

September 2016

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Welcome to the September edition of the Newsletter. The previous edition contained a wealth of interesting articles and I believe this edition will be similar. Thanks to all those who contributed, I hope it will encourage others to do likewise.

Expo 2016 has come and gone and proved to be a very successful event with some 315 people through the door over the weekend. It seems that quite a reasonable profit was also made and we now need to decide what to do with all or part of it. Any suggestions would be welcomed.

Without the tremendous support given by the Mount Rogers School this event would not be possible so we thank Sue Harding and her Team for putting up with us yet again.

Thanks are also given to our colleagues at the ACT Model Boat Club/Task Force 72 and the ACT Scale Modellers who participate each year with great displays. It is an event and an association with other modelling fraternities that I hope will continue long into the future.

A very big thank you to the Committee and to all Members who participated by bringing displays and providing physical help. Thanks to Matt Dillon and Will Vizard we were able to display work done by Members no longer with us, Sid Bonner and Roy Vizard. It is really good to see such models being cared for and to be able to display them.

A new addition to this year's Expo was the "Maritime Art and Artefacts" display coordinated by Brian Voce. This gained a lot of interest and will most certainly be featured next year, along with Bruce George's demonstration of how it's all done.

I also really need to thank our hard working caterers but Cath doesn't want her name mentioned!

A number of members travelled from outside the Canberra area and their support is greatly appreciated, as is that of our colleagues from the Sydney Model Shipbuilders Club who not only provided displays but attended the Expo as visi-

(Continued on page 3)

Inside this Issue:

Ships Boats	4
Parts of an Open Boat	8
Malkara Model Exhibition	9
Mount Rogers School Classes	10
CMSS Expo 2016	11
Bark Endeavour	15
Book Review	17
For Sale	18

Committee Members 2016-2017

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

This issue is delayed so I could include photos from our Expo in September. It was another successful event with some great models on display and an interesting “Maritime Art and Artefacts” display coordinated by Brian Voce.

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

Well we are heading fast towards Christmas and 2016 will be over before we know it.

So I hope to see you at Bob Evan’s place at the CMSS Christmas function.

Keep on modelling.

I hope you enjoy the newsletter.

Joe Allen

Editor



President's Letter Continued

tors for the day.

As an added piece of good news we welcome three new members and two that have returned to the fold.

Great work and sincere thanks to all.

Speaking of Expo's, the CMSS attended the SMSC Expo in August. This is held in a stunning venue, the Georges River 16ft Sailing Club at Sandringham. I attended along with Elizabeth and Robert Hodsdon and a very pleasant time was enjoyed by all. Let's see what we can muster for their Expo2017.

CMSS also attended Malkara in August and some photos of that event are within the Newsletter. The CMSS contributes to the School's fundraising by returning the attendance fee and some good purchases are sometimes available from the numerous vendors.

On 29th October we will be attending the Queanbeyan River Festival with a small display and during November we have the Wagga Model Railway and Hobby Show and of course the ACT Scale Modellers ScaleACT 2016. I would like to see a strong showing for this event and an added bonus is the swap and sell (not much of the swapping though!)

A decision has been made not to officially attend the Royal Canberra Show, although of course Members are encouraged to display their works by entering models in the competition. It is difficult for the CMSS to actually have a display of models without them being in the competition and without this ability it is somewhat meaningless to have a small table at which we can work and which would no doubt leave visitors somewhat puzzled as to what we do. This, coupled with the need to have a different Steward in attendance for each session over the three days, makes it an extremely onerous task for little benefit.

Lastly, Christmas will be on us before the next Newsletter so let me wish you all the best and invite you to attend the Christmas Lunch, to be held again at my home in Murrumbateman on 10th December around 1200. If the current rain patterns persist there will be plenty of opportunity to sail boats!

