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 2025

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EDITOR'S NOTE

I got a bit nervous, or maybe over-anxious, in the closing stages of this edition, but all turned out well in the end. There's plenty to read and plenty of variety. In addition, we were able to put out a Special Edition, covering the Australian Wooden Boat Festival in Hobart, thanks to Neville Miller's timely coverage. And thanks also to all of you who contributed to the March quarterly edition (with some early promises for the June issue as a bonus).

I have had the honor of editing Scuttlebutt since December 2017 and it is still a pleasurable task. That includes 35 Quarterly Editions and five Special Editions. (Mind you, Joe Allen did the job for 10 years. I have a couple of years to go to match that goal). The real point, however, is not about editors; it's about contributors and they have been largely members, who have kept us up-to-date with their modelling struggles and achievements. Thanks for keeping up the good work. Scuttlebutt is after all your baby.

Please contact me, if you want to provide, or discuss an idea, for an article.

Brian Voce, Editor
bvoce@ozemail.com.au

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.

PRESIDENT'S LETTER

Bob Evans, in his role as Presiident of CMSS. He is stepping down as President after 15 years in the job and he looks forward to handing over to someone with fresh ideas.

I congratulate our Editor for putting together another Newsletter packed with interesting articles for your enjoyment. I also give sincere thanks to those who contributed to this edition which at one stage was well and truly headed for the rocks. I have also said, ad nauseum, the Newsletter will not produce itself, so perhaps now is the time to think of what you will contribute to the June edition and do so before Brian has again to plead for material. I am sure he would be delighted to have a stock of items to draw on!
As you would all be well aware, the AGM will be held in April, but by the March meeting you should table any issues you wish to raise and, of course, nominations for whatever positions you may wish to have a go at.

One thing for sure is that I will not be nominating for any position (thank God I hear you say!). I think I've occupied the chair for around 15 years now and whilst, yes, it was a pleasure , there is no doubt that the CMSS needs some fresh ideas if we are to continue into the future

In closing I would like to thank all those who have supported the CMSS and will, I have no doubt, continue to do so.

Bob,

President (not for much longer) CMSS.

Max Fitton reports from WA - Here is a photo I took at the birthday party for Douglas Gordon's 95th birthday. Douglas, a former member, is with his wife Sue.
He has lost dexterity and is unable to continue modelling.
His general health has also declined as a result of which he is now in an aged care home in Donnybrook, WA, where his birthday was celebrated. He still has all his mental faculties and holds a very good conversation.

Bob Evfans writes about his adventures at sea as a young man iin this issue. The picture shows Bob (right) and fellow apprentices after they had finished painting the funnel. His fellow apprentices seem to have halos, but not Bob, who, however, does seem to basking in his own glow. But that might be an illusion.

Building Small-Scale Models Without Sacrificing Detail

Step-by-step with
Grant Dale

Scratch-building Ships' Boats – Part One

This will be the first of three articles on scratch building ships' boats, using three slightly different methods. All these examples are of the boats that I made to go with my 1:90 scale HMS Victory. The methods used are not original, but I modified others' methods as needed to achieve my aim.

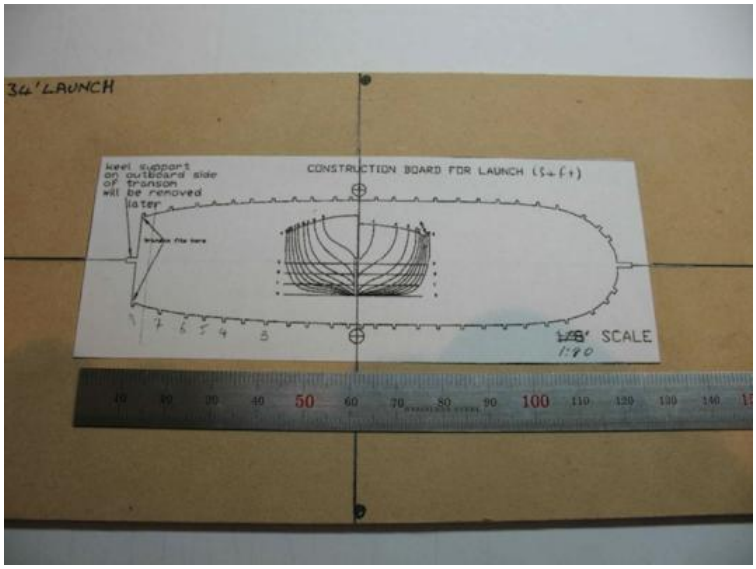
The "fleet" that will be covered –includes a 34 ft Launch, a 28 ft Pinnace, and two 26 ft Sea Cutters. All have quite different hull shapes, and the Cutters add the challenge of clinker planking while the others are both carvel built. Here is a preview of the final product, from L to R: 28ft Pinnace, two x 26 ft Cutters, 34 ft Launch.

We begin this journey with the largest boat – the 34 ft Launch.

Just as in building a ship, the starting point is a set of drawings of the subject. In my case, I decided to use drawings provided by WJ Romero in his HMS Warrior practicum as I would be borrowing from some of his methodology as well. The Anatomy of a Ship series of books could equally be used, as could other sources of drawings such W.E. May's excellent treatise on "The Boats of Men of War".

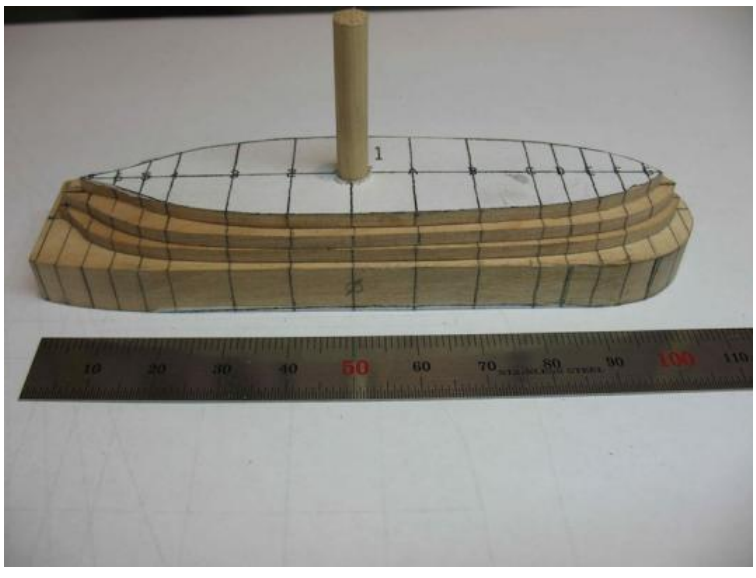
Having sourced appropriate drawings, the next step is to scale them accurately to your own building scale. After scanning the drawings into the computer as a PDF file, I used the scale function in TurboCad to achieve this.

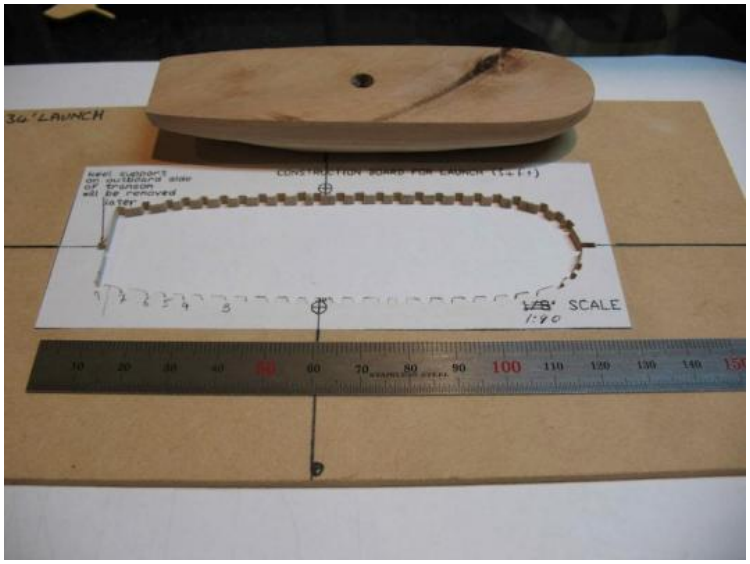
Now that we have accurate, scaled drawings, the first step was to make a building board and a hull plug, using the patterns for the waterline lifts.



