

April 2012

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

First the good news. We have a full potential list of office bearers subject to the approval of the AGM, so you can all attend without the fear of being ambushed with a job!

I must thank the Committee and the Events Committee for their sterling work during the last year.

As you all know 2013 is the Centenary of Canberra, our 25 year of operation and the Centenary of the R.A.N so the Events Committee is working on making our 2013 Expo something to remember. Please help with your input.

There are no silly ideas only ideas whose time is yet to come.

My very best wishers to you all
Edwin.



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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. Jim Allen is webmaster and 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.

Committee 2011/2012

President	Edwin Lowery	6298 3929 (H)
Vice-President	Vacant	
Secretary	Ray Osmotherly	6254 2482 (H)
Assist Secretary	Vacant	
Treasurer	Bruce Kirk	6290 0527 (H)
Member	Max Fitton	6255 4001 (H)
Member	Vacant	

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.

2012 CMSS Expo

This year **CMSS EXPO 2012** will be held on **20 and 21 August 2011**, at the Mt Rogers Primary School, Alfred Hill Drive, MELBA ACT 2615.

More details will follow from the CMSS Events Committee.

Editors Note

Firstly I must apologise for the delay in not having the newsletter produced before the Annual General Meeting, as referenced in the President's Message.

This is the first Newsletter for 2012 and I hope you find it enjoyable and informative. I wish to thank those members who have contributed to this newsletter.

It is my goal as Editor to keep the CMSS newsletter exciting and useful so please let me know if there are any specific subjects that you are interested in reading about and I or maybe one of our other members will attempt to do some research and prepare some articles.

As always I am very keen on receiving material from other members who have visited some interesting places recently.. Please send me in some photos or a few words like Colin Torkington has done on his recent trip to WA below.

Also show us what exciting and interesting projects you have started on for the new year.

Joe Allen

Editor



CHRISTMAS TRIP TO WESTERN AUSTRALIA- By Colin Torkinton

Barbara and I spent three weeks driving around Western Australia from Scarborough to Perth, Pinjarra, Margaret River and Albany. We came across a couple of things that might be of interest to members.

The most obvious one was the replica of the Endeavour in Fremantle: a magnificent ship that was taking people for short rides.

Also in Fremantle at the Western Australian Maritime Museum Shipwreck Galleries. which is next to the more familiar Maritime Museum were the remains of the Batavia, wrecked on its maiden voyage off the WA coast. It was interesting to see the detail of the hull construction. You may recall that in Holland last year we visited the replica of the Batavia.

An hour or so South of Perth (new fast train or freeway) is Mandurah. Walking around the new wharf-marina we came across the Roly Tasker Australian Sailing Museum. It is a marvelous place the home of hundreds of model ships from the Victory to America Cup boats. It was quite astonishing and is highly recommended for a visit. The entrance is a mere \$5.

Another first class replica that I didn't know about is the Amity in Albany. This ship was sent over to the West to claim for the British what is now Western Australia.

It is amazing what is out there

MARITIME ARTISTS & The MODELLER SHIPWRIGHT by Liam McLean

I enjoy building model ships that relate to the days of square rigged sail and when building a model ship I rely on several key resources to ensure that the finished model is as close a representation of the actual/original ship as is possible. Even when using a kit I enjoy researching reference material such as modelling magazines, books or internet photos of other model ships of that type and then adapting my build to achieve a more accurate product than what the kit may have provided. Whilst undertaking this research I have discovered that paintings of ships are frequently represented in modelling magazines or books and as such I have become more and more aware of the boundless art works 'out there' featuring sailing ships and life at sea in general.

In looking at maritime art I see a definite affiliation between a well made model of a certain ship and that of a painting depicting that same ship. There are differences of course - a modeller is mainly concerned with the accuracy that can be achieved within the scale and the whole model must be consistent as it will be scrutinised from all angles. The skills required of a modeller are mostly focussed on being able to work with wood and an understanding on how to represent rope work. A maritime artist on the other hand must represent the ship in a single dimension whilst still achieving the correct aspect and into a relevant scene or seascape. The end result of both the modeller and artist is to represent that ship in the best light within their individual creative element and capabilities.