Best Wishes

Bob Evans
President



Ships Boats— by Steve Batchelder

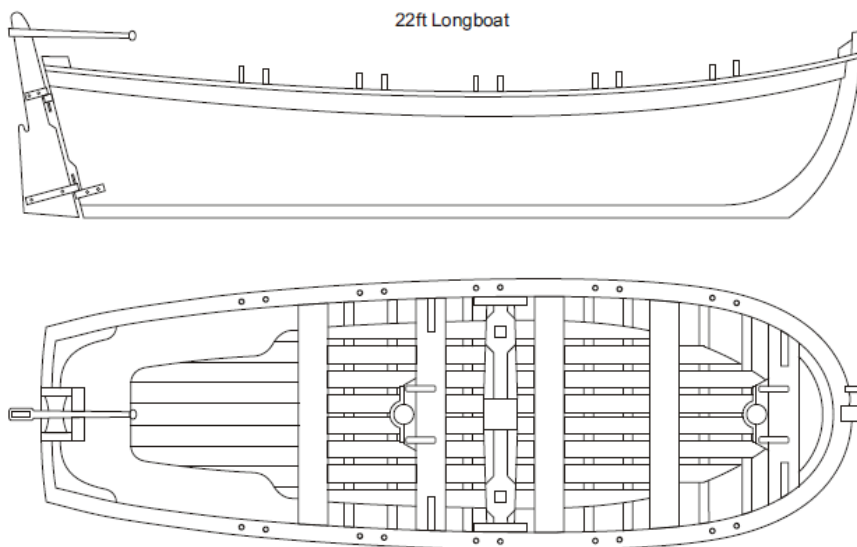
Ships boats were an important part of a ships equipment and performed many different functions during the age of the sailing ship. No single ships boat could do everything that was needed to support a sailing ship and no sailing ship could function effectively without the assistance of its ships boats.

All sailing ships would carry one or more ship's boats depending on the size and nature of the ship. Small ships may only carry one or two ships boats while large ships may carry four or more ships boats. A first rate ship of the line would carry as many as nine ships boats. Generally each ships boat had a specific purpose or was designed for a particular task. While each ships boat was a pulling boat (powered by oars) most could also be rigged and configured as a variety of small sailing vessels in their own right.

A study of common ships boats used during the age of the sailing ship can help put into context the differences between each boat. While there is quite a variety in regards to size and construction methods over several hundred years, each ships boat can be placed into a general category according to its size, design and function. Ships boats continued to evolve over time, as did sailing ships, and many ships boats were referred to by several different names as their design developed, so in some cases a description can cover more than one type of ships boat.

Longboat and Launch

The longboat or launch were usually the largest and heaviest of the ships boats carried on any given ship and ranged in size from 20ft up to 50ft long. The longboat was the heavy lifter, the sturdy workboat for the ship. It was an open boat rowed by eight or more oarsmen. Each pair of oarsmen sat on a single thwart pulling oars on opposite sides of the boat in unison. It was a good seaworthy boat with a broad beam and was useful for its load-carrying capacity. Transporting the heavier cargo between the ship and shore or towing the ship when becalmed were usual tasks. The longboat often had a windlass built into its structure which could be used for laying out the ships anchor and cable or used when transporting the ships cannon. The longboat could also be rigged as a sailing vessel with up to three masts. As the largest and most sea worthy of a ships boats, the longboat was often towed behind the ship when at sea rather than being stowed on deck.

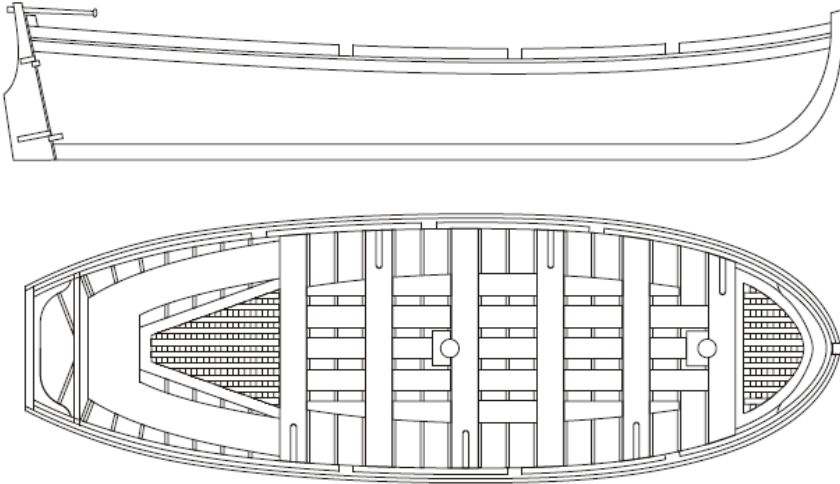


Cutter and Yawl

A cutter or yawl is typically a small to medium-sized open boat built relatively lightly in either clinker or carvel fashion and were designed for speed rather than for capacity. While cutters were still wide boats they were not constructed as heavily as a longboat and were generally a little smaller ranging in length from 20ft up to 40 ft. Cutters were used to ferry passengers or light stores between larger boats and the shore in fairly sheltered water. They were also capable of other duties such as laying a kedge (relatively light anchor) at a distance from the ship. The oars of a cutter were double-banked so two oarsmen sat on each thwart. Though primarily a pulling boat, a cutter could also be rigged as a small sailing boat and proved a highly successful all-round boat, with good qualities under both sail and oar.

