

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

You will have noticed that the September Newsletter is a little late, as it was last year, to allow Joe time to include some photos of Expo2014. Firstly my profuse thanks to the organising team who put together another great event.

Thanks also to those who travelled far and wide with their exhibits, without which there would be no Expo. I must also mention the Canberra Model Boat Club, Task Force 72 and the ACT Scale Modellers Society whose support over the past years continues to provide a much needed added interest, thanks to you all.

No, I haven't forgotten the Mount Rogers School and we are very fortunate to have the support of the Principal, Sue Harding, for allowing us to use this wonderful venue.

Numbers through the doors did not reach expectations, however this seemed to be a general trend across the board in other shows this year. Despite this the general consensus was that Expo provided the ideal opportunity for ship modelers to get together and enjoy the occasion. As usual there was much support for Expo15 and consequently the venue has been booked for September 19/20 at Mount Rogers. Please put this in your calendars.

I was pleased to note a variety of ships and subjects this year, along with more dioramas and explanatory notes exhibited with the models. This seemed to strike a chord with the viewing public who are sometimes left wondering what it is they're looking at or how it was built.

Those members who could not make it this year should try to lock these dates in for 2015 (you have plenty of notice!) . More participants means more exhibits, more hands on help, and gives some purpose to being a member of the CMSS, hope you can make it next year.

The Sydney Model Shipbuilders Club (SMSC) are holding their annual Expo in November:

When: Saturday 8 November 2014 and Sunday 9 November 2014

Where: Souths Juniors Club, 558 Anzac Parade, Kingsford, NSW 2032

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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	Chris Hennessey	TBC
Treasurer	Bruce Kirk	6290 0527 (H)
Member	Colin Torkington	6251 5524 (H)
Member	Peter Hateley	6254 7229 (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

As mentioned by Bob Evans this newsletter is late so we can include the Expo details. It was a good expo again this year and went well thanks to all those members who participated in the planning and those who helped out on the day.

I even managed to get a new model finished for the expo, well a diorama really, see the details on page 7.

Also, Bob Evans finished his long running "John Oxley" with the last chapter in the story on page 9.

Its good to hear again from the WA Chapter with some more interesting lighthouses on page 11.

The article from Warwick Riddle on the Restoration of the Warilda is very interesting.

Well I'm all out of material. So if you want a newsletter in December you better send in some articles. I would particularly like to hear from some new members.

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

Joe Allen

Editor



CMSS 2014 Christmas Function

When: Christmas lunch will be held on Saturday 13 December 2014 commencing at 12.00 noon.

Where: Strathnairn Art Centre Village Hall at 90 Stockdill Drive, Holt ACT 2615.
www.strathnairn.com.au

Please advise the CMSS Committee by the November meeting so we can finalise numbers for catering.

President's Letter Cont.

Contact Michael Bennett: mjbennett@ozemail.com.au

A number of members also share membership with the CMSS and the SMSC is also an affiliated member of CMSS. They strongly support our Expo and I would like to think we could do the same for them. Anyone who is interested in going for all or part of this event should contact Michael.

The Society has a number of events to attend for the balance of the year. It would be nice to see some new faces at these events as they are enjoyable, not onerous occasions. Check the website calendar for details. The Christmas lunch will again be held at Strathnairn in December and Ray will shortly have details for you. Again, this is a most pleasant gathering of fellow members and families, so do try to get along. Finally, sincere thanks again to those who managed to support Expo14, I hope it was enjoyable for you and hopefully those who were unable to make it this year will make Expo2015.

Best wishes

Bob
President



The CMSS 2014 Expo - by Joe Allen

As Bob mentioned in the President's Letter, the CMSS 2014 Expo has been another successful event with the usual high quality of models on display. There was a Diorama of a Card model call "The Lost Quay" which was amazing. The quality of the card models are so good that several members purchased some, myself included. Although the door number were down to only 203 for the weekend everyone who attended had a good time.

There were some new and interesting models on display this year which keeps it interesting for those members of the public who do visit every year.

As usual we had the trophies for the People's Choice Award" and the Member Choice Award". Below are the winners of these awards.

People's Choice

- 1st Janos Nemeth Royal Yacht Caroline
- 2nd Max Bettridge Royal William and Dock
- 3rd Bernard Watts USS Barbel

Member's Choice

- 1st Michael Bennett SS Orient
- 2nd Janos Nemeth Royal Yacht Caroline
- Equal 3rd Max Bettridge Royal William and Dock

Bob Evans John Oxley

I have included a selection of my photos over the next couple of pages. You can also see some of the Mick Elst pictures on the web at the below web address.

<https://plus.google.com/photos/117406019355179963375/albums/6062431436411107137?banner=pwa>

I hope you enjoy the photos.

