

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.

June 2024



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COMMITTEE MEMBERS 2023-24

President Bob Evans, Vice-President Neville Miller, Secretary Peter Gaisford, Assistant Secretary Bill Atkinson, Treasurer Peter Hateley. Members - Tony Merriott, Peter Higgins, Greg Peters-remote member. 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: Canberra Area-Single \$35, Couple \$50, Country/Interstate-Single \$20, Couple \$25.

Payment Details:

By Cash to Treasurer

Post by 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.

VICE-PRESIDENT'S REPORT

Our Skipper is on leave at present and has handed me the helm. I hope I don't disappoint and run aground.

Winter is now upon us and we will be looking to get out of the icy shed and into a warm corner of the house to work on our masterpieces. This is when you have to start bribing your wife with expensive gifts and dinners.

Speaking of wives, it would be great if we could get the ladies in our lives more involved in the club. The lunches after the monthly meetings are a great way for our wives to get to know each other and I would be keen for them to happen more often.

The Expo will be upon us soon, September 14-15, and it's time to think about what models you are planning on entering. It is always good to see other Clubs at the Expo and I hope this continues.

The date of the Port Macquarie Model Boat Expo at Port Macquarie Panthers Club is likely to be held on 13-14 July 2024. If you're in the area during this time I'm sure you will be welcomed.

The Sydney Festival of Model Shipbuilding will be on October 19-20.

This event is to be held at West Ashfield and is open to all members, visitors and other modelling clubs to exhibit maritime and related models. Those planning on going should start preparing your models!

Neville Miller
Vice-President

Annual Fees Due

Membership fees are payable now. Fees were increased at the AGM.

Details of fees and how to pay are outlined in column one on this page under Annual Membership.

Dhow Difficult Can It Be?

Matt Shepley
(CMSS annex UAE)

Original artwork by Gordon Frickers, reprinted here with permission - found at www.frickers.co.uk/art/



As another empty bottle had appeared, so too I promptly disappeared - back into our spare-room come poor-excuse for a much-coveted mancave. This time armed with plans for an Arab Dhow (courtesy Rod Carter, CMSS, with thanks!), a desire to impress my hosts with something meaningful to them, and a belief I could ratchet up the complexity. I was also determined this time to properly 'fill the bottle', as my last two efforts had too much empty space, indicating I didn't plan or select my bottle/subject well enough.

A visit to the UAE's National Maritime Museum in Sharjah (just north of Dubai) last year - in an area once central to UAE's natural pearling industry - educated me that the Arab dhow isn't a singular vessel design, but its class includes upwards of 80 individually named types that span a large range of sizes and design variations. With a history stretching back at least 2500 years, dhows are characterised by long slender hulls, and lateen (triangular) or settee (quadrilateral) sails, crews of 10-40, with the largest capable of open-ocean voyages with large amounts of cargo. Probably the most admired feature is the towering diagonal lateen yards, normally very long in proportion to the mast and hull, and often comprising several spars lashed together.

My plans at hand seemed to fit the description of a typical (and common) 'baghlah' - a larger deep-sea trading dhow - albeit at the smaller end of that scale. Some baghlah are utterly enormous, with towering and ornately decorated sterns. I chose a simpler, more utilitarian design, including the overhead framework for the afterdeck, as I'd seen on the full-size replica in Sharjah.



Sketch of a baglah found on-line.

The build

The hull is one piece, with additions of a prominent bow, deck hatches, and rudder for detail. Masts and spars are again from copper tube and wire - the only material I find that allows me to get as close to scale as possible. The forward leaning masts caused a lot of trouble, as the main mast had to fold (and be raised) in the opposite direction to your typical ship-in-a-bottle. The mizzen also had to fold through the overhead framework, which itself was so delicate I must have broken it 10 times in an attempt to find a system that worked and also didn't self-destruct when squeezed through the bottle's neck.

Other fine details include a stone anchor - fabricated from miniscule wire, with a blob of modeller's putty shaped like a rock, and laid on deck; a long removable bowsprit lashed from mainmast to prow; and forward anchor posts. I must admit that in my haste to 'get it done' I forgot to add the head - a unique little pod typically suspended off the stern that serves very well as a 'private convenience'.

Sails are again of painted Silkspan, using pencil lines to indicate gores. This time I manage to add bolt ropes, carefully attached to the edge of the Silkspan using nothing but PVA. The sails are bent to the yards with robands, and yards hoisted with lift lines

– details I'd not managed to include on previous models.

Everything was inserted as one piece; however, the masts had to be raised and all lines secured and trimmed *before* the model was placed into the modelling-clay sea – thanks to the aforementioned unusual mast angles and inability to have all lines running loosely through the bowsprit as is the norm. Things are certainly much easier when you can firmly plant the hull into the sea, then raise the masts by just pulling a few lines!

Again I chose a very simple base block to support the bottle, so as not to detract from the efforts inside. A Turk's head knot and cork stopper adorns (hides) the bottle's modern thread. The end result has achieved my aim of using all available space (the main yard actually touches the roof of the bottle), and many fine details only discernable upon very close inspection. My dhow itch has now been scratched...notwithstanding appearance of a larger, better quality bottle that might precipitate another attempt on grander scale. I shall commence that search immediately...cheers!

