

SCUTTLEBUTT

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS SOCIETY

Established 21 April 1988. Incorporated 16 January 1991

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

March, 2023



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COMMITTEE MEMBERS 2022-23

President Bob Evans, Acting Vice-President Peter Higgins, Secretary Elizabeth Hodsdon, Assistant Secretary Bill Atkinson

Treasurer Peter Hateley. Members - Peter Gaisford, Ray Osmotherly. Appointments made by Committee: Public Officer Ray Osmotherly, Member Liaison Max Fitton, Webmaster Steve Batcheldor, Newsletter, Brian Voce

Gatherings

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

Society Web-page

Visit our website at:

<https://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>

Annual Membership:

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

Payment Details: By Cash to Treasurer

Post by cheque/Money Order to: c/- 5 Stretton Crescent, Latham, ACT, 2615, or

Bank Deposit to: Beyond Bank - BSB 325185
Acct Name - Canberra Model Shipwrights Society (or CMSS)

Acct No. 03452396.

At meetings, payments may be made using an EFTPOS terminal held by the treasurer.

President's Report

Greetings to all,

Three months into the year

already, soon be time to put the Christmas wish list together!

I confess to struggling at times to find anything to write about of any significance. We are still alive and well as a Society, as I believe you will see within these pages. The "show and tell" continues to bring forth some interesting items, although I must admit the last meeting had more "tell" than "show"

We have in front of us the usual events for the coming months, Malkara, Expo's in Sydney and Newcastle and our friends in Canberra with the mainly plastic models, an event always looked forward to, and, of course, our very own Expo in September.

The aims of the CMSS are that "It has the objectives of fostering and maintaining interest in building and constructing scale model ships, boats and associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field."

Do we achieve this aim? I believe we do.

The meetings are well attended, last Expo was a good show and from time to time we have the opportunity to help with model repairs as non-professionals.

Our one big project as a collective effort was the "Lady Nelson" . Whilst our own efforts were very well done, progress was slow in the extreme, prompting the transfer to the home of the full scale "Lady Nelson" in Tasmania where it is now nearing completion.

The "Huia" was another example of a collective effort which ultimately saw the New Zealand Navy transport the repaired model to the Huia Maritime Museum near Auckland.

I am led to the conclusion that ship modelling is an individual thing, no two modellers are the same,

however, the ability to share the work we produce and to have a forum to share knowledge, tips and advice are the most important aspects of the hobby.

What cannot be ignored is the need for new and younger Members if we are to keep the hobby alive. This may well need a change in our thinking into the future. I don't have any answers, but if any of our readers have any suggestions please share them with us by dropping an email to the Editor for inclusion in this worthy publication.

All the best, Bob, President, CMSS

The Sydney Model Ship Builders Club will hold its Expo: Festival of Model Ships on the week-end of 29-30 July. (Note date change) The

Expo will take place at the West Ashfield Leagues Club and is open to other modelling clubs to exhibit maritime and related models. We hope there will be a good representation from CMSS members, particularly as we were not represented at their last Expo.

Editor's Note

When editing copy for Scuttlebutt, I try not to interfere too much with the writers' copy. We all have our own approaches to writing and I think it is important to remain close to the author's intent. With that in mind, I edit with a light touch if I can express it that way. Nonetheless, I would be remiss to let mistakes (mostly unintentional) remain, if I spot them. Normally when I see what I think might be a mistake, or just something I'm unsure about, I refer it back to the author for comment or advice before altering the copy as appropriate. I don't usually refer back obvious typos or literals such as misspelling. I also apply my own idea of 'house style' so there is consistency throughout,, where obtainable. The best newspapers, magazines, journals etc. used once to employ 'readers' to ensure copy didn't get corrupted in the production process, but also as a check on spelling, factual errors, house style and so on. In this modern age, those worthy souls are rarely employed which might be obvious to anyone reading today's news.

Having said all that, I fear much slips by my good intentions. This was borne out in our last edition, for instance, when a factual error slipped through. Probably many of you spotted it and just as many missed it. I hereby correct it by confirming that remains of Cook's Endeavour were reported by

Australian researchers to have been found off Newport, Rhode Island, USA. We incorrectly stated the remains were found off the coast of Canada.

If anyone spots such inaccuracies, please let me know so we can print a correction in a following edition.

While on the subject, I would remind those writing for this journal to be mindful and considerate of others when expressing personal views whether it be criticism of a kit, approaches to how to go about a restoration of a model made by someone else or discussion of others' efforts. One writer in a recent edition reported missing parts in an expensive kit, but also applauded the supplier for quickly rectifying the problem. That seemed fair to me.

In general what is printed reflects the opinion of the writer and not that of the CMSS. Probably most important is the way in which any kit model is critiqued. Constructive and informative comment is to be expected, but it is acknowledged that museum-quality models are not usually achievable to that degree in a kit. The writer should ensure that this is acknowledged and describe the improvements made rather than simply be a criticism of the kit model.

Brian
bvoce@ozemail.com.au

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Progress on the Lady Nelson

Photos from ship modeller

Ian Summers



An Early and Unexpected Christmas Present

SCRATCH BUILD OF FRIGATE EURYALUS

by PETER HIGGINS

IT WAS 12 nights before Christmas when all through the house not a creature was stirring except Grant who sent me a message: *A modeller on the Model Ship Forum has a partially-built model of the Euryalus he has offered to me to complete, but I do not have the time to fit it into my build schedule. Are you interested?*

Was I interested? Well before I could think it through I had said yes. How could anyone turn down the opportunity of a fully framed scratch build of a Royal Naval Frigate? And what; it's 1:48... how big could that be?

EURYALUS was one of 26 Apollo-Class 36-gun frigates built in the early 1800's. Built at Bucklers Hard, Hampshire, she was fitted originally with 26 18-pdr and eight 9-pdr cannons and eight 32-pdr carronades when launched in 1803. Principle dimensions were length 145 ft, beam 38 ft, and displacement 956 tons.

Before I knew it, the model was on its way and with Grant's help the model, the wood supply and associated books and plans were in my apartment. Grant and I had a chat over a cup of coffee as it sunk in just how big an enterprise this was going to be - not only because the ship measures over 900mm from stern post to stem, but it was in a little bit of a state.

