

June 2017

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Dear Members,

Half a year gone already and here in the southern climes it is cold to put it politely. It is of course far too cold to be working outside so I'm hopeful that for some of us it is a very productive period which will result in a lot of new models for Expo2017. This premier event will again be held at Mount Rogers Primary School and we thank them profusely for their continued support of the Society. Invitations to exhibit will have been sent out before you receive this Newsletter, however if you are not a Member and would like to exhibit a model at Expo, just let us know. You will be more than welcome. Remember this is not a competition, simply a show where we can all come together and see each others handiwork and swap ideas. We also have the Canberra Model Boat Club (aka Task Force 72) and the ACT Scale Modellers Society so there is plenty to see and a wide variety of modelling skills on display.

The new venue at the Melba Menshed continues to provide an excellent facility for a more practical approach to meetings. I was delighted at the last meeting when 18 Members were present. This must be some kind of record, particularly for the winter months.

Demonstrations and showing actual models or parts thereof must be the right formula and we will continue with this idea in mind. Do come along if you can and bring something that you are either working on or have completed. Mike Pearson for example, enjoying a brief interlude from his travels, showed us how a model whaleboat was used to study the use of such vessels. A photo can be seen on p12, along with a few general views of the new venue.

The AGM took place on 18th May with little change to the line up of staunch CMSS Committee Members. My thanks to those who have again stepped up to take on the various tasks required to keep the Society on track.

The present Committee has served the Society for quite a number of years now and I think office bearers deserve a well earned rest. I would like to see changes at the next AGM, if requested by the Committee Members, I know I would very much like a break!

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Appointments		
Membership Officer	Max Fitton	08 9586 2759 (H)
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Meetings

The Society will meet until further notice, at the **Mens Shed at Melba** 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

The AGM was held, as you know, in April and the new(?) Committee is listed opposite. Joe Allen has stepped down as Editor of this fine Newsletter and is to be congratulated on his supreme efforts over the last 10 years.

Thank you Joe, your efforts will be sorely missed, especially by myself in the Editor role as I now struggle to remember everything Joe has told me.

Brian Voce has stepped up to assist me with the Newsletter and we will be discussing how this can best be done.

Please forgive any glaring errors in appearance, I'm sure any problems will eventually be ironed out.

I am delighted to say that I have an overflow for the next edition so if you don't see your effort it's not because I've forgotten!

Please continue to send articles for publication, it won't happen without them.

Editor



CMSS Stop Press

Next Newsletter:

Part 2 of Shipwreck Museum by Max Fitton

Ray Osmotherly's yacht build

More in a regular series on Members workshops.

Update on Lady Nelson from Bruce George.

A visit to Riverboat Rod.

The wealth of contributions I know members will provide!

Any non-members who might wish to write to us, please feel free to do so.

President's Letter Continued

The course at Mount Rogers commenced on 6th June. Thanks to Steve Batcheldor who made up six wooden plugs for students to create vessels of early Australian explorers such as Charles Sturt, Matthew Flinders and so on.

The hull shape is flexible in that various vessels can be made such as Flinders Tom Thumb, the Bounty long-boat and the schooner Norfolk.

Historical accuracy is not what we are after!

This course should be completed in time for Expo in September.

I am hoping that you will excuse my efforts at putting together this Newsletter, I can assure you that I miss Joe's expertise!

Before the next Newsletter is due there are a number of events at which the CMSS is in attendance. These are Malkara on 5th and 6th August, the Sydney Model Shipbuilders Club (SMSC) Expo on 26th and 27th August. It would be great to see as many of us as possible attend the Sydney EXPO. It is a great show and well worth supporting, as the SMSC supports us.

Our own Expo 2017 will take place on 16th and 17th September and I am hoping for the usual good rollup and support. It is the one event of the year that brings as many of us as possible together.

I hope our Country Members are enjoying the Newsletters and please be sure to suggest anything that you feel will make you more inclusive.

Finally, many thanks to the contributors to this issue. I remain on the hunt for more articles so please keep them rolling in, don't wait until the last moment please, it only makes the task much harder for me.

Remember the old saying "a picture paints a thousand words" .A picture tells a story just as well as, if not better than, a lot of written words.

Best Wishes

Bob Evans
President



A French Sardine Boat - By Brian Voce

I managed to complete a model I'd been working on over last winter, in time for the 2016 Expo. The model is of a French fishing smack, circa 1908. There's a bit of a story as I diverted from the original kit design, inspired by a coincidence when I realised the hull I was making was close to identical to that of a French sardine boat on a poster I had. I had bought the poster at the Maritime Museum in Douarnenez in Brittany in 1990 and the sardine boat it depicts has hung on our walls since. Even so, I had failed at first to notice the similarity.

