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 2025

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A big thank you to our contributors for your stories which range widely in content - some of them far from modelling ships, but interesting in themselves and letting other members know what has been happening down in the workshop and elsewhere. There is much more which informs us of the pain and glory of modelling, in this case from a member's first model to detailed description of making small models. As well, we have references to the benefit of realistic models to illustrate the past - from England to South Korea. It is an issue full of information as well as entertainment. We also have the last President's Report from Bob and an insight into what Neville, our new President, does in his spare time.

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

Brian Voce, Editor
bvoce@ozemail.com.au

COMMITTEE MEMBERS 2024-25

Elected at the Annual General Meeting on April 15, 2025

President: Neville Miller. Nominated P Hateley, seconded Bob Evans.
Vice-President: Grant Dale. Nominated E Hodsdon, seconded N Miller.
Treasurer: Peter Hateley. Nominated Bob Evans, seconded B Atkinson.
Secretary: Peter Gaisford. Nominated R LeLievre seconded G Dale
Assistant Secretary: Bill Atkinson. Nominated E Hodsdon, seconded G Dale.
Committee Members: Tony Merriott, Robert Hodsdon. Nominated Bob Evans, seconded Neville Miller.
Public Officer: Ray Osmotherly
Liaison Officer: Max Fitton.
Editor: Brian Voce.
Web Master: Steve Batcheldor.

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

CMSS Web-page
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.

CMSS 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.
FaceBook Public Group site that allows people to add content and comment - https://www.facebook.com/groups/871717459629290

FaceBook Page that details what we do, and content can only be added by the site administrators. - 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 REPORT

It has been a very busy month with me participating in the Shitbox Rally and being elected as President of CMSS.

I hope that I can live up to the club's expectations in this role and will do my best to promote what we do and encourage new membership.

We should all be thinking about the coming Expo and deciding what models we would like to display. I believe that September 13 and 14 would be the most appropriate dates and will formalise those dates at the next meeting on Tuesday June 17. Most importantly, we need to secure the venue for the Expo. I look forward to formalising everything we need to do to make the Expo a success.

Neville Miller

PAST PRESIDENT'S REPORT

Congratulations to Neville for stepping up and taking on the role of CMSS President. I have felt for a long while now that a change was needed and I know that Neville will more than do justice to that role.

The CMSS stands as a relatively small, but respected voice in the world of model shipbuilding through our various activities promulgated by our top class Newsletter, "Scuttlebutt", our annual EXPO, and appearances at various other model shows and exhibitions to which we have been invited, not the least of which is the EXPO run by the Sydney Model Shipbuilders Club and the ACT ScaleModellers annual ScaleACT.

Other activities we have instigated over the years have been model building classes for students at Mount Rogers School, one of which involved students building a simple kit produced by Steve Batcheldor, our webmaster.

We were also asked to run a course at the Alexander Maconochie Correctional Centre which was a different experience to say the least, but nonetheless satisfying.

Members have also taken on some model repair work of varying complexities .

The years I was privileged to be President were a pleasure, but I have long felt the need for fresh ideas to take the CMSS forward and so I look to Neville taking us on into the future.

Bob Evans

Robert Le Lievre has provided an update on construction of his model of HMS Greyhound. Wikipaedia notes that there have been 16 ships in the Royal Navy named after the greyhound dog, which is noted for its speed. This model of the ship is of a typical British frigate of the 17th Century, commonly designed for the purpose of protecting trade vessels and fighting piracy.

The model is a 1:100 scale COREL kit .The hull was started when I took over construction from Peter Higgins and is the first kit I have ever built. I have enjoyed the construction of the model even if it is hard to see the very small pieces involved in the build. The photos show the current stage of the build - the rigging.
- **Robert Le Lievre**

Vengeance required to build a Norwegian Stave Church

Peter Hateley

This a brief article to show the building of this church for Guy and Tori. It all started at Expo 2024 when they arrived to enjoy the models that members and guests had built. After a period they enquired if anyone in the Society would be able to build the model shown right from a kit which they had purchased after visiting the actual church in Norway. My name was suggested and after they had brought in the kit on the Sunday, I agreed that I would be able to build it for them.

The original church was constructed in Norway in around 1212 and moved to the Norwegian Museum of Cultural History. This church is one of the last stave churches out of more than 2000 built in Norway which survive to this day. - (From the building instructions).

The kit is 1/87 scale (HO scale for the non-model railroaders) and was manufactured by Daniel Dusek in the Czech Republic. Apart from supplied dowel of varying sizes the materials were laser cut 3 and 1 mm plywood and 0.6 mm veneer. The laser cutting was very good for all but a couple of instances and the fitting of components needed minimal "fettling".

The instruction manual consisted of a doubled-sided page of general history, before-you-begin notes, colouring, model building process and a parts list. The fascinating translation from the original language is the first sentence which states, "Before you begin to build the model it is necessary with a vengeance read building instructions and plans" (my underlining). (fig 1 below)

There is a short paragraph for each of 13 figures in the instructions and the complexity of each stage varies considerably. I had to be careful as some parts which looked similar in size actually are of differing sizes, so it was double checking the parts list and the last 4 pages of the instructions (layout of the laser cut sheets) provided on pages 13 to 16.

As you can see from the figure below some stages were reasonably complex and required double checking to ensure all the parts noted had been completed.

Figure 2 - As you can see quite busy and complicated

The instructions for this read, “First glue parts 50 and 51 to part 10. Then glue upper part 52 to them. Then glue walls 53-63 to their positions as it is shown in the figure. Then glue poles 65-66 into their positions. Then glue support parts of construction of roof 67-75. Finally glue planks 76 to the walls.”

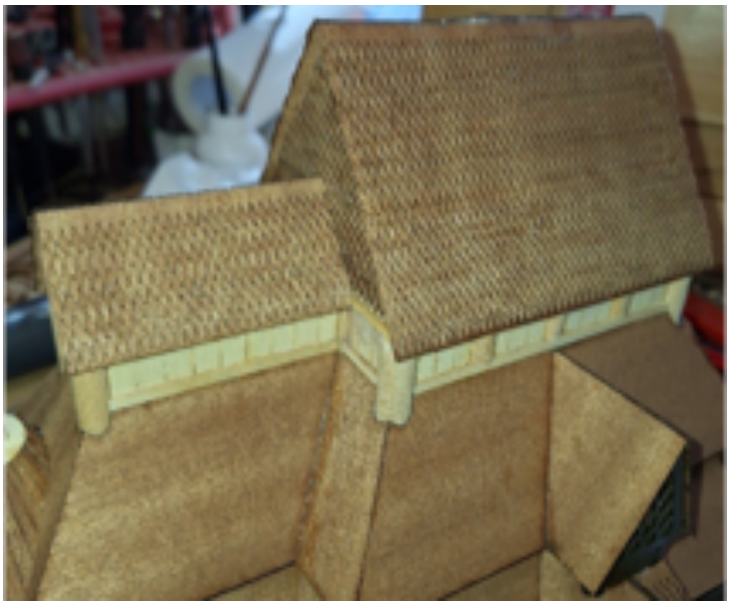
All the poles were supplied in several lengths for the various components which had to be cut to size for which full size drawing was shown on each sheet where required.

The glue I used was Gorilla wood glue and I initially placed the glue in a disposable well (battery packaging covers) and used toothpicks to place the glue where needed, but this resulted in the wastage of a considerable amount of glue. Then I remembered purchasing a couple of soft plastic bottles with a syringe type dispenser on the lid and which also had a soft silicone cap for the needle. This was perfect as the glue was viscous enough to be applied through the syringe and if stored upside down was available for immediate use. This also had the advantage of being able to apply the glue in the right spot without having to wipe excess from the glued parts.

Following the instructions was relatively easy, but the part which took the longest was applying the roof shingles which was supplied in 5 laser cut sheets. The individual strips were wide enough for the longest length of shingles and it only required cutting to the right length and angles to apply to the roof location. The round conical sections basically required each shingle (point) to be cut and glued individually.

I was quite surprised that there was plenty of material left over after construction had been completed. The photo top right is a part of the fifth sheet of shingles left over.

The colour the church has been painted is Vallejo Sepia Premium Air Brush paint and apparently coincides with the colour of the original which was stated in the instruction to be a black/dark brown as a pitch-based covering was used in the 11th century! This was actually applied by brush at differing times to enable those sections which could not be painted after being glued together.



Overall this wasn’t a hard build, but time consuming and I am pleased with the final result.

Photos show construction at different phases.

From Typos to Literal Challenges With A Note on Hannibal's Place in History

Peter Hateley notes in his article about building a Norwegian Stave Church that the instructions encouraged him to read the instructions with a vengeance. This observation resonates with all of us who have at different times tackled some mangled English in trying to understand directions - for anything from a televison to a toaster. And yes, even to model kits from foreign lands.

I have a lot of respect and sympathy for the poor translators because I think translating any tongue into English, with its myriads of influences, strange rules and long history must be a huge challenge to say the least. Translating for a German product destined for say the French market must be a doddle in comparison.

Nevertheless, we all get a lot of fun sharing such delights. Often, some of these (as we see them) clangers can simply be typos or point up the problems for a translator, trying to find the right word. A friend sent me an example of someone trying to interpret some recipes from the original Chinese which included a one-word description of one dish that must have been beyond translation. He simply named it "Whatever".

A classic typo (often in newspapers) can produce just as much fun for the reader. An often quoted instance in the metropolitan newspaper I worked for in my early years was a description of a noble home in the Adelaide Hills which noted that it was approached through an imposing avenue of stately bums.

There is a wealth of literature from the past which includes what were dubbed 'schoolboy howlers' - with such offerings as: "Hannibal was famous for his elephant stamps on history."

And popular books on the subject range from 1066 And All That by Sellar and Yeatman to Nino Culotta's They're A Weird Mob.

Anyway, it's lots of fun, which encouraged me to let my imagination roam (opposite). Or as I might have written - '… let my margarine run.' - **Brian Voce**

Fractured Instructions

Be careful when opening box, contents are fragile and easily hurt.

Our instructions are easily read and easy to read and are in comprehensible.

Sometimes technical details can be hard to swallow.

Please check that you have all your private parts.

Follow instructions carelessly. For instance, 'insert Tab A into Tab B' can be castrating.

It is good to have a food working space, with room for every fool you need.

It is good practice to separate your parts into piles to avoid getting in the shit.

The model is delicate - children should be avoided at all times.

Watch your step when working on the poop deck.

It pays to be patient as models can need careful doctoring.

It is best to work in a well-lit area. If you don't have a well, you can try sunlight.

This model is very brilliant and delicandenscent.

We hope our model gives you hours of most happiness and treasure.

If you are not delighted, you can return the model without satisfaction.

