

SCUTTLEBUTT



NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS' SOCIETY

September
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 rumor.

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J.D.Holmes

Below - Steve Batcheldor's Model of HMAS Armidale - See Steve's story inside.



[Like CMSS On Facebook](#)

A MESSAGE FROM THE PRESIDENT

As I write this, Expo is still a week away and I am hoping that you all are planning to put a model in our major event. Please don't think that your work isn't good enough, or it isn't finished. A part-built model lets the public see how it goes together and isn't as intimidating as the finished product.

Most people will be impressed with your work and ask how you find the time; my answer is don't watch TV!

A very few will criticise. My answer is to invite them to a meeting to put us right and/or give us the benefit of their experience. They never turn up. Sometimes, someone will give you some gems of information. These people are a treasure, so it's up to us how we handle the public.

So happy modelling and remember a hobby is good for your health..

Best wishes,
Edwin Lowery

The Society's major event of the year - the CMSS Expo - was held at the Mount Rogers Primary School on the week-end of September 21-22. For those of you who couldn't attend for one reason or another, our photographic record over the next few pages will give you an idea of what you missed. Photos: Bob Evans, Bob and Elizabeth Hodsdon.



COMMITTEE MEMBERS - 2019-20

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

MEETINGS

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

Society Web-page

CMSS members are encouraged to visit our website at:

<http://www.canberramodelshipwrights.org.au>.

Instructions for using this website are on the site itself where members will need to register.

The webmaster will help you in any way possible.

We seek content for the website - everything from photographs of your models through interesting web-links and chat.

Society Facebook Page

The Society has a Facebook group to promote the Society and to attract new members. So please feel free to post items on the page and share it with your Friends. <https://www.facebook.com/canberramodelshipwrights/>

Subscriptions

Annual Membership:

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

Payment Details:

By Cash to Treasurer

Post by cheque/Money Order to PO Box 158, Fyshwick, ACT, 2609; or

Bank Deposit to

Beyond Bank - BSB 325185

Acct Name - Canberra Model Shipwrights

Society (or CMSS)

Acct No 03452396.

EDITOR'S NOTE

In recent times, Steve Batcheldor took the initiative and encouraged members to engage with the CMSS Facebook Page. Pleasingly, there was a good response and visits to our Facebook presence jumped measurably. There are three main ways to use Facebook - Like, Comment and Share. In this issue, Steve provides some tips, but emphasises that by Sharing with others, we can get the word out that CMSS is doing worthwhile things, increasing interest and support for the Society. Read what Steve has to offer inside and get involved. Steve is also the subject of our Member Profile in this issue, too.



Other members have provided a very comprehensive and interesting array of articles, covering a wide range of subjects, from model-making to recipes with a maritime theme. Of particular interest is the inside story of Modelers Central provided by member Gary Renshaw who is the principal of that worthy enterprise.

As I write this, Expo 19 is yet to happen, and the plan is to hold back publication of Scuttlebutt so we can include some photos and a story about the most important event in our calendar. So, though this issue is dated September, it will be close to October before being posted on our website. Expect to see coverage of Expo 19 on our Facebook Page too.

Elsewhere inside there is encouragement to all to contribute to these pages. You will notice many familiar bylines in this issue. While I earnestly thank those good people for their loyalty and hope to see them continue to provide material, it would be wonderful to see some new bylines in the next and continuing issues. Please think about it - we'd love to hear from you.

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

EXPO 19

Expo 19 was held at the Mount Rogers School on the weekend of September 21-22 and attracted more than 200 visitors, as well as the many entrants.



Coming Events

15 October , CMSS Meeting at Melba Mens Shed , Ships that Are Grey - Steve Allen

2/3 November, Wagga Wagga Model Railway and Model Expo at Wagga Wagga Show Ground Bourke St. Wagga Wagga . Contact Dave Edgar 0418 446 337.

9/10 November, ACTSMS SCALEACT 2019 at Kaleen High School Baldwin Drive Kaleen ACT .CMSS invited to display/attend. Contact Mike Grieve: michael.grieve@ipaustralia.gov.au

19 November, CMSS Meeting at Melba Mens Shed. . **Critique Build of the Virginian Pilot Boat- Bruce George . .**

Presentations to be allocated 2019/2020.

Paddleboats of the Murray River - Bruce George

A Simplified Method of Model Ship Planking - Bruce George

Timber Preparation for Ship Modelling - Bruce George

Historical Russian Ships - Elizabeth Hobson

Pictorial review of the HMAV Endeavour - Ray Osmotherly

Deck Planking Techniques - Warwick Riddle

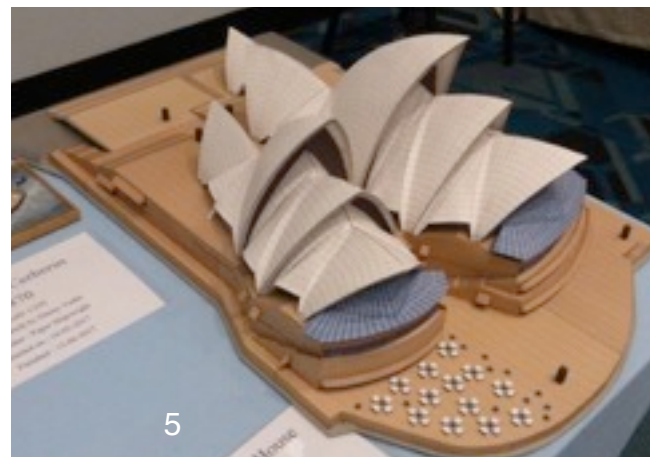
Ship Figurines - Bruce Kirk.



EXPO 19



Port Macquarie Model Expo



Seen at the Port Macquarie Expo in July: 1-Model ships draw admirers. 2-Models of the Bismarck, a card model, and the Hood. 3-Two Bobs, Evans and Hodsdon fly the CMSS flag. 4-Meeting of like minds - Tom Wolf, Sydney Model Ship Club, Tony Page, Task Force 72 and Bob Evans, CMSS. 5-Sydney Opera House, another card model. Photos: Elizabeth Hodsdon, Bob Evans.

Malkara, Sydney next pages

ACRONYMS FOR MODELLERS

WIP	Work in progress
UFO	Unfinished object
PHD	Project half done
NESTY	Not even started yet
WOMBAT	Waste of money, bits and time
BOB	Boxes of bits

Collected by Elizabeth Hodsdon

PIG	Project in grocery bags
MABLE	Model accumulation
beyond life expectancy	
WITHWIT	What in the heck was I thinking
TIH	There is hope

Malkara, August 2019

This event was held over the week-end of August 3-4 and the CMSS again mounted a display of model ships in contrast to the many splendid model railroad layouts, for which the Malkara exhibition was originally intended. The exhibition has expanded over the years and now contains a number of different displays including ourselves, the ACT Scale Modellers and the Canberra Model Boat Club (Task Force 72).

The event affords us a great opportunity not only to showcase ourselves, but to advertise our own Expo which is held in September. It also provides a welcome opportunity to engage with the public and to share the results of our efforts.

As usual, our attendance fee was donated back to the School, a very worthwhile cause.

Bob Evans



Above - Setting up the Malkara display:
President Edwin Lowry and Bruce Kirk.
Above right - Bill's Big Boat.

Right - The display was situated on this platform and it was noted to the organisers that the potential risk of having visitors falling from the platform to the ramp was extremely high. We placed chairs along the edge to minimise the risk and we hope for an alternative arrangement next year.



And in Sydney, Below: Michael Bennet's miniature model of the Orontes and Lady Denman ferry.



The SMSC held its EXPO2019 over the weekend of 24th and 25th August at the Georges River 16th Sailing Club at Sandringham. This is a great location and the exhibition room affords great views. The Expo was well complemented by displays from other Clubs such as Hubertus, Task Force 72, the Australian Plastic Modellers Association and, of course, the CMSS represented

by Robert and Elizabeth Hodsdon and myself. My apologies if there is anyone I have neglected to mention.

The numbers through the door were great, which I attributed to the venue, but it appears that the vast majority read about the Expo in the local newspaper, the Leader.

The range of models meant that there was something there for all, from Michael Bennett's spectacular miniatures to the larger models of Task Force 72 and the carvings produced by Janos.

A great week-end and a lot of hard work put in by the organisers (well done Anelia!)

The CMSS looks forward to a number of the SMSC members attending our own Expo.

If you haven't been to the Sydney Expo, put it in your diaries for August next year and support our fellow modellers.

Bob Evans



Photos - Elizabeth Hodsdon and Bob Evans



1-Ships in bottles were very popular. 2-Piotr Kolaczowski's Santasima Trinidad. 3-Expo with a view. 4-Bob Evans with his Fiji Gas. 5-The Sydney Model Expo drew the crowds.



CMSS Facebook Page

Some tips from Steve Batcheldor

Have you seen the CMSS Facebook page? It can be found at: <https://www.facebook.com/canberramodelshipwrights/>

Facebook is a great way to engage with a much wider audience to show people what we do as a model ship society and hopefully generate some interest in our hobby.

The CMSS Facebook page is different to the CMSS web site in that the Facebook page allows people to interact by posting comments and photos and asking questions for others to respond to.

In the last couple of months there has been a significant increase in the content being added to the CMSS Facebook page. The number of people now looking at posts on the CMSS Facebook page has also increased from one or two, to dozens each day. This is a great start, but to get to a wider audience we need more members (and family/friends etc) to engage with the CMSS Facebook page.

