



Sydney Model Shipbuilders Club Inc.

CHATTERBOX

www.smsc.org.au

ISSUE # 102

APRIL 2025

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The CHATTERBOX INDEX is available at smsc.org.au

Please address all correspondence to SMSC and/or any members of the Executive Committee to the Secretary at secretary@smsc.org.au

All mail and contributions to CHATTERBOX to be sent to the Editors, Tom Wolf : tom@aces.net.au or Michael Bennett: mjbennett@ozemail.com.au



SMSC CLUB S&T MEETING

The next SMSC meeting will be on

Sunday, 6 April 2025 at 6:30pm

at Wests Ashfield, 115 Liverpool Road, Ashfield
unless otherwise notified. Members and visitors are welcome and are encouraged to bring projects for discussion.

Whilst catering for all standards, the problems encountered by beginners in selecting suitable projects and then completing them (along with other problems and pitfalls) will be addressed at this meeting

ENDEAVOUR GROUP S&T MEETING

The next Endeavour Group meeting of SMSC will be hosted by Mike Kelly at his home at Hurstville on

Saturday, 3rd May 2025 from 10:00am to 12 noon.

If you wish to come along and need details of the address, please contact Mike on 0438456220 or by email to [<mikelly118@gmail.com>](mailto:mikelly118@gmail.com).

Members and visitors are welcome and are encouraged to bring projects for discussion

These Endeavour Group meetings are held in the informal atmosphere of a member's home.

FORTHCOMING EVENTS IN 2025



EXPO: FESTIVAL OF MODEL SHIP BUILDING 2025

18-19 OCTOBER 2025

This event to be held at Wests Ashfield is open to all members, visitors and other modelling clubs to exhibit maritime and related models. Start preparing your models!



PORT MACQUARIE MODEL BOAT EXPO 2025

We've been advised that the date of the Port Macquarie Model Boat Expo at Port Macquarie Panthers Club will be held on **12-13 July 2025**.

SMSC will have a number of exhibit tables at this Expo, **your SMSC coordinator is Tom Wolf <tom@aces.net.au>**, please advise him if interested and how many models you will bring.



CANBERRA EXPO 2025

The Canberra Club will likely hold their Expo in September and we will keep our members updated **when more information is to hand**. For more information please contact: Bob Evans by email <rjeaevas@bigpond.com> or by phone 6226 8957



HUBERTUS MODEL BOAT CLUB EVENTS 2025

Our friends at Hubertus Model Boat Club have invited us to attend their events, we'll keep you updated with details of the events when known.

If you become aware of any other events in which our members may wish to participate, please let us know!!

AVAILABLE TO NRG MEMBERS ONLY

MODEL SHIP BUILDER MAGAZINE
20 YEARS. 121 ISSUES. 1,623 ARTICLES.

Free Downloadable Searchable Article Index
1979 - 1999

Any Full Issue PDF file: \$8.00

Go To: www.thenrg.org/resources

The Nautical Research Guild logo is a circular emblem with a ship's wheel and the text 'NAUTICAL RESEARCH GUILD EST. 1948'. The magazine cover shows a ship's hull and the title 'MODEL SHIP BUILDER'. The website screenshot shows a navigation menu with 'HOME', 'ABOUT', 'JOURNAL', 'EVENTS', 'FORUM', 'RESOURCES', 'HELP', and 'STORE'. The 'Model Ship Builder magazine index' section lists various resources for ship modelers, including 'ARMAMENT - 3D PRINTED CANNON', 'MODEL SHIP BUILDER INDEX', 'PLANS AND PROJECTS', 'ARTICLES AND HOWTOS', 'BOOK REVIEWS', 'MODEL GALLERY', 'ACADEMIC SCHOLARSHIP PROGRAM', and 'SHIP MODEL GRANT PROGRAM'.



COPYRIGHT AND OUR NEWSLETTER

As members are aware, your Editors often get down on our knees begging for material for Chatterbox.

In response, we often get what is blatantly plagiarised copyrighted articles. By that we mean that the article (or picture) is copied directly from printed material either directly from the Net or as sent to the member from some friendly source. Copyright laws are there to protect the creative person who has brought into existence an original work, be it artwork, something written, a photograph, etc.

So that cartoon you received from a friend and thought to be funny may be copyright. Even stuff you found on YouTube is most probably copyright. So, even if you are skilled enough on a computer to "screenshot" a video you could be breaching the law.

Things you create yourself are your copyright and if you claim the protection of copyright, it is protected by law. You will see our claim for copyright on the front page of Chatterbox.