Byron Voice

NEW TRAINING SHIP TAKES SHAPE AS STS YOUNG ENDEAVOUR SETS SAIL AROUND AUSTRALIA ONE MORE TIME

An impression of the Young Endeavour II now under construction.
It will replace the Young Endeavour training ship which has been in service since 1988. Illusttration from youngendeavour.gov.au/new-ship You can blow up this page to say 200% to get an idea of the rigging details.

As the Sail Training Ship (STS) Young Endeavour left recently on it latest and last circumnavigation of Australia, its replacement Young Endeavour II is taking shape in Port Macquarie.

Designed by Dykstra Naval architects as a barquentine rig, it has square-rigged sails on the foremast and fore-and-aft sales on the fore, main and mizzen masts. It is being built by the Birdon Group and late last year saw the successful rollover of its steel hull in the Port Macquarie shipyard. The new vessel is expected to be launched later in 2025.

The Young Endeavour II will replace the ageing Young Endeavour which has provided training to young Australians since 1988. That ship is currently on a 7-month circumnavigation of Australia, its last such voyage.

The Young Endeavour is operated by the Royal Australian Navy and RAN crew sail with the ship, delivering a unique youth development program to 42 Australian volunteers aged 16-23 years.

SPECIFICATIONS
YOUNG ENDEAVOUR II

LOA	52.3 m
LWL	37.4 m
BEAM	9.3 m
DRAFT	4.2 m
RIGTYPE	Barquentine
BUILDER	Birdon, Port Macquarie Australia
NAVAL ARCHITECT/ EXTERIOR STYLING	Dykstra Naval Architects

Ray Osmotherly, in our March edition introduced readers to places to visit in the UK which provide insights into Britain's rich maritime history. In this edition, he focuses on HMS Trincomalee, now moored in Hartlepool in County Durham.

HEARTS OF TEAK IN THIS INDIAN-BUILT SURVIVOR

HMS Trincomalee

Probably the most interesting ship I visited in Britain from a model maker's point of view was HMS Trincomalee as visitors had full run of the ship and could familiarise themselves with the construction etc
It is situated at Hartlepool, about one hour by train from the city of York. It is just a short walk from the train station. As you approach the dock the tops of the masts can be seen above the buildings. Hartlepool has history of its own. It was the first place in England to be shelled by a German ship at the beginning of World War 1.

Trincomalee had a difficult beginning. It was designed to be built in teak. It was planned in England to be built in Bombay. The plans were sent by HMS Java but were lost when the Java was captured by the American frigate Constitution. Replacement plans were sent out in the Stirling Castle. By 1816 she was under the direction of the Master Builder of the Bombay Dockyard, Jamsetjee Bomanjee Wadia.

She was launched in 1817and was to be part of Lord Nelson's fleet, but the war with France was over so it never went to war. From 1819 it was kept 'in ordinary' at Plymouth. In1848 because it was built of teak and still in good condition it was largely rebuilt. It was cut down in size and there were changes to turn it into a 'gun deck corvette' From 1847-50 Trincomalee helped police British interests in the Caribbean and South America. She was also on the look-out for slavers carrying slaves to the West Indies.. She then moved north and carried out fishery protection duties off Newfoundland.

In 1849 she was protecting Spanish-held Cuba from acquisition by the United States. On 9th August 1850 she arrived back in Plymouth. Later on she was again restored and was used as a training ship for sailors and later naval cadets, finally being brought to Hartlepool where she was restored to her original glory as a public attraction.
This information is based on the history provided to visitors in recent years

Replica shops in Hartlepool include this re-imagining of an old ships chandler.

The buildings along the dock are replicas of shops of the time. There is a chandler's shop with all the ropes etc that would be needed for the voyage. There is the shop where we see a new Midshipman buying his sword. In a separate building there is a light and sound production of the Battle of Trafalgar There are areas where we can see the new midshipman being fitted for his uniform, another shows him at home saying goodbye to his family. Throughout the shops and on the ship itself there are life -like mannequins. I thought it might be "Disneyish" but it isn't. It gives the viewer a real feel of what it would have been like to be back in those times.

Life-like figures such as this shop-keeper (right) add to the authenticity of the experience.

A midshipman's mother and sister, perhaps, pack his sea chest for his new life at sea, while below his tailor works on his outfit.

A visitor's first glimpse of the Trincomalee, its masts towering over the town.

More of Ray's photos next page.

Three detailed mannequins provide a glimpse into the past.

Above - Marine guarding entry.

Right above - The captain in his cabin, seemingly alrarmed at news from on deck.

And, with a realistic gleam of sweat, the cook carries on.

Left - A sombre moment as shipmaftes prepare a mate for burial at sea. The realism exends to the wan hue of the deceased.

Below - Shipboard scenes, left to the observer to interpret.

These three vignettes are cleverly executed in cutouts on card. Neverthess, a realistic three-dimensional image captures the viewer's attention.

Fresh Back from the 2025 Autumn Shitbox Rally, 7 days of driving a vehicle worth $1500, our President NEVILLE MILLER describes the experience with his son in an old Nissan , named Daffy

What a month the the last four weeks have been, from being elected President of the CMSS to participating in the Shitbox Rally with my son in a 1989 Nissan FXN Ute.

The Shitbox Rally raises money for Cancer Research through the Cancer Council of Australia; we succeeded in raising $7220.

Day one of the Rally 240 cars gathered at Thoroughbred Park to embark on an amazing 3660 km journey from Canberra to Townsville over both sealed and unsealed roads. Our first stop was a photo op at the Dog on the Tuckerbox just outside Gundagai, then on to Wagga Wagga for lunch and refuelling, then it was off to Hay where we spent the night at the Racecourse. 506 km sealed roads.

Day 2 was dress up day, we had to dress up in a farm theme. After breakfast and picking up our cut lunch we were back on the road in a mad rush to get to Silverton before sunset which we made just in time. We then set up camp and had dinner at the Silverton Hotel. 178 km sealed and 392 km unsealed roads.

Day 3 was pack up, have breakfast, pick up lunch and hit the road again, this time the destination was Bourke via Wilcannia, and our first night drive on unsealed roads. We passed through Tilpa and stopped at Louth for a beer before doing the final leg to Bourke in the dust when my headlights decided to stop working when we put them on high beam, so we only had low beam the entire trip. We arrived at the racecourse had a cold dinner and set up camp. 278 km sealed and 277 unsealed roads.

Day 4 was dressup day and the theme was dress up as your co-driver, then it was pack up have breakfast pick up lunch and hit the road again, this time to Mitchell in Qld where we camped at the RSL sports ground and had the best feed on the whole Rally. 298 km sealed and 309 km of unsealed roads.

Day 5 pack up, have breakfast and hit the road again, this time to Barcaldine, we made it to Tambo in time for the Chook Races and then onto Barcaldine and more night driving. Arriving in the dark , we had dinner and set up camp. 234 km sealed and 356 km unsealed roads.

Day 6 we packed up had breakfast and headed off to Hughenden for our final night under the stars. Along the way we stopped at Longreach to take photos of the Aircraft and a very quick stop at the Stockmans Hall of Fame. Our next stop was at Muttaburra for a beer and then on to Hughenden for the night where we stayed at the Showground and had to walk into town for the worst meal of the Rally before crossing the road to the pub for a couple of beers. 167 km sealed and 273 km unsealed roads.

Day 7 was our shortest day on the road and the final leg to Townsville, we left camp looking forward to a hot shower and comfortable bed. We stopped at Prairie and had a beer at the Old Ringers Bar and then on to Charters Towers for another beer before rolling into Townsville and the finish line, where we were greeted by family members. 384 km sealed roads.

Day 8 was Auction day for those who wanted to donate their cars and an opportunity to buy a car for a future rally. After the Auction we headed to the Casino for the after party and awards. We were nominated for best dressed car, but no award.

Day 9 we started the long slow journey home , couch surfing at family members' homes along the way and stocking up with Rum products at the Bundaberg Rum Factory. We unloaded all the camping gear and Daffy Dill at Morayfield where my son lives and had a well earned rest before heading back to Canberra.

One problem we had with the car was over-heating when going over 100 kph, the fan belts slipping when wet. The headlights and dashboard instruments played up and the fuel cap would not unlock at the very last fuel stop at Cowra, which I had to destroy to get it off.

They say it's not a race, but it certainly felt like one; everyone was in a rush to get to the next centre, with very short stops at photo opportunities. We were exhausted at the end of most days, not leaving much time for socialising. I am, however, glad that I did it.

Photos next page.

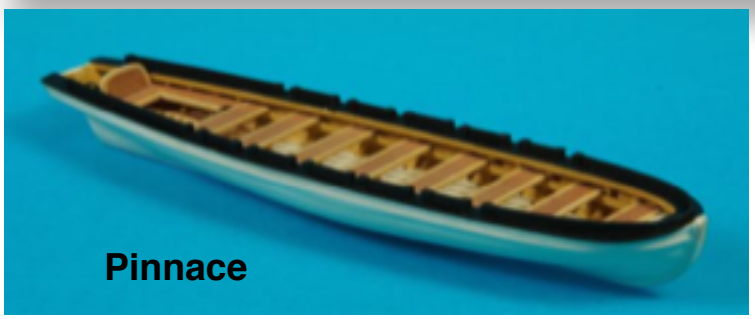
From top clockwise - Shitboxes at a rest stop. Daffy Dill at the Stockman's Hall of Fame. Helping out. A Bundy stop. Our heroes in their Daffy costumes.

For those with an eye for detail - or are just in tune with days' past, you might have noticed that Neville's shitbox was described as a 1989 Nissan FXN Ute, but you also might have queried the Ford badge. Neville explained that the model was a product of the 'Button experiment' This was headed by Senator Button in the Hawke Government and its aim was to rationalise the auto industry in Australia including encouraging sharing of component parts. Neville explains that the Ford badge on a 'Nissan" product came about as the Nissan grill has been replaced at some time with an identical Ford XF grill. Maybe rationalisation made sense.

Scratch-Building Small-Scale Models Without Sacrificing Detail

Part 2 - Pinnace

Step-by-step with Grant Dale



Pinnace

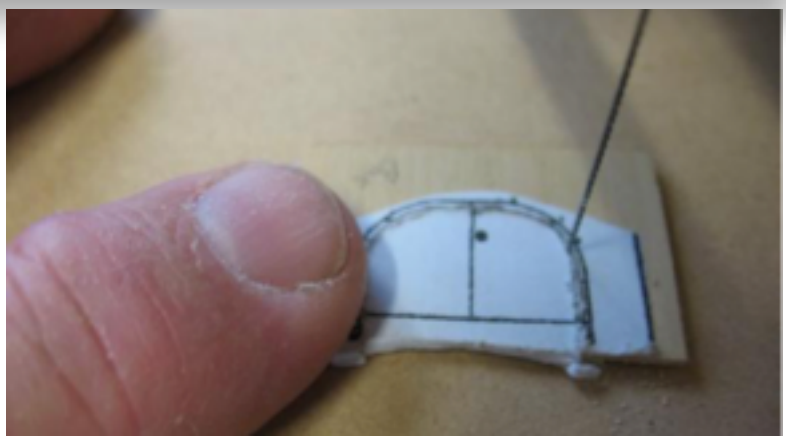
This is the second of three articles on scratch-building ships boats. In the previous article I covered the construction of a 1:90 scale 34 ft Launch for my model of HMS Victory. In this article, I'll cover the construction of a 28 ft Pinnace for the same model. Although I was quite satisfied overall with the Launch, there were some aspects to the methods used that could be improved for this boat.

