

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

A very happy, prosperous and healthy 2017 to everyone and I hope your Christmas past was also an enjoyable occasion.

It seemed sensible not to burden our Editor with the production of this Newsletter over the festive season so we decided that the first week of January would be quite acceptable for this to reach you, enjoy another great issues and thanks to Joe for his continuing excellent work in this area and to our contributors. Please keep articles rolling in during 2017.

The final quarter of 2016 was busy as usual with a number of events attended by the CMSS. On 29th October we attended the Queanbeyan River Festival with a small display which saw us located in a nice shady spot, unfortunately away from most of the crowd (fortunately?), however it was a good day with good company so what more do we really want?

The first weekend in November we attended the Wagga Model Railway and Hobby Show, which is always enjoyable and provides the chance to catch up with our Wagga Members and colleagues from Task Force 72. A very pleasant bbq was hosted by Steve Batcheldor on Saturday night with a chance to look with envy on his great workshop. The year would not be complete without the ACT Scale Modellers ScaleACT 2016. The "swap and sell" was again well patronised and it is very difficult to come away empty handed. Our good friend Murray Burfitt (Burfitt Tools) was over from WA with supplies of all manner of hand tools some of which now occupy space in workshops over this side of the continent, thanks Murray.

Unfortunately our Christmas lunch on the 10th December had to be deferred because my wife was beset with pneumonia. I am naturally delighted to say she is well on the way to full recovery and we have rescheduled the lunch to the Saturday 14th January.

So what lies ahead for 2017? As you are aware we will no longer be holding the monthly meetings at the Hellenic Club in Woden. The Club now charges a small "administration" fee for bookings, however it was felt that a degree of uncertainty now existed as to whether or not a meeting room would always be availa-

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## Committee Members 2016-2017

<b>President</b>	Bob Evans	02 6226 8957 (H)
<b>Vice-President</b>	Bruce George	02 6257 8691 (H)
<b>Secretary</b>	Ray Osmotherly	02 6254 2482 (H)
<b>Assist Secretary</b>	Bill Atkinson	02 6288 1021(H)
<b>Treasurer</b>	Peter Hateley	02 6254 7229 (H)
<b>Member</b>	Bruce Kirk	02 6290 0527 (H)
<b>Member</b>	Edwin Lowry	02 6298 3829 (H)
<b>Appointments</b>		
<b>Membership Officer</b>	Max Fitton	08 9586 2759 (H)
<b>Web Master</b>	Steve Batcheldor	02 6629 5475 (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.

## Society Facebook Page

The Society now has a Facebook group to promote the Society and to attract new members.

So please feel free to post items on the page and share it page with your Friends.

## Editors Note

Thanks to everyone who contributed to the newsletter. Keep the articles and photos coming.

Sorry it was late. All the best for 2017.

I hope you enjoy the newsletter.

Joe Allen

Editor



## Sad News



It is sad news that another CMSS member has passed away.

Sadly, Colin Tokington passed away last November from complications that arose during surgery.

Colin was a true gentlemen and will be deeply missed.

Our condolences go out to his family & friends.

Editor

## President's Letter Continued

ble for us. Secretary Ray is also a member of the Melba Men's Shed who use facilities belonging to the Uniting Church at Melba. An approach to the Church Secretary has secured a meeting space for us for meetings from February to November inclusive. There is a similar fee to the Hellenic Club, however the venue is secured and offers far greater opportunities for activities.

The venue is located at Conley Drive, Melba. The building is to the left of the Church building and there is ample parking virtually at the door. The space we will use is a large hall, use of kitchen and bathroom facilities. There will also be some storage space which will enable us to operate the library properly rather than the onerous system we now currently need to use.

There is a huge opportunity now to change the way meetings can be conducted. I envisage far more hands on activities where we can actually demonstrate aspects of model building using tools and equipment that might not have been welcome at the Hellenic Club!