We have special arrangements with fellow modelling clubs to use each others' material by acknowledging the source and the author, but this must be arranged in advance.

Many photos and articles are out there in the "Public Domain", they are fair game, but acknowledgement is still necessary. Sometimes articles for community benefit are "fair game".

What is the significance? As Editor, Tom recently copied an article by arrangement, and our Club's newsletter was placed on the Club's website for the benefit of members (thus "publishing" it). In doing this, we were unaware that the other newsletter's editor used copyrighted photos. Tom was in error as he didn't do the check himself and relied on others.

There are groups out there that do nothing else but search the internet for copyright breaches, which they then report to the rightful owner and claim a very substantial commission from damages that are recovered. That little exercise over 2 copyrighted photos cost our Club a large sum in damages, mistake is no defence.

This is not intended to be a lesson in law, but rather a warning about how careful and vigilant we must be. We don't want to scare away any contributor to Chatterbox, but rather to encourage original works, both articles and photographs. Taking photos of your own work with your own camera is OK! So are travel photos you take.

Looking forward to receiving a flood of original works, cheers,

Tom and Michael

Charlie

by Tom Wolf



Apr'25-1



ENDEAVOUR GROUP MEETING

at Oran Park, 8th March 2025

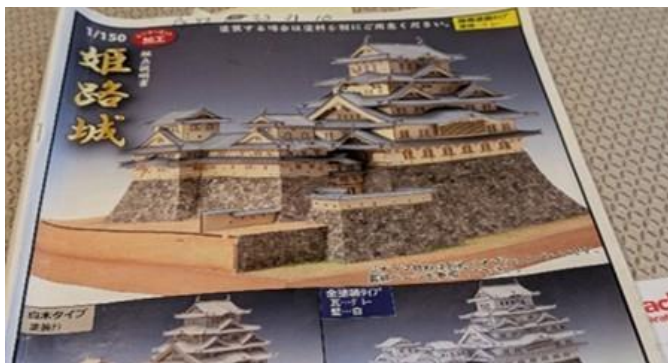
Report and photos by Ralph Hannaford

Seven SMSC members descended on Ralph Hannaford's home at Oran Park for this Endeavour Group meeting. Regrettably some members had other commitments or health issues and proved to be apologies for the meeting, but I would say that the idiom "Every dark cloud has a silver lining" proved to be true with Tony Merriott not being able to go to Brisbane for work due to Cyclone Alfred..

Mark Dawson, Richard Keyes, Evert and Cathy Van Oeveren, Tony Merriott, Steve Smith and Ian Nolan together with Ralph Hannaford, spent a very pleasant morning.

Richard Keyes is working on making *Japanese Temples*.

These model kits made by Woody Joe turn out to be quite beautiful and satisfy Richard, who has semi-retired from modelling.



He is also trialling a concept for reducing the height of perplex covers for model sailing ships.

Evert van Oeveren, with the help of his wife, **Cathy**, is making progress on his model of "*Duyfken*". As is often the case at meetings, discussion followed on the placing of the masts, a subject that has previously been covered by articles in Chatterbox, but nevertheless

remains contentious as different kitmakers continue to offer differing instructions.

Tony Merriott showed his progress on the bomb vessel "*Granado*" that was given to him by a friend ifrom Canberra

Steve Smith brought along a jig for holding a model to enable the model to be rotated securely while it is being working on.



To complete the meeting, there was discussion on the way in which kitmakers have adopted a method of providing instructions mainly with photos or sketches without any written explanations. Whilst this may overcome the language barrier that exemplified earlier model instructions (which were most often unintellegible and useless) nevertheless maybe both would be useful.

Ed: A big thanks to Ralph Hannaford for hosting this meeting at his home.



SMSC NORTHERN CHAPTER MEET at Summerland Point on 15 March 2025

Report by Tom Wolf, photos Sandy Wolf

What a fantastic meeting!! This group had not met for many months, but this meeting made up for the time lost.

5 local members and 2 travellers from Sydney met at the home of Trevor and Nanette Duxbury with an incredible variety of discussion topics and many models to show.

First up, **Michael Butcher** showed the poster size picture of the Artesania Latina "**Belem**" that he is currently building, a model that has its fair share of issues to overcome, but we will cover this in a Chatterbox Special Issue as soon as the model is completed.



