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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Inside this issue:

President's Message

Christmas is with us once again and Joe has put together yet another fine Newsletter for your reading pleasure. As usual, articles are required for future editions and once again I urge that you give Joe a hand and submit something of interest for the next Newsletter. It is really quite simple and I would urge that you have a look on the website for the newsletters produced by our friends in the USA.

This year I believe has been an excellent one for the CMSS, membership is slowly increasing and we have had some quite successful events during the year. Notable of course was EXPO2013 which was reported on in the September Newsletter.

Although this venue will not be available to us for EXPO2014, I have confirmed the availability of the Mount Rogers School facilities and it is intended to hold the expo on the weekend of September 20th/21st 2014. Those of you who have attended on previous years will know that this venue allows us a large amount of space which quite adequately caters for the needs of all exhibitors. We are indebted to the school for their generosity in allowing us the use of the halls. Whilst perhaps not affording the views of the Belconnen Arts Centre, it is the view inside that counts! The Events Committee, now headed by Peter Hately will be hard at work from early next year, so please get behind them to ensure success again in 2014.

CMSS had a presence at the Wagga show in November. I am very pleased to say that we were voted the "Best Club Display", no mean feat at a model railway show! Thanks again to those who attended and to our colleagues at Task Force 72 for their hospitality.

In the photos you will notice the wonderful model of the PS Enterprise by David Miles. The model added a new dimension to the normal array of masts and rigging and it would be good to see this diversity at future CMSS displays, including EXPO. David subsequently joined the Society so expect to see more of the same.

The ACTSMS held their ScaleACT2013 towards the end of November at the Kaleen High School in Canberra. This is a superb event if, like a lot of us, we are closet plastic kit builders. The numerous empty our wallets. Again many thanks to those who contributed display models and attended over the weekend. Events such as this generally attract a lot of interest and it is a good way of advertising ourselves and putting the EXPO in people's minds.

To this end we will be having a small display at the Royal Canberra Show to be held over the 21st-23rd February. It is a number of years since we have attended this event, however it is now under new management and I feel that this Show will expose us to a different audience and again will provide an advertising platform for EXPO2014.

We have also been approached to return to Malkara this year. This is promoted as a model railroad and hobbies exhibition to aid the Malkara Special School. There have been past difficulties which saw the CMSS cease to attend this event, however I believe there is now scope to return and have a display this year in August. Significantly this gives us a great opportunity to advertise the EXPO, however the members will need to endorse our return to this event.

There are a few events planned for 2014, nothing too arduous except for the EXPO planning and execution. It would be much appreciated if some new faces turned up to help at these events, a few hours of your time and hopefully a model or two makes all the difference. I'm sure Peter will

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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

This if the last Newsletter for 2013 and as you can see it is a bumper Christmas issue so you take your time and read it over the end of year break.

This issue is full of lots of enjoyable and informative information thanks to articles contributed by Liam Mclean , Stephen Batcheldor and Colin Tokington. I even through in an article of a recent presentation I conducted at a CMSS meeting.

There is also some snap shot of some members workshops.

As reported in the "President Message" Expo 2013 was another resounding success with the 2014 Expo already in our sights.

Also included is some pics from the CMSS display at the Wagga Wagg Model show and the CMSS Christmas lunch.

So I want to wish you all a happy and safe Christmas and New Year break and I look forward in receiving material from our members in 2014.

Joe Allen

Editor

Annual General Meeting 2014

The is and advanced reminder that the Society's Annual General Meeting will be held on 15th April 2014 at Hellenic Club, Matilda St. Woden starting at 7.30 pm .

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

Remember this is your committee and the Society is always keen for new member involvement on the committee

Presidents Message - Continued

(Continued from page 1)

be grateful for any assistance he can get.

I am informed that Max has arrived in WA and is currently unpacking the numerous boxes that seem to go with every move. Significantly Max has built his Shed and will provide some information in the next Newsletter of the WA Chapter of the CMSS. Perhaps we could consider a display in WA? Given Max's penchant for driving back and forth across the continent, I am sure he would have no objection to coming over to get us and returning us home again!

Please have a safe and enjoyable Christmas and New Year and I look forward to seeing you all in 2014.

Best wishes

Bob

President

CMSS

H.M.A.S Sleuth - By Joe Allen

Some time ago CMSS member David Peterson brought in some plans of a WW1 Patrol Boat that he was happy to part with.

As soon as I saw the plans I loved the lines of the vessel and as there was no rigging involved I thought that this would be the perfect project for my first scratch built model.

I decided do some more research on the vessel and discovered that the ship had quite a famous and interesting history.

During my research I was lucky enough to find this book on the HMAS Sleuth called ENA, HMAS Sleuth, Aurora by Alan Deans with photography by David Moore. The following is a brief overview from the book with some of David Moore's photos. I have donated a copy of this book to the CMSS library if anyone is interested in reading more.

The HMAS Sleuth has had several names during its long and remarkable life.

HMAS Sleuth started its life as a private steam yacht called ENA.