Both these formats are seen displayed in the various maritime museums throughout the world where models and paintings stand side by side and are accorded the same level of importance within the museum.

Suggesting there is some type of a link between the work of a model ship builder and that of a maritime artist is not a new one. This linkage has been touched on previously in editions of the modellers Shipwright annual publications. One such reference mentioned a maritime artist by the name of Geoff Hunt. On researching Geoff Hunt I discovered that his paintings depict an incredible amount of detail to the ships he has painted - and that a modeller could only dream of representing in their three dimensional model.

Finding the works of this one artist has led me to search for other maritime artists and I am now aware of several artists who are able to represent period square rigged ships. Most of these artists are also able to paint some excellent representations of such ships as cruise liners, cargo vessels and yachts. From their paintings, I have been able to see another person's view of what that ship may have looked like. It is even better when I have found a painting of a ship that was painted at the time the ship actually existed. With such paintings I can have surety of the representation being an accurate reflection on how the ship was rigged or the ships colour scheme.

In conducting my research I have noticed that there is a trend for modern artists to exhibit their works in a book showing a series of prints. These seem to me a better way of studying the ships in detail. However their web pages do show many examples of their work. I have included examples of the type of work by a few marine artists I have recently come across. All have an obvious love of these ships and the sea as do members of the club.

See examples of these artists work on Page 4



DEFINITION: (Oxford Companion to Ships and the Sea, P Kemp. Oxford University Press. 1988)

"Gunner's Daughter", the name of the gun to which boys serving in a warship of the British Navy were 'married' or tied, when receiving punishment. Captain Boteler, in his *Six Dialogues about Sea Services* published in 1685, notes that 'the waggery and idleness of the ship's boys is paid by the Boatswain with a rod. And commonly this execution is done upon the Monday mornings, and is so frequently in use that mere seamen and sailors believe in good earnest that they shall not have a fair wind until the poor boys be duly brought to the chest; that is, be whipped every Monday morning.'

MARITIME ARTISTS by Liam McLean

An example of James Flood's work.

Taken from web page [www.http://www.jamesaflood.com/paintings.html](http://www.jamesaflood.com/paintings.html)

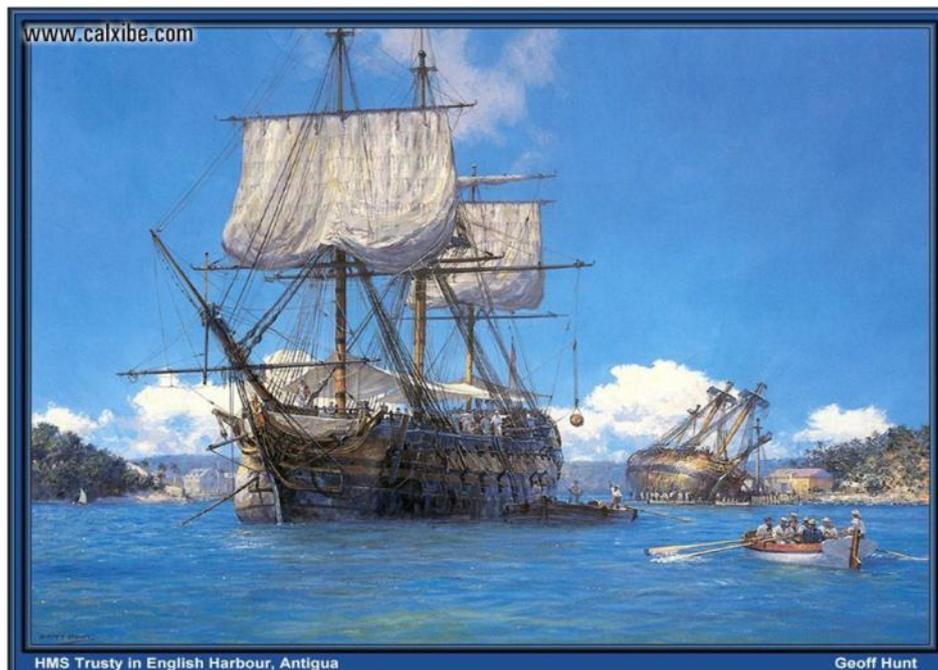
In this painting, the HMS Victory, under the command of Admiral Nelson, is depicted breaking the battle line of the French & Spanish combined fleet at the onset of the Battle of Trafalgar. In the distance Vice Admiral Collingwood, leading the second column aboard the Royal Sovereign, is already engaged in exchanging fire in the second breach



An example of Geoff Hunt's work.

