

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.

September, 2023



**EXPO 23 - 16-17 September
Mount Rogers Primary School**

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From the Editor

In the last issue of Scuttlebutt I raised the issue of style for naming ships, giving my preference for simply identifying a ship/model as HMAS Horatio (in my example). I have had no-one argue against that, so I will settle on that as the style for Scuttlebutt. Obviously, it will help me if you use that style in your contributions to the newsletter.

In a few weeks' time we will open the doors for Expo 23 and it is our intention once again to run a special issue of Scuttlebutt soon after that event to record the occasion.

Sincere thanks to those who have provided material for this issue (Bill, Bob, Matt,

Tony, Warwick). I think there is a good mix and balance of articles and I hope you will enjoy reading this issue.

Bill originally offered an article for this edition which later did not seem to be able to be achieved in time. He preferred instead a story of building a Hawkesbury River work-horse which is inside this issue and is a detailed and fun read. Then he alerted me to an unusual rescue at sea, also in this edition.

Ian Sinclair who has been progressing the building of the Lady Nelson at Saint Marys has not been able to do much lately because a health issue got in the way. He is now close to being back on task. But he advises progress has been made; he's only about 20 knots from finishing the footropes.

COMMITTEE MEMBERS

2022-23

President Bob Evans, 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](https://www.facebook.com/canberramodelshipwrights)

Annual Membership:

a. Canberra Area-Single \$30.00, Couple \$45.00.
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

The winter weather is still very much with us in this part of the world, just in case you think "global boiling" has taken a grip everywhere.

The comments I hear are, "it's too cold to work in the shed!" It seems we can't win, too hot in summer and too cold in winter.

Our recent meeting focused, naturally enough, on Expo23 which will be upon us in a few weeks. Preparations are well in hand, but as seems to be the norm, advice on what exhibits we can expect is slow in coming so I hope come the day we will have plenty to enthral our viewing public and perhaps entice a few budding modellers to become Members of the CMSS. I have said before that without some more youthful Members our hobby could well lapse into oblivion which would be tragic. Think of the hobby in medical terms, it helps to keep our minds active and most certainly exercises arthritic fingers with something to do. Give it a go, you might like it!

We will again be privileged to host our Colleagues from the Sydney Model Shipbuilders Club (SMSC) whose recent Expo I and another Member attended in Sydney and what a great show that was. It was also a great opportunity to catch up with old (literally!) friends and exchange stories over a very pleasant week-end. In addition to the SMSC, we will have our compatriots from the ACT Scale Modellers Club and Task Force 72, so I look forward to a successful show.

It will only be so if we get the support needed, so get along there, Member or otherwise, and display your creations.

Bob Evans President

The making of the Lady Devlin: the true tale of the build of a Hawkesbury River Fruit and Vegetable Boat

as told by Bill Atkinson



Quite often, the unrecognised or unappreciated components of our past are ignored in favour of the fast, the flashy or the famous.

This is also true in the field of marine modelling where

the Cutty Sark, the Bismark or the Victory all seem to take pride of place at model shows. That honest hard-working vessel, the tugboat also features, as do numerous fishing vessels and pleasure craft. Not so the Hawkesbury River vegetable river boat. (The reason for this is indeed one of the great unanswered questions in the realm of maritime modelling to which, alas, I will not be returning). I saw my chance to rectify this shortcoming, however, and embarked upon a journey – to weave yet another small hawser into the multi-patched tapestry that is the tale of Australia's maritime history.

The Lady Devlin is a fictitious vessel. She is typical of and modelled on the type of vessel that plied the Hawkesbury and Nepean Rivers during the period from the 1880's through to the 1940's. While steam navigation of the Hawkesbury, Nepean and Colo River systems had been in existence since July 1832 (the date of the first steam navigation on the Hawkesbury River by the paddle steamer William the Fourth), the emergence of the characteristic steam-powered river trader occurred some time around the 1880's. At the height of the trade, there were up to 70 boats of this type on this run at any one time and were known colloquially as the 'Mosquito Fleet' of the Hawkesbury and Nepean Rivers. This type of vessel, which had a capacity of between 15 and 40 tons of cargo, began the journey for produce from the Sydney food bowl of the Windsor and Richmond Plains west of Sydney to the Sydney Fruit and Vegetable Markets at Lower Haymarket. These traders were themselves served by a fleet of smaller vessels that plied the smaller arms of the Colo and Hawkesbury Rivers bringing produce to the trader vessels for ongoing carriage. To ensure that freight was always able to be transported, the crews lived aboard the vessels which had rudimentary accommodation, a small general mess area and basic kitchen/cooking facilities. There were contemporary newspaper reports of these vessels being manned by a single mariner rather than the usual crew of between 3 and 5, no mean feat given the vagaries of



the river. They carried a multitude of cargos - commodities ranging from vegetables to flowers, timber to hay, lime for building and items of general freight. An additional hazard for the river traders was the variable

state of the river, the Hawkesbury occasionally dropping to a water level that prevented even the river traders from completing their journeys. In such instances, more manual offloading onto smaller craft and reloading was necessary to continue the journey.