#





The completed model.

Below - A replica at the UAE's National Maritime Museum in Sharjah (just north of Dubai)



South Korean Kit for Dory Model



By Neville Miller

I purchased the model kit of a Dory off Ebay about four years ago. It is listed as a junior model and is a product of South Korea.

The instructions are in colour and very easy to follow. I didn't record the build time, but it was built to this stage in about six weeks working on it part-time. I still have to make a sail and rudder.



YOUNG MODELER
www.youngmodeler.com

YMO22-16000

Nonscale
제작 소요시간 : 2시간
Time consuming : 2hours

TECHNICAL DATA
가로 Length : 270mm
세로 Width : 72mm
높이 Height : 41mm

15+
15세 이상
15 years old

목재보트 도리
Wooden Boat Dory

목재보트 도리에 대하여...

본 제품과 함께 목재보트 도리를 재현하고 있습니다. 도리는 영미권의 전통 (Traditional) 보트 중 가장 특징을 가지고 있습니다. 날카로운 선수와 선미, 평평한 선저, 그리고 두꺼운 판재를 양현의 곡면이 도리 보트의 대표적 특징입니다. 평평한 선저는 항해에 편리하고, 평평한 선저에도 불구하고 거친 바다에서도 파도를 잘 넘기 때문에, 그러한 특징 때문에, 도리는 요즘에도, 6만 년 이상 전, 모든 전로 빌더들 사이에서 레저용으로 사랑을 받고 있습니다. 그리고 또 다른, 작은 돛을 달아서 범주를 줄일 수도 있으며, 선미에 엔진을 달아서, 작은 범주를 줄일 수도 있습니다. 기본적인 선체를 완성한 다음, 취향에 따라 다양하게 도색, 개조하여 자신의 보트를 만들어 보세요.

This product reproduces the dory-type wooden boat, dory, one of the traditional fishing boats in UK and US, has several unique features in appearance, sharp bow and stern, flat bottom and naturally curved both sides of the ship are the representative features of dory-type boat. Its simple hull form made ship building and repair easy, and despite the flat bottom, it was desirable to ride a wave on white water. Thanks to these features, dory is still loved by amateur or professional builders these days for leisure. You may pull an oar, enjoy voyage by setting a small sail and install a motor on the flat transom of the stern. After completing the basic hull, paint it with your favorite color or remodel it as desired to create your own unique dory.

품질경영 및 공산품 안전 관리법에 의한 표시

1. 품명 : 목재보트 도리
2. 재질 : 목재 외
3. 제조국명 : 대한민국
4. 제조번호 : 19191919
5. 주소 : 경상남도 거제시 둔덕면 거제남서로 5107 (학산리 486-3)
6. 소비자보호실 : 055-637-6475
7. 사물관련명 : 만15세이상
8. 제조년월일 :
9. 주의사항 : 조립설명서의 조립순서를 반드시 지켜서 만들기 바랍니다.

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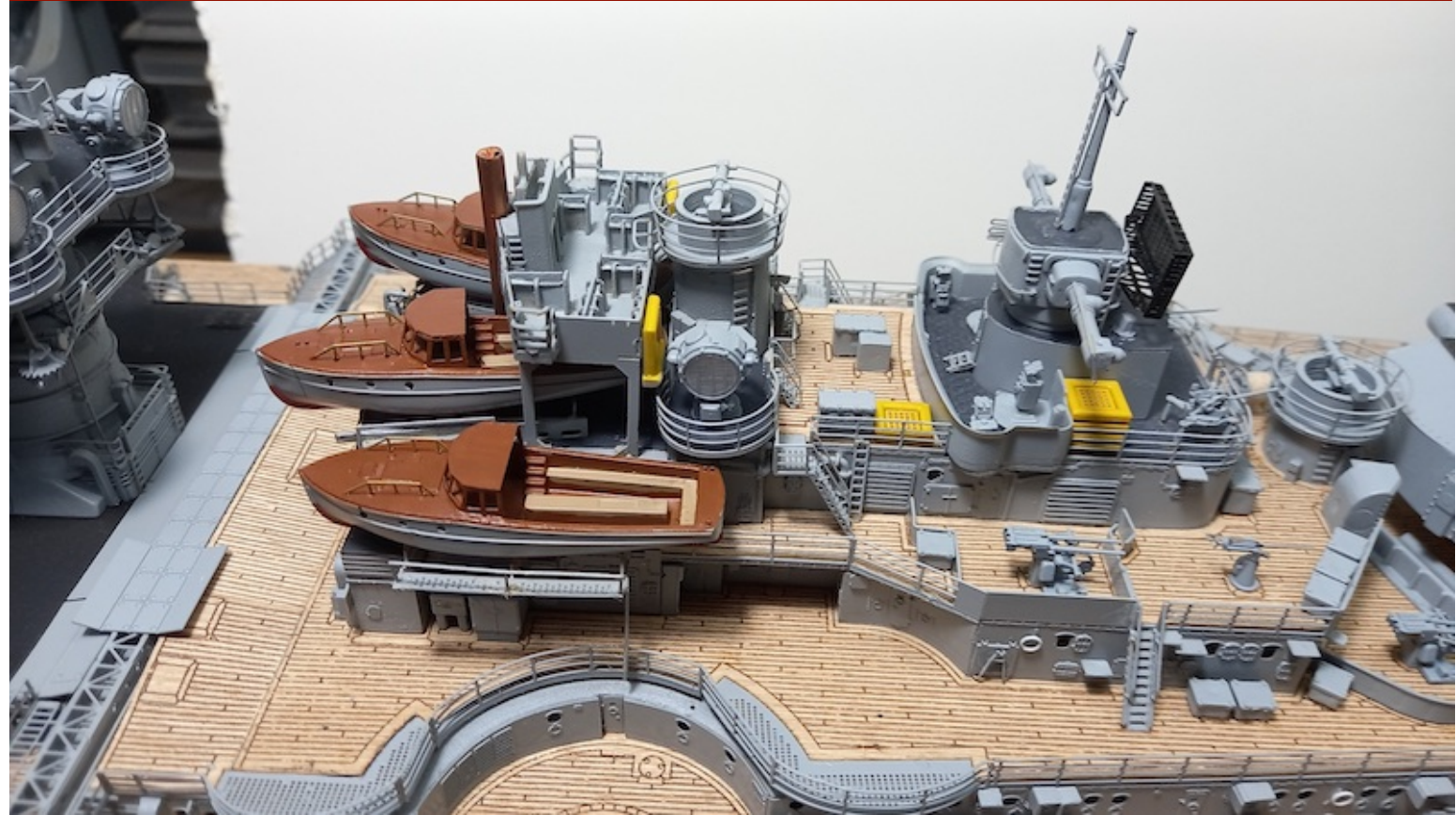
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BISMARCK COMPLETED - Part 5



