



Scuttlebutt

December 2020

NEWSLETTER OF THE CANBERRA
MODEL SHIPWRIGHTS SOCIETY

Established 21 April 1988. Incorporated 16 January 1991

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

*Season's Greetings To
All Our Readers*



COMMITTEE MEMBERS - 2020-21

President Bob Evans
Vice-President Matt Shepley
Secretary Bill Atkinson
As. Secretary Elizabeth Hodsdon
Treasurer Peter Hateley
Members Ray Osmotherly, Warwick Riddle
Appointments made by Committee:
Member Liaison Max Fitton
Web site, Face Book– Steve Batcheldor
Newsletter - Brian Voce

GATHERINGS

The Society will meet until further notice, at the Men's Shed at Melba at 10-11.30 on the third Tuesday of each month (except December and January).
Visitors are welcome.

Society Web-page

CMSS members are encouraged to visit our website at:

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

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

The webmaster will help you in any way possible.

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

Society Facebook Page

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

<https://www.facebook.com/canberramodelshipwrights/>

Subscriptions

Annual Membership:

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

Payment Details:

By Cash to Treasurer

Post by cheque/Money Order to 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.

President's report

The last Newsletter reported the loss of my wonderful wife of 50 years, Elizabeth, who was a tremendous support and encouragement to me in whatever activity I undertook. The shock is still raw and I'm sure some of our readers will sadly know exactly what I mean.



My heartfelt thanks to Matt and the CMSS Members for their support and for continuing to carry the banner so ably. In fact, I thought Matt might like the President's chair, but sadly he declined. Thanks Matt and the Team.

Now back to the reality.
You are stuck with me

again, certainly not for another prolonged period, but long enough to carry on the great ideas Matt has been putting forward. The Covid episode has certainly provided a challenge, not only to our health and wellbeing, but to the future direction of the CMSS. The Society has been around since 1988 and we cannot simply throw up our hands and give up. It is worth remembering that roughly half our membership comprises Country Members, and very valuable ones at that. What we probably have not done well in the past is to recognise the valuable contribution Country Members have made to the CMSS and it is high time we shifted focus to activities that can be all inclusive for all Members and indeed all readers of this great Newsletter, Members or otherwise. Of course I would encourage readers to become part of the CMSS Membership and help us plan a way forward which will be of benefit to all. I know you have all heard me say this before, but it is the Members who will decide what the future holds so it is up to you, dear readers, to gracefully arise from the seated position and give us your thoughts.

Contd. next page

You will be aware that the Special edition in September reported on the results of the survey conducted to see what Members felt was right for the Society.

These include an increased technical content at meetings. Country Members and indeed readers can participate by writing to us detailing useful tips, problems you would like advice on and so forth. Again, this will succeed only if people participate. I'm sure there are many modellers out there who have something to share. There is also to be an annual activity calendar. Covid may well curtail some activities for the present, but there is no reason not to plan ahead.

When things start to return to "normal" we will certainly be resuming our public activities. Expo 2021 may well be held in the Australian National Museum if talks with them prove fruitful. In any case there will need to be a change from Mount Rogers, though that venue has been excellent for us. Even so, as time moves on, space is becoming increasingly reduced and we need to search for other suitable venues.

The meeting which was held on 17th November considered the survey results and decided to continue with the daytime meetings for the foreseeable future. This may disadvantage

those Members who are working, but by and large a majority of us are sadly not spring chickens any more and daytime seems to suit the majority. That is not to say, however, that others should be ignored and Members will also be invited to participate and to submit their experiences, ask questions and give us their tips and tricks. We will be working on how best to achieve this, so again your ideas will be welcome.

I invite you all to look at our website, in particular the "Members Only" Section which has a lot of interesting items. Of course you need to be a Member!

The CMSS will not be closing its doors, but will emerge, bigger, better and more diverse in the future, with your help.

If there is one benefit to be had from these sorry times, it has made us think about the future and certainly should have seen the production of many more models!

All the best,

Bob Evans

President.



Bob Evans accepts some advice from Max as he works on his card model which he discusses on page 19

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Bruce George takes a hard look at Kit Timber Species

Part 1

My interest in building ship models started with the building of a kit of the Bounty jolly boat. The timbers included in the kit, based on my past experience with timber, seemed somewhat questionable in quality. Other fellow society members have also noted that from time to time the timber supplied in ship kits is less than expected, considering the cost of kits these days.

I decided to look at timbers supplied by model kit manufacturers to determine if the timber species used were consistent across a range of kit suppliers. I assumed that manufacturers would probably use the following factors in the selection of timber - availability, cost, colour, able to be bent, grain and the ability to take on finishes.