Here's the build board (3mm MDF), with pattern attached ready for cutting out, and below the four lifts cut out and ready to be glued up:

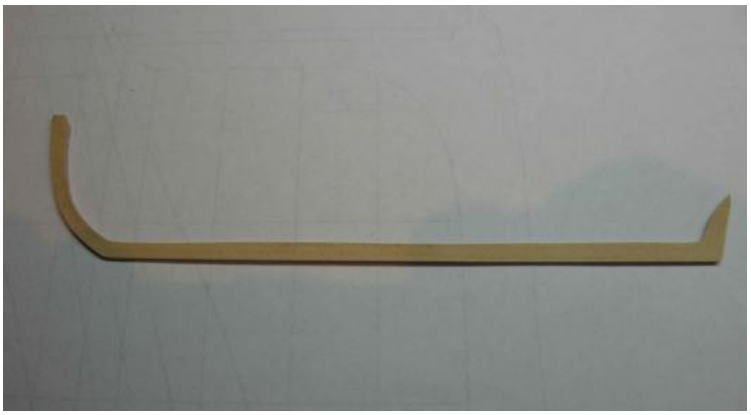
And below - the plug with all lifts glued up - the dowel is simply to aid in aligning the lifts:



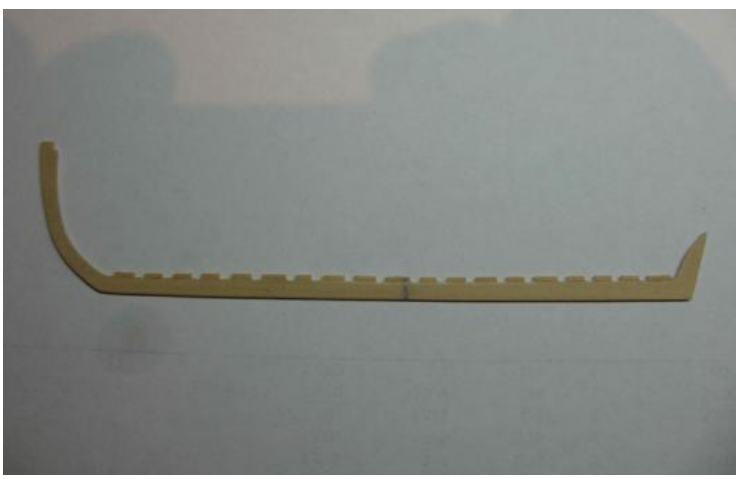


And finally, here's the plug sanded to shape (primarily using the Dremel with sanding drum), along with the completed build board.

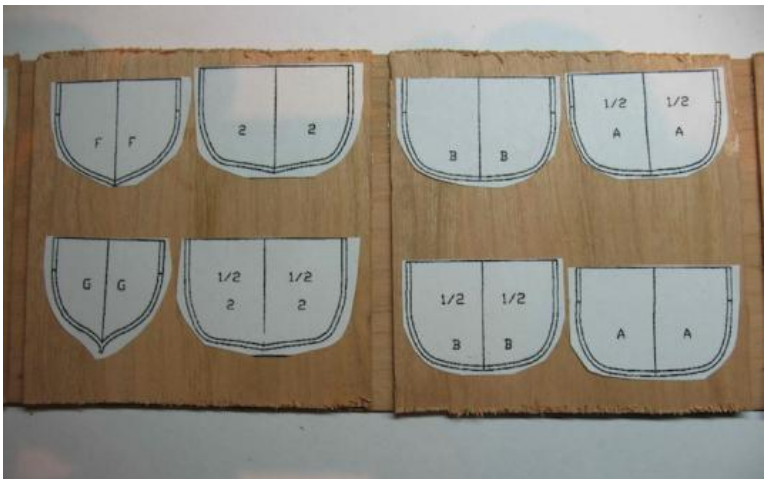
I admit to having some difficulty making the keel for this boat. The material (1/32" thick boxwood) is very thin and fragile so needs particular care in cutting out. After several failed attempts, I worked out that if I left a lot of "meat" on the outside of the keel, while I cut the inside section out, it would give it some stability while I fine-tuned it. Once I had fine-tuned the inside shape, I then used an Exacto knife to slice off the outside bottom edge. Here is the basic keel:



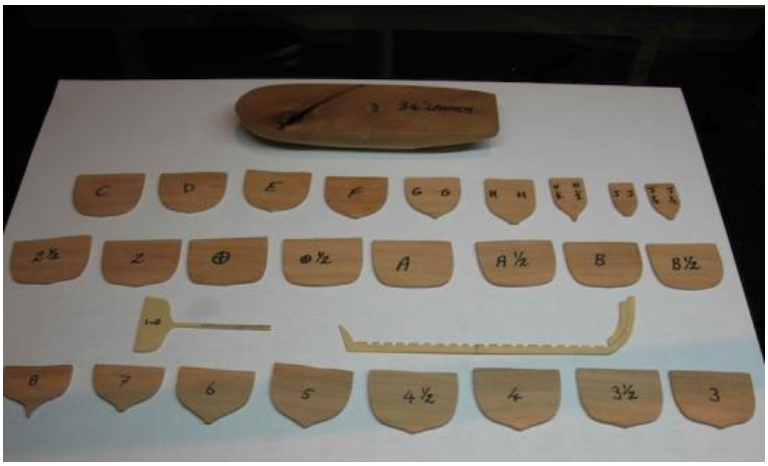
The next step was to add a single strip of 1/32" boxwood to the keel and then mark and notch it for the frames, using the building board notches as a guide. Below.

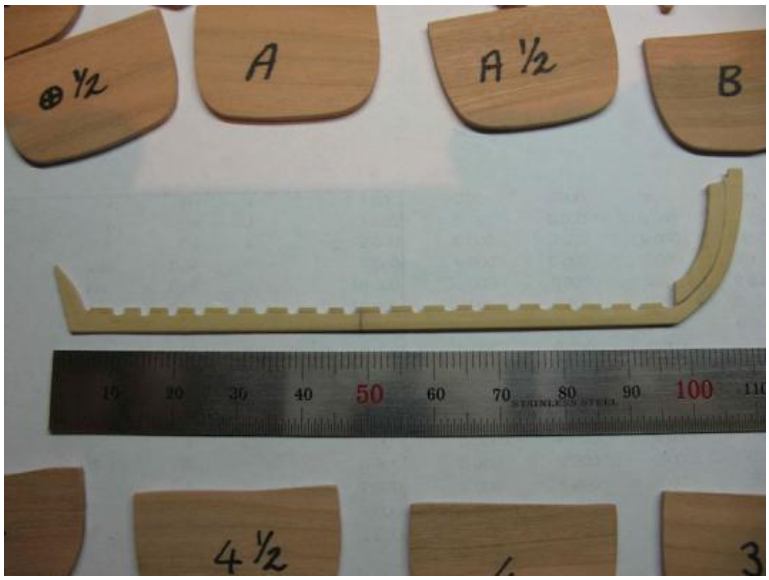


The frames for this little boat were made from a laminate of two layers of 1/64"thick x 1/16" wide Boxwood. To achieve the bends, I used some formers from patterns provided within the Romero practicum. To cut the formers, I laminated together two sheets of 1/32" thick cherry in a cross-grained pattern to add strength. Here are a few patterns stuck on ready for cutting out:

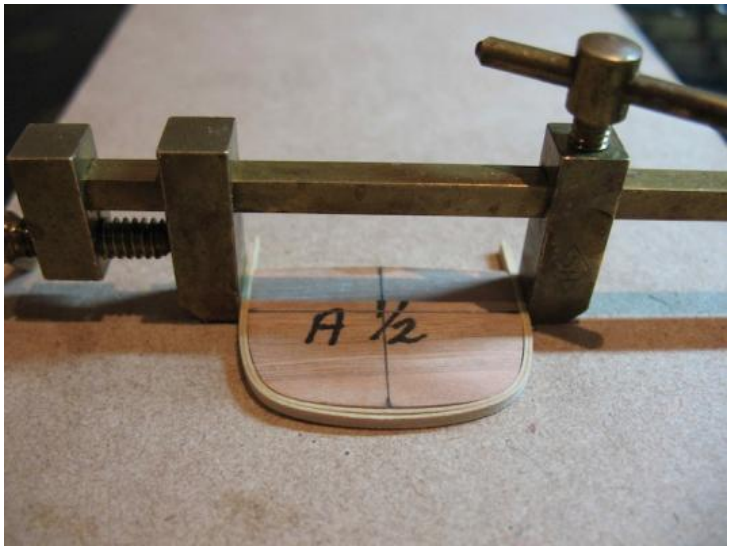


Then it was a simple case of cutting them all out and sanding to final shape. There are a total of 25 frame formers, including the cant frames, which have been cut in pairs for forming. Here's a few pics of the completed parts (below). Note that the keel has had a stem apron added. This is twice the thickness of the keel and the overhang either side will form a small rabbet for attaching planks later.