Finding and looking at the content on the CMSS Facebook page is a good start, but the best way to spread the word is to get involved. When you see a post (a comment or question from someone) or a picture, you can "Like" it by clicking on the **Like** symbol at the

bottom of the post. If you want to add your "Comment" to a post you can click on the **comment** at the bottom of the post and if you think that the post is something that others might like to see you can "Share" the post by clicking on **share** at the bottom of the post. Any or all of these actions will help spread the word about CMSS activities and models. Have a look at the CMSS Facebook page, keep scrolling down and you will see some interesting models from CMSS members that you can like, comment on and share.

Anyone can also post a comment or a photo of their own or ask a question. So if you have something to say or a photo or two that you have taken at an event or even just one of your own models you can

add them to the CMSS Facebook page for others to see, comment on and share.

If you are not a fan of computers and social media, maybe you can encourage family members (Children / Grandchildren etc) to have a look at the CMSS Facebook page and get involved for you. I am sure that someone in your family would appreciate the opportunity to share your hobby and show others some of your work.

By actively engaging with the CMSS Facebook page we can start to expose a much larger part of the community to our modelling activities and maybe get some more people interested in joining CMSS or even just visiting the CMSS EXPO.

Like, Comment, Share on Facebook

LETTER TO THE EDITOR

Where have all the modellers gone?

With apologies to Pete Seeger and the Kingston Trio, most of you will be of the vintage where you will recall these fine artists, I steal one of the verses to pose the question that still remains unanswered. I look to our avid readers to provide the answers: Where have all the modellers gone, long time passing? Where have all the modellers gone, long time ago? Where have all the modellers gone? Gone to hiding, every one! When will they ever learn, when will they ever learn?

I am prompted to pose this question, after 10 plus years as President of the CMSS and now

just simply a modeller. I know CMSS Members will groan, roll their eyes upwards and say "he's at it again!", but the question needs to be answered.

There seems to be a huge problem developing, not just within our own Society, but almost everyone I speak to in different Clubs is facing the same situation. There appears to be a two-fold problem here, one is a lack of new Members queuing up to join and the other, perhaps more worrying, is the lack of involvement in activities, leaving engagement to the same few no matter what the occasion.

I recall when I first joined the CMSS many years ago that the mere mention of plastic was tantamount to heresy and could well result in the offending Member being burnt at the stake. Period model ships were all that was permitted and I certainly take my

hat off to those wonderful craftsmen and the models they produced, but there was more to belonging than that. Members were all too ready to share their extensive knowledge and expertise to unlock many mysteries of model making that I had amassed by working in isolation. I think that that is the crux of the situation for me in any case. Involvement means sharing a common hobby, learning from others and enjoying good company. Over the years the CMSS has expanded its membership and broadened its scope to include the construction of any kind of vessels using any materials, yes even including bits of plastic! The essential ingredient was that we should follow the Society's motto of the "Pursuit of Excellence". Remember- it's a pursuit, not a prerequisite.

(contd. next page)

Part of the enjoyment is attending other shows to promote the Society, display our work, and engage with an interested public. These shows also provide an opportunity to catch up with like-minded acquaintances, exchange ideas and generally enjoy the occasion.

My wise friend from WA, Max Fitton says "Bob doesn't visit these shows because he feels an obligation, he does it because he enjoys it." And that is the best description I can think of. Of course, travelling to out-of-Canberra locations (eg Port Macquarie, Sydney) can be out of the question for some, but is there any reason why Members who may be attending can't take models for others who can't go?

In conclusion, and not wanting the hobby to die an agonising death only to be replaced by the dreaded iPad, I would really like to hear responses to this letter, not just from CMSS Members, but from

anyone reading the Newsletter or visiting our Facebook page. Some ideas of how we can encourage participation and engage new members would be more than welcome and might well result in saving this great hobby from eventual extinction.

If there are no problems or new ideas, I again quote my good friend Max: "Members! Get modelling, contribute at meetings, go to shows and improve the quality of your life."

Bob Evans
September 2019



Photo: Elizabeth Hodsdon

"Some ideas of how we can encourage participation and engage new members would be more than welcome and might well result in saving this great hobby from eventual extinction."



This is called 'fun' - Illustration BrianVoce

Member Profile – Steve Batcheldor

I was born and raised in the Illawarra region of NSW attending public primary and high schools in Oak Flats. Cubs, Scouts, Venturers and other outdoor pursuits were a big part of my upbringing. Riding push bikes, motor bikes and four-wheel-drive camping trips filled many week-ends. Attending Cubs and Scouts was where I was first introduced to model making in the form of plastic Airfix kits and Balsa wood rubber-band-powered aircraft.

I remember my early exposure to model boats was playing in the bath with my brothers at my grandparents' house with several brightly coloured model boats floating in the bath. These had been carved from solid blocks of timber and painted by my grandfather. As I reached my early teens I started building model boats of my own using balsa or plywood. I remember carving a couple of galleon type models from large blocks of Oregon and using all of my Dad's welding rods for the masts and spars etc. He was not impressed with the woodchips all over the garage nor the use of the welding rods.

After completing year 10 at High School I joined the Royal Australian Air Force, signing on as an Apprentice Electrician on my 16th birthday. Forty years later and I am still serving. My trade training was a great time as I learnt a variety of traditional hand skills that I continue to use today. The proper use of various tools, measuring, marking out, cutting, filing, drilling, machining, blacksmithing, welding, fibreglassing etc., all set a valuable foundation for my future modelling endeavours as well as for my trade.

During my early years in the RAAF I continued my modelling activities with a focus on plastic aircraft kits and some free flight gliders. An early experiment with a couple of simple powered radio controlled aircraft highlighted that I was not meant to fly model aeroplanes.



After trade training I was posted to RAAF Base Richmond where I lived on the Base. To keep myself occupied of an evening I purchased my first model ship kit, the Artesania Latina HMS Endeavour. This model took me about 18 months to complete and it was

the start of an ongoing model ship building programme.

I was married in my early twenties and the first house that we moved into had a small brick shed. I thought that I was in heaven, a place of my own where I could build model ships. I acquired a couple more model ship kits and then I started scratch building several radio controlled model ships. Money was always tight when we began raising a family so my modelling activities had to continue with a very limited budget. This is where I found it necessary to build everything that I could for my models as purchasing anything but the raw materials was out of the question. Now money is not so much of a problem and I have a double garage as a workshop just for model ship building, but I still enjoy building everything that I can on my scratch built models.

I have built all sorts of model ships over the last 40-plus years, including model yachts, fast electrics,



Where it all began. Steve's oldest boats.

sailing ships and radio-controlled scale model ships. A few of these have been from kits, but many have been scratch built. While I enjoy building wooden model sailing ships, my primary modelling activities for the past 25 years or so have focussed on RC scale model warships, having made dozens of models during that time, mainly of 1:72-scale Australian Navy ships. As plans are often difficult to find for these ships I often draw my own plans as well as make my own fibreglass hulls and resin fittings. In recent years I have sold plenty of hulls, plans and parts to model ship builders all over the world.

I have made a few models for people on commission over the years. This is not something that I take on regularly, but every now and then I will take a special job on because I enjoy building something that is not available and the person requesting the model does not baulk at the price quoted. **Winora (right)** was one such job, this was a 1:24th scale



model of a pleasure cruiser that I made for a lady in about 1990. Her husband and his father had just built the real boat and the wife thought that a model would be a great present. I have also made several 1:96 scale Oberon Submarines for ex Navy submariners. I have made a 1:50th scale model of HMAS Wagga for the HMAS Wagga Association which has been on permanent display in the Wagga Wagga Council Chambers since 2005. I have also completed numerous 1:72nd scale Armidale Class Patrol Boats for various people. I must say that the Armidale Class Patrol Boat has been my favourite model for several years now and I have made plenty of models of them in four different scales.

I have been a member of various model ship clubs over the years depending upon where I was posted. I have been a member of Task Force 72 since it started in the mid 1990's and I first joined CMSS in 1998 (for about three years) while I was posted to Canberra. I re-joined CMSS again in 2012 (on another posting to Canberra) and have remained a member since, despite moving back to Wagga Wagga. I get together every Sunday morning with fellow model ship builders in my local area and we help each other out with construction issues and show our latest creations. This is not a formal club meeting as we are from different model ship clubs / groups but it is a good way to stay connected to those with a similar interest. For the last few years I have been looking after the CMSS web site and more recently the CMSS Facebook page. This interaction with other modellers and participation online helps me to keep motivated and building model ships.

My plan for the future is to retire (again) in about 18 months so that I can spend much more of my time on my modelling activities. I have a long list of ships that I would like to build but I am not sure

that I will live long enough to finish even a small percentage of them. During retirement I also hope to master 3D drawing and upgrade to a quality 3D printer as I have found that I am spending more and more time drawing and printing parts for my models. Utilising the latest technology is just another aspect of this fascinating hobby of model ship building that I enjoy. ☸



Endeavour – My first model ship built from a kit.
Left - *Wagga* – 1:50th scale model of HMAS *Wagga* that resides in the Wagga Wagga Council Chambers.



Right - The Armidale Class Patrol Boats are probably my favourite ship models. Below- My fleet of 1:72nd scale Australian Warships. I have drawn the plans and made fibreglass hulls for each of these scratch-built models.



DUNCAN HOLMES looks at three sea voyages that impacted on his life. Born and bred in Angaston South Australia, he boarded the RMS Orcades on her maiden voyage as a young man, seeking a new life in Canada. Unknown to him at the time, he was replicating an adventure into the unknown of one of his ancestors, but in the opposite direction. Duncan became a highly successful food writer in Canada, still being published 65 years later. No surprise then that this account looks, not only at the relative comforts of voyages undertaken in three different centuries, but at what the voyager could expect from the galley.

AT SEA OVER THREE CENTURIES - SO, WHAT'S FOR DINNER?