Michael then told us of his personal history at sea from the age of 16 until he retired. Starting as a cadet at a training college, he first went to sea at 17 and completed his cadetship with the British and Burmese Steam Navigation Company. His first voyage was beset by problems when he went down with appendicitis in Moravia (Liberia), but was able to rejoin his ship and finished his cadetship. He then got his 2nd Master's ticket and served for another year with the Company as 3rd Officer.

He then joined Shaw Savill Line from 1956 to 1961, continually advancing his training until he got his Master's ticket in 1960, by which time he had met (in Tahiti), and married his beloved late wife Judith with whom they had 2 children.

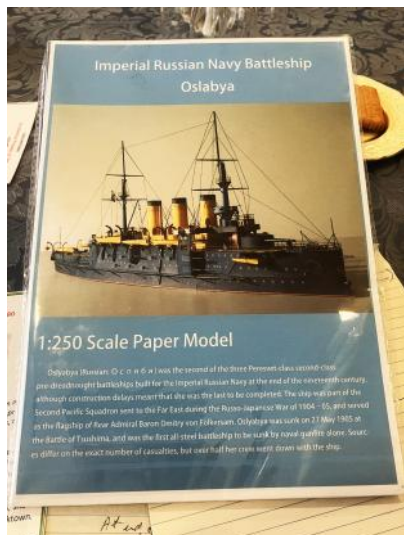
The family had settled in Wahroonga (a Sydney suburb) where they lived for 38 years, and eventually Michael got a job in management at White Bay Terminal (which was bought out by P&O Ports) until his retirement. This was about the time the family moved to Castle Hill, a shopping suburb that boasted a very good hobby shop. As Judith was a keen hobbyist, she encouraged Michael to get a hobby. He had not done any modelmaking since he was a boy in Birmingham (UK) when he made some simple airplanes. Anyway, Castle Hills Models was able to cater to his needs, and he first made his first kit, Artesania Latina's "**Harvey**" in 1996, and has since completed 29 model kits.

Michael is a regular contributor to the Chatterbox Special Issue series with his completed models..

Michael's contribution to the meeting continued with his showing of the Model Shipway model "**Rattlesnake**", an American privateer. He enjoyed this build with the parts and instructions being well prepared. The model is shown with an American flag which she wore for only a very short time as she was captured by the Royal



Navy frigate "**HMS Assurance**" on her first outing and renamed "**HMS Rattlesnake**" and used by the RN.



John Greenwood indicated that since the last meeting he has changed his mind, no longer wishing to build a torpedo boat, but rather a 1:250 scale cardboard model of the Imperial Russian Navy Battleship "**Oslabya**". This pre-dreadnaught battleship was built at the end of the 19th century. As part of the Second Pacific Squadron she was the flagship of Rear Admiral Baron Dmitry von Fokersam and participated at the Battle of Tsushima on 27 May 1905 where she earned the unwanted title of being the first all-steel battleship to be sunk by naval gunfire alone.

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The topic of cardboard models brought about a lively discussion, those attending agreeing that with the low cost and the ability to replace mistakes during the build (by simply re-printing some printed sheets), this may be the way to attract younger people into the hobby. **Trevor Duxbury** then informed the meeting that he had in fact used cardboard models for his railways models. and aroused more curiosity, particularly when he showed us his model of a **longboat in a canal setting**. We hope to bring our readers more about these cardboard ship models shortly.



Rod Hendy brought along a model of the tugboat "**Cervia**" that he built about 20 years ago using the "bread and butter" method. The ship was originally intended to be used in the D-Day landings, but was not completed until 1946. Nevertheless she featured an armoured wheelhouse.



On 25 October 1954, while towing the P&O liner "**Arcadia**", the liner made a sudden surge forward and the "**Cervia**" capsized resulting in the death of her Captain and 5 crew. The tugboat is now a museum ship at the Maritime Museum in Ramsgate.



David Pacey brought along "**HMS Elizabeth**". There has been a lot of work on this model since we last saw it. David pointed out the working steering mechanism, and the the discussion moved on to the gunport decorations to be installed



David is preparing the hollow rods on a lathe, decorating the end and then slicing it off, a very delicate operation as the thin ring tends to crumble. He indicated that he does not wish to build the model up, he is not even sure if he wants to instal mast stubs, but he is aware that there is very much still to do to complete the project.

Whilst he didn't bring any models to show, **Tom Wolf** informed the meeting that he is (regretfully) working on a number of projects simultaneously. The regret is that none of them are really progressing as his attention is scattered. His projects include a "**Flying Fish**" and an "**HMT Dunera**", both of which are commission jobs, and for himself he is building a **fishing trawler**, an "**HMAS Olive Cam**" and he also needs to finish the rigging and the spars on "**HMS Pegasus**" and "**HMS Leopard**".

