

June 2013

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

This is the first newsletter since the AGM and the election of new officers for the 2013 - 2014 year. I am most pleased to again represent the CMSS as President and I extend my congratulations to the re-elected Committee with whom I look forward to working with again.

So good is the team that I am still able to be enjoying my extended holiday in Europe and the UK.

We are currently soaking up the sun in Italy at a wonderful place near Oriveto, some 80kms from Rome where we are headed tomorrow.

Not much in terms of maritime matters I know, however there has been much of interest in the UK and Sweden. In the UK I managed visits to some spectacular museums, top of the list would have to be the Trincomalee in Hartlepool, an impressive restoration in a highly realistic setting. Not far behind was Brunel's Great Britain in Bristol where I was also privileged to be allowed access to the archives and model collection. Apparently they are currently cataloging their collection of plans which will then be available via the Internet. I will keep an eye on this and let you know further.

There are a number of small regional maritime museums and I managed to visit museums in Mousehole (Cornwall) and Port Madoc in Wales. In Paris we saw the national maritime museum and in Stockholm the Vasa museum. This is a spectacular exhibit, the vessel having been re-floated after spending 330 years on the bottom of Stockholm harbour. The vessel is said to be 98% original and the associated artefacts are simply amazing.

No model stores of any note have been seen which leads me to believe that on-line shopping is really taking over, not that anything would fit it the suitcases even if I had discovered anything!

There is not much longer to run until Expo13, so I hope members are getting behind the Events Committee to ensure that this event enjoys the success it deserves.

I look forward to getting back home after too long a break from my modelling activities and will report on the maritime museums for the next newsletter.

Bob Evans
President

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Committee 2013/2014

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	Peter Hateley	6254 7229 (H)
Events Coordinator	Max Fitton	6255 4001 (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

This if the second Newsletter for 2013 and once again thanks to contributing members it is packed with some good reading .

This winter issue is packed with lots of enjoyable and informative information thanks to articles contributed by Max Fitton and Bruce Kirk.

Once again no one came forward as a Member Profile in this addition and I try again for the next newsletter.

As reported in the "President Message" Bob our President is on a long deserved holiday and will hopefully come back with some interesting tales to share in forthcoming newsletters.

Also a reminder that the this years Expo is approaching fast so don't forget to register your models if you haven't already.

So sit back with a warm drink and in front of the heater and enjoy reading this newsletter.

Joe Allen

Editor



2013-2014 Membership Subscriptions

A brief reminder to the members who have not paid the subscriptions for 2013/2014. Subscriptions for local members are \$30 for Single or \$45 for a family while out of town members are \$15.

Subscriptions should be forwarded to the Treasurer at Canberra Model Shipwrights, PO Box 158 Fyshwick, ACT 2609.

Actual Naval Radio Transcript - Provided by Max Fitton

The following is the transcript of an actual radio conversation in October 1995, between a US Navy ship and the British authorities off the north coast of Scotland. The transcript was released by the MoD on the 10/10/95.

BRITISH:

Please divert your course 15 degrees to the South to avoid collision.

US NAVY:

Recommend you divert YOUR course 15 degrees to the North to avoid collision .

BRITISH:

Negative. You will have to divert your course 15 degrees to the South to avoid collision

US NAVY:

This is the Captain of US Navy ship. I say again, divert YOUR course.

BRITISH:

Negative. I say again: divert your course.

US NAVY:

THIS IS THE AIRCRAFT CARRIER 'USS LINCOLN', THE SECOND LARGEST SHIP IN THE UNITED STATES' ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH, THAT'S 15 DEGREES NORTH, OR COUNTER MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP.

BRITISH:

We are a lighthouse. Bugger off.



'USS LINCOLN'

Sydney Model Shipbuilders Club - 1st MODEL EXPO

Just a quick note to CMSS members that the Sydney Model Shipbuilder Club will be holding their first model expo on 2 - 3 November 2013. Further details below for interested members.

Sydney Model Shipbuilders Club will be holding its first Expo at Penrith RSL Club, should you be interested in displaying any of your models please contact Gary Renshaw via email info@modelshipyard.com.au to register your interest, further information will then be sent to you. Models of all standards (especially novice/beginner) and categories are welcome.