Once again, the starting point was a set of drawings and once again I used those contained within my HMS Warrior Practicum (Romero). Some further thinking about stock size was required and this is what I came up with:

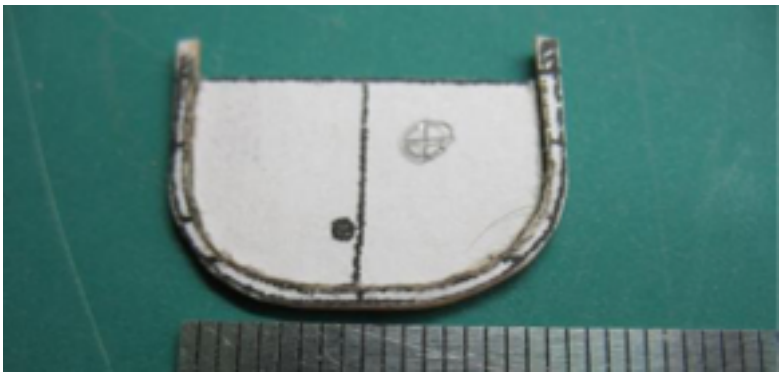
- The keel/deadwood to be a total of 1/16" thick but made by laminating two pieces of 1/32" stock at 90 degrees to provide greater structural stability/strength. This would allow me to cut the keel and stem in one piece.

- Frames to be a total of 1/32" thick, again made by laminating two pieces of 1/64" stock.

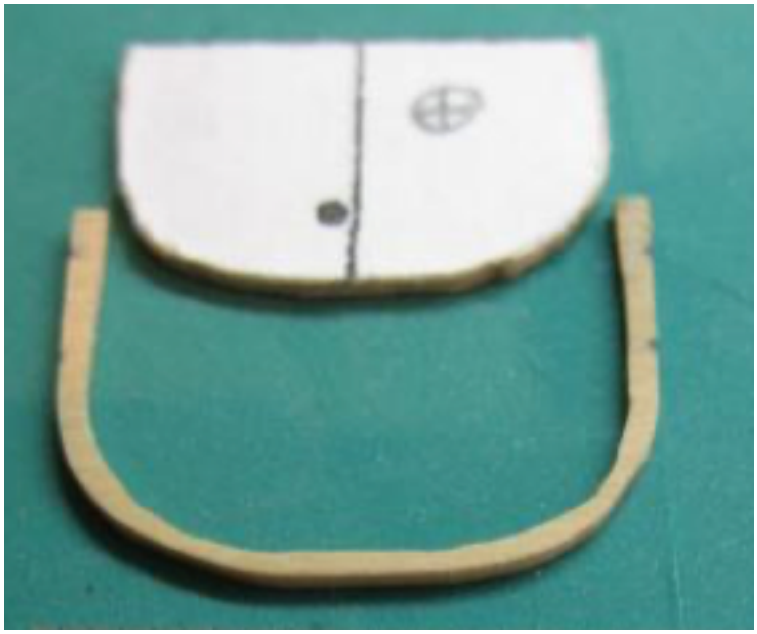
To check the viability of these, I ran a test on the frames using some boxwood. The **inside** of the frame pattern was cut CAREFULLY and SLOWLY on the scroll saw (using zero clearance base on the saw) - Photo top right. It was then cleaned up by hand with a couple of files.



The inner piece was then re-inserted and temporarily glued in place - below. Once dry, the outside of the frame was shaped using the disc sander. Temporary re-insertion of the inner piece provided the structural stability to achieve this. The inner piece was then re-separated using a dab of isopropyl alcohol.



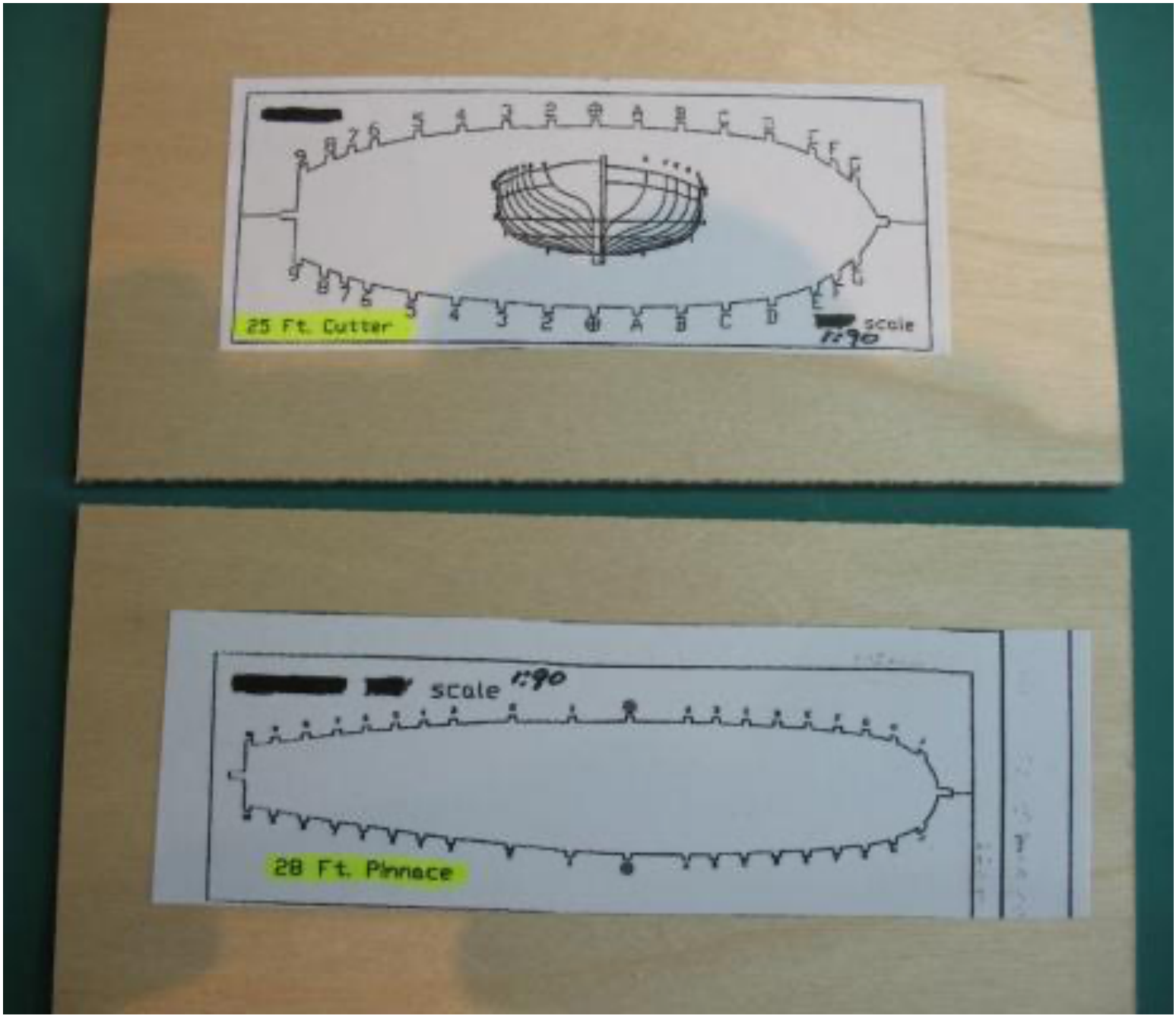
And here is the finished test frame - about 1/32" thick in all dimensions (that's less than 1mm for the metric-only folks).



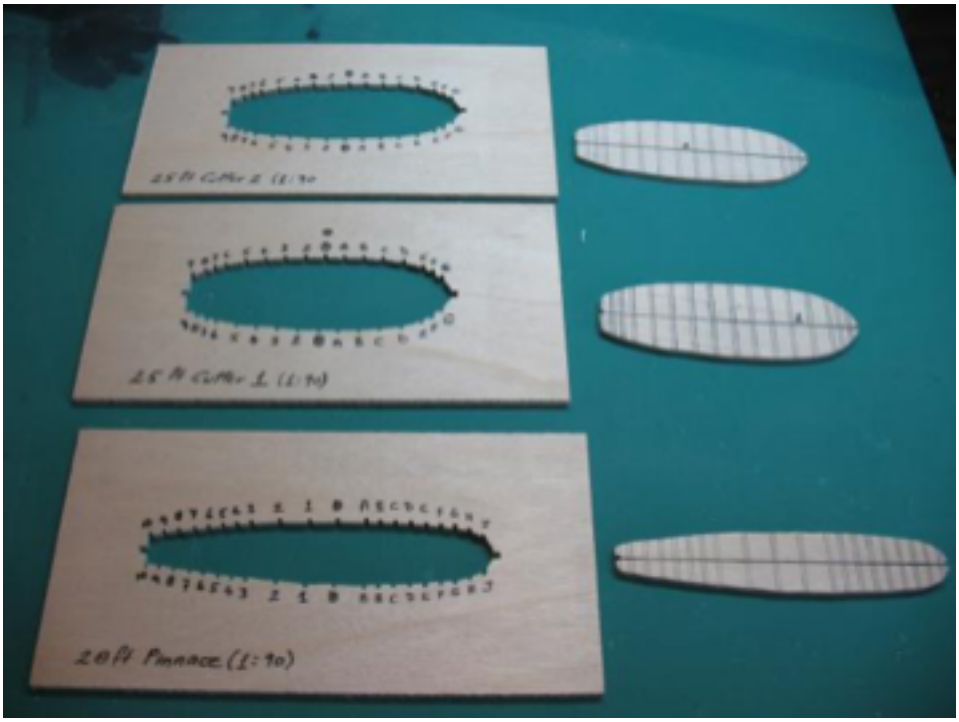
The inner piece is important as it not only provides support while shaping the exterior of the frame, but will also be glued to a construction board to provide backing support while planking the boat.