One day when the model hull was nearing completion, I had a sort of epiphany and took the hull in to compare it to the poster. Amazingly, apart from the fact it was the same hull shape, the model was the exact size of the drawing on the poster. You can see that in the photo. (There is one difference, in that the stern/rudder configuration is more refined on the kit model.)

This all seemed a bit coincidental, but when I checked a map of the region, the boat the model was based on comes from Casquale, a port probably no more a half-hour drive from Douarnenez. A coincidence, sure, but not a mystery any more. The boats worked the same fishery and the hull design was common to the fleets.

The biggest difference, however, was in the sail configuration. The Douarnenez boat has a simple two-sail arrangement, set in a fore and aft arrangement on two masts. The Casquale boat (as in the model kit) has a mass of sails, a huge bowsprit and a trailing boom on a third stern mast. To me, it looks very top-heavy and is not pretty. And even the model-maker for the kit manufacturer could not make a convincing job, as can be seen on the lid of the box.

I had no doubt which way I would go, so I used the Douarnenez boat as my choice of design. So after the hull was complete, I scratch-built from that stage on, using the poster as my guide, particularly for rigging. I think I've ended up with a prettier boat and the connection with my visit to Douarnenez and my souvenir poster makes it a legitimate decision and a genuine replica. And I didn't have to muck around with all those sails that promised to be a disappointing mess in the end.

I found a contemporary picture of the poster boat under sail on the website of the Musée du Marin in Douarnenez and it shows a crew of 8-10 which emphasizes it is a substantial boat.



The finished model and the poster that inspired it.

A French Sardine Boat—continued



An historical photo of a Douarnenez fishing boat under sail.



The Canquale boat as illustrated on the kit box lid.

Did you know?

Above board: Pirates would often hide much of the crew below the deck. The ships that displayed the crew openly on the deck were thought to be honest merchant ships known as "above board".

Admiral: An admiral is a senior ranking officer and the word signifies a commander of a fleet, or part of a fleet, in all maritime nations. The root of the word is from the Arabic word *amir* meaning commander.

Albatross around one's neck: An Albatross is a large and long-winged seabird of the Southern Hemisphere capable of long flights. It was believed among seamen that albatrosses embodied the souls of dead sailors and it was considered unlucky to kill one.

At a rate of knots: To go at top speed. This is used to describe someone who is traveling or driving very fast.

Reproduced with permission from the SMSC Chatterbox Newsletter May 2017

LEON'S TIPS & TRICKS #5:

Hello members, in this session we will deal with. **Making Deck Rope Coils**. This works for me!



1 Double-sided tape, scrap wood and brass. Sizes are controlled by what you have in your scrap boxes.



2 A piece of plywood is glued to 25mm dowel, then apply a piece of tape to the surface of the ply.



3 Drill a hole in the base of the scrap timber to a depth of around 20mm to accompany the brass sleeve. Load the table top into the sleeve. The top piece will now be able to spin in the completed jig.



4 Select the required colour and gauge of rigging cord for the job.



5 Pull the cord through the bees wax to obtain maximum control of the cord.



6. Ready the tape by removing the protective coat.

Reproduced from the SMSC Chatterbox Newsletter May 2017

cont. from p.9



7 Mark the centre of the top and start coiling the end of the cord, applying light pressure that will keep the cord under control.



8. The technique is to turn coil and add pressure to the top as you go.

It is at this point that you decide what diameter you require for the job.



9 Apply white PVA wood glue and rub in so as to cover the coil.



10 Drying time should be around 1 hour. Test as you go, or apply heat lights if necessary.



11 Once the coil rope is dry, remove the piece with a flat blade ready for installation.



12 Use PVA wood glue to attach the piece and clean up where required.

Yacht Renovation—By Brian Voce

In the last issue, I wrote about a model yacht hull which I had picked up in a second-hand shop years ago. This instalment continues the story of my efforts at restoration.

Originally, when I started work on the model, I imagined it would be based on something like an America's Cup boat when 12-metre yachts competed. In the meantime, after checking out a few classes, I have concluded it fitted more into the category of a 5.5 metre yacht, an Olympic class for many years. This class equated with the design of the hull which I had acquired, including having a tiller, not a steering wheel as on the larger yachts.

I also vacillated between restoring it as an actual sailing model, or one for static display. The primary difference, apart from getting wet, would be the type of running gear required to control sails and rudder. I started off with a pond boat firmly in mind, but finally warmed to the idea of a static model with realistic rigging. This decision also impacted on the design of the cockpit. Nevertheless, it still would not take a big effort to turn it into a pond boat if my curiosity to see how well she sails were to win me over.

