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## NEWSLETTER

<http://home.vicnet.net.au/~bmbg/>

### *Ensign's report* 1st June 2011

*My own commuter model is shown with the main cabin under construction; up to five layers of timber were required for the window frames.*



### PS Tangil by Murray

Researching P.S. Tangil has uncovered the existence of a half model built by David Bull, a descendant of the vessel's captain, James Bull. It's located in the foyer of the Tangil Motor Inn in Bairnsdale.

The model's colour scheme was red under the water line, black sides and white top. However after speaking to David Bull he also recalled green being used under the water line. The smoke stack was fawn. The layout of various staircases leading down to the saloon and engine room and up to the top deck were easily understood from the model.



I also discovered a better copy of the plans (4 sheets at 1:24 scale) at the East Gippsland Historical Society. I took high resolution photographs of them and will try to trace each sheet using Solid Edge CAD software to produce an electronic version of the plans.

### Problem corner

**Q** *Confused of Brunswick* writes: I have tested my model in the bath as per the instructions, but it just flops violently to one side or the other instead of remaining level- what to do?

**A** Dear Confused, try running a little water in the bath first.

### KESHMA steam trawler by Bruce

In about 1946-1948 a friend and I made an exchange. I built an engine for him while he carved a hull for me from a block of oregon I think. Therefore I claim my record of only building tinplate hulls is intact. The superstructure is tinplate.

At about the same time another friend returned from England with a drawing of a Model Steam Trawler. I can only identify the source of this as Harold A. Underhill, Glasgow.



We decided that the hull and the drawing were sufficiently compatible so that with a generous latitude they could be matched and the model be described as a Steam Trawler.

The engine is single-cylinder double-acting 'D' valve type with a bore of about 9/32" and stroke of about 1/2". The boiler, a water-tube design, is spirit fired. As it has only about two ounces of water capacity there is a boiler feed pump. This was a fairly common practice then with the feed being taken directly from the pool.

I cannot remember whether I completed the boat at that time or not before getting married in 1949 but after that the boat stood idle and neglected until some 15 to 20 years ago when I gave it a bit of a refit. The burner, boiler and engine remained but a new pump and a water tank were fitted. The latter was needed as some sailing in muddy dams was likely. Some unnecessary and fanciful features such as a bilge water ejector and an exhaust oil cyclonic separator were removed. They didn't work anyway. Steering remained manual.

The name occurred about this time. My grandchildren, **Kevin, Shane and Marie** would handle the boat's movement around the ponds.

Radio control was added to the steering when I started sailing in the more open waters of Jack Roper and Northcorp but I am never comfortable with single cylinder engines in such conditions and am starting to think about another refit with a new engine at least.