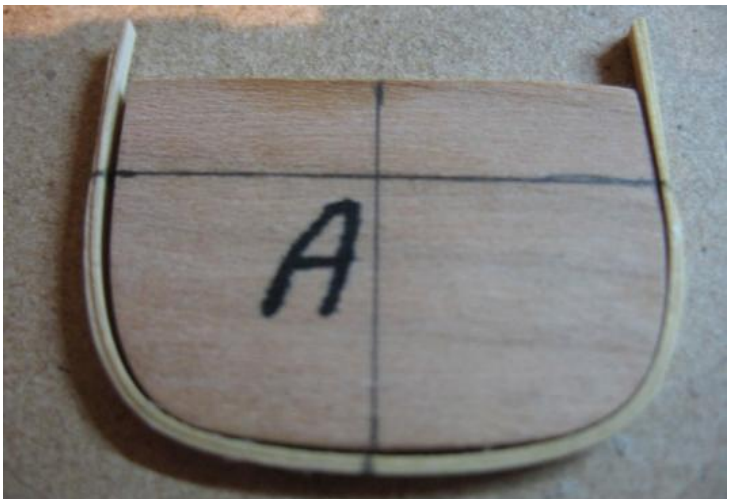




To form the actual frames, I used two pieces of 1/64" thick by 1/16"wide boxwood for each frame. I simply soaked them for a few minutes in hot water, then dried them off lightly with a paper towel, applied some PVA glue to one piece then join the two together and clamp around the relevant former. This process proved to be a lot easier than I had expected. Here's how it looks glued up and clamped around the former:



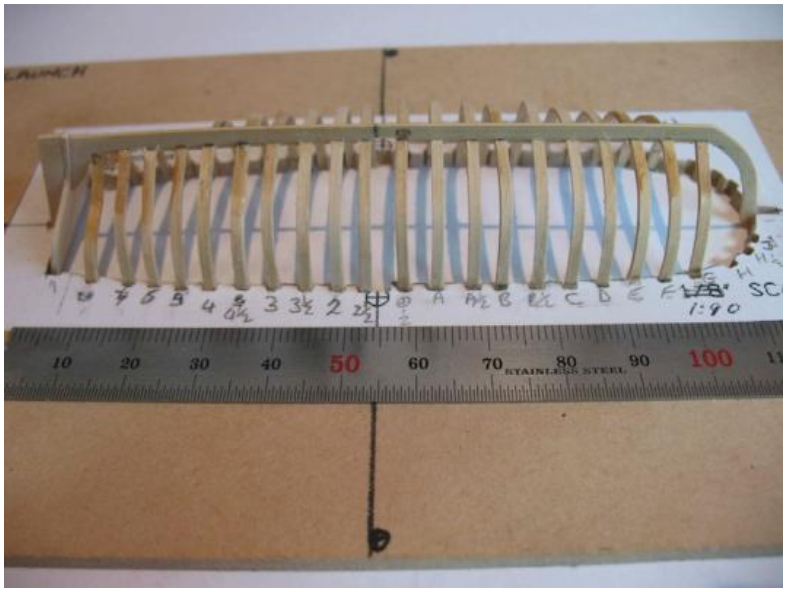
It only takes about an hour or so to dry sufficiently to be able to remove the laminated frame from the former. Each frame was marked for the centreline and also for the sheer line on the former. Note in this picture how little "spring back" there is once removed from the former:



It's then a pretty straight forward process to glue the frame to the keel and the building board. The plug simply acts as a bit of backing when installing the frame. Here's a shot showing several frames completed:

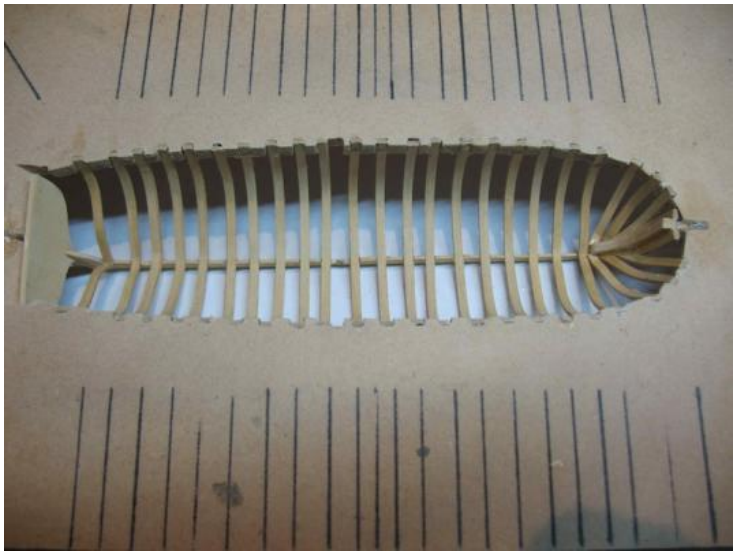
For those frames with a tighter bend, I employed some heat from an old electric plank bender (below). Funnilly, I must have had this thing for 20 years and never got on with it for general planking, but for this job it was exactly the right tool.

Here's a view of all the whole frames completed.

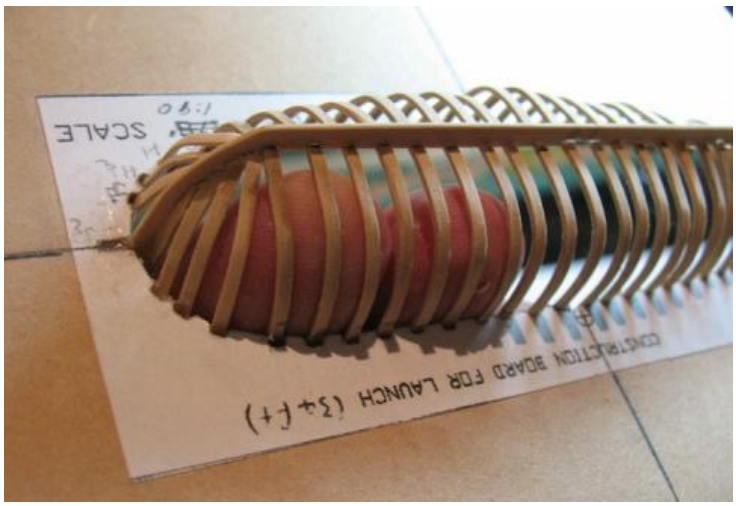


And then the addition of the four cant frames per side in the bows - below.

Here's a view from the other side. Here you can clearly see the apron. I had to remove this earlier to fit the whole frames as it interfered with the plug. However, I needed to reinstall it in order to install the cant frames.

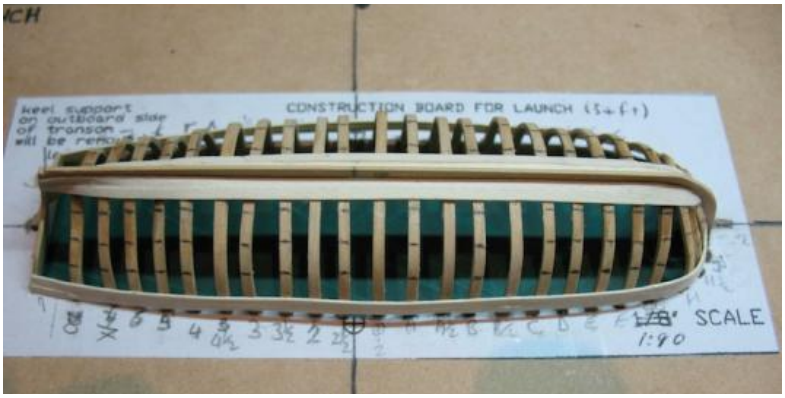


Fairing these frames is a somewhat delicate matter as you can imagine. Below is shot showing how I used the fingers of one hand to support the frames from the other side while fairing:



And below is the weapon of choice for fairing (and all other sanding on this little project to date). It is a flexible sanding stick with a tapered end. They are available in several grades, but this is the coarse grade shown here. A very useful little tool.