A relatively short distance as the crow flies (approximately 32 kms), there is no direct connection between the Hawkesbury River and the waterways near the centre of Sydney. Instead, the produce had to be loaded on to these vessels – by hand, piece by piece. Once suitably loaded they set off from Windsor for the railhead located on the Hawkesbury River at Brooklyn, north of Sydney a trip distance of some 85 kilometers. Brooklyn, on Sydney's Pittwater, was where the northern railway crossed the Hawkesbury River. There the produce was unloaded and reloaded, again by hand, into railway carriages which were then connected to a regular scheduled train service that ran down the northern railway line to the centre of Sydney. Having arrived, it was again manually unloaded and wheeled by steel-wheeled trolley carts or barrows to the Sydney Fruit and Vegetable Markets for sale to Sydney's population. The largest 'container' was a wooden box, if the fruit or vegetable was small enough to be packed into such a box, or into a sack if the produce suited such packaging. These boxes or sacks were manually handled at every mode change of transport.

Building the Model

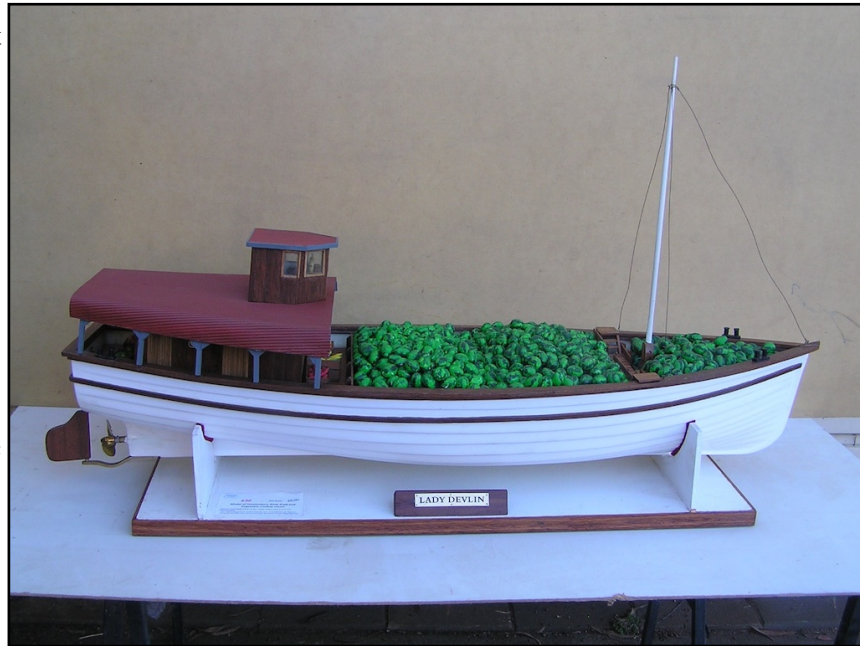
I had purchased a fibreglass boat hull some time ago with the intention of building a simple scratch-built steam boat. The hull was quite broad and had a shallow draught, with enough room to comfortably fit a steam plant. However, things changed and it didn't get used for that. It sat on a shelf in my shed until, and this is the important bit, a friend of my wife called in, saw the hull and commented on its similarity in shape and form to the vegetable carriers on the Hawkesbury River, photos of which she had recently seen as she researched her family history in the region. Subsequently I went hunting and came across a photo of such a vessel on a website presenting historical photos of the Hawkesbury River and the Windsor/Richmond area. The high degree of similarity between the hull in the photo and the one in my shed was immediately apparent, and so the subject of my build using the hull was established.

Never letting a lack of knowledge stop me from tackling any project, I started by gluing gunwales to both the inside and outside top edges of the hull (there go the first 35 clamps). A motor plate and stuffing tube, shaft and prop were fitted, thus allowing for the correct cutouts to be made on the floor for the electric motor and shaft. The placement of two internal bulkheads was determined and a deck fashioned. The space thus created in the bow suited the placement of the radio receiver and battery while the space to the rear accommodated the speed control and rudder control arm and servo. The floor was then cut out and fitted. A substantial top rail was fashioned in several sections, shaped to suit the shape of the top edge of hull. All the timbers on the vessel were large and made to last the rigours of a hard life on a river. There appeared little refinement past pure functionality on these vessels.

The accommodation unit was located towards the stern of the vessel and based on what I could make out from the photo. There were four individual cabins, some with multiple bunks, with doors that opened on to the deck under an over-bridging bullnose awning. This roof was supported by substantially dimensioned timbers. The conning tower, which had clear lines of sight both forward and aft had a flat roof, and was unusual in that on some vessels, it could be lowered at times of high water or during the numerous floods that the Hawkesbury River was known for. This allowed for the vessel's transit under the many bridges that spanned the Hawkesbury at this time that otherwise would have impeded their progress. Similarly, the mast could be lowered for the same reason. As the vessels were carrying perishable produce, speed was of the essence to get the produce to market.