ENA was built for a private banker, Thomas Dibbs, in 1900 at the Berry's Bay shipyards in Sydney at a cost of £5,800 to replace his existing yacht also named ENA after Dibbs's wife.

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H.M.A.S. Sleuth - Continued

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ENA 1

"The Steam Launch 'Ena'. Built in 1883 and sold to the New South Wales Public Works Department in 1905 to be used as a port inspection and pay vessel. The 'Ena' was also used by government ministers as a VIP vessel."

The new ENA was 30.5 metres in length, nearly 5m beam and depth of 3m. She would not be the largest steam yacht on the harbour, but she would make Dibbs's first ENA appear puny. While the engine would allow her to tag easily alongside the quickest of racing yachts.

Above all, she had to be the most elegant steam yacht in the colony.

Oak from HMS Nelson was used to fit out her interior.

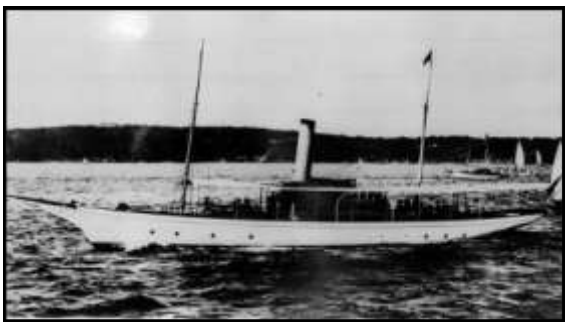
The ENA was designed by Walter Reeks who later designed the more modest appointed steam launch "Lady Hopetoun".

Thomas Dibbs was one of the most powerful business in Sydney and the bank manager of the Commercial Banking Corporation of Sydney (now part of the NAB).

ENA was used for leisurely day trips around the harbour.

In November 1916 at the age of 84 Thomas Dibbs had just recently retired and sold ENA to the Royal Australian Navy for £1000.

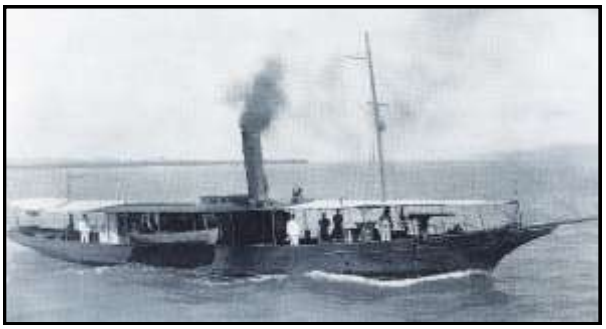
After a significant refit and repaint to a dour battleship grey, the ENA was renamed the HMAS Sleuth and commissioned on 13 January 1917 as an armed patrol boat.



HMAS Sleuth proceeded to Thursday Island and patrolled the Torres Strait as a lone patrol boat.

She had her fair share of mishaps including running aground several times.

Sleuth had become the butt of jokes amongst those stationed on Thursday Island. She had hit so many uncharted rocks& reefs that a local quipped that the craft was performing an admirable duty as a survey ship, although not in the usual purposeful manner one would expect.



No records exist to show that the Sleuth fired a shot in anger, apprehended any mysterious vessels or confiscated any suspicious mail. One is left to assume, therefore that apart from running aground, her time in the tropics was uneventful.

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H.M.A.S. Sleuth - Continued

By late 1917, the board had become aware of just how ill-suited the Sleuth was to the task of being an ocean-going patrol boat.

Sleuth returned to Sydney, was refitted and duly recommissioned in Dec 1917 with a permanent crew as a tender to "HMAS Tingira", an old clipper moored at Garden Island and used as a training ship.

In June 1919, after a few mishaps, the Navy decided that the Sleuth should be sold because she was too expensive to maintain.

In January 1920 she was sold to a wealthy entrepreneur, Edward Budrodeen for £1250.

He restored her to her former glory, renamed her ENA and took great pleasure cruising around the harbour in style. Friend & family would come aboard for those outings and the men would retire to the gentleman's cabin to drink beer & smoke cigars. A piano was installed on the aft deck for their entertainment.

Not long after, Budrodeen's marriage broke up and ENA was sold.

ENA was bought by wealthy industrialist, William Longsworth who was 74 and still very active when he took passion of her freshly restored elegance.

After making some modification for regular sea-going trips. ENA was used to regularly shuttle between Sydney & Longwoth's house at Karurah until his death in 1928.

Not long after his death ENA was sold to a syndicate for what is believed to be a few thousand pounds and was sailed to Hobart.

ENA was under the command of Walter Driscoll who had no pretentions and little money. He wanted her for a coaster. No more elegant harbour cruises for ENA. Ahead lay a new life as a working boat.

ENA was used briefly to transport produce (mainly apples), but a jam maker that the syndicate had sold their former vessel to, soon took out a court injunction claiming that she could not trade in competition. A writ was nailed to ENA's foremast and she was out of business.

The syndicate fought the injunction and after years of court hearings the syndicate won.