Ships Boats - Continued

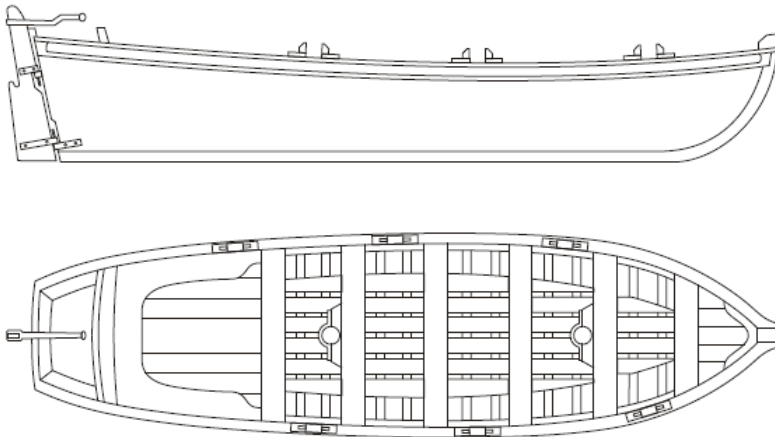
22ft Cutter



Pinnace and Barge

The pinnace and the barge were both long, narrow, relatively light boats principally intended for easy rowing and of carvel construction. Generally speaking, pinnaces were smaller than barges and ranged in length from 20ft up to 35ft. Barges were often associated with being a tender for flag officers whereas pinnaces were more of a utility boat. A pinnace could ferry passengers, scout to sound anchorages, convey water and provisions or run communications between larger vessels. The pinnace or barge was usually rowed but could be rigged with a sail for use in favourable winds.

20ft Pinnace



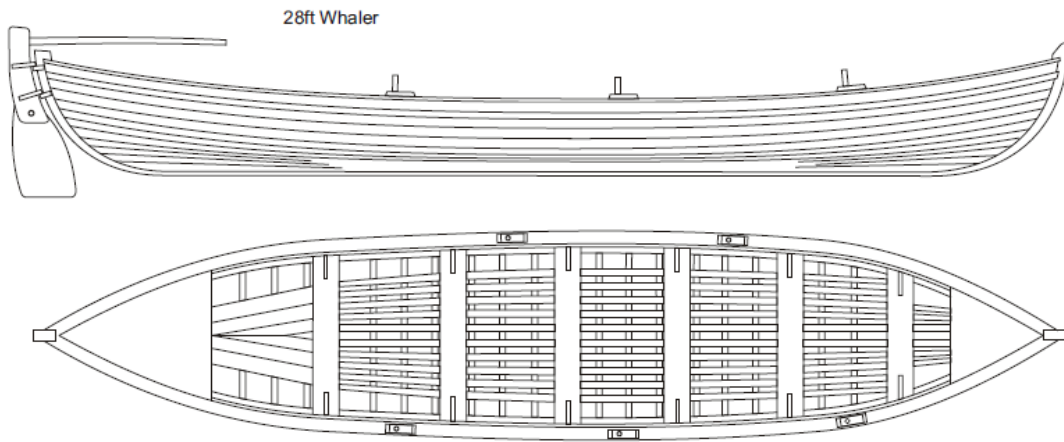
Whaler

A whaler or whaleboat is an open boat that is relatively narrow and pointed at both ends, enabling it to move either forwards or backwards equally well. Originally developed for whaling it later became a popular general-purpose ship's boat and was regularly used for work along beaches, since it does not need to be turned around for beaching or refloating.

The whaler was generally clinker built of relatively light construction ranging in length from 25ft up to 35ft. The whaler was usually propelled by five oarsmen with three on one side of the boat and two on the other and could be fitted with a rudder or could use another oar as a sweep off the stern to steer with.

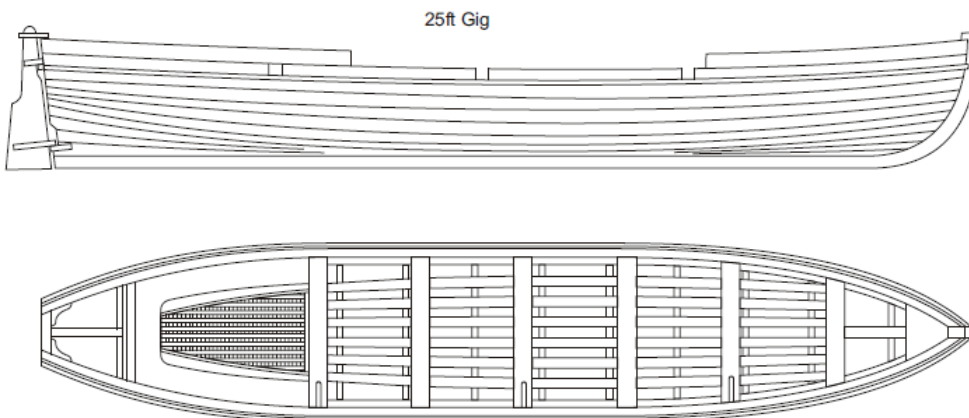
(Continued on page 6)