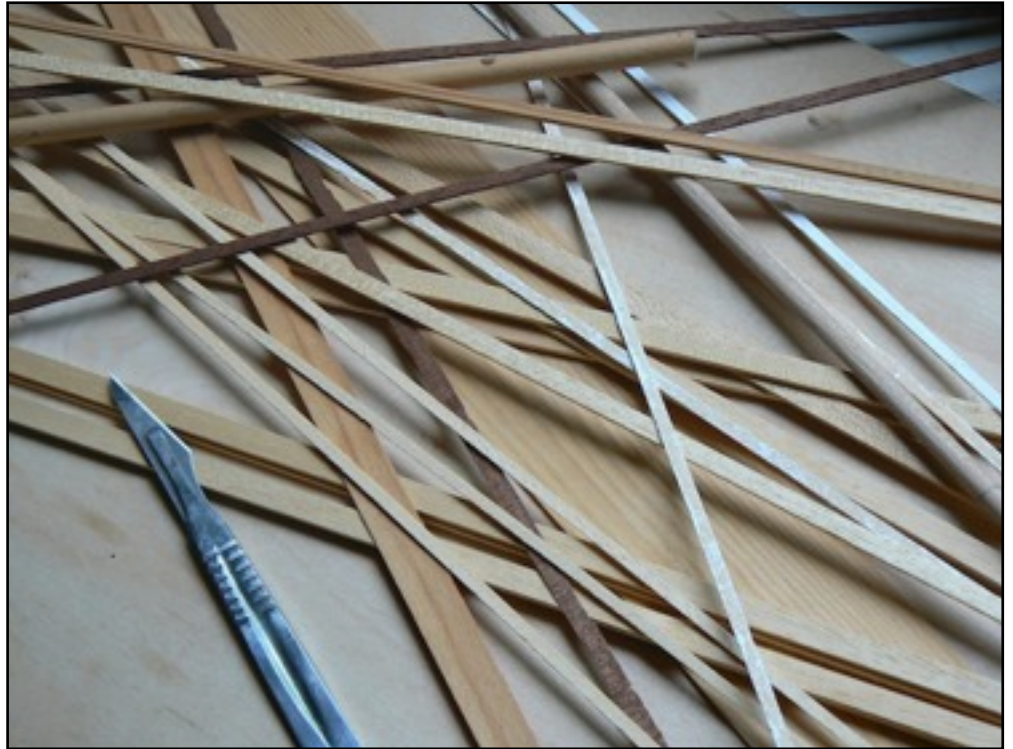
Ship modelling kits use a variety of timbers and a review of 12 suppliers showed that 23 species were used.

The manufacturers reviewed were:

Billings Boats (Denmark), Euromodel (Italy), Artensania Latina (Spain), Caldercraft (UK), Emoli (Italy), Mantua/Sergal (Italy/UK), Amati (Italy), Scientific Models (New York USA), Modellers Shipyard/Modellers Central (NSW Australia), Dumas (Arizona USA), Corel (Italy), Aeropicca (Italy).

TIMBER IDENTIFICATION

Modellers should be aware that many species of timber have a number of different "common" names and in some countries they also have alternative common names in different parts of the same country. There are a vast



number of different species of timber in the world.

The only accurate way to identify timber species is to use their botanical names. Without access to reference material, however, and a certain amount of basic knowledge of timber species, this can be difficult and confusing.

Reference data such as "The Wood Handbook" by Nick Gibbs and internet websites, The Wood Database, Wood Solutions, Timber Species/IOM3 and Wikipedia "List of Woods" and other related sites will help in the identification of timbers using their common names and botanical names. Additionally it should be noted that some timbers have recently been reclassified following research with the use of DNA techniques.

KIT TIMBER SPECIES

I have listed the timbers in the kits by their common name, with the countries of origin of the timber and some other known common names. It should also be noted that some common names are often used for different

species of timber and this further complicates identification.

Anigre East Africa Anigre, Tanganika and 12 other names.

Balsa West Indies, Central/South America, Equador O.lagopus, O. bicolor, Corkwood.

Basswood Eastern North America T.glabra, American Whitewood, Beetree, American Lime, American Linden

Beech America American Beech

Europe English Beech

New Zealand New Zealand Silver Beech, Southland Beech

Bokapi Africa, Congo, Cameroon, Equatorial Guinea, Gabon Kamashi, M'boun, Manga manga

Boxwood England/Europe East London Boxwood

Venezuela,Columbia, West Indies Maracaibo Boxwood, Casearia, Paecox, Castelo

Coral wood Central/West Africa. African Padauk, Barwood, African Coralwood.

Lime wood UK/Europe European Lime, Common Lime, Common linden

Koto West Africa Koto

Mahogany Africa Khaya, Ivory Coast, Takorradi, Nigerian, etc

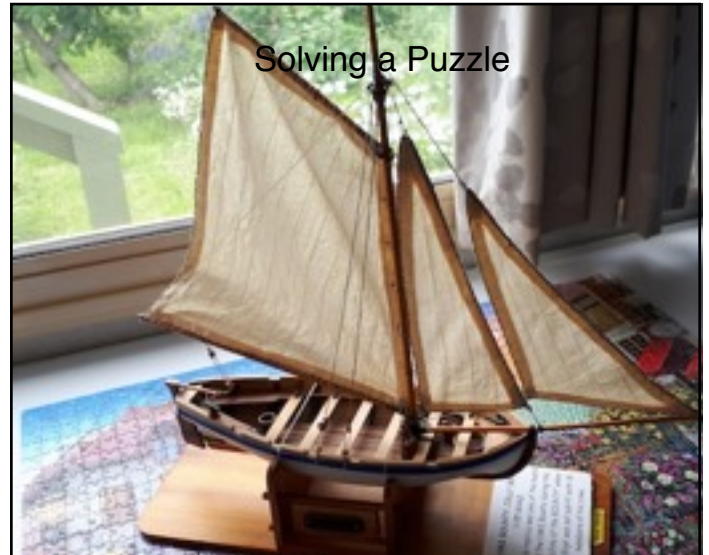
America Black Cherry, New England Mahogany, Honduras Mahogany, Brazilian Mahogany.

Australia Western Australian Mahogany (Jarra), Rose Mahogany, Red Mahogany, Mia Mahogany etc .

Mexican/Cuba Cuban Mahogany, Chakte Kok, Spanish Mahogany etc

Mukali East Africa Aningeria, Agnere etc

Maple African, Queensland, USA, Canada , (common names) Sugar, Black, Rock, White, Sap, Pacific, Quilted, Red, Silver, Soft, Spalted, Striped, Sycamore, Queensland maple



Bruce George has wondered about names and quality of modelling timbers since his first kit model.