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Michael Bennett brought along the model of "**HMT Dunera**" that he is making for the Sydney Jewish Museum at Darlinghurst. The model is based on a photograph published in the Sydney Morning Herald in September 1940 showing the disembarkation of approximately 2000 internees that were sent from the UK to Australia on board the ship. The model-in-the-round will feature the ship, the dock where it is berthed, train carriages that were used to transport the internees, and the police launch "**Nemesis**" keeping guard. Michael has documentation about each element of the project which he shared with the meeting.



Trevor Duxbury hosted the meeting, which was a great success. While we were at his home, we visited Trevor's workshop, where the Mamoli/Panart "**Amerigo Vespucci**" takes centre stage. It is a project that takes many hundreds of hours, and Trevor still has a while to go. His job is not made any easier with the usual complaints about language difficulties in the instructions, and the non-sequential nature of those instructions which are extremely difficult to follow.



We were also able to view 3 models That Trevor has on display in his home, they are: "**Baltik 1753**"; "**Unicorn 1790**"; and "**Royal Caroline 1749**".



We thank our hosts Nanette and Trevor for the use of their home and the tasty refreshments provided.

"HMAS SUCCESS"

1:20 scale model restoration at Cockatoo Island

Report by Damian Kringas

In 1980, construction started on **HMAS Success (OR304)** at Cockatoo Island Dockyard. A French design, it would be the only version built outside France and be the last and largest vessel built on No.1 slipway at Cockatoo Island.

As the real ship was nearing completion, a 1:20 scale model was built by Navy apprentices on the Island at the time.

This model, comprising 4 hull sections, was used as a training platform for crew members serving on the completed vessel, so the model was made to be functional in terms of training, rather than to a museum or shipbuilders' standard.

As **HMAS Success** reached the end of its serviceable life (decommissioned in

2019) the model was placed on display at Garden Island. Eventually the model also became surplus to demand and it was offered to the Sydney Harbour Trust in recognition of its, and the real vessels' significance, to the history of Cockatoo Island.

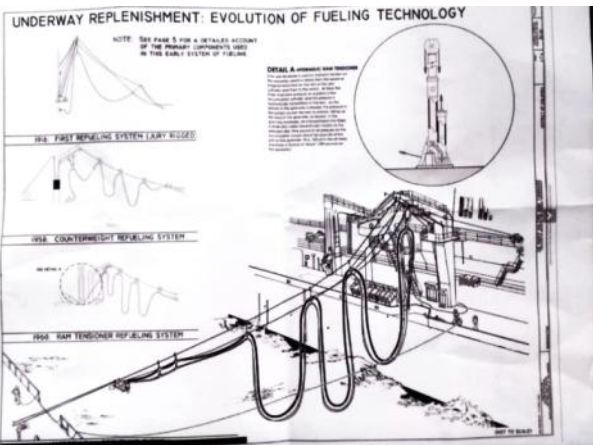
Once the model arrived a team of volunteers, under a restoration supervisor, was assembled and the restoration of the model commenced. With a timeline of one day a week for six months the aim was to preserve the model, retain its patina and restore as much of the functionality as possible.

The model was in fair condition. A lot of the deck-up infrastructure was damaged or missing. Using photos of the original ship and any of the model that could be found, missing parts were recreated including an RIB, small launch and LCM.



The two bow mounted Bofors were missing, but luckily Bob Nelson from the Newcastle Marine Modelers Association donated his time and materials to create two 3D printed versions. When these were mounted and painted they really POPPED and became the pride of the restoration. The main function of **HMAS Success** was refueling and resupplying two ships simultaneously, at sea. The highline carried fuel hoses which connected to the ship being resupplied. Through a maze of winches and pulleys, cables moved the supply hoses back and forth. The cables also passed through a stabilisation system which counteracted any ship movement through the water at speed.

cont. p.9



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Added to this, a lowline was also operational which could transfer goods and personnel. This system was controlled by raising and lowering the lowline, relying on gravity to move the shuttle across. There were also various small craft and a helicopter, with hanger on board. A Westland Wessex used on **HMAS Success** is at HARS, Albion Park.



Replicating this system, the model was designed to demonstrate these functions. Through much research, head scratching and hard work from the volunteers, from the possible eight lines on the model, two were made operational, one high line and one low line. The lights were then fired up, flag set on the bow and everyone stood back and admired their work. The model now awaits for the display area to be finished and she will then be on show for all to see. Video link to the restoration is:

https://www.youtube.com/watch?v=ql0vwIFyyfo&t=35s&ab_channel=PirateFleetAU

Many thanks to the restoration team and everyone at Cockatoo Island who helped.