Planking commenced by first of all attaching the sheer plank and one extra, and then "lining off" the remainder of the hull. I decided not to attach string, tape or temporary battens with the lining off - it's just too small! Pencil marks had to do as a guide. Then it was on to the garboard strake, which seemed to take forever, and I'm still not convinced I got it right.

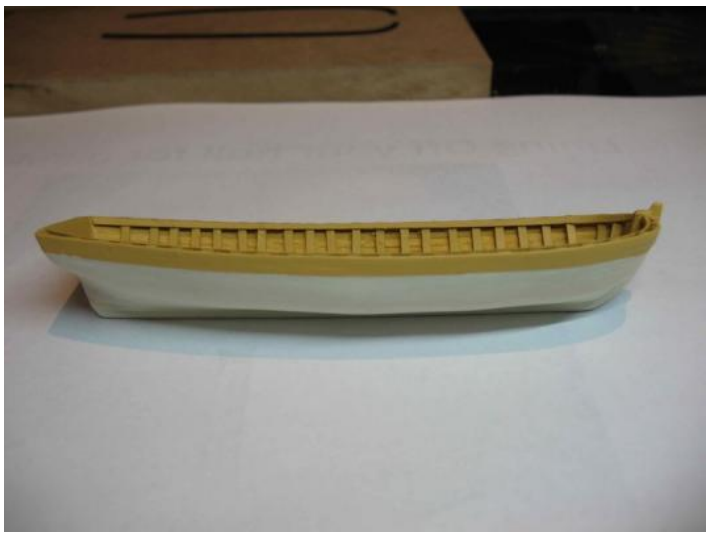


I used strips of Holly for the planking at 1/64" x 1/16", which is about right for scale. The Holly is excellent to work with - a short soak in tepid water and you can almost tie pretzels with it. For the lower strakes (ie garboard and the next few), because they will be covered on the inside by the footboards and therefore won't be seen, I coated the entire inside of the planks with PVA glue as they were laid. This was to add a bit of extra strength to them.

The hardest part of the planking was finding clamps small enough to fit around the frames, and light enough (pressure wise) not to destroy the whole thing. For the most part, I resorted to the Mk 1 finger clamp. While it's fairly slow, the adjustable pressure of this clamp makes it worthwhile! There's one good thing about these miniatures - they may be fiddly, but there isn't much of them! I noticed that when I held the boat up to the light, I could see right through the planking.

The previous picture was before any sanding. Here's one following some sanding/polishing. No finish has been applied yet - what you see is just the natural timber (Holly) sanded and polished:

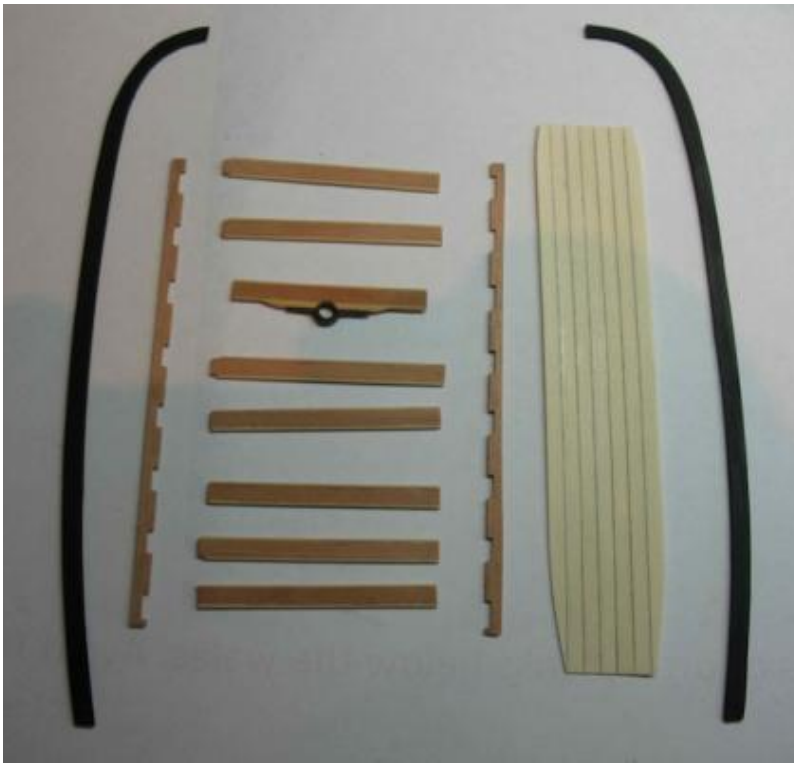
After painting the exterior of the hull white, I removed it from the building board and attached the gunwale plank inboard before masking up and painting the interior yellow ochre. The yellow also extends to a band along the gunwale on the exterior. The painting was completed with four coats of Testors DullCote to protect the paintwork. I was surprised at just how light the boat was when I removed it from the building board - it was like handling a piece of paper! In between coats of paint, I marked out the pattern for the cap rail and cut this from a sheet of boxwood.



While waiting for paint to dry, I started work on some of the internal fittings. To start with, I made up the thwarts using a combination of Pear with a Holly trim. I then made a mast support from a piece of brass tube and some brass strap that I silver soldered together and then blackened with Casey Birchwood Brass Black.
Below is a picture of the completed support fixed to the thwart.

I also completed making up the footwalling. I used Holly for this and ran a pencil lead along one edge of each plank to bring out the joins. I made this up on a paper backing, which was subsequently removed. In the picture below it is ready for installing.

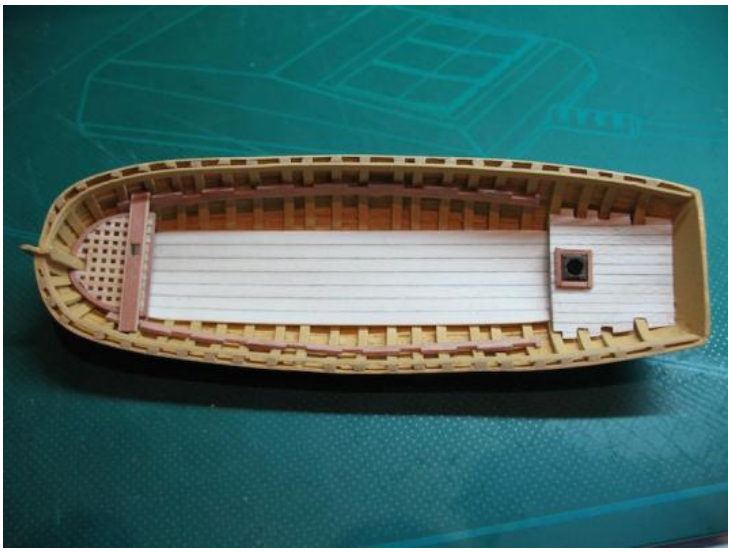
I also completed the cap rails and painted them in preparation for installation, and I made up the risers to support the thwarts. I did these on the miniature table-saw by temporarily spot gluing the two pieces together, marking out for the rebates for the thwarts and then running them through the saw. The thwarts are all assembled as blanks with one end finished and the other end to be cut to size on fitting.



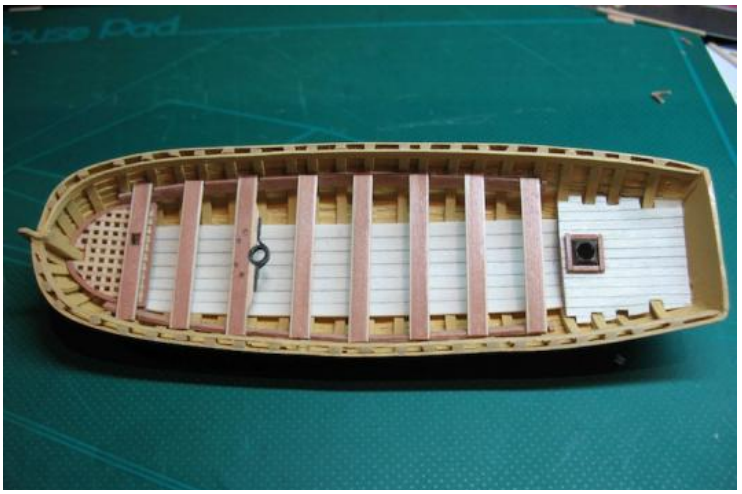
Then it was time to install the footwalling, along with the risers and some framework to support the grating in the bow and the stern platform - below.

