

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Joe is thankfully now back on deck and I am looking forward to this Newsletter, which will hopefully be a bumper issue.

Please keep the articles coming in to Joe, if they are not used this time there are always future issues.

This is effectively the first Newsletter for 2016 and so I have to dig deep into the grey matter to recall what has been happening!

The AGM was held in April and a large number of Members were present which was a pleasant surprise considering the popularity of AGM's in general. More people didn't mean that I could step down so you will need to suffer me for another year. Please give some consideration to next year though as I really would welcome a break and I'm sure other members of the Committee would too.

The Committee now consists of Vice President Bruce George, Secretary Ray Osmotherly, Assistant Secretary Bill Atkinson, Treasurer Peter Hately, and Members Bruce Kirk, Edwin Lowry and Joe Allen. Joe of course also deals with the Newsletter and Peter is the Events Coordinator. Thanks to both Bill and Bruce G for taking on Committee positions.

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Great work with the website is being continued by Steve Batcheldor and Member Liaison is in the safe hands of Max Fitton. I am pleased to say that Max has been able to welcome several new members to the Society, and we hope that these members will find the CMSS satisfies their needs.

The Committee is also open to any suggestions any members would like to make in terms of improvements or new initiatives.

The CMSS has again had an active first half of year with attendance at the Royal Canberra Show at the end of February, Connect and Participate, and the Queanbeyan Museum Open Day.

Importantly, we began a model building course at the Mount Rogers

(Continued on page 3)

## 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 page 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

I must apologies for not producing the March newsletter as I was out of action recovering from shoulder surgery. I was laid up in a brace for 6 weeks so I was unable to write or use the computer.

Thanks to everyone for you get will messages.

I am now back in action so got to work putting together the June edition.

As you can see this edition is packed with interesting articles and great photos. Many thanks to the large number of members who contributed. I had so many I have to hold over another members models from Phil Murray until the next issue.

Keep up the good work everyone.

During my time of inaction, I have a couple of computer issues with email. So if you have sent in some articles for the newsletter and they do not appear in this issue please re-send them to me for the next issue.

Well we a mid way through 2016 and it's not far to the CMSS Expo. So don't forget to register your model with the Events Co-ordinator Peter Hateley as per the initiations sent out by Peter.

I hope you enjoy the newsletter.

Joe Allen

Editor



## President's Letter Continued

School on Tuesday 17<sup>th</sup> May. This class is conducted each Tuesday from 0900-1100 and I have reported further on this in the Newsletter. Suffice it to say that it is not only a very satisfying activity but has also provided the opportunity for us to put something back into the School as an appreciation of their continued support of the CMSS Expo.

For the remainder of the year we look forward to a number of events, not the least of which is that of our Sydney colleagues and their Expo in August. I have advised of this event previously and urge you to give your support as they give theirs to our own Expo. August also sees the annual Malkara Railway and Model Exhibition. This is held on 6<sup>th</sup> and 7<sup>th</sup> and as usual the CMSS will be in attendance and looking for helpers.

Tuross are also having a show on 1<sup>st</sup> and 2<sup>nd</sup> October. Members have shown no interest in attending so the CMSS will not have an official presence, although individual members are encouraged to go along if they are in the area. Other events are the usual ACTSMS Expo and the Wagga Model Railway Show, both in November.

In case you think I've forgotten, I haven't! I've saved the best for last- our own CMSS Expo to be held on 17<sup>th</sup> and 18<sup>th</sup> September at the Mount Rogers School.

I mentioned in previous emails that responses to date have not been great, however there is a lot of work to be done in arranging this event and I would be very grateful if we could have indications of model numbers and attendances as soon as possible please.

A new departure this year will be the maritime art and artefacts display being organised by Brian Voce and of course the results of the Mount Rogers model builders.

The next Newsletter will be after Expo and I'm hoping to report on another excellent show.

Best Wishes

Bob Evans  
President



## Pirate Ship — by Liam Mclean

(Please note that the text below is placed next to this model when displayed)

This model represents a stylised interpretation of what a vessel used by pirates may have looked like in the late 18<sup>th</sup> and the early 19<sup>th</sup> centuries. This model, built as a gift for a three year old boy, incorporates all those features that have become popular in modern day movies that depict a Pirate Ship.

Pirates around the world used all types of vessels as long as they were fast, manoeuvrable and had a shallow draft. A vessel very popular in this era was the Brig as these met those requirements. Although not often seen in the Caribbean, they were sometimes used after having been taken as prizes. A small Brig, like this model, could carry sufficient crew and fire power to lie in wait, in shallow bays or creeks, and then sail out to attack passing ships.

