

March 2014

THE SCUTTLEBUTT



The Canberra Model Shipwrights Society Quarterly Newsletter

(Established 21 April 1988, Incorporated 16 January 1991)

OBJECTIVES

To foster and maintain interest in building and constructing scale Model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field.

Scuttlebutt \SKUHT-I-buht\, *noun*:

1. A drinking fountain on a ship.
2. A cask on a ship that contains the day's supply of drinking water.
3. Gossip; rumor.

Scuttlebutt in nautical terminology is a water fountain or water cask on a ship.

Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn. Since Sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became slang for gossip or rumors.

The modern equivalent is the office water cooler, also a source of refreshment and gossip.

President's Message

The first quarter of 2014 is almost over, it seems hard to believe how quickly time is passing. April sees the AGM taking place and I urge everyone to consider any issues they may wish to raise and in particular consider nominations for Committee positions. Without active support the Society cannot function as it should.

In addition to the Committee, I should also like to acknowledge the hard work put in by Joe to ensure this Newsletter continues to provide members with an interesting and informative content.

As I keep saying, the Newsletter is for the benefit of Members but it must also rely on input from the Members so please consider your contributions. A captioned photo is all that is required, or a short article on places visited, models built, hints and tips- the list is endless.

I should also like to urge Members to visit the CMSS web page. Again I acknowledge Jim Allen and Steve Batcheldor for their efforts in keeping this site as up to date as it is. Visitors to the site will note that there are now a number of Newsletters from like-minded Societies in the USA which make for very informative reading. They also have access to our publication so we have the ideal platform to advertise ourselves.

We had the opportunity to have a small display at the Royal Canberra Show in February. CMSS has not displayed at this event for several years for a number of reasons, however, although there were some teething problems I think this should become a useful event 'to start our year with.

We will also be resuming attendance at Malkara in August this year. Other events will be Wagga at the beginning of November and the ACT Scale Modellers ScaleACT 2014 at the end of November for those of you who also like to dabble in plastic.

Do not forget though that the primary event is our own Expo14 to be held on the weekend of 20th and 21st of September. This year we will be returning to the Mount Rogers School and I would like to thank the Principal for hosting this event over a number of years now. We have set ourselves a high benchmark for this event and I would like to think we will continue to do so. Please consider your support for this year's event so that we can look forward to an occasion that is even bigger and better this year. The Expo is not restricted to CMSS members so if you know of anyone who is interested in displaying a model or maritime memorabilia please invite them to participate through Peter Hatley who is now the Events Coordinator.

Enough from me, enjoy the Newsletter.

Best wishes,

Bob Evans
President



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Committee Members

President	Bob Evans	6226 8957 (H)
Vice-President	Edwin Lowery	6298 3929 (H)
Secretary	Ray Osmotherly	6254 2482 (H)
Assist Secretary	Steve Batcheldor	6299 0863 (H)
Treasurer	Bruce Kirk	6290 0527 (H)
Member	Liam Mclean	6931 5792 (H)

Meetings

The Society will meet until further notice, at the **Hellenic Club, Matilda St. Woden** on the third **Tuesday** of each month, excepting December and January, commencing at 7.30 pm. Visitors are welcome.

Society Webpage

CMSS members are encouraged to visit our website at <http://www.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 sites. If you haven't use the website lately, have a look now. CMSS is using email a lot more for communicating with members. That doesn't mean we have forgotten those who do not have access to a computer. You may find it an advantage to ask a friends or relative to be the email recipient for club information. Otherwise we will mail you all relevant material or call you if really important.

Editors Note

Well this is the first newsletter for 2014 and it is full of lots of enjoyable and informative articles.

Thanks to articles contributed by President, Bob Evans and member Max Fitton. I would also like to give a special thanks to Ross Balderson for his contribution with an excellent article on scratch building Tugs.

It's good to see that Max has not wasted any time in establishing the WA Chapter since moving from Canberra to the land of the "Sandgroper". I'm jealous of his new workshop and can't wait to see what great models will come out of there. Keep up the good work Max.

As reported in the "President Message" this year will be another full and exciting year with planning of events on the horizon, not to mention the CMSS Expo in September.