The syndicate fought the injunction and after years of court hearings the syndicate won. The cost of the legal battle & loss of income caused them severe financial harm.

ENA was no longer an economical proposition to transport apples and she fell further into disrepair.

The owner tried to make something of her by rigging her as a fishing trawler, but they never took the notion too seriously.

She did have the honour of towing novelist Joseph Conrad's former command, OTAGO, to her final resting place at Mount Direction, a few kilometres up the Derwent River from Hobart.

In 1940, Driscoll sold a decrepit ENA to the Roche brothers (Colin, Bill & Max). They cleaned the boat up, repaired the trawling rig and set her to work harvesting Scollops in the waters South of Hobart.

From the outset there were problems, although the venture was profitable.

In 1945, the roaches put ENA onto a slip in Hobart for major modifications. During the modifications the detailed work befitting a steam yacht was of course no use on a fishing boat. It was stripped and stored.

But the peace de resistance was the fitting of two brass plates, one on either side of the cabin, each cast with

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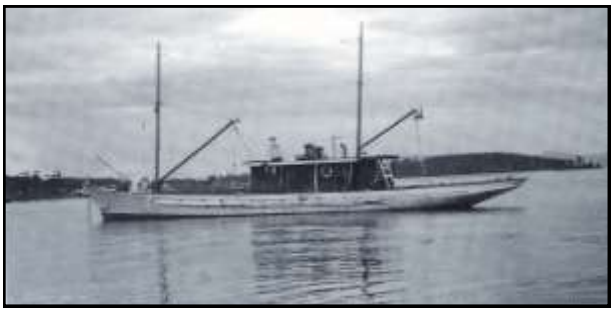
H.M.A.S. Sleuth - Continued

the word AURORE. Henceforth, ENA would be known as “Goddess of the Dawn”.

For the best part of 30 years, the Roaches used AURORE as a fishing boat. Eventually the Roache bothers become too old to work AURORE and in 1974 they reluctantly sold her.

Another fisherman, Kevin Hursey, bought her for $27,000 including abalone & crayfish licences.

Hersey sold the AURORE in 1980 for $69,000 to the Harper Bothers (Noel & Geoff). The pair had little experience but plenty of enthusiasm and they worked AURORE for about a year until the night of March 4 1981 when she hit an unknown underwater object and sank. The object was believed to be a shipping container.



Insurers paid out $190,000 to the Harpers.

The Insurance company put the wreck up for tender and after a long battle with others the Harper’s bought the wreck back.

After some salvage attempts, AURORE was eventually dragged into teh shallows at the mouth of the North West bay.

It took around $5,000 and 2 months of hard, physical effort during the deepening Tasmanian winter, but the AURORE was finally salvaged.

It took 6 weeks to repair the damage and she was slipped back into the water. There were no leaks and she rode high in the water, thanks to the fact that the engine had been removed and the fish tank was empty.

Some businessmen made a verbal offer to the Harpers for $120,000. The offer was accepted. So in February 1982, a battered old fishing boat left Tasmania waters after an adventurous 50 year stay. Ahead lay a new life which would echo former glories.

It took 2 years of legal proceedings and eventually the Harpers sold the boat in 1984 for $65,000 to a subsidiary of Hartegen Energy.

She was renamed the ENA and high flyer stock rocker Rene Rivkin bought a half share in ENA with two others owning the other half.

The trio would own and operate the ENA through the ENA Steam Yacht Company, an offshoot of Hartegen. This detail would become important in a bitter fight that erupted several years later.

The restoration began in May 1984 and was a long involved restoration taking 29 months.

On October 4 1986, it was Navy Day, the 75th anniversary of the founding of Australia’s Defence Fleet, the ENA had been honoured with a place in the official review.

No one could be sure that all the bugs had been ironed out, but they had to chance it. The debris on the deck

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H.M.A.S. Sleuth - Continued

was swept up and paintwork, glass and brass work polished. Colourful pennants were strung along a lone that ran from the bow, across the top of the masts and down the stern.

Accounts of the ENA Steam Yacht Company show that the original budget for the restoration of $960,000 was modest. The 3 owners had outlaid more than $3.4 million to restore ENA to a state rivalling her condition in 1901 when Thomas Dibbs took passion of her.

The ENA sailed from Sydney on December 12, 1986 to Perth and experience a number of troubles on the way including a fire & a larg storm. She arrived in port in January 1987 where she spent 2 weeks of constant partying as she steamed backwards and forwards for the guests to watch the America's Cup races in Fremantle.

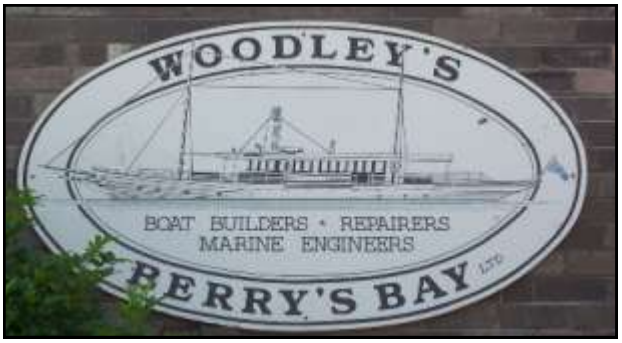
After the end of the races in March 1987, ENA was slipped for a complete refit.