Obechi West Africa Ayous, Samba, African Whitewood, Soft Satinwood, Wawa, Bush Maple etc

Pine Argentina/Brazil/Paraguay UK, USA, Canada, Australia (Common names) Parana, Ponderosa, Southern, Western white, White, Radiata, Hoop, Huon, Baltic, Celery Top, Cypress, Austrian, Carribean, Jack, Jeffery, Khusii, Limber, Lodgepole, Maritime, Norfolk, Ocete, Patula, Pinyon, Pitch, Pond, Red, Sand, Scots, Shortleaf, Slash, Spruce, Sugar, Sumatra, Table Top, Virginia

Poplar Europe, North America Aspen, European Black Poplar

Ramin South East Asia Ramin

Samba West/Central Africa (as for **Obechi**)

Sapele/Sapelli/Sapeli Tropical Africa Sapele

Silver Ash Europe Common Ash

Canada/United States White Ash, Tough Ash

Australia, Mountain Ash, , Swamp Gum, Stringy Gum, Alpine Ash, Woollybutt, Blue Leaf, White Top. Alpine Ash

Spruce North America , Canada and Europe Sika Spruce, Silver Spruce, Tideland Spruce, Menzies Spruce, Coast Spruce, Yellow Spruce , Western Hemlock, Pacific Hemlock, Alaska Pine, British Columbia Hemlock ,etc

Tanganyika East Africa (Also known as Anigre and other common names)

Walnut UK/Europe European Walnut, English Walnut.

USA/Canada Black Walnut, Claro, Bastonge, ,Paradox, California Black Walnut.

Australia (Queensland) Australian Walnut

Africa Tigerwood, Striped Walnut, African Walnut

South America/Brazil , Honduras Walnut, Chechen, nigro, Brazillian Walnut

New Guinea /South East Asia. New Guinea Walnut, Paldao.

Plywood

Nearly all kits included plywood of various species/grades/thicknesses/dimensions for use as keels, frames, bulkheads, decks and some superstructure assemblies.

Perusal of the above highlights that reference to a "common name" will not necessarily identify a timber accurately.

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In Part 2, Bruce will look at Australian timbers and other timbers available in Australia that would be suitable for use in ship modelling.

A New Idea and a New Member

You may have noticed we didn't have a Member Profile in this issue. That wasn't a deliberate decision. Circumstance can be blamed. But while we're discussing profiles, it has been suggested that some members might like to participate with a thumbnail sketch, rather than a longer story. For instance, you might tell us:

Where you are located?

When did you start modelling?

What models have you built?

What's your favourite?

What are you working on now?

Any or all of the above, or anything else that you wish.

Just a page, or less if you like. Send us a photo or two, if it suits. Send to:

bvoce@ozemail.com.au

Meet New Member Grant Maw

And just to illustrate the above, we welcome Grant Maw as a new member and in this thumbnail sketch, he tells us a little about himself. Meet Grant:

I'm in my early 50s, and I consider myself a beginner at the hobby. I have been away from my bench for some years due to work and other commitments, but find myself with a little more time on my hands at present, and decided that it was high time to finish off Corel's Victory cross-section that I started late

2017. I'm using this as a learning project and am thoroughly enjoying it. I have a rough 10-year plan that involves finishing this model, then building a model of "Supply" or "Sirius", after which I want to build one of the larger, more complex Ship Of The Line projects. Eventually, I would like to build dioramas for my fleet as well.

Once the pandemic is under control I am looking forward to attending some events, to see what others are doing, meet other modellers and so forth. I am the only one in my area that I know of who is involved with model ship building so it is largely a solitary activity for me; so it will be good to meet with others and see some of their work first hand.

Below is a recent photo of my bench, taken just after a cleanup. It is not normally this tidy!



A CMSS PROJECT IN PROGRESS

CMSS is engaged in the restoration of a model of the topsail schooner *Huia* (204 tons - 1894-1951), a New Zealand sprinter that made many a swift voyage, including a noteworthy passage of four days six hours from Sydney to Kaipara Heads (northern New Zealand).

Pictures and story:
Matt Shepley



CMSS has taken on a new project - the restoration of a scratch-built model of the New Zealand Schooner *Huia* (pictured above). We were contacted by the late model-maker's granddaughter Kate, who resides in Canberra. She advised that her grandfather, Mr Jeffery Taylor of Cremorne NSW, built the model in the 1980s after reading the book *The Log of the Huia* by Clifford Hawkins. She said her family had numerous other models by the same maker, and were interested in passing the *Huia* on to a good home. We contacted the New Zealand High Commission, and after some negotiations, it has been agreed that CMSS will restore the model for subsequent donation to the *Huia* Settlers Museum near Auckland, New Zealand.

The model is in need of a new base and bowsprit, general clean and minor repairs, including associated rigging. Bob Evans (who commented favourably on the quality of the build) has taken the lead on the first wave of work, with Bruce George assisting.

More updates in the next edition.

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<https://www.nzmuseums.co.nz/collections/3012/the-huia-settlers-museum>

Peter and Rosemary Hateley conclude their Mekong River cruise with a memorable visit to Cambodia's World Heritage Angkor Wat temples that date from the 12th Century

Colour and History

Siem Reap

On November 25, 2019 we disembarked the ship to end the river cruise section of the tour and proceeded to Siem Reap. This was to visit the World Heritage areas of the Angkor Wat temples that covered a vast area in the vicinity. Siem Reap is a now tourist area and the accommodation styles reflect this. We stayed at the Sofitel Siem Reap, one of the 5-star hotels in town. We had a full program of visits and activities, all included in the tour price. The highlight of this part of the visit was the visit to the temple areas and my favorite temple was one of the smaller temples, the Ta Prom Temple. Some readers might recognise the photo below as the temple that featured in the movie Tomb Raider with Angelina Jolie.