The basis for this model was an Artesania Latina kit of HMS SUPPLY, which I bought off Gumtree from a person who found that they did not have the time to make it. HMS SUPPLY was built as a yard tender and then converted as an armed tender sloop with a brig rig for the First Fleet voyage. Following this conversion she was then considered a small B rig. The type and size of vessel from this kit met what I thought would, with some alteration, look like what people think of as a Pirate Ship. I have allowed myself a bit of “artistic licence” with most of the decoration and with the coppering of the hull. Although, if this vessel were taken from the English as a prize, it is likely she would have had a coppered hull. Given pirates did not spend much money in maintaining their ships, nor could they secretly dock them to do so in any case, the copper plates would fall off over time. It would then be time for them to seize another ship.

This Pirate Ship would have had a displacement of 170 tons, be 21 meters long and 8 meters wide. It has eight small three pounder guns, two carronades and eight swivel guns. A vessel of this type would need a crew of at least 50.

Built by Liam McLean

2015

See photos on next page...



## Pirate Ship - Continued



Note: Planking on side but not on the under hull



Note: Coppering being placed directly over the frame and Balsa infill



Note: Hull and deck fittings finished. Now to the rigging



Note: The Skull and Cross bones on sail and flag are both "iron on"



Note: All masts, yards, rigging ropes and blocks have been stained black



Note: The sails have been stained in tea water (several shades darker than as supplied with the kit)

## Royal Navy News....

The Royal Navy is proud to announce its new fleet of Type 45 destroyers  
Having initially named the first two ships HMS Daring and HMS Dauntless, the Naming Committee has, after intensive pressure from Brussels, renamed them HMS Cautious and HMS Prudence.

The next five ships are to be HMS Empathy,  
HMS Circumspect, HMS Nervous, HMS Timorous and HMS Apologist.

Costing £850 million each, they comply with the very latest employment, equality, health & safety and human rights laws.

The Royal Navy fully expects any future enemy to be jolly decent and to comply with the same high standards of behaviour.

The new user-friendly crew's nest has excellent wheelchair access.

Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims.

Stress counsellors and lawyers will be on board, as will a full sympathetic industrial tribunal.

The crew will be 50/50 men and women, and will contain the correct balance of race, gender, sexuality and disability.

Sailors will only work a maximum of 37hrs per week as per Brussels Rules on Working Hours, even in wartime.

All the vessels are equipped with a maternity ward, a crèche and a gay disco.

Tobacco will be banned throughout the ship, but recreational cannabis will be allowed in wardrooms and messes.

The Royal Navy is eager to shed its traditional reputation for; "Rum, sodomy and the lash"; so out has gone the rum ration, replaced by sparkling water.

Sodomy remains, now extended to include all ratings under 18. The lash will still be available on request.

Saluting of officers is now considered elitist and has been replaced by "Hello Sailor".

All information on notice boards will be in 37 different languages and Braille.

Crew members will now no longer have to ask permission to grow beards and/or moustaches.

This applies equally to female crew.

The MoD is inviting suggestions for a "non-specific" flag because the White Ensign may offend minorities.

The Union Jack must never be seen.

The newly re-named HMS Cautious will be commissioned shortly by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the hull.

She will gently slide into the sea as the Royal Marines Band plays "In the Navy" by the Village People.

Her first deployment will be to escort boatloads of illegal immigrants to ports on England's south coast.

The Prime Minister said, "Our ships reflect the very latest in modern thinking and they will always be able to comply with any new legislation from Brussels."

His final words were, "Britannia waives the rules."

## Building a Star Class Model Yacht - by Brian Voce

I had a big birthday coming up, lots of decades behind me, and my wife asked what would I like for a gift? And that's how I came to order a Mamoli kit from Modellers Shipyard. The one I chose was 'Jenny', a model of a Star-class yacht.

I didn't know much about the Star-class then, but I liked the look of its lines, and it reminded me of an earlier yacht I had built from scratch. 'Jenny', styled on a 1930s Star-class boat, though had a lot more detail and promised to be an interesting build. I learned later the original 'Jenny' was just one of thousands of the actual class that have been built and raced around the world since the first one was launched in 1911. Not only that, but they are still being built and raced today, including a large following in Australia.

It was also, famously, an Olympic-class yacht for many decades and is widely regarded as the best one-design keel-boat to race. Reading between the lines, I gather that sailing a Star is like an aquatic version of driving a Porsche at high speed - not for the faint-hearted.

For a number of reasons, it was some months before I did more than peek in the box, a reassuring look that showed the care taken to put this wooden kit together, including generous and comprehensive plans, and quality fittings. The scale is 1:12 which gives a hull length of the model of 587 mm – representing nearly 7 metres overall. Height, with the tall mast, is a surprising 931 mm for the model.

I must pay special tribute to the set of plans. They show every detail, mostly at a 1:1 scale of the model. They are beautifully drawn, including plan and side views to facilitate building and rigging. There are also perspective drawings to illustrate various assembly stages, plus lots of finer detail drawings and a set of actual-size patterns for the sails.