Aft superstructure completed

After three years, the end is in sight, reports WARWICK RIDDLE

Over the last 18 months much has happened. Both main superstructures have been completed and secured to the main deck joining at the midships position. Port and Starboard. Catapults installed in the same position.

Next the many small deck fittings were all painted before being attached to the main deck. Next in line were the launches, lifeboats, the two Arado Seaplanes. all being a mixture of PE brass and plastic. With all these fittings completed and attached the next fittings were the main guns. They were constructed using wooden frame and brass cladding.

With this completed the next assembly was the antenna cables and rigging of the two superstructures, 0.18mm Nylon cord from the kit was used. This took about 2 weeks to complete,

but it was fun.

The next task was the installation of the stanchions and rigging of the main deck railings. All the PE Stanchions were painted before being removing from the brass PE sheets then some 250 holes were drilled along the edge of the deck P.&S. at the position marked on the printed deck. The stanchions were inserted and glued into these holes. Three sections of 0.18 nylon thread were cut the length of the outside of the hull port side and another three for the Stbd.

From the centre of the deck the threads were inserted into the stanchions and run stern to bow on the port & stbd., completing the main deck.

After three years this was the completion of the Bismarck model. All that's needed is the display case.

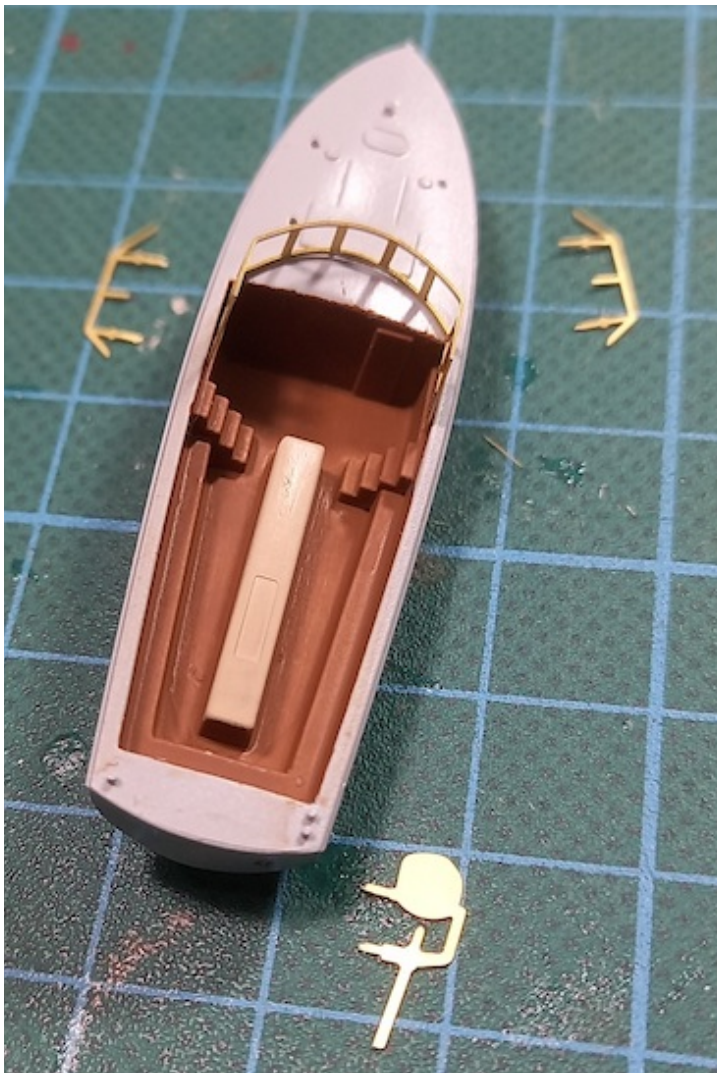
This will be a polished wooden base and a 4.5mm clear Acrylic cover. See the Bismarck at our EXPO.