The owner/builder was a chap in Yass; Russell Hopkinson. He had purchased the wood, books and plans in July 2013, but due to ill health had to set it aside some years later after completing the framing. It sat on its building board in a shed in Yass for several years



Inside view of the model as received.

through drought and flooding rains; through heatwave summers and chilly winters.

Needless to say, the timber had dried out a little and the wood frames had shifted.

After reading the Allan Yedlinsky books, reviewing Dr. Kempson's drawings and engaging with a couple of full-frame experts on the Model Ship Forum, I decided I needed to follow Leo Sampson's example with Tally Ho - a full dismantle, inspection and restoration.

I wasn't going to do this without Russell's blessing; after all he had gifted this project. It was not until early in the new year that Russell's son contacted me to tell me the sad news of his father's passing on 23 December.

So, I really had to get this project done in the best way I could.

DISASSEMBLY

Thankfully Russell had constructed the model using PVA. This meant that with the liberal use of an isopropyl alcohol spray I could weaken the glue joints and dismantle the model frame by frame. This took me almost a week, but I was checking each component I removed against the drawings to see which were in spec and could be retained for re-use.

Unfortunately, by the end of the week I had 16 of over 600 components that could be re-used. There were various reasons for this (including inadvertent breakage), but the main one was that it appeared that Russell's photocopy plans may not have been 100% in both X and Y axis.

Still his workmanship was good and I kept some of the out-of-spec complex components to help me visualise the making of the new components.

STARTING OVER

My first step was to do an inventory of the remaining wood stock. Russell had chosen to use cherry for the model so I went through the remaining stock to see how much was used and what I would need to replace for the rebuild.

I was surprised at how little of the stock Russell had used to get to where he had. I was, however, out of stock to make a new keel. Online research identified a couple of sources, but both were out of cherry stock and could not advise me when it would be back in stock. I could seek it from US sources, but with very expensive postage charges.

While I was waiting for the cherry question to be answered, I decided to make a start on pieces I could make from the material I had on

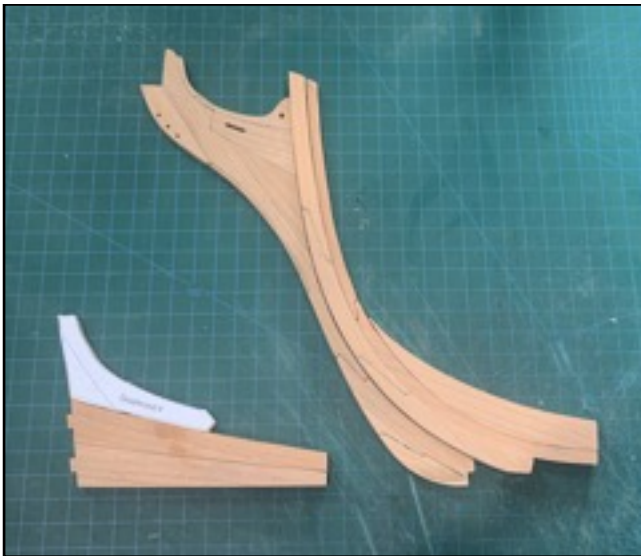
hand. The bow pieces could be made and did not impact on the keel laying, so I made a start photocopying the plans, cutting the templates and gluing them on the appropriate stock. The pieces were cut out using my Dremel scroll saw and finished by hand using various grades of sandpaper.



Cut out components of the bow pieces (top) and assembled (below)



Once the pieces were dry fitted together, I cut/drilled the holes and slots for the rigging, then glued the pieces together using glue mixed with graphite to give it the tar paper look (something I picked up from Ohla B YouTube videos). It still need to be tapered, but I will get to that later.



Stem components set against bow pieces

I also took the opportunity to make a start on both the stem and stern posts and the associated parts including the deadwoods. If I though the bow pieces would challenge my woodworking skills, I was really getting tested with the stern components.

The stem was made up of six components and the aft deadwood was made up of five

components. Not only do these components have curves to mate together, but the aft deadwood components have tenons to match the stern post. They are also tapered from front to rear and from top to bottom. In addition, the taper must match the stern post and there must be a curved bearding line cut into them. I haven't even got to cutting in the rabbet yet.....

The stern post was a bit of a challenge. Not only did it taper from top to bottom, it had a rabbet cut into it as well as mortices to receive the wing, deck and filling transoms. This is one component I kept from Russell's build and it gave me confidence that the shapes I was producing were correct. Getting the fairing (both internal and external) on the transoms was governed by not only having them fitted symmetrically but also for the wing and deck transoms to be shaped with the deck camber as well.

To help keep everything tight in a dry fit, I also made the sternson knee too. It's a complicated piece that needs to match not



Stern post and transoms dry fitted.

only the curve of the deadwoods but mortice to fit the interior of the transoms. Keeping the transoms tightly dry fitted permitted me to do some preliminary fairing.

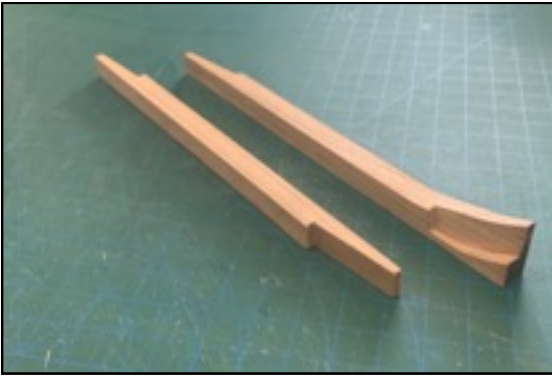


Sternson knee dry fitted to the stern assembly

LAYING THE KEEL

Not able to get cherry stock from the usual European sources, I made a call for assistance on the MSF, but then Grant D came to the rescue. He had a piece of cherry leftover from some of his furniture building projects so a few hours on a fine new year Saturday morning saw five planks of 8mm cherry on its way to my shop to be milled into keel timbers.