Conclusion: It works! The frame appears to be relatively strong. Onwards to production - only 20 frames per boat and three boats to do…

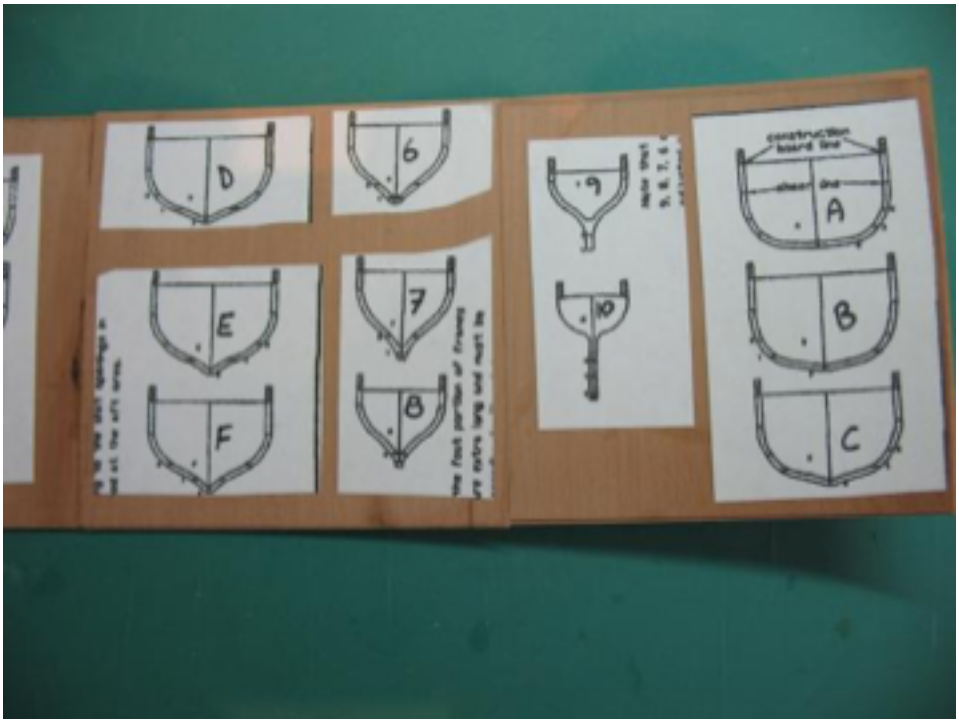
The next task was to make the building board. After scaling the drwaings, I printed these on sticky label paper and stuck them to 3mm Birch Plywood (aircraft grade). I could equally well have used 3mm MDF for this but had the Plywood to hand so decided to use it. In this pic, you can see a build board for the cutter as well, clearly showing the very different shape of these two hull forms.



I used a 28 TPI skip tooth saw blade for the most part with these. I wanted to keep the kerf to a minimum for this job as I needed to be able to re-insert the centre section as part of the building process (all will become clear a little further down the track). The one exception was when I cut the transom "slot" at an angle after cutting the remainder of the board. To do this, I inserted a spiral blade and used the scroll saw's tilting head feature to cut the transom slot at 18 degrees. Anyway, here's what the completed build boards look like. I clearly still need some practice with the scroll saw, but cutting accuracy wasn't vital for this part (thankfully!).

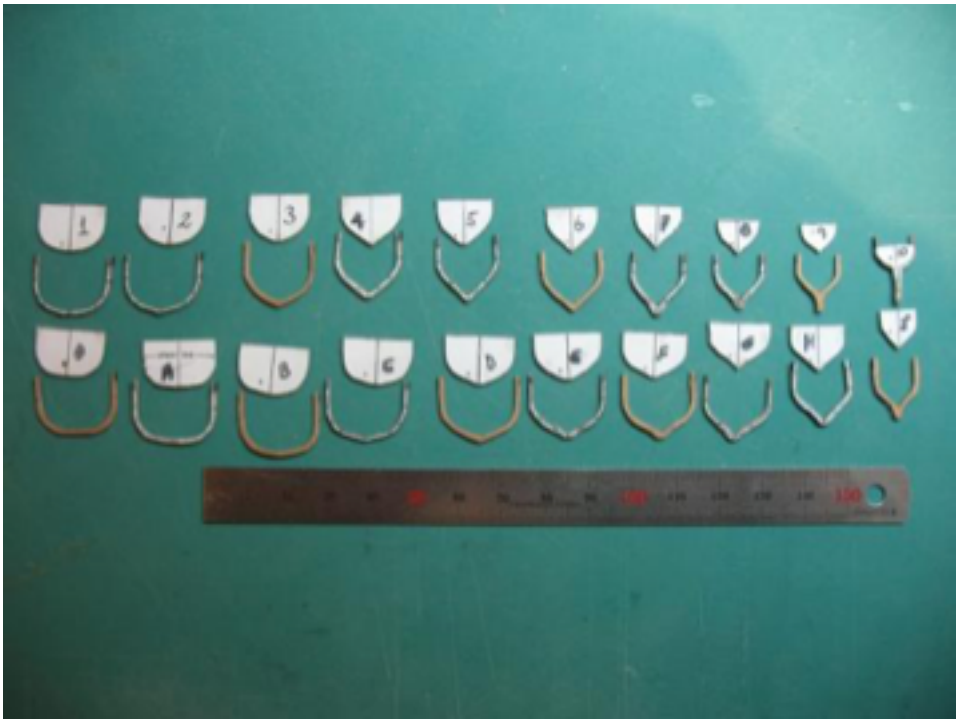


I mentioned previously that the frames are cut from 1/32" stock, made up by laminating two pieces of 1/64" stock. The reason for the laminated approach is to provide structural strength by laminating the two pieces with the grain running at 90 degrees to each other. While this does work, anyone who has tried laminating sheet stock will tell you of the problem of unwanted curvature/warping. Anyway, here are the frame patterns laid out on the laminated stock - I used Pear for the Pinnace. After laminating, the stock was placed and clamped firmly between two thick boards for over 24 hours to combat the curvature/warping problem.

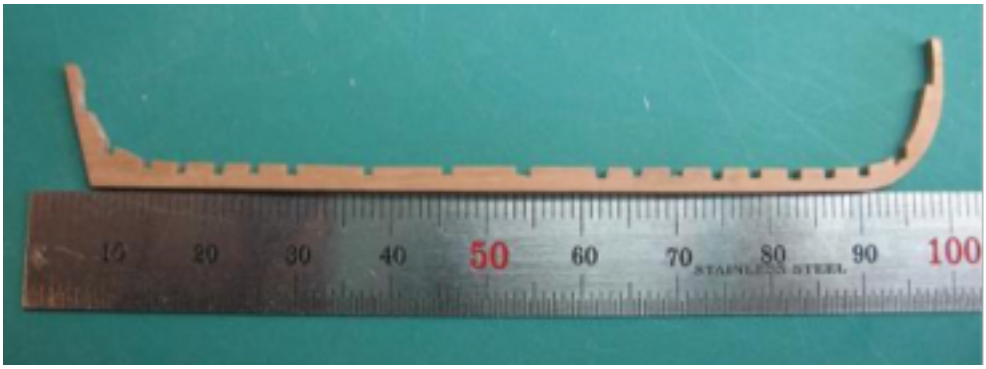


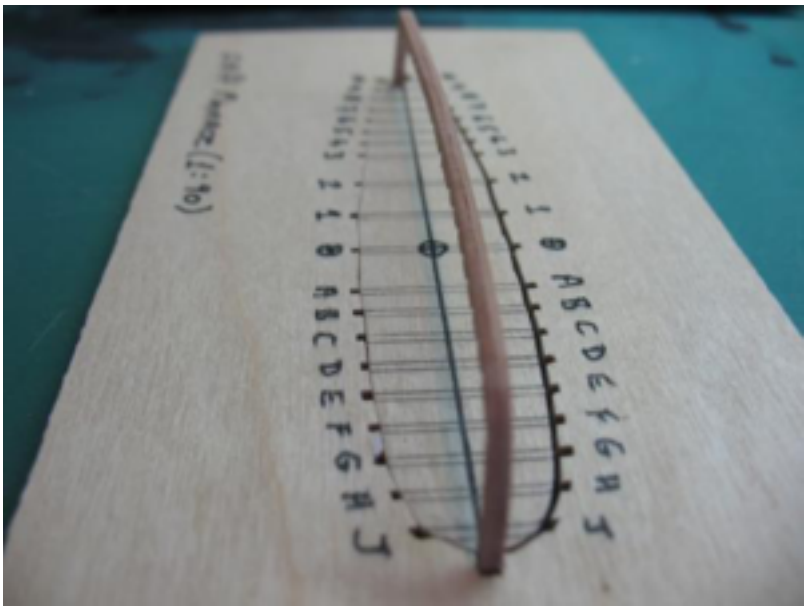
Once the stock was cut down to "frame" size, the warping fortunately more or less disappeared. The real trick to cutting the frames is getting your mind around manoeuvring the workpiece around the blade, rather than the other way around. To do this safely, you really need to allow plenty of "waste" stock around the final piece. The method described for the test frame was applied again and proved quite successful. For those frames with complex curves, the final part of the external surface was achieved using a grinding/polishing stone in a handheld rotary device (similar to a Dremel).

And here's the result:

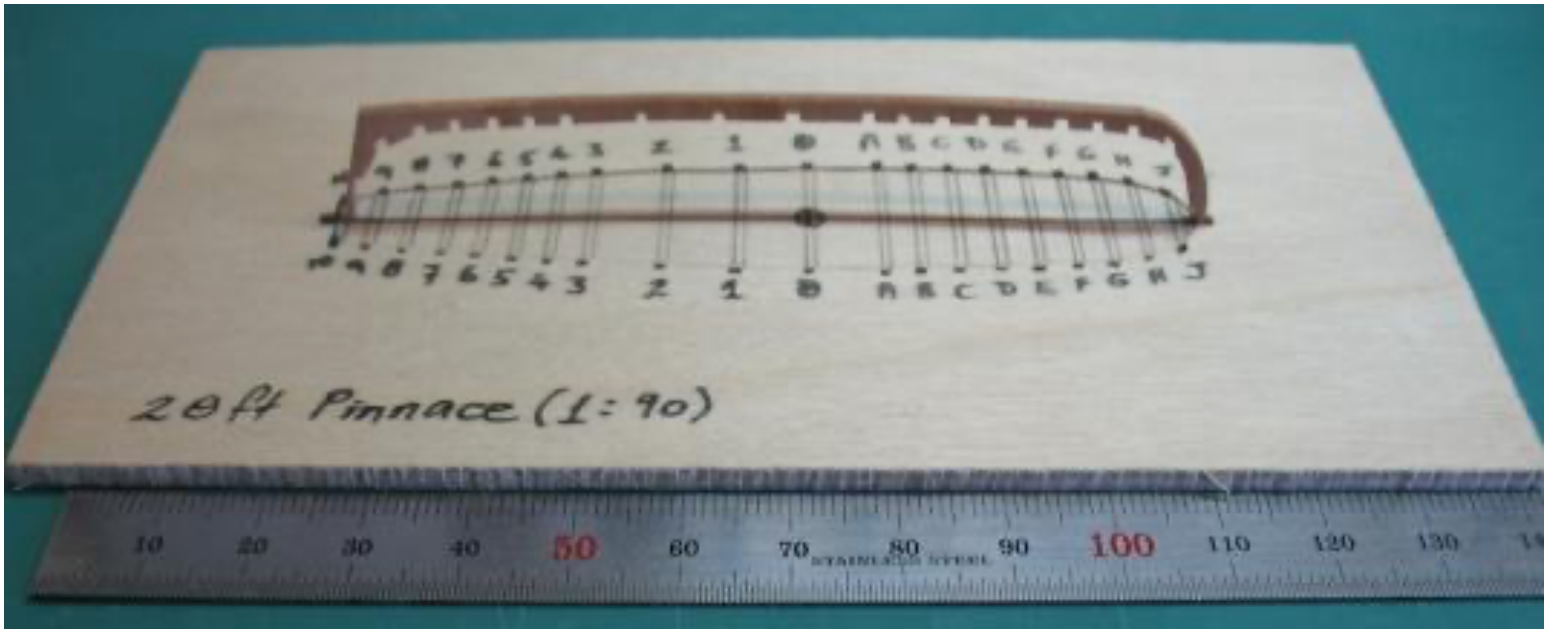


The keel was made in a similar way, only using stock of twice the thickness (ie two pieces of 1/32" stock to create a 1/16" thick laminate). Bending wasn't quite as severe, but is present nevertheless. The completed keel was kept clamped until it was ready for installation in order to minimise the warpage. Again, the inside line was cut first. Then the frame positions were transferred from the building board to the keel and the piece returned to the scroll saw to have the frame notches cut. Then the outside shape was formed using the disc sander. Here is the completed keel - note that the deadwood, and apron pieces have been included in the single piece.

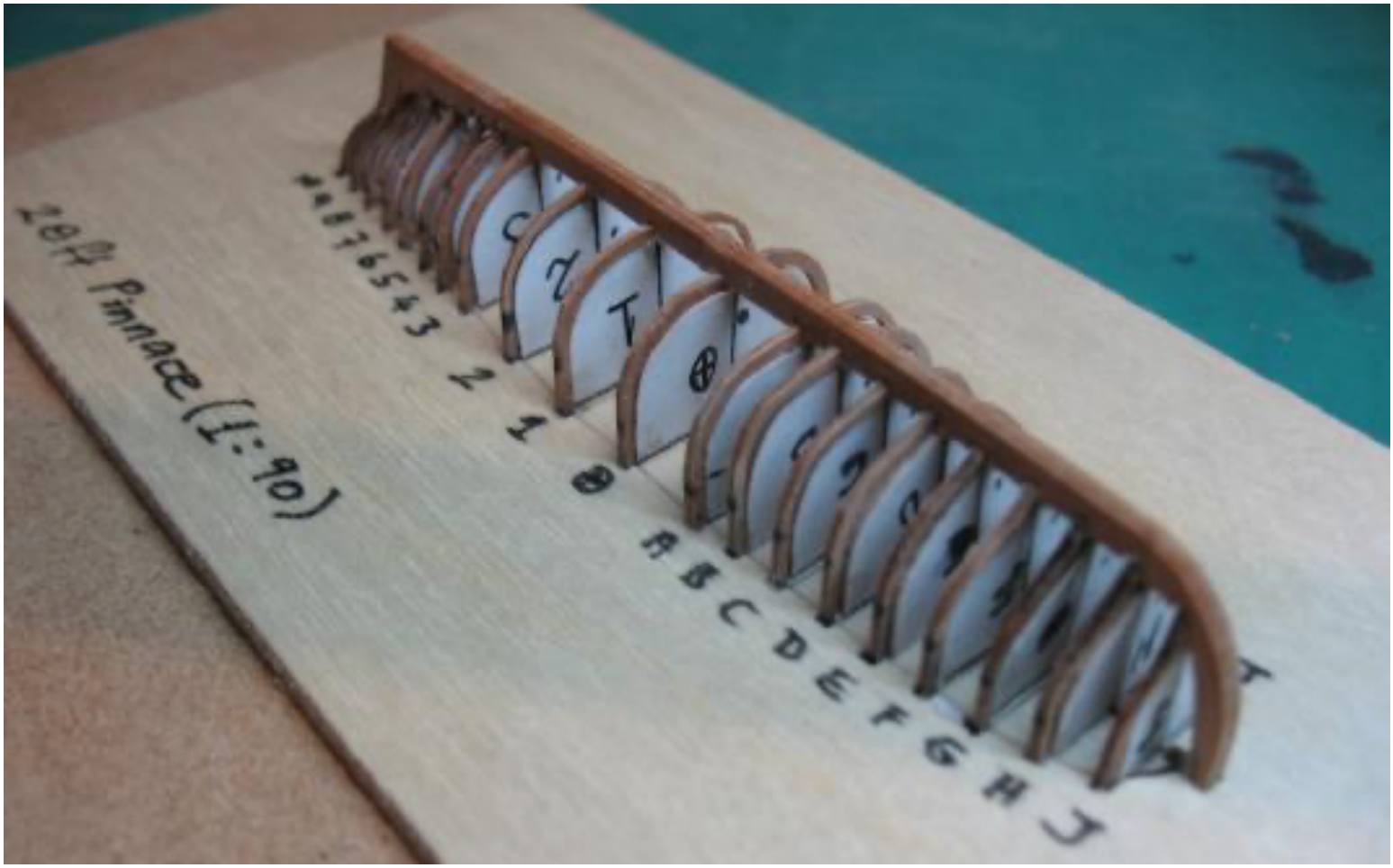




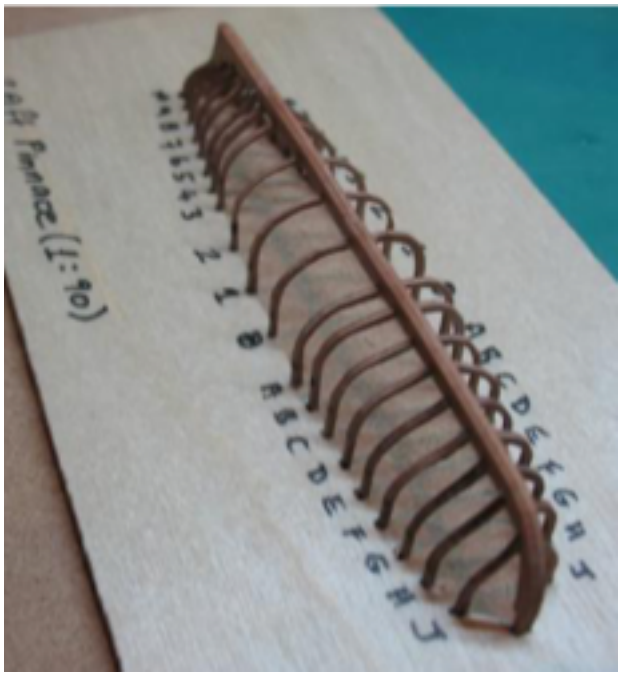
Here are a couple of pics of the keel in place on the building board. In the first pic, the line of the lamination running down the centre of the keel is quite evident.
In the second pic, you will note that the aft end of the keel piece does not reach the aft end of the board. This is because the transom piece (frame no. 10) will be attached to the keel first, and then a stern support piece will be attached outboard of that into the build board.



And just as a reminder of the actual size of these frames, here is a picture of the smallest of the Pinnace frames, poised on the fingernail of my left forefinger.



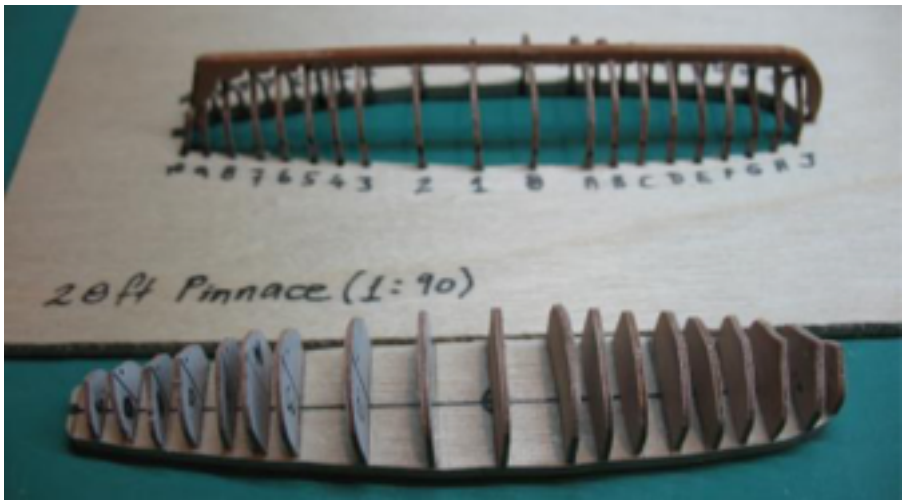
The frames and their inner pieces were then glued into the building jig. The trick with this is to ensure that the inner frame pieces are glued only to the main cutout insert and not the frames themselves, and that the frames are glued only to the jig slots and to the keel, and not to the either the frame inner pieces or main cutout insert.

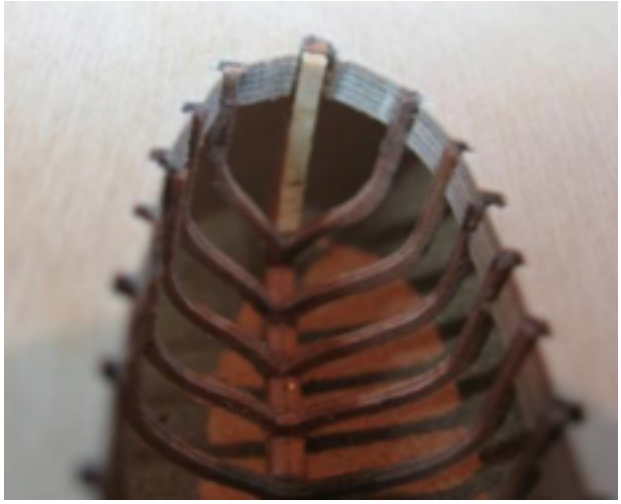


The above is the completed assembly. During planking, the inserted pieces will give stability and strength to the frames.