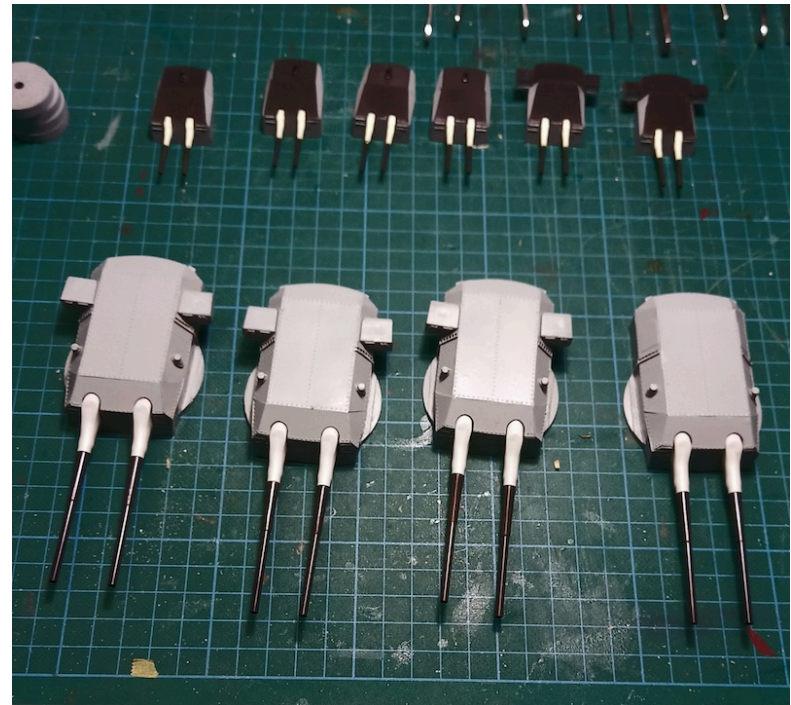
Start of threading the main deck railings to over 200 stanchions - the beginning of the end.