I duplicated what I could see on the photo. The basic

frame for the accommodation/cabin structure, which was tailored to suit the lines of the vessel, was covered with a tapered ribbed plastic sheet representing the corrugated iron of the original. This was moulded into shape using hot water, a forming mould and a small amount of bad language and was attached to the



structure with two-part epoxy glue and small brads to set the shape. At the front of this unit sat the conning tower, with its flat roof made from the same plastic sheet. All its windows had individual wooden frames which, in their day would have opened to facilitate instructions from the bridge to the crew. Once the superstructure was complete, wiring was installed. For ease of access, control switches were located under the (removable) roof of the conning tower and a multi-contact plug installed to facilitate the separation of the wiring when the superstructure was removed from the hull.

Then came the fun bit – the fruit and the vegetables. The photo that I had showed a vessel overloaded with watermelons, stacked freehand in mountainous piles on the deck from stem to well past the vessel's waist and as high as the roof of the accommodation roofline in places. So my vessel too would be carrying watermelons to market. Thus began the great watermelon rolling period of my life. I purchased two blocks of modelling clay (later going back to the shop for another two packets) and started rolling out small lumps of modelling clay into melon shapes, keeping in scale with the vessel. It's funny how you can look at a job and think – "Oh yes – if I make about 200 of them it should be enough". Scale can play tricks with a man's mind. I think I know how many melons I had to roll then bake in the oven and let cool prior to their painting but I lost count after about 480 or so. That was the easy bit. Then came their painting. "Easy" I thought. "Fill tray with a green paint, swish them around to cover, then

out". It didn't work. The paint wouldn't go on thick enough as a base coat. Of course there was a simple solution – individually pick up a melon a certain way and hold it, paint it green, then put it back into the tray to dry. What could be easier. Try it using the tweezers to hold the melon. Put down the tweezers. Put down the brush. Search for the missing melon, now a projectile at rest somewhere. Find melon. Pick up the melon that shot out of the tweezers at warp speed. Paint/Repaint – whatever required. Repeat by 480 or so. Wash off green paint, now caked on fingers. Another interlude allowing the melons to dry, then the second colour of the watermelon had to be applied. Yes, watermelons have two very distinct greens on their skins. So, armed with a different brush, a different shade of green paint, a different technique of decoration and the 480 (or so) plain green melons in front of me, I started out painting each melon with either three or four dark green jagged flashes from end to end. Place on tray and let dry thoroughly. Spend 15 minutes removing another shade of green paint from fingers (and no I didn't use gloves – I had enough trouble holding the little suckers without adding to my problems thankyou).

Somewhere about the 250 mark I sensed that it had become quite therapeutic in its own sort of way. They say modelling is good for the soul.

So the boat was complete and the melons ripe for their placement. A couple of styrofoam formers were shaped, painted base green and secured in the hull. Individually, melons were tenderly glued and placed in position on the formers below to give the desired pictorial evidence of the breaching of every loading code (of which of course there were none). Somehow the mounds of watermelons gave the impression of an even keel and a well balanced vessel. Once the melons were glued into place and the effect of the medication had kicked in, some other minor additions were then made to the appearance of the vessel such as additional crates of other vegetables and fruit – stowed as loose cargo on the deck.

Then came that all important need to choose a name. My wife's long-standing friend (who I have mentioned earlier) had actually grown up on a vegetable farm just out of Camden on the Hawkesbury River. After hearing her tales of growing up on the farm there seemed to be no choice. I chose her maiden name, reflecting a time when she spent many happy hours frolicking on the Camden Plains amongst the cauliflowers, carrots and

cabbages (her family didn't grow any watermelons, more's the pity).

The days of the vegetable trader have long gone. Thank heavens for that. What a hard life it would have been.

References/Sources.

Purtell, Jean. (1988) The Hawkesbury River Traders – a Commemorative Booklet for the Hawkesbury's Bicentenary. River Boat Project '88 Committee.
 Schutz, Vicki. (2022,2023) Oral history - from notes detailing records of family history, early development and commercial involvement in the region.



MATT SHEPLEY has completed his ship-in-a-bottle of the Ethel. Matt has boy-hood memories of the ship, but his research has thrown up some interesting history and coincidences. Below - The finished project shows the Ethel aground on the sand.



