



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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Welcome to the September 2015 Newsletter, I hope you find it enjoyable. Please consider making a contribution to the Newsletter, an article or simply a photo will help the Editor to keep up production of future issues.

Expo 15 was held on weekend of 19 & 20 September, as you know. We managed some 130 exhibits which I believe was a little up on last year and **pleasingly contained more variety than in previous Expo's. Thanks to the Mount Rogers Primary School and Principal Sue Harding for the continued support of the CMSS, without such a venue I doubt the show could continue.**

The Committee deserves a huge vote of thanks for the work put in to organise this event.

Our good friends at the ACTSMS and Canberra Model Boat Club (Task Force 72) provided their usual high standard of display and I am very grateful also for their support and participation.

Thanks also to our Members, some of whom travelled extensively to be a part of Expo. Obviously without your support and exhibits there would be no show. We will begin planning now for Expo 2016, again to be held at Mount Rogers during September, the date will be advised as soon as possible. Put it in your diaries!

For those of you who were unable to attend this year, I hope you will be able to set aside the time next year. It is the one event in our Calendar which puts the spotlight on the Society and the more support from Members the better.

For those who did get there, I hope it was an enjoyable occasion for you. Welcome to our new members, I hope you continue to enjoy your membership with the CMSS.

I also pass my thanks to Cath and Dave Harris who ably looked after all the catering and kept us well fed and watered. The dinner on Saturday evening (also held at the school) was a very enjoyable occasion.

Speaking of Expo's, along with Robert and Elizabeth Hodsdon, I attended the Sydney Model Shipbuilders Club Expo in August. This was a great show, held at the Georges River 16 foot Sailing Club. This event is held each year so if you are available, keep an eye open for the notification of where and when.

There has been a major change to the way the website is now run, Steve Batcheldor is now looking after the website and it is well worth a visit. I especial-

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Committee Members 2015-2016

President	Bob Evans	6226 8957 (H)
Vice-President	Edwin Lowery	6298 3929 (H)
Secretary	Ray Osmotherly	6254 2482 (H)
Assist Secretary	Joe Allen	6297 2495 (H)
Treasurer	Peter Hateley	6254 7229 (H)
Member	Bruce Kirk	6290 0527 (H)
Member	Bruce George	6257 8691 (H)
Membership Officer	Max Fitton	08 9586 2759 (H)

Meetings

The Society will meet until further notice, at the **Hellenic Club, Matilda St. Woden** on the third **Tuesday** of each month (except 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. I

f 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

I have delayed this newsletter to after the completion of the CMSS Expo so I could include details of the Expo.

Thanks to those who have contributed articles to the newsletter. As you can see it quite a big edition.

Recently I have started two new trial initiatives to improve communication of current members and to attract new younger members.

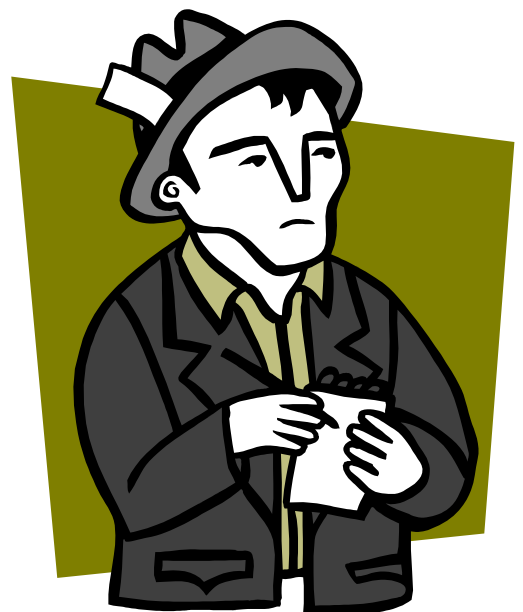
The first initiative was emailed out to current members recently regarding the development of a TEAMAPP page. Unfortunately, there are been very little response from members on this initiative with only 4 members joining. Please respond to my **email if you don't intend to join the TEAMAPP page** so we can assess and discontinue it if necessary.

The second initiative is a CMSS Facebook page. This page is to see if we can attract some younger members to the society. I have already received some queries through the face book page already. The address of the facebook page is www.facebook.com/canberramodelshipwrights. So if you on Facebook please visit the page and help promote it.

I hope you enjoy the newsletter.

