

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Greetings to all Members. It seems like only yesterday that I wrote the Message for the December/January Edition of the Newsletter but yet we are now a quarter of the way to next Christmas.

Traditionally this first quarter is relatively quiet with meetings only commencing in February. We are now well established at our new venue and you will see some photos inside this edition. The general consensus is that this venue is an ideal one for our purposes. Parking is to be had just outside the door which means far greater ease of access and ability to bring in models without having to parade past the milling crowds as was the case at the Hellenic Club. I stated in the previous Newsletter that I would like to see more emphasis on the practical side of things and I believe that this is now happening. Attendances at the two meetings has been around the 14 mark which is good, but as usual it would be great to see a few more.

I am pleased to say that the long period of inactivity with the "Lady Nelson" project is hopefully over and I am grateful to Warwick Riddle not only for his initial efforts with this model but also for his willingness to continue to provide guidance. It is the intention to discuss an aspect of the build at each meeting with a member or members taking away a small project to be completed for the next meeting where whatever has been done will be assembled onto the model.

Other models can be displayed and discussed with guidance given where requested or helpful suggestions tabled. Roll up and see for yourself.

Inside this Issue:

Christmas 2019	4
Pacific Gas Part 2	5
Angst Found With Hull	8
Many Models in Bungendore	9
Charles W Morgan Completion	11
A Plank Thickness Sander	12
Member's Project	15
The CMSS and the Gunghalin Men's	16
Connect and Participate Expo Canberra	17
Construction of the Occe Jabeque	19

Thanks to Ray, the library is now available on site at each meeting and is properly catalogued. There are some great books available so please avail yourself of the service. I am very mindful of the fact that this is not something that those outside of the region can avail themselves of. I would be pleased to have any suggestions as to how this could be overcome, if indeed it needs to be.

Joe has raised the idea of a Members visit to the Jervis Bay Maritime Museum at Huskisson (not allowed to call it the "Lady Denman Museum" I am advised by our local Member Ken Jones!)

A day trip is envisaged and Joe will be finding details re costs etc. We will advise Members when some details are available.

The Royal Canberra Show went ahead without an official CMSS presence although Bruce Kirk spent some time on Saturday at the Show. Bruce also man-

(Continued on page 3)

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 **Mens Club 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

Well after 10 years as the Editor of the newsletter it is time I stand down and let someone else take over the role.

I want to thank all for their kind feedback received over the years and to everyone who contributed to the newsletter during this time.

I sure that the newsletter will continue to be a great source of enjoyment under the new Editor, Bob Evans.

So keep the articles and photos coming to Bob at rjeaevans@bigpond.com.

As you can see this is a bumper issue. I hope you enjoy my last newsletter the newsletter.

Joe Allen

Editor



CMSS Wins at Canberra Show

Two members of the Society were winners at this year's Royal Canberra Show in the Craft Section. Details as noted.

- President Bob Evans won the category "Model made from wood" with the First Prize with his Charles W Morgan Whaler and Second Prize with his "Juan Sebastian De Elano". As result he went on to win the Overall & Overall Champion of the Craft Section with as cash prize & Toyworld gift card. Well Done Bob
- Bruce Kirk too out Second Prize in the Ship category with his "Fishing cutter in the Slipway" model.

SMSS members have demonstrated their modelling skill yet again.

From

Bruce George—CMSS Vice President.

President's Letter Continued

aged to pick up an award for his great little card built trawler on a slip way. The model suffered some damage but I was pleased to see Bruce had managed to restore everything to its original condition. I was lucky enough to pick up a couple of awards myself and Super Toyworld are to be thanked for their sponsorship and to provide me with the opportunity to restock (add to more accurately!) my supply of plastic models.

We attended the Connect and Participate event in Canberra on 25th March. This event promotes craft and hobbies activities in the region and provides a worthwhile and pleasant day, albeit having our eardrums assaulted by the musical presentations on the stage located next to us. I have to say this was somewhat offset by the presence of the Brazilian dancers on the other side of us!

Readers should note that this Newsletter will be the last undertaken by Joe Allen, although he will assist the new Editor. Who will be the new Editor? I have volunteered to step in but quite frankly I have quite enough on my plate as it is and would like to see someone step up and take over. I am assured that only moderate computer skills are required and of course any member can take up the task regardless of where they reside. Joe has done a fantastic job over the years and deserves a break. Thanks from us all for a job well done Joe. The hardest task as always will be to elicit articles from Members. As I have said many times in the past, it's not difficult. We are all engaged in the same hobby therefore we must all have something to add, large or small. So please get to it and provide something for our Newsletter, otherwise the Newsletter can't happen.

I look fairly frequently at the excellent work Steve Batcheldor has been doing on the website for small boat building. This is on the "Members Only" area but I am extremely disappointed to find that even those who signed up for the course, with a few exceptions, have remained silent. I am guilty myself of not having started my preferred interest of diagonal planking but I have found the information that Steve produces in this course extremely beneficial and I urge you to at least have a look and encourage Steve in his endeavours.

Mount Rogers have requested another model making course to start possibly in May. I am waiting to hear from the School as to exactly what they require but our thinking is to base the building on the course Steve is doing.

A new venue for the CMSS is an invitation to a model car exhibition to be held at Rivett on 29th April. Ray will be coordinating this event and it will be interesting to be involved in something different.

Don't forget the AGM at the April meeting. All positions will be declared vacant so please consider whether or not you would like to take on a position.

I think that's all I have for this edition, enjoy the read and think about who will do the June issue!