The keel is made up of six sections scarfed and then bolted together. This was not a particularly challenging component to make;



The first two keel sections

just patience needed to slowly draw the scarfs together with flat files. Before they could be laid however, it was necessary to make up the five components for the false keel. This was a relatively simple job. One long piece the right width and thickness was then marked and sawn at a 45° angle at each joint.

The false keel components were laid on the building board and a strip of 12mm copper foil laid over it (per the original contract) before laying down the keel. The scarfed joints were clamped until the glue dried. I used CA to temporarily fix the keel to the copper; the self-adhesive side holding on to the false keel. I then turned the assembly over and permanently fixed the false keel and keel to each other using 1mm bamboo treenails.

Next it was time to fix the stem and stern post assemblies to the keel. Ensuring the components matched the templates and following the plan fixed to the building board, all went together very nicely.

WHAT'S NEXT?

This is going to be a fairly lengthy build, but I hope that over the coming months to have more to show you.

With luck I will have several frames erected and other ships components made by the next



The photo shows the stern assembly on the keel, It also shows the first of Russell's original components being fitted to the rebuilt model; the port half-fashion piece fixed to the ends of the transoms.

instalment. Work is already underway on the rising woods, the pieces that lay along the top of the keel that manage frame separation. I also plan to build other ship components such as the rudder and some masts and yards to keep me motivated.

Bob Evans acquires a Bell and a Project

MV CORAL GAS

HAVING searched my workshop for projects I may have started, but forgotten about and, finding none, and dreading the wrath of our wonderful Editor, I came up with this. Whilst not about modelling, it is nonetheless about the makings of one.

I was very fortunate to sail as Master on a semi-pressurised gas tanker called the Coral Gas. Readers may recall my model of the Fiji Gas which appeared in previous issues of the newsletter. That model by the way, is still awaiting transportation to New Zealand as it is a model for my young son, Ian, who had the fortune to sail with me once or twice.

Eldest son made a number of trips on the Coral Gas and so a request was naturally made for a model of that vessel to be built.

To add to the impetus to do this article and to extract my digit and get back to doing some useful modelling, my erstwhile Superintendent and good friend Mike said he had found this bell wrapped up in a hidden corner of his home and would I like to have it?

The ship's bell remains a required item of equipment for merchant ships. From my memory one of its prime usages was to provide apprentices with the required practice in the application of Brasso to inanimate objects such as the bell, in addition to magnetic compass covers, wheelhouse window surrounds and so forth. This one task was assigned by the Chief Mate (or Harry Tate)



and provided the Master with proof that his “boys” were being gainfully employed.

You will of course immediately appreciate that this activity and many others like it would ultimately enhance their knowledge of navigation.

I was asked by one Master what I was doing on the bridge. My reply was “cleaning Kelvin’s balls Sir”. Probably not the best way to put it! I should explain that Kelvin’s balls are soft iron spheres located on either side of the magnetic compass binnacle and are there to counteract some of the magnetic fields caused by the steel in the ships structure. Not normally found on wooden-hulled ships by the way.

I digress as usual.

The bell was originally used to indicate the times for watches, that is, one bell for the first 30 minutes of a four-hour watch, two for the second, through to eight for the last, that being the last for the watch.

Though that did not occur in my time at sea, the bell was also used for a number of other functions:

- To indicate the number of shackles of anchor cable that had been let go. (a shackle of cable is 15 fathoms=90 feet) . The reverse procedure happened when the anchor was hauled up with a rapid ringing of the bell when the anchor was off the bottom or “Aweigh”.
- As a fog signal for a vessel at anchor.
- For a lookout posted on the fo’c’stle in poor visibility to indicate sightings, one bell for a vessel or land sighted to

starboard, two for port and three for directly ahead.

- To create the loudest possible noise to bring in the New Year if the vessel were in port.

So there you have it, that's the bell, and a proud and grateful man I am to have it now safely in my workshop. You should note that my Brasso skills have not diminished!

So much for the bell, now to the model. This is the subject matter, MV Coral Gas ex MV Helen, shown here alongside the grain berth in Sydney where discharge was into road tankers.



Built in Norway in 1971 and acquired by Boral Gas around 1980-ish (apologies, my memory can't recall the date) and renamed Coral Gas to service south Pacific island ports out as far as Tahiti as well as North Queensland etc. Unlike others in the fleet she was semi-refrigerated and therefore somewhat more complex which brought a few problems when machinery broke down.

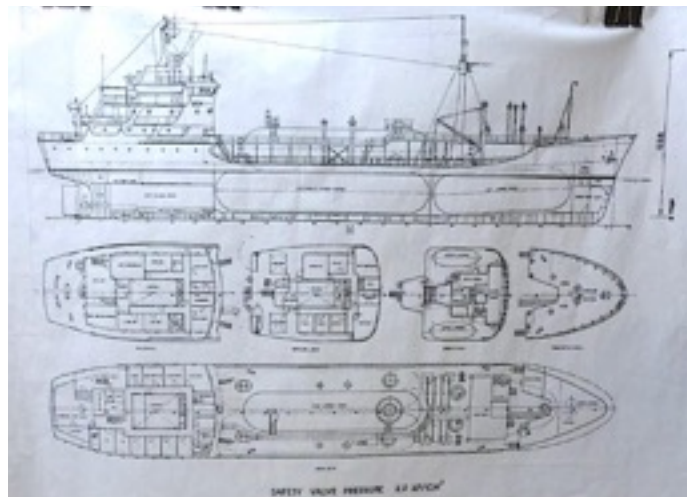
Butane was generally OK and did not normally exceed the maximum allowed tank pressure. Propane, which was the bulk of Pacific Island cargo had to be constantly recompressed by passing the vapour through compressors and feeding the liquid back into the tanks.

Anyway, enough of that.

My dear son requires a full-hull model which makes the job a lot more complex and really rules out dioramas, unless the vessel is portrayed on a slipway. That's right, a slipway. This vessel probably weighed around 1500 tonnes without cargo, still a significant weight to drag up a slipway. We in fact broke the slip on the first occasion with no damage to the ship, only a change of underwear for myself

was required! Subsequent visits to this same dockyard were event-free as the slip had been strengthened. I digress yet again!