Joe Allen

Editor



President's Letter Continued

I want to thank Jim Allen for establishing and looking after our website for all these years, without Jim's efforts I doubt the CMSS would be what it is today. The Newsletters will now be available on the public pages for those of you with password problems, however the Members Only pages contain much useful information available only to members, such as the library of books and plans, tips and tricks articles and Newsletters from like societies. **Getting a password is now much more simplified, so have a go and make Steve's work worthwhile.** It would also be great to have contributions from others which can be put on the web.

October is a quiet month for us, however, November sees the Wagga Model Railway Exhibition and the ACTSMS Expo, both events are well worth the effort and I always look forward to catching up with our Wagga Wagga members.

Finally, the year is rapidly passing and the Christmas gathering is almost upon us. Tentatively this is planned for Saturday 12th December, most likely at my place in Murrumbateman. Details will be confirmed but please try to set aside the time and come along.

Best wishes

Bob Evans
President



CMSS Expo 2015

Well the Society's annual model Expo has once again passed being held on the weekend of the 19 & 20 September 2015 at the Mount roger Primary School. As mentioned by Bob in his Presidents Letter, we had approximately 130 exhibit on display for the public and fellow exhibitors to enjoy.

The crowd number were not as much as hoped but were up on our expo last year with over 200 people pass through the Expo over the weekend.

As usual trophies were given out for the "Roy Vizard Trophy", the people's choice award and the member choice award. A big congratulation to the deserving winners.

It was a good weekend and the exhibitors had a good time by all accounts and again were well looked after thanks to the catering queen Cath Harris for her delicious scones and the food at the Saturday dinner was excellent. Also thanks to her helper Dave.

On the next few pages are some photo taken over the weekend. There will be more photo's available on the wen website soon.

CMSS Expo 2015 Photos



CMSS Expo 2015 Photos - Continued



Maritime Museum a Quick Pictorial – By Bob Evans

Hikawa Maru Yokohama

As I said in the last Newsletter, our trip to Europe , the UK and Japan provided the opportunity to visit a number of maritime museums so I thought I would share a brief look at these with you.

Starting in Yokohama, Japan, I have often wanted to look at the “Hikawa Maru” but this is the first time I had the opportunity to do so, previous visits having been work related.

The ship was launched in 1929 for NYK Lines and offered high quality service which earned her the name “Queen of the Pacific”

In 1941 she became a hospital ship, returning to civilian service again in 1947. This service continued to 1960 and the vessel, after refits , is now permanently moored at Yokohama.



Below. The wheelhouse. The principles remain the same today, only the equipment is a little more modern!



Compare to today's cruise liners. It's a matter of opinion as to which is the better!

Maritime Museum a Quick Pictorial



Deck and engine room general views.



HM Dockyard Chatham

Spanning over 400 years, the dockyard saw the preparation of ships for the Elizabethan Navy in 1588, and amongst its most famous ships was HMS Victory, launched into the Medway from the dockyard at Chatham. The dockyard continued to embrace change through the years until its closure in 1984. It now houses numerous interesting displays, not the least of which is the ropery which conducts fascinating demonstrations in a scaled down version of the adjacent full size ropery which still operates commercially.

The tour through the Hearts of Oak building is also a must with its hologram tour guides Shipwright John North and his son.

Maritime Museum a Quick Pictorial

Ships on display are the HMS Cavalier, HMS Gannet, and HM Submarine Ocelot. There is also a huge display of RNLI Lifeboats through the ages. Well worth a visit. There are some good B&Bs and restaurants in the area.

The trains are a bonus for those with a penchant for steam!



The RNLI hall, from this to this!



HMS Gannet



HM Submarine Ocelot

Maritime Museum a Quick Pictorial



HMS Cavaller

The full size ropewalk



Genoa

Galata Museo del mare

This is the largest maritime museum in the Mediterranean region and is located close to the Aquarium, itself a fantastic "must see" if in the area.

Maritime Museum a Quick Pictorial

The museo covers all sorts of exhibits over its four floors, from Columbus to immigrant ships and a replica of a Genoese galley.



There are many fine models including a number presented as dioramas.



Below-part of the immigrant ship interactive display.

Maritime Museum a Quick Pictorial



The replica galley- hard work!



Maritime Museum Lisbon

In my humble opinion this museum outshone all the others. It contains some 17,000 items and is housed in Jeronimos Monastery (worth a visit in itself) which is Vasco da Gama's resting place.

In addition a huge hall is devoted to full scale vessels such as royal barges and small sailing craft.

Maritime Museum a Quick Pictorial

Probably not something you'll see at Expo!



Just a few of the incredible models on display.



And something for Janos!!

This is but a small sample , I will try and put more on the web.