Before I finally made a start, I spent hours studying the plans and the comprehensive instructions to get a feel for the project. The booklet of instructions in a number of languages was detailed, but the English translation at times faltered, as I later learned. For instance there are references to the 'propeller aperture' which I eventually identified as the cockpit. There were also references to the bottom of the mast, when it was really the top of the mast being discussed. There were others too, such as the mainsail being called the spanker, but that at least made some sense. I realised that the instructions would not mean much until I actually started, but it was obvious that they took a logical step-by-step approach, with constant coded references to tables, figures, parts and components.

Sometimes the instructions briefly described a process to be undertaken, the brevity of which implied this was a quick and easy procedure. For instance – "Fig 7 Create the base of the deck gratings on the tops of the frames 5-6-7-8 with 2x3mm A strips." That job took the best part of an afternoon, and more, and included making a jig to ensure individual strips were exactly the right length and were exactly square to each other.

I learned to trust the instructions. Sometimes I had doubts about what was suggested, as to whether it was practical, or even possible. But I decided to be faithful to the Mamoli way. Mamoli was usually right, although I thought that the spreaders on the mast, for instance, were made from too light a material (even though this was, no doubt, faithful to scale). I was right this time, one later snapped and I was forced to reinforce them. On the other hand, instructions I thought would be impossible to follow, turned out to be not so difficult. One example was after cutting out the sails, Mamoli almost in an aside directed that 'rigging n.37' be glued around the edges of both sails. I could not see that this could be easily accomplished or that the cord would stay in place. It turned out, however, that though it was a little messy until I worked out a technique, this was in fact not so hard to accomplish.

## Building a Star Class Model Yacht - Continued

While discussing the sails, I must say that right from the beginning (honed by past experiences and observations) I was not confident I could make a good set of sails. Poorly made sails, or sails made from the wrong material, or sails that won't hang properly detract from the finished model, the rest of which might be near perfect. I noticed in the instructions Mamoli offered factory-made sails at an additional cost and decided that was the way to go. My enquiry through Modellers Shipyard denied me that simple answer though as the Mamoli premises had suffered a fire and was at the time unable to help.

In the end, I sought out a seamstress, who cut out and hemmed the fine material supplied in the kit. Hemming was a mistake as the material puckered (this was where the glued-on cord would have done its job by alleviating the need for hemming). I tried various tricks to correct problems, and got a more or less satisfactory job, but I was never entirely happy and intended to replace the sails altogether, using lightweight spinnaker material, which I've used before on other model yachts - but I was not entirely happy that it would have been appropriate for the period (1930s). The lesson is that if I'd just followed the Mamoli instructions, it all might have worked. (I eventually found a material - lining for blinds - and its off-white colour and set looked right for the vintage. It also, when cut, did not fray and looked appropriate for the times).

Building the hull and adding the fittings is not something to be rushed (as Mamoli advises) and I had many pleasurable hours watching this beautiful model slowly take shape. There was one hiccup. The underdeck and sides of the model are laser-cut plywood and are glued (and nailed) to the frames. This worked fine. The bottom, however is made with 1 mm x 4 mm strips. I glued these both at the frames and along the edges, but the 1 mm planks, I thought, were not stiff enough for the job. I was not happy with the set of the boards and spent many hours trying to improve the appearance. In the end I made a radical decision. I had some Gyprock tape which is stiff and can be cut accurately. I overlaid the planking with this which has given a satisfactory finish after some filling and several coats of enamel.

I seem to have made much of problems encountered, but in the overall duration of the build, I did what Mamoli suggested and the boat gradually came together. After painting the hull and varnishing the deck, 'Jenny' was a thing of great beauty, especially the planked deck, with its contrasting centre strip. Then came the assembly of the mast and boom, stepping the mast and adding rigging and fittings. This all took time, but every little step seemed to add so much. And there were many little puzzles to solve, especially with some of the smaller fittings.

Rigging is always fun, but arduous. I puzzled over how I would fix the shrouds (a beautiful coil of authentic looking spun wire is included to make them) to the tiny plastic turnbuckles on the deck edge. As the shrouds would be under some tension, I could not envisage anything holding just by gluing. In the end, I bound some fuse wire to the ends of the shrouds so the ends could pass through the eyes in the turnbuckles. I used this technique to attach the shrouds to other points. It looks like a real fitting and has the advantage of enabling unrigging the boat if necessary - as I needed to do when I remade the sails.

I have been asked time and again how long it took me to build 'Jenny'. Well, I didn't keep count and I could never estimate it. Most days I worked on her for just an hour or two, sometimes longer when I was 'on a run' such as when I was laying the decking. In the overall scheme of things, it was not an overly strung-out project and there were many pleasurable and rewarding hours. Time slipped by almost unnoticed. As Mamoli says: "... work quietly, accurately and without hurry..."

See Photos Next Page.....

## Building a Star Class Model Yacht - Continued



Laying the decking on Jenny



Rigging and Running Gear



The Completed Model

## Training Brig - By Liam Mclean

(Please note that the text below is placed next to this model when displayed)

Brigs were small two masted sailing vessels introduced to the Royal Navy (RN) in the late 1770's. The name Brig probably began as a shortened form of the then Brigantine type vessel. Almost all of the pre Napoleonic War brigs that survived that war had been either scrapped or sold by the RN by 1817. A small number were replaced with various new classes of Brig/Brig Sloops. These small sailing vessels were still being constructed right up to the time when other larger sailing vessels were being converted to include the new screw propulsion system prior to their launching.