I made up some grating using Boxwood. I gave the grating a contrasting border in Swiss Pear. Note the larger square hole in the grating - this is to take the bowsprit step and will have a matching hole in the thwart above it. In the stern, you will see the step for the davit. This was made from walnut, with a Pear frame around it.

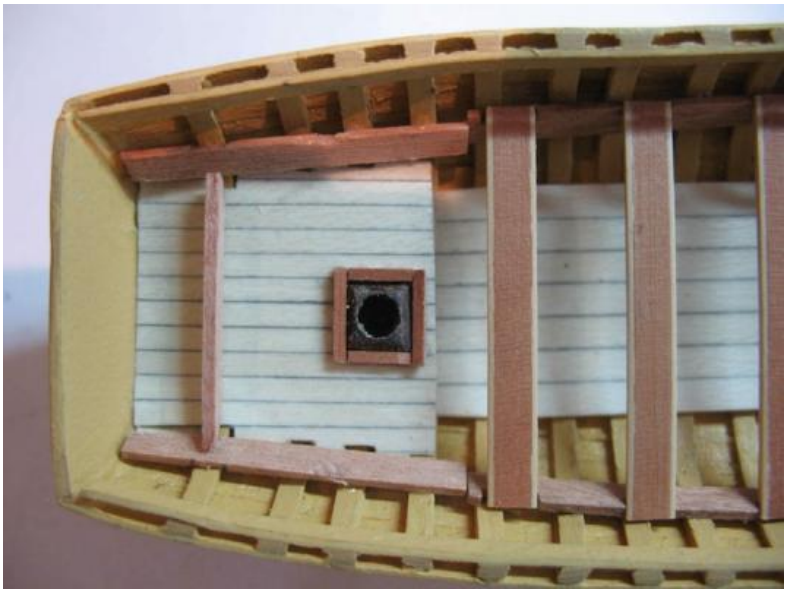
Below you can see the first thwart installed, with the square hole cut into it for the bowsprit step:



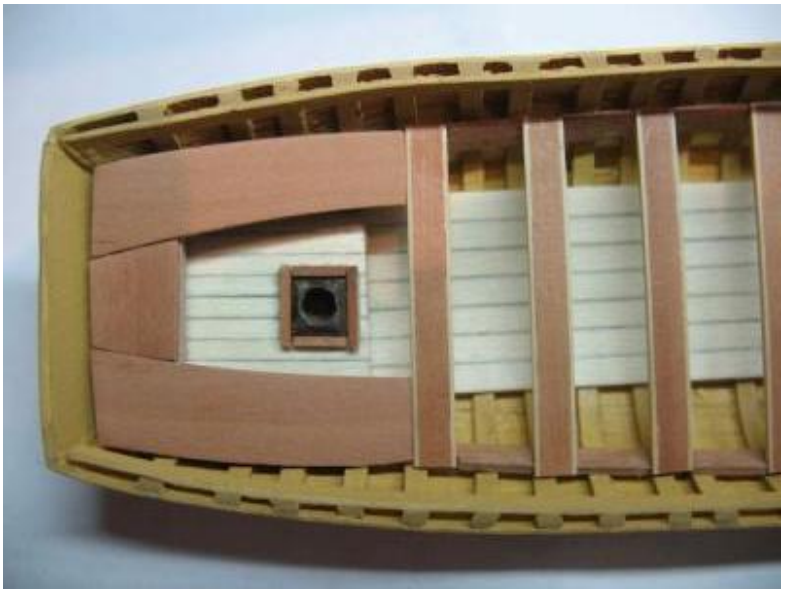
And finally, the addition of the rest of the thwarts. Note the third thwart from the bow with the mast support and four holes for belaying pins. All of the internals were given a coat of sanding sealer.



The next job was to install some framework for the Sternsheets.



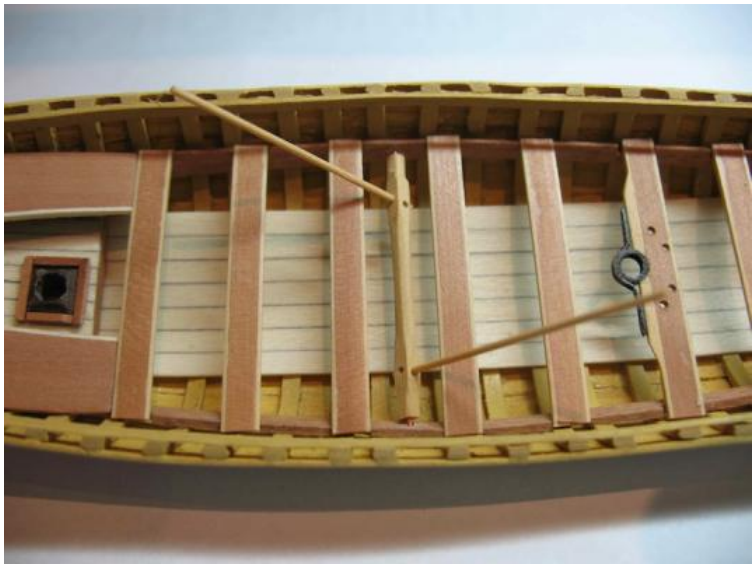
Then the Sternsheets themselves, which were cut to size from some Pear sheet stock.



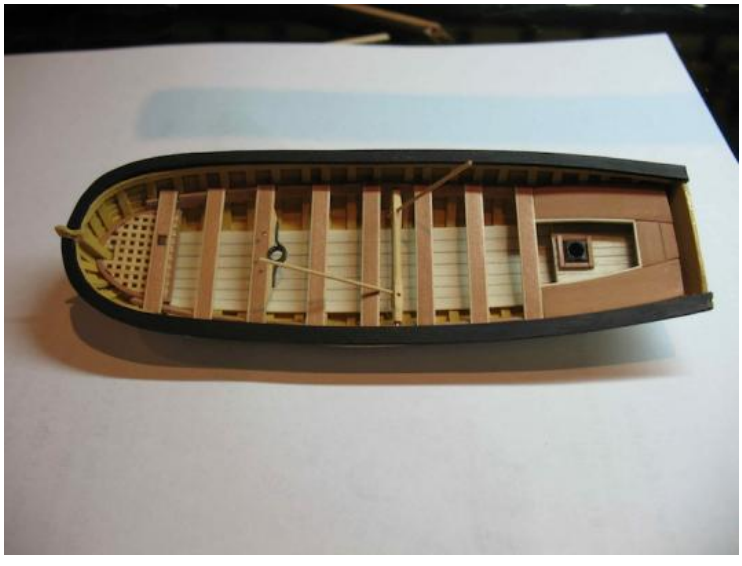
The sternsheets were trimmed with Holly, in the same way as the Thwarts, and then a line was scored across the athwartships seat, to give the suggestion of an opening lid. Some "hinges" were added by attaching some tiny pieces of 28 gauge black annealed wire.

Next up, the windlass. This was made from some 1/16" sq boxwood that was shaped to octagonal form with the exception of the part for the handles. Copper wire pins were inserted in the ends for mounting in the launch.