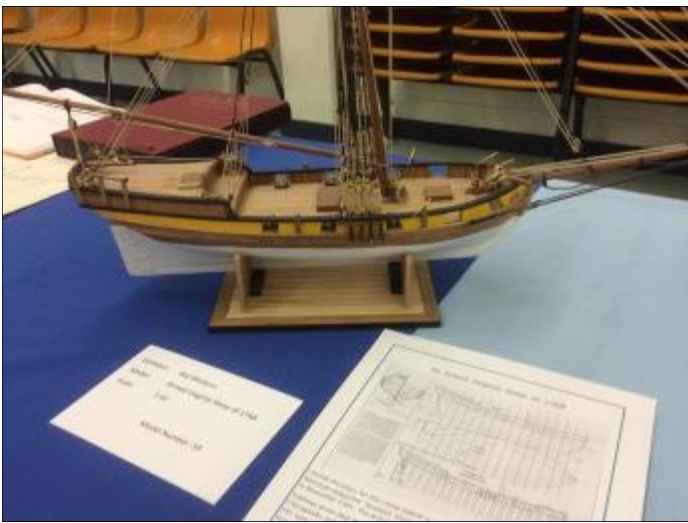
The CMSS 2014 Expo - by Joe Allen



The CMSS 2014 Expo - by Joe Allen



The CMSS 2014 Expo - by Joe Allen



Finishing the Battle of the CSS Virginia and the Monitor - by Joe Allen

Following on from the painting of the CSS Virginia, I started on the Monitor and the base for the diorama. I wanted to finish it so I could display in in the Expo. I used the same airbrushing and weathering techniques that I used on the Virginia.

The first step was to give the pieces a base coat using Vallejo Acrylic-polyurethane surface primer. Then I gave the deck area and the hull a coat of Tamiya Dark Iron.

I carefully masked of the top turret area and also gave it a coat of Dark Iron. I then removed the tape so I could paint the top with a dark brown to simulate the timber decking. Once this was dry, I then applied several coats of black oil wash and some pin washes to bring out plank line with a paint brush.

I also covered the iron surface areas with several black oil washes and some pin washes to bring out the metal panel lines and rivets. Once the top area was completely dried I then used a dry brush technique with a silver paint to show wear and scuffing of the iron panels and rivets.

On the cannons I hand painted them using a Humbrol enamel brass paint and a black oil wash once they were dry. I also applied some Tamiya Burnt Blue weathering powder.

After gluing all the pieces together I applied a coat of Tamiya clear to protect the paint and the monitor was complete just had to add the flags.

I now turned my attention to the diorama base. Firstly I made a new base by filling the plastic base with same plaster. This made a more stable base to work on. CMSS member Bruce George made me a wooden base to give a more attractive look. The base turned out great and will also add protection to the plaster base. Thanks Bruce the base added a great touch.

Now time to paint the diorama base. CMSS member Chris Hennessey, kindly volunteered to assist me in painting the diorama seascape. We used automotive transparent candy airbrush paints to give it a more realistic sea colour and appearance. We thought that the colour depicted in the photo on the box was too light of a blue. After all, they were not fighting the pirates of the Caribbean. So we decided to go for a overall darker blue effect.

First we applied a base coat of a mid tone dark blue. We then added in darker blue and blacks for the shadow areas around the hulls and waves. Then the highlight areas around the tops of the waves and the cannon splashes. We then added some more highlights by spaying a lighter blue across the tops of the surface of the waves to give it more depth.

We sealed it off with several coats of clear gloss to give it that watery effect and presto it was complete. The end result was more then I could of hoped for. These automotive paints really did the job and we were able to finish the whole base in a matter of hours. Thanks to Chris and his amazing airbrushing knowledge, I was able to finishing the diorama 2 days before the Expo. I feel the overall diorama came out much better that I could of done alone. Thanks again for your help Chris.

Now that I have still the plastic diorama base, I might make another plaster base and have a go at airbrushing it with different colours and acrylic paints to see how it turns out.

Once I put the models in the base it all come alive. But I thought something was missing. So I decided to add in some fake smoke from the exhaust vents and stack. I used some cotton wool and airbrushed it with a light grey and then applied some Tamiya smoke colour. Some clear to seal it and some hairspray to hold its shape. Once I glued the fake smoke on it really brought the diorama to life. It was a lot of fun to build. Well you can see the photos on the next page of the end result. Unfortunately, I have lost the in progress photos.

Finishing the Battle of the CSS Virginia and the Monitor - Continued



The picture on the box



Preparing the parts for airbrushing



Boats in place no flags and no smoke



Smoke added to the Virginia



Finished Diorama on Display at the Expo

Completion of the “John Oxley” — By Bob Evans

The observant among you will note that the starboard lifeboat is absent, however it is nearing completion and so I thought I would conclude this series of articles on that note.