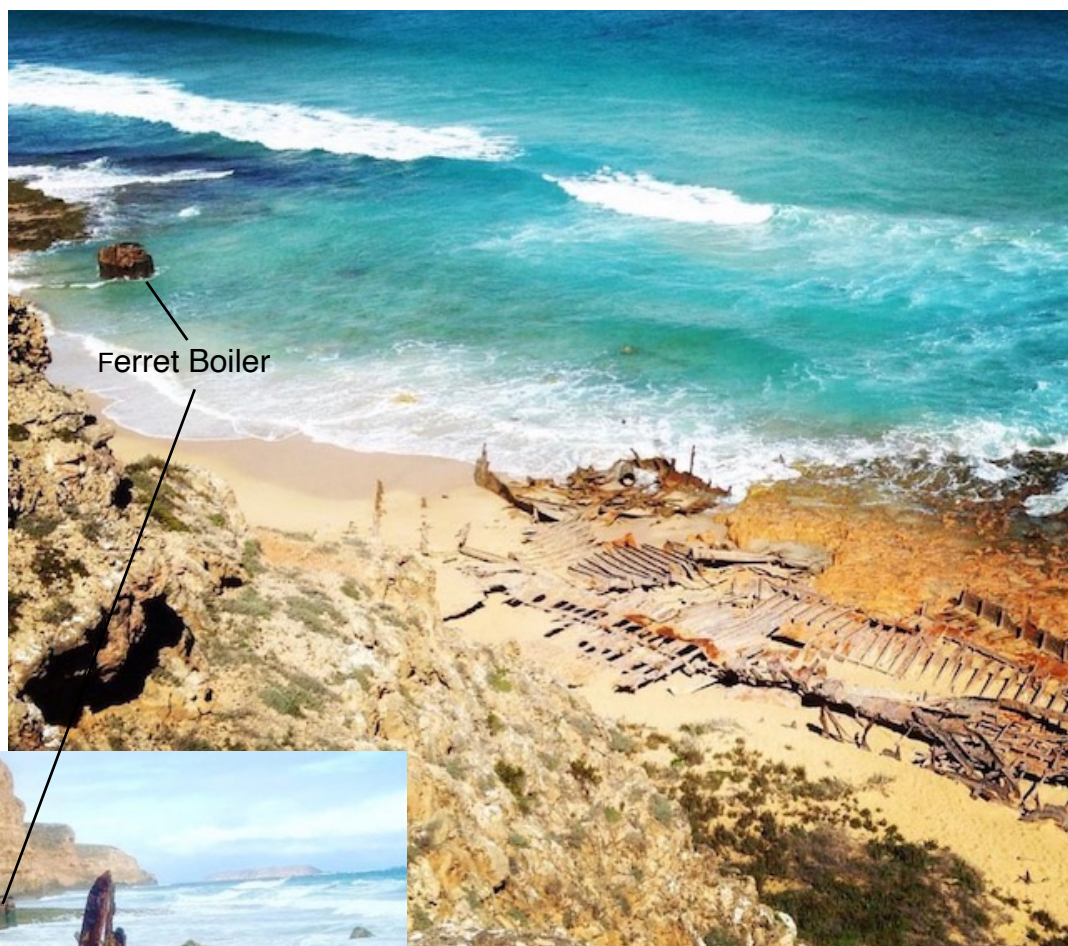
A very trim Ethel at Hobart in her hey-day. Right - Not so trim, but recognisable; wreck on Yorke Peninsula.



Right - Artefact found at the wreck site in 1980 by Parks staff is the lead weight from the depth line. It is on display in the Park information centre. Photo - Mark Davidson, Senior Ranger Dhillba Guranda-Innes National Park.



How the Ethel lies today and in what condition (fully collapsed which occurred in the 1980s). Of interest is the boiler of the Ferret standing alone to the left. Photos - Mark Davidson, Senior Ranger Dhillba Guuranda-Innes National Park.



In 1904, the Ferret is the first to call for aid to the stricken Ethel. In 1920, the Ferret itself is wrecked within a stone's throw of the Ethel's remains.

The Ethel wreck near Reef Head, Yorke Peninsula, is a popular destination for sightseers. Whether there is anything to see at all is dependent on storms, tides and the constant movement of sand. Today the wreck, when visible, is barely recognisable as once being a ship. On the right day you may also see not far from the wreck the remains of a ship's boiler which once helped power the Ferret, a former steamship which plied SA's waters and has its own story to tell.

Next Page - the amazing story of the Ferret.

AMAZING STORY OF A LITTLE SHIP

The Ferret aground with the Ethel wreck in the foreground. Photo State Library of SA.



PRG 280/1/30/127

The Ferret was an unprepossessing little ship with a strange name when it was launched, but it survived as a working vessel for 50 years, but not quite as its owners envisaged. Along the way its adventures included being stolen, new owners on the other side of the world and a strange connection with the Ethel, where this story started.

The two ships coincidentally have a shared history although the Ethel was wrecked in 1904 and the Ferret was wrecked in 1920. The following story is about the Ferret and it is a story of high-end theft, fine detective work and justice delivered, as well as two shipwrecks and some amazing coincidences, yet the Ferret for most of its life sailed around SA's coastline quietly about its business servicing the coast's ports.

Built in Glasgow in 1871, the steamship survived for half a century, most of that time undertaking the everyday work of a cargo ship. But parts of its life were far from humdrum.