In May 1987 she left Perth and sailed north and in early September, ENA steamed through the heads at Broken Bay, North of Sydney harbour. 6 weeks was spent painting, varnishing & polishing in readiness for her grand entry through Sydney heads.

Following some legal issues around the ownership of ENA, in May 1989 Hartegen Energy was placed in provisional liquidation and a bank called a default on the loan. A writ was once again nailed to ENA's mast, and the ENA Steam Yacht Company was put into receivership. ENA became the centre of a court case.

Eventually in late 1991, Sotherby's was commissioned to auction ENA. An art dealer, John Buttsworth, made the top offer at $1.2 million on behalf of a private company. Asked by a journalist what would happen to ENA, Buttsworth replied that "she would remain on Sydney harbour where she belongs".

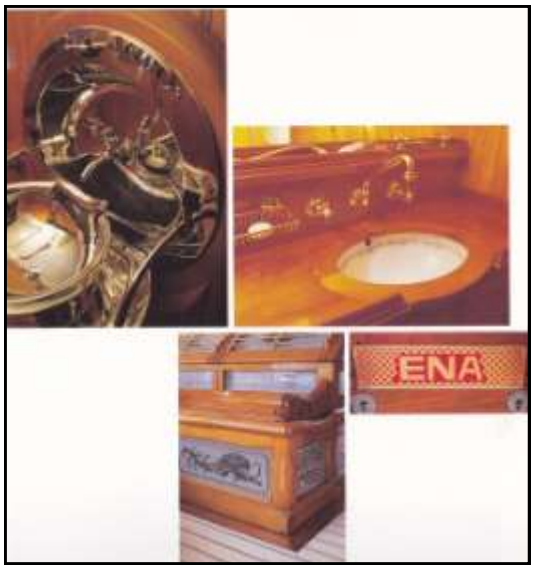
In 2006 I contacted the owner of ENA & advised him that I was planning to build a model of ENA and asked if it was possible to photograph her. He let me go onboard and take photos of her.

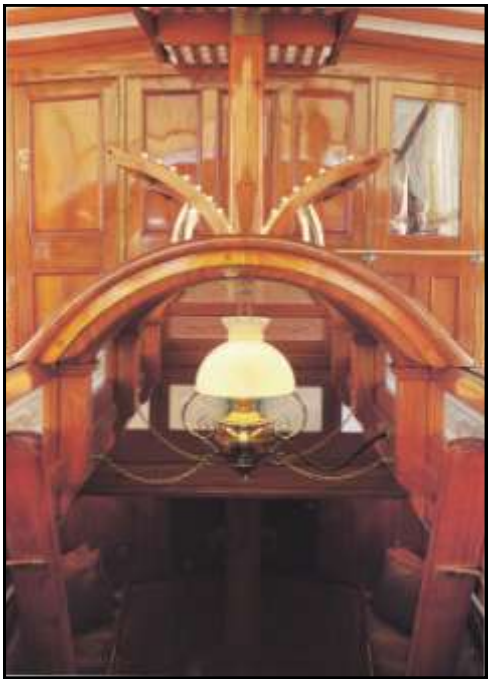


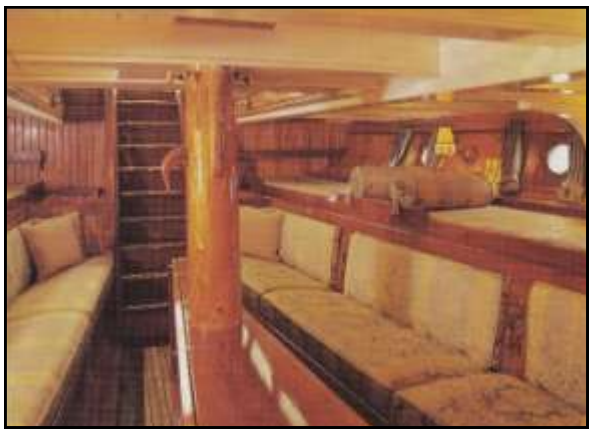
ENA is now moored at the same Berry's Bay boatyard where she was built some 113 years ago in 1900 and is for hire as a charter vessel. The ENA is featured on the boatyard's sign.

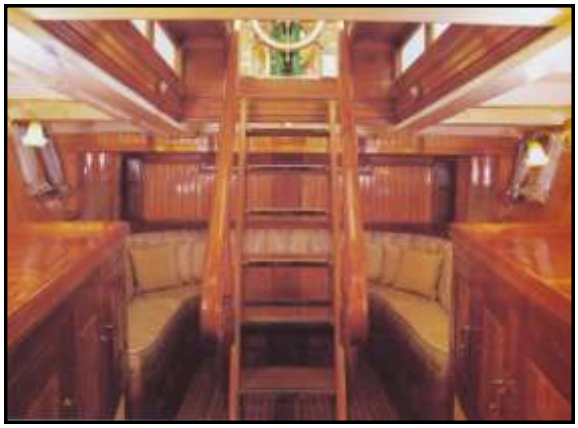
On the following page are some of the photos that I managed to take while I was onboard. The quality and detail of the timberwork is absolutely amazing.