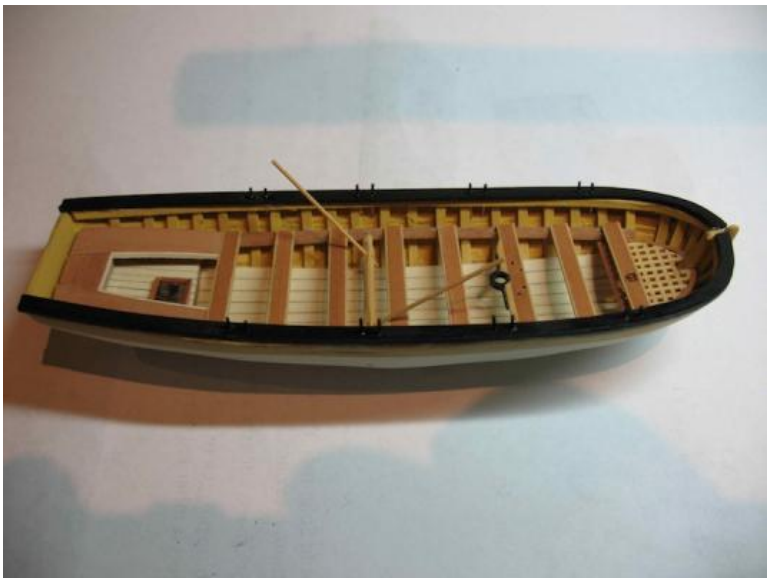
The handles for the windlass were made from some scrap 1/32" sq box that was drawn through a Drawplate to a No. 29 hole. Here is the assembled windlass in the Launch, and yes, it does actually work!



The cap rails were next - below.



And then the Thole pins, also made from copper wire, blackened with Liver of Sulphur.



A reminder of the scale of this boat.

And here it is stowed on the skid beams of the mother ship.

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‘Building Ferry models does seem to have become an obsession for now.’
Steve Batcheldor gets into mass production

Sydney Harbour Ferries

Passenger Ferries have been transporting people around Sydney Harbour for many years and they have become an essential part of Sydney’s public transport system stretching the length of Sydney Harbour from Parramatta to Manly. Anyone who has taken a trip on a Sydney Harbour Ferry is likely to have fond memories of the experience and those who have used the service regularly will often talk about the adventures that they have had on the numerous vessels that have made up the Ferry fleet over the years.

A Lady Class Ferry on Sydney Harbour.

While providing an essential transport link for Sydney locals, in recent years the Ferry fleet has also become a significant tourist attraction in its own right drawing many visitors to Sydney from within Australia and from across the world.

The first Ferry trips on Sydney Harbour began in the 1830’s and utilised simple wooden rowboats or sailing craft to transport passengers from one side of the harbour to the other. By the 1850s, steam-powered Ferries began operating, providing a more reliable passenger service.

Throughout the late 19th and early 20th centuries Ferry services on Sydney Harbour expanded significantly with the introduction of larger and more modern vessels.

Notable Ferry classes of the early half of the 20th century included the "B-Class", the "K-Class", and the wooden “Lady Class” Ferries. These larger Ferries were designed for greater passenger capacity and comfort, particularly on the trip to Manly. Towards the middle of the 20th century there were several memorable Ferries with names that are still remembered for their uniqueness today. Ferries such as Dee Why, Curl Curl, Kooleen and of course the South Steyne have all left a lasting impression on many who travelled on them.

As technology improved so did the capability of the vessels developed for the Ferry service, with vessels like the modern “Lady Class”, the “Freshwater Class”, the “First Fleet Class” and now the “Emerald Class” all providing amenities and comfort far beyond the older generations of passenger Ferries.

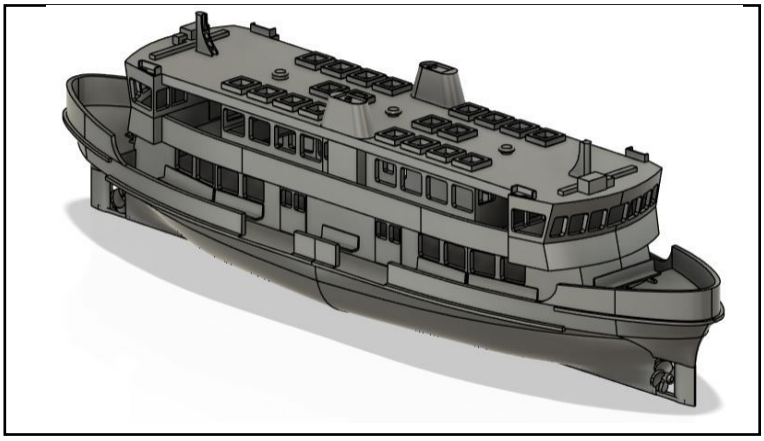
My Ferry Models – The Start of an Obsession

I have admired the Sydney Harbour Ferries for many years but really only became interested in making a model of one a couple of years ago. After some research I found that there were not that many models of these vessels around and certainly no kits seemed to exist. There had been plenty of books written about the Sydney Harbour Ferries and there were even a few drawings available, but these uniquely Australian vessels did not seem to be a popular modelling subject. The few models that I did find were nearly all built by very talented craftsmen who had produced magnificent replicas of various Ferries.

After a bit of research, the challenge was set and I decided to have a go at building a model of a small relatively modern vessel. In this case I chose the Lady Class Ferry of the 1960’s and 70’s as the starting point. I also decided that I would use modern materials and technology to speed up the process with the intent of making a general representation rather than a detailed accurate model of any particular Ferry.

I started by drawing up some simple model maker’s plans from available information and I used plenty of photos to help identify some of the details. My model maker’s plans were then used as the basis of developing a 3D drawing of the vessel. I really just wanted to produce a 3D model of the hull at this stage so that I could 3D print a hull at 1:72 scale. As often happens with my 3D drawings, I did get a little carried away and ended up with a 3D drawing of the hull, superstructure and many of the fittings. This actually became useful a little later on when I needed to make the small parts for the model as I was able to 3D print many of the parts.

From the 3D drawings I did produce a 3D printed plastic hull. This hull was cleaned up and prepared so that I could take a fiberglass mould from it. The mould was then used to produce a fiberglass hull for my model.



The 3D drawing that I developed so that I could 3D print the hull and some parts

My next challenge was to consider the decks and superstructure. I had gained access to a laser cutter and had been having a play to see what I could use it for so I decided to see how useful this machine would be in cutting out the parts for the decks and superstructure of my model Ferry. I used my original model maker's drawing to come up with the cut files required to be able to cut out these parts from styrene sheet. I was quite surprised at just how well these laser cut parts turned out. The benefits of the laser cutter were evident from the very first attempt. Accuracy and repeatability were far superior to anything that I could cut by hand.

Over a number of weeks I was able to construct and fit some running gear to make this into a radio controlled model then build up a basic hull and superstructure. During this time I was also 3D printing many of the small parts in resin.

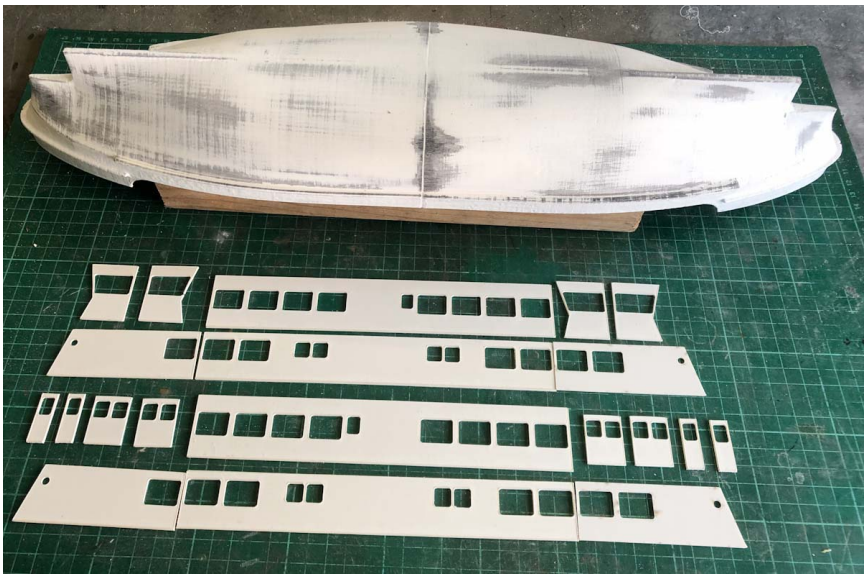
It was about this time that a plan was hatched to encourage some other modelers from Task Force 72 to build some Ferry models so that we could conduct a model Ferry race. The plan was to use the hull, the laser cut parts and the resin fittings as the basis of a semi kit to produce a small fleet of Ferry models that individuals could build up in the hope that some would be ready for the proposed race.