The brochure I have required considerable enlargement to bring me to a scale of 1:85. Top marks to Office Works in achieving a very clear set of workable drawings.



Above - General arrangement.

The superstructure is a more complex structure than the unimaginative box that was the Fiji Gas but doable. I have only one cargo tank to contend with and I had the foresight when I managed to source some plastic spheres for the Pacific Gas to also get the ones for the Fiji Gas and Coral Gas at the same time.

Construction of the hull will be plank on frame with plastic card plating. The shape of the plates will be very much trial and error as I don't have a shell expansion plan. Since construction has not yet started, that problem will be a long way off.

A couple more photos (below) is about the limit of what I have to go on.

So there you have it. My life has been full of models "I will make one day". Let's hope this becomes one that I manage to complete!



Potential cargo tank ends. Thankfully the other three tanks are underdeck!

MV Helen, right and
MV Coral Gas, below



Lake George or Weereewa is Full - of Stories

writes Elizabeth Hodsdon



CURIOSITY CORNER – LAKE GEORGE.

The lake from the Federal Highway

- Photos: Brian Voce

AT A CLUB meeting late last year I was asked if I had ever seen Lake George as full as it was now. The answer was definitely yes. I have memories of the water being right up close to the road edges for many years. Of course in more recent times the level of the Federal Highway has been raised to avoid it being flooded. The question also brought up memories of our father, as he was driving us along the Federal Highway in the old '39 Chev, telling us that five Naval cadets drowned in the lake. That must have been fairly soon after it happened. In looking up that story, I came across various items about the lake, many relating to boating.

Firstly the lake itself. Lake George, or Weereewa in the Ngunnawal language, is an endoheric lake, meaning

no waters flow out to rivers nor oceans. It is about 25km long and 10km wide. The lake is shallow, with the deepest point 7.5metres when full, and many parts only 1 metre or so deep. As there is no outflow, the water level in the lake is determined by the balance between water coming in from rainfall and runoff from the surrounding area, with loss through evaporation and seepage. As a result of the evaporation the lake is supposed to be almost as saline as sea water. There are various myths about the lake being connected to Lake Wakatipu in NZ, or other lakes in Peru, South Africa or even Siberia. The stories go that as one lake fills up the other lake goes down. While those are fanciful, it has been theorised that some of the water from Lake George may seep into aquifers that feed into the Yass River. That could explain the raised

salinity of the Yass River. Strong winds blowing across the lake also cause what is known as a seiche, with movement of the water from one side to the other causing fluctuations of the water level.

Over the years there have been many different types of water craft on Lake George.

The Fishing Trawler. In the 1850s Lake George was stocked with Murray Cod by a landowner, Terence Aubrey Murray, with fish he had sourced from the Molonglo River. One version has it that he stocked the lake directly, the other that he stocked the lagoon on his property and the fish reached Lake George when the lagoon overflowed. In Lake George the fish multiplied rapidly. By 1870 there were so many fish that a trawler worked the lake commercially. The Federation Drought commenced in the mid 1890s, and by 1902 the lake had dried up. The

fish tried to escape by swimming into the few small creeks feeding the lake, but died in their thousands. The same landholder had a canal built by convict labour, to bring fresh water from the lake to a swamp on his property. Unfortunately he didn't have a proper survey done and it turned out the swamp was slightly higher than the lake. According to one report, when the canal was completed water flowed from the swamp to the lake instead of the other way.

Paddle steamers. Yes, there were steam boats on Lake George. In the 1870s there were more than 20 passenger vessels on Lake George. An advertisement in September 1884 for Douglas House at Bungendore said there were “views of the lake, across which a grand little steamer, the Pioneer, carried visitors.” The remains of the Pioneer's boiler are supposedly still in a Bungendore back yard. Pioneer



A view of the Lake from
near Douglas Homestead

was a paddle steamer. There were at least two steamboats, the Victoria Mary and the Lady of the Lake. A wood engraving by William McLeod in 1886 shows the steamboat Victoria Mary on Lake George.

“Warship”. During WWII a wooden “dummy” ship was floated on the lake and was used for bombing practice by the Royal Australian Air Force. Wikipedia noted “It is possible that there is still unexploded ordnance settled into the lake bed.”

Sailing boats. In the 1950s there were several sailing clubs around Lake George. The Canberra Yacht Club originated there in 1959, with their opening regatta on October 1 1961. The club moved to Lake Burley Griffin once that was full.

The story of the death of five cadets from Royal Military College, Duntroon, related to sailing boats. On July 8 1956, eight cadets travelled to the RMC boatshed to do some repairs on the College sailing boats. Only one of them was qualified as a sailor. Two of them took a VJ out. They capsized a little way from shore, but got going again and continued sailing. They capsized again, and three others went out to the rescue, but their boat also capsized. Two of the remaining three went out, but also capsized. The last man started out in another VJ, but heard the truck returning to pick them up. He returned to shore and asked the truck driver to

bring help. When nothing happened he hitched a ride back to the RMC arriving at 7pm. The rescue party was just about to leave, so he went with them. They got to the lake about 7.50 pm, and picked up two survivors. One body was found next day, but the other four not until September. Many reports said the men had drowned, but the real cause of death was hypothermia, It was a bitter winter's day. The water was reputed to be 34 degrees Fahrenheit, just above freezing.



Lake George or Weereewa at the southern end

DUKWs-known as army ducks. These are amphibious trucks. One was brought in for the search for the five missing cadets. Eighteen months later, in January 1958, two army ducks and a boat were used in the search for five people missing after another boating accident. In that one, four members of the Lynch family from Queanbeyan, their niece and a priest, Rev Father L. Reynolds, had set out in a 12-foot runabout. They ran out of petrol and resorted to oars. The boat capsized in high waves whipped up by the wind.

Fr Reynolds made it to shore, but had to go about 4 km to seek help. By the time the searchers arrived it was too late, the five family members had all drowned.

Speedboats. These were used on the lake in the mid to late 60s. Races were held just off Gearys Gap until the lake started drying up in the late 60s and became too shallow.