The first meeting will be on 21st February at the usual time of 1930, with the Committee meeting starting at 1900. Providing a suitable venue for our activities has long been a headache, and I thank Ray for securing this one for us. I feel that this new venue has huge potential and I would urge as many as possible to turn up and provide input as to what you would like the CMSS to do to best suit your needs for 2017 and beyond.

I do appreciate that some will have further to drive now, but conversely some will have less!

The CMSS exists for its Members, so please show your support and come along.

As previously reported, the CMSS will not be attending the Royal Canberra Show, although obviously Members are free to make their own entries and I hope this will happen.

Connect and Participate will be held on Saturday 25th March at Kingston from 100-1600. This is a great opportunity for us to display what we do and hopefully gain a few new Members.

Please enjoy your Newsletter and hopefully I will catch up with a number of you at the belated Christmas Lunch on 14th.

Best Wishes

Bob Evans  
President



## Modelling the LPG Tanker “Pacific Gas” — by Bob Evans



Photo source: Shipping Database

### Background

“Pacific Gas” was a small LPG (Liquefied Petroleum Gas) carrier owned by Liquefied Gas Carriers (Port Moresby) which was part of the shipping wing of Boral Gas (Australia). She was under the flag of Papua New Guinea and had a complement of 14 comprising 6 Australian Officers and 8 PNG crew. She was 63 meters in length with a deadweight of 1196 tonnes. Originally built as the Nanayo Maru in Japan in 1967, she now lies at the bottom of Bootless Inlet in Port Moresby as a dive site. The two cargo tanks were removed, the larger now in Port Moresby as storage, the other in Lae.

An ocean greyhound she was not, managing 10 knots with everything in her favour. On her last voyage from Cairns to Port Moresby she managed only 6 knots, sufficient time for us to see the last race of the Americas Cup series, which Australia won, before we had left the confines of the Great Barrier Reef!

Why the choice of subject? I had originally sailed on the vessel as Chief Mate, eventually returning to the Company after a spell away which included gaining my Masters Certificate to sail as Master.

Perhaps not the best looking or most prestigious of ships, she was my command and it was generally left up to me to plan all aspects of the voyage, including voyage planning, storing, pilotage, etc etc, the Company being only interested in the safe arrival of the ship and cargo at the many terminals Boral had established in PNG, South Pacific and Australian ports. Happy times were generally the order of the day.

### The model

I had determined to build models of at least some of the ships in which I had sailed so this seemed a good place to start, especially since I just happened to have a set of general arrangement plans in my possession.

Certain members of Task Force 72 suggested the model should be motorised and radio controlled, so I thought I might venture into the “dark side” as well as pursue the art of scratch building.

I chose a scale of 1:50 which gives a model length of 126 cm, sufficient to add adequate detail and hopefully have a presence on the water.

## Pacific Gas - Continued

I decided on plank on frame construction, largely because I was familiar with that system. I used MDF as I intended to fully fibreglass the hull inside and out.

At this point I would like to express my thanks to Steve Batcheldor and Peter Cole for their offer of help and advice on my journey to the dark side. I have yet to visit Steve to learn the art of glass fibre but I hope to do so soon. I have also been pestering Peter Cole also for advice on motorisation and radio control. Watch out Malkara!!

### Materials

Frames and decks:	MDF
Planking:	Lime wood planks, 10mm x 1.5mm
Superstructure:	Ply with plastic card skin.
Cargo tanks:	Extruded polystyrene sheet and plywood formers (see text)
Glue:	Contact cement, wood glue, superglue, two part epoxy, plastic cement.

### Construction



The photos show various stages of construction. Note the longitudinal stiffeners on either side of the keel. They will also provide a good base for batteries and radio gear. The decks are not yet fitted for obvious reasons. This is a step that would not present problems in a static model.



