



VOL. II



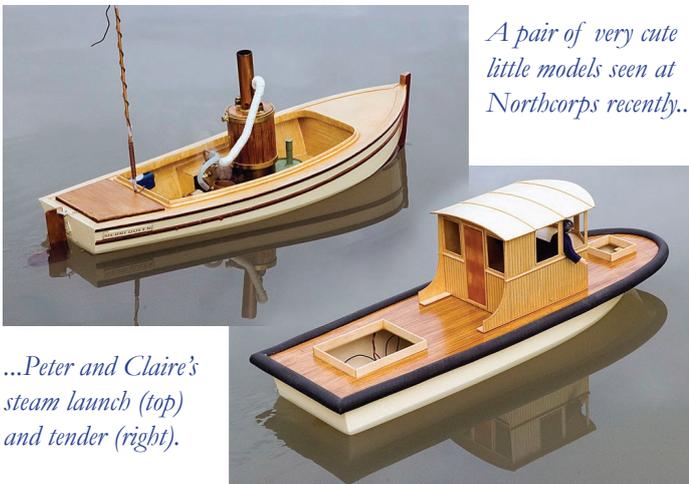
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## NEWSLETTER

### *Captain's Log* 5th September 2009

*With the completion of my seaplane tender my model dockyard remains fully booked for overhauls, refurbishments and updates to my existing fleet. It is also a time of research and planning for that next model. The Internet can be a valuable resource here, but beware. It carries with it the danger that every search runs off into interesting tangents, and you end up with five new models to build for every one you research!*

### Boat sightings



*A pair of very cute little models seen at Northcorps recently...*

*...Peter and Claire's steam launch (top) and tender (right).*

### E Class submarine

In the May 2008 issue of our newsletter I suggested that the WW1 British E Class submarine might make an interesting model and that plans were available within the group. Now the good news is that Phil has taken the bait and decided to make it the subject of his first static-diving model submarine. Phil will be producing the hull from a fibreglass mould and incorporating a pump type sealed ballast system.

Submarines of course have a fascination all their own, added to in this case by features such as beam torpedo tubes, massive radio masts and an exposed conning tower. I look forward to the day I can bring you photos of Phil's submarine.

### The PS Minnie by Tom



As my latest model was nearing completion I began to think about the next one. I had in mind an open steam launch, but plans for these were few and far between.

One day, looking through a library book on paddle steamers of the Murray/Darling system, I came across two photos of a twenty-foot open stern wheeler. This steamer was said to be the smallest ever to work the Murray. With such a shallow draft, it would work the streets of Echuca during the great floods.



*A general view of the PS Minnie*

The photos were of poor quality, but a closer look revealed a very unusual paddle wheel. I always like something different, so this would do. The boat had very simple lines and was easy to draw. A frame was constructed and covered with 1.6mm ply—with a light covering of fibreglass it would be waterproof.

A vertical boiler was put together, but unfortunately the fire-box was made for looks with dummy rivets, fire door etc. and with no insulation heat loss was significant on a cool day, like many fair weather boats that spend most of their life on the shelf. The first fine day on the water, the PS Minnie sailed perfectly.

*Stern view showing the unusual paddle wheels*