I urge members to get involved and assist the events committer where they can. As they say "many hands makes lite work".

So as you can see, this newsletter is another bumper issue with lots of photos and I hope that is was well worth the wait.

I hope you enjoy reading this newsletter as much as I have producing it.

Joe Allen

Editor



CMSS Annual General Meeting

Members are hereby given notice that the **Annual General meeting** of the Society will be held at the **Hellenic Club, Matilda St. Woden** on **Tuesday 15 April 2014** commencing at 7.30pm.

All positions for committee will be vacant and we seek nominations from interested members to fill these positions.

The Cape Naturaliste Lighthouse — By Max Fitton

We came South from home to Busselton for a short break. Whilst here we had a good look around Geographe Bay and found ourselves in Dunsborough and saw the sign for Cape Naturaliste Lighthouse. What more could one do than have a look at what was on show. I thought you might like to share some of the pictures I took:

The lighthouse was built in 1903 so isn't the oldest in Oz but it is to this day a category 1 light because of the dangerous waters surrounding it. Because it is perched high on a rocky headland it is quite short in stature, still reaching the required height. It's light is visible 40+ Km out to sea. It is apparently owned and operated by AMSA (Quiz our worthy President Bob for detailed information) and is controlled by electronic wizardry via satellite to Canberra. For want of a better description this is a shot of the "control room" from inside the lighthouse:



The original mechanism driving the reflectors was a mechanical device built by Chance Brothers in Birmingham UK. It was replaced by 2 very small electric motors, I think, in 1978. The original device is now on show:

Apparently it was driven by a weight on a rope that gradually dropped towards ground and had to be rewound to the top manually – a light keeper's job amongst many.



The two small electric motors that replaced it are able to perform satisfactorily because the albeit weighty base that supports and turns the reflectors is balanced on mercury so needs little power to make it slide across the surface of the mercury:



Another job required of a light keeper was to clean the mercury every fortnight. Often he would get his family to help. No wonder the light keeper's life was generally shortened. Today, of course, OH&S requires complete body cover c/w masks etc to clean the mercury and is only carried out six monthly.

It was a hard life for a keeper, and family, who was paid the princely sum of one penny per day, all found. They worked 4 hour shifts on this station, 4 hours on 8 off.

There are three light keepers' cottages, one of which is presently used as a shop/office/tearoom pro tem while number 2 is being converted into a museum. I couldn't find out much about the third except to say that someone with imagination christened them house 1, house 2 and house 3.

The Cape Naturaliste Lighthouse – Continued

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House 1 with Pam on show



House 2

The scenery from the walkway around the top of the lighthouse was quite spectacular. It was too far to see Bunbury structures but one could see the end of the bay where it is situated. Cape Leeuwin Lighthouse was too far around the corner to be seen but is the next light going south. There were no whales on view – wrong time of the year!



Just one view from the top of the lighthouse



A close up of the Rock

The rock illustrated is to the south lighthouse and is quite an outstanding feature of the area – Sugarloaf Rock. The beaches around it are just gorgeous but one could imagine that they would be terrifying in stormy weather:



This is a very attractive part of the Nation. The lighthouse was not very different to others I've seen and so many are situated on outstanding promontories that it is easy to say "seen one, seen the lot". For example, Cape Byron and Seal Rocks are classic examples of beautiful sites. I tend to think of the beauty of the one I am presently viewing, so I can safely say this one is worth while going out of one's way to view if staying in the region.

A Cry for Help — By Bob Evans

A cry for help!

At the beginning of February, I received an email from a lady requiring someone to repair a model which was of some sentimental value to her partner. The model had been dropped and as a consequence had reverted to quite a number of its component parts, some of which had gone the way of many dropped objects and disappeared forever.

The starting point, I thought, was to find out what the model was and the extent of the damage.

The photo, whilst not great does give some indication and the plastic bag full of bits is a real give away!



This is of course the Tamiya 1/350 scale King George V minus the forward superstructure and accompanied by the bag of bits (not all as it transpired!)

More a job for the ACTSMS you think? Well, since I also belong to that fine body of model makers I accepted the challenge.

As it was I had a model of this vessel waiting to be built (a forlorn hope) so replacement parts were readily available.