H.M.A.S. Sleuth - Continued









Fitting Sails to Model Ships - By Liam McLean

This article is arguably one that need not be written as there is a wealth of information on the subject of fitting sails to your model on the web. Nonetheless, I thought that an article that draws that information together may be one that other modellers would find useful. The information on this topic that was written by other modellers is quiet varied so I was able to pick out what I thought was the most useful and able to expand upon. In writing this article I don't intend to reference all the sites I accessed as I'm sure most modellers know the sites and use the ones that they see as most relevant to them. That said, the following link is a good example of what is out there - http://modelshipworldforum.com/resources/Rigging_and_Sails/ScaleSails.pdf

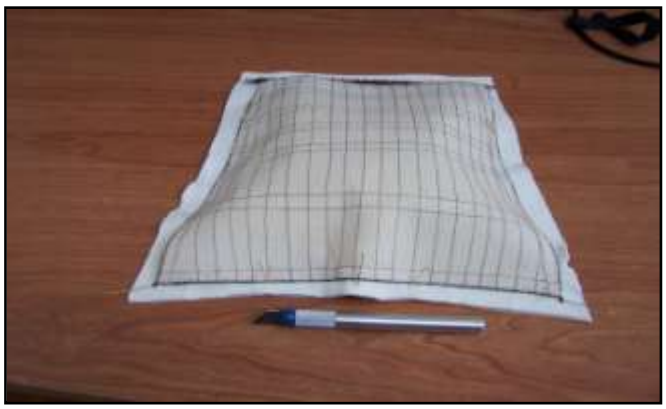
I have made a few model ships without sails and a couple with sails spread. With my latest model I decided that I would go one further as a diorama by not only fitting sails, but to display them fully furled. I did briefly consider simply clewing up the sails, but that would be even more difficult to get the shape of the sail to look realistic. Maybe I'll attempt that one when I feel more confident in that area!

In fitting sails I was surprised at how much more rigging is required. In my experience, most of us modellers prefer to show our models without sails rigged. I don't think this is because we are not prepared to work on the extra rigging, but more that the model usually looks better with bare yards so that the finer details are not hidden by the sails. A further factor is that any material used to make the sails for the model usually look out of context in any scale - even the most delicate cloth will look as though the model is fitted with the heaviest grade storm sail.

In the past I have had fun when I have rigged a model with spread sails. I feel that a model fitted with sails is a form of a diorama in itself and, of course, gives that extra challenge in the making. This challenge is not only to represent the further rigging required for setting a sail, but also to fit sails that will look realistic for that scale. The smaller the scale the less likelihood you will find sail material that will look right.

I generally try to show how the sails would look as filled by a light breeze. I have found a lot of information on the web or published in reference books on shaping sail cloth but these processes do not seem to be ones that are practicable for me, so I decided to make a plasticine mould in the curvature of that sail. To do this I bent the yard on to the sail and then draped both over the mould. Once satisfied with the shape, I then sprayed it with a couple of coats of a clear matt acrylic spray. By using more than one coat I achieved the stiffness sufficient to hold its shape without affecting the texture of the cloth itself. In fact I was surprised that after two or three coats I could not see any sign that the cloth had been sprayed at all. When a sail was set in the shape that I was looking for, it was then a simple process to re-shape the plasticine mould for the next sail.

Below is an example of a sail draped over moulded plasticine ready for spraying.



With this latest model, I have fitted an iron jackstay to the yards thus requiring the sail to be furled up tight to the jackstay which would in turn have the sail positioned to the front of the yard (post 1820s) as opposed to being furled under the yard when the sail is bent directly on to the yard (pre 1820s). For the sake of authentic-

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Fitting Sails to Model Ships - Continued

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ity I have carried out quiet a bit of in-depth research on how the furled sales would look depending on the era of the vessel being represented.

That research has led me to using maritime artwork painted at a time close to when the ship actually existed as a guide. The English painter, Turner, has painted many maritime scenes showing square rigged ships with its sails in various settings. Given he painted in that era I would expect that his painting would be very close to how the rigging actually was. On the other hand, the modern day maritime artist Geoff Hunt has also painted square rigged ships with furled sails. His paintings are quite detailed as far as rigging and set of sails are concerned but cannot be relied upon for accuracy as much as Turner. Nonetheless, both these artists depict the bottom corners of the sail (clew) left hanging loose out from the furled yard. This is obviously because of the blocks that are fitted to the clew eye which cannot be tucked into the furl along with the relevant ropes (Tacks, sheets, and clew-garnets). There can be anything up to three blocks fitted to the clew of a square sail depending on the era or the size of vessel being depicted. An example of this is shown in the Geoff Hunt painting below.