Hope this will encourage you should you get the desire to travel!

New CMSS Website Statistics—By Steve Batchelor

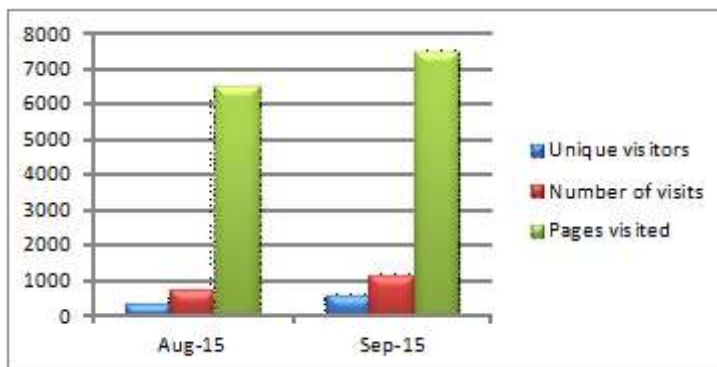
The new Canberra Model Shipwrights Society web site was set up in the first week of August 2015. Since being established a variety of information about CMSS has been added. Currently the web site contains some basic information about the society but we hope to improve and add to the content in the coming months.

The intent is to make as much information as possible available to the public so things like newsletters and photos will be available without the need to log in. There will however still be some information that is only available to financial members, things like the library, meeting minutes and information provided by other clubs only for CMSS members. To access member only content you will need to register a user name and password then be approved for access by web admin. This is a simple online process accessible from any of the member only pages.

The new site also allows us to capture a range of statistics including how many people visit pages and where in the world people are visiting the site from.

Some stats are displayed below.

Month	Unique visitors	Number of visits	Pages visited
Aug-15	364	738	6,509
Sep-15	627	1,182	7,525



Top Countries visiting CMSS pages (Sep 15)	
Australia	5,228
United States	1,638
Ukraine	133
Canada	61
Germany	61
Japan	55
China	52
France	49
Unknown	39
Brazil	37
Romania	33
Great Britain	23
Russian Federation	14

Sydney Model Shipbuilders Club - Expo 2015

As reported in the last newsletter the SMSC held it model display which the CMSS had a display on show. Bob Evans, Robert and Elizabeth Hodsdon were on hand to answer all the questions.

The following photos of the CMSS display are courtesy of Elizabeth Hodsdon.



WA Chapter – Cannons – By Jeff Zecchini

A discussion on cannons followed by a demonstration of how to turn a small model cannon given by Jeff Zecchini to Western Australian Chapter on 9 September 2015.

The first known English ships fitted with cannon are thought to have been those engaged in the Battle of Villa-neuva de Barracota when they encountered ships from the Duchy of Aquitaine. Other examples of known early uses of cannon are:

- Cannon were listed as commonplace aboard Mediterranean galleys by 1365.
- Vasco da Gama used cannon in 1501 in a battle against the Muslim fleet off India.,
- Cannon was used by the Danes when they encountered ships from the Hanseatic League in 1363 (possibly the Battle of Helsingborg) in which the son of the Danish King is reputed to have been killed by cannon ball.

Such cannons would have been very inefficient with their short range aboard such small wooden ships. These small ships made it extremely difficult to aim properly. I wonder how many tons of cannon balls lie beneath the surface.

Firing a naval cannon required a deal of physical effort as well a large team. First the cannon had to be cleaned with a wet swab to remove any chance of ignition left over from a previous firing. Then the powder was inserted and rammed to compact it. Then a wad was inserted followed by the ball and a further wad. This latter wad was to prevent the ball from falling out of the barrel. Fine powder was then inserted into the touch hole and ignited. The flame travelled to the main chamber thus firing sending the ball on its way.

There was a hive of activity around a gun during the firing process especially when one considers that there were 104 guns aboard the HMS Victory and they could be fired 2 – 3 times every 5 minutes. Think about the constraints:

- get the cannon far enough inboard to have room for muzzle loading
- the length and weight of the cannon and truck
- clearance either side
- clearance amidships due to the beam

And so it goes on.

Development of the early cannon was the province of the Portuguese in Europe, where their knowledge and development of naval tactics was to the fore. There was also considerable development undertaken by the Ottoman and Chinese empires prior to the Portuguese but not to the same extent.

English development took off in the 16th century with the development of gunpowder that became much finer and was of a superior grade. Their training of gun crews and battle tactics played a major part in their naval successes.