Fortunately glue had been used sparingly and on painted surfaces so the model had not shattered, rather it fell apart.

I was conscious of the sentimental value of the kit because of the family member who had built it so I restricted myself to generally cleaning the model and restoring the bits to their rightful positions. The masts were replaced entirely as there is no way of repairing these items satisfactorily. I also replaced the rigging with Ezi-Line and replaced missing bits.



Unfortunately this photo does not show the new masts fitted, but you get the idea.

Whilst a little different from our normal activities it was great to be able to help someone out in time of need.

The model was delivered in time to be given to the partner on his birthday.

Scratch Building Tugs for Newcastle - By Ross Balderson

My passion for modelling has generally appeared to evolve around model railways but for me it is actually being able to recreate scenes of Australia's past history. The latest project on my list is to produce a working diorama of Newcastle set in 1899. As the scale being modelled is 1:160, better known as N scale, there is nothing commercially available to suit. Everything therefore has to be scratch built. All buildings, railway infrastructure, loco's and carriages, horse drawn vehicles as well as boats and ships. The overall dimensions of the diorama to be built will be 3m (10ft) across the front and 1.8m (6ft) deep with a large curved back drop. Approximately half of the scene will be made up of water which at this scale allows for quite a number of sea and harbour vessels.

While continuing deeper into the research of Newcastle I found there were a number of steam tug boats and coastal steam ships that would keep reappearing in early day photographs. The most prominent tug boat fleet was owned by J & A Brown Coal Mining Company. Among the fleet were two oceangoing steam paddle tugs named "Commodore" and "Bungari". I managed to find a computer web site that covered the history of J & A Brown's tug boats. The web site entailed photos, basic dimensions and a brief history on each boat. There was also a number of early costal steam ships that often appeared moored at the "Newcastle and Hunter Steamship Company" wharf. One in particular named "Namoi" became my main focus. It was 245 feet in length and propelled by large paddle wheels on each side. It began service in 1884 transporting cargo and passengers between Newcastle and Sydney. It was eventually scuttled off Sydney Heads in June 1933.

I organized a trip to visit the Newcastle Maritime museum to meet up with staff members of the museum in the hope of finding more reference material. They were very keen to help and in their personal collection were able to produce many more photos to assist. I was also allowed to photograph their pictures for my own research collection.

Once back at home I loaded a number of accurate side profile and front view photos into Corel Draw on the computer. The photos were then enlarged to the correct modelling scale and using the drawing programme, the tug boats and ship were traced and reproduced as a scale plan.

The first tug boat that was to be modelled was the 120 feet 9 inches long steam paddle tug "Commodore". Due to the fact that the scaled boats will be sitting on a large area of modelled water all the boats will be built as water line models.

Commodore was constructed as a model using styrene plastic with the finer detailed parts from photo etched brass and brass and nickel silver wire. A plan view of the main deck and the water level section of the hull were drawn using Corel Draw then printed and cut out to be used as templates. The hull was made up of layers of 3mm thick styrene glued together then placed on a belt sander and shaped using template markings and photo references. Styrene is a thermo plastic so it will melt and distort if too much pressure is applied to the belt sander. Also it helps to have a slightly courser belt to cut down on heat friction. The underside was trimmed up using a small grinding disk in a Dremel drill. The hull was then smoothed clean using a number of metal files. The deck was made from "Evergreen" 1mm spacing scribed styrene sheeting. The reason I use styrene for most of my modelling is that it is quite a stable material and when it is glued it welds and becomes one. Finer detail such as the upper deck railings, life boys, steering wheel, mast ratlines, anchor jib, side covers for the paddle wheel guards and the paddle wheels were drawn using Corel Draw then photo etched in brass. Mast and funnel rigging was produced from 0.2mm nickel silver wire. The air vents were created from styrene tubing with a larger solid block of styrene glued on top. Once the glue had set a small grinding disk in the Dremel drill was used to shape the upper portion of the vent. A small round dental bur was then used to carve out the inner part of the vent.

The next boat on my list is J & A Brown's steam tug "Champion" which was the pride of their fleet. It was 135 feet 5 inches in length and boasted to have the largest steam boiler in the southern hemisphere for a tug boat.