Almost all the reference material on furling model sails mentions that it is best not to try to furl the full drop of the sail that would normally be seen if the sails were set. I have found that using only half the drop will give enough cloth to furl and still make it look realistic. If a full drop was used you would end up with a furl diameter twice the size of the yard whereas, of course, the goal is to have it smaller than the yard's diameter.

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Fitting Sails to Model Ships - Continued

(Continued from page 10)

I think the benefit of showing the sails furled is that you don't have to rig the sails with all its bits and pieces, i.e. reef points, seams, bunt lines etc. However the bolt rope along the top of the sail and around the edge near the bottom clew corners will be seen when furled-so the bolt rope for these areas will have to be sewn in. The clews hanging loose will look a bit odd when you at this point but will look right when you actually fit the yard to the mast as these 'tails' can be pulled into place by the rigging.

In the photo below you can see the 'cut down' sail with both clews pieces in place ready to be furled. Above that is a yard with a furled sail fitted. And above that are yards yet to be fitted.

The downside to fitting sails to a model is that one of the first things that will show signs of deterioration over the years will be the sails themselves. I have seen photos of old museum models fitted with sails where the sails have become brittle and have started to break up, whereas the rigging and the wooden hull have kept their integrity. As we all hope to think that our models will be around for many years, a lot of thought has to be put into when fitting sails which will last the test of time. I am hoping that by spraying the sail with coats of clear acrylic paint and keeping the model in a relatively sealed display case, I will at least give that model a fighting chance for longevity.

I hope this article does not put modellers off from fitting sails in those various states to a model. I look forward to reading articles from other CMSS members on their experiences when fitting sails to their models as there is still a lot more to be learnt on this subject and that information can only come from those who have gone through that experience.

Soldering for the Model Ship Builder - By Stephen Batcheldor

Soldering can be useful skill for the model ship builder to have. It is probably not something that you will use every day but when you do need to solder some small items then it is handy to have a basic understanding of the process. Many modellers struggle with soldering because they don't know how to go about it or they don't follow some of the basic soldering techniques.

In this short passage I am going to talk about soldering as it relates to the ship modeller and how to get successful results. I am not expecting people to be come experts after reading this but hopefully you will have enough information to be able to give soldering a go.

What is soldering? There are many processes that are commonly referred to as soldering but not all are suitable for the ship modeller. They all have one thing in common; that is they all use a fusible metal alloy (solder) to join together pieces of metal. Some types of soldering require quite high temperatures or specialist equipment while other types of soldering can be successfully carried out by the average modeller using relatively inexpensive tools and equipment. The sort of soldering that is useful to the model ship builder is commonly known as soft soldering. Soft soldering is usually done using a hand held soldering iron and solder with a melting point of 180 to 190^{O}C as is commonly used in the manufacture and repair of electronic equipment.

What can soldering be used for? Soft soldering can be used to join a variety of different metals used in ship model building including copper, brass, steel and tin.

Some of the common items that can be created using soldered metal parts are: railings, ladders, small metal structures, deadeye strops, ratlines, hinges, metal propellers, metal rudders, propeller shafts/frames, bell cranks, linkages, radars, wire terminations etc. In-fact just about any component can be fabricated from metal pieces soldered together.

It is worth noting that aluminium and stainless steel are generally not able to be soldered using this type of soft soldering.

Soldering Irons. There are many different types of soldering iron available that are suitable for soft soldering, from the simple hobby soldering iron to the variable temperature controlled soldering iron. The sort of things that are going to be soldered will influence what type and size of soldering iron will be required. Larger components require more heat, therefore a larger capacity soldering iron. A good variable temperature controlled soldering iron can make a difference in that it will allow you to tackle a larger variety of jobs. In saying that, the simple plug-in / turn-on type soldering iron can still be used for most small joints.

Types of solder. There are many different types of soft solder for a variety of applications. Most are an alloy of tin and some other metals. The type of solder that will work best for the ship modellers is again general electronics solder which is a Tin/Lead alloy (SnPb60/40 or SnPb63/37). This is easy to obtain at the hardware store or an electronic components store. This type of solder is available in various sizes (diameters) so consider how big the things are that you need to join. I would recommend a small diameter solder for most model ship building tasks.

Flux. Flux is an important item when soft soldering as it helps to remove oxides from surface of the metal which allows the solder to fuse to base metal and aids in solder flow. Any of the available types of flux for soft soldering are suitable but some create much more of a mess than others. My recommendation would be to use a clear liquid flux as it is much easier to clean up than resin or paste types of flux. Much of the solder available now comes with a resin flux embedded in the core of the solder but it is still worthwhile using additional flux on all parts prior to soldering.

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CMSS Expo 2013 – By Joe Allen

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Tools. Soft soldering only requires the use of a few simple tools but there is scope to employ more specialist tools to make some things easier. The soldering iron, pliers and side-cutters will be required for most soldering tasks with things like, clamps, tweezers, vice, jigs etc making things easier to hold parts for soldering. A variety of small files will be useful to clean up soldered joints and a small stiff bristled brush for removing flux with solvent.