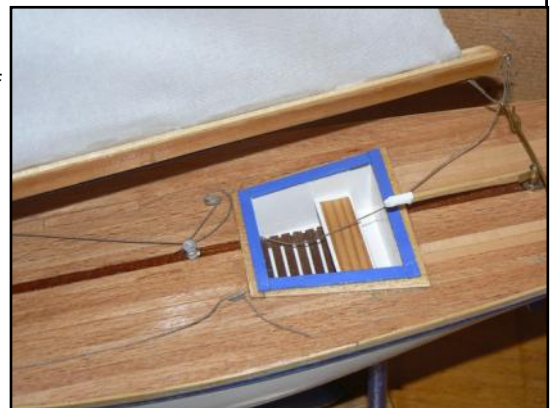
The model hull as found had three hatch openings. I laid planking over the forward pair and originally made a flush-fitted hatch to suit a sailing model. With the change of direction to a static model, I designed a new cockpit, based on 5.5 metre yachts (which race with a three-man crew). I built this on the bench and slipped it into the opening.

The sails were patterned on drawings for a 5.5 metre yacht, with a high mast braced with wire stays - forestay and backstay and shrouds amidships, including a spreader aloft. For the fixed rigging, I used .018 diameter, 7-strand stainless steel fishing wire, cut to length. I bound a tight spiral of 15 amp fuse wire with a short tag at each end to make a neat tie-off to mast and deck fittings. The fuse wire grips well with enough turns, but a drop of instant glue can be added for extra security



The all but complete boat

The sails were cut from tightly woven medium-weight white cotton with no allowance for hemming. Instead, I brushed on a thin coat of PVC glue along raw edges, to prevent fraying. This worked well and also stiffened the sails. I used masking tape to control the width of the area treated. I made battens from the lightest material I had, painted them white and glued them to the mainsail. This was neater and less cumbersome than making pockets for the battens.



At the time of writing, I am reworking the mainsheet and refining a couple of other details, but the boat is close to being completed.

The model is pleasing to the eye, its hull shape being particularly elegant and true to class.

Close up of the deck and cockpit

What Glue To Use-Steve Batcheldor

There are so many different glues available to the modeller now days but which ones are suitable for building model ships? Unfortunately the answer is not as simple as; any one glue is better than all others. Each glue has its own properties so I will go through some of the readily available glues and look at their suitability for model ship building.

PVA / White glue

PVA, also known as white glue or wood glue is water based non toxic glue available for interior or exterior use.

PVA glue is very popular for woodworking because it dries clear, it's very easy to apply and has super strong holding strength on most varieties of wood. PVA is relatively fast drying and excess glue can be cleaned up by wiping it away with a wet cloth before it sets. PVA can be difficult to remove once it sets.

Poor fitting joints that are under pressure, such as the ends of some planks, can creep over time to the point that the glue fails so it is important to ensure that all joints are well fitting so that there is good wood to wood contact at the face of the joint.

PVA is available in white for interior use and yellow for exterior use. It is relatively inexpensive and has a reasonably long shelf life. There are premium grades of PVA for high strength applications and general purpose grades made by many different manufacturers.

PVA glues are highly suitable for model ship building. Easy to use and easy cleanup make

PVA the preferred glue for most wood to wood joints of a model ship.

Epoxy

Epoxy glues are generally a two part glue made up of an epoxy resin and a hardener. Epoxy glues need to be mixed in predefined ratios in accordance with the manufacturers instructions for best results. These glues are available with various setting times from several minutes to many hours. They require some preparation prior to application and they can be a little more difficult to apply as the glue is usually laid on with a thin blade after mixing. Epoxy glues are fairly expensive compared to PVA glue.

Most epoxy glues are very strong and waterproof. The longer setting time varieties are generally much stronger than the quick set epoxies. When the resin and hardener are mixed they make a sort of white paste that bonds to many materials. The fumes from mixing the two parts together are usually toxic so safety glasses and masks should be worn.

Epoxy glue has become very common for fixing wood in full size boats in the last few decades. Epoxy glue is generally a good gap filler and is also good at bonding end grain but when dry it is very difficult to clean off wood.

Epoxy glues certainly have a place in model ship building. These glues are probably most useful for gluing small metal or plastic parts to wood or other materials or for really high strength joints for wooden parts under pressure.

Polyurethane glues react with moisture in the air to expand a little bit as they dry so they have good gap filling properties. Even though this glue expands slightly as it dries the joint must be fairly tight and clamped for best results.

What Glue To Use-continued

Polyurethane

Like PVA, polyurethane adhesives are fairly strong and clear when dry. They are also waterproof which can be a big advantage for functional model ships.