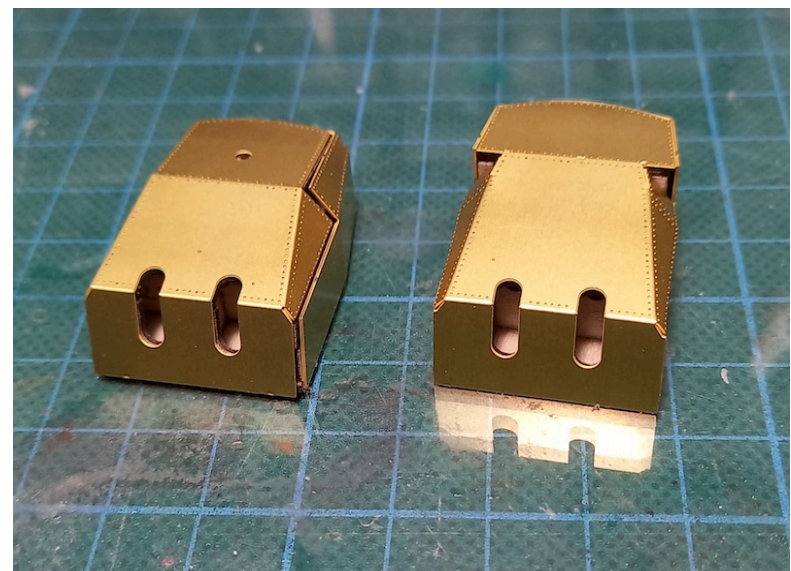
Arado Seaplanes & Catapults completed



One of the launches

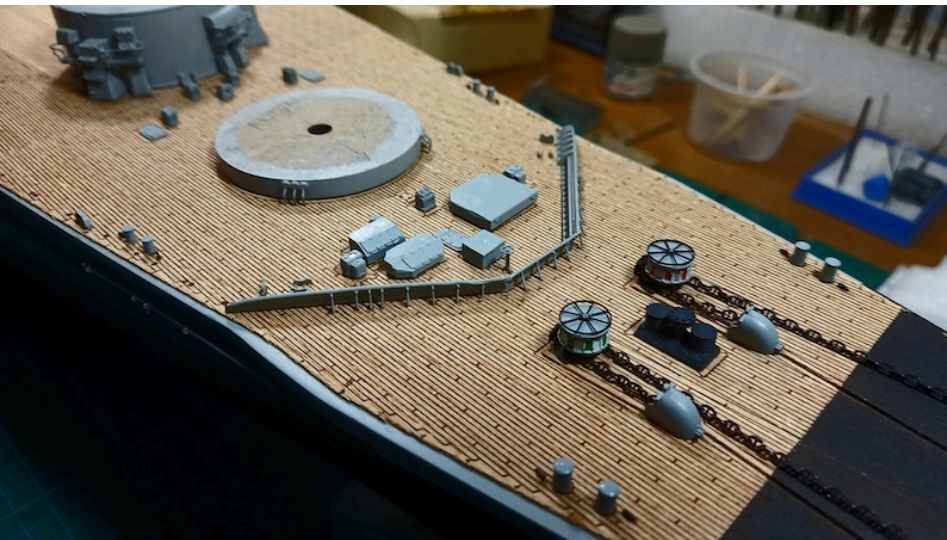


Completed main guns

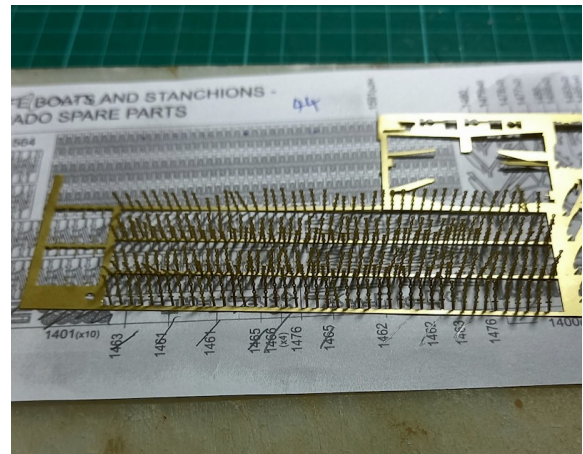


Checking main guns

Rigging and antenna
attached to the two
superstructures



Deck fittings being attached



Main deck stanchions ready for painting

Below - Model mounted on plinth. Clear cover in background



Seventy years on, a pond boat gets a face-lift and brings back family memories

George Wilson tells the story of a 10-shilling boat

In 1953 my family was driving past Narrabeen Lakes in Sydney when my father noticed a group of miniature sailing boats. We stopped and he started chatting to the owners who were racing their model 18-footers. At the end of the conversation he asked if they would make him one which they agreed to do for 10 shillings.

In the following years we sailed it occasionally on calm waters, but we were always concerned that it would escape. When the wind gusted more strongly, the boom would activate the rudder to correct. An elastic band mechanism connected the boom to the rudder via an arm and although it could be adjusted by changing the tension on the elastic band, we didn't have much confidence in the whole navigation system. It also had a rather heavy lead keel which could be slid off, but still exposed the boat to unsighted obstacles in ponds we knew little about.

The years passed and damage and neglect followed. The metal arm that controlled the rudder was lost; the rigging deteriorated, but the little boat was still fundamentally sound.

We decided to bring it back to its original condition and my wife Lyn who has a particular interest in restorative wood work revarnished the hull.

After a search for other potential supporters and restorers I visited the Canberra Model Shipwrights Society and presented the boat. It was a pleasure to meet you all and I'm so grateful for your help.

To help us understand what it should look like I found photos of the 18-footers racing on Sydney Harbour which were the inspiration for the original construction of the boat.

Bill Atkinson remade the missing metal connector and restored the rudder. Peter Higgins re-rigged the mast and made new hoops to connect the sail.

I was able to share the final work with my sister Helen when she recently visited Canberra. It brought back happy memories of our father.

Thank you so much Canberra Model Shipwright Society. We are not intending to sail it again, but it's wonderful to have it back as I remembered it 70 years ago.

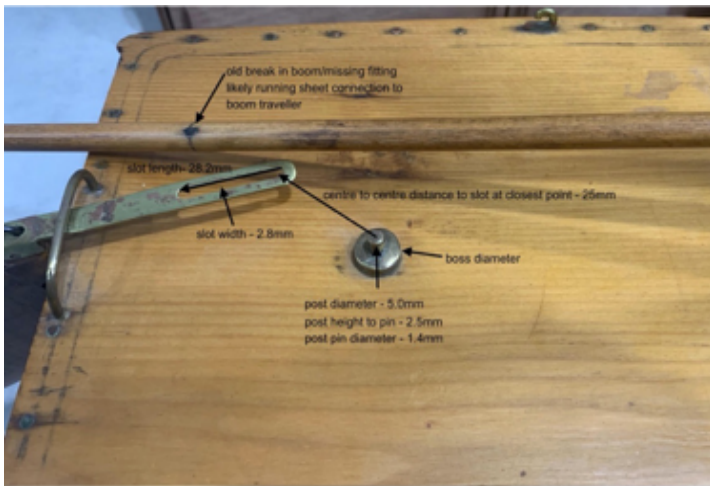


The model before restorative help.

Below - George and sister Helen.

More photos next page.