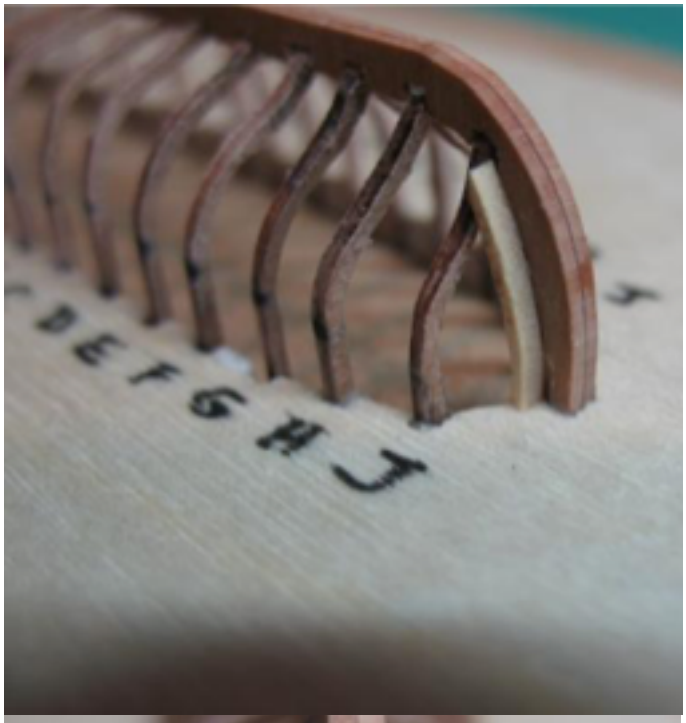
Here is what it looks like without the inserts (right).
And in the final shot below, the inner support pieces removed from the jig. When in place, they are quite a snug fit so won't drop out accidentally if I pick the whole thing up.

Having fitted all the frames in place, the next stage was to install the Stemson. I used some 1/32" x 3/64" castello box for this. It is simply bent (with the aid of a small travel steam iron) to follow the curvature of the keel/apron:



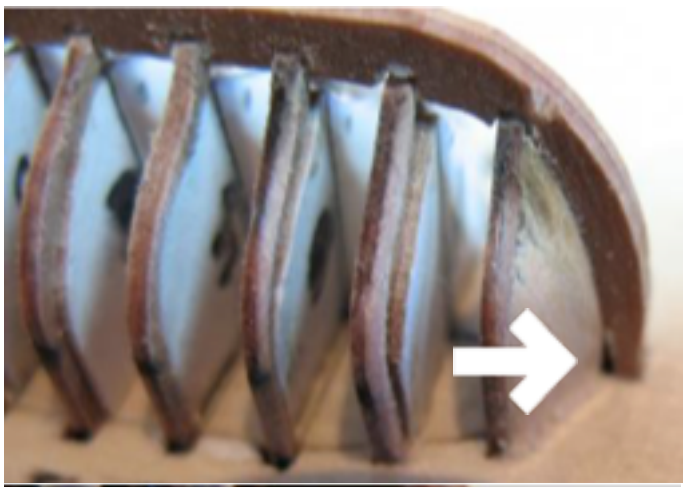


Next was the creation of the Hawse Timbers. The same 1/32" x 3/64"stock was used for these, and again they were simply bent to follow the shape of the Stemson. Here are the first pair of Hawse timbers going in - they have yet to be trimmed to shape (right).



For trimming and shaping the hawse timbers, the weapon of choice was a micro motor dental polishing unit. While it looks large in comparison to the task at hand, using the polishing stone tip makes this task controlled and quite easy, especially with the aid a variable speed foot control that I am growing to love very quickly.

In the photo right, you can just see a small gap between the Stem and the Hawse timbers at about the junction with the build board. This is important and the reason will become apparent.



With the Hawse timbers completed, it was time to start planking. I used 1/64" x 1/16" Holly for the planking. The first plank to be installed was the Sheer plank. All planks are soaked briefly in water, then pre-bent using a small travel steam iron. I find the steam iron gives me good control of the bends - especially the tighter ones.

The gap mentioned earlier comes into play here as it seats the forward end of the plank neatly while it bends around the bow. The second photo shows a close-up of this.

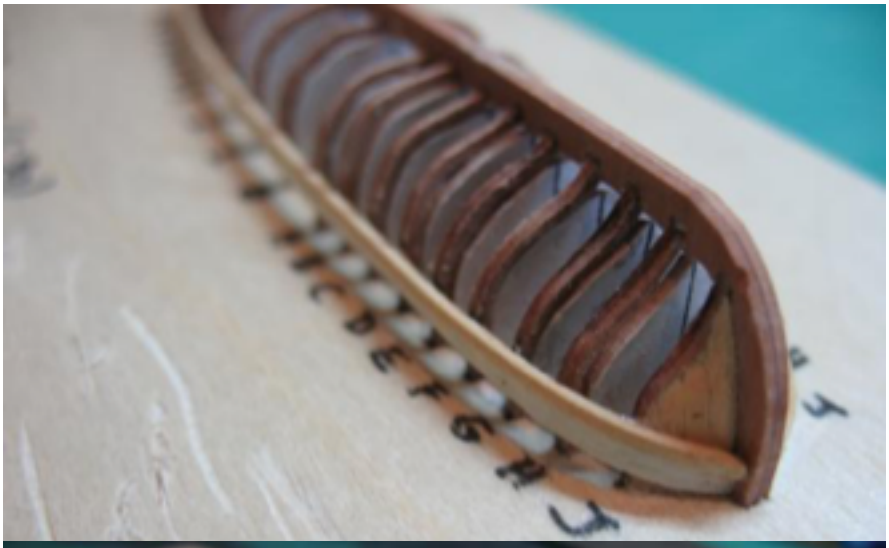
Next is the Rubbing Rail. This is a thicker, but narrower plank, and I used 1/32" x 1/32" Costello Boxwood plank for this. Again, pre-bending with the steam iron is essential.

The next plank is the first of the tapered planks. There is not a lot of science applied here. While it would be nice to do this the "proper" way, the scale and size of the actual materials make this impractical - at least for this apprentice shipwright. In this case, I have simply tapered the plank to half its original width at the bow, starting from about the fourth frame back.

As this hull will be painted, I could afford to take a few liberties with planking technique. So, while it is not absolutely correct, it does provide a good foundation.

I then applied some filler to the hull, using a product recommended in my Warrior Practicum - Durham's Rock Hard Water Putty (that's a 4 pound (1.8 kg) can in the photo. It comes in powered form which you then mix with water to a consistency of softened butter or 'soft-cooked cereal'. It is then applied using a small stiff flat brush, left to harden for a couple of hours and then sanded off. It claims to never shrink. Clean-up was easy (using only water). Sanding was also fairly easy, and the putty sands off in a dust form, similar in consistency to talcum powder. This product is not readily available in Australia, so I let my fingers do the walking and found some on-line. The postage cost more than the product, but all in all not expensive. Having used it, I can say that I like it - and I now have a "lifetime supply". It is much easier to use than regular wood filler, especially on the extremely fragile boat. I suspect similar results could be obtained with Spakfilla.

I then released the boat from the build board. I was a little too enthusiastic with this and damaged a few frames in the process but managed to repair them all without too much fuss. Still a bit of cleaning up to do, but here is how she looks at this stage (ight).

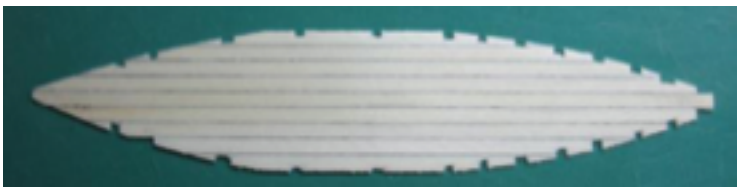


The next job was to install the Keelson and Gunwales. I used 1/32" x 3/64" boxwood strips for each of these, bending the gunwales using my usual water and steam iron method.

Then it was time to install the stringers for the footwaling. I used leftover bits of 1/64" x 1/16" Holly planking stock for these.

The footwaling itself is made up of the same material. After darkening one edge with a pencil, I edge glued 9 planks together.

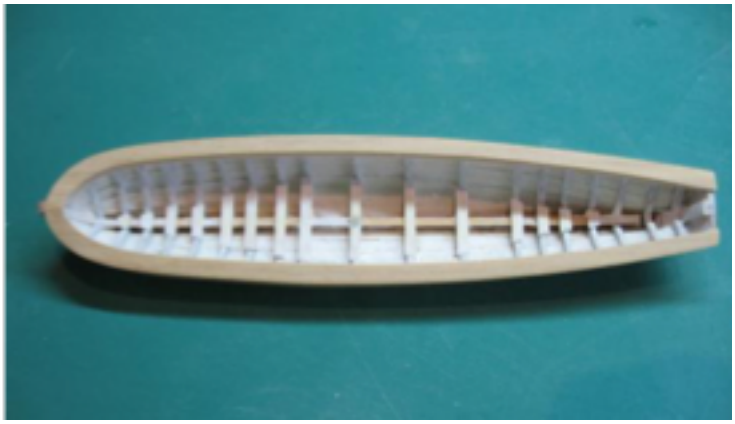
After a bit of fiddling getting a paper pattern to fit, I transferred this to my pre-prepared footwalling stock and carefully shaped it using the disc sander. This was a somewhat delicate operation, noting that the stock is only 1/64" thick. The notches were then marked and cut with the trusty Exacto knife:



This was set aside to be fitted a little later. The interior of the boat was then given a light coat of white Gesso. This is to help with the painting - it is sort of an undercoat and will ensure the paint grips over some of the excess glue that could not be removed.

The next job was to make the cap rails. I used 1/64" thick Boxwood sheet stock for these. A paper pattern was made to provide the approximate shape, and the cap rails then cut out. When I say "cut", it was more a case of sanding than cutting. I used a combination of disc sander, oscillating spindle sander, and a handheld rotary tool to achieve the aim. I deliberately cut these over-size so that they could be shaped in situ. You can see the white Gesso applied to the interior, as well as the oversize cap rails tack glued in place. The port cap rail has received some partial shaping in the same shot.

The vertical shot shows again partial shaping of the cap rails, but also gives a good sense of the long, narrow, sleek form of this particular boat:

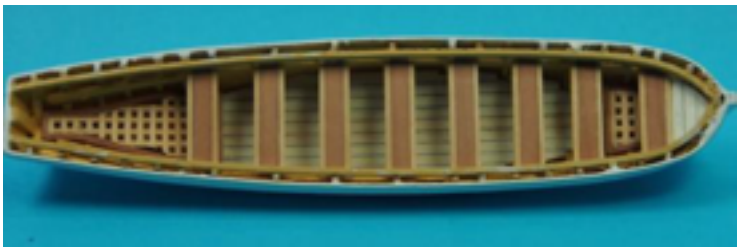


And finally, here are the cap rails in their final shape. By tack gluing them in place, I was able to sand them to a very good fit. I used a combination of sanding sticks and rotary tool with stone polishing attachment to achieve this. I was quite happy with the way these come out - they are flush with the gunwale on the interior, and have just a tiny overhang on the exterior.