The author leaves Sydney in the Orcades on his way to Canada in 1954. *Illustration: Duncan Holmes*

On Christmas Day in 1882, ten-year-old Robert McNaughtan and his family shared a midday dinner of freshly-killed roast mutton and potatoes, preceded by “a whole lot” of grapes, and “about a pound” of almonds. The McNaughtans were at sea—six hundred-plus miles due south of Capetown, and two months into a voyage that would take the family from the crippling damp of Glasgow to new life in the sunshine of New Zealand. The steel-hulled, 1300-ton clipper Oamaru, already an eight-year veteran of the run to the Antipodes, lifted easily onward in the sunlit sea.

This is a story about three ships at sea in three different centuries. Robert McNaughtan, who was to become my great uncle, was in the first of them, and I was in the other two. As a

writer who is always interested in the way that food finds its way to our plates—wherever they may be—my interest in bringing these three ships together, was to uncover smidgens of their food stories, to discover that while menus have to understandably suffer from time to time out there on the briny, freshness is often front and centre at sea—from kitchens that would do the best hotels and restaurants proud. While Robert McNaughtan’s Christmas Dinner was better than many of his Oamaru meals, fresh protein on that clipper ship really was as convenient as the farmyard of live animals that traveled with the ship, and were slaughtered and served as required.

I know this, because Robert—whether he liked it or not?—kept a diary of his voyage, a daily log not only of latitudes, longitudes and distances traveled, but of the foods and frailties

The migrant ship Oamaru berthed at Port Chalmers, New Zealand.



of sailing ship life that would undoubtedly interest a kid of his age—up to and including the death and “committal to the deep” of a year-old baby. He was deeply moved.

Fresh food, make that *live* food, got a mention in the entry of December 6, and in his penciled hand it read: “I often think I am home when I hear the dogs barking, the pigs grumpling, the sheep bleating, the cocks crowing, the ducks quacking.” Travelling steerage, duck was never noted as the bill of fare for the McNaughtans. The dogs were mentioned elsewhere, only as pets of the crew!

The second ship was the Orient Line’s *Orcades*, and I was on board on her maiden voyage from Sydney to Vancouver in December, 1954, a teenager from *Down Under* in search of *Up Over* adventure. State of the Sea in her day, at 26,000 tons she would be not much more than a generous lifeboat for today’s cruising behemoths.

Reared on Australian variations of Mrs. Beeton’s favourites, the meals at sea in those seventeen days on the Pacific, certainly had the stuff of *Orcades*’ British registry in their makeup. But after years of mutton and potatoes, potatoes and mutton, mutton, and potatoes, I found the fare beyond favourable. And spritzed with the freshness loaded into the galley at such exotic stopping spots as New Zealand, Fiji and Hawaii, I discovered quickly that there was indeed gastronomic life beyond mutton and potatoes.

On New Year’s Eve in 1954, *Orcades* was two days northeast of Honolulu, encountering the worst of winter weather. The storm doors were sealed shut and as “*Rockades*” plunged through twenty-foot troughs, green water slid deep along the lower decks and bounced the teak deckchairs against the bulkheads. Rough weather for a party!

While dinner in Tourist Class, at the blunt end of the ship, was short on patrons—the absentees presumably staying in their cabins to either barf or die—the rest of us fared well. Complete with items for vegetarians, dinner began with iced grapefruit juice, followed by a



Duncan’s friends sleeping on deck before the storm hit.

meatless cream soup, fried fillets of “codling” with lemon, rice and Russian-inspired croustis—sometimes spelled krousties—which more often than not, serve as hors d’oeuvres. The main course was either roast leg of pork or roast quarter of lamb, dressed with “browned and nature” potatoes, and cauliflower with a cream sauce. Should we wish, there was also a “Cold Sideboard” that included roast beef and Oxford brawn, salads of lettuce, tomato, radish, beetroot, spring onion, watercress and cucumber. And after a dessert of pudding and buttered sauce with ice cream, there were offerings of apples, pineapple, oranges, bananas and pawpaw. Coffee and Ceylon tea were served in the public rooms.

I saw no evidence of live animals on board, but I will give Orient Line credit and presume that

the red meat was fresh. Was the codling caught by trailing a line? However it all came together, those below missed a good meal.

The third ship was the MS Volendam, one of thirteen in the blue-hulled Holland America Line fleet, and at 63,000 tons, midsize by today's cruiseship standards. I was on board Volendam from Vancouver to San Diego as she began to reposition herself into the warm Caribbean after a summer of cruising along the fjordal coast of British Columbia and Alaska.

Food that's fresh and generous is everywhere on this ship, skewed by Executive Chef Andreas Sommerfeld to the flavours of the Pacific Northwest, where Holland America has its North American headquarters.

There's food from sunup until late in a buffet loaded with everything from ethnic to ice cream; three sittings for dinner in a two-tiered room of glamorous proportion; twenty-four-hour room service; an espresso bar with pastries; and an up-market dining room where for a small additional tab the norms include Sterling Silver beef, Alaska King Crab, and appropriately, flaming Baked Alaska for dessert. And if for a moment you might forget that food is not an important focus, there are regularly-scheduled tours of the kitchen and hands-on cooking classes.

Volendam Culinary Operations Manager Edwin Brunink says that for many who cruise, food standards and generous availability are major considerations in choosing the line for travel, which is why Holland America goes all out. The line has a stable of suppliers and the ships make enough stops to make sure that what comes on board is the pre-screened freshest best.

Volendam's 1,400 passengers wolf down 8,500 pounds of meat a week, along with 12,000

pounds of fresh veggies, 18,000 eggs, 200 gallons of ice cream, and a whole lot of other staggering statistics. Food purchasing is based on years of experience, with knowledge that because the best is also included in the tab, consumption of the good stuff is traditionally high.

Brunink says freshness at sea is most important. This is assured by short legs at sea—rarely as long as a week—but also the best of best practices in the kitchen. Minimizing waste—a

whole other story—is paramount.

Starters at Volendam's Pinnacle Grill included Thai chicken soup, "ultimate Northwest" clam chowder, Dungeness crab cakes and seared duck breast.

Steaks are presented raw at the table before being seared on a ferocious

1,600-degree grill, cooked and served with a choice of sides. One is an oversized baked Washington potato. Along with Alaskan salmon, the Pinnacle's signatures include chicken marsala with Washington cherries, and cedar planked cod with Alaskan king crab.

Again, no evidence of live food on board. But like the Oamaru in her century, and Orcades in her's, there's an obvious desire to make the table at sea a destination of great comfort. Come hell or high water.



RMS Volendam

Duncan's Recipes - *Next pages*

LAMB NOISETTES

I would guess that even though lamb would have been available on the Oamaru, it would not have ended up in a recipe like this. Unlike on the ship, your on-shore galley will be stable as you cook your noisettes to medium, maximizing tenderness and the best of taste. Serve with a couple of colourful complementary vegetables.



INGREDIENTS

1 medium size potato
 2 gloves garlic, finely minced
 1 tbsp. rosemary, chopped (save tips for garnish)
 1 tbsp. minced shallots
 Salt and pepper
 1 lemon

10 oz. (300-400g) boneless, skinless loin of lamb
 1 egg white, lightly beaten
 Clarified butter

METHOD

Squeeze a little lemon juice into a bowl of cold water.

Peel and grate the potato into the water. Prepare garlic, rosemary and shallots. Trim meat and cut into six rounds. Season with salt and pepper. Sauté the lamb for 30 to 40 seconds each side in a hot pan. Remove. Drain potatoes, squeeze dry, and mix with the garlic, shallots, rosemary, salt and pepper. Dip the rounds of lamb into slightly beaten egg white. Coat with the potato mixture. Heat a generous amount of clarified butter in a heavy skillet. With tongs, carefully lift the potato-covered pieces of lamb into the hot pan. Sauté until potatoes are golden brown. Remove from pan and drain on paper towels. Serve immediately. Enough for six.

Wine? You may wish to search for something from New Zealand, respecting the Oamaru's destination. Or go with a Clancy's Legendary Red, a lovely shiraz-cabernet sauvignon-merlot blend from old Barossa Valley friend the late Peter Lehmann.



Illustration: Duncan Holmes

CROMESQUIS (OR KROMESKIES)

How these ever ended up on a Tourist Class plate in the dining room of a British-registered vessel in 1954, we will never know. I suspect it was the work of a Russian chef who was attempting to make an imaginative mid-Pacific mark. Crolesquis, which come in a variety of tastes and methods of assembly, depending on their country of origin, are hot hors d'oeuvres made from mixtures of ingredients that are enclosed in everything from pig's caul to thin crepes, to batter—before being quickly fried golden brown. If you wish, they can be served with a sauce.

INGREDIENTS

THE FILLING

1 chicken breast
1 onion
1 tbsp. flour
Chicken stock
Salt and pepper to taste

THE BATTER

1 egg (separated)
1/2 cup rice flour
1 tbsp. corn starch
1/2 cup cold water

METHOD (BATTER)

Blend the egg yolk, rice flour, corn starch and water. Beat the egg white until firm, and fold into the mixture.

METHOD (FILLING)

Fry or bake the breast until cooked. Set aside. Dice the onion and wilt with flour in a buttered pan. Add chicken stock to cover, then stir well and reduce over medium heat for about 15 minutes. Dice the chicken very finely and mix into the sauce. Reheat, season to taste, then cool completely. Divide the mixture into cork-sized portions, roll in flour, dip in batter and fry in very hot fat until golden brown.

Your dinner will be off to a great beginning if you serve your crolesquis with a Jacob's Creek Chardonnay.