Tree at Ta Prohm Temple

Sunrise over the main temple of Angkor Wat was also quite spectacular, notwithstanding the hordes of tourists!



Sunrise over Angkor Wat Temple complex

The first visit after settling down at the hotel was to Angkor Thom, the Bayon and the Elephant Terrace. The amazing details in all these areas is the scale of the temples and incredible bas relief carvings covering a very large percentage of every available space.



Bayon Temple



Carvings as completed during construction



A bit of fun at the Bayon!



The Elephant Terrace

Following the visit to Ta Prohm, the group was taken to a local school that is mainly sponsored by Australians. This school is run to give local children an education that their parents would not be able to afford and has produced university graduates in engineering, teaching, computing and other disciplines. We were asked prior to departure from Australia to bring supplies (paper, pencils and other items) which could be used during classes. The children are housed in the school during the week and go home at the week-end. They look after themselves including cooking meals and cleaning.



The students also are taught art and many of their efforts are very good. They produce paintings, cards and other items which were available for purchase. The money from the sale are placed in an individual fund which are then available to cover costs for the particular individual during their later education. The photo is of Rosemary and I with Ry Sung who is the artist of the painting we purchased. This painting has now been framed and it is on display at home.

Other activities in Siem Reap included dining out at local restaurants, shopping and artisan workshop tours, biking, horse-cart rides, Monk Blessing, Khmer cooking class and quad biking.

Rosemary chose the Shopping and Artisan Workshop tour while I went quad biking – it was fun but not as exciting as the motorcycle tour of Saigon!

A further highlight was a private Aspara Dance show at the hotel as part of our farewell evening, prior to our return home the following day.

We were very fortunate to meet so many lovely and interesting people on our tour, mainly from Australia and the UK, many of whom we remain in contact. *



Siem Reap night activities Pub Street



Does this look familiar?



Happy Travellers at the end of the tour



These were serious quad bikes – Yamaha Grizzlies!



The students' art is very good



Traditional dancer, Siem Reap

Thank you Peter and Rosemary. We've received some very positive feedback on this series. We would love to hear from any other members who have stories to tell about their travels, recollections, visits (especially to ship museums), etc.

Send to: bvoce@ozemail.com.au

The Charles W. Morgan and 'The Beast' - Progress Report by Ken Jones

Having acquired a Model Shipways 1:64 scale kit of the Charles W Morgan whale ship in mid- 2019, I was pleased to find six large sheets of plans plus contents list and instruction manual. I was impressed with the minute detail provided of fixtures and fittings. I was worried that I could not handle the scale and complexity of it all, nor understand the serious nautical terminology – never mind dealing with Imperial measurements!

There is a fairly generous supply of Basswood strips – 21 different sizes from 1/32" to 5/16". The hull alone has three different plank sizes – 1/16", 3/64" and 1/32". When it came to deadeyes, blocks etc. I began to despair! Deadeyes were 3/32", 9/64" and 3/16". I could barely see the smallest let alone its three holes. I almost gave up on it, but needed a project and it certainly proved valuable during COVID lockdown.

I certainly enjoyed the hull construction (apart from the stern) and the deck furnishings (so

far). The attached view from the bow offers some idea of this aspect. I have just started lower mast constructions with the view to installing shrouds before I hem them in with boat davits and deck-level handling equipment. This will take a while!

Thanks to a Thoughtful Son

Probably in recognition of my vision and dexterity decline, my thoughtful son gave me an aid on Fathers Day. This device (The Beast)* has allowed me to at least do a bit of soldering and to rig 3/32 deadeyes and is shown in the second image.

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*See 'The Beast' (two or three 'hands') at:

<https://www.jaycar.com.au/holder-pcb-with-led-magnifier-and-soldering-iron-stand/p/TH1987>

Below - Bow view of progress and an overhead shot, with 'The Beast' looking on.



Liam McLean reviews models he has built over the years and gives an update on his latest project

Kits, Scratch-Built, Rescues and Combinations

An historical review of models made by Liam McLean

Below is a list of models in order of making over the years. There have been a few I made initially where they have been damaged beyond repair. I stopped making models for several years until I realised that if I put these models in a sturdy display case I had a better chance of keeping them in a safe condition. This is probably the reason I like taking over model projects others have not been able to complete themselves or have been damaged.

Endeavour - This Artesania Latina kit was my first venture back into modelling after several years, but I did not have enough time to put into it to give it justice. Having said that, I still stopped halfway through making it for several months. After finishing it I revisited it again after several years to refurbish it prior putting it into a display case.

English ship's gun and carronade - This a scratch-built representation of a 32-pounder gun and carronade seen on the Victory.

IKARA Missile on launcher - This a scratch-built model and it is highly detailed as I made it when posted to the DDG - HMAS Brisbane, giving me a real-time reference. I have been advised that there are very few (if any) IKARA models of this detail around today.

Beagle - My wife bought me a mini Mamoli kit when she thought I needed to make another model. It turned out nothing like the kit as I started to make my own parts and eventually I used little of the material supplied in the kit.

Endeavour Longboat - This Artesania Latina kit was bought to have a small model to practise making a display case.