SMSC has, over the years, developed a relationship with other Clubs from all over the world. In particular, we receive newsletters from the Canberra Model Shipwrights Society called "Scuttlebutt", and by arrangement, acknowledging the source and the author, we reprint the following article from their December 2023 and March 2024 issue.

TONY MERRIOTT'S CHINESE JUNK: "RED DRAGON"

Artesania Latina 1:60 kit,
completed March 2024

Photos and comments by Tony Merriott

Junks have been built since 600BC. These vessels were used for trade and war, and were the preferred vessels of pirates off the coast of Southeast Asia. The later southern Chinese-designed junks appeared during the 3rd century CE.

The larger of the Treasure junks of the 16th century are believed to have been 127m long and 52m wide. The hull design with large rudders, no keel and fully battened sails provided great stability for both open sea, coastal and estuary trade, but didn't sail well close to the wind.

Junks plied Chinese and Southeast Asian trade routes until well into the 20th century and can still be found as house, charter and trading vessels today.

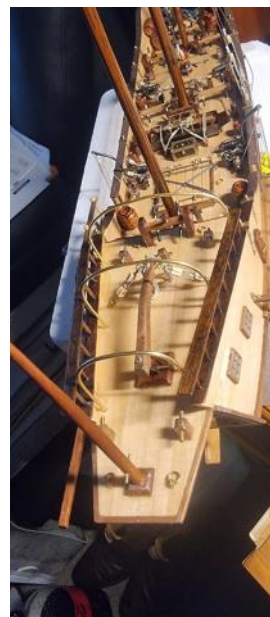


Photo left shows one technique of securing planking during gluing.



Photo above shows the completed planked hull and fore and aft bracing. This model's laser cut tolerances were quite loose, so bracing was required to keep all the rib sections true and square.

Photo left shows the forming of the poop deck. The instructions were not clear here, so it is important at this stage to mark and drill all decks to get a true alignment for the installation of the rudder shaft later in the construction



Photos from left to right:

- showing the finished hull and progression of the underside of the main deck.
- the completed main deck with all deck furnishing.
- poop deck under construction
- poop deck is completed

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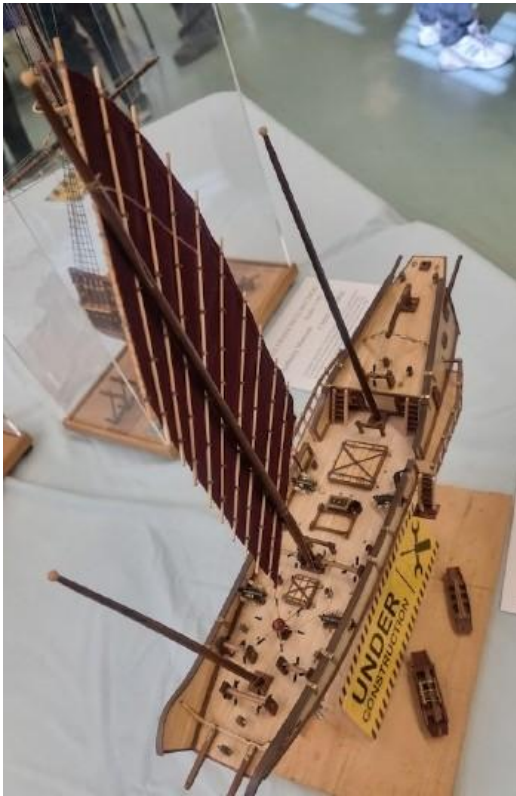


Photo left shows the model when exhibited as "work in progress" in October 2023



Above: "Red Dragon" in Perspex case



Above centre The completed sails attached to the main batons.

Above right: The secondary batons, saturated and bent with clothes iron, then secured to the luff end of the main batons.