Polyurethane glues react with moisture in the air to expand a little bit as they dry so they have good gap filling properties. Even though this glue expands slightly as it dries the joint must be fairly tight and clamped for best results.

This is a glue that is considerably more expensive than PVA glue and its shelf life is not nearly as long as that of PVA. So while polyurethane is often advertised as a good alternative to PVA glues, the higher cost and the short shelf life can be limiting factors in their use.

Polyurethane adhesive is available as a one part or two part system and not only is it strong and durable but it also has excellent sealing properties so it can be used to level, seal and fill gaps and holes better than most other adhesives.

Because these adhesives react with moisture it can be more difficult to work with especially for woodwork beginners. Excessive moisture in the wood or in the air will cause polyurethane to expand significantly as it dries leaving air bubbles in the joint. It is also a good idea to wear gloves when using polyurethane adhesive because it can react with the moisture on your skin.

This adhesive is suitable for interior and exterior use and once dry it is strong and very durable and is usually able to be painted over after drying. This type of adhesive is not only suitable for woodwork it can also be used with metal and plastic. A good alternative to PVA for model ship building.

Contact cement

Contact adhesives also known as contact cement are rubber based and can be made from natural or synthetic rubbers. These adhesives are very good for bonding veneer or laminate to other timber on large surfaces.

Contacting adhesives are harder to work with compared to other adhesives such as PVA glue and this is because they require a great deal of accuracy. This adhesive is applied to both surfaces being bonded and is then left until touch dry. Once the adhesive is touch dry the two surfaces are then secured with some pressure and the bond is immediate.

Because the bonding is immediate there is no margin for error, once the timber is bonded it cannot be removed. Contacting adhesives have great holding strength over large areas and don't require clamps to hold the timber together because there is no drying time. Small surface areas though have limited holding strength and if the joint is under pressure it may fail in time.

Traditionally contact adhesives are toxic and flammable. Some varieties are now available that are made with a water base so that they are non flammable or non toxic. Care should still be taken when working with any contact adhesive.

There are limited applications for contact adhesives in model ship building. I have known several people who have used contact adhesive to fit the outer layer of planking to a model ship hull. While it works for a while, the planks tend to move over time leading to poor results in the end.

Superglue

Superglue or cyanoacrylates are a family of strong fast-acting adhesives with industrial, medical, and house-

What Glue To Use-continued

Superglue

Superglue or cyanoacrylates are a family of strong fast-acting adhesives with industrial, medical, and household uses. Cyanoacrylate adhesives have a relatively short shelf life: about one year from manufacture if unopened or about one month once opened. They also have some minor toxicity effect in general use.

Cyanoacrylates require some care and knowledge for effective use: they do not bond well to some materials, they have limited shear strength and they are not good at gap filling. Cyanoacrylates bond more effectively when applied in a very thin layer between two parts that are under a tensile load.

There are a couple of things to be aware of when using these adhesives: cyanoacrylates have an exothermic reaction to natural fibres, ie cotton, wool, leather, etc. If you spill a significant quantity onto a natural fibre it may combust. It will certainly create some toxic smoke. Cyanoacrylates will also bond human skin and tissues readily so be careful not to get it on your fingers.

Cyanoacrylate adhesive can be useful for temporarily holding components as either a sacrificial joint that is meant to be broken at some point or to hold things in place while a more resilient adhesive sets.

Cyanoacrylate is not recommended as a primary means to join components on a model ship as it is likely to break down over time particularly if exposed to large changes in temperature. It can be useful for model ship building but requires careful consideration about the type of joints and materials that it will be used for.

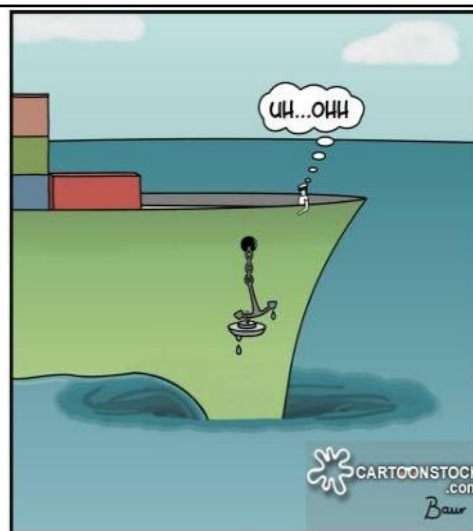
Other adhesives

There are numerous other types of glue available such as: Hot melt glues, Silastic/RTV rubber, Hide glues etc. While they all have their purpose, they are not generally used in ship modelling.

Pardon the pun

Vikings were expert mariners - you can lead a Norse to water, but you can't make him sink.

As his little ships sailed on Christopher Columbus didn't tell his crew he felt constantly on edge.