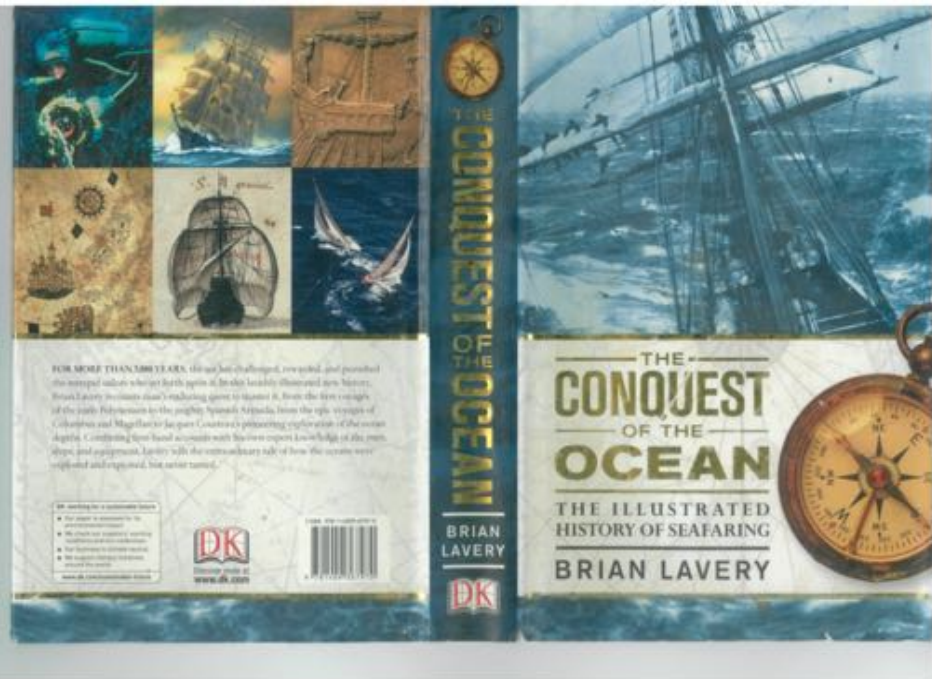
Racing 18-footers

Below - Magic hands - Peter and Bill with the restored boat



The Conquest of the Ocean: An Illustrated history of Seafaring; by Brian Lavery, Published by Dorling Kindersley Ltd, 2013.

BOOK REVIEW - Rod Carter



This is an ambitious attempt to describe the history of seafaring in 400 pages. The author, Curator Emeritus of the UK National Maritime Museum at Greenwich, is well-qualified to write on seafaring, having written 30 books and advised on numerous film documentaries on shipping. He is a skilled yachtsman and has considerable experience with traditional ships. In six chapters he attempts to chart the history of navigation, discovery and use of the ocean from prehistory to the recent past. The book is well-illustrated with thumb-nail pictures of various ships and navigational instruments from ancient to relatively modern times, and maps of all oceans showing dominant winds and currents.

The first chapter, The First Ocean Sailors to 1450, covers exploration in the Pacific; the Mediterranean; Viking and Arab exploration; the voyages of Zheng He in China's Ming dynasty period; and pilgrims and galleys. The section on Polynesian (and preceding Melanesian) travel narrates the spread from the Southern Asian mainland circa 30,000 Before Common Era to Easter Island and New Zealand from 1 BCE to 1500 Common Era. There is evidence for Polynesian contact with Western America (based on DNA evidence from chicken bones radio-carbon dated between 1304 and 1424, the DNA sequence matching exactly that of chicken remains from the same period in Western Samoa and Tonga, see References #1 and #2). Polynesian vessels (twin-hull or outrigger canoes) and the navigational methods (solar sighting by day as well as celestial sighting at night, sea swell and birds) are briefly described. The section on seafaring in the Mediterranean includes depictions of various ships in use in the area and a map showing dominant winds and currents. The section on Viking exploration concentrates on the Atlantic Ocean and North/Baltic seas but with no mention of routes to Byzantium and the Black Sea. This is illustrated by maps of

the Atlantic showing routes to Greenland/North America and to Western Europe and the Mediterranean (including North/Baltic Sea currents and dominant winds). Arab seafaring between South-East Asia and the Red Sea is briefly described but there is no mention of contact with the Western Mediterranean despite domination of the North African shore and Iberian Peninsula by the Arabian Caliphate. There is also discussion of pilgrims and shipping in support of the Crusades. Finally this chapter describes the voyages of Zheng He, a Muslim Mongol Admiral in Chinese (Ming Dynasty) service who is said to have navigated as far West as the Cape of Good Hope and as far South-East as the East Indies. Zheng He made seven voyages with fleets of up to 317 vessels of uniquely Chinese construction with water-tight compartments, some reportedly up to 100 metres in length, and crewed by around 500 men. These claims are extensively and controversially covered in two books by Gavin Menzies, "1421: The Year China Discovered the World" and "1434: The Year a Magnificent Chinese Fleet Travelled to Italy and Ignited the Renaissance". Lavery offers no critique of these claims, for example the difficulties of provisioning such a fleet over such long voyages or the remarkable size of the ships involved, but there seems no doubt that Zheng He did reach the East African coast and perhaps even further.