BAKED ALASKA

It's the insulating quality of beaten egg whites that makes it possible to bake ice cream in your oven, something that's done with great regularity when Holland America cruises Alaska's spectacular coast each summer—and where they wow their passengers with a parade of this classic dessert. You may cheat if you wish, and make your vanilla sponge base from a mix. If you're brave, set fire to some brandy that's been warmed in a pan, and pour it over the dessert before making your own grand entrance. Holland America makes its sponge from scratch, but other than that, this is the chef's recipe.

INGREDIENTS

2 pints vanilla ice cream
1 layer vanilla sponge cake (flavoured with Kirsch)

MERINGUE

8 egg whites
1 1/2 cups sugar
1 pint water
Vanilla

METHOD

Cook the sugar and water to 250 degrees Fahrenheit, Pour it into the egg whites—the hot syrup cooks the whites. Mix-beat until cold, and add vanilla. Set aside. Cut hard ice cream into one-and-a-half-inch-thick slices. Place ice cream on top of sponge cake square, before adding another slice of the cake. Spread meringue mix around and over the cake-ice cream. Bake in the oven at 475 Fahrenheit until golden brown. Serve with big cherries flavored with brandy. Sip on an icy wine as you think about your next cruise. Enough for six.



PT-562 Ready For Her First Patrol

STEPHEN ALLEN wraps up the story of his build - Part 3.



PT-562 has had the finishing touches added.

Weapons and fittings were attached to the deck, either pinned and glued or held on by magnets.

Rigging on a PT Boat is basic. There are two lines for the ensign and signals, and lifelines rigged fore and aft.

The signal halyards are an appropriate size of miniature rope attached through small pulleys at the yardarm. The ensign is flown, but I understand that flag signals were rarely used, most actions being at night and the boats were fitted with effective short range voice radio.

The lifelines on the real boat were flexible wire rope. I experimented with a couple of kinds of miniature wire cable to see if the job could be done with the real thing but found that even quite flexible cables put excessive force on the stanchions, fittings and anchor points. All also tended to kink when bent to form loops. Instead I made up a three-strand substitute using a silver-grey silk thread wound on a ropewalk. This looks about right for the colour of such cables and can be anchored and bent through turnbuckles etc without kinking. It can also be made taut without pulling fittings out or pushing stanchions out of alignment.

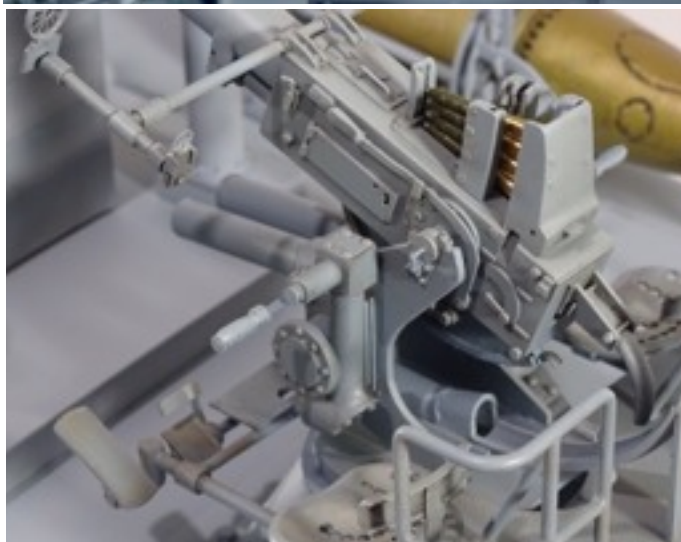
The liferaft and its contents were first glued to the chocks on the foredeck then tied down with fabric straps. Rope was cheesed down on the deck fore and aft, and one added to the towing eye at the stern, passed through the bullnose and secured to the starboard toe rail.

As a final touch I painted up a couple of figures to give some sense to viewers of the overall size of the boat.

I've left this final section short as the construction of the boat and fittings has already been covered, and the

photos give a better impression of the result. I am pretty happy with my first attempt at mostly wood construction. I have learned a lot, made lots of mistakes on the way, but it has been a very satisfying process. I am keen to build my next coastal forces boat from scratch, using the same methods.

PT-562 is now complete and ready for its first patrol, hopefully before the year is out.





1



2



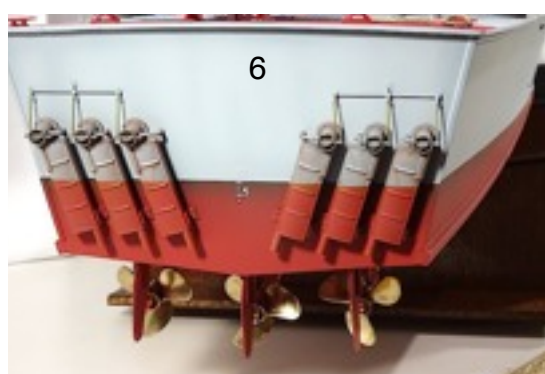
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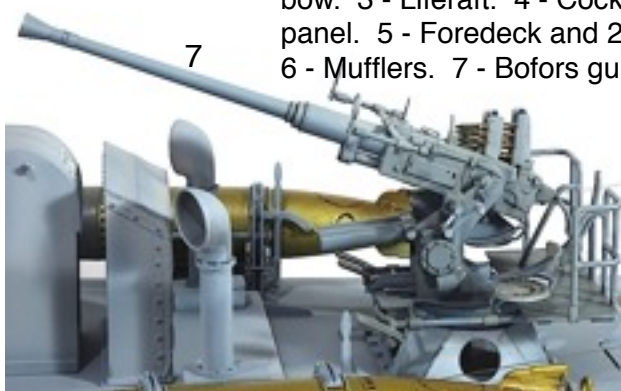
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5



6



7

These photos show Steve's attention to achieving high standards of detail and his demonstrated quality workmanship.

1 - Bow view of PT 562 showing tow plate and tow rail details. 2 - Looking aft from bow. 3 - Liferaft. 4 - Cockpit instrument panel. 5 - Foredeck and 20 mm gun mount. 6 - Mufflers. 7 - Bofors gun from port side.



Modelers Central - Nimble and Innovative

GARY RENSHAW provides an insight into the story behind Australia's only manufacturer of model ships, as well as a successful international trader, and foreshadows new future kits.

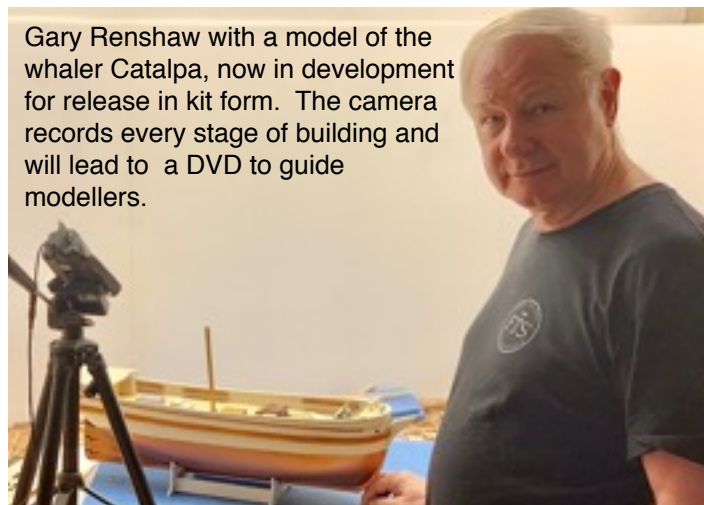
Many readers will know Modellers Shipyard was established by Brian & Joan Forrester from Nowra in the early 1980s. They provided a niche service to model ship builders across Australia offering kits from the main Italian kit makers as well as plans, parts & fittings and timbers. They also manufactured their own kit the *Schooner for Port Jackson* which at the time was the only Australian designed and manufactured wooden model ship kit. Their business model was based on receiving orders by mail and phone and posting the orders out which was appropriate for the time.

We purchased the business and started operation in October 2005. From day one we had an on-line e-commerce website. Our website has gone through a number of iterations and will continue to evolve and develop according to customer suggestions and market needs.

We remain a family-based business - the Crew consisting of Brogan & Elyce, Declan & Eden and Elizabeth and myself. Brogan & Elyce have responsibility for our website and optimising our web presence along with editing and publishing our monthly newsletter. Declan & Eden are responsible for our social media presence and engaging that audience. I have responsibility for the design and development of the new kits we manufacture taking each project from concept to a kit in a box. Elizabeth provides the glue that holds us all together during busy hectic times - her calming tones can only be obeyed - Elizabeth is acknowledged by us all as the *"highest authority in the land"*.

Since 2005 we have expanded the range of kit-makers we deal with - we now offer kits from Occre (Spain), Dusek (Czech Republic), Mamoli (Italy), Krick (Germany), Turk Models (Turkey), Soclaine (France) and Nordic Models (Norway). We are also currently in negotiations with another kit-maker and plan to be offering their kits later

Gary Renshaw with a model of the whaler *Catalpa*, now in development for release in kit form. The camera records every stage of building and will lead to a DVD to guide modellers.



this year. We continue to offer kits from Amati, Victory Models, Corel and Mantua - all from Italy.

We emphasise to our customers that we only deal with these companies as we consider they offer superior quality products and service to us and in turn our customers.

Since 2005 we have expanded the number of kits we have designed and make ourselves - these kits now number 20 - and this number will increase over the

coming years. We have focussed on producing kits that have significance to Australian maritime history - and as an island continent we have a very rich maritime history giving us a plethora of ships from which to choose.



New Bedford Whaler Catalpa - under development

Kits on our planning horizon include the New Bedford Whaler *Catalpa*, CSS *Shenandoah*, HM Brig *Lady Nelson*, Shackleton's *Endurance*, Flinders' *Investigator*,

Macquarie Lighthouse, PS *Brindabella*, *Lucinda* - Queensland Government Paddle Steam Yacht 1884, HMS *Guardian*, Roebuck of William Dampier fame, just to name a few.