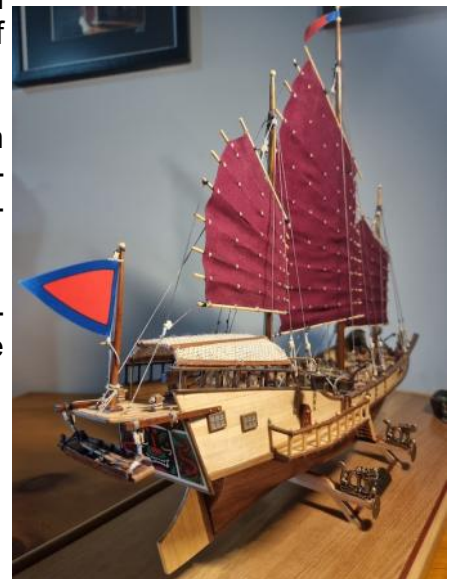
Left: Sails in place with the mast positioned between the main and secondary batons



Above centre Sails in place with the secondary batons ends secure towards the leech end of the main batons

Right: Rear quarter starboard aspect

Left: Bow decoration



Below left: Decorative stand

Below centre: Chinese lucky money chest for wealth and prosperity



Right: Leeward view of "Red Dragon".





THE PADDLE-WHEEL AIRCRAFT CARRIERS

By Tom Wolf

Often said, *“necessity is the mother of invention”*.

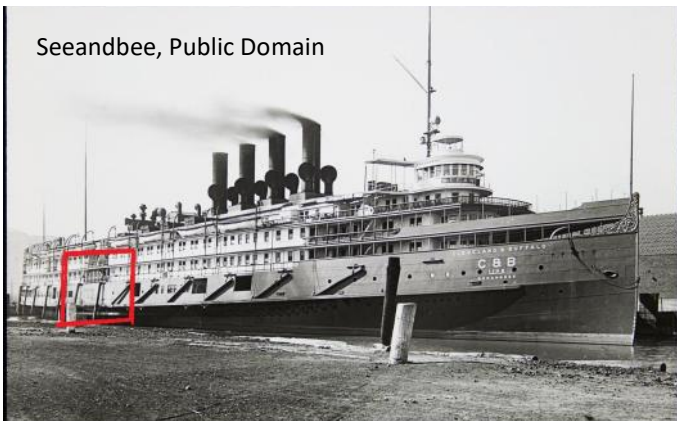
During WW2, when the US Navy was expanding its carrier fleet and required experienced pilots and other personnel who had been properly trained to crew those new aircraft carriers.

So it was that from 1943 until the end of the war in 1945, **“USS Wolverine” (IX-64)** along with her sister ship **“USS Sable”** were used for the training of 17,000 pilots, landing signal officers and other navy personnel with minimal losses. These ships operated on the Great Lakes, well away from the dangers of active operations and submarines.

USS_Wolverine, Public Domain



Seeandbee, Public Domain



“USS Wolverine” started life named **“Seeandbee”** and was built as a Great Lakes luxury side-wheel steamer cruise ship, launched in 1912 as the pride of the C&B fleet, she made her maiden voyage on June 19, 1913. At the time, she was the largest passenger ship on the "inland seas," and remained the only passenger liner with four smokestacks ever built for Great Lakes travel.

The starboard paddle-wheel of **“Seeandbee”** was over 50 feet from top to bottom. The paddle was fully enclosed with the structure of the hull.

“Seeandbee” was acquired by the United States Navy in 1942 and was quickly converted into a freshwater aircraft carrier for the advanced training of naval aviators in carrier take-offs and landings. She was not equipped with armour, hangar deck, elevators or armaments. As a genuine flat-top, **“USS Wolverine”** was shorter, and her flight deck closer to the water, than many of the fighting aircraft carriers of the day. Although unsuited for combat, she was highly functional in her pilot training mission.



USS Sable, Public Domain



Similarly, **“USS Sable”** was a converted Great Lakes side paddle steamer formerly named **“Greater Buffalo”** built in 1924.

Neither ship was fast enough for all weather operations, and on clam days take-offs and landings were suspended, but the experience gained by the pilots and other personnel enabled them to blend into fleet operations when they were posted for duty aboard operational aircraft carriers.



WHEN IS A PIRATE NOT A PIRATE?

Report by Tom Wolf (with help from Wikipedia)

We need to view definitions (from Wikipedia):

Pirate: a person who attacks and robs at sea

Privateer: a person who serves on an armed ship owned and crewed by private individuals holding a government commission and authorized for use in war, especially in the capture of merchant shipping. This authority is known as a **“letter of marque and reprisal”** was issued by a Nation or Sovereign and issued during wartime.

However, the line between privateers and pirates was not always clear. The commission (letter of marque) usually protected privateers from accusations of piracy, but in practice the historical legality and status of privateers could be vague. Depending on the specific sovereign and the time period, commissions might be issued hastily; privateers might take actions beyond what was authorized in the commission, including after its expiry.