Ships Boats - Continued



Gig

The gig was very long, narrow and light pulling boat of clinker construction. On naval ships the gig was usually reserved for the captain's use as his personal taxi. The gig was usually crewed by four oarsmen, and a coxswain. Generally the oarsmen sat one to a thwart, with each only rowing a single oar on alternating sides of the boat. The gig was not a sea kindly vessel so was used mostly in harbours. The gig generally had a high wineglass transom, full keel, straight stem, and somewhat rounded sides and ranged from 20ft up to 30ft long. Over time the average size of gigs tended to increase to the point that some of the larger vessels could be fitted with sails.

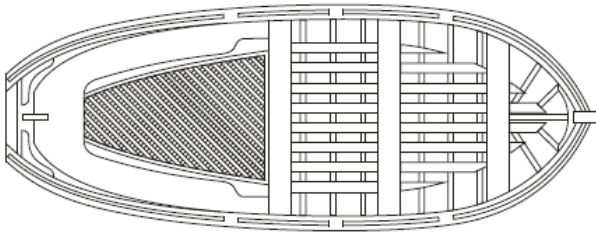
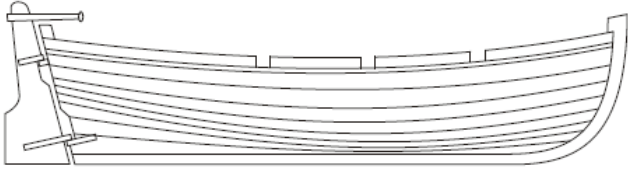


Jolly boat, Dinghy and Punt

A Jolly boat, dinghy or punt were usually the smallest type of boat carried on sailing ships, and were generally less than 20 feet long. These small ships boats could be carvel or clinker-built and were propelled by four or six oarsmen. When not in use they would often be hung from davits at the stern of a ship, and could be hoisted into and out of the water easily. Jolly boats, dinghies and punts were used for transporting people and goods to and from shore, for carrying out inspections of the ship, or other small tasks and duties that required only a small number of people. Jolly boats or something similar were carried on practically all types of sailing ships during the age of sail.

Ships Boats - Continued

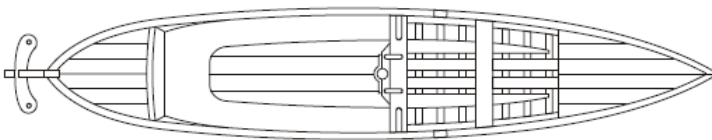
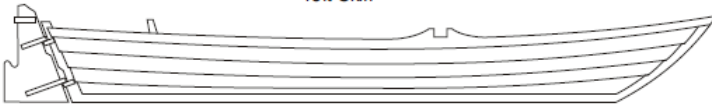
16ft Jollyboat



Skiff

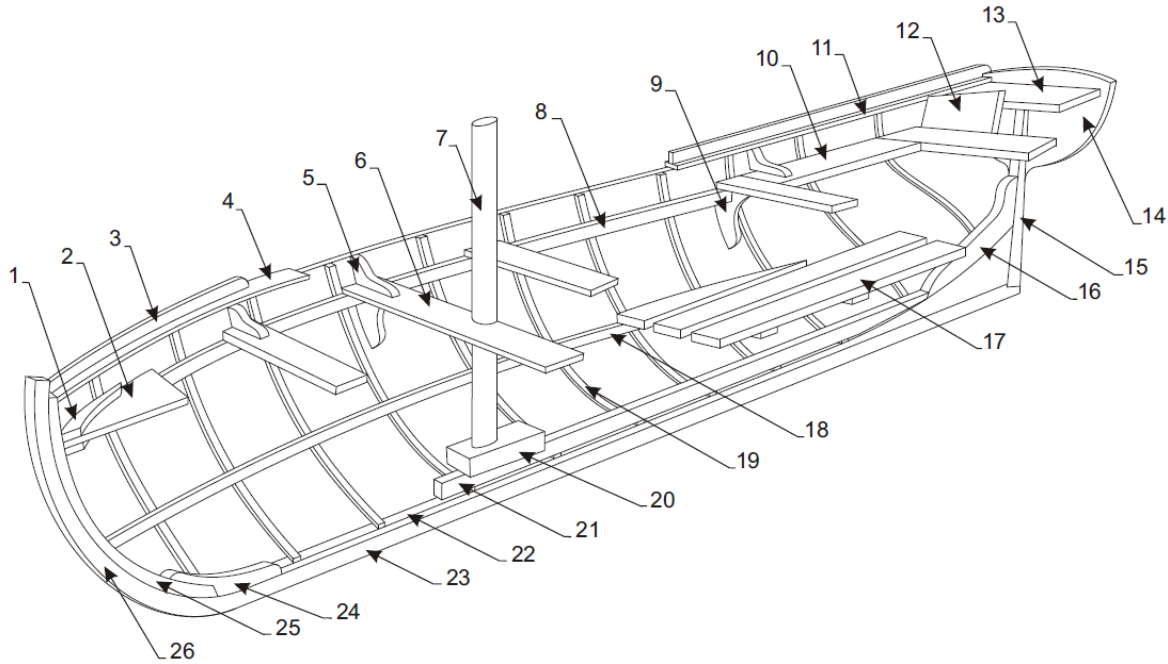
The skiff was another small, light boat of simple clinker construction generally under 20ft long. The skiff would be used for small tasks in harbour or sheltered water and crewed by one or two oarsmen.