Taken from his web page - <http://www.artmarine.co.uk/geoffhunt.aspx>

'HMS Trusty in English Harbour, Antigua' "HMS Trusty", 50 guns, takes on stores in Antigua



HMS Trusty in English Harbour, Antigua

Geoff Hunt

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MARITIME ARTISTS. Continued

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An example of John Kelly's work.

Taken from his web page – <http://johnkellymaritime.com/GalleryIndex.html>



CMSS EVENTS COMMITTEE UPDATE. By Max Fitton

When considering Expo 2013, we encountered a problem with our traditional venue – Mt Rogers Primary School. The Federal Election is scheduled for August 2013, date unknown. It was then apparent that if we planned for a particular weekend we may need to cancel our Expo as the school will be required to act as a polling booth. We would then be without a venue and all our publicity would be wasted and all the efforts wasted.

Your Committee therefore considered other venues and came up with the Belconnen Arts Centre (BAC) as the most suitable.

The application requested the hire of the Foyer and the Arts Lounge, for those wishing to have a look at the site.

Matters have moved on from there even though we have still received no reply as yet. Should our bid be successful we would also ask for the use of the Meeting Room.

The situation of the BAC is such that it lends itself to a display of radio controlled models visible from the Foyer, so a request is in to TAMS for the temporary use of the old boatshed that the ACT Water Police used many years ago for storage overnight of TF72 and ACT Model Boats exhibits. We believe that the operation of models on the water during the Expo would be an excellent way of attracting the public in to the indoor show.

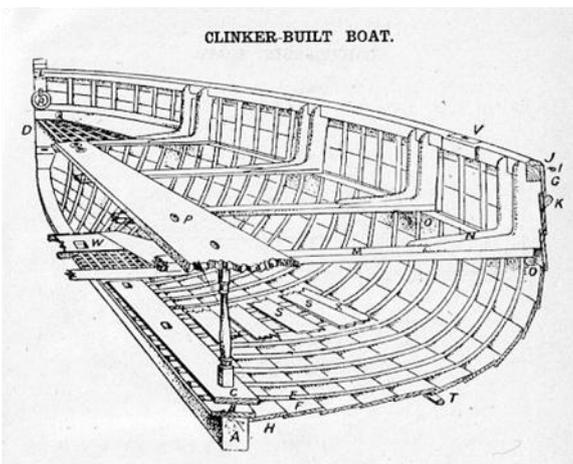
There are costs associated with the hire of BAC. To this end your Events Committee have applied for a grant from the Canberra Centenary Fund.

A copy of the proposal is located with this Newsletter on the website.

Making a 'clinker built' ships' boat . By Liam McLean

Fitting a model ship with boats of various types and number is without doubt a challenge – and one that I usually look forward to with some trepidation. Over the years I have experimented with a number of different ways of building these boats and with varying degrees of success. The launches, barges and pinnaces have in general turned out reasonably well, but I feel I could have done a little better with the cutters. My difficulty with the cutters is that they are usually 'clinker-built' and require each plank to be fitted evenly in an overlapping fashion. A tricky and complicated task when dealing with such small boats. Launches, barges and pinnaces on the other hand are 'carvel built' so the flush planks of the model can be sanded and filled to represent an even surface, then painted if necessary.

My experimentation with 'carvel- built' boats has been with placing the planks over a full frame, then hollowing out the frame to imitate the timbers or ribs of a boat. Given a



boat has some forty or so ribs it is usually necessary to also add false ribs between each frame. Whilst I have had success with this method, I have also tried building a dug-out style from a solid block of wood. Using this method the outside of the boat can be shaped and sanded to a very good finish but, unfortunately, it is difficult to achieve any reasonable finish on the inside. When you consider that a ship's boat is presented in the waist of the model with the main part of the boat on display being the inside, this dug-out method is not ideal.