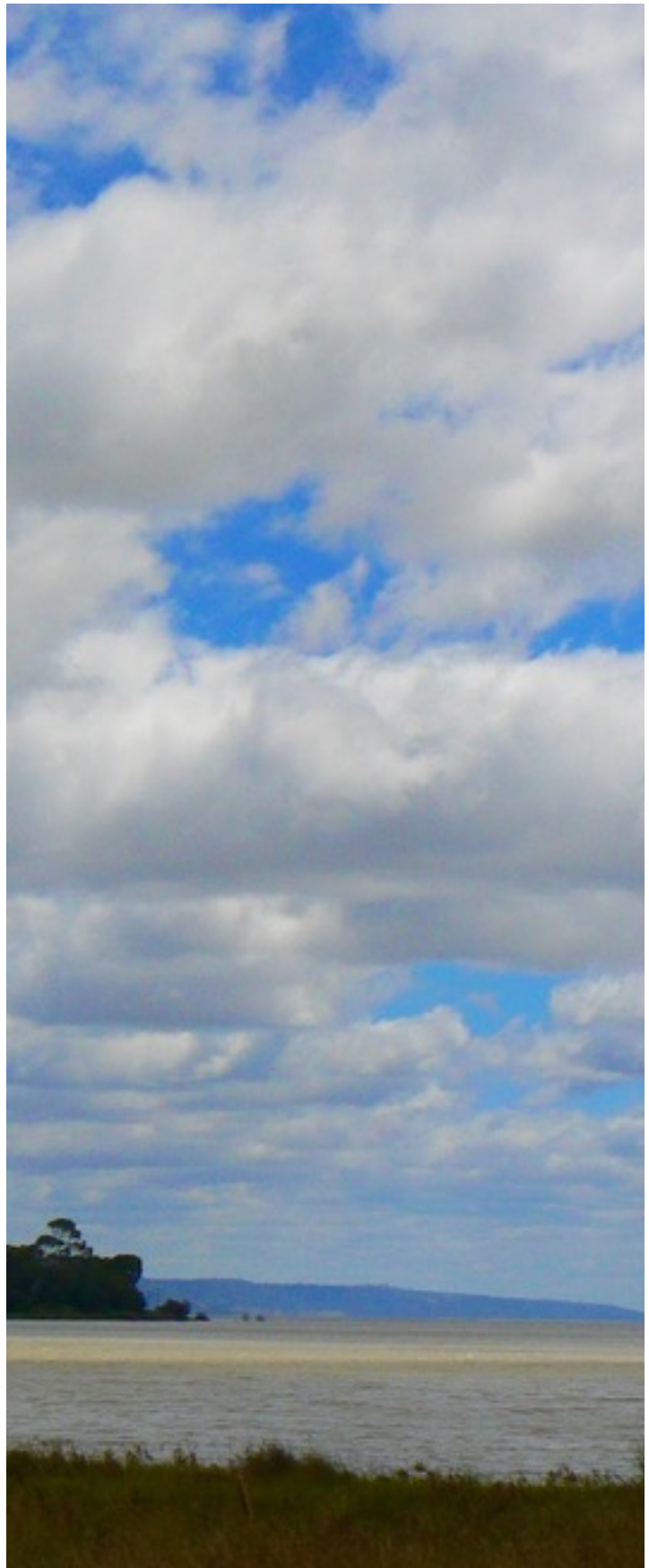
Runabouts, sailboards, canoes and kayaks have all been used on the lake.

Oddities. In October 2016 Mick Nell used his hovercraft to take hay to stranded cattle. Then Mick Nell and Max Calwell flew the hovercraft across the lake in 2017 during filming of a segment of “Tim the Yowie Man The Series.”

A bathtub was said to have been used as a canoe and sunk in the lake. Similarly with a hollowed-out giant pumpkin from the Collector Pumpkin Festival.

By the way, many of the stories refer to Canberra when talking about Lake George. The whole of the lake is in NSW.

References: Encyclopedia Britannica, Wikipedia, Canberra Times, Riotact., Trove.



Inspired by Elizabeth's article, Brian Voce dug deep into his files to find the following story about the Dreamtime and why the lake comes and goes.

Gin Gin and the Lizard

I TELL YOU A STORY. This is a blackfella story. Nobody hear this story before. Maybe it's true – maybe not.

But there are things you can see. And those things are true. So maybe it is a true story.

This is the story.

Gin Gin was, you know, a big hunter of the lizard. That lizard he was hard to catch, but he was good to eat. The black women would go to hunt him.

The best place was alongside the big water. That lizard lived on the edge of that water. But he hid in the rocks and the sticks and was hard to find. The women they spent lots of time trying to catch him, but that lizard he would stay still like a stick and he was hard to see. But when they see him and tried to catch him, that lizard he would run up a tree very fast. Then those women would throw stones at him and that lizard would climb higher until the leaves hid him and those women's arms would grow tired from throwing the stones and then they would go away.

Long time after that, when the sun had gone from the sky and it was dark, that lizard would come down and he would hide again.

This Gin Gin, I told you about, she was the best one at catching the lizard. And when the lizard ran up the tree, she did not throw stones. She stood still and waited. And when the other women went back to their camp, she would stay still like a tree and wait for darkness, when that lizard would come down.

That lizard did not see her in the dark because she was so still she was like a tree. But Gin Gin she saw where the lizard hid in the sticks.



This way she knew where the lizard liked to hide and this was her special knowledge. And this is what made her the best hunter of the lizard.

After a time, the big water started to go away. The black women stuck a stick on the edge of the water and the next day they saw the water had gone back further. And it kept going away until that big water was not big anymore.

When the water went, so did the water birds. And the fish - them too. Now these birds and fish were good tucker. And the blackfellas used to catch them easy when there was lots of water. And kangaroos and snakes too.

But after a while, the birds flew away and there were no birds. And the fish died. And the snake was hard to find and the kangaroo went away.

So, after a while, the blackfellas went too.

But the lizard stayed and so did Gin Gin.

Every day she caught the lizard. She made a fire and threw that lizard on that fire for a bit and ate that lizard.