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Scratch Building Tugs for Newcastle - Continued

Coal baron John Brown also used Champion as his own private yacht for fishing trips and entertaining guests. The saloon section even had a piano attached to the bulkhead.

Construction of Champion's hull was produced by the same styrene lamination method as Commodore. Due to the fact that Champion had cabin port holes and a glassed in wheelhouse I decided to have a go at fitting lights into the boat. I found a website called "DCC Concepts" located in Western Australia that supplies a great range of coloured LED's for the modelling world. Two 0.8mm warm white LED's were fitted as mast lights and another one fitted to the rear of the funnel. The tiny 0.8mm LED's come in a pack with dropping resistors and a small tube of dark yellow tint to stain and darken if required. They also have very fine wire leads already attached to them which will easily fit down small brass tubing. Red and green 3mm LED's were used for the port and starboard lights. A number of 3mm warm white LED's were also fitted inside the cabin areas. All totalled there were 9 LED's used.

The porthole surrounds were produced from 0.25mm thick styrene sheeting cut into 3mm flat disks then glued in place. Once set, a 2mm hole was drilled through the disk and cabin wall creating the porthole and turning the disk into a slightly protruding ring. Finally once the model is painted a thin film of PVA woodwork glue across the round porthole works quite well as glass after it has set and become clear.



Construction of the “John Oxley” Part 1— By Bob Evans

The John Oxley is a former pilot boat and lighthouse and buoy tender. She was built in Scotland in 1927 for the Queensland state government. The vessel was taken into the Royal Australian Navy during the Second World War. Returned to her duties after the war, *John Oxley* remained active until 1968, when her deteriorating condition made her unusable. In 1970 the ship was donated by the Queensland government to the Lady Hope-toun and Port Jackson Marine Steam Museum (now the Sydney Heritage Fleet) for preservation, but due to other projects, work was sidelined until 2004. As of 2014, the ship is still undergoing restoration at Rozelle Bay, Sydney.



This photo shows the vessel well advanced in her restoration at the Sydney Heritage Fleet site. Hopefully my completed model will be recognizable as this vessel!

More years ago than I care to remember I purchased a fibre-glass hull of the vessel and also amassed a large number of photographs against a future project. It must have been in the mid 80's as I certainly didn't have a digital camera at the time.

The hull has seen the insides of many workshops, always starting down at me and wondering when something was going to happen! Late last year I determined to shelve anything that looked as though it had rigging and get on with some scratch building. Enter John Oxley.

The hull was quite reasonable except for the interior which was quite rough. This gave some problems in the region of the bulwarks and in theory these should have been thinned down considerably or perhaps removed entirely and rebuilt. I was concerned at the possibility of destroying the hull if I attempted this sort of chain saw surgery so elected to even off this area and line with thin plastic card. I also used plastic card to plate the exterior and used the dressmakers ponce wheel to create rivets. Scratch building is quite interesting as for the most part every piece has to be created and is not quite so repetitive as the plethora of period model ships available.

The photos below show the progress to date.

Work begins. Thinning down the bulwarks and the addition of two internal bulkheads.



Do this work outdoors! The hull also needed the addition of the distinctive sterntube bulge and the stern frame and rudder. Openings were also cut for the cooling water inlets and the overboard discharges, including the freeing port openings at the maindeck level.

Stern frame and rudder being positioned.

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Construction of the “John Oxley” Part 1— Continued

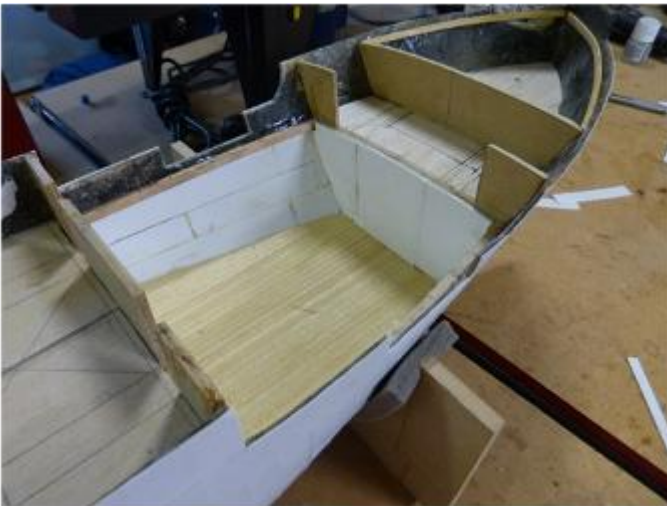
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Note also the stern tube fairing. For this I used plastic tubing and milliput.