I soon became very busy producing more hulls and parts for this model. Over the next few months I was able to produce 10 semi kits for this little Lady Class Ferry model. I kept my model but the nine others were all moved onto new owners pretty quickly in the hope that at least some of them would finish their model and attend the proposed race.
After the madness of producing so many hulls and parts in a short space of time I was finally able to spend some time working on my own model. Some painting and fitting of the small parts eventually produced my own model Ferry.

This journey started out with the intent of building a single model of a Sydney Harbour Ferry. Somewhere along the way I became far more invested in making Ferry models. Now I have made models of several different classes of Ferry and I am working on a few more hulls and parts for several more. Today I have seven different 1:72 scale hulls for Ferry models either finished or under construction. I have also produced a number of 3D printed Ferry models in 1:150 and 1:350 scales.

There is plenty of work in these models to keep me occupied for some years to come and I still have a few more on the drawing board. Building Ferry models does seem to have become an obsession for now.

As for the model Ferry race, it did go ahead in mid 2024 with five Ferry models on the water to participate in the race. There was a winner, but that was not important. Providing the opportunity and motivation for some people to build model ships of this unusual subject was the real goal and in this respect it was a successful endeavour.



1:72 scale hull 3D printed in plastic with some laser cut styrene parts

The fiberglass mould and a hull with a styrene superstructure

Left - A couple of Ferry models under construction.

Below - The main parts of the model painted.

Bottom - Five Ferry models that participated in the Ferry race.

“Six Months in a Leaky Ship”

Bob Evans reminisces

So the song goes. Actually it was more like 3.5 years and I can’t recall anything that was “leaky” beyond the norm. This said, I thought I might look back into the mists of time at the ships in which I sailed to gain sea time for the first of my Certificates of Competency.

I served my time (that sounds more like a jail sentence and in fact someone once wrote that “being at sea was like being in jail only with the added chance of being drowned”) as an Apprentice Deck Officer (slave?) with Associated Steamships . This was an Australian Company made up largely of Adelaide Steamship Company , Macilwraith McEachern, Huddart Parker and ships from Bulkships Ltd, Shell and BP Tankers.

The experience gained was quite broad . Experience was gained largely by chipping and painting things and washing other things, the philosophy being that by performing these tasks one would eventually become well versed in the construction and operation of all kinds of merchant ships. Hallowed spaces such as the bridge were only visited initially to perform the aforementioned tasks. As one Chief Officer suscinctly informed me, “you are the lowest form of marine life, on the bottom rung of the ladder, but always remember that you are on the right ladder” Wise and true words those were.

Anyway, in those days (I first went to sea in 1966 for those of you who might be interested) ships looked like ships and I thought some would make interesting modelling subjects, a break from the seemingly endless wooden vessels with kilometres of string designed to drive me nuts.

I will introduce you to some of them.

This photo (top right) is of the bulk carrier Mittagong a sister to Wollongong which was my very first ship to sea as an Apprentice. She was 15000 tonnes (hard to imagine anything that big!) and was employed carrying iron ore from Yampi Sound in NW Western Australia “across the top” via Thursday Island through the Great Barrier Reef to the ports of Newcastle and Port Kembla where the ore was discharged to the BHP refineries in those ports. Back and forth we went, not very edifying for a young lad who went to sea to see the world!

As a modelling subject she leaves something to be desired but might well be of interest to someone who might consider building miniatures. A diorama of the vessel alongside the steel works would be an interesting and challenging subject.

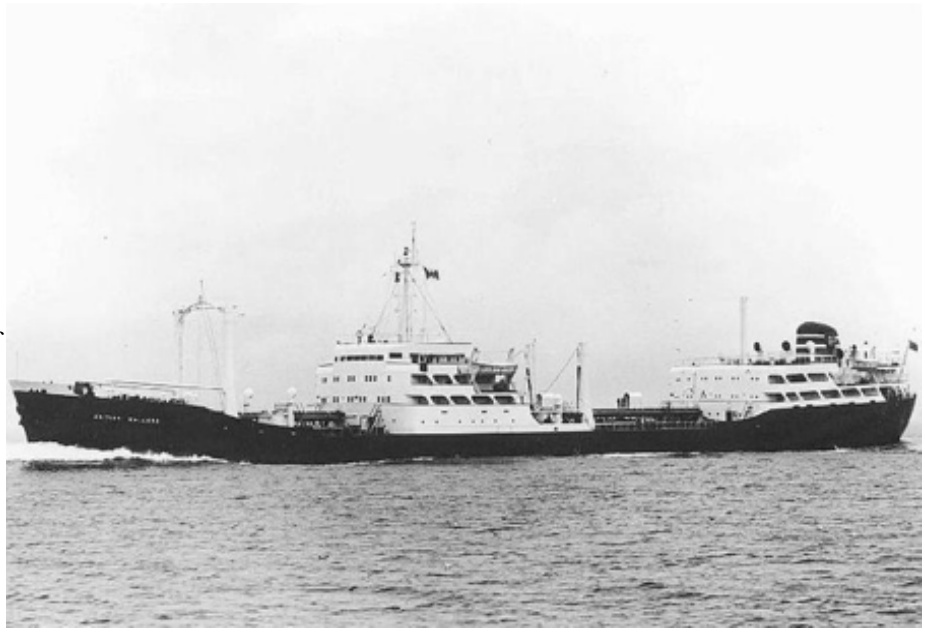
This is my second ship, the Mundoora. She was built at Evans Deakins in Brisbane in 1960 and was a general cargo ship of 104 metres and 4116 gross tonnes. She visited most major ports around Australia and some not so major, such as Thevenard in South Australia. Of note are the tall masts and derricks. This was to accommodate cargo discharge at ports with large tidal ranges. She would make a good scratchbuilt subject I think. Plenty of information should be available through places like the Powerhouse Museum and research should produce a worthy model.

Right is the Meringa, employed carrying raw sugar from Lucinda Point and Bundaberg to Melbourne. Again, this is a "bulky"of around 6000tonnes. One voyage I remember was whilst berthing in Bundaberg the ship came into contact with the wharf quite heavily. The Master, a bit of a pompous fellow, shouted to the linesmen on the wharf "I say is there a dent in the bows?" " DENT,DENT" shouted the lines man "there's a ******* great hole!" Patched up in Bundaberg we spent a few days at Cockatoo Island in Sydney effecting permanent repairs.

I think this would be an interesting subject despite the fact that she is a bulky, the accommodation block was quite interesting and the ship is quite attractive. A very happy ship to sail on I might add.

The British Cygnet, around 15000 tonnes, a product tanker belonging to the BP Tanker Company and named BP Explorer whilst under the Australian Flag. Tankers are always a bit of a challenge with all that pipework, valve wheels and so on. This particular class of tanker with its midship accommodation and graceful lines would be a good modelling project rather than the more modern all-aft variety normal today.

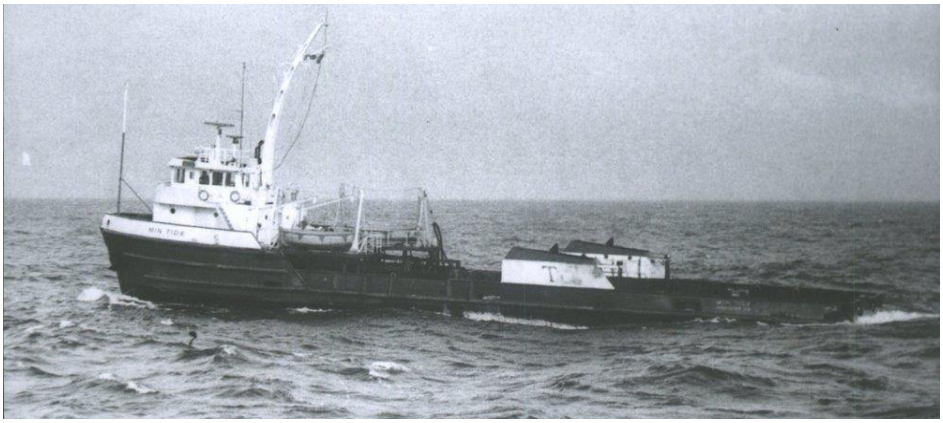
Pictured is the British Mallard, sister ship to the Cygnet.