A privateer who continued raiding after the expiration of a commission or the signing of a peace treaty could face accusations of piracy.

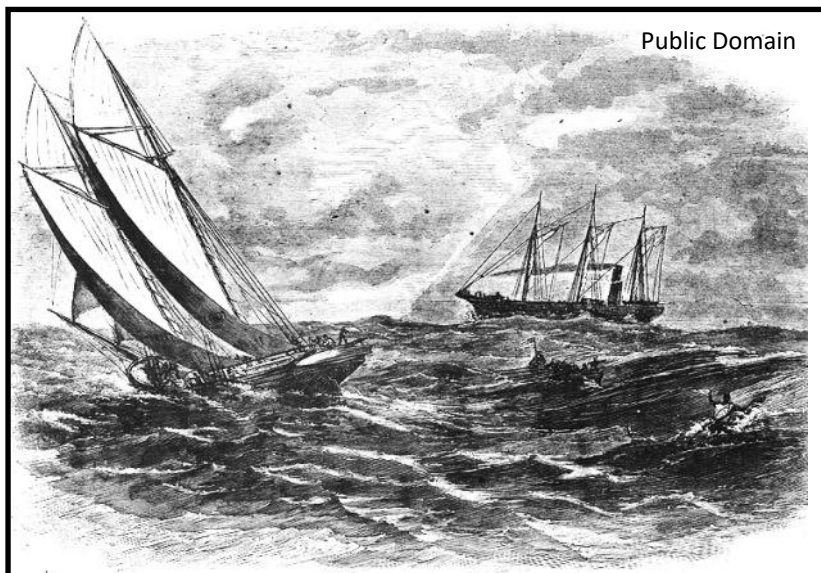
For example, some privateers faced prosecution for piracy. **William Kidd** accepted a commission from **King William III of England** to hunt pirates but was later hanged for piracy. He had been unable to produce the papers of the prizes he had captured to prove his innocence.

Both during the **American Revolutionary War**, and subsequently the **American Civil War**, were wars of revolution and the rebelling side had no legal authority either as a Nation or a Sovereign State. On strict application of the definition, only a “Nation or Sovereign State” could issue “letters of marque”, and yet most of the raiding vessels used by the rebels, in the first instance the US forces and in the latter, the Confederacy, utilised privateer naval forces.

The question of “privateer” compared with “pirate” arose in a case in USA referred to as **“the trial of William Smith”**. In early February 2025 I participated in an enthralling discussion of this case presented by **Dan Cicero** (Nautical Research and Model Ship Society, USA).

The facts as simplified are as follows:

1. In 1861, Smith was a member of the crew of the Confederate privateer **“Jeff Davis”**
2. In July 1861, the **“Jeff Davis”** was in the Atlantic, sailing under a letter of marque issued by the Confederacy. Without such authority any action taken to prey on commercial shipping would be considered piracy.
3. On 6 July 1861, **“Jeff Davis”** encountered the **“Enchantress”**, a Union merchantman.



4. On initial approach, **“Jeff Davis”** displayed the **Stars and Stripes**, but just before attacking she changed her flag to the **Stars and Bars**, the then Confederate flag. The master of the **“Jeff Davis”** claimed the **“Enchantress”** as a prize, and a prize crew was placed in charge, **William Smith** was the master of the prize crew.

5. **“Enchantress”** was recaptured by **“USS Albatross”** on 22 July and towed to Hampton Road and on to Philadelphia where she arrived on 28 July, and **Smith** and the prize crew were charged with “piracy”