The second chapter, The Age of Exploration 1450-1600 deals with oceanic exploration pre 'Age of Reason' and includes North and South Atlantic maps showing wind currents and sailing ship routes compared to later steamship routes. The major European explorer voyages between those years: Columbus; Vasco da Gama; Magellan; Drake; Cortes' invasion of Mexico; and French exploration of Canada are described, but there are omissions, for example Hudson's voyages to the Arctic region fall just outside the listed time period and are not elsewhere described. Pacific exploration in the 1500's by

the Portuguese and Spanish, other than Magellan's circumnavigation is not raised either. Pages 72-73 show a selection of ships in use between 1000 and 1525 CE.

The third chapter, The Age of Empire 1600-1815, covers the English colonisation of North America; piracy; the wreck of the Batavia; Cook in the Pacific; and whaling in the Arctic regions as well as a brief description of the Battle of Trafalgar and John Paul Jones and his actions in the American War of Independence. Inevitably, in only 72 pages, this chapter could not encompass all the history of European colonisation. Illustrations include a selection of ships from Japan, Korea, a Maltese galley and European sailing ships; a cutaway of a British East Indiaman; an astrolabe and a sextant; a detailed sea clock; and maps of the Caribbean and Indian oceans.

The fourth chapter, Steam and Emigration 1815-1915, is devoted to the development of coal-powered steamships; emigration to North America; Commodore Perry's expedition to China and Japan; the development of Oceanography including laying of the first Atlantic undersea cables; the first steps in safety regulation at sea exemplified by the wreck of the Royal Charter in 1859; Confederate Ship Alabama and marine warfare during the American Civil War; the Great Tea Race and Clippers; early submarines; expansion of antipodean travel; the first luxury liners; and the developing naval arms race from the late 19th to early 20th centuries leading to the building of Dreadnought battleships.

The fifth chapter, The Wars on the Oceans 1914-1945, is devoted to war operations from the Great War to World War II but oddly includes a section, High Society at Sea, describing luxury liner travel. This chapter concentrates on the Battle of Jutland; the Battle of the Atlantic; The Battle of Midway; and the D-Day Landings, and is illustrated with small-scale pictures of various warships and maps of the Atlantic and Pacific Oceans. The growing significance of aircraft carriers in naval warfare is incidentally covered by the Battle of Midway.

The final chapter, The Global Ocean, 1945-Present, discusses a range of modern maritime issues: the container revolution; the Cuban missile crisis; deep ocean/undersea exploration; the Falklands War; the America's Cup; ocean racing and development of racing yachts; Oil spills at sea concentrating on the Exxon Valdez; and piracy with specific reference to the Marida Marguerite incident in May-December 2010. I thought the growth of commercial fishing and deep sea mining/oil exploration were topics which should have been included in this chapter.

The Conquest of the Oceans uses narrative description of



specific incidents to show the broad progress of seafaring. This makes for an enjoyable read but left me asking what other significant aspects of ocean exploration and uses were left out. At times I felt too much attention was given to particular incidents at the expense of the overall story, for example the third chapter devotes six pages to the wreck of the Batavia and subsequent events with merely half a page on the wider Dutch East Indies Company story, leaving out for example Abel Tasman's explorations and the economic significance of the spice trade. Other significant events were ignored, for example the Battle of Salamis (480 BCE) turned back the Persian invasion of Greece (and possibly other parts of Europe), and the Battle of Lepanto (1571 CE) was a major setback for Turkish expansion into Europe. I contend these had more far-reaching consequences than, for example, the Battles of Winchelsea in 1350 or the Battle of Trafalgar in 1805. Nevertheless, the vignettes Lavery offers to illustrate his topics are of particular interest on the human side, for example the description of the wreck of the Royal Charter and the experience of Japanese aircraft carrier crews during the Battle of Midway.

I highly recommend *The Conquest of the Oceans* as an informative and readable work giving fascinating insight to many little-known aspects of seafaring.

Reference:

1. Gongora, J.; et al. (2008). "Indo-European and Asian origins for Chilean and Pacific chickens revealed by mtDNA", *Proceedings of the National Academy of Sciences*. 105 (30): 10308–10313.
2. Storey, Alice A.; Quiroz, Daniel; Beavan, Nancy; Matisoo-Smith, Elizabeth (2013). "Polynesian Chickens in the New World: a detailed application of a commensal Approach", *Archaeology in Oceania*, 48(2): 101-119
3. "1421: The Year China Discovered The World" by Gavin Menzies, Bantam Press, 2003
4. "1434: The Year a Magnificent Chinese Fleet Sailed to Italy and Ignited the Renaissance" by Gavin Menzies, Bantam Press, 2022

Start Made on Sloop of War

Tony Merriott

HMS Granado was ordered September 1741 as one of 12 vessels to increase the Royal Navy's bomb vessel fleet. Launched 22nd June 1742, Granado was commissioned in July 1742 as a Sloop of War.

"Sloop of War" does not refer to the sloop rig but refers to all Royal Navy unrated combat vessels (including very small gun brigs and cutters) with a single gun deck carrying up to 18 guns. Rated vessels included all vessels with 20 guns and above. Specialised bomb vessels were classified as Sloops of War as they were employed in sloop roles when not carrying out their specialised functions.