Even as a small business we are nimble and at the forefront of innovation in the model ship industry demonstrated by the range of highly comprehensive

instructional DVDs we offer to support, guide and engage those new to the craft of model ship building - globally there is no other kit maker that offers these types of materials.

Our move into offering instructional DVDs came about from a collaboration with Leon Griffiths. Leon is an outstanding modeller - I am always in awe of his expertise. Leon scratch-built the early range of our kits and videoed himself while building: as well as learning new modelling skills while watching and editing the videos, I also learnt many new swear words - all of which had to be edited out. For our more recent models, I have taken on the role of building the prototype and videoing at the same time - this is time-consuming and at times frustrating as when a difficult part has been finally been put in place our dogs invariably start barking in the middle of videoing. Scratch-building the first prototype of one of our new designs can take two to three times longer than it would to build the kit version of the kit - making adjustments or corrections to the Autocad drawings as the build progresses.

The process of taking a model ship from concept to a kit in a box is a surprisingly time-consuming and expensive project - there are times when I make two or three prototypes before I'm happy. The whole process can take a few years. Currently I have two new kits being built.

A further, and what I consider to be our most important innovation came about through a collaboration with John Staib - John has been a long time customer of ours - he's a masterful modeller and he is also highly skilled in Autocad.

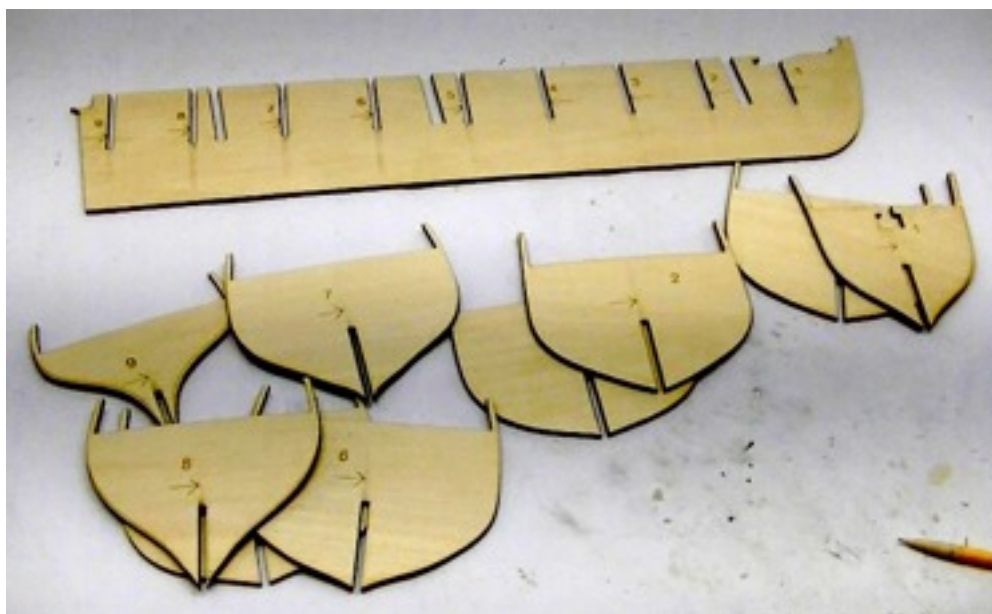
Fairing the bulkheads of a model is one of the most important steps in building your model - the age old process was to glue the bulkheads into the relevant slot in the keel, glue the deck in place to help keep the bulkheads square to the keel, allow at least 24 hours for the glue to set and then use a sanding block and/or file to shape the



Lucinda - Queensland Govt Paddle Steam Yacht 1884 - A coming addition to the range

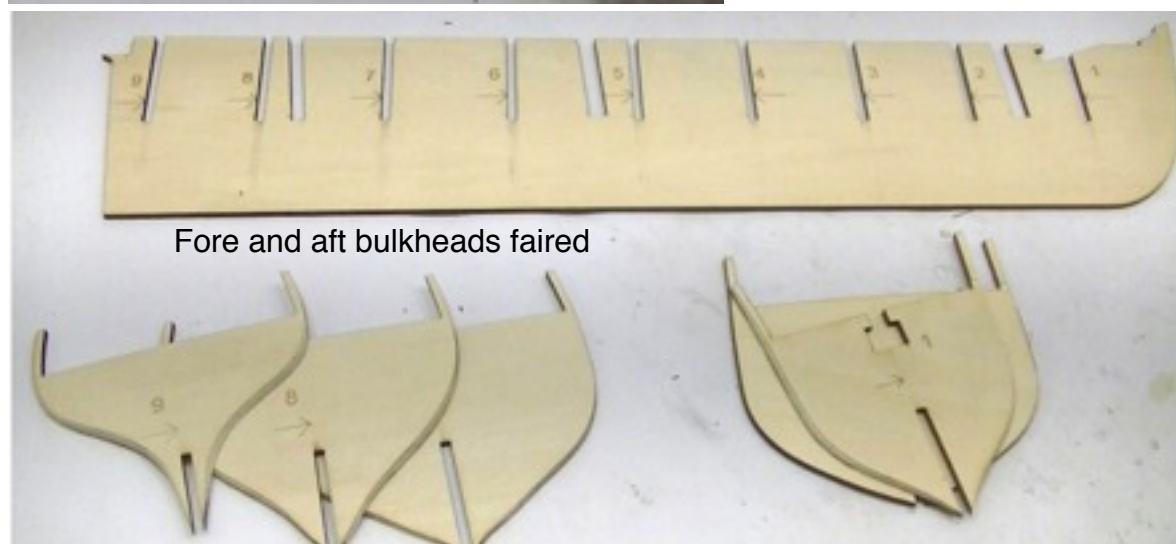
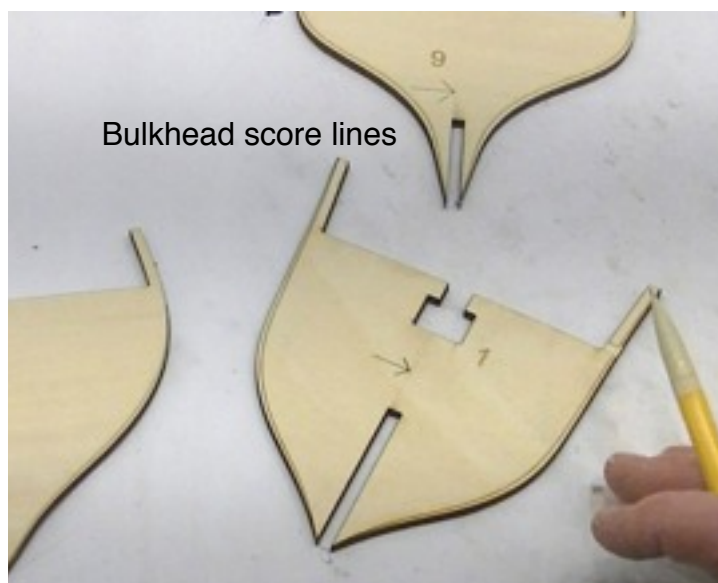
bulkheads always checking for a smooth transition across the bulkheads with one of the first layer planks - it was time-consuming task. There was always the chance that too much timber was taken-off a particular bulkhead or bulkheads - there was always the chance the bulkheads would end up not being symmetrical.

John has used Autocad to design many model ships from the line plans. He developed a technique where the fairing lines are marked of the bulkhead frames of a model - so during the laser-cutting process, these lines are marked as a score line: take a close look at the bulkheads in the photo below - this from the Catalpa model - you will see score lines on the fore and aft bulkheads. You will also see the bulkheads are all numbered with a location arrow on both the keel and the bulkheads - when the bulkhead is fitted correctly in place the keel arrow and the bulkhead arrow will align.



Coming back to the score lines on the bulkheads - the process will see these bulkheads faired before gluing them

in place on the keel. A file, sanding block or grinder is used to shape from the score line side back to the rear side cut line - this is a very quick process and ensures that



each side of the bulkhead is symmetrical. Once the relevant bulkheads have been faired they are glued in place onto the keel and the deck is then glued in place. Once the glue is dry a quick check is done with a plank running it across the bulkheads to ensure a smooth run.

The whole process is quicker and a whole lot more accurate than the age-old method. The bow blocks have also been designed and shaped this way.

This innovation in the fairing of bulkheads is the most significant development in wooden model ship building since laser cutting first started in the late 1970s. All our new kits will use this methodology and our early kits will progressively be re-engineered to meet our new standard.

John Staib has combined his highly developed conceptual skills with his masterful modelling skills to produce a

unique and innovative approach to one of the more challenging aspects of building a wooden model ship. It has been my great pleasure to work with and learn from John's expertise.

My professional background was as an electrical engineer and then I moved into vocational education and training - working in TAFE NSW for over 35 years - starting as a teacher and rising to the dizzy heights of a College Director before retiring early. My passion has always been on making learning interesting, exciting and rewarding. So a focus of mine from day one in this business has been to make the pathway for a beginner to the craft of modelling as easy and interesting as possible.

I recall when I first started out in model ship building I would buy books that only confused me more - terms were used such as *garboard plank* - for the life of me I could not find anywhere in the book that told me what that was. Drawings and photos in the books were always a page or two away from the text - it was very frustrating.

Our development of instructional DVDs has been part of the focus to making the pathway into modelling as easy as possible. Another part has been the building instructions for the kits we manufacture - they are highly

detailed with colour photos showing each and every step in the build of the model. Also any text has a photo adjacent to easily link the two.