As well as having many interesting and varied models on display, we are planning presentations on modelling topics such as wood carving, rope making, miniature models, hull planking and a presentation on Matthew Flinders and the HMS Investigator.

Ballina Navy & Maritime Museum — By Max Fitton

BALLINA NAVY & MARITIME MUSEUM



Pam and I were visiting northern parts of New South Wales and found ourselves in Ballina with a little time to spare, so where else was there to go but to the local nautical museum.

This is a rather nice museum attractive to those with a nautical leaning and those with more specific interests such as ours- that is the CMSS – such as modelling.

First it should be said that the reception we received on arrival was *par excellence*. Pam was hoping there was a café there where she could sit while I was having a look round but this was not to be. One of the delightful volunteers at the front desk kindly offered to make her a coffee himself which she promptly accepted and proceeded to enjoy.

I then had a look round. The museum has set its exhibits up rather well and it is easy to have a look at those things that particularly interest one but can be drawn to have a look at others because of the set up. This photo is a classic example of a good set up:



There was a good selection of models on show including some made of brass:

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Ballina Navy & Maritime Museum - Continued

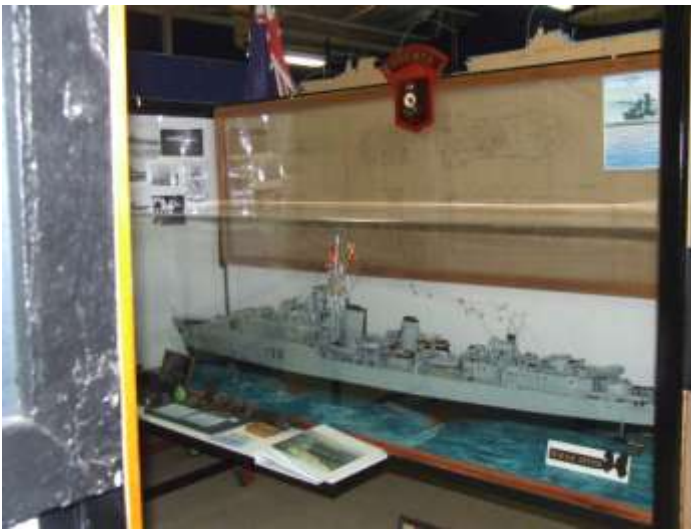


Other models included:



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Ballina Navy & Maritime Museum - Continued



Ballina Navy & Maritime Museum - Continued

As in all museums they are cramped for space so it made it difficult for me without things such as wide angle lens to photo cases. The above photos are of models all in one case.



Ballina Navy & Maritime Museum - Continued



There were also some full size craft the most notable of which is the restored balsa craft from the Las Balsa Expedition which travelled from Ecuador to Ballina In 1973. This is such a large exhibit that I could not take a photo of it in its entirety. There is a model which is a quality copy:



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Ballina Navy & Maritime Museum . Continued

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Other full size exhibits include:



There were also some other very interesting items such as a display of knots that for some reason does not want to be included here, a better than average souvenir shop, and other static displays.

I loved the story about a certain visiting the museum complained loud and long about the prominence of the **Bismark** and how it should not even be on show. She was completely unabashed when she was told "We sunk it!"

It was well worth the visit, and I commend it to anyone visiting the area.

CMSS May 2013 Meeting



A Flattie Or How I Came To Love Model Ship Building - By Bruce Kirk

Looking at my newly purchased kit of the Flattie – jumble of timber strips, frames and sail cloth. I wonder how this goes together, especially as the instructions are so clearly written!

The CMSS course to build this kit helps immensely but the challenges are all mine – plank the hull bottom outwards from the keel. Seemingly endless - doing only three planks width at a time, only to be painted over later. At least I know the work involved!