Twenty brigs of this Acorn class were ordered by the RN from 1835 through to 1838 and were built across the UK by four different dockyards. These vessels had varied armament ranging from 8 guns right up to 16 guns. This armament was a combination of smooth bored guns and carronades. A further four vessels were ordered and launched after 1863 at Pembroke Dockyard in Wales and designated training brigs. These were HM Brig, Seaflower, Nautilus, Pilot and Martin. These four training brigs were eventually decommissioned and sold out of the RN by 1908.

This scratch built model was constructed to represent how these vessels would have looked whilst in service as training brigs. It is depicted as a vessel moored by its starboard anchor, fitted with an anchor buoy and with its port anchor ready to let go if required. As a practice whilst moored, all the sails are shown furled. The port side guns and carronades have been rigged and run out for short notice to fire, whereas the starboard broadside armament is shown in a lesser state of readiness. There is a tender boat seen alongside the gangway ladder and another tethered to a removable boats boom.

Training brigs had a displacement of 501 tons, were 105 feet long and 33 feet 6 inches wide. They had a draught of thirteen feet and a crew of 50, which included a Master Warrant and a Lieutenant as Master and Commander. Armament was four short barrelled 32 pounder guns and eight 32 pounder carronades.

Several sources of reference material were used as guidance during this construction:

a series of detailed drawings by Harold A Underhill

*The Construction and Fitting of the English Man of War 1650-1850* by Peter Goodwin

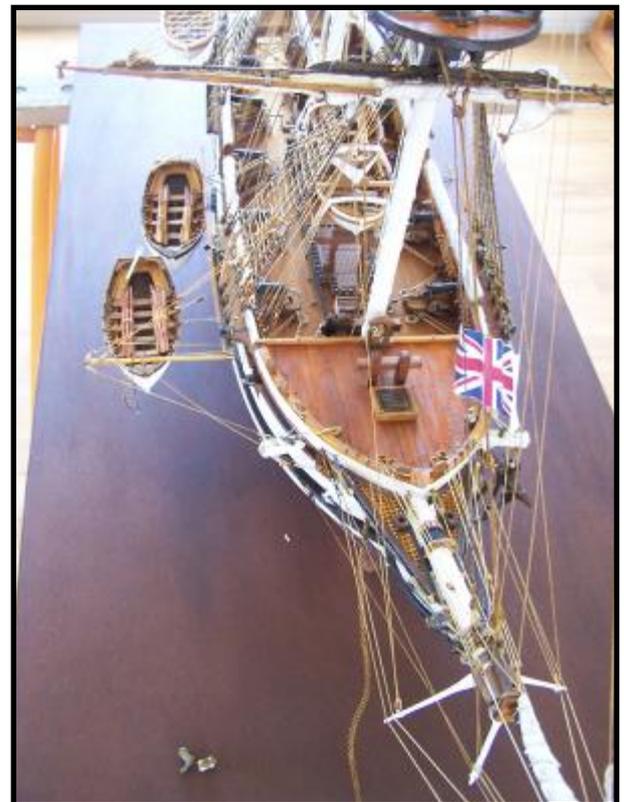
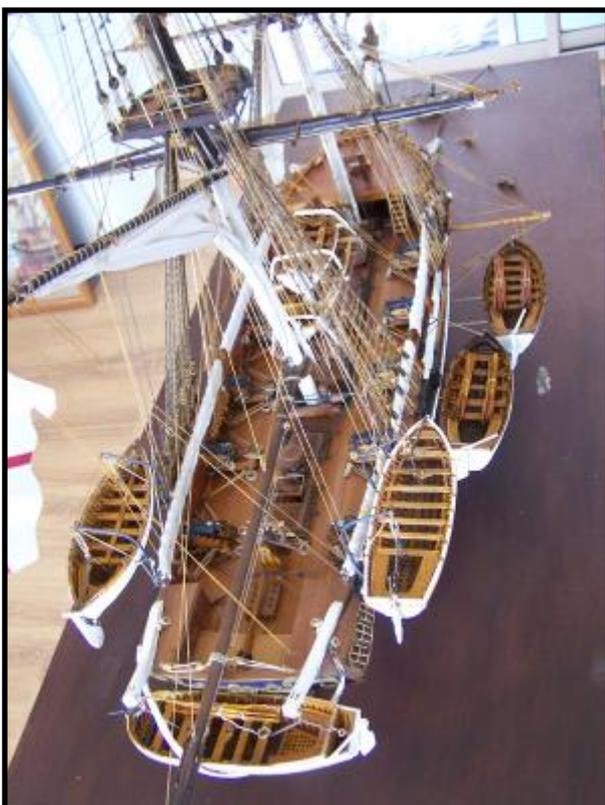
*The Arming and Fitting of English Ships of War 1600-1815* by Brian Lavery