May and June Meeting at the new venue

I thought readers might like to see how the new venue for our meetings is shaping up.



Mike Pearson demonstrates the use of models in research projects

Construction of the Occre Jabeque - by Bob Evans

Part 2

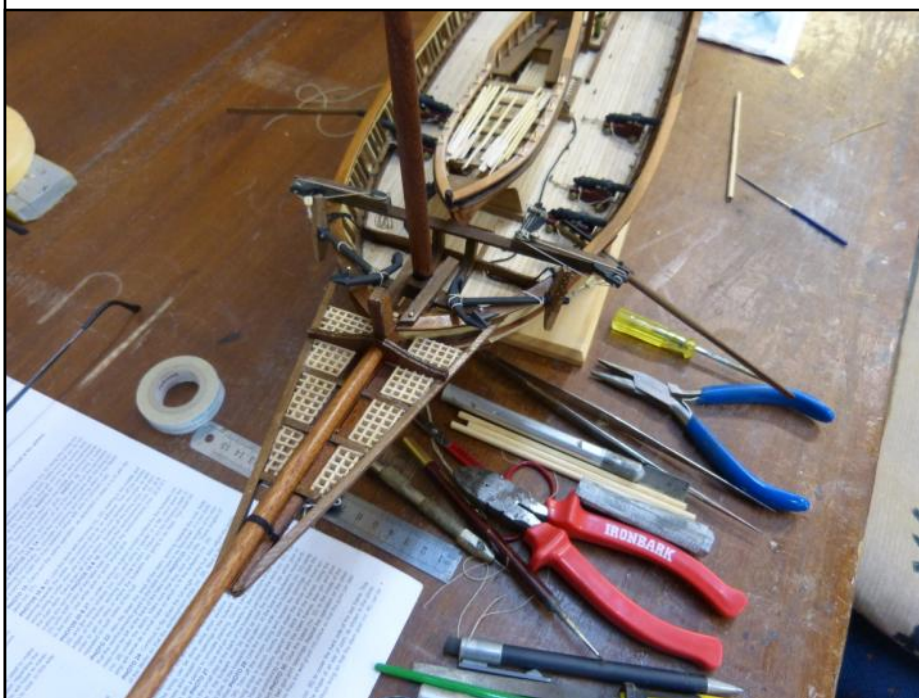
In the first part I had reached the stage where the small boat had been completed and the hull of the Jabeque itself was complete with the exception of the numerous white metal decorations .

The build remains an enjoyable one thus far and the quality of the kit continues to please, although the white metal fittings need to be cleaned up a little to remove seam lines. There are also a number of fittings which would have been far more effective if laser cut from wood. Examples of this are the gun carriages, boom support on the poop deck, supports for the rail on the forward end of the poop deck and the top of the ships bell tabernacle.

The photo (left) shows the completed hull without decorations. The rudder and tiller is also yet to be fitted.



Above: Cannon sides extended to allow barrels to be at the correct height for the ports.



Left: View of the forward part with anchors rigged and gratings installed. Note that the ships boat has been fitted with oars which are not included in the kit. They are fashioned from toothpicks and appropriate thin wood for the blades.

Construction of the Occe Jabeque - continued



Above and left:

Ships boat is fitted and I have elected to show the oars deployed rather than stacked on the poop deck.

Progress is quite reasonable as the photos on p 17 show. The sequence of construction indicates that a majority of the rigging is done before the yards are fitted. This created (at least for me) a lot of difficulty in securing the yards without damaging work I had already done. Perseverance and a sound proof garage helped!

Deploying the oars created a lot of extra clutter that made things a little more difficult when it came to tying off rigging to the bulwark railing.

A stand was not included in the kit so this was one of the first things to be constructed.

The pictorial instruction book is very good until it comes to fixing the yards to the masts. The plans are also lacking in this area and although there are red lines all over the place with arrows it was certainly not clear where these were coming from or going to. Perhaps it is just me, but I found this part of the build to be extremely frustrating.

However, with the aid of the box top illustration and some modellers license I got them to look as though they could be hauled up and down. Anyone who was around as a Spanish pirate may have different ideas but I'll take my chances on that.

[Continued on P17](#)

A Masters Lament- provided by Warwick Riddle.

Dear Sir

It is with regret and haste that I write this letter to you- regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your opinions from reports in the world press, for I am sure that they will tend to overdramatise the affair.

We had just picked up the pilot, and Able Seaman Joe had returned from changing the G flag for the H flag (G meaning we require a pilot and H we have a pilot). Being his first trip, he was having difficulty rolling the G flag up. I showed him how. Coming to the last part, I told him to 'let go'. The lad, although willing, was not too bright, so I had to repeat the order in a sharper tone.