This story starts in 1880 with some shady characters who wanted to charter the Ferret for what they described as a Mediterranean pleasure cruise. They convinced the owners and had set sail before their ruse was discovered. They eventually arrived in Melbourne by way of the Cape Verde Islands, Brazil and South Africa, during which time they had altered the vessel's appearance and painted a new name.

Unfortunately for them, a recently arrived Scottish policeman, having just read about the Ferret having gone missing, spotted the ship

alongside in Queenscliff, Victoria, and noted a strong resemblance. He followed up his suspicions and in time the culprits were arrested and convicted.

The ship was then eventually bought by the Adelaide Steamship Company (which reinstated the name Ferret) and assigned it to the Port Adelaide - Spencer Gulf route.

A few years later (January 2, 1904) it spotted the Ethel in trouble off Reef Head on Yorke Peninsula, but was unable to reach her and reported the event. Though help arrived soon after, the Ethel beached and over time began to break up.

The Ferret's admirable and unadventurous life continues for another 16 years before it finds itself in thick fog and heavy seas and in deep trouble as it is holed on the rocks on November 14, 1920. It grounds in the surf and a line is taken ashore and made fast to a shipwreck - that of the Ethel. All the crew survive. But not the ship.

She had returned to join the Ethel - where she remains to this day. Mostly unseen.

[One might conjecture that the Ethel, remembering the Ferret's efforts 16 years before, did what it could to help its stricken sister in its time of need. But that would be stretching reality to breaking point - wouldn't it?]

(Compiled from Wikipedia and other on-line accounts)

Brian Voce

YOU NEVER KNOW WHO MIGHT RESCUE YOU

Thanks to Bill Atkinson for bringing the following story to attention.

And along the way, doing some extra research, we found that Scuttlebutt was well ahead of the game in taking the story to its readers. Unfortunately, it was not this Scuttlebutt - read on.



The rescue (left) and under tow (the ship has diesel engines as well as sail)
Photos David Moeneclay

Rescued by an East Indiaman

On the night of April 26, a sailing boat 50 miles off-shore on its way to South Brittany suffered a broken rudder. The skipper David Moeneclay called for help on his radio.

His call was answered by a Swedish vessel, the Gotheberg, that was nearby.

Later that day, the Gotheberg pulled alongside the disabled yacht and offered a tow.

David Moeneclay was startled to see his rescuer was what appeared to be a three-masted East Indiaman from the 1700s. And that was pretty much what it was, at least a modern replica of the vessel it was modelled on, the Gotheberg 1, launched in 1738.

The skipper continued:

“We wondered if we were dreaming, where we were, at what age. Götheborg came very close to us, so that it could certainly hand over its thick tow rope. The thing went well, so our destinies were connected for many hours, while we communicated with each other on the radio. The next day, as we approached the French coast, we radioed

for help entering the port, but we did not receive a favorable response. About noon the Götheborg came as close as possible to us, and remained by us until the arrival of the French lifeboat, to make sure we were all right before letting us go.”

Götheborg of Sweden lays claim as the world's largest ocean-going wooden sailing ship and is a replica of the original Götheborg that sank outside of Gothenburg in 1745. Built with traditional methods, she is a fully working sailing ship.

More on Gotheborg - See: <https://www.gotheborg.se>
[https://en.wikipedia.org/wiki/Götheborg_\(ship\)](https://en.wikipedia.org/wiki/Götheborg_(ship))

When we checked the Net, we were surprised to learn that an account had already been published in Scuttlebutt which was a bit of a surprise at first, but it turns out there is another publication of that name in the US. Scuttlebutt Sailing News is an American on-line publication and provides sailing news with a North American focus. It was quick to publish the skipper's account of the rescue. - **Brian Voce**

SYDNEY FESTIVAL OF MODEL SHIP BUILDING

The Sydney Model Shipbuilders Club held their EXPO23, The Sydney Festival of Model Shipbuilding, over the weekend of 29th and 30th July. The event was held at the Wests Ashfield Leagues Club and was represented at the event by Robert LeLievre and myself along with six models. I very much appreciated Robert's company and I certainly appreciated his driving prowess in the Sydney traffic, which frankly leaves me terrified!

We arrived on the Saturday morning to find, as usual, everything had been set up and we were left only to put our models where directed and enjoy the show.

Having such an exhibition within a Club such as this has numerous advantages, a captive audience of visitors to the Club as well as restaurants and a very helpful Staff amongst other facilities that such clubs bring . The first

day did not conclude until 8pm, but since we were able to order our food and sit in an area put aside for the exhibitors this did not present a problem. Our motel was only some 200m from the club so the car could stay at the venue.

Thanks to the SMC for their welcoming hospitality and a great display. - **BOB EVANS** (Details next page)





SMSC EXPO 2023

Some details :

A number of model clubs attended, including :

1. Sydney Model Shipbuilders Club
 2. Canberra Model Ship Club
 3. Australian Plastic Modellers Association
 4. Taskforce 72 Scale Model Ship Association Incorporated
 5. Hubertus Model Boat Club
 6. International Plastic Modellers Association
 7. St George Model Boat Club
 8. Australian Battle Group Big Gun Warship Combat
 - 9.
2. Models on display were many and varied. In all 170 models.
 3. Visitors for the Saturday amounted to 270 and for Sunday 173.