Victory - This is also an Artesania Latina kit I bought to set myself for a large project. I mostly ignored the building directions supplied with the kit and went by reference books and lots of photos. There is no paint used, just



From top - Endeavour, ship's cannons, Ikara missile launcher.

wood stain and varnish. The result was a model that gives little indication that it was from a kit.

Diana - This was an OcCre kit that was to be my attempt at using paint on all areas that were painted in that era. It was also my first attempt at coppering the hull. As with the Victory, I also included hammocks in the nettings. This gives a little more realism as a ship in full sail would also have their hammocks stowed.

King of the Mississippi Paddle steamer – I bought this Artesania Latina model off Ebay from a person in Canberra who started the kit, but found it was too difficult and too time consuming for her. She had only partially started the hull, so I still had most of the model to complete.

Pirate Ship – This was another model I bought off Ebay where the person did not even start it when they knew that they could not build it. It was an Artesania Latina kit of the Supply that I converted into a Pirate Ship. This model was featured as an article in a previous CMSS newsletter.

Gaff-rigged ketch – This was also a model I bought off Ebay. The hull was only partially carved and that was what they were selling along with a set of plans. I had previously bought a box of assorted ship modelling bits off Ebay which included lots of kit sails. This was the main reason I bought the hull and plans as I knew I might have sails to suit. PS: It was mostly based on the ketch that is seen in the movie Mamma Mia.

12 Gun Training Brig - This was a partially built model I found on Ebay. The general shape of the hull was done so I had something to work with. But best of all was a complete set of plans by Harold A. Underhill included. I did not pay all that much in my bid so I was very pleased with these plans as these can be very expensive and hard to come by. I had the plans 'laminated' and now hopefully they will never be damaged. The completed model was featured as an article in a previous CMSS newsletter.



From top - Pirate ship, Diana, ketch, Training Brig.

Victory cutaway – This is a scratch-built model using various reference books as a guide. This was a good test of my woodworking modelling skills where most pieces had to interlock with each other.

Open boat – A scratch-built model built in response to Steve's challenge to club members to build an open boat. This model represents an old fashion surf lifesaving boat where they had a high bow and very low freeboard. I used basket weaving cane of various thickness to represent a clinker-built hull. Photos were shown on the CMSS Web Page.

Cutty Sark - I bought this Artesania Latina model from a Tool/model store in Canberra during a storewide half-price sale. Not surprising this store closed down not long later. This kit stayed in its box for a few years as I was a little daunted with starting another complex model after knowing what was involved when I took on the Victory. I was halfway making it when I moved to Queensland and completed it after I had settled in here. The halfway mark was featured in a CMSS newsletter.

English two-decker – This scratch-built model was featured in the last newsletter (Scuttlebutt) . After getting the feel of making the cut-away Victory, I felt confident in taking on this model. After a lot of jig-sawing and sanding and painstaking fitting of each piece, I was pleased with the outcome. So much so, I feel it is my best work so far. See:

<http://canberramodelshipwrights.org.au/wp/wp-content/uploads/2020/08/CMSS-Newsletter-September-2020.pdf>

Ship in a bottle – This model was done as a test-run to iron out the process prior to when I was ready to make another to keep. The only reason I have not made another one is that I have not acquired a suitable bottle. This one I had to buy a bottle of Port just for the bottle. The Port went to a good home.

San Pablo river gun boat – Another scratch-built model featured in the last newsletter. I am happy with the detail I put in this model seeing that it was supposed to be just a boat to see how to fit a radio control set-up.

From top - Victory cutaway.

Surf lifesaving boat.

Cutty Sark.

Ship in a bottle.



USS Panay river gun boat – As with the San Pablo, I got hooked on building these types of models - not to mention that I still had a lot of leftover material that I did not want to waste. See:

<http://canberramodelshipwrights.org.au/wp/wp-content/uploads/2020/08/CMSS-Newsletter-September-2020.pdf>



Victory

The Vasa – This is my latest model which is still very much in its early stages. I recall Bob giving a presentation to Members some time ago of his visit to the museum in Stockholm and I have since been keen, not only to see the actual ship, but also to make a model. I am a bit daunted with the amount of carved figures I will have to make to give credibility to the model. This being the case, I am making two models at the same time so if I am not happy with one I can fall back on the other. Once I am finished, I will provide an article for Scuttlebutt. *



From above:
Stages of early construction of Liam's Vasa.
Why build one, when you can build two?
Liam will tell us of progress in the next issue.



Steve Batcheldor provides insight into what makes a good stand for your model

Have you ever thought about the stand or display base that your model ship sits on in terms of how functional the stand is and how it complements (or detracts from) your finished model ship? When you look around at the type of stands and display bases that people use you might just start to see the good and not so good characteristics of how some models are displayed.

I have taken particular notice of how different models are displayed at the CMSS EXPO over the last few years and it seems to me that the stand or display base is sometimes an after-thought that does not reflect the work that has gone into building the rest of the model.

**YOUR MODEL STAND
SHOULD NOT BE
JUST AN
AFTER-THOUGHT**

I, like most model ship builders, have not thought too much about the stand when I am starting a new model. Unfortunately, I have learned that this can be a problem down the track as it may limit the display options of the completed model. I have realised that some early thought about how you want your completed model to be displayed may help improve the ultimate presentation.

There are many ways to design and build a stand or display base for a model ship, but not all stands are as suitable as others, particularly if the model will be moved around occasionally or is a functional model. A small group of people go to great lengths to build a stand that not only supports the model, but is almost a work in itself that enhances the overall effect of the finished model. Many people build a stand that is functional, but not so aesthetically pleasing and then there are some very unsuitable stands that are really not fit for purpose.