At this moment, the Chief Officer appeared from the chart room, having been plotting the vessel's progress. Thinking that it was the anchors that were being referred to, he repeated the 'let go' to the Third Officer on the forecastle (you know, the front part of the ship where the anchors are).

The port anchor was promptly let go. The effect on letting the anchor drop so quickly while the vessel was proceeding at full harbour speed proved too much for the windlass brake and the entire length of the port anchor chain was pulled out 'by the roots'. Judging by the screeching sound of tearing metal and the large cracks that have begun to appear on the foredeck, I fear the damage may be extensive.

The braking effect of the port anchor naturally caused the vessel to sheer in the direction, right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic. The bridge partly opened, depositing a Volkswagen, two cyclists and a truck on our foredeck. My crew are at present rounding up the contents of the truck, which from the noise I would say were pigs.

In his efforts to stop the progress of the vessel, the Third Officer dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator's control cabin, which I have to say was so poorly designed- it should never have gotten in our way in the first place. I feel this point should be brought to the attention of the Port Authority. After the port anchor was let go and the vessel started to sheer, I gave a double ring Full Astern on the Engine Room Telegraph and personally rang the Engine Room to order maximum Speed astern. I was informed that the sea temperature was 53° and was asked if there was a film tonight. My reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems.

At the moment the port anchor was let go, the Second Officer was lowering the ship's towing line down onto the tug. The sudden braking of the port anchor caused the tug to 'run in under' the stern of my vessel, just at the moment when the propeller was answering my Full Speed Astern. The prompt action of the Second Officer in securing the towing line delaying the sinking of the tug by some minutes, thereby allowing the crew to abandon the tug safely.

It is strange, but at the very same moment of letting go the port anchor, there was a power cut ashore. The fact that we were passing over a 'cable area' at that time might suggest that we may have touched something on the river bed. It is perhaps lucky that the high tension cables which our

foremast brought down when we went off course were not live. Possibly they had been replaced by the underwater cable, but owing to the shore blackout, it is impossible to be certain of any of this at present.

It never fails to amaze me the actions and behaviours of foreigners during moments of minor crisis. The pilot, for instance, is at this moment huddled in a corner of my day cabin. Alternately crooning to himself and crying, after having consumed a bottle of gin at a rate that is worthy of inclusion in the Guinness Book of Records. The tug captain, on the other hand, reacted violently and had to forcibly be restrained by the Steward. He is handcuffed in the ship's hospital, where he is telling me to do impossible things with my ships and my crew.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the fore-castle. These particulars will enable you to claim for the damage that they did to the railings of the No. 1 hold.

I am closing this preliminary report, for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights.

It is sad to think that had Able Seaman Joe realised that there is no need to fly the pilot flag after dark, none of this would have happened.

Yours truly

Master

From RMC 1 Minute Manager Club News

Nautical terms

Widow-maker

This is a colloquial term for a boat's bowsprit – the long pole, or "spar," extending from the bow used by sailors to tend to sails. The treacherous bowsprit earned its name and reputation from the number of sailors who have lost their lives falling from it.

Cat-head

The cat-head is a large wooden beam that extends from vessels at a 45 degree angle and is used to assist in raising and lowering the anchor. Many cat-heads have had the faces of lions or other large cats carved into them – however, it's not known if this gave the cat-head its name, or came as a result of the name.

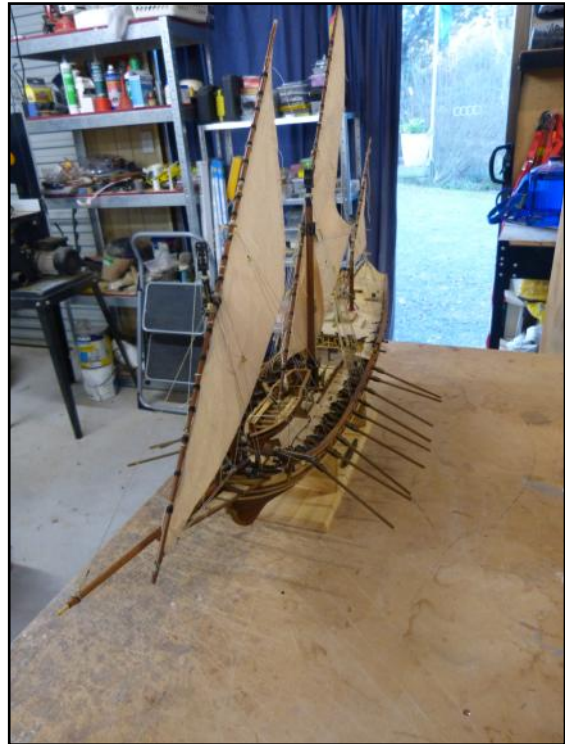
Baggywrinkle

This strange-sounding gem is simply a soft covering for ropes aboard yachts that prevent chafing of the sails. Where ropes and lines come into contact with sails there is serious potential for damage to the sail due to the abrasive nature of most rigging.