Our aim with these building instructions is to show the modeller a range of building techniques that work for a particular situation. As they gain experience and confidence they will evolve and develop their own particular approach. I have always tried to not forget what it was like to be a beginner and how daunting it was to start to plank that hull - hence our very detailed building instructions for our kits.

Now lastly, to answer the question I'm regularly asked—why change the name to Modelers Central? Well the answer is - after the Global Financial Crisis we noticed we were receiving an increasing number of orders from the

US. Brogan did some research and found that a number of on-line hobby shops in the US had either gone out of business or stopped carrying parts, fittings, decorations, timbers and plans. Also, we had been thinking about expanding the range of models we offered - moving into trains, trams etc.

We changed our trading name and website to Modelers Central and we offered four main currencies on the website. We also started to offer trains and trams. We have kept the name Modellers Shipyard as the brand name for the range of kits we design & manufacture.

This strategic expansion was not without risk, but has proved to be successful and has moved the business from a domestic to an international on-line hobby shop. We have found that our range of kits are popular with our North American customers - they tell us they are tired of the regular kits available from the major kit makers and are appreciative of something new and different to build. They are also great fans of our DVDs - even though they do comment on our accent at times.

Our monthly newsletter is widely received, read and appreciated - we have over 12,000 people worldwide who

receive the newsletter - and we regularly receive emails of appreciation on the shipwreck articles - it's a tribute to Brogan & Elyce in their research to find interesting topics to present.

During my time in the business I've met many experienced modellers - I've always believed you can learn something from everyone you meet - and this has never been truer than when I go to an Expo.

I'm not sure when I'll hang-up my plank bender - I keep finding ships that have an interesting connection to Australia that I think "*now that would be a great model*".



You can find out more about Modelers Central (and sign up for the monthly Newsletter) by visiting its comprehensive website at:
<https://www.modelerscentral.com/model-ship-kits/modellers-shipyard/>

Contributions to Scuttlebutt are always welcome. Without input from members, and others, this Newsletter would cease to exist. The editor is especially grateful to those who have provided material for this and previous issues. Stories of models built, or underway, are obviously of interest to CMSS members and our extended readership. But so also are photographs of boats, ships and maritime subjects taken on one's travels within Australia and around the world. We all like to visit maritime museums, but we can't see them all; we can, however, enjoy others' visits to these fascinating collections through your stories and pictures. There are many subjects of interest and even a few paragraphs of your thoughts or even a single picture, like the one below, are always welcome. Read this issue and be inspired! Contact: bvoce@ozemail.com.au Ph: 6238 1446

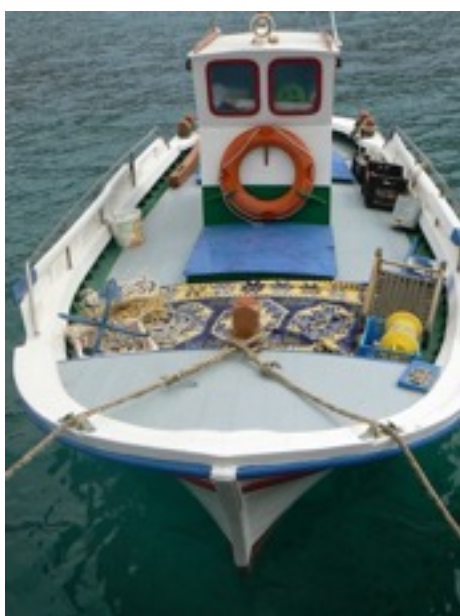
This fine model of a fishing smack, the Excelsior, which at almost 100 years old is still sailing in UK waters was photographed by Chris Hinds of Canberra recently in a Lowestoft window. Excelsior is a member of the UK National Historic Fleet and was built by John Chambers of Lowestoft in 1921 and restored in 1989. The 1/24 scale model was made by D. Castle-Smith. For more details about the Excelsior, see:

<http://www.theexcelsiortrust.co.uk/>



Colorful Greek Fishing Boats Still Evident

Back from a trip to Greece, **Brian Voce** notes that the days of the traditional Greek fishing boat are far from numbered. These working boats (pictured) in the port of Kamares on the island of Sifnos, are both colorful and practical. They are seaworthy boats which in the main are built by artisans in the traditional manner. A few have non-traditional, but maybe practical, fibreglass hulls. But what they all share are individuality and pride of ownership, evident in these photos. The fishermen employ both nets and lines to seek their quarry.





The boat above is almost ready to be re-launched after spending the winter ashore for a detailed overhaul. Kamares in Sifnos gets many vessels visiting its sheltered harbor, including this Australian visitor, below, with a sense of humor. Boats (ships?) like the gin palace, below right, are a common sight. ☼



Royal Navy “J” Class Destroyer

HMS JANUS, 1939 – 1944

Part 4

Bruce Kirk continues with the superstructure and armaments build for HMS Janus.

The Bridge

The bridge kit interior looks very bare and vacant when attached to the forward deckhouse. I managed to find a photograph showing a follow-on K Class destroyer bridge interior and crew taken from above the range finder which is situated at the rear of the open bridge. The British Navy certainly bred tough sailors (especially when they were involved in the Arctic convoys to Russia).



I first added a wooden floor using a timber strip from the scrap box. Bridge fittings were made from old dismantled computer and printer electronic parts I had kept (you never know when you need such items), positioned within the bridge and painted.

Given its size, the Captain's chair was a little challenging. Made again from wood strips, the chair was then glued to the wooden floor. Pictures from the time show that this was not perhaps the most graceful piece of furniture as are those of today. In fact, a picture of HMS Kelly shows an ordinary “kitchen chair” design! Fortunately, in all this, the most important of modelling rules was achieved - preserving fingers from the cutting blade.

The fire control unit is located to the rear of the bridge with the range finder just behind.

Although the top of the range finder is higher than the fire control unit (aligning approximately with the top of the funnel cover), this was not the case for this

part. Consequently, I had to build and shape a base to raise the range finder to the correct height but also ensuring its correct alignment.

The lenses for the secondary searchlights were stamped out of thin acetate sheeting and attached to give a more realistic appearance. Because of the lens size, this took several attempts in cutting them out as they had an annoying habit of vanishing into the cutting mat surface. I believe some are still there today, hidden somewhere.

Just before gluing the bridge assembly to the forward deckhouse, I carefully held this up to the light to see all was well. It was not. Deciding to

gracefully descend to the floor, this structure made a gentle noise in the process of disintegrating. As modellers well know, a quiet word helps and you wonder why you even bother! To cut a long story short, I was able to reassemble all and now that it is in its rightful place you wouldn't even know disaster had occurred.

The two bridge platforms which accommodate the starboard and port multiple machine guns were attached to the sides of the forward deckhouse/bridge-line and the platform supporting frames added. These latter were then touched up with



Open bridge showing fittings (crew added later), fire control, range finder and starboard and port searchlights. Multiple machine guns are sited on the bridge platform just below the searchlight. The winch at deck level to the right of the funnel was where one of the “additional” deck holes was located (see Funnel Area Section).

camouflaged aligning with the hull and bridge. Additional to the machine guns, I added ammunition lockers which were not in the kit.

The Captain and Crew

I also decided it would be a “bright idea” to make the model more interesting by adding some a crew, including the Captain sitting in his chair.

As I had one and a bit packs of Tamiya 1/350 “sailors” left over from an earlier ship build (pictured below), I could paint these to represent the bridge crew, deck crew and, of course, the Captain. While having enough figures, more is always better (just in case). But as you know in the world of model making, when needed, the dreaded response when ordering is that the product is no longer available. Try eBay but this is not always successful.

At least a naval crew in 1/350 is better than 1/700 (which I have), painting 1/350 figures individually



still requires the wearing of magnifying glasses, a steady hand and a very fine paintbrush. These completed figures were added at a later stage in the build.

Funnel Area

The lifeboat and pinnacle are located on both starboard and port sides adjacent to the funnel. The lifeboat is attached to the upper level of the davit and the pinnacle at deck level. I decided to take the liberty of making the diorama more interesting by having the starboard lifeboat delivering an officer to the wharf to report as the ship was delayed in the river. Both boats were painted with the lifeboat and pinnacle also showing wooden floor slats, as appropriate. Problem again, the davits were deformed but I managed to reshape them with some

heat application and paint masked any minor errors in shape (optical illusion?).

For some unknown reason there was an additional hole drilled into the deck behind each of the lifeboat davits. Why? There is no reference in the instructions or plan to this – perhaps drilled by previous owner? Anyway, these were conveniently covered by adding a winch.

The next task was to add the two sirens to the front of the funnel. This part was the most intricately detailed and wonderfully shaped piece of plastic in the kit. Unfortunately, when painted black it looks somewhat like an American longhorn cattle skull. I'm not sure how accurate this part is, but was unable to find any clear photographs of what the sirens look like. Anyway, I managed to attach and align correctly.

The funnel on the J Class destroyers has four stays but these are not shown on the plan. These wire stays run from the funnel and attach to the deck.



Port lifeboat, pinnacle and funnel stay. Ammunition lockers can be seen on the multiple machine gun platform.

The funnel rim attachment was made from painted rigging rope. Of course, three out of the four stays were easily attached; the fourth, well the usual story.

Mid Deck

Some minor gaps at the deck level jointing for the small and searchlight deckhouses were sealed with filler and touched up with correct paint colour.

The forward quintruple torpedo tubes are located between the already assembled small deckhouse (carrying the pom-pom gun and liferafts) and the searchlight deckhouse (carrying the main

searchlight). The rear quintuple torpedo tubes are located aft of the searchlight deckhouse.

A problem emerged here again. For some unknown reason there are two additional holes drilled into the main deck just under the the rear of the aft torpedo tubes. Why? What to do? The why has no answer, but these holes were subsequently covered with circular hatchways made from brass rings with nail heads for handles.

