



VOL. VIII

NO. III

NEWSLETTER

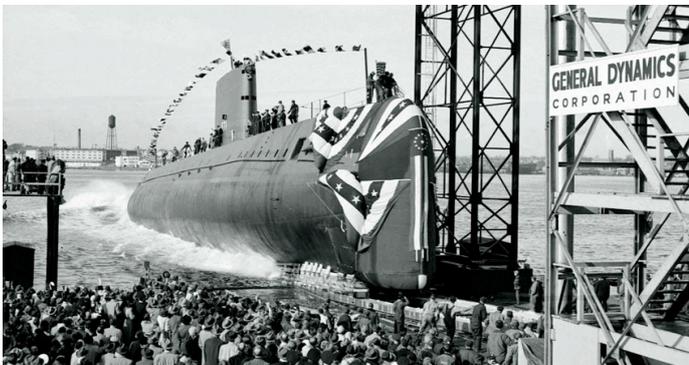
<http://www.bmbg.org.au/>

Ensign's report 1st March 2015

In celebration of a recent milestone, I received several kits - a Sterling Chris-Craft 50ft Catalina Flying Bridge Cruiser Kit, a Veron Police Patrol Launch Kit, a Marinecraft MTB Kit and a Camera Lens Cleaning Kit. Even the government are getting in on the act, and tell me they will be sending me something called a Bowel Cancer Screening Kit. If there's sufficient interest, I'll bring these in on the next club night.

USS Nautilus

I am currently undertaking research on this most historic of submarines, the first to be nuclear powered and the first to travel under the ice of the north pole, with a view to it being a candidate for a major model submarine project.



The most surprising thing to emerge so far is the lack of documentation, and the obvious errors and discrepancies in all the available plans and drawings. The launch photo (*above*), for example, clearly reveals a necking of the lower hull immediately behind the chin sonar that is not present on most plans or models. It also shows that the line of intersection of the deck casing with the pressure hull is not the natural curve shown on most plans but a series of curves and angled lines. Many sources cannot even agree on such basic things as the overall length.

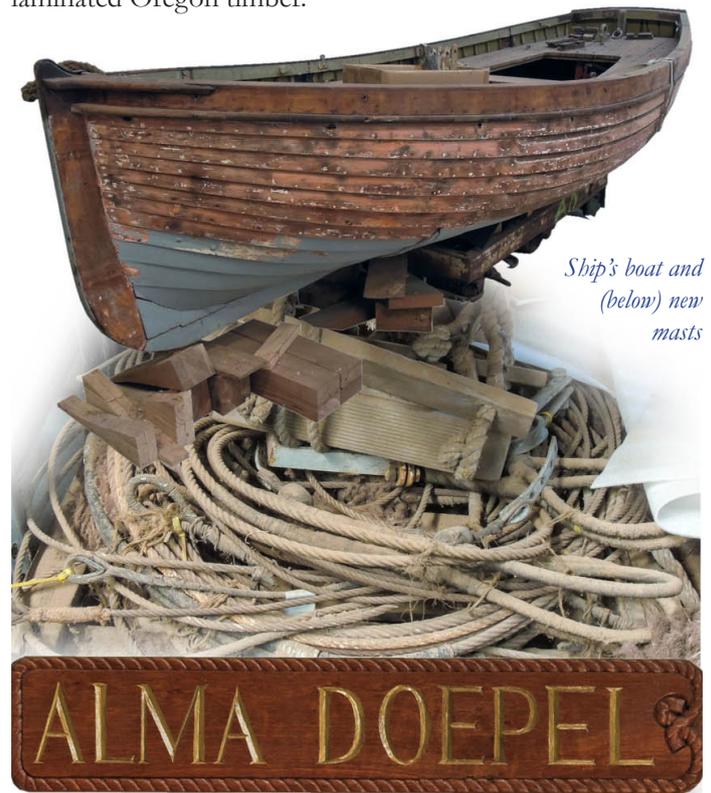
At the time, of course, the Nautilus was highly classified, and there was probably a measure of deliberate mis-information intended for the USSR, even extending to the drawings provided to American plastic kit manufacturers, for Russian intelligence was known to make a study of their products.

Alma Doepel

On a recent cycling trip, some BMBG members and their friends, fortuitously passing the Alma Doepel restoration site at Docklands, found themselves invited in for an hour and a half long tour of their workshop.

Apart from the history of the ship herself (now over 110 years old), there was a great deal of interest to be found in learning how the latest technologies are being applied to restore the ship, using a full 3D computer model.

The many problems to be solved include correcting the considerable "hogging" of the hull that has come about due to unfavourable distribution of buoyancy and weight along its length. Since we no longer have trees large enough to make new masts, these have been fabricated from scarf-joined, glue laminated Oregon timber.



*Ship's boat and
(below) new
masts*



Sail and Adventure Ltd, who brought the Alma Doepel from Tasmania to Melbourne, hope to achieve commercial survey status and operate the ship for youth training programs.

A visit to their website is recommended:

<http://www.almadoepel.com.au/index.html>

Thanks to John E. for the photos, his blog may be found at:
<http://elstonphotographydiary.blogspot.com/>