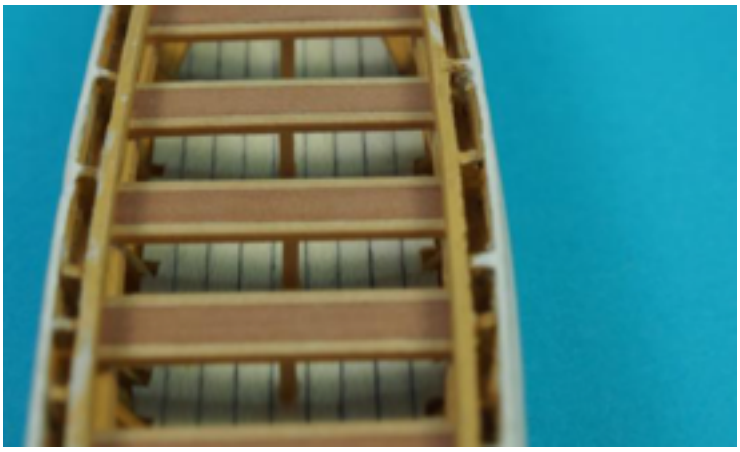
Once I was happy with the shape of the cap rails, I had a rather nerve-wracking time with some Isopropyl Alcohol and an Exacto blade to unattach them again. Once again, they will be finally fitted at a later stage but needed to be made now.

I then made some gratings from 1/32" x1/32" Boxwood stock. The gratings are quite a tricky shape, especially the stern grating. They are framed in in Pear wood of the same dimensions. I also made up a small bow deck, that will go in front of the foremost thwart. This was made from the same stock as the footwalling.

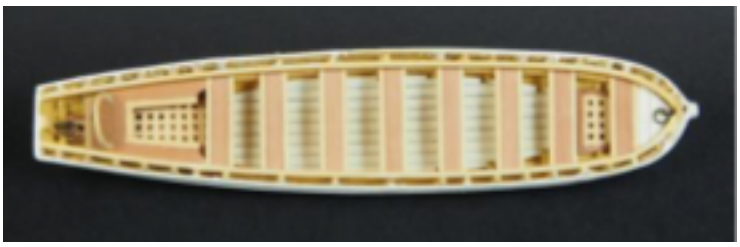
Right - An overall shot with these parts in place.



I also prepared the stock for the thwarts. These were made from Pear wood trimmed with Boxwood (the opposite colour combo to the gratings), much the same as I did with the Launch. However, I decided that I'd better paint the exterior of the hull before moving on to fitting out the interior any further. At this stage, I've just applied a coat of white Gesso as an undercoat. I have to say, I've become a big fan of this stuff - it makes subsequent coats of paint go on a whole lot easier.



I slowly but surely completed painting the external hull of the Pinnace – 10 coats in all, using a Humbrol enamel thinned 50% with Thinner, followed by a protective coat of DullCote. While tedious, using very thin coats does seem to improve the appearance. The end results was a finish that is silky smooth to the touch and yet it is still possible to make out the planking.

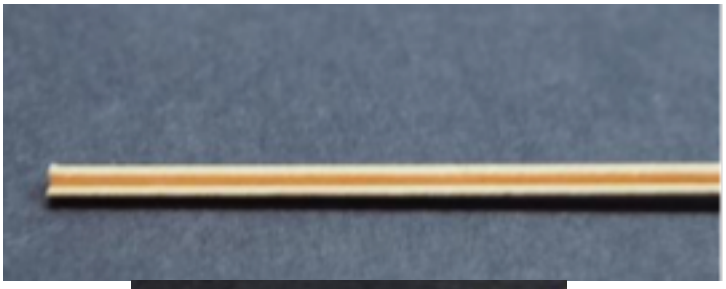


The next task was to install the Thwarts, which are made of 1/32" x 3/32" Pear, trimmed with 1/32" x 1/32" Boxwood (same as the Launch). There is also a 1/32" x 1/32" Boxwood stanchion supporting the centre of each Thwart except the forward most and aft most ones. There were no particular difficulties in installing these.

Next up, I constructed and installed the Sternsheets, along with the lifting rings fwd and aft, and the Caprails. For the Sternsheets, I opted to include a seat-back as well. To keep the colour theme going, I trimmed the sternsheets with 1/32" square Boxwood, but for the seat-back, I used two laminates of 1/64" Holly to achieve the curvature required.

And finally, just for another scale check, here's a pic of that giant hand again

The next task was making the Oarlocks and Splashboards. The oarlocks were quite tricky. I started with a strip of 3/64" sq Boxwood stock, into which I cut a 1/64" rebate, about 1/64" deep using the miniature table-saw.



Then I made up a simple jig to use on the saw that would enable me to cut a tenon-like leg for each of the oarlocks before separating it by hand from the main stock. Here's what they look like before cleaning up:

These were then installed into the Caprail and 1/64" x 1/16" Boxwood strips added for the washboards. I decided to make the bow washboards one continuous strip that was bent around the bow after soaking, and once dry the underside was sanded and shaped to fit the shape of the sheer line. On the real thing, all the washboards apart from the bow and aft-most ones were removable. I decided to glue mine all in so that they didn't accidentally remove themselves later.

I should perhaps have painted all these parts before installing them, but I was worried that the paint would clog up the channels in the oarlocks and make the washboards too hard to fit. So, I had to paint them in situ. I also decided that I wasn't completely happy with the seat back I had made for the Sternsheets (the proportions looked wrong to me), so I decided to make another one.

The completed Pinnace (above) and ‘’the Fleet’ left.

In the next and final article in this series, I will cover the making of the 25 ft Sea Cutters (centre left) with their clinker planked hulls.

A Tale of Two Ships Continued

BOB EVANS

The words I wrote to accompany my first article are still applicable, but, as I said before, it is a bit more challenging that I first thought.

As is my usual introduction to my building logs "not much has happened". This is true of my Atakabune construction. I am currently making some progress, albeit at a snails' pace ("turtle?") so I thought I would also include some photos of the replica Turtle Ship I was able to visit during a recent trip to Korea (South that is) by way of comparison with the Japanese equivalent.

The first photos are of the Atakabune. I am experiencing some problems in getting the roofing tile sections to fit properly but I think gentle persuasion and persistence will take care of that.

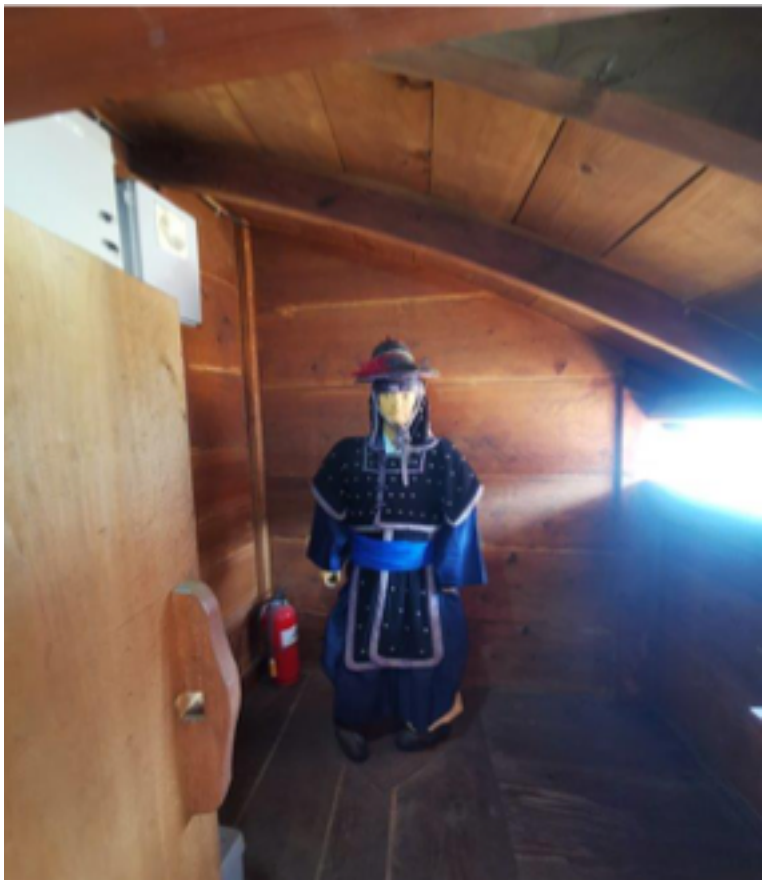
Photo top -The Turtle Ship is to 1:65 scale and the Atakabune is 1:100 .

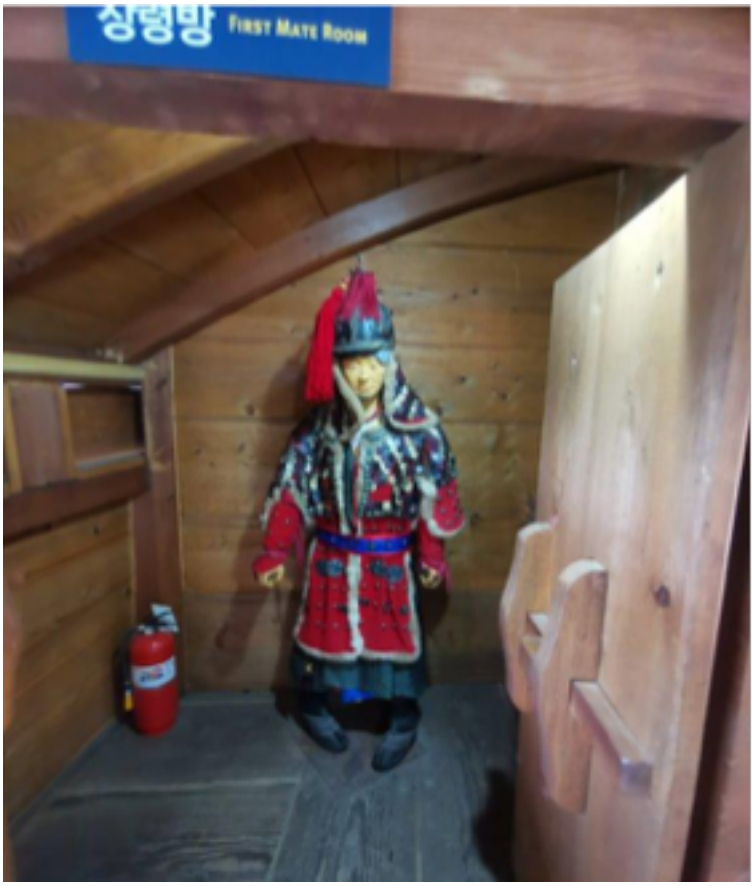
Photo centre - Shows some of the roofing panels in place. The forward roof panel should of course not be resting on the deck.

The replica Turtle Ship - Photo bottom (Geobukseon) - I visited is located in Tongyeong, a coastal city about 2 hours drive from Ulsan where I was staying. I believe there are others in other ports as well singing the praises of Admiral Yi.

