergusson yard. Crowds were expected and the authorities were not disappointed. Archibald Young leased out space on his area of the quay to some vendors who sold prison ship memorabilia and the crowds came in hired charabancs on day trips.

1910, The Australian Convict ship Success moored at Nether Common Quay on her world tour, aground at a very low tide. Picture -The heritage Centre Paisley. 97B.

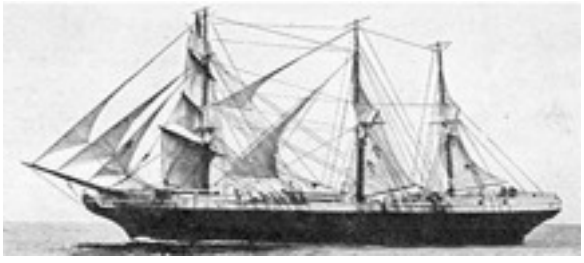
In Australia, this ship was earlier converted from a convict hulk into a stores vessel and anchored on the Yarra River, where she remained for the next 36 years.

Converted to a Museum ship.

In 1890, Success was purchased by a group of entrepreneurs to be refitted as a museum ship to travel the world exhibiting the perceived horrors of the convict era. Although never a convict ship, Success was billed as one, her earlier history being amalgamated with those other ships of the same name including HMS Success, which had been used in the original European settlement of Western Australia. She was incorrectly promoted as the oldest ship afloat, ahead of the 1797 USS Constitution.

A former prisoner, Australian bushranger Harry Power, was employed as a guide for her first commercial season in Sydney Harbour in 1891. The display was not a commercial success, and her owners promptly abandoned their business venture and scuttled the ship in Kerosene Bay.

The following year the sunken Success was sold to a second group of entrepreneurs and re–floated. After a thorough refit she was taken on tour to Brisbane, Adelaide, Hobart, and back to Sydney, then headed for England, arriving at Dungeness on 12 September 1894.



Success arriving at Dungeness 1894 - Wikipedia.

During the next 14 years she toured British ports displaying her ghoulish scenes of poverty and misery during the transportation voyages to Australia. The realistic wax models of the prisoners, their brutal guards and conditions, played an important role in the abolition of slavery campaign, of course making a lot of money for her investors. She arrived in the River Cart and moored at Nethercommon Quay in 1909 where she remained until she again set sail for the USA.

Picture - Wikipedia

PAISLEY HARBOUR BECOMES A STRATEGIC ASSET

The onset of hostilities 1939.

An Act of Parliament was obtained in 1938 by the Ministry of Transport, the Admiralty and the Ministry of Shipping, for a harbour expansion and a quay to be built on land at Laighpark. The Laighpark harbour was to be linked to the Paisley, Renfrew and Glasgow railway line. Larger boats could load and discharge cargo and service ocean going ships moored at Greenock. The Clyde Navigation Trust were commissioned to dredge the river. The new harbour was used extensively during World War II. Nethercommon on the west side being used for smaller boats and for the fitting out of the many ships built at the shipyards. The dredging increased the draught and width of the river, and the navigation lights were also upgraded.

The 1939-45 War years.

It was during the Second World War that Paisley harbour became a strategic asset. In one month alone at the start of the Atlantic convoys in 1940, 34 vessels used the harbour bringing in traditional cargoes of coal, cement, sand and stone and also oranges, canned fruit and jam, from South Africa and America. This freight was transhipped from convoys arriving at the tail of the bank Greenock, then loaded on to rail wagons at Paisley. This was a safe port as the Germans did not know of its existence.

Looking south - A 1945 aerial view of the Nethercommon & Laighpark harbour, Fleming & Fergusson have two vessels on the slips and one fitting out in the harbour. Five crane jibs reflected in the river water. Probably noon on a Sunday. Picture Wikipedia.

During the War, all Clyde shipping, including Paisley, came under the umbrella of one authority – Clyde Anchorages. It is widely recognised that the principal reason for the importance of Paisley harbour during the war was the fact that unlike the River Clyde, the area had been free from air attacks by the

Germans, who were mercifully unaware that Paisley had such an important facility. The Germans were also unaware that local shipbuilders, Fleming and Ferguson, were turning out corvettes, frigates and landing craft at their Phoenix Works. Also, the Bow, McLachlan Thistle yard was reopened by P&W McLellan to build landing craft.

Paisley saw the arrival of the first American service men into Scotland. They were disembarked from the Queen Mary and other ocean liners at the tail of the bank on to pleasure steamers, which brought the men up river and landed them at Laighpark quay Paisley. Then they were put directly on to trains for the English Channel ports. Light coastal ships and many of the puffers also used the harbour at every tide for the trans-shipment of stores and goods for the larger merchant ships comprising the North Atlantic Convoys anchored at Greenock.

Fleming's yard using all the berths, built 21 naval ships and numerous Landing craft and LCT's for the D-day invasion of Normandy. The space at Nethercommon Quay available to Archibald Young for cargo movement was severely limited as the north section was utilised by Flemings for ship fit-outs after launching.

John Oxley Launched - July 1927

The yard had under construction and at the final fitting out stage, a single screw lighthouse and pilot tender for the Queensland Government. They were ahead of schedule and arrangements had to be made for the arrival of the Australian launching party, the Embassy in London had to be consulted about the ceremony and a celebration dinner thereafter. It was decided that John Baxter and J.H.Bow as joint managing directors would be the hosts. The ship was to be named after Lieutenant. John Oxley RN, Surveyor General of New South Wales 1820. An extract from a gazetteer of the time tells us:

The History of Moreton Bay Convict Settlement and Penal Colony, Brisbane Convict Era.

On 17th May 1770, James Cook discovers Moreton Bay. Lieutenant John Oxley, Surveyor General of NSW, received instructions from Governor Brisbane to search for new penal establishment. On the 23rd October 1823 Oxley left Sydney in search of new settlement and surveys Moreton Bay on the 25th November of that year.

A date was fixed for July 1927 and as the time of high water (a spring tide) was mid–afternoon, an evening meal was arranged. The launching party were: Mr John Baxter and Mr J. H. Bow, joint managing directors of Bow McLachlan; The Hon. John Huxham, Agent-General for Queensland; Mrs Jeffrey, sister of the Acting Premier of Queensland; Mr Smith, father of the Acting Premier of Queensland; and Mr E. H. Mitchell of Messrs E. H. Mitchell & Co., 5 Lloyd's Avenue, London, E.C.3, who were the consulting naval architects and engineers for the Queensland Government under whose supervision the vessel and machinery had been built.

In his launching speech Mr John Huxam recognised that this ceremony by tradition was done by a lady; he explained the absence of the appropriate person and asked the assembled guests and yard workers to forgive this exception. Completing his speech he broke the bottle of champagne on her bow to applause from the assembled company.

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The John Oxley during trials