As a Sloop of War Granado was employed in intelligence gathering and general policing duties 1742-45 then intercepting smugglers and privateers off the east coast of England till 1748. Then she was laid up till July 1756 when Granado was converted to her original role as a bomb vessel. After a successful military service, the Ganado was sold 30th August 1763. Renamed the Prince Frederick, she accompanied exploration expeditions as a supply ship. With new owners she was renamed the "Prince Frederick Prudence" and employed as a whaler. The Prudence was then chartered as a British government transport then "lost" in a wrecking that occurred off the coast of India on 20th May 1782 when serving as an ordnance store ship.

HM Bomb Vessel Granado 1742

Builder Tony Merriott

Victory Models by Euromodels and Amati

Scale 1:64

HMS Granado

LOA 91ft 1in (27.7m)

Beam 26ft 2in (8.0m)

Draft 11ft 4in (3.5m)

Tonnage 268 tons

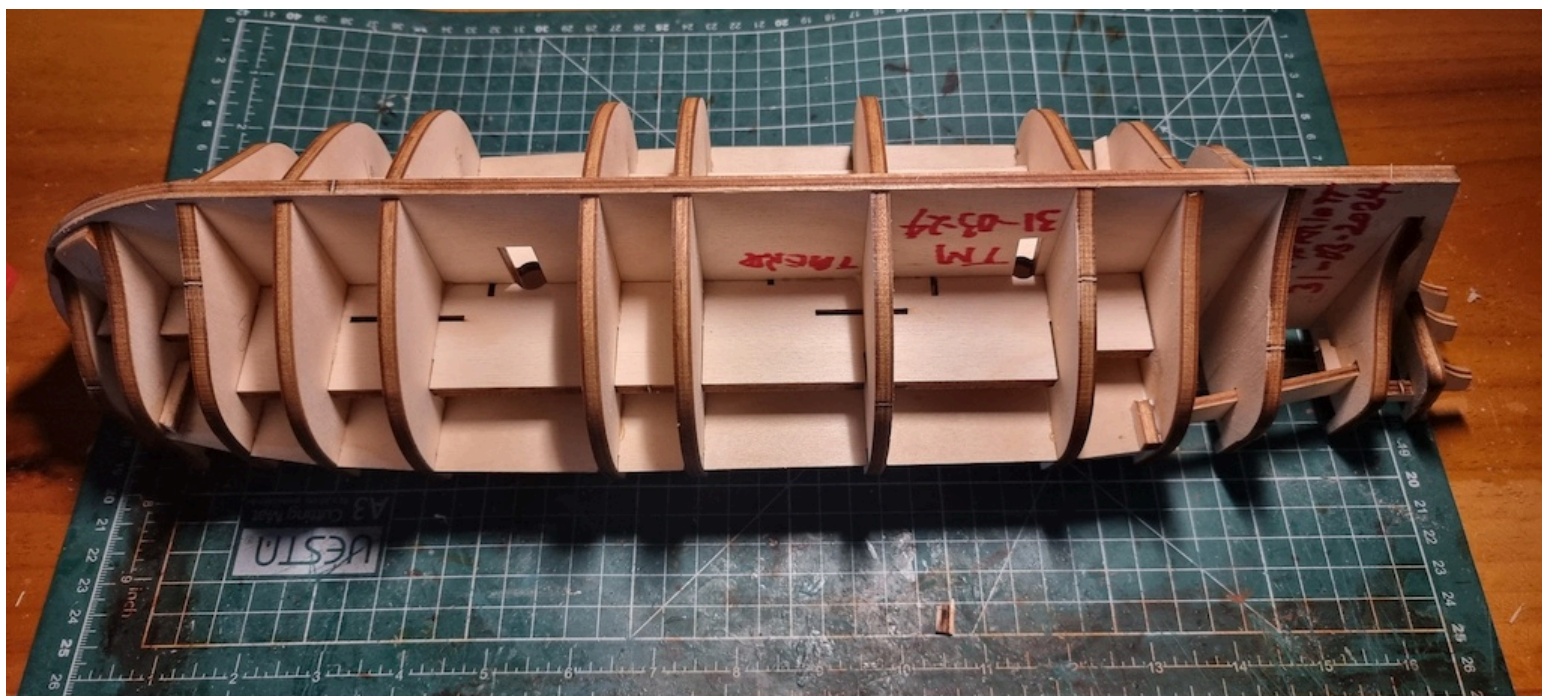
Complement Sloop 110 officers and men, Bomb Vessel 60 officers and men.

Armament - Sloop: 10x4-pounder guns and 14x 1/2 - pounder swivel guns.

- Bomb: 8 x 4-pounder guns, 12 x 1/2-pounder swivel guns, 1 x 13" mortar and 1 x 10" mortar.

- References
- Victory Models
 - Wikipedia HMS Granado (1742)
 - Wikipedia Sloop-of-war

Construction commenced 31st March 2024. The following photos show the initial stages of the build.



Granado