A great effort by our colleagues at SMSC and we look forward to welcoming you to our own EXPO23 in September.

Please enjoy the photos, they say more than any words. - BOB



**COMING SOON
CMSS EXPO
16-17 SEPTEMBER
MOUNT ROGERS SCHOOL**



Bob Evans provides an account of resuming construction on

THE PACIFIC GAS

It was some time ago now since I last did any work on the Pacific Gas, in fact I haven't really done a great deal since the passing of my dear wife. Now, having come to the conclusion that projects won't finish themselves, I have dabbled a bit on a number of unfinished projects in the hopes that enthusiasm would return.

I have settled (I hope) on a project which I am confident will relight the spark.

Readers of our fine Newsletter may recall that this construction began with the intention of radio control and pleasant days sailing on a pond somewhere in front of an admiring audience. There was also the suggestion from my friends in TF72 that if I didn't make a radio controlled model, they would no longer talk to me!

I became increasingly aware as construction slowly moved ahead that to achieve R/C would require the entire main deck to be removable. This was a daunting task which would require pipework, catwalk and other sundry items to also be made removable. The compromises that would be needed didn't feel acceptable to me, so a static model it had to be. Sorry TF/72 but I did try!

Progress has been far from rapid but I offer the following as proof that something is at last happening.

Photo 1 - above

Shows the main mast with the radar scanner and "Not under command" signal lights. I am reluctant to say that these lights were frequently used (two black balls for daytime use). The ship was my first command and offered some interesting moments to a novice Master!

The magnetic compass has also been completed with the addition of the Flinders Bar. This bar



was used to correct certain magnetic fields that affected the compass.

Yet to be added is the mainmast navigation light, the platform for which is on the forward end of the radar platform.

Photo 2 - below

This shows the basic liferaft cradle which still needs the release mechanism to be attached. The liferaft is from a long-gone Billings' kit which closely meets the 1:50 scale of the model.

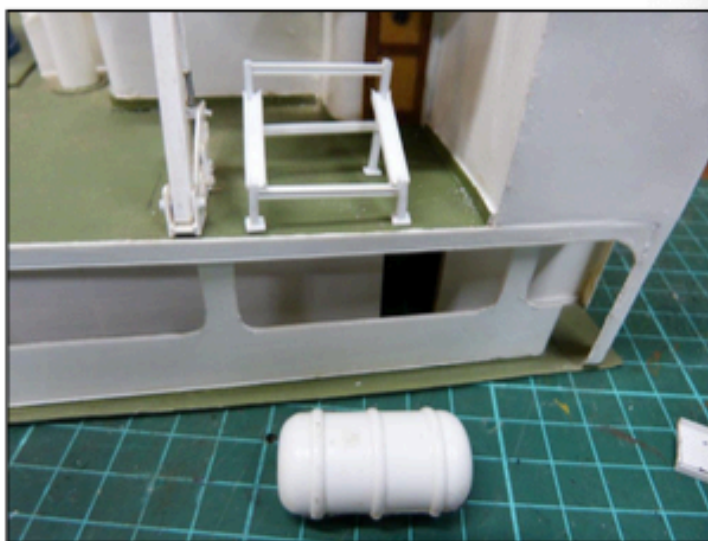


Photo 3

Plug for the lifeboats. These are open boats so I just need to figure out how to use the plug?!

Photo 4

More handrail construction. There is plenty of this still to be done.

Photo 5

Shows the fo'c'stle with the rope reels attached to the deck. Still to go is the small bell (seen laying on the deck) to attach to the winch for signaling lengths of anchor cable being paid out, some bitts, railings, and the access ladders.





Photo 6

An overall view. Obviously there is a lot more detail to be added and, of course, this includes the attachment of the superstructure to the deck. Ladders are plentiful, but still need to be constructed. The first one can just be seen from the poop to the main deck. A simple jig will facilitate the construction of these items.

This was a decision I was pleased to make as I don't feel that radio control is where my interest lies and I can now move forward and complete construction, not for Expo as I have a trip to New Zealand in between, but certainly in the foreseeable future.

Until next time!

Bob

Warwick reports on progress on the Bismarck.
Next page.