*The Masting and Rigging of English Ships of War 1625-1860* by James Lees

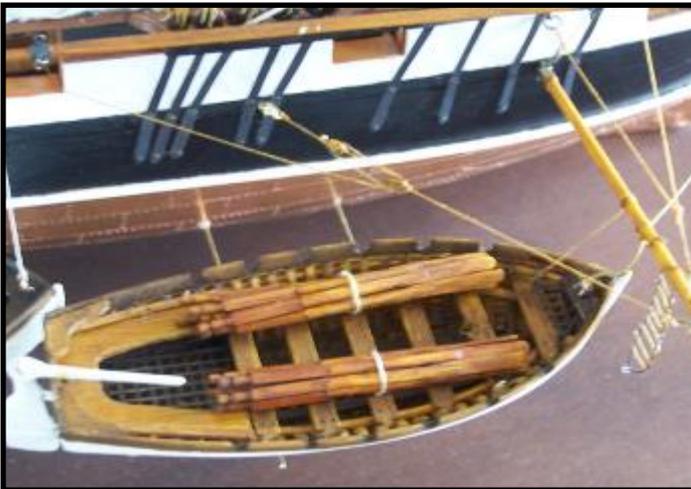
(Note: A CMSS newsletter article was published relating to the construction of this model:- December 2013 - *Fitting Sails to a model ships* )

Photo next page....

## Training Brig Photos



## Training Brig Photos—Continued



## Training Brig Photos—Continued



## Royal Canberra Show 2016 –By Bob Evans

With our colleagues from the ACTSMS, we attended the three days of this Show. A lot of interest was shown in the CMSS, but again the set up was less than ideal. At the last moment I was advised that we would not be able to have a display as all the space was taken up with competition models. This was apparently due to one of the display cabinets being commandeered for another section. Quite a bit of organisation goes into our attendance at any event and this one is no exception and to have everything changed literally at the last moment is not a satisfactory state of affairs.

We were however able to set up our demonstration table and I thank those who gave their time over those three days to man the table. For future events we plan to consider entering models which we would like to see “displayed”. This should enable the required space to be available for models. Entry fees are not huge and who knows, a prize or two might be collected!

Some photo's of the occasion ,



Ray Osmotherly's "Gisela" , First Prize winner.



A First also to Bruce Kirk for his ships cannon diorama.



Second for my Armed Launch, and very much to my amazement (and of course pleasure!) the Craft Section winner for the “Vasa”. The prizes were not inconsiderable for this, being an overlocker and top quality sewing machine (with thanks to Toyota) and a voucher from Toyworld, long ago used! The overlocker and sewing machine were given over to Elizabeth for her unending tolerance and support both of me and the hobby!

Overall the CMSS managed quite well! Let's see what happens next year.

Bob Evans



## Member's Project

Below are some photos from CMSS member Phil Murray of current and past projects.

Phil said the flower class he built and radio controlled for his grandson "when the novelty wears off for Pop" the Bounty has been a long term project that's nearing completion.



## Making The Model of the CUTTY SARK—by Liam McLean

Many years ago I bought an Artesania Latina kit of the Cutty Sark from a hobby/tool shop in Canberra when they had a 50% discount sale. Unfortunately that store, Fisher Discounts, has since closed down. Alas, one less place for us modellers to source supplies. This article is a “progress report” on the model, in particular the hull and deck fittings. This kit remained untouched until a couple months ago as I had a few other modelling projects already on the go.

As most of you would know, making a model from any kit is a challenge to say the least as the directions are a bit light on in detail. With this in mind, before even opening this kit I acquired a few reference books that should assist. These being: *The Cutty Sark*. *The Last of the Famous Tea Clippers Volumes 1 and 2* by C. Ne-pan Longridge and *Masting & Rigging the Clipper Ship & Ocean Carrier* by Harold A Underhill.

My research on this ship found that the Cutty Sark had a long career in the Tea trade from China, after that the wool trade from Australia and then as a training ship with the Portuguese. This kit seems to include various configurations that cross over its entire career. I decided that in building it I would try to remain true to the period when the ship carried wool from Australia. I also wanted to depict the ship as it would be on the high seas, with most sail spread.

Below are examples of the alterations I have made to the kit’s instructions to best represent the look I am aiming for:

- I did not show the 36 port holes that were fitted in the hull for light and ventilation for the cadets when it was a training ship. The 8 portholes up in the bow remained as this was in the original fit.
- Both anchors are dismantled and secured on the forecastle deck as this was the case when clipper ships were on the high seas. Along with all the anchor cable secured down in the locker.
- I have located the unrigged accommodation ladder between two lifeboats on skids over the after deckhouse as this is where it was stowed when at sea. The kit has the accommodation ladder fully rigged over the side. A little unlikely when under way.
- The hatches and lifeboats are depicted as having been covered with watertight canvas as they would when at sea.