Consumables. The common consumables that will be required for soldering are:

- Flux to help clean the area to be soldered,
- Solvent for chemical cleaning of components and removal of flux after soldering, (denatured alcohol or metholated spirits),
- Paper towel or damp sponge for cleaning the soldering iron tip, and
- Fine sandpaper, steel wool or ink eraser for mechanical cleaning/preparing the components prior to soldering.

Holding Parts. Soft soldering is one of those tasks that require both hands, that is, one holding the soldering iron and one holding/feeding the solder to the job. This means that all of the pieces to be joined need to be held somehow. This becomes a little more difficult as the parts become smaller and more difficult to hold. There are a number of ways to hold parts for soldering including:

- Use double sided tape or masking tape to hold items down to a piece of timber,
- Construct jigs to hold parts still,
- Use clamps or weights to hold parts still,
- Use heat-sinks to stop heat travelling to previously soldered joints,

A mixture of all may be required for some complex soldering tasks.

Important considerations for soldering. There are a few things that are worth paying some attention to when soldering:

- Consider your own safety – There are dangers with prolonged exposure to lead so wash your hands after soldering, wear eye protection, work in a well ventilated area and try not to breath the fumes, remember the parts stay hot for some time so beware of burning yourself.
- It is important to make sure that all components to be soldered are cleaned immediately prior to soldering. A mechanical clean with fine sandpaper, steel wool or ink eraser to remove any oxides followed by a chemical clean with a solvent to remove any debris will make soldering so much easier.
- Plan the construction of complex parts so that larger joints requiring more heat are completed first.
- Always use clamps, jigs, heat sinks and tape to keep parts in place, don't try to hold or reposition parts with your fingers, you will get burnt.
- Keep the amount of heat applied during soldering to the minimum required to do the job – be quick

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- Bigger parts require more heat – the whole part has to reach the melting temp of the solder.
- Heat the parts and then apply solder to the joint not to the tip of the soldering iron.

The Soldering Process. Soldering is a relatively straight forward process and good results can be achieved by following the simple steps below.

- Clean all parts to be soldered immediately prior to soldering, first by mechanical cleaning, ie by scrubbing, filing or sanding the areas to be soldered, then by a chemical clean with solvent.
- Turn on the soldering iron and allow it to heat up.
- Position and hold parts so that they will not move during soldering using jigs, clamps tape as required. For more complex parts place heat sinks to stop heat travelling to previously soldered joints.
- Add flux to the area to be soldered.
- Set soldering iron temperature (approx 320^{o} C if you are using a variable temp iron)
- Clean the tip of the hot soldering iron by wiping it on paper towel or a damp sponge.
- Tin the tip of the soldering iron by melting a small amount of solder onto it.
- Position the tip of the soldering iron so that it touches both parts to be joined. There should be enough solder on the tip so that it forms a small heat bridge between the tip and the parts.
- After a short time try to touch the end of the solder to the heated part. If the parts are hot enough the solder should melt and flow into the joint. Most joints only require a very small amount of solder.
- Quickly remove iron from the parts.
- Allow the parts to cool.
- Inspect the joint to see that the solder has flowed to both parts. If not the joint can be reheated and more solder added.
- Clean up the joint by removing the flux with a small stiff bristled brush and solvent.
- Excess solder can be cleaned up with a small file.

Soldering, it is that easy, anyone can do it. A little practice and you will be surprised at what you can achieve. With care, some quite complicated structures can be created by soldering metal parts together. For most of us though, just being able to join two simple parts will often be all that is required.

Propellers 1 – A selection of home made model ship propellers that have been soldered together.

Railings 1 – Small pieces of tinned copper wire soldered together using a wooden jig to make railings for a model ship.

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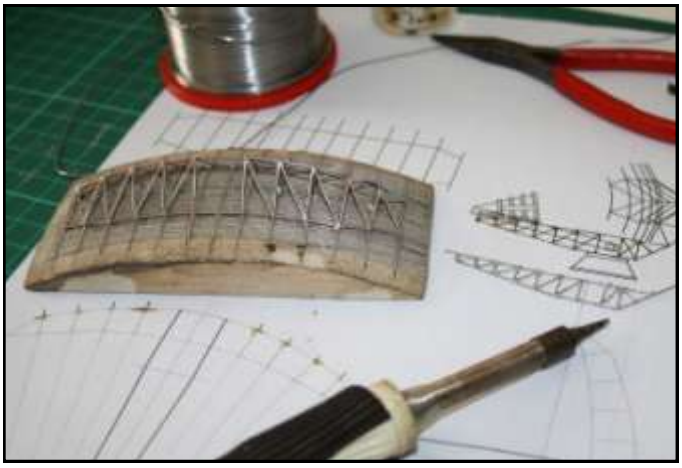
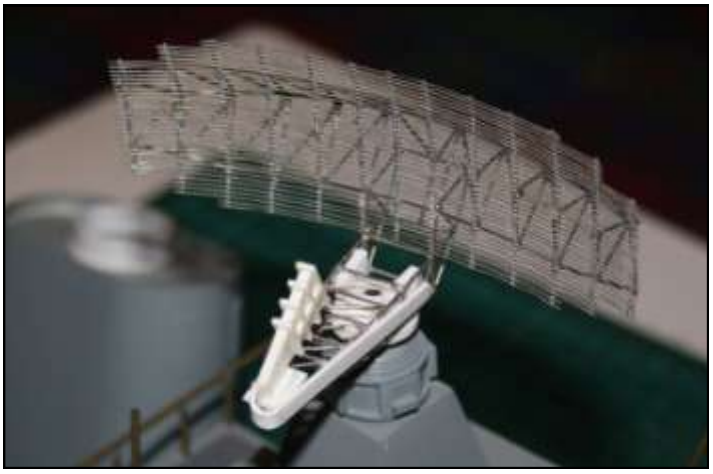
Railings 2 – Railings made using masking tape to hold parts still.