Construction of the Occre Jabeque - continued from P14

The sails are quite good, apart from the rather large hem. The material benefits from soaking for a while in cold tea and it is probably easier to do the reef points off the model.

Below are some views of the completed model. I can recommend this kit as being, in the main, an enjoyable build of an unusual subject. The only criticisms I have were white metal instead of wood in some parts and the lack of clarity of the plans in regard to the rigging.



Next project, aside from various repair works and the "Pacific Gas" is the Mantua "Amerigo Vespucci"- watch this space!

Murray River Paddle Steamer Isabella— by Phill Murray

I

I submit the following article in the hope that it will be of interest to fellow members and possibly a reference for anyone who wishes to build one. The kit itself is released by Modellers Central and is a very nice kit with everything included to assemble a fine model of the Isabella with room to add on finer detail if you wish to enhance the final presentation. The kit comes with easy to follow photo by photo instructions of its construction.

Below I have listed the various modifications that were carried out and the suppliers used for the parts.

Modeller Central	- The Isabella kit - 3mm half round timber beading
Float-a-boat	- Steam Whistle - Voice Pipe - Turnbuckles - Light chain - Gauges and bezels plus 4 metal bollards and a brass flagstaff
Scale Link	- Produces a photo etch sheet with a large selection of hinges, door handles and various other bits (left over from a previous project)

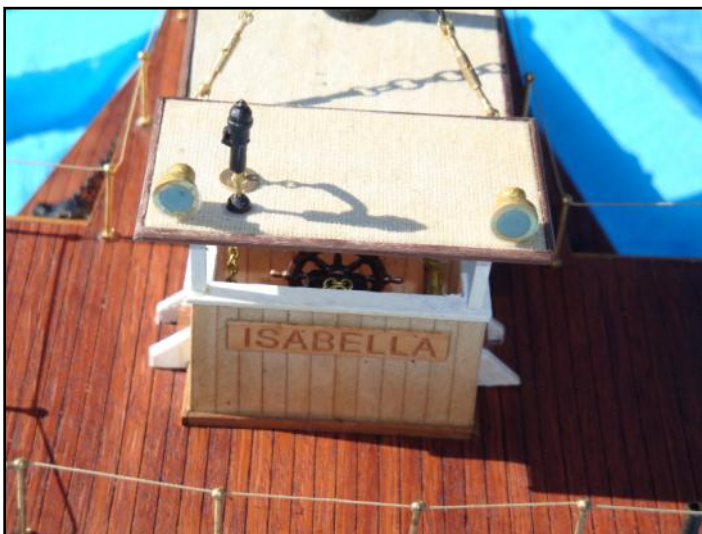
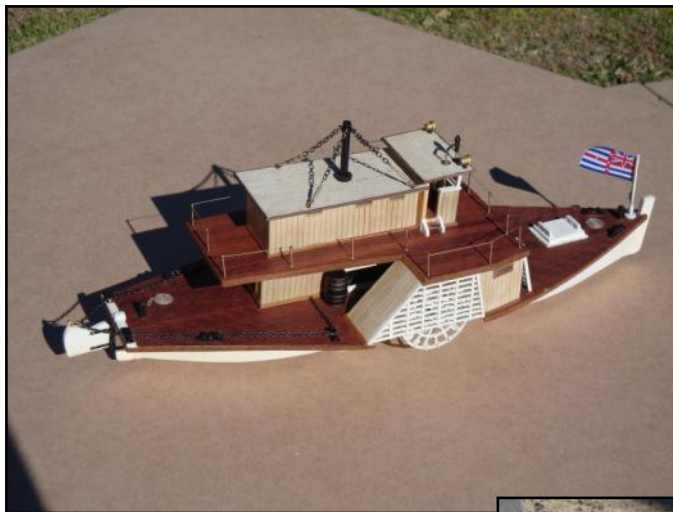
My first modifications were to the lower deck:

- a. I added a small brass pipe over the boiler and then down to the stern not really authentic but it looks good. I also added a steam gauge both are hard to see owing to the boiler being in a well and covered by super-structure and other timber work.
- b. I replaced the four wooden bollards supplied with cast metal ones.
- c. I replaced the wooden flagstaff at the bow from wooden one supplied to a brass one.
- d. The two cabins forward of the paddle wheels were not addressed on the plans, so since family's lived on some of these boats, I allocated one as a kitchen the other as an ablution block. To the kitchen I added a door fitted with an etched brass handle and hinges. I also added a stove pipe and a larger window as per the photos. I did the same to the other cabin except I fitted a narrower window up higher.
- e. At the stern there are four uncovered pulleys to guide the steering chains from the rudder to the super-structure. I encased these in pulley cages fabricated from brass strip. This completed my modifications on the lower deck.