This photo shows the anchors and winch handles secured for sea

## Making The Model of the CUTTY SARK—Continued



This photo shows an unrigged accommodation ladder loosely fitted at the moment between the lifeboats

- The kit and also the actual ship on display has two ladders leading up to a recessed after end of the raised forecastle deck. This too is an alteration made by the Portuguese. Prior to that alteration, after end of the forecastle was not recessed and had only one ladder in the centre leading up.

As with kits from this maker no hull copping material is supplied. To remain true to the period I wanted to include a coppered hull so I sourced copper tape to do the job. In order to have the copper tape cleanly adhere to the surface, I have filled the spaces between the kit frames with balsa so as to easily shape the contours. A little putty and sanding was required to get a smooth surface. I decided not to plank the area that was to be coppered, as it made no contribution to the construction, I think. See photo below



This photo shows the frame of the kit hull filled with balsa, puttied and sanded.

## Making The Model of the CUTTY SARK—Continued



The hull above the coppering was planked as normal

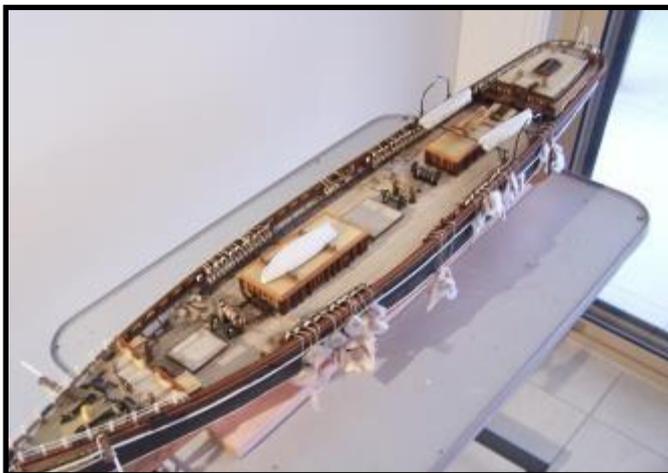


These two photos show the copper tape shaped to represent hull plating.

Once the hull was coppered and planked, I began to focus on the other details.

I have found that when making previous models the dexterity required in getting your hands through the rigging to properly 'turn up' lines onto belaying pins a real challenge. So this time I am going to try a reverse method, where I have pre turned up the rigging leaving sufficient length of line to meet the requirement. The photos show lines loosely coiled and secured with tape. I have not heard of this being done so I don't know if it will work. In theory, it should not be a problem, but only time will tell!

All the deck fittings so far have been made but not permanently located in place. Once I feel that I have every minor fitting identified and its place marked, I will then glue them all down. From that point on anything I have forgotten will be somewhat difficult to fit, so I hope my research has been sufficient.