Radar 1 – The start of a radar being soldered together using double sided tape on a wooden former to get the correct shape.



Radar 2 – Support frames soldered to the radar helps to give it strength.



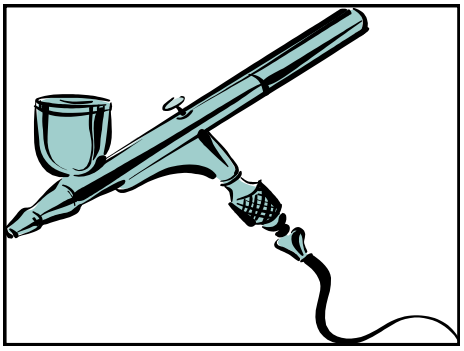
Radar 3 – The completed radar ready to paint.

Airbrushing Workshops

Do you want to learn how to airbrush or improve your airbrushing skills. CMSS member Chris Hennessey is running airbrush workshops commencing in late January early February 2014.

He is intending to run 2 lots of workshops with either daytime during the week sessions and weekends sessions. Each workshop will consist of 4 sessions lasting 2-3 hours each. The workshops will cover:

- How to correctly set up you airbrush
- Various airbrushing techniques
- How to maintain your airbrush and compressor
- An lots more



So if you are interested please contact Chris at ptsd05@yahoo.com.au or on 0409 400 185 and let him know what airbrush equipment you have so he can provide you details on what you will need.

Also let Chris know if there is any specific airbrush information or technique that you would like to learn about so he can include this in the sessions if possible.

Hurry as the workshops are limited to 5 people in each and places will go fast.

Members Workshops

The following are some workshop photos from the CMSS President, Bob Evans

The stash and newly insulated ceiling to allow productivity during the summer months.

"Swanbrook" being resurrected for a member of the ACTSMS. Background is "John Oxley" . Note , no tall masts and definitely no ratlines!!

"John Oxley" with some of the more delicate tools of the trade. The hull was purchased from the Sydney Maritime Museum many years ago.

New CMSS member David Miles hard at work in his workshop.

The Cutty Sark - by Colin Torkington

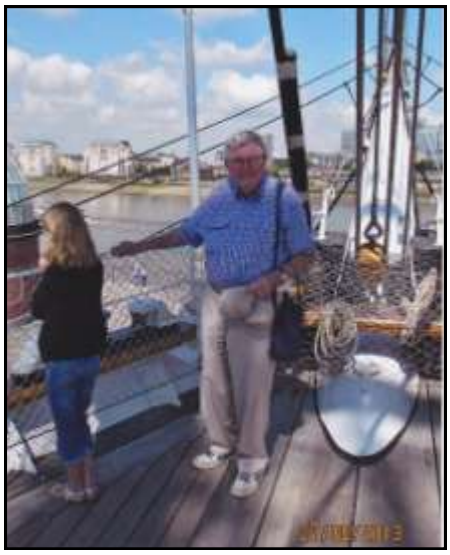
On a recent visit to Europe, Barbara and I took a boat down the Thames in London to Greenwich. The main aim was to look at the famous Cutty Sark tea clipper. A few years ago, the clipper had been badly damaged by fire but has now been fully restored and its surroundings improved.

One can even have 'afternoon tea' underneath the ship (see photos) and then take a lift to the upper deck.

The rigging is extraordinary complex and would need a top class model worker to replicate it.

The trip to Greenwich is highly recommended.

We sailed on the Royal Princess and the included photo of a modern German clipper in Venice, would also be quite difficult to build.



Cutty Sark - Continued

Wagga Wagga Model Show - Continued

Wagga Wagga Model Show - Continued

CMSS Xmas Party 2013

The CMSS Christmas lunch was held on Saturday 7th December 2013 at the Strathnairn Art Centre Village in Holt. There were about 15 CMSS members who attended and enjoyed the great food, drink and enjoyable company.

A great time was had by all and even the heat and flies could not put a downer on the day.