It is also essential to mark the bulwark heights both externally and internally to get deck levels right. Failure to do so is subsequently problematic! (experience!).

At this stage I was working on small copies of plans and other information available on the John Oxley Restoration website.



The vessel also retrieved navigation markers in Moreton Bay for maintenance purposes so I elected to model the single hatch open and include a typical buoy in the finished model.

Note the extensive use of plastic card lining- still in the “pursuit of excellence” even if not wood!

frame fitted .

At this stage I was in possession of the proper plans for the vessel available from the Sydney Heritage Fleet and I thank John Phillips for his prompt attention to my needs , considering this was happening over the Christmas period. The portholes were punched out of the plating before adding to the hull. These could subsequently be drilled through the hull and portholes added. These were constructed by cutting pieces of an appropriate diameter from plastic tubing , adding a disc punched from clear sheet (anything you might buy which is contained in clear sheet will do) and filling the space with araldite.

Hull plating is now completed, freeing ports added, stern



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Construction of the “John Oxley” Part 1— Continued

(Continued from page 9)



Maindeck hatch and coaming completed. The accommodation aft is a little complex and is made up from a series of ply bulkheads, again lined with plastic card. All portholes are punched out, drilled where required and portholes inserted.

In this photo, the upper deck has been cut out and the underside fitted with beams where these will be visible. The deck has not been fixed down as there is still a great amount of work to be done on the main deck aft. It simply gave me something else to do!

The wood panelling is spotted gum veneer on a plastic card backing. This structure will house the chartroom and Masters cabin , the wheelhouse will go on top of this eventually. The funnel is a paper towel core covered with thin plastic card marked with rivets.



Two of the many ventilators. The cowls are made from thin copper sheet and the use of a dapping tool. Google it, I didn't know either!

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Construction of the “John Oxley” Part 1 – Continued

(Continued from page 10)

The galley stove under construction .The galley will be visible in the finished model



Progress to date, obviously the vent and funnel are not yet permanently fixed.



Hopefully by the time of the next newsletter I will be nearing completion

Canberra Royal Show – By Bob Evans

After an absence of a number of years we were pleased again to have the opportunity to display our activities at the Show. Thanks go to Kay Sharp, Section Head of the Crafts Section, and Ross Carlyon, Chief Steward and ACTSMS member for this invitation.

Actual exhibit space was quite restricted as priority goes to the models that have been entered into the competition, rather than exhibits. The working space was adequate and quite a bit of interest was shown in our activities. We shared space with the newly revitalised Leggo followers and with the greatest respect to those good people found ourselves quite overwhelmed by the people milling around.

On the whole it was a pleasant affair and I think we should be supporting attendance at next year’s show. I understand some changes are to be made as a result of lessons learned. Thanks to those who manned the tables and congratulations to Bruce Kirk for picking up a couple of awards.



CMSS working table and Leggo neighbours



Eventually, thanks to Ross, we managed half a cabinet for display purposes



Ross, with one of Bruce’s fine models in the cabinet behind

WA Chapter — By Max Fitton

And you thought that you had heard the last of me. Tough!!!

I did threaten to send some photos of the new HQ of the W A Chapter of the Society so here goes.

The man cave was erected on 6 December with concreting of the floor being completed the next day. Since then it has been a hectic time trying to get it into some semblance of order. The first step was to lay down a laminate floor. My Son-in-law came round on 14th December and did a magnificent job so I then had the basis of a good workshop. It is 6.4m long and 4m wide. As you will see from the photos it has a 1.2m wide door and two sliding windows that allow a good breeze to flow through.

The next step was to insulate the walls. I had managed to persuade (1 slab) the guys who erected the shed to lay the insulation in the roof so I just had to tackle the walls. This turned out to be a rather tedious task because my cordless drills had been lost in the move and I only had one with a dodgy battery to do the task. Some of the steel beams were made of substantial steel and to drill self-tappers without first drilling a small guiding hole was just asking for trouble. As a result this task wasn't completed till mid January.