* * * * *

Following the talk I gave a demonstration of how to make a cannon about 25 mm long out of a thick black knitting needle. I also brought along other cannons, of a similar size and larger, I had made previously out of brass and aluminium.



THE WINDERMERE STEAM LAUNCH — By Bill Atkinson

At the August CMSS meeting, Bill Atkinson gave a presentation on his beloved model of the steam launch “Girlie” and Windermere Steam Launches. This presentation was enjoyable that I thought I would share it with everyone.

The Windermere steam launch derives its name, surprisingly enough, from the area in the UK where it was developed.

Lake Windermere, in Britain’s Lakes District, is Britain’s largest natural lake. It is a ribbon lake formed in a glacial trough after the retreat of the ice at the start of the current interglacial period. It is long and deep, and full of water.

It is also notable for another reason, that of the setting of water speed records, one of the most famous being **Sir Henry Seagrave who, in 1930 in his boat “Miss England” broke the world water speed record by attaining 158.94 kph (98.76 mph).**

The development of the area, and of the Windermere steam launch, arose surprisingly from the development of the railways in this part of the UK.

Lake Windermere was one of the UK’s most popular holiday destinations and location of ‘summer homes’, especially since the arrival of the Kendal and Windermere Railway branch line which opened in 1847. The Lakeside Line, constructed by the Furness Railway Company, was at one time owned and operated by British Rail, the former State owned rail operator. This ensured ready and easy access to Lake Windermere

With this ease of access came the development of connecting steam boat passenger services which ran the full length of the lake, which were serviced by quite a number of steam launches.

These craft were of varying sizes, and while some of the larger vessels operated the full length of the lake, not all vessels called at all ports along the lake. Smaller vessels serviced smaller settlements within the water transport network that evolved.

The Windermere steam launch thus became a sign of visible affluence in the mid-19th century, and through to the early part of the 20th century.

Their design was typified by a low overall profile and long and slender lines.

- became synonymous with elegance - in both vessel profile and finish.
- featured Imported timber finishes and panelling, together with height of fashion fabric upholstery
- ranged in size, depending on their purpose - **for “exhibitionism”, or for practical use** – often used for private parties, and watching yacht races
- were fitted with a variety of cabin configurations – one aft, or two-one forward and one aft, with the open steam plant amidships.
- Often featured a canopy shading the after-deck.

When steam went out of favour, many of these craft, which were expensive to own and operate were either scrapped or left to rot.

Since privatisation three of the old railway boats are now operated by Windermere Lake Cruises Ltd, along with a fleet of smaller more modern launches:

- ◇ MV Tern (1891), MV Teal (1936) and MV Swan (1938). The fourth vessel, MV Swift (1900) was broken up in 1998. Only her rudder and one propeller are on display at Bowness. Tern and Swift were converted to diesel in the 1950’s.

A collection of vintage steam boats dating back to the 1850’s have been saved from destruction, and have been preserved, along with other vessels of interest to the area, at the Windermere Steamboat Museum in Bowness. The collection also includes the SL Dolly, believed to be the world’s oldest mechanically powered

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THE WINDERMERE STEAM LAUNCH

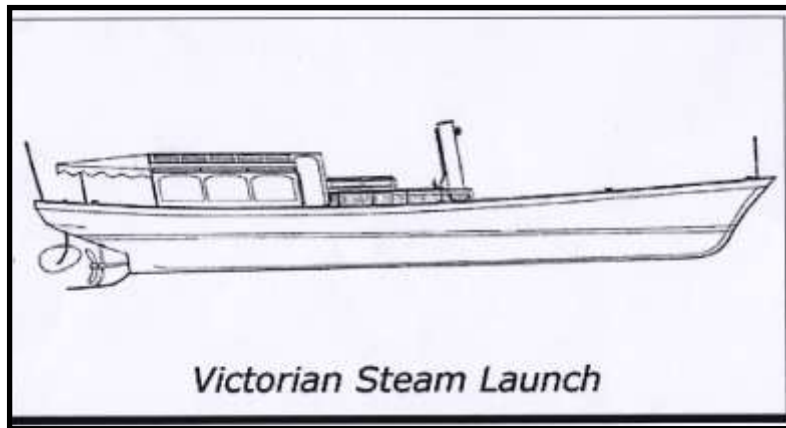
boat.

The museum has been closed since 2006 for refurbishment and is expected to reopen during 2016. This process has been funded by a national lottery which has raised pounds 9.6m.

Below photos from the presentation, the model "Girlie" and examples of steam launches.



THE WINDERMERE STEAM LAUNCH



THE WINDERMERE STEAM LAUNCH