The remaining bits and pieces have all been scratch built but I'm not at all certain every detail has been captured as there were many differences between the plans I have and later photographs.

Suffice it to say it was an enjoyable project and one that has set me well on the way to scratch building in the future.



View from aft-note the cover over the emergency steering gear can be removed to show the mechanism-why build it if it remained hidden!



The mysterious black ring was a lifebuoy in the making- a suitable sized o-ring.

The small skiff I unashamedly confess is covered to avoid the frustrations of building the interior.

There was a deckhouse installed between the skylight and the mast during her period in the RAN but I am assured that this will not appear on the restored vessel!

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Completion of the “John Oxley” — Continued



The forward end of the vessel . No commercial fittings were used in this area. Note the 1:1 scale MG in the background.



Finally, an overall view. Note the card lighthouse in the background, I think there might be a few members with these items after Expo! Watch this space for the next project.

Another couple of lighthouses from the WA Chapter — Max Fitton

1. Woodman Point Lighthouse.

On my way to the Shipwrecks Museum I have regularly noticed Woodman Point Lighthouse originally named. So I thought I would try to find out about it and let you all know.

It is an inland lighthouse. It is situated about 8km South of Fremantle. To see it for the first time one wonders where on earth is the sea. At a rough guess it is about a kilometre from the sea and despite its inland position it is still in use.



Andrew Gregory's photo

It was built in 1902, and is unlike any other lighthouse I have seen so far as it is only painted on the seaward side. It also has another distinctive feature that is described rather nicely in Wikipedia "timing pattern that hid the light for three seconds every 30 seconds. It had red, green and white sectors; the red and green were apparently installed incorrectly, and Woodman Light is to this day the only lighthouse in Australia with the red and green sectors reversed."



There are two lighthouse keepers cottages that are currently unoccupied, according to the local data, the last lighthouse keepers having departed in 1955 when the light was electrified. The houses are typical of their breed but appear to any casual observer to be fully occupied.

Another couple of lighthouses from the WA Chapter — Continued

2. Point Moore Lighthouse



This lighthouse is situated on the south side of Geraldton. It is very close to a main road and is fully fenced off. It has a descriptive notice Board for the interested public to read (if they can). I couldn't so I have, again, to rely on information gathered elsewhere. Unlike the one mentioned above it is painted all the way round, and is situated close to the sea – about 100m.

It was built in the 1870's of steel construction. Initially the foundations were built in the wrong place but the error was discovered before it was received from Britain and the light it was thus erected in the correct place.

Old Sayings—Provided by Bernie Watts

PULLING THE PIN

In the days of sail a row of "Belaying Pins" was located at the base of each mast and frequently in certain areas on top of bulwarks, for securing the free ends of running rigging and loose ropes. The method of securing, was to wind the rope around the vertical pin in a figure of eight, above and below the ring of timber which held the pins(Belaying). In an emergency, or to release the rope quickly, the pin was simply withdrawn vertically and the rope end was immediately freed. Today the term "*Pulling the Pin*" means to get out of an awkward situation quickly

"A WARSHIP'S COMMISSIONING PENNANT"

(This is not so much a saying as the derivation of a custom)

The commissioning pennant has for centuries been the symbol of a Man-O'-War and it is believed to date from the 17th century when the Dutch were at war with the English. Dutch Admiral Maarten Harpertszoon Tromp hoisted a broom at his flagships masthead to symbolise his intention to sweep the English from the seas. This gesture was answered by British Admiral William Blake, who in turn hoisted a horse-whip indicating his intention to "chastise" the Dutch. The victorious British thus set the precedent for a long and narrow pennant to symbolize the original horsewhip as the distinctive symbol of a ship of war returning from active duty/commissioning or paying off.

Restoration of the HMTS Warilda— By Warwick Riddle

Warilda was original owned by the Adelaide Steamship Company SA , built in 1912 and requisitioned by the Admiralty to be fitted up first as a troopship, then as a hospital ship doing the Southampton- Havre run across the English Channel where on the 3rd August 1918 she was torpedoed by UC-49, a German submarine. She sank within two hours with the loss of 123 lives.

Late last year the Society was approached by the Australian War Memorial to restore a model of the First World War Transport / Hospital ship Warilda to display condition. Bob Evens and I arranged a visit to see what was involved. On first inspection it was noted the Port and Starboard camouflage was not the same pattern, there was structural damage and it needed a good clean, but generally it was in good condition for a model 102 years old. The model is 4.06 meters long and comes in at about 200Kg



Inspection of Warilda

On the 13 March work commenced on the model with a complete inspection from stem to stern in which the list of work required grew, nothing that was major. One of the most important requirements before any work is commenced is to take a series of photos for later reference, good when you have a couple of bits left over. There were three main areas of work, cleaning, repairs and repainting the camouflage on port and starboard sides.