An unsuitable stand can lead to significant damage to a model ship. I remember a few years ago during the setup of the EXPO a member placed his stand on the table then placed his model on to the

stand. After a couple of seconds the model just slipped off falling on its side doing considerable damage to the model. This particular stand had two wooden pedestals with a thin groove for the ships keel. There were no pins or screws used to hold the model. It relied only on the friction between the keel and the pedestals to keep the model upright. I have also seen several models sitting on small cradle type stands that have fallen over because of a

light breeze or by someone knocking the table that the model is sitting on. These are unfortunate accidents that could have been prevented with a little forethought.

We all have our own way of making a display base or stand, but clearly some ideas look better and function better than others. Some

people like to build ornate or large decorative bases and even full cases that are works of art in themselves and others don't even bother with a base or stand at all. I guess which ever end of the spectrum that you subscribe to, the one thing that must be achieved is that the model is held securely so that any chance of the model slipping or falling is minimised to prevent damage. I would also like to suggest that the stand should look appropriate at the same time.

There are two basic types of stand that are used to support and display model ships, either a cradle or some pedestals. Both types have advantages and disadvantaged



An example of an ineffective stand. Made from very light material, nowhere near big enough to adequately support the model and the unfinished timber does not blend well with the colour of the model.

and each can be constructed to be very simple or very detailed and ornate.

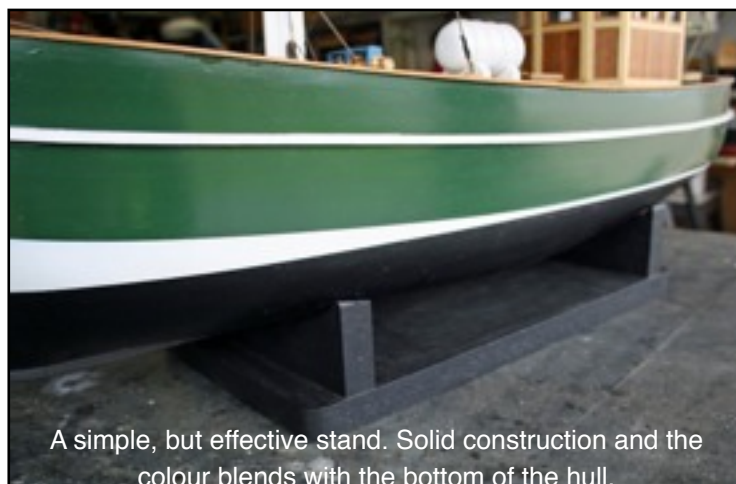
Cradle type stands tend to be of simpler design for the most part. They can be beneficial if the model is to be moved around regularly, but they must be sturdy enough to hold and support a completed model ship. Often a simple small construction cradle is supplied with model ship kits. From my perspective these can assist to keep the model upright during construction but builders should consider replacing these with something more substantial at some point. Often these construction stands are made from very light material and are far too small to adequately support a completed model. I would recommend that a cradle type stand be made of solid pieces of wood with a little weight in them and that the width extend at least to the outer edge of the hull if not beyond. The length of the cradle should be about half to two-thirds the length of the hull. Shape and design can be as simple or as decorative as you like.

Pedestal stands will require a little more forethought as to be effective they need to be pinned or preferably screwed into the hull through the keel. If you are thinking of using pedestals I would recommend that you add some additional pieces of timber inside the hull prior to planking so that you have something to drill and screw into to hold the pedestals securely in place. Again the pedestals can be as simple of as decorative as you choose to make them, but it is important that the base that the pedestals mount to is substantial enough to support the model ship. A solid base as wide as the hull and half to two thirds the length of the hull would be a minimum.

As well as the construction of the stand the finish of the item can either complement or clash with the model. Plain unfinished timber or plywood etc. might be acceptable for a construction stand, but will likely not blend well with the finished model. Finishing any stand by painting, staining, varnishing in a colour that blends with or complements the colours used in the model will give a much more balanced effect. Of course the use of highlights such as metal parts in the stand which are polished or that have a patina is always eye-catching and worth the effort of including where possible.

I would encourage all model ship builders to take some time and consider how effective the stand is on your current model or any future model. If the stand is small, light and doesn't support the finished model or if the

stand detracts from the finished model consider constructing something more suitable. Making a new stand is likely to be a relatively easy task compared to trying to repair a model that has been damaged because of an unsuitable stand. *



A simple, but effective stand. Solid construction and the colour blends with the bottom of the hull.



Another quite light stand that could be improved by adding a more solid and larger base underneath.



A good sized solid base with simple decorative edge. Turned pedestals hold the model's keel via pins that go into the top of the pedestal and up into the keel. This base is let down by the different colours that do not complement the model.



Left - A good sized solid base that is a little more decorative. Pedestals are secured to the model via long screws that go through the base, the pedestals and into the hull. Colours of the base generally blend well with the model.