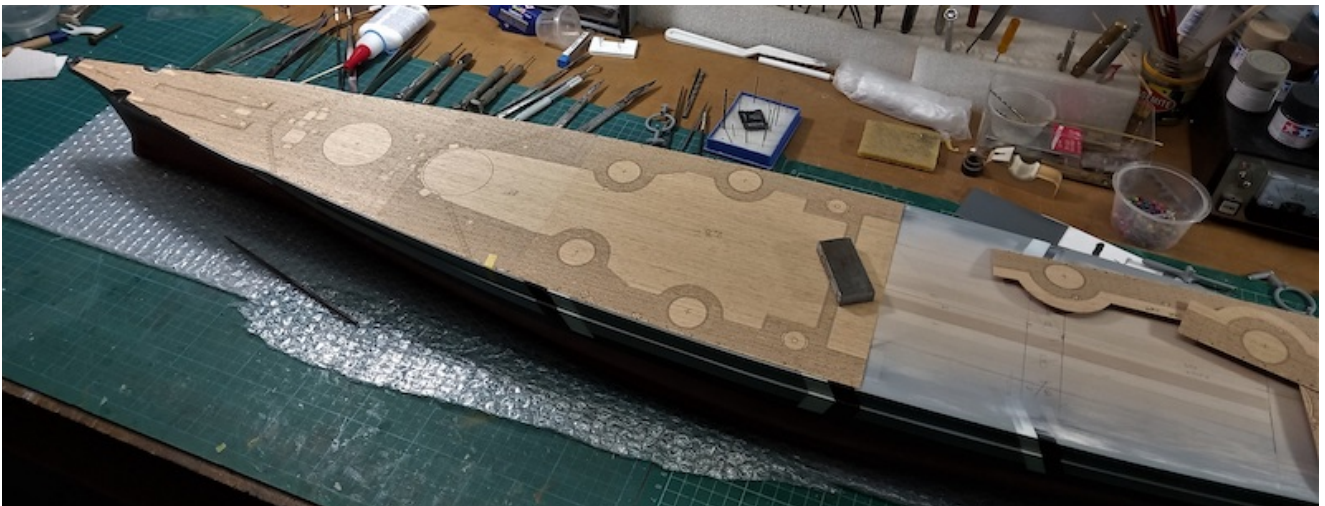
BISMARCK - Part 3 by Warwick Riddle

With the lower section of the hull completed the next task was the painting of the camouflage on the upper section of the hull. I went with version 2 the 1941 camo as in the instruction book. First the hull area between the waterline and the deck was given a coat of grey paint, then the masking up of the water lines and camo stripes. The kit did not include the imitation stern wave camo stencils for this version so two stencils were made for the Port and Stbd. sides aft. For the water lines and all other markings I used masking tape. The final finish turned out well.



Completed hull painting.

The next job to be tackled was laying the printed deck veneer. It being only 0.8mm thick, great care was taken in storage and handling. There were 7 sections of veneer decking to be glued to the hull and great care was taken to place the first one in the correct position so all others followed leaving a uniform gap between deck and along the edge of hull. The result was ok so it was given a sealing coat of Satin clear varnish.

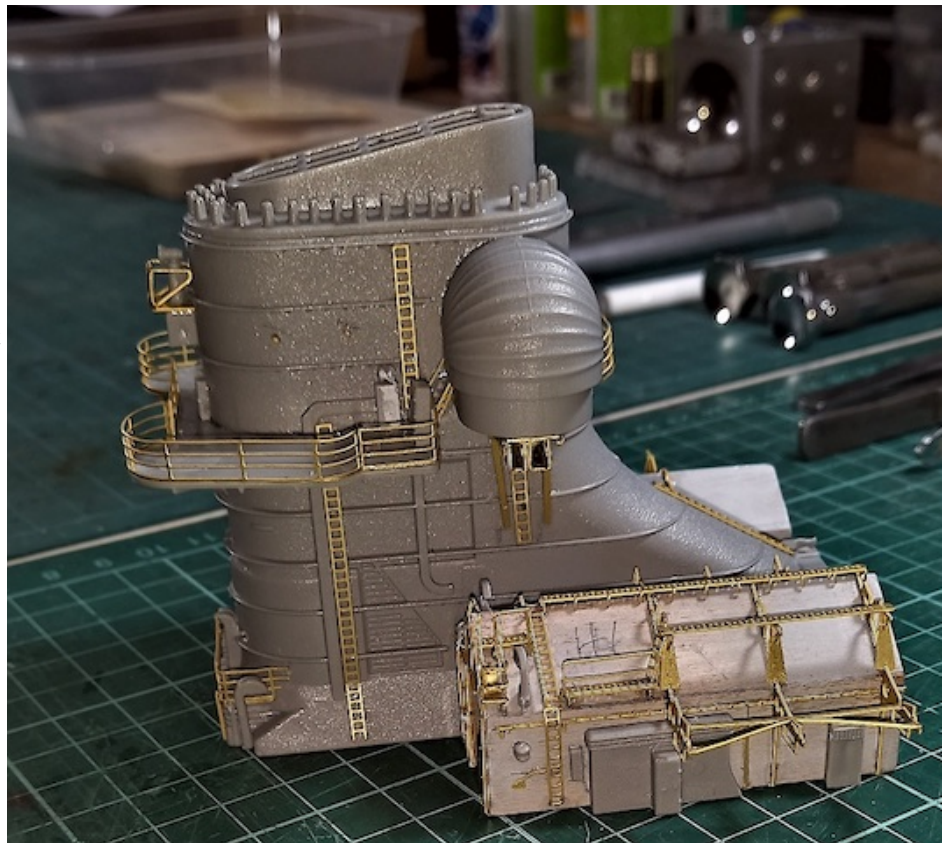


Above - Deck sections being glued on hull. Below - Checking alignment of deck sheets.