Kooringa. This was the worlds first cellular container ship. She had two gantry cranes which ran on sponsons mounted on the hull. This made for some interesting and sometimes violent movements in the not too gentle seas of the Great Australian Bight. Since she was involved in the Melbourne to Fremantle and return run the Bight was where we spent the majority of the time.

A great ship not to be on!

This is the mighty Mintide, an oil rig tender operated by Tidewater Marine Port Jackson. I did a delivery voyage on her from Vancouver to New Plymouth in New Zealand via Honolulu and Suva. Worthy of note are the funnels which reportedly caused the loss of some of these vessels due to their lack of height and obvious consequences in big following seas. I included this photo so show what hard work and study goes into achieving Second Mate.



ENGLAND -
THE MAYFLOWER,
THE CUTTY SARK AND THE REST

RAY OSMOTHERLY provides some guidance to places to visit

PLACES OF MARITIME INTEREST

I have made a few visits to England and was able to visit some places with Maritime connections. Unfortunately, I didn't get to Chatham (longest rope-making machine still working in the world) or to Bristol where Brunel's Great Britain can be visited. The Great Britain (1845-1853) was the world's first iron-hulled, screw-propellers liner passenger ship.

LONDON
In London the main place to see is the British Maritime Museum in Greenwich .
The most interesting way to get there is by ferry. I won't suggest times as changes are often made.
The ferries go from near Westminster Bridge. There are stairs from the road down to the edge of the Thames. River.
This is a tourist trip so you get information about interesting places along the river. One (although not maritime) is the OXO (gravy) building, Advertising was not then permitted so the word OXO was actually built into the wall using different coloured bricks,when the building was constructed in the 1800s.
On the opposite side of the river you get a glimpse of the replica of the Mayflower and as you get close to the end of the trip you are close to the Cutty Sark. .This was closed to the public when I visited, but is now open again.

At the end of the trip you are in walking distance to the National Maritime Museum. Also just nearby is the Royal Greenwich Observatory (O degrees longitude). This gives Greenwich time which was important in the development of the chronometer and allowed navigators s to plot their position at sea.

The National Maritime Museum has information on ships and shipping over the centuries In the entrance foyer is Prince Frederick's royal barge of 1732. Throughout the museum there are some wonderful model ships. Many of these were made as an aid in the construction of the actual ship. There are original paintings of important naval people such as Lord Nelson.

A FEW PLACES OF MARITIME INTEREST IN OTHER PARTS OF THE COUNTRY

PORTSMOUTH has three famous ships which can be visited:
Lord Nelson's Victory, HMS Warrior, the first iron warship, and Henry V111's Mary Rose. Unfortunately while I was there, work was being done on the Mary Rose so it was not open to the public.
Nearby is HMS Warrior..You can wander throughout the ship. It is an iron ship and made a difference to the success of naval warfare.

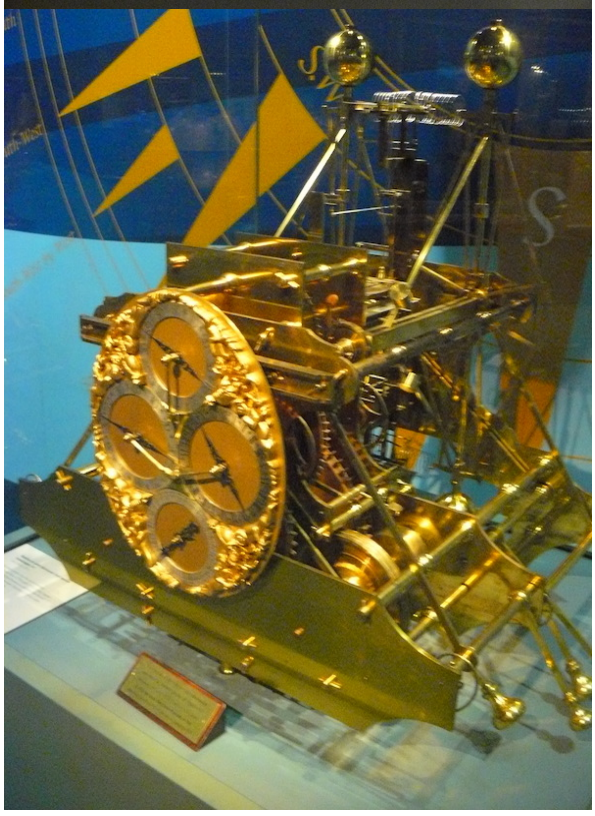
HMS Victory. To most ship modellers, comparison with their model with the 'real thing', is interesting. The guide will explain how Nelson was killed. There is a spot on the deck which is marked with a plaque, but is not actually correct In fact he died a few metres away.

.HARTLEPOOL - The town of Hartlepool has HMS Trincomalee. This is the oldest ship in Europe still afloat. It was made in 1812 for Nelson's Fleet, but by that time the war with France was over and it had many different roles throughout its lifetime.
It was decided to build it using teak but there was very little teak available in England so it had to be made in India (hence its name).The plans were drawn in England, but the ship carrying them sank and the plans had to be re-drawn and sent again.

It is an hour's trip by train north from the city of York to Hartlepool . It is a short walk from the station. As you approach it, the masts can be seen above the roofs of the nearby buildings. I was surprised how tall the ship is. Trincomalee is in a setting reflecting its time in history. Along the dock are buildings which are replicas of the1820s such as rope-makers, ship chandlers etc. Each has life-like wax figures. In another building is a light and sound production of a naval battle.
On each deck of the ship there are realistic wax figures- the Captain at his desk , gunners preparing a gun, crew members having a 'square' meal on square wooden plates, someone asleep in a hammock, a royal Marine on duty and the greasy cook tending the large cooking stove.

Photographs next two next pages

GREENWICH MARITIME MUSEUM



Photos - Clockwise from top - Entrance to Maritime Museum, Royal barge with lions, Model ship to aid building full sized ship, , Lord Nelson portrait, Chronometer, Model of crew members.

PLYMOUTH

Aboard HMS Victory. Lord Nelson, the Hero of Trafalgar, sans an eye and an arm. The figure indicates his slight stature.

The Finish Line is in Sight With an Uncoventional Vessel

BOB EVANS

ATAKABUNE

Part 2

It had been my attention to have all but completed this model by now, but I should have known better.

It became very obvious that any straying from the sequence of the instructions would lead to disaster. That said, it is still possible to work on sub-assemblies such as the upper hull and "superstructure". I found it quite useful to write "fore", "aft", "port" and "starboard" on the deck to aid my orientation, this certainly not being a conventional vessel in any way!

Photo 1

This shows the construction of the upper hull with the lower hull in the background.

Photo2

This shows construction of the upper hull painted in a satin black prior to the addition of the timber strips and attachment to the lower hull.

Photo 3

Showing the addition of the timber external framework

Photo 4

The superstructure in position, but not yet fixed. The opening in the deck needs a little work to enable the structure to fit through the deck to the level of the external framework on the superstructure.

You may be mildly curious as to the twine dangling over the side. This relates back to my previous comment about checking and rechecking when laying the deck planking. The twine neatly fills the small gap between the planking and the structure. I should follow my own instructions!

Hopefully completed by the next issue?

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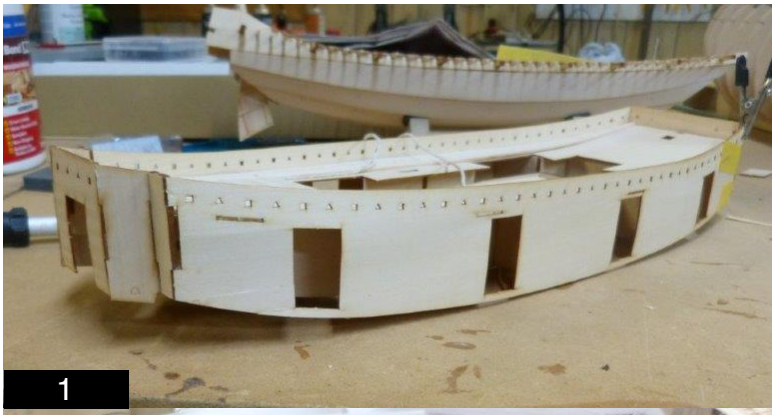
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