Gin Gin liked to eat the lizard. But she also liked to eat the fish and the duck and sometimes the kangaroo, but they were no

more. So she ate the lizard and waited for the water to come back.

When she caught a lizard, she held him by the tail and looked out to where the water used to be. She was still like a tree. And she waited.

But the water did not come back.

One day Gin Gin was cooking the lizard on her fire. It was hot and the wind blew hard. That wind got blowing even harder and soon that wind was blowing leaves and sticks and then some of those sticks blew into the fire and the fire got bigger. That wind blew more and blew part of that fire away. Then those sticks began to burn, then the trees too.

Then he saw Gin Gin and he stopped and was very still. But Gin Gin had seen him already.

Gin Gin looked at the lizard, but did not move. She was still as a tree and the lizard was still as a stick.

x x x

There is a story about how this lake came to be. It was because of the big frog who was of the Dreamtime It was him who drank all the water so there were no more rivers and no more lake.

And that was when the women put the stick in the ground.



Gin Gin she looked out over the lake waiting for the water to come back again.

There was a big fire and Gin Gin ran away to where the water used to be and there were no trees there so she did not get burnt.

That fire he became very big and he burned all the trees and the sticks and the grass too. But he did not burn the stones. And under the stones was the lizard. And the lizard waited until that fire had finished. Then he came out and he was hungry now.

But there was nothing for the lizard to eat. Just ash. So the lizard came out to where the water used to be, looking for something to eat.

But a little worm came one day and made that big frog laugh. That big frog laughed so much he choked and coughed up all the water and the creeks and the rivers and the lakes they filled again.

x x x

When the fire had gone, Gin Gin and the lizard went back to find something to eat. They could find nothing that was not burnt. They both were covered in ashes.

Gin Gin was not black anymore. She was grey, like a dead tree.

The lizard, he too was grey, but different to Gin Gin. His scales showed through the ashes so he was dark and light grey all mixed up – like an old stick.

When they walked through the burnt ground they became more and more like an old grey tree and an old stick, until they weren't there any more.

x x x

Now that is the story.

The things that are true are these.

Ever since that time there is one old grey tree that stood at the edge of the lake for a long, long time. That tree was Gin Gin and that Gin Gin she looked out over the lake waiting for the water to come back again.

And one day the water came back. But later it went away again; then later it would come back – it depended on whether that big frog was drinking or laughing.

This happened many times. And that is true.

Gin Gin finally got too tired to stand anymore and she lay down.

And you can go out to that spot and you will see her there. And that is true.

And another true thing is that all along that lake edge are grey sticks like lizards.

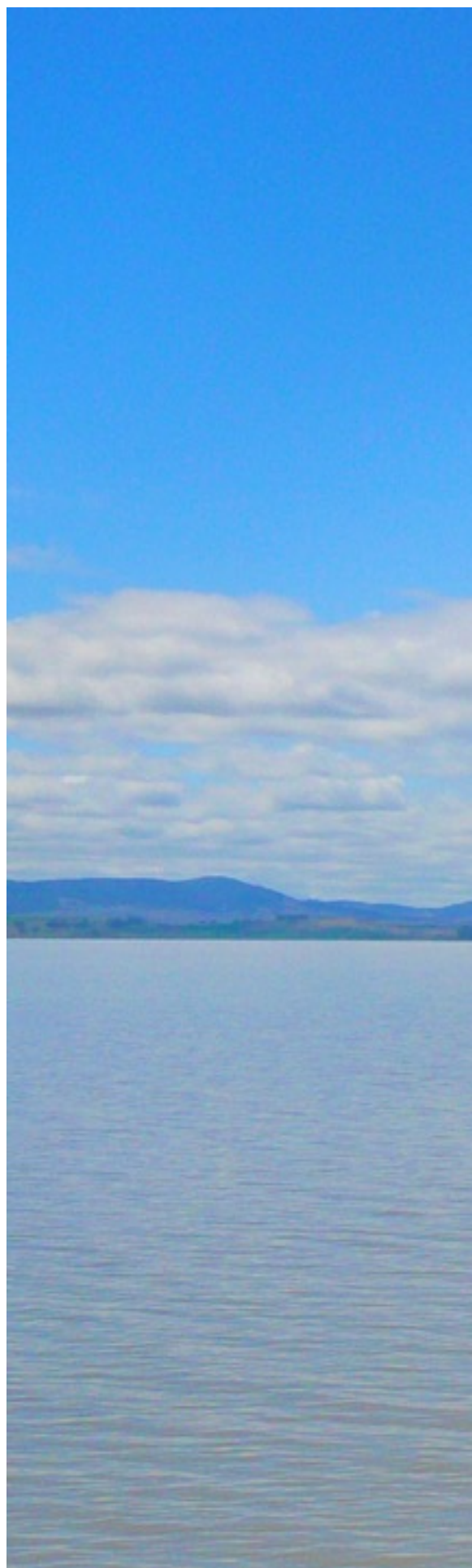
Also there are lizards that look like sticks, but you may or may not see them.

But you can see the stick the women stuck at the water's edge. That is true too.

And the other true thing is at night you can look up and see stars shooting through the sky.

And those stars are the stones the women threw at the lizard when he hid in the tree.

If you ask me, I think this story is true.



Bismarck - Warwick Riddle

After the large model of the ORION was transported back to Sydney I decided to go away from scratch-built models to kits. Modellers Central advertised the new Amati kit of Bismarck, scale 1:200 and 127cm in length, which looked like a great model to build. The model turned up in a large, heavy box and inside was a large amount of wood strips of different sizes, many laser-cut wood sheets, several boxes of plastic parts and many, many sheets of Photo-Etched, containing over 2,000 or so fittings, a number of Resin fittings and to finish off two large instruction books. What had I got myself into?



Above - All the frames installed and below - completed framing.



In February 2022 a start was made on the model. The hull was made up of laser-cut ply, down to 1 mm in thickness, several PE bits, resin fittings and different thickness planks. I found the laser-cut wooden parts were loose-fitting so care was taken with the alignment of all the frames and keel. Before the deck was attached and planking of the hull was completed, four brass 5/32 tapped plates were installed on the keel to attach the hull to four brass pedestals.