With the help of Bob the cleaning was begun. First an area is brushed down with a soft hair brush then vacuumed using a low section vac, using long handle cotton swabs a small area at a time is washed using a special detergent after which the area is cleaned with fresh water and allowed to dry. I think we used 1500 cotton swabs on the job. To finish off the work the decks are given a waxing with microcrystalline wax, this gives it a good finish and makes it easier to clean next time.

After the cleaning was completed a start was made on the repairs. The main damage was to the Port bulwark which sustained impact damage at some time.



Damage to Bulwark



Ready for final painting



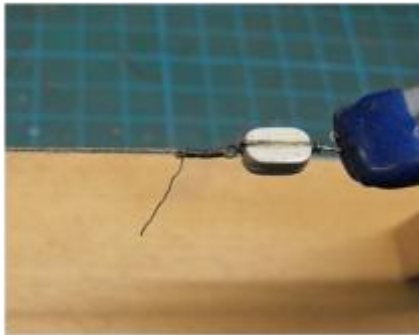
Completed

(Continued on page 14)

Restoration of the HMTS Warilda— Continued

A section was carefully cut away and the bulwark put back in line and stabilised with dowels as was a 150 mm split along the Stbd. side bulwark. The other repair was to the Foc'sal bulwark which had separated from the deck. This was stabilised with screws and dowels.

All the rigging was loose due to shrinkage of the masts causing the stay-bands to slip down, but after repositioning and repairs to some of the turnbuckles all rigging could finally be set. Some of the derrick rigging required replacing and re tension. While replacing the cordage to some of the broken derrick rigging I found that the seizing of the cordage was done using .010 wires, this was reused when cordage replaced.



Wire seizings



One of the life boats under repair

All of the life boats were removed cleaned repaired and re-painted. The lifeboats were made from a single piece of wood being shaped by a craftsman.

All of the windows on the bridge wing were painted over when the model was painted with bedazzle camouflage in the 20's; the inserts, being old nitrate film, were replaced with clear styrene.

Three of the companion's ways were in bits in boxes which required rebuilding. Several of the funnel stay turnbuckles were seized and required replacement.

With all of the repairs completed it was time for the repainting of the Dazzle camouflage. As mentioned earlier the model was painted in two different patens with the Port side having been over painted with a different paten in the 60's. Just a quick note on the camouflaging of ships, the sole objective of dazzle painting was to distort the normal appearance of the ship so that her actual course became uncertain to the U boat officer.

A lot of the fittings were removed to gain excess to some of the deckhouses for painting. The funnel was removed for repair, it had started to separate at the centre joint so glue was injected and wooden joints were glued across the split. A lot of brackets for the funnel fittings were separating due to breakdown of the lead solder joints were cleaned and re-soldered with lead free solder. There were many other fittings needing repairs but I would expect that for a 102 year old model ship, I think I would have bits falling off if I was that age.

The next big job was the painting. A colour match was done by one of the paint conservators and the paint order. The model had been painted in a camouflage pattern over the original shipyard colours then later the Port side only was painted in a different pattern for a display. The task at hand was to restore the Stbd side only which required the surface to be sanded back to the original colours which revealed the markings on the door and wash ports.

After much wrapping with paper and masking of the model all 7 camouflage colours were applied by spraying. The port side was painted with a brush as this side would not be seen and would have taken another month to ready it for painting so a job for some other time

Restoration of the HMTS Warilda— Continued



One of the hull doors uncovered



One wrapped up model. Final colour being applied

After some 400hours, a bit of tender loving care and some Botox, the HMTS Warilda is looking her old self. It will be on display in the new WW1 gallery later this year.



Almost completed Warilda

MODEL HISTORY

The model is a 1/30 scale full hull shipbuilder's model painted to represent its service as an Ambulance Transport with angular dazzle camouflage. It is 4092mm in length and was originally owned by the Adelaide Steamship Company before the war. No evidence can be traced to ascertain who built the model but more likely by the shipyard.

The model was requested from the owners by the Military History Section in November 1918 to be part of a group of models chosen to represent ships which had been lost or torpedoed during the war.

The Adelaide Steamship Company was happy to donate the maker's model to the future War Memorial, but balked at the Memorial's request to repaint it in camouflage colours (the painter asked to do the work 'was very indignant at the idea of camouflaging such a magnificent model – he stated it would be sacrilege'). As a result of the painter's intervention, the model was delivered to the Memorial in May 1920 without camouflage. The Memorial instead contracted a local Melbourne painter and decorator (Robert William) to do the work in August, for which he was paid £5.

The starboard side displays the camouflage as originally applied by the Memorial in 1920, based on information supplied by the Adelaide Steamship Company Ltd. No indication appears on the correspondence from Captain Sim that he disputed the appearance of this camouflage.

Thanks to Chris Goodard, Assistant Curator, Military & Technology Section, Australian War Memorial.