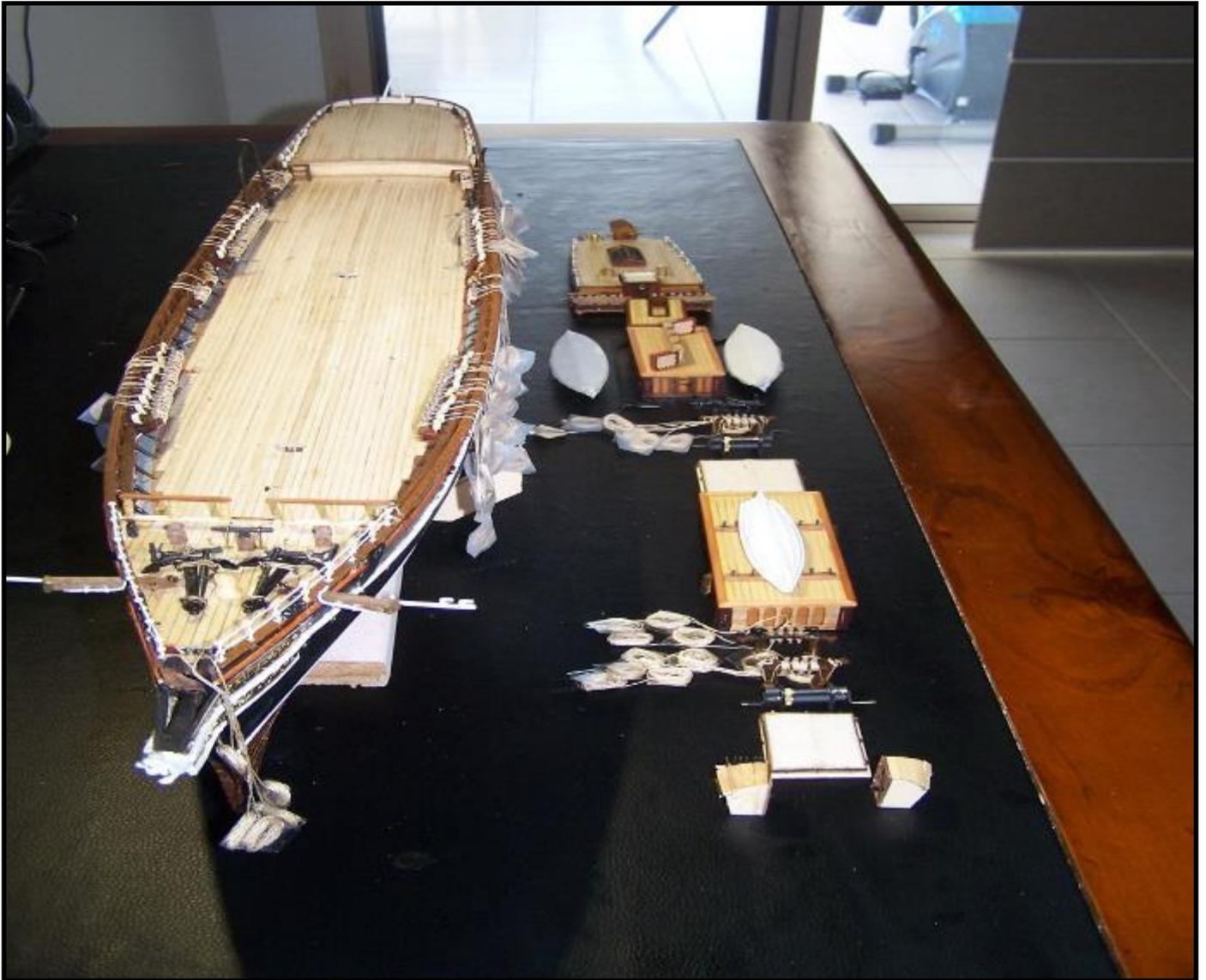


This photo shows deck fittings placed but not yet fixed



This photo shows the main deck fittings removed to allow easy access to work

## Making The Model of the CUTTY SARK—Continued



This photo shows the fitting ready to be permanently fixed in place

I have found that with the help of relevant reference material, a modeller could end up with something worth the effort from this kit. Next is the masts and rigging. Again, this has changed somewhat over the life of the ship. So a bit more research will have to be done to match the period I'm after.

Liam McLean

Hervey Bay Chapter of CMSS

## Panart Armed Launch Part 2 - By Bob Evans

Because there was no Newsletter at the end of March, I have well and truly completed this model, and in fact had completed it prior to the Royal Canberra Show, where it managed a Second Place in its section.

It was also December when I completed Part 1 so my memory is now being sorely tested!

Despite my initial misgivings, the hull when completed was quite satisfactory as were the internal structures such as the gun carriage, hatches etc. I had some problems with the gratings and needed to purchase more so that the finished job did not resemble a patchwork quilt. Another reason to measure everything to the last mm, this kit is not oversupplied with spare material I can assure you.



These photos show the midships area with thwarts and mast step fitted. As in all of this kit the timber is of a high standard and good to work with. The second photo is of the completed gun carriage and its rigging. The gun has been blackened using the system I mention in the last Newsletter in the article "Hints". The effect, I think, is far better than painting achieves. This was also the process used to blacken the small cannon at the stern and various small fittings as appropriate.

No real problems were experienced in completing the fittings, but I do suggest the building sequence suggested in the plans is followed so that areas don't become inaccessible without demolition (unintended) of previous work. When all else fails, refer to the instructions!



## Panart Armed Launch Part 2 - Continued

The main blocks for the mast stays were of a sufficiently high standard and size to enable me to drill out the centres and fit sheaves for a better look.

The boat hook and various bits for the gun (above) were easy to make. Note here the use of blackening rather than paint.



This photo shows the completed stern section. The numerous barrels needed to be made up, not a difficult task, but be sure to check that the correct pieces for the different barrels are identified, it seemed to me to be a bit confusing. The oars are made up of several pieces, most of which needed to be shaped, but again the material is of good quality and easy to work with.



The forward end. Note the water barrel. There is a false top a few mm below the actual top of the barrel. This I filled with wood glue to which I added suitable paint to give a water effect (I hope).

The cannon ball tray is awaiting the purchase of suitably sized ball bearings (I can't recall any being in the kit?). These were given the blackening treatment which gave them a good appearance.

## Panart Armed Launch Part 2 - Continued



Finally, the finished model.

Overall the kit is of a very high standard. Difficulties were experienced in the initial method of the hull construction as commented on in Part 1. I found it very difficult to edge glue such thin planks and to form the hull shape without distortion. This is due to the need to construct a three layered shell without gluing any planks above the inner deck level to the frames as these are later removed.

My shell became four layered as I added an extra internal skin to improve the appearance (and cover the nasty bits!).

The only other frustration I found were with the plans which appeared to have been laid out with space in mind rather than a logical construction sequence.

That said, and difficulties overcome, the model was a pleasure to build and the end result to me was quite pleasing.

Now how can I get Gary's dog to eat something else?