18ft Skiff



Parts of An Open Boat— by Steve Batcheldor

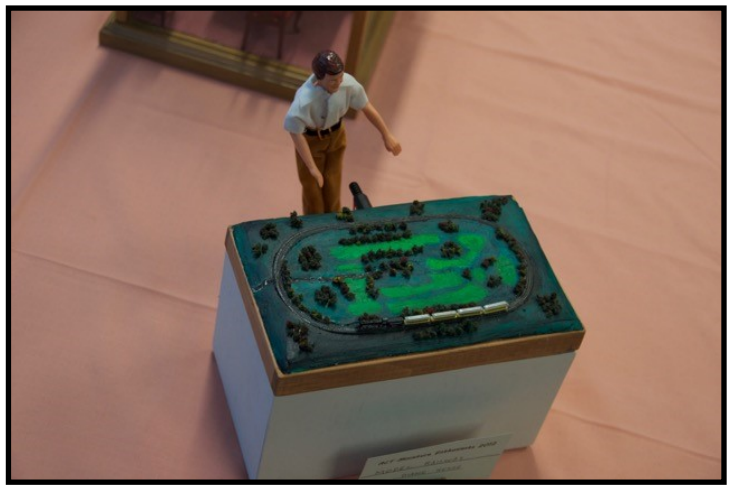
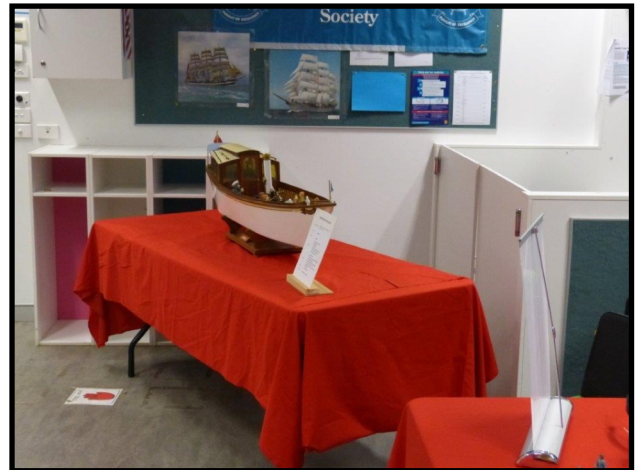
Open boats have been constructed in a variety of ways over the years and are often categorised by their external planking ie clinker, carvel or diagonal planked. Regardless of the method used to plank an open boat there are some common parts to their construction. The simplified cutaway diagram below details the basic parts of an open boat.



Breasthook	8. Thwart Stringer	15. Sternpost	22. Hog Piece
Bow Sheet	9. Hanging Knee	16. Deadwood	23. Keel
Washboard	10. Stern Bench	17. Floor Boards	24. Stem Knee
Gunwale	11. Gunwale	18. Bilge Stringer	25. Apron
Thwart Knee	12. Backrest	19. Frame Timbers	26. Stem
Thwart	13. Stern Sheet	20. Mast Step	
7. Mast	14. Transom	21. Keelson	

Malkara Model Railway and Scale Model Exhibition

Once again the Society participated in the Malkara School Model Railway and Scale Model Exhibition. Our stand attracted a lot of interest from the public. Thanks to the members who volunteered to man the stand during the weekend. Below are some photos of our stand and a couple of other photos that I took.



Mount Rogers Model Making Classes

Many members may not be aware that CMSS President, Bob Evans, has been running model building classes for students of Mount Rogers primary school over a number of weeks. He has been assisted by a number of members in helping the students.

They have been building a card model of a dockyard scene. It was proudly on display at the Expo (see next page). Below is a newspaper article that was published about the classes.

Well done to Bob and his helpers.

www.queanbeyanagechronicle.com.au



MODEL STUDENTS: Year 4 students Emma Rynehart and Darcy Hudson Fitzgerald hold their creations. Pictured with Jake Pegg, Flynn Spencer, Tynan Pratt and Zac Gudgeon.