The next modifications were to the upper deck:

- a. I fitted brass handles and hinges to the three cabin doors.
- b. I covered the roof of the three cabins with canvass and used the 3mm wooden bead on the edges to finish off.
- c. I upgraded the bridge with a four leg angle stand fabricated from styrene (design from photos of an open bridged boat). I also fitted the helm and roller for the steering chains. I also added a voice pipe and a pressure gauge to the rear wall.
- d. I used canvass to cover the bridge roof, again finishing the edges with the 3mm beading.
- e. I placed a steam whistle on the roof with a chain fitted through the roof so the captain can make big noises.
- f. The final modification was to replace the wooden funnel with a brass one. I soldered a thin band and four brass eye bolts a few millimetres down from the top. The funnel was secured to the cabin roof with four lengths of light chain and four working turnbuckles.

Murray River Paddle Steamer Isabella—continued



That concludes my submission; I hope it has been of interest to all and if I can assist with any further information please don't hesitate call me regards - Phill Murray.

The “Lady Nelson” Project– Bruce George

CMSS LADY NELSON BUILD PROJECT - CURRENT BUILD STATUS.

The model of the Lady Nelson has been at Warwick Riddle's workshop for quite a few years with little to no work being carried out on the project during the past few years. Due to space limitation at Warwick's, he requested that the Society resume custody of the model with a view to encouraging current members to reactivate the project and develop the model to completion. This is a view shared by the President (Bob Evans) and several other members of the Committee.

Following the delivery of the model to the Society in April 2017 the hull went to Peter Hatel's for storage pending the construction of a cabinet for its storage at the Community Centre and commencement of a future work program. The plans and other documentation was retrieved by Bruce George for sorting, repair, filing and perusal to see if a baseline of the current status of the model could be established.

In order to determine the status of the build Bruce took the model and started to consider the current state and what repair work was needed to be done before further work was carried out on the build. These items were discussed with Warwick who agreed that this work was necessary.

The following items were identified as work that should be carried out prior to any other build progress;

MODEL LOCATION	REPAIR /REMEDIAL WORK TO BE DONE .
Port stern	Repair/replace 2 stern bulkhead frames.
Hull voids	Trim/tidy all bulkhead frames, trim off trenails, file holes, repair cracks and
Port side internal	Fit planks adjacent to the keel Full length
Starboard side forward	Fit planks adjacent to keel ,forward of the mast base
Bow internal	Trim planks at bow both sides.
Hull/keel	Fill and sand internal areas as required
Port/starboard bow F2 to	Build up bottom of frame 2 (port and starboard) to align with frame 3 prior fairing in.
Hull	Check and repair any frame that needs to be built up before fairing in
Starboard side/ top deck	Plank to be fitted under the top rail
Masts Assemblies.	Check all masts assemblies to drawing to check accuracy of current build dimensions.

Most of these tasks although not major will take some time to complete, I am prepared to do these tasks in preparation for the build tasks

The next build stages are;

Pumps	Manufacture the two hand pumps and fit
Drop Keel inserts	Manufacture the drop keel inserts as per drawings and fit the drop keels assemblies

The “Lady Nelson” Project– continued



Members contemplating the extent of the work needed to complete the “Lady Nelson” and wishing it had remained in Warwicks workshop.

Secretary Bill is trying to sort out what it all means in order to complete the meeting minutes.

Members Workshop—Warwick Riddle



This is a new series which I hope Members will get behind and send some photos of where you produce your works of art. It does not need to be a fully equipped huge workshop, remember it is said the late Sid Bonner produced his immaculate work on sheet of ply positioned over his bathtub.

An ideal opportunity for Country Members to show how it's done at their place.

First off is Warwick Riddles workshop. We were privileged to have a visit there and see just what can be done. Warwick is a professional modelmaker and has done restoration work for the Australian War Memorial.

A general view of Warwick's Workshop. The model under the plastic is the P&O Liner “Orion” weighing in at some 350 kg which Warwick has been restoring for the Sydney Maritime Museum. These model used to adorn the offices of major shipping companies, but sadly are rarely seen these days.



Various views of Warwicks workshop with a number of projects underway. The "Orion" takes centre stage.



That's all for this issue, I hope you enjoy and don't forget to keep those articles rolling in.