Before I started with the superstructure build, I had a go at building the funnel section to familiarise myself with working with PE fittings and CA glue. After years of using Silver Solder and Lead-Free solder, this was a big change. I was quite happy with the results so I had a go at one of the Aircraft Hangars. Prefer the old way. See photo right.

The superstructure is made up of laser-cut plywood consisting of many small pieces so all parts of the frame were numbered before removing from the laser cut sheets. Again, as in the hull, the wood framing sections were loose fitting so care in assembly was required. The rest of the assembly consisted of PE brass cladding and the printed decks, also several plastic inserts. All sections glued with PVA or CA glue.



Below - Forward superstructure framing completed



Until next time when the brass cladding is added. - Warwick

John Richardson, author of 'In the Treacle Mine'

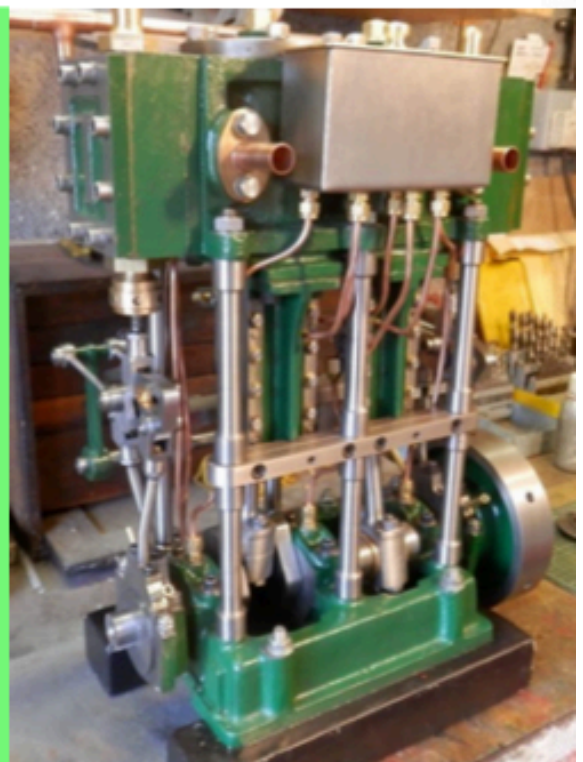
[David Miles](#)

If you read the book you will find out that John is a very experienced marine engineer as well as a model engineer.

He stretched both career and hobby to build a steam launch the 'Lady Amanda' - not the basic hull - but the deck work, engine and everything else (right).

Shown below is his five-inch Britannia class steam-engine model that he has built and uses on many public running occasions at the Beech Hurst Miniature Railway in Hayward's Heath in Sussex UK, a club to which I also belong.

Also shown is one of his restoration projects completed recently with a fellow enthusiast (and the recovered remains of what went before).



San Francisco Galleon Section

Construction: Anthony Merriott CMSS, SMSC. *Artesania Latina 1:50*

Starting out as the *Florenzia*, which was owned by the Duke of Tuscany, the ship plied the spice trade until the Siege of Antwerp disrupted this venture. The *Florenzia* had superior brass and bronze armament ranging from swivel guns to large cannon (probably four-wheel carriage as opposed to the two-wheel artillery configuration of the Spanish vessels). The *Florenzia* arrived in Lisbon in 1586 and was held by Spanish authorities and impounded in 1587. The *Florenzia* was renamed the *San Francisco* and became part of the Portuguese Squadron. The *San Francisco* formed part of the Spanish Armada of over 100 ships though she continued to sail under the Squadron of Portugal. It is recorded that the *San Francisco* was one of the best constructed vessels in the Armada and performed well in active battle.

After the Armada's failed invasion, fewer than 70 of the 150 original vessels returned to Spain. While there are differing accounts of the *San Francisco*'s fate it is accepted that it returned along with nine other vessels to Santander (Spain). Due to severe damage, the lumber and armaments were salvaged from her and then she was left to rot on the shore.

Biography: Model Ship Builder - Clyton Rakes

This article and photos show progression of my *San Francisco* from when it was presented as a work-in-progress at the CMSS Model Ship Expo 2022 until its completion in 2023.

The only major recommendation I have is to furnish each deck as you progress prior to fitting each subsequent deck, as it is difficult to rig cannon and fit furnishing with the decks in place. The instructions show fitting-out after the decks are closed off.

Above - The model's progress at Expo 22

Right - The hull with Sapele planking stained to give a darker rustic appearance

Next Page - More detail photos





Scuttlebutt, September 2023