The torpedo tubes were glued into place and centre aligned (would not do to hit the wharf with a torpedo!). The forward tubes face towards the bow and aft tubes towards the stern.

There are also four torpedo hoists, one each side of the forward and aft quintuple torpedo tubes. Hoisting chains were added to these hoists which were then glued in place.

Fantail

Having previously repaired the deformed rear deckhouse deck (supporting the rear twin 4.7" guns) and adding the gun rotation makings, this structure was glued to the main deck. While the deckhouse sides continue the hull camouflage scheme, the gun deck itself is painted deck steel. Attaching the rear mast to the deckhouse involved some gentle persuasion to correctly align as it was also rather distorted. The rear 4.7" guns were added.

Two winches behind the rear deckhouse (one each on the starboard and port sides) were painted and attached to the main deck. It took some research to determine which way the winches faced as they had different front and back facing angles and the correct alignment was not shown in the instructions

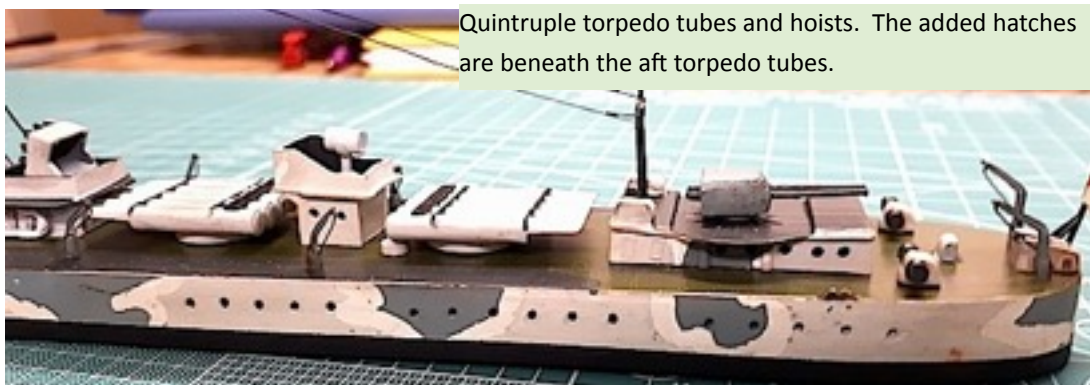
The depth charge chute is slightly off centre to the port side of the stern and has two adjacent depth charge hoists. Hoisting chains were added and the hoists glued in place.

The jackstaff was interesting. As there were no accepting holes in the stern deck/transom for its lower tri-frame, it just had to sit balanced within this area. After painting the jack staff and carefully



Rear deckhouse with 4.7" guns, winches, depth charge chute, depth charge hoists, jack staff and ensign.

attaching the cut-out ensign from the printed sheet of supplied flags, it was glued to the stern. When viewing the model in toto, the jackstaff with its ensign is actually a very commanding feature and contributes a particular charm.



Quintuple torpedo tubes and hoists. The added hatchways are beneath the aft torpedo tubes.

A few days later, I attended with other club members the annual ACT Connect and Participate Day held in the Kingston Bus Depot. This is an exhibition that encourages the public to meet and interact with the various ACT clubs and societies. The Canberra Model Shipwrights Society has participated over the past years, promoting our Society through a model display and our annual Expo.

I took HMS Janus (work in progress) and after carrying it in from the car and placing it on our display table, to my horror saw the flag staff and ensign were missing. I spent some considerable time retracing my steps back and forth to try and find it to no avail (is it possible to ever find such a small item?). I resolved I would have to try and make another. Imagine my relief on my returning home, what should I spy on the garage floor – the jack staff and ensign which had fallen off and not even been damaged by the cat! You must have some luck at times.

Having since recovered, I will continue this build in the next issue.



Construction of the “FIJI GAS” - Part 3

BOB EVANS revisits his current project and moves towards completion

The move to New Zealand now abandoned due mainly to a lack of house buyers and an adverse shift in exchange rates, not to mention the stagnation of model building, I have determined to complete the “Fiji Gas” in time for our next visit in October.

The biggest problem when a project is put aside for any time is knowing where one left off, so if I repeat myself, please excuse me.

All the major construction work has been completed leaving only the detail items.

Photo 1 shows where I am at right now.

All the pipework has been completed except for the fire mains and tank cooling lines. The port lifeboat has yet to be completed and fitted and the associated boat falls and winches made and installed. Some handrails and ladders are yet to be made so an October target is not unreasonable.

Photo 2 is a view of the monkey island (bridge top). The magnetic compass and surrounding dodger has been fitted. The dodger is soldered brass wire with a thin material “canvas” wind break. Railings have been put in position. These were soldered using solder paste and .4mm wire. I find solder paste much



Photo 1

easier to use and gives a neater join, at least for me. The “cage” at the rear of the deck contains the radio aerials that lead up to the mast. The cage of course is to protect personnel from high voltage injury.

Photo 3 shows the boat deck and poop deck. A small dinghy and davit can be seen. This dinghy is used mainly for running cargo hose when the vessel is in ports where the hose needs to be floated ashore. The starboard lifeboat has been fitted to the davit and still requires the addition of falls and a winch and brake arrangement. The Fiji ensign is also attached.



Photo 2



Photo 3

Photo 4 shows a section of the main deck. The yellow pipework is the vapour line which returns LPG vapour to the forward compressor and then is taken back to whatever tank is being discharged to increase the pressure in that tank. In theory the vessel could be discharged in this way, particularly if discharging to trucks on the wharf.

This is not normally done and the blue line is the liquid line which goes through the pump before being piped to the manifolds which can be seen in the top left hand corner of photo 4.

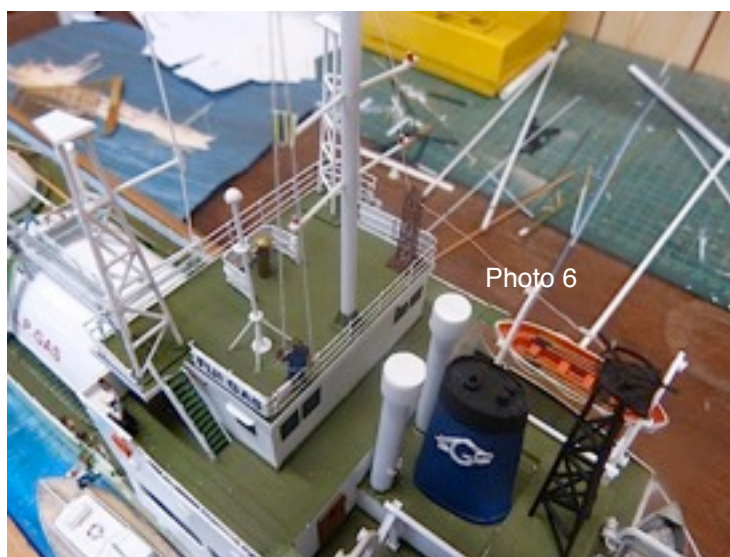
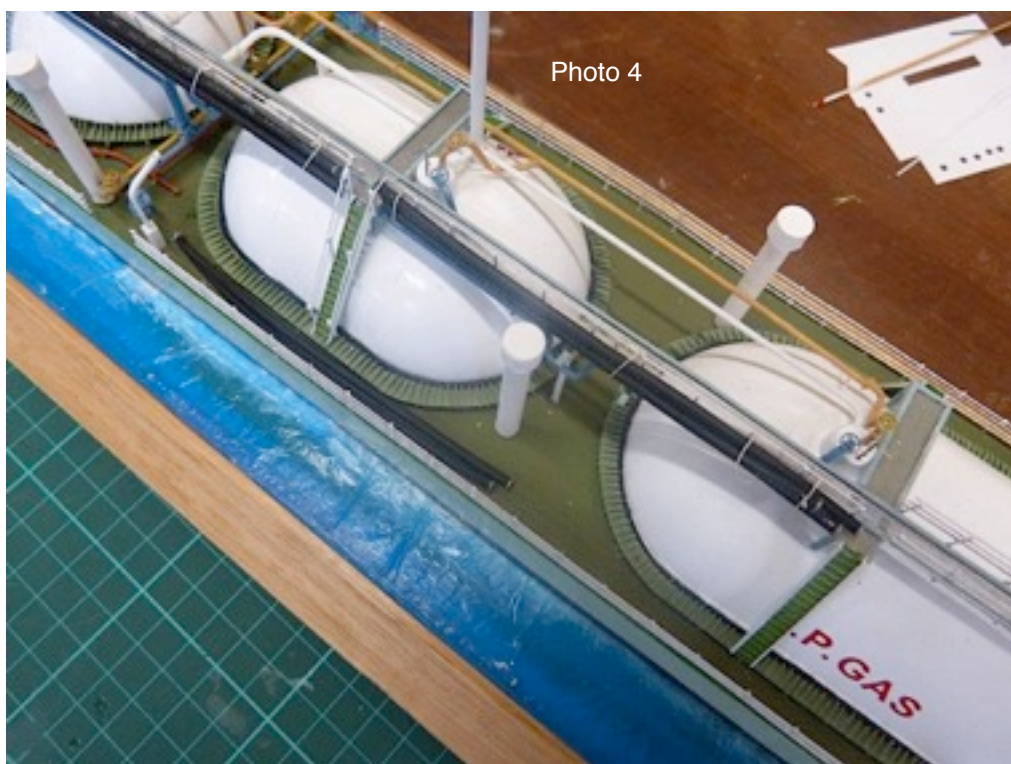
The vessel carries her own discharge hoses and these are seen lashed to the catwalk. They are made from 1.5mm flexible tubing of the sort used to heat shrink over soldered joints in small electrical work.