Students' creations shipshape

EIGHT year 4 students at Mount Rogers Primary have been spending two hours a week for the past term building a model ship dockyard.

Run by volunteers from the Canberra Model Shipwrights Society, president Bob Evans said the program was a way to give back to the school, after years of hosting their annual model ships expo there.

The students are building a model of the Chatham Islands dockyard, circa 1700. The lessons complemented the study of early maritime exploration.

The model will be displayed at the model ship expo on Saturday, September 17 from 10am to 5pm, and Sunday, September 18 from 10am to 3.30pm.

The expo is held at Mount Rogers Primary, Alfred Hill Drive, Melba. Entry is \$3 for adults, \$7 for a family.

CMSS Expo 2016

The Canberra Model Shipwrights Society hosted the 2016 Scale Model Ship & Boat Expo over the weekend of the 18th & 19th September.

The Expo was a resounding success with approximately 120 models and other items on display. Attendance was up from 2015 with 315 people through the doors over the weekend.

Once again the CMSS expo displayed an outstanding quality of models which only goes to show the skill of many model makers that are around.

The Expo included displays by ACT scale Modellers, Act Model Boats and Task Force 72 Fleet Bases

This year's Peoples Choice Award, the Roy Vizard trophy, went to Ken Jones with his model of the HMS Victory. Second place going to Bob Evans for his Wassa and third place to Kevin Hudson for his model of the Halifax.

The Exhibitors Choice Award was also won by Ken Jones with his model of the HMS Victory. The Halifax by Kevin Hudson scoring the second most votes and the third most votes going to Robert Hodsdon model of a whale boat.

The Events Committee should be congratulated once again for putting on a top rate exhibition and the volunteers who helped over the weekend. A big thank you to all those people who exhibited models this year.

A special thank you to Gary Renshaw from Modeller Shipyard for his continued support of the CMSS expo who again this year provided a model kit for the raffle prize and to Super Toyworld and Hobbies who donated some gift vouchers for the second and third prize raffle winners.

Over the next few pages are a few photos from the expo. Obviously there are too many to show in the newsletter so more photos will be available on the CMSS website soon for those who were unable to make the Expo.

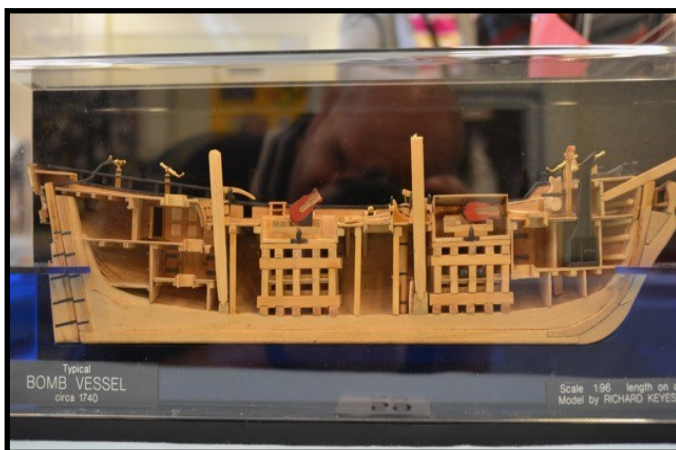
A special mention of the display of the card models being built by the Mt Rogers students and the Bruce George's display of model building that kept him busy all weekend. These displays attracted a lot of attention. See the photos below.



Expo Photos



Expo Photos



Expo Photos



Refreshing a large and impressive model of HM Bark Endeavour — By Ken Jones

Some CMSS members may remember 'The Craft of Model Shipwrights' of June 2012 which I curated for the Lady Denman Maritime Museum (now known as the 'Jervis Bay Maritime Museum') and to which the CMSS contributed.

In keeping with collection philosophy and exhibition relevance, an opportunity arose to acquire an excellent model of the Endeavour, scratch built by the late Ian De Lisle Hammond of Nowra and offered to the Museum by his widow, Joyce, and the Hammond family. The Museum Curator, Graham Hinton and I inspected the model when in storage and agreed it was well suited for exhibition subject to minor repair and restoration. It is a large (3/8" to the foot) construction that was packed into a purpose built storage trolley, the combined height of which presented transportation problems but was finally delivered to Huskisson with help from the local Men's Shed.

Ian Hammond manufactured essentially all the fittings including the various ropes. Surplus fittings and wood materials came with the model and I hope to bring any of these not required by the Museum to Canberra for possible CMSS member use. I would also intend to bring for perusal, the builder's photographic construction record which also describes his "Rope Walk" and Rope Serving machines and methodology.