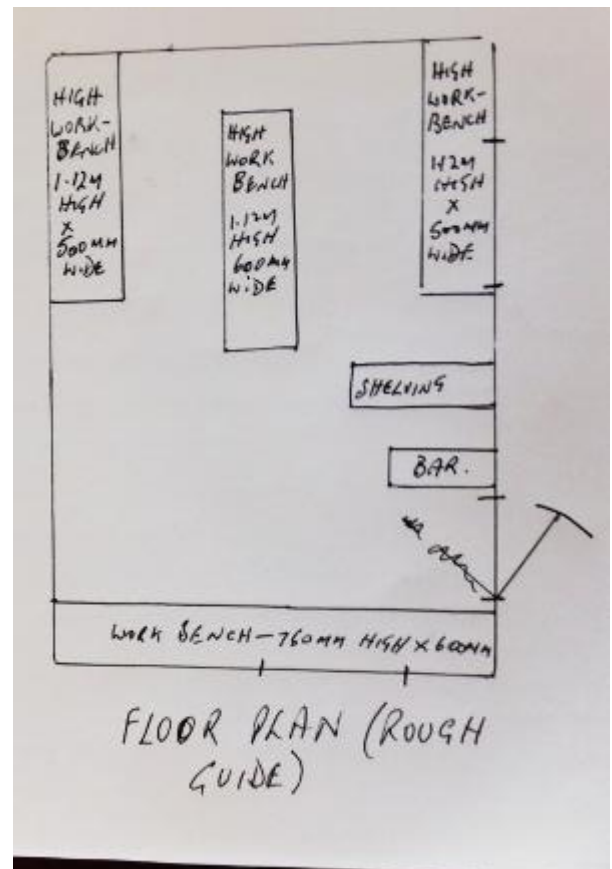
Then came the task of designing how I wanted to set the cave up, where were things to go. When I did up my last cave in Latham I was restricted in how I could have my benches because of the brick columns that supported the roof, so I had some ideas of how I could improve things. Also, I had no benches there of a suitable height for working standing up.

Here is a floor plan, not to scale, to give you an idea of the design I finished up with.

The power was put on professionally on 6 January. I have connected up 18 power points and have 16/20 to go. This will probably take me another week to complete, hence the cables you will see in the photos.



View from the house.



WA Chapter — Continued



This shot is taken from outside the door.



I hope you approve.



WA Chapter – Continued

(Continued from page 13)



Pam and I will be delighted to welcome any of our old friends who may venture over this side of the country.

So far, we seem to have settled down quite well. This is the hottest part of the year and Pam has found it very draining. Even so we have only had to use our air-con on two days. Fans have been used just about every day. Internally the house is beginning to look like a home but there is still quite a lot of 'stuff' to sort out. We thought we had downsized rather well in Canberra but we have since got rid of another 4m³ and have a good bit more to go.

Our home is about 75Km south of Perth and about 85Km north of Bunbury part of the city of Mandurah. Mandurah has been built round the Peel estuary. This starts on the map below at Mandurah the opening of the estuary being obliterated by the printing of the name. This creates an isthmus between the sea and the estuary where it opens up to a "lake" about 3 times the size of Sydney harbor. We are on the estuary side of the main road shown about level with the "P" of Peel Inlet, about 1 km from the inlet and about 1.5Km from the sea.

Our daughter and family live about 12Km south of us – nice and close but not too close.

Next week I have an appointment for an interview to become a volunteer at the Freo Maritime Museum. Acceptance as such must be open to anyone because the appointment must be a fore-gone conclusion: how you may ask? Well I start my training within an hour of the start of the interview!!!! They must be short of starters. I have expressed an interest in guiding at the "Shipwrecks" museum where they have what's left of the hull of the Batavia.

I haven't yet met up with Douglas Gordon, the other CMSS member in this area but we have spoken on the phone. I don't think it will be long now before we meet up and Christen the Chapter at "HQ"



Members of the Society resident in WA. Max relaxing at Douglas Gordon's home.