Boats that are fitted to a model's stern and or quarter davits on the other hand are more able to be seen to the eye from all angles. In the early 1800s davits were light-weight and flimsily built and both the launch and barge were too heavy, thus the clinker-built cutter was the norm in these positions. On my current model I have to sling two of these cutters from quarter davits and position a smaller cutter, the jolly boat, in the waist. My initial attempt at building one of the cutters was to use a cast lead hollowed out 'plug' and glue the overlapping planks representing the clinker style to the plug. However like the carvel built dug-out method, this only works if the outside hull of the boat is to be viewed and not the inside of the boat. The gauge thickness of the plug makes it very difficult to represent a realistic view of the ribs, bench seats and other structural fitting without it looking too cramped. Whilst I may have considered this to be good enough, having recently seen a photo in the Model Shipwright's Annual Edition 2012 of boats in the waist of HMS MINERVA, I now realise that my expertise is well short of making a ships boat of that quality.

Making a 'clinker built' ships' boat . By Liam McLean

In achieving a good quality inside, my main problem has been fitting planks on to a boat over a flimsy frame, especially when the length of the scaled boat is only about ten centimetres. I have also found it a challenge to represent the internal ribs in a way that they fit snugly to the inside of the hull. I understand that when building full sized clinker-built boats the timbers/ribs were fitted after the planks were in place. In a similar fashion I have seen photos of other modellers using a removable plug to give structural stability when working on the outside hull and I suspect they then fit in the ribs later as with a full sized boat. Knowing how difficult this method is I decided to come up with a way to fit the ribs first and then plank over that frame.

In trialling this method I decided to make my first attempt in a larger scale than my current model requires and then, if successful, I will make a plug to the actual scale required. I first obtained a small block of pine and whittled it into the rough shape of a boat. In doing so I left a square of wood in place so that the template has a 'handle' to make it easier to manage. In building my template I wanted to fit the planks over the completed ribs so I cut away recessed grooves in the shaped block at even intervals down the length of the hull. Similarly, I also made recesses for the keel and transom post.

Once I had my template shaped, I steam-bent a strip of wood for the keel and fitted it and the transom post into their recesses and I then proceeded to steam and bend each rib to fit neatly into each relevant recess. To ensure the ribs did not splay, I then temporarily glued a thin strip of wood around the top of the ribs in the gunwale position. Another length of wood was steamed and bent to place along the existing keel and ribs to represent a false keel. These pieces tie all the ribs to the keel and I am confident that all ribs will remain in shape over the block.



Prior to making my template I had come across some flat wooden coffee stirring sticks that are fourteen centimetres long and a millimetre thick with square ends. I was surprised to find that these pieces of wood are easily bent without splitting or losing their shape – and perfect as cutter planks! (I now have a good number of these sticks to use to plank a few model ships' boats along with other modelling requirements.)



After painstakingly shaping and fitting each plank to my template and then waiting for the glue to sufficiently dry, I then bevelled the length of the plank to allow for the next plank to fit half way over in the typical clinker fashion.

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Making a 'clinker built' ships' boat . By Liam McLean

Once I had completed all of the planking, I removed the temporary strip of wood from the top of the gunwale and removed the template from the boat. I now had a fully ribbed and planked ships boat that would pass any internal and external inspection. The remainder of the construction was strait forward, with the fitting of a permanent gunwale being the first step to ensure that the boat's sides did not splay whilst I completed the finish touches.

I am now confident that my template method will enable me to take on a smaller boat, although it will be interesting to see how I go building a ship's boat half the scale of my trial size. At a recent meeting, a club member suggested that instead of carving out each recess into the template for the ribs, I simply bend and glue strip pieces onto the smooth plug at required intervals to leave space between each to allow for the ribs to recess into. I think this method would also work and I intend to try it out on my smaller scale.

Below are some further photos of my attempt at building a 'clinker built' boat.