The amount of detail in the deck and hull furnishings and the rack of auxiliary vessels is quite painstaking as you might expect with a six year build. It is quite evident the records and choice of decorative colours that Mr. Hammond spent some time researching the Endeavour replica in Sydney.

I completed sufficient restoration work to demonstrate the modeller's skill and maintain the integrity of his 'working ship' concept. Repairs were limited to the damaged stern lantern and the starboard anchor plus re-attaching the main topmast and the odd rigging block. The remaining work s mainly involved securing some rigging and cleaning up the residues of uncovered storage.

We have not yet located the original display stand shown in the various photographs and may have to fabricate a replacement for eventual Museum exhibition. This model has been displayed at model ship exhibitions – possibly including Tuross – and some of you may have sighted it previously.

One thing I do not understand relates to rigging. While the fixed rigging is excellent, the running rigging, for the most part, appears to be more for effect than authenticity – for example, in some cases looped through pulley blocks but with ends left unattached. I have secured and tightened some where appropriate although there does not appear to be any tie-off points. I have used my Artesania model rigging as something of a guide.

I will advise when Mr. Hammond's Endeavour is on display at the Museum and would hope then if any members are passing by they might stop to enjoy the workmanship.

"ENDEAVOUR" BARK - 1768

To the plans of Harold A Underhill – 1948

With reference to: - 'Captain Cook's Endeavour' – Karl Heinz Marquardt

'Historic Ships Models' – Wolfram Zu Monfeld

'The Masting and Rigging of English Ships of War 1625 – 1860 – James Lees

Together with sundry other sources of information and with assistance from Brian Forrester of Modeller's Shipyard, Nowra NSW.

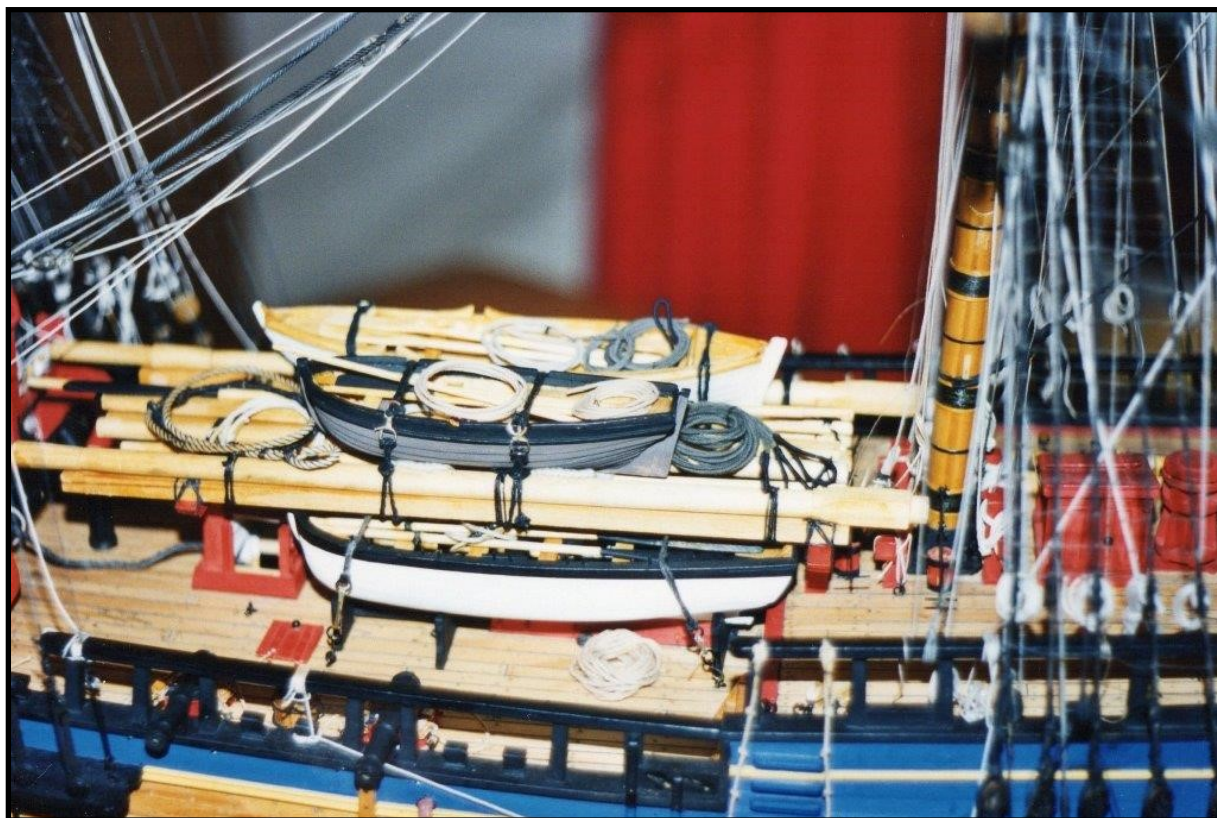
Constructed from selected radiata pine to a scale of 3/8" to 1ft.