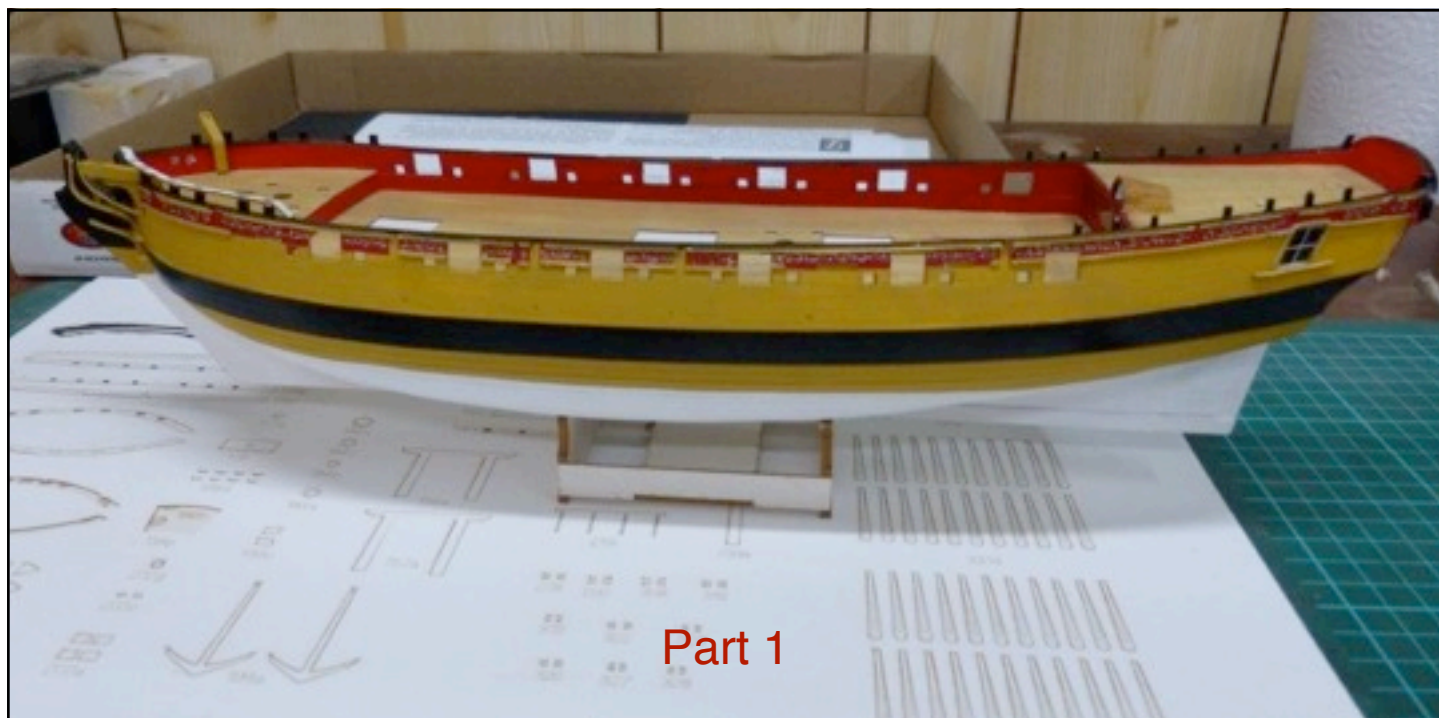
Right - Another building stand. This one holds the model well, but is very light and easily damaged. It could be made more suitable by fitting it to a larger more solid base and then staining the whole assembly an appropriate colour.



Duncan Holmes

HMS WOLF - Looks Good on Paper

Bob Evans discusses the highs and lows of working with card

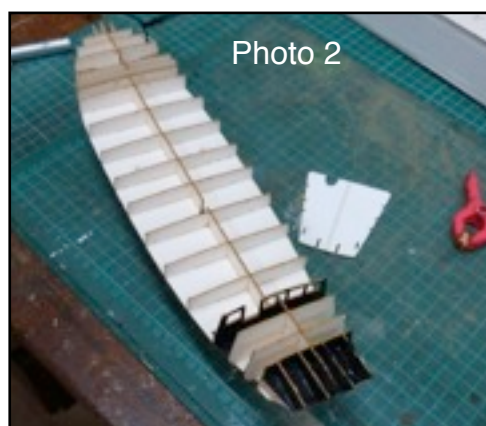


This is a card model produced by Shipyard Models of Poland. It is called a “paper” model, but only a few of the sheets could be described as paper.

The kit is from our good friend and Member, Gary Renshaw at Modellers Central. The box is well packed, containing a number of laser-cut sheets of card of varying thickness, the thickest of course being the frames, decks and centre-line profile (*Photos 1 and 2*).

There are also clear parts for windows that are also laser-cut, printed instruction sheets for masts, spars and rigging and some paper flags and decorations that do need careful cutting out. Sails are provided and look to be very well done.

There is a tray containing all sorts of fittings and various sized blocks that have to be made up. A challenge for the eyesight I suspect! There is also a selection of paints provided; unfortunately mine were dried up and not useable. Vallejo paints were used and are



quite satisfactory.

Also included are lengths of various sized threads for the rigging and wooden masts and spars.

The instructions (apart from rigging diagrams) come as a coloured booklet with photographic instructions. There is very little in the way of written instruction which is probably as well given the vagaries of Polish English. In addition there is not always a logical sequence to the construction steps. An example is the poop deck steps. These appear in the photo at the bottom of P11 but the construction is not shown until P14.

Beware, this is not the only example!

The materials are great, the laser cutting superb, and the large pieces that form the first layer covering the frames have been excellently drafted and fit perfectly.

Now I must digress for a moment, not wishing to be accused of instructing Grandmothers in the art of egg sucking. Essentially this is my first card model so my comments are generally directed to those in the same boat.

Firstly, the glue. I am using Deluxe Materials Aliphatic Resin as I understand that this has less water content than other woodworking glues such as Selleys.

It has a fast grab time which is good in a way as prolonged holding times are a bad idea, however it does require accurate first time placement of parts as there is not a great deal of time for adjustments to be made. More so than super glue, but remember this is paper we are working with.