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## Some Model Repairs – By Peter Hateley

I have recently repaired a model of the Bounty (scale about 1:50), purchased in NZ, for an acquaintance. The ship was damaged in transit after not being packed very well. It is not a "museum quality" build, however the new owners liked it. I have included pre and post repair photos. The major damage was: 3 Broken masts, yards broken off masts, rudder broken off, bowsprit broken in half, catheads broken off the forecastle and a lot of other fittings "loose". The two cannons had only 2 axles and 2 wheels in total. 2 axles and 6 brass wheels (4&6 mm) were made and fitted. One of the major causes of damage during transit, apart from the totally inadequate packaging was the stand the ship was sitting on did not fit at all so I made a couple of templates and used some 8mm ply to make some better fitting "chocks" for the hull to sit on. The rigging was very incomplete and I had no intention of finishing it.

The final job I did was to remove a lot of thread offcuts from what rigging had been completed and quite a few years of accumulated dust.

An acrylic case was ordered and I picked it up yesterday with the wooden base to be completed in September when I return from a caravanning trip to Cairns for my Daughters wedding.



The second repair job for the same person was an Oberon Class submarine (ceramic port bottle about 20" long) which had been broken into about 40 pieces. This jigsaw puzzle was glued, filled where there was small pieces missing, undercoated and re-sprayed matt black. I was quite happy, as was the owner, with the result of this effort. A replacement item was apparently available on the net for about \$1500, hence the repair job!



## Queanbeyan Museum—April 2016

Through Bruce George the CMSS were invited to put on a small display at the Museum Open Day on 16th April. This is a small museum but packed with interesting items and displays. We were pleasantly surprised at the amount of interest that was shown in our activities. As usual it is never certain whether or not these events lead to memberships but suffice it to say they are always very pleasant affairs and provide a great opportunity for some of us to get together, display our models and to advertise the CMSS. If you haven't had the experience, try it sometime when volunteers are called for, you won't be disappointed!

Some of you might have noticed the happy smiling faces of Bruce G, Peter and myself in the Canberra Times, certainly great publicity for the CMSS and a future contact which hopefully might give us some exposure for Expo 2016.



## Model Building at Mount Rogers - By Bob Evans

I am not sure how the idea came into being, probably one of those “wouldn’t it be nice to..” occasions! As you would all be aware, the Mount Rogers School at Melba in Canberra has hosted the CMSS Expo for quite a number of years now and it is safe to say that without this support staging the Expo would simply not be possible. Consequently when the suggestion was made to impart some of our skills the opportunity was taken up with enthusiasm.

Preparing for the event has left me with a high regard for Teachers who, along with everything else, have to prepare lessons, no easy task as we have discovered. It was not simply a question of let’s build a model. Visions of 9 year old’s with missing fingers haunted me for many days! In addition six young lads could not really work on one model at once.

My personal thanks go Zibby Lelito of Abadonna Models in Traralgon and to Garry Mauger who, along with Zibby runs the Children’s Academy. The Children’s Academy runs classes in a number of Schools in Victoria designed to teach youngsters the art of model building and was established about four years ago.

Valuable advice from Zibby and Garry led us to consider card models as a reasonably safe way ahead and I am indebted to them for their continued advice and support.

The Chatham Dockyard model in 1:72 scale was chosen as the basic structure would provide an introduction to the skills required and there were sufficient buildings etc to allow for all to be able to have a hands on involvement in the build.

We have six young lads, working in two’s, under our watchful eyes. I thank Ray Osmotherly (who also provides meccano lessons at the school and ably practices his teaching skills), and Peter Hately who have been invaluable. With both Peter and Ray being away for some of the next term, Bruce G, Bruce K and Edwin Lowry have generously offered their assistance.

In addition to model building, we try to introduce each session with something related to ships, life on board and construction from bc to the current day. Ray has developed a time line which the students are completing each lesson and which hopefully will be a useful addition to their studies.

Working with children requires an ACT Working with Vulnerable People card (I’m not sure that the vulnerable people were not Ray, Peter and myself!), without a card restricts a person to only five appearances, so I am still looking for volunteers, especially those who may have such a card or would be willing to get one. The process is not difficult but it is time consuming with about a five week delivery time. There is no cost.

Suffice it to say that it is a very rewarding experience and we are looking forward to displaying the work in progress at Expo2016.

## Men's Shed Visit - 7th May 2016 - By Bob Evans

I am a member of the Murrumbateman Men's Shed, an exceptionally convivial group who are very active in the practical skills, particularly woodworking.

Alan Walker of the Shed (and a Master craftsman) very kindly offered to assist me in building the case for the "John Oxley" model. That it turned out as well as it did is a testament to Alan's skill and patience with my limited skills in that area. As a result I was asked if I could open my workshop for a visit which I was more than pleased to do and a very enjoyable Saturday morning resulted, as the photo's at least partly indicate.



The venerable gentlemen with the case in the foreground.



Why build one at a time! At least I had to tidy up for the occasion!