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## Pacific Gas - Continued

Planking was some lovely lime wood strips provided by the Modellers Shipyard. They were of a very good quality and made the planking a pleasure (well almost!). Bow and stern were built up from balsa using the “bread and butter” system. It became very apparent when it came to the planking that the frames taken off the body plan did not align with the general arrangement plan in some areas, requiring some adjustments which was more annoying than anything else.

I freely confess that my planning skills are less than perfect and my building tends to be somewhat ad hoc, sorting out problems as they arise rather than avoiding them in the first place. For instance, it is much better to purchase a propeller and shaft and an engine before cutting what you think are suitable openings through the keel and planking!



All seems well in the end and I also thank Float Boat for their advice in the purchase of the running gear. I haven't been game enough to work on the rudder yet but that will obviously have to come.

All the while I am telling myself to stick to scratch building static models!

### Sub assemblies

The cargo tanks and associated pipework needs to be removable to access what (I hope) will be the battery compartment and ballast area. Similarly the entire superstructure needs to be removable to access the motor, steering gear etc.

This does require a lot of thought as I don't envisage a great deal of sea time for the model, mostly it will be a static display model and I want to minimise any visual suggestion that certain bits are removable.

The superstructure is simply a series of boxes built up from thin ply and skinned with plastic sheet.

I will be making the wheelhouse details visible and have cut out all the portholes, although there is no other interior detail.

## Pacific Gas - Continued



This is where I am at as of now. I will describe the trials and tribulations of the cargo tanks and hopefully and almost finished model in the next issue.

As a foretaste, below are some of the interesting problems encountered with the extruded polystyrene sheet when considering what glue to use for the skin!

Any suggestions on how to make cylinders with globular ends will be most welcome!



## Charles W Morgan — by Bob Evans

Building the Artesania Latina kit by Bob Evans

I purchased the kit a couple of years ago at the ACTSMS Expo “swap and sell”. The price was right so I added it to my son’s “inheritance” collection as he now refers to my unbuilt collection. Apparently there is a First Law of Modelling which suggests that parting this world is not permitted until all unbuilt kits have been completed. Keep buying!!

The Charles W Morgan attracted me as it was somewhat different to a many other kits, being of an American whaler built in 1841 and now on display at Mystic Seaport in Connecticut.

I was attracted to the model partly because of the whale boats themselves, although these proved to be a disappointment, being cumbersome in construction and totally unrealistic. I scratch built four of these using a frame over which I laid thin planking strips before removing from the frame and fitting the interiors. I am currently in the process of completing this work. The model is to 1:50 scale and is a standard Artesania style of kit with the older style of instructions which give quite comprehensive instructions. There is also a wealth of information on the internet which proved very useful in refining a number of the kit parts.

The photos show stages of construction and the scratch built whaleboats





## Members Model

Phillip Murray from Wagga Wagga has sent me these photos of completed models.

The first is a Flower Class corvette which highlights Phill's foray to the "dark side". Phill acknowledges the assistance given to him by the Wagga contingent of Task Force 72, with whom we work closely at the Wagga Show.

The second is a very nice model of HMS Bounty, marking Phill's return to normality!



## Canberra Model Shipwrights Society donation to Snowy Hydro Care.

From time to time the Society has made donations to worthwhile Charities as a result of profits made from the annual Expo. This is not always possible, particularly when the proceeds of Expo are barely sufficient to cover our costs.

I am very pleased to say that as a result of Expo2016 we were able to present a cheque for \$500 to the Snowy Hydro South Care.



## Card Open Boats

CMSS Member Steve Batcheldor has been experimenting with some open boats made of card. He has emailed some photos around. I thought that they were very interesting so decided to include them in the newsletter.

Nice work Steve. Hope you don't mind me sharing them. Maybe when you have perfected your method you can provide some more details for the newsletter.



“For this one (below) he made a wooden mould and changed the shape of the hull a little. He used four layers of brown paper for the paper mache over the mould then he used thicker card for the planks. He have also made a smaller hull (half the size) and used a Cornflakes box as the source of card.”