Photo 5 shows the fo'c'stle deck and equipment. The propeller is not some strange propulsion equipment, but simply a spare that has yet to have the securing brackets fitted.

Photo 6 is a later version of the Monkey in the photo), the "G" flag is lowered and the "H" flag is hoisted ("H" I have a Pilot on board). This

scene depicts a sailor lowering the G, with the H draped over the rail.

There is not too much more to be done, so hopefully I can simply include a photo of the finished model in the next issue. The biggest problem to be solved is how to transport the model so that it arrives in good order!

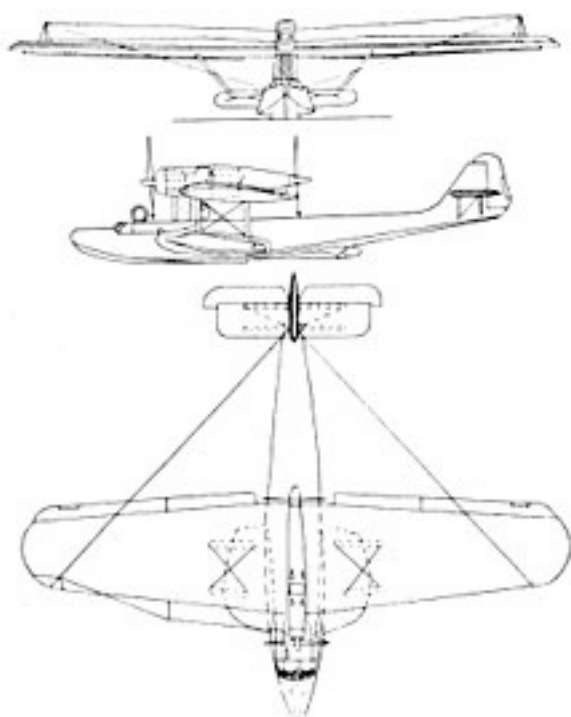


It Floats, It Flies - ROD CARTER continues the Dornier Flying Boat Story

The Dornier 18 was a twin-engined flying boat intended to replace the Dornier Do J Wal in both civil and military service. Design was initiated in 1934 with the same form as the Wal, a metal hull with stabilising sponsons and two engines in a tandem push-pull arrangement centrally mounted on the wing which was raised well above the hull by a central pylon. Unusually, the planned engines were two of the new Junkers Jumo 205 diesels, offering much lower fuel consumption than similar power capacity petrol engines.



Artist's impression of a Dornier Do 18D



Dornier Do.18 3-view drawing from L'Aerophile August 1936

The first prototype, the Do 18a registered D-AHIS and named Monsun by Lufthansa, flew on 15 March 1935, powered by two of the earlier 410 kW (550 hp) Junkers Jumo 5c Diesels as the planned Jumo 205s were not yet available. D-AHIS was lost on 2 November 1935 over the Baltic Sea during high-speed tests. Three further prototypes followed, the Do 18d and Do 18b being prototype military aircraft, and the Do 18c (later redesignated Do 18 V3), a civil prototype.

The Do 18c was delivered to Lufthansa as a Do 18E civil transport, D-AYBM named *Aeolus*, quickly followed by a further two aircraft, D-AANE *Zyklon* and D-ARUN *Zephir*, with a final Do 18E, D-AROS *Pampero*, being built in 1938.

The last civil Do 18 was the Do 18F, D-ANHR, with wider wingspan and higher maximum weight built for extended-range flights, enabling it to maintain altitude on only one engine. It first flew on 11 June 1937 and was later modified with 656 kW (880 hp) BMW 132N petrol -powered radial engines as a possible upgrade for the Luftwaffe's Do 18s. This incarnation was renamed the Do 18L and first flew on 21 November 1939 but suffered cooling problems, further development being abandoned.

Lufthansa started a series of Trans-Atlantic endurance trials in 1936, culminating on 10–11 September when *Zephir*, flown by Flugkapitän Blankenburg with Lufthansa Director Freiherr von Gablenz as passenger, was catapulted off the seaplane tender *Schwabenland* at Horta in the Azores, flying the 4,460 km (2,270 mi) to New York in 22 hours 12 minutes. Also on 11 September, *Aeolus* flew from Horta to Hamilton, Bermuda in 18 hours 15 minutes, continuing to New York the next day. For the main leg of the North Atlantic the aircraft needed the help of the catapult on *Schwabenland*. On 22 September *Aeolus* returned to Horta from Bermuda in 17:50 hours (3850 km). *Zephir* was catapulted on 28 September at Hamilton. The second Flights to New York followed on 5–6 and 6–7 October and the final route proving return flights on 17 and 18 October (from Sydney, Nova Scotia), were direct to Lisbon and Travemünde without re-fuelling on the *Schwabenland*.

D-ARUN Zephir and D-ABYM Aeolus began their mail service in April 1937 on the South Atlantic mail route from Bathurst, Gambia, to Natal, Brazil (3040 km). Catapult ships were based in Bathurst and Fernando de Noronha to allow the aircraft to cross the Atlantic carrying a full load of mail. They were joined by Do 18V6 D-ARÖZ *Pampero*, but Aeolus was lost on 30 July 1937 when it had to make an ocean landing due to engine problems and was heavily damaged when Ostmark tried to retrieve the plane. Pampero (20 August) and Zephir (29 January 1938) also had to make ocean landings but were recovered without damage until 1 October 1938



Dornier Do 18E hoisted aboard the seaplane tender, Ostmark

when Pampero was lost at sea with a crew of five. A small amount of wreckage was found. Lufthansa's fifth Do 18, the Do 18F with extended wing-span was also used over the South Atlantic between September 1937 and March 1939. The Do 18s crossed the South Atlantic 73 times.

On 27-29 March 1938 a specially equipped Do 18, D-ANHR, flew a non-stop straight distance of 8,391 Kms (5,214 mi) from near Start Point in Devon, UK, to Brazil, establishing a world record for seaplane flight distance. The lift-off was achieved by catapult launch from the seaplane tender Westfalen in the English Channel, but conditions for the record-setting flight were not optimal and D-ANHR touched down at Caravelas in Brazil instead of the intended destination, Rio de Janeiro,

The front-line military career of the Do 18 was brief. It equipped five squadrons (62 aircraft with 58 serviceable) mainly engaged in North Sea reconnaissance operations at the start of WW II but by the middle of 1941 it equipped only one maritime

reconnaissance squadron with most surviving airframes employed in training or air-sea rescue. A Do 18 was the first German aircraft shot down by a formation of nine Blackburn Skua fighter-bombers over the North Sea, and sunk by the destroyer HMS Somali. From early 1940 onwards, the Do 18 was replaced in squadron service by the Blohm und Voss Bv 138.

Civil variants

Do 18E

Initial civil version, powered by 410 kW (550 hp) Jumo 205C-1 engines. Four built.

Do 18F

Long range civil version V7 D-ANNE *Zyklon*, with extended-span (26.30 m (86 ft 3 in)) wings and increased take-off weight. One built.

Do 18L

The record-aircraft D-ANHR modified with BMW 132M radials. One converted.

Military variants

- The **Do 18D** 79 built, was the first military version, powered by two 450 kW (600 hp) Jumo 205C engines, armed with one 7.92 mm (0.312 in) MG 15 machine gun in the bow and dorsal positions.
- The **Do 18G** 62 built, was an improved version, powered by two 656 kW (880 hp) Jumo 205D engines, armed with a 13 mm (0.51 in) MG 131 machine gun in the bow, and a 20 mm MG 151 cannon in a power-operated dorsal turret. This version had an altered bow contour and broader sponsons
- The **Do 18H** 22 built (+ conversions ?) was an unarmed dual-control training version.
- The **Do 18N** was a designation for unarmed air-sea search and rescue conversions.

Including the civilian flying boats 170 Dornier Do 18 were built by Dornier in Manzell (48 until March 1939) and Weser-Flugzeugbau in Einswarden and Nordenham (122 until August 1940).



Do 18 on catapult for takeoff

General characteristics

- **Crew:** 4
- **Length:** 19.23 m (63 ft 1 in)
- **Wingspan:** 23.7 m (77 ft 9 in)
- **Height:** 5.32 m (17 ft 5 in)
- **Wing area:** 98 m² (1,050 sq ft) including sponsons
- **Empty weight:** 6,680 kg (14,727 lb)
- **Max takeoff weight:** 8,500 kg (18,739 lb) (normal)
10,000 kg (22,000 lb) (catapult)
- **Powerplant:** 2 × Junkers Jumo 205C-4 6-cylinder opposed-piston diesel engines, 451 kW (605 hp) each



And a Dornier echo in Australia - this houseboat photographed on the River Murray was built around a Dornier fuselage.



In our next issue, Rod Carter will write about how the Royal Australian Air Force came to possess Dornier Flying Boats and their subsequent disposals after World War II, including how this conversion (above) spent 40 years sailing on the River Murray.

- **Propellers:** 3-bladed variable-pitch propellers

Performance

- **Maximum speed:** 250 km/h (155 mph; 135 kn) at sea level
- **Cruise speed:** 190 km/h (118 mph; 103 kn) (max. endurance)
- **Range:** 3,500 km (2,175 mi; 1,890 nmi)
- **Service ceiling:** 4,350 m (14,270 ft)
- **Time to altitude:** 1,000 m (3,300 ft) in 7 minutes 30 seconds

Armament

- **Guns:** 2 × 7.92 mm (.0312 in) MG 15 machine guns, one in each of bow and dorsal positions
- **Bombs:** 2 × 50 kg (110 lb) or 2 × 100 kg (220 lb) bombs under starboard wing

References

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