Now, back to the model itself. In *photo 3* you can see how the basic hull frames and sub decks go together. It does pay to dry fit everything before gluing. It is not always abundantly clear in what sequence various parts fit together and it is quite easy to miss where and when glue should be applied. As I said, glue of any description, once applied will be very unforgiving. Trying to get things

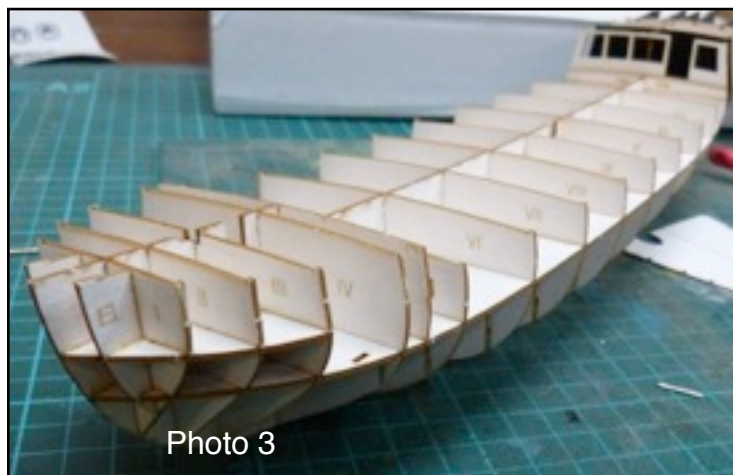


Photo 3

apart will only result in torn and misshapen soggy pieces.

The resultant frame is quite strong but still doesn't react well to pressure when handling. I cannot stress enough the need for accuracy in assembly, even .5 mm adrift might well cause grief further on in the construction.

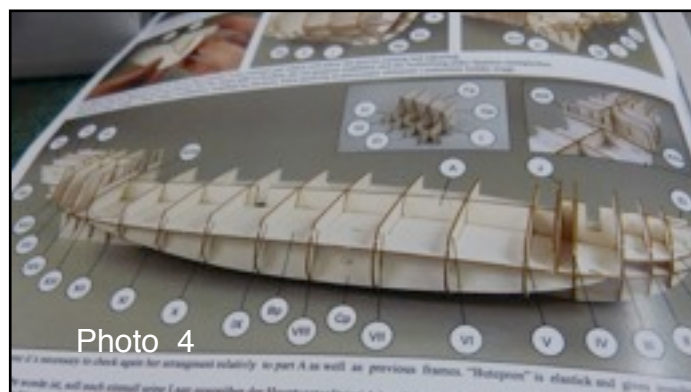


Photo 4

Photo 4 is the appropriate page from the instructions. *Photo 5* shows the decks and poop deck bulkhead in place, again, the fit and laser cutting are superb.



Photo 5



Photo 6

The first hull covering (it can't be called planking) were the large pieces I referred to earlier, *Photo 6*. The frames are only made from 1mm card and with the covering pieces butting together on the frame edge, accuracy and alignment of frames is critical. This did not prove too difficult but please take your time and ensure everything is lined up before committing to the glue.

In *photo 7* we see the decks and the starboard side bulwarks in place. The decks should be



Photo 7

painted before gluing in place. Acrylic paint of varying shades of brown were applied randomly and I hope resulted in a reasonably wood like appearance.

Photo 8 shows the first layer of planking. Be extra careful when inverting the model as the bulwarks are by no means able to take any weight. The "planks"

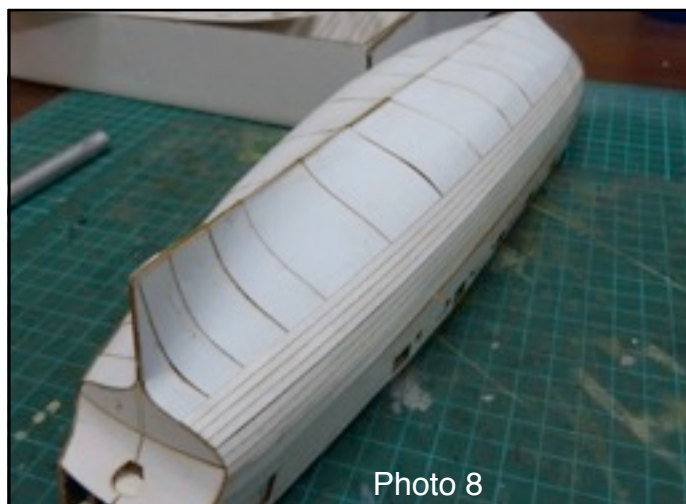


Photo 8

come in sections of 4 planks each, are laser cut and again very accurate and fit well. There now follows another two layers of planking. The first are in lengths consisting of 4 planks each while the third and final layer comprises individual planks. Tedious yes, but there is no cutting to size, no fitting or sanding and filling required, swings and roundabouts really. The handling must be gentle and done with forethought if crushing is to be avoided.

Photo 9 shows the construction to date.



Photo 9

Bob's Summary Next Page



My thoughts in summary:

Kit: Well packaged and contains a number of laser-cut sheets of varying thicknesses. Paper parts need to be cut out with either scissors or a sharp knife. Your choice, but the emphasis is on sharp.

Pre-made sails look to be good and made from suitably fine material. I have left them in the protective packet for the moment. Thread seems to be good as are the white metal parts and the dowelling provided for the masts and spars.

Paints: Completely dried up and unusable. There are two paint brushes supplied.

Sail and rigging plan: I have not studied them in depth, but they appear OK.

Instructions: Very few words and all photographic. Although the quality is good, I found some difficulty in following the building sequence and I also found the locating of parts on the sheets to be extremely frustrating.

Hopefully the photos show that it is well worth the effort.

More next issue.