Below - Last of the first layer of planking.



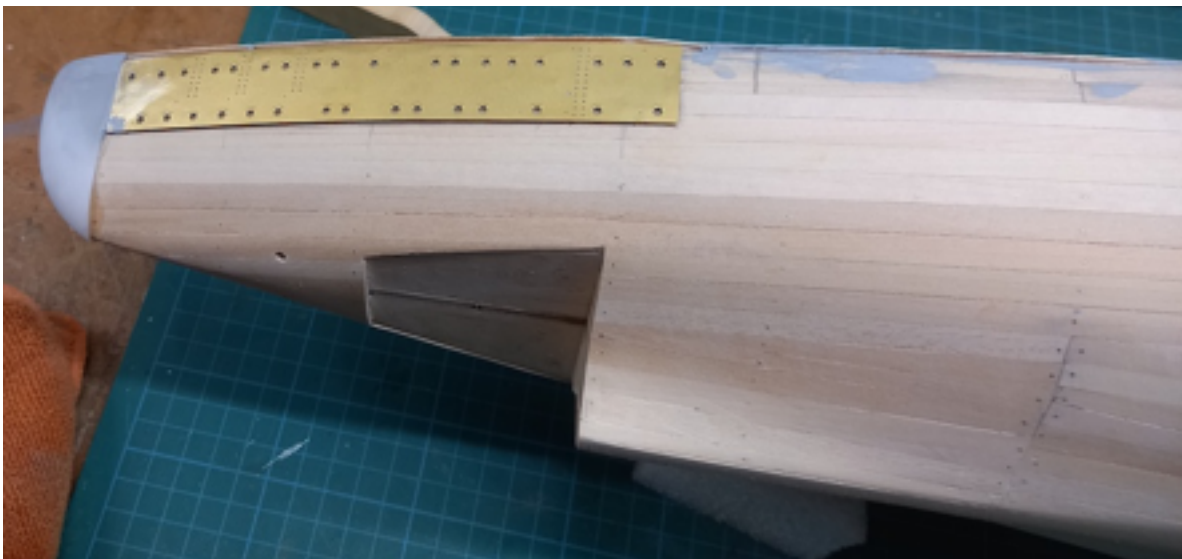
March 2023

SCUTTLEBUTT



Photo above shows the threaded brass plates installed for the pedestals

The first layer of planking used 1.5 x 6mm planks. They were glued, then pinned with fine brass nails alternatively- Port then Starboard. The top layer of planks are 1x 5 mm in size and attached in the same way. All the resin and PE fittings were glued to the hull using CA glue. With both layers of planking completed, the hull was put aside to settle and given time for the glue to dry.



First of the PE and Resin fittings attached ready for second layer of planks

The next job was to give the hull a good sanding to smooth down all the high areas. With this completed the hull was given three coats of sanding sealer, sanding between coats. To show up any imperfections on the hull it was given a dusting of black paint. When this was dried the hull was sanded to show any low spots. If not too deep, they were sanded out or filler used. This was repeated until the hull was smooth. With this completed, it was undercoated and again sanded with fine sandpaper.



Dusting of black paint, bottom already sanded.



Hull planking completed, ready for top coat and fittings.

Next time we will look at the completion of the hull.

Most Elegant Flying Boat

The Dornier Do 26 was Claude Dornier's penultimate flying boat and the most elegant to emerge from the Dornier workshop, although not a successful design considering production number. It was intended to operate as a fast trans-Atlantic mail carrier with a modest (for the engine capacity) payload of 500 Kg (or four passengers for the Do 26V-2 and V-3) between Lisbon and New York. The construction was all-metal with gull wings mounted on top of the hull. The Dornier trademark water-wing spousons were replaced with mid-span floats which fully retracted to lie flush with the under-surface of the wing. The four engines were mounted in tandem push/pull pairs at the joint of dihedral and horizontal sections of the wings. The rear engines could be rotated upwards through 10 degrees on take-off or landing to eliminate water-spray damage to the rear propellers. A conventional tail consisted of a single vertical fin and rudder and horizontal tailplane and elevators. The planing surface of the hull had two steps and the fuselage was

**ROD CARTER continues
his Dornier Series**

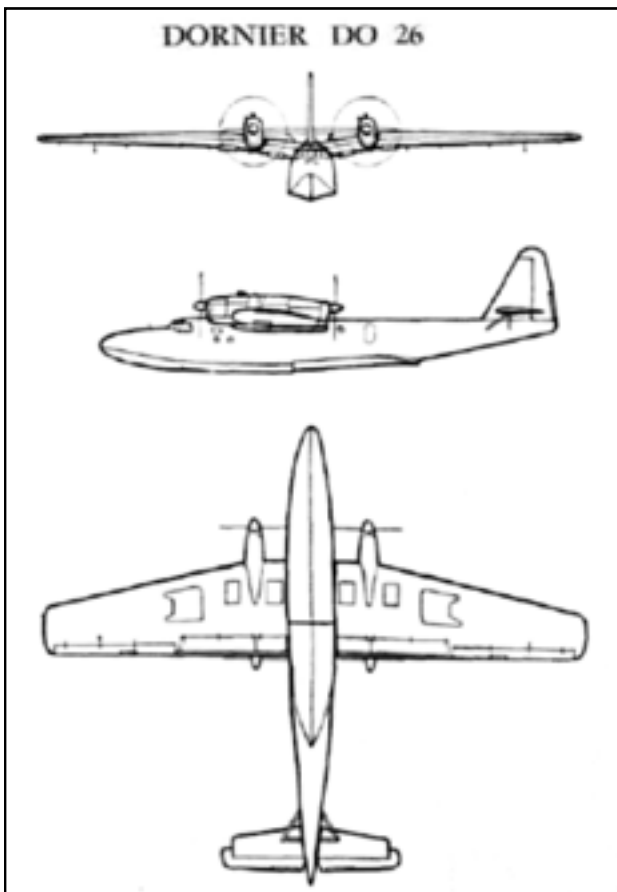
divided into eight water-tight compartments. The operating crew was two pilots, a navigator and a radio operator.