Of course, preparing deck planks is easy. Just sand plank, hold sideways in a clamp (after just buying **a modeller's vice then finding a cheaper version at Aldi**) and **mark side with felt black pen. It's amazing** the variety of felt pen tips – thick, thin and rounded but no chisel shaped as my modelling books suggest. **Oh yes, I also discover the meaning of "waterproof"** – means smudges and any side overlaps are non-removable from the "facing" side of the plank being marked. **I count how many planks I have left!**

One struggles on. It's impossible to bend brass wire around a deadeye – at least with the wire provided in the kit. You know the procedure – hold deadeye with tweezers, try to bend wire around - ping! - deadeye shoots out of tweezers with unbelievable speed: you hear it bounce off the opposite wall, **hit the gym equipment stored in the room then "plop" onto mottled coloured carpet. As this is happening, I rapidly turn around to try and trace deadeye's trajectory with my eyes. As I am wearing magnifying goggles, distance vision is about 38cm or 15 inches – blurred sight!** Not deterred, I lie on the floor shining a torch beam along the carpet surface whose camouflage would do justice to any military jungle training. The deadeye is not found but no doubt will surface when not required. I now have three deadeyes but need four! Try to purchase extra deadeyes – OK from model shops but different colour. Solution – **claim deadeye's colour change due to peculiar weathering, thus enhancing model's look.**

Having added the "Arnold" deck tiller compartment modification – along with most other course participants who copied Arnold's idea, the remaining deck structures are attempted. **The sliding panel on the deckhouse is an exercise in deciphering the kit's plan hieroglyphics. This is solved by cutting minute strips of wood to fit into a sliding support base.** It is amazing how things survive all testing before gluing – then gently remind you that you need to practice this all over again!

Sails!!! Things to capture wind to propel boats: what they don't tell you is that you have to sew these first! Sewing away happily I put down my work on the table to make a cup of tea: see sail cloth disappearing across the room in pursuit of cat. Catch cat, rescue sail – cotton thread OK, needle? Missing. I shine torch beam along floor: cat watching. Cat! Needle! \$250 lighter bank balance after Saturday night visit to the vet for an X-ray. No needle found, cat very annoyed at having to travel in the car. Needle never found to this day!

Rigging is an exacting art. Having sat down with insufficient space around me, I place a rigging line over my shoulder to use at a later time as I am now working on another part of the model. I have not found that piece of rigging line so carefully measure and waxed. This time, I have enough spare rigging line to replace the missing line – just! I must have either walked out of the room with it still over **my shoulder or put it down somewhere in my hobby room. It has however, I'm assured, sought out my missing deadeye – a kit's revenge knows no bounds.**

Finished at last. I pack the model carefully into a carry box which has cut-outs to fit around protruding parts. Place box carefully on floor in back of car behind my driving seat. Driving along, think – has this box moved? Reach back to feel if box has moved. Hit model forestay with index finger instead of

A Flattie Or How I Came To Love Model Ship Building . Continued

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box! Loosen forestay and mast. Present model at Expo after emergency operation using borrowed superglue to tighten loose fittings – **public won't know.**

Bring model home after Expo. Set up for display at home. Cat meanders through model's rigging. Hold breath and try not to disturb cat during this process. Model survives.

Ah, what about a period ship for my next model, eh cat?



Bruce Kirk's Flattie on Display at Expo 2007



Chinderah Bay Antiques And Museum - By Max Fitton

Another day in Northern New South Wales when I found a bit of spare time was spent having a brief look round this somewhat unique combination of antique shop and museum. Most ladies enjoy spending time in antique shops so Pam was not too surprised when I stopped outside this shop:



The yellow sign reads "Museum of the Sea"

Ray Evans, the proprietor of the whole, was a most interesting bloke being a farmer as well. We had a very interesting chat and I would recommend anyone visiting parts north to have a wander round there. To get there is easy. Coming south from Tweed on the main highway cross the river and take the first exit to the roundabout, take the first exit from the roundabout and it's on your left only a few hundred meters up the road.

Photography was very difficult but I hope that some of those I took give you some impression of what is there and what you appetite for a visit.

Max Fitton

Chinderah Bay Antiques And Museum. Continued

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Chinderah Bay Antiques And Museum. Continued

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Chinderah Bay Antiques And Museum. Continued

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Lady Nelson Project.

As some members may be aware, the CMSS has a club project building a model of the Lady Nelson which has been going for some time now.

Below are some photos provided by Max Fittton on the progress of the model. The first picture was taken in May. The last 4 photos show the model now which has finally come out of its supporting frame for the first time.