Best Wishes

Bob Evans
President



Christmas Function January 2017 by Bob Evans

Christmas 2016 was celebrated in January 2017 this year. The event which was held at my home needed to be deferred until January, however a great attendance was achieved (some 34 members and wives) and the general opinion seems to be that January is a preferred time so that the usual plethora of Christmas parties and family commitments prior to Christmas. It is likely the same will happen again this year . It was great to see Robine and Jim and to welcome some of our Country Members, Liam and Coral from Hervey Bay, Steve and Karyn from Wagga ,our stalwarts Robert and Elizabeth Hodsdon from Robertson and Brian and Marcia Voce from Bungendore.

I am sure a good time was had by all.



My special thanks to my wife Elizabeth without whose hard work this event would not rise above sausages and a beer! Thanks also to my very good friends Alex and Jennie-where would we be without friends!

Modelling the LPG Tanker “Pacific Gas” Part 2 — by Bob Evans

In Part 1 I concluded by saying that I hoped to be able to show you the “almost finished model”.

I lied!



The above photo shows where the construction is to date. Note the clock alongside the radio in the wheel-house. The chart is of Jomard Passage in PNG which we passed through on many an occasion. Not much has changed since part 1 you say, but quite a lot has actually happened. Thanks to Steve Batchelor I now have a hull which has been glass fibred and is, I hope, water proof.

Steve pointed out a few things I hadn't thought of, like “how do you replace the propeller if the rudder post is fixed in place”? That problem at least is solved.

It also highlights the things that need to be thought about which wouldn't present a problem on a static model. A good example is how to complete the accommodation block so that it is removable without being obvious. Similarly, how are the gas tanks made removable? For most of the time the model will be a static display so I need it to look that way.

The most vexing issue to date has been the cargo tanks. I was not at all happy with the ones I had constructed and shown in Part 1. I was not getting a good smooth surface and the dome shape was not exactly uniform. After a long and extremely frustrating battle with both Google and ebay, I came across what was described as “balls,transparent,acrylic”. Contrary to popular belief these things are custom made as the ends of gas tanks, not for filling with junk and hanging on Christmas trees! The fact that they came in two halves has reduced the cutting requirement which is a great thing. The down side is that they came from the UK (a very speedy delivery, I was very impressed), however although the items were quite cheap, this was well compensated for by the cost of postage!

They can actually be cut quite easily as I discovered after a considerable time plucking up the nerve to do so. The trick is to ensure that the half sphere is cut exactly in two. I used a razor saw to get things started, a small hacksaw and finally a “P” cutter. Thanks to Bruce George for his molds, but plunge molding didn't work, at least not for me.

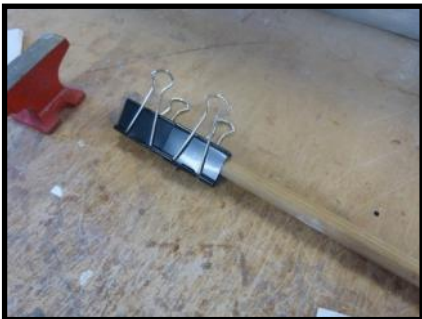
I hope you can get the idea from the photo below. This is one half of the sphere cut in half again.

My problem now is to find a tube of the exact diameter to form the body, failing that I will have to make tubes from scratch which at least should be easier than making the ends was.

Pacific Gas - Continued



The next vexing issue was (and still is!) the plating. These are individual plates 60x30mm mainly, although of course there are areas where they need to be shaped individually.



This ingenious device simply requires the plate to be wrapped around a suitably sized dowel and immersed in boiling water. Voila, a plate for the turn of the bilge! Why did man take so long to invent fire and the wheel?



The hull after the final flow coat outside Steve's shed. Drying time was very short in the 40C heat!

(Continued on page 7)

Pacific Gas - Continued



Phil Murray giving moral support.

Thanks to Steve for his expertise, Phil for his hospitality and Bruce for his help with the tanks.

This to me is what it's all about.

No promises as to how far I'll get by the next issue- neither Rome nor the Pacific gas were made in a day!

Bob

March 20th, 2017

Angst Found With Hull - by Brian Voce

Many years ago, I spotted a model sailing boat hull in a second-hand shop and mainly because I was attracted to it, but also because it seemed a bargain, I bought it.

It seemed right for renovation, but it took many years of it kicking around in the shed before I eventually started that process. So long, in fact, that I forget where I bought it and, indeed, when I bought it.

The 60-cm hull is fibreglass and the deck a very tough ply of an ugly dark and mottled veneer. The deck had three unusually shaped hatch openings which might have been designed for access to radio-control gear. The hull itself was of elegant shape with a bulbous lead-filled keel, but in poor condition. It was obvious it was meant to sail, not sit on a shelf (though it is doubtful that this one ever sailed as there was no evidence of a hole in the deck to step a mast). Possibly it was modelled on an America's Cup 12-metre yacht of the early '80s.

Some months ago, I dusted it off and began sanding back, filling in cracks and abrasions, particularly where the deck met the hull. When satisfied I had a reasonable surface, I bought a can of gloss white enamel and started the paint job. After several coats, I felt things were going in the right direction. I was wrong. Though the paint job looked good and dried out nicely, I found that my hands would stick to the hull even though the paint seemed cured.

I sanded the hull back and tried a different paint. This time it just flaked off. And so on it went. Nothing seemed to work. Eventually I tried good old Humbrol model paint which seemed to do the job, but again there was much trial and error until, eventually, everything seemed to come together.

In between times, I overlaid the deck with boards, fashioned mast and boom, removed the frozen rudder and refitted it and made various deck fittings. I covered the front hatches with decking, leaving just the rear hatch which is almost flush with the deck. I have used drawings and pictures of 10-metre yachts for guidance.

At the time of