Design was initiated in 1936 after discussions with Lufthansa who specified a flight range of 5,800 Km. Note, the distance between Lisbon and New York was only 400 Km less than the standard range specified by Lufthansa allowing little margin for degraded performance or inclement weather (9,000 Km was achievable with a moderate tailwind). Lufthansa placed an order for three boats in 1937, with a provisional order for three more. The first, Do 26V-1, embarked on its maiden flight on 21 May 1938 powered by four 600-horsepower Junkers Juma 205E diesel motors and was re-titled Do 26A with the name Seeadler and Registration Mark D-AGNT. On 23 November 1938 Seeadler was joined by Seefalke,

D-AWDS, the second Do 26A or Do 26V-2 and both entered Lufthansa service before the outbreak of WW II but not on their intended routes. The US vetoed the Lisbon-New

York service and Seeadler and Seefalke were used as mail carriers between Bathurst in Argentina and Natal on the South Atlantic route, completing some 18 flights before the war caused cessation of the service. Presumably this route required catapulting from a ship somewhere in the Southern Atlantic since the great circle distance between





Bathurst and Natal is 8,327 Km, beyond the Do 26's unassisted range. One notable mission was a mercy flight under the command of Lufthansa pilot Flug Kapitan Siegfried Graf Schack von Wittenau carrying 580 Kg of medical supplies for earthquake victims in Chile on 14 February 1939. The distance flown between Lisbon and Rio de Janeiro was 10,700 Km and the duration 36 hours stretching the range of the boat considerably - this flight was apparently undertaken without catapult-assisted take-off in the Atlantic, a remarkable achievement.

The third boat of the initial order, Do 26V-3 named Seemowe Registration Mark D-ASRA, was completed before the outbreak of WW II, powered by 880 Horsepower Jumo 205D motors, but didn't enter Lufthansa service instead being modified and taken over by the Luftwaffe with its sister boats. Seemowe was the prototype Do 26B.

The second series of Do 26 s, numbered V4, V5 and V6, were prototypes for the Do 26C, powered by 880-horsepower Jumo 205D diesel engines, and passenger capacity was increased to eight although V4-6 were never used in their original intended role. Instead, all six boats were requisitioned by the Luftwaffe on the outbreak of war as long-range maritime reconnaissance and transport aircraft. They were modified by installation of an electrically operated turret in the bow with a 20-mm MG151 cannon, and two side blisters behind the wing equipped each with a 7.9-mm MG15 machine gun along with other equipment essential to their military functions. A third Mg 15 machine gun was mounted in a water-proofed position behind the rear step.

The Do 26s were employed in the Norwegian Campaign in April and May 1940 transporting soldiers, light guns and supplies. Seefalke, now bearing the code P5+BH and carrying 18 mountain troops to the Narvik front, was shot down on 8 May 1940 by three Blackburn Skuas of 803 Royal Naval squadron of HMS Ark Royal. at the cost of one Skua which force-landed at Tovik. Graf Schack von Wittenau, his crew and the 18 soldiers were all captured. On 28 May 1940 Seeadler and Seemowe, now P5+AH and P5+CH, were sunk at their



moorings near Narvik by three Hawker Hurricanes of 46 RAF squadron. Three mountain guns intended for German forces fighting East of Narvik were sunk with the boats, one gun already having been landed. Do 26V5 and its crew were lost on 16 November 1940 after launch from the catapult ship Friesenland in Brest.

The fate of the two remaining boats is unclear although they had been assigned to the Luftwaffe Test unit, Eprobungstelle, in Travemünde. The Do 26 was undoubtedly one of the most aesthetically pleasing of the 1930's and 40's flying boats - in different circumstances it would certainly have been a most effective asset in trans-ocean employment.



A number of model companies have produced kits of the Do 26 in 1/72 scale. The Mach 2 kit is crudely moulded and requires much work to an acceptable model. The Ukrainian firm A-Model issued two versions to allow civil or military versions and, although these are short-run mouldings, they are the basis for impressive models. Airmodel produced a vacform 1/72 scale model which is occasionally available from eBay or specialist vintage model dealers. The Combat models listing may be a copy of the same mould. Comet, and its off-shoot AMCO, have also issued 1/72 scale Do 26s although these are out of production (listed in Scalemates as, presumably, year 1942, 'Build for Victory' series). These are probably aircraft recognition models intended for Air Observer Corps use and almost certainly unobtainable other than through vintage toy dealers. A Resin and vacuform model in 1/144 scale was also produced by an obscure Australian firm, Petersplanes.

General characteristics (Do 26V-1 and V-2)

Crew: 4 **Capacity:** 500 kg (1,100 lb) payload **Length:** 24.5 m (80 ft 5 in) **Wingspan:** 30 m (98 ft 5 in) **Height:** 6.85 m (22 ft 6 in) **Wing area:** 120 m² (1,300 sq ft) **Aspect ratio:** 7.5 **Empty weight:** 11,000 kg (24,251 lb) **Max takeoff weight:** 20,000 kg (44,092 lb) **Powerplant:** 4 × [Junkers Jumo 205E](#) 6-cyl water-cooled opposed-piston 2-stroke diesel engine 600 PS (591.8 hp; 441.3 kW) **Propellers:** 3-bladed constant-speed propellers

Performance

Maximum speed: 335 km/h (208 mph, 181 kn) **Cruise speed:** 305 km/h (190 mph, 165 kn) **Landing speed:** 110 km/h (68 mph; 59 kn) **Range:** 9,000 km (5,600 mi, 4,900 nmi) **Service ceiling:** 6,000 m (20,000 ft) **Time to altitude:** 1,000 m (3,281 ft) in 3 minutes

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A Reminder

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

As you will see in the photos on the next two pages, for those of you who have not enjoyed these occasions, the meeting space is spacious, light-filled and welcoming.

Elizabeth and Bob responded at short notice to a request from your editor to take some photos at the last meeting.



Show and Tell at Melba monthly meeting - Peter, Grant, Warwick, Bob, Robert, Robert, Rod, Neville, Elizabeth, Ray were all there.
More photos next page.





Photos: Thanks to Elizabeth and Bob



See you at
Melba next
month!