The mouth of the dragon was used by archers to dispense flame throwing apparatus.

More photos next page.





Clockwise from top - First Mate's "Cabin". I'm not sure about the fire extinguisher though!

The sumptuous quarters of Admiral Yi, also with his personal fire extinguisher.

This vessel conducts harbour cruises so, no, this equipment was not available to Admiral Li.

The Joseon warship, a larger Turtle ship - Turtle ship hospital.

One of the cannon on the Joseon warship. Note that this was not its usual firing position!

More about the Turtle Ship model in the next edition.

SLOW AND STEADY WINS THE RACE, EVENTUALLY, 12 MONTHS ON

HM Bomb Vessel Granado, 1742

Author Tony Merriott

Victory Models by Euromodels and Amati

Scale 1:64

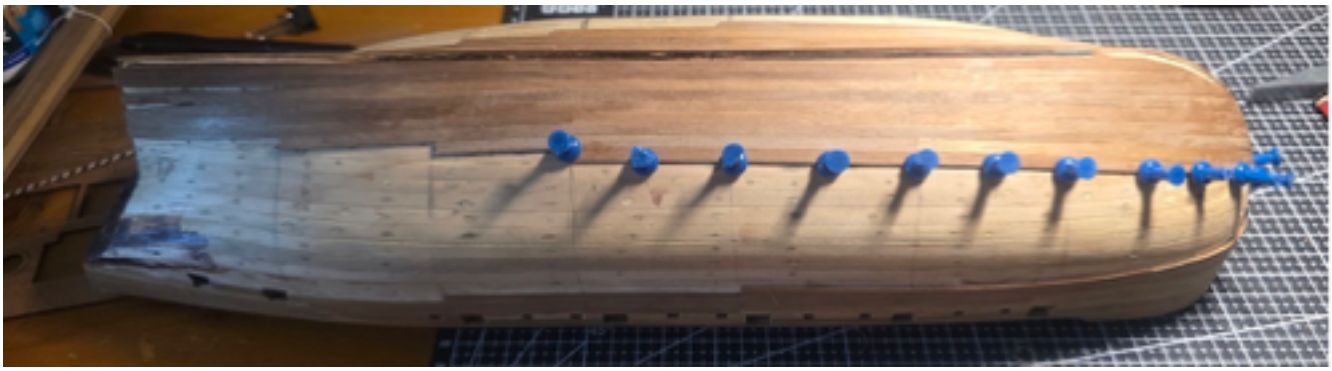
Between work, travel and tall ship sailing, the hull of the Granado is nearly finished. With some luck and time management the next update should show progressive stages of rigging and arming the vessel.
This is an interesting kit that lacks any detailed instructions and while not a complex model a novice may struggle as it requires an experienced mind to bring it all together.

Above - Commencement of first layer of planking showing the voids between the ribs filled with Balsa wood. While it is not important as a filler Balsa wood does not file or sand well across the end grain, something to bear in mind if it will be a finished feature.

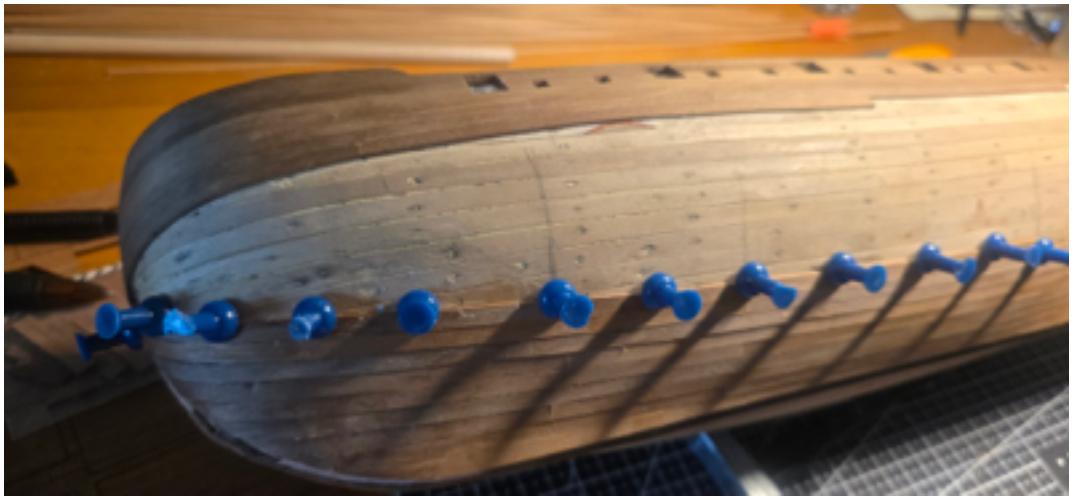
Left - Finished primary planking showing one side of the hull with wood filler and the side already sanded.

Above - Commencement of walnut outer planking.

Below - Shows pinning the outer planking. Care must be taken not to bruise the timber when using these types of pins. There are many other methods to hold the planks in place while gluing (maybe another article).



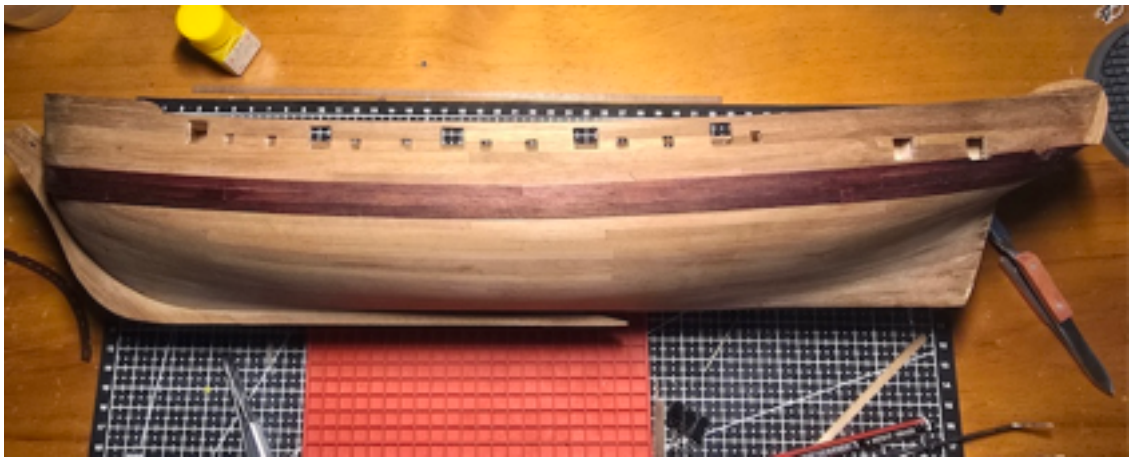
Right - Note the lower planking graduates being vertical at the bow and butts almost perpendicular to the upper planks that are parallel to the gunwale. Whilst some modellers prefer not to see the planks converging this way, the actual ships of the era had almost vertical beams on their “Bluff” broad bow, known as a “Whitby Cat” . This type of bow was sturdy and suitable for rough seas, typical of coal carriers of the day.

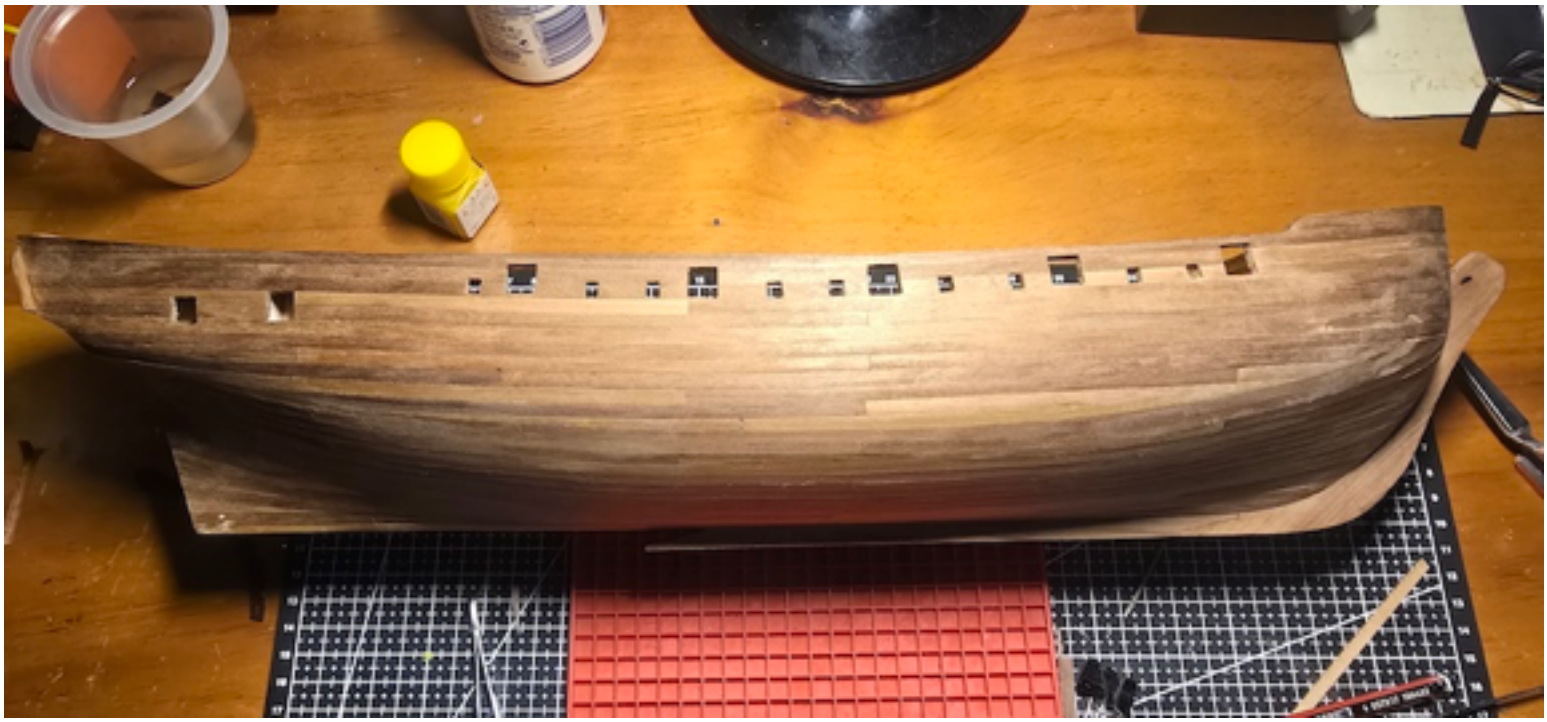


Port side planking finished and sanded

Right - Port side main “Rubbing Strakes” walnut planking saine mahogany.

Below - Unsanded Starboard side complete planking.





Above - Plan view showing deck planking to date.

Right — Bow view.

Below - Oblique stern view.

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