Total hours: 3232 over 6 years.

(Photos on next page)

(Continued on page 16)

Member's Project



Book Review — by Steve Batchelor

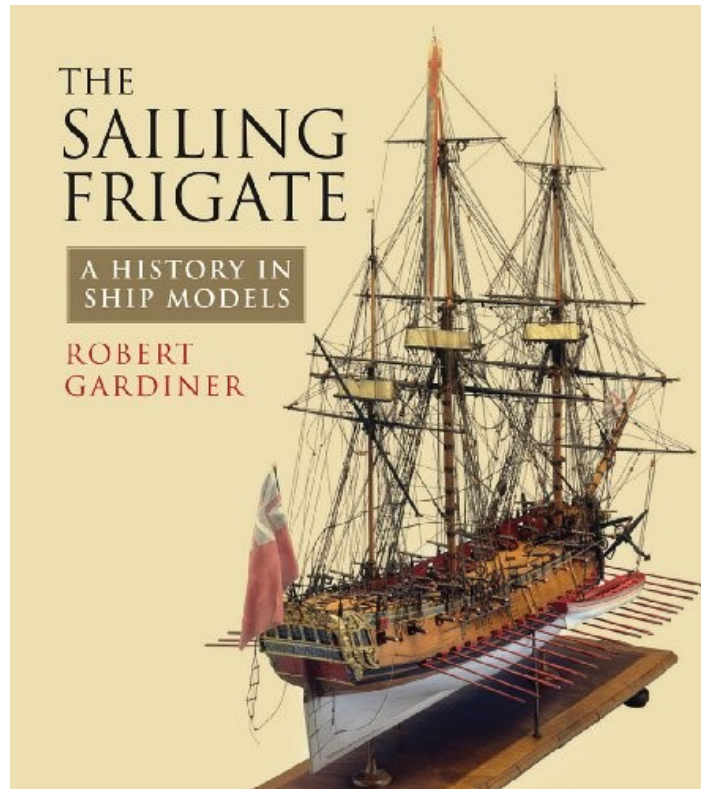
The Sailing Frigate: A History In Ship Models

By Robert Gardiner, Seaforth Publishing, 2016

Paperback edition purchased from Ebay for \$27.90

I had been contemplating purchasing this book for some time but a few of the early reviews that I had read just did not give me confidence that it was the sort of thing that I was interested in. I had the impression that it was just a picture book containing photos of models on display at the National Maritime Museum - Greenwich England. I imagined photos of ship models in glass cases in dimly lit rooms. I was so wrong.

Several recent reviews and the release of a paperback version sparked my interest further so I decided to purchase the book in the hope that there would be something useful in it. When the book arrived I was pleasantly surprised and amazed at the quality of the photographs. Flicking through it for the first time I was hooked, I just couldn't put it down. Almost every page had another photo of a superb model sailing ship. This book was filled from front to back with crisp, clear and uncluttered photos of ship models from the National Maritime Museum collection, many of which are not generally seen by the public.



The book details the development of the English Frigate from 1600 through to 1850. While the pictures are a major drawcard for this book, the accompanying authoritative text is easy to read and explains the evolution of the Frigate by exploring changes to aspects of these ships over time. This book is quite unique in the way that it uses photos of contemporary ship models to highlight the evolution of the Frigate rather than through more traditional methods such as presenting plans, paintings and volumes of text.

Many of the models in the book depict only the hull of the various Frigates rather than fully rigged models. This allows the structure to be seen without the distraction of the rigging. To be fair there are also numerous photos of models with masts and rigging but not as many as hull only models.

The chapters in this book are titled; Prehistory 1600-1689, Guerre de Course 1689-1713, The Establishment Era 1706-1748, The 'True Frigate' 1748-1778, The Heavy Frigate 1778-1815 and The Last Generation 1815-1850. Each chapter generally has several photos of ship models from the particular era being discussed. Interspersed throughout the chapters are double page spreads comprised of captioned detailed photos of particular parts of the Frigate and how these parts have evolved over time. Items like the head, the stern and the waist are all discussed in detail.

This book is not a detailed complete in-depth history of the Frigate so is probably not as attractive to the pure history buff but it is the good mix of information and great photos that make this a valuable addition to the ship model makers library. For me this is one book worth having, even if it is just for the stunning pictures of the ship models alone.

For Sale

Should anyone have an interest please call Dale Jordan on 0265831005 (work) or 0411022410 for further details".