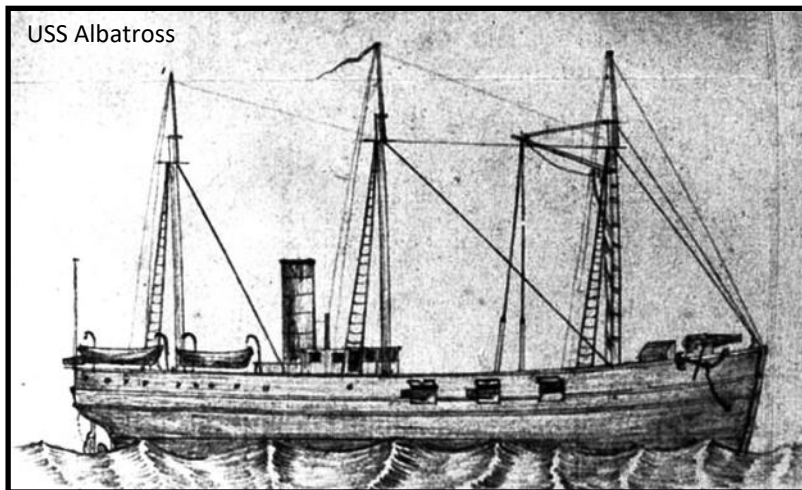
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6. **Smith's** trial started on 22 October, he was charged *"upon the high seas, out of the jurisdiction of any particular State within the admiralty and maritime jurisdiction of the United States and within the jurisdiction of this Court, did with force and arms, piratically and violently, set upon, break and enter a certain vessel, to wit a schooner called the Enchantress."*
7. Three days of testimony followed, including an account that:
 - i. whilst no weapons were used, weapons were visible on the **"Jeff Davis"** and its officers and crew
 - ii a coloured free man named **Jacob Garrick**, who was the cook on **"Enchantress"**, remained on board the captured ship. **William Smith** made an observation heard by many that Garrick could be sold as a prize, along with the ship. When **"Albatross"** approached the **"Enchantress"**, Garrick jumped overboard and alerted the **"Albatross"** that the ship had been captured and was a prize. He shouted *"Save me, captain, she's bound to Charleston."*
 - iii the validity of the letters of marque issued was an issue, as privateering was legal between warring nations, but the Lincoln administration refused to acknowledge that the Confederacy was a "Nation".
8. After much legal argument and directions from the judges, the jury retired and found William Smith **"guilty of piracy"**.
9. William Smith was sentenced to **death by hanging**.

Other facts to complete the story:

1. **"Jeff Davis"** was built in 1845 as **"Putman"**, had her name changed to **"Echo"** and was involved in the slave trade. She was captured by **"USS Dolphin"** with slaves on board and forfeited to USA, and she was sold in 1859 and reverted to the name **"Putman"**. Her owners applied for a letter of marque, and a letter in the new name **"Jefferson Davis"** was approved. She was commissioned as a privateer on 18 June 1861. After a short but very profitable life as a raider, **"Jeff Davis"** ran aground on 18 August 1861 and could not get free. Her crew were saved, but the ship was a total loss.
2. The Boston based schooner **"Enchantress"** was bound for Cuba when captured by **"Jeff Davis"**, no records have been found as to what happened to her after her recapture, but it is presumed that she was given back to her rightful owners
3. **"USS Albatross"** was a screw steamer rigged as a three-masted schooner built in 1858 and acquired by the Union Navy in May 1861 and sold off in 1865 to continue operating in merchant service until 1888 when she was removed from shipping registers



Finally

The sentence of death was immediately met with threats from the Confederacy that if it was carried out, officer Union prisoners of war would be dealt with the same way, and in fact some officers were selected by ballot for execution.

To avoid this retribution, **William Smith's** death sentence was annulled and he became a prisoner of war instead.

As for the rest of the crew of **"Jeff Davis"**, although arrested and charged with piracy, the charges were never brought to trial and they also became prisoners of war.



TONY IN HOBART

The Australian Wooden Boat Festival is held regularly. On February 7-10, 2025 it was held in Hobart, Tasmania, and "James Craig" was one of the tall ships that attended,



A secret (from Canberra) source has informed us that SMSC Secretary, Tony Merriott, was crewing on "James Craig", when the vessel "got smashed" in Bass Strait, notorious for its atrocious weather. Photo above shows Tony at the helm in quieter waters.



Charlie

by Tom Wolf



Apr'25 - 2



TACKING POINT LIGHTHOUSE

Report and photos by Tom Wolf

Erected in 1879 on a rocky headland about 8 kilometres south of Port Macquarie, Tacking Point Lighthouse was built to the design of James Barnet, Colonial Architect. Tacking Point was named by explorer Matthew Flinders in 1802 during his 1802–1803 circumnavigation of Australia.



In the mid-nineteenth century over 20 ships were wrecked in the area. Consequently, in 1879, a fixed catadioptric light of less than 1000 candelas was erected on Tacking Point. The lighthouse was built of cement-rendered bricks and only needed to be 8 metres high due to the elevation of the site.



In 1919, the light was converted from wick oil light to automatic acetylene operation, and was de-manned in 1920. The light was converted to mains electricity in 1974.

The lighthouse is located in the picturesque coastal town of Port Macquarie, New South Wales, and sits atop a rocky headland that offers stunning panoramic views along Australia's Mid-North Coast.

The area itself is a popular location for whale-watching during migration.

Lighthouse Beach has a gorgeous seven kilometres stretch of sand and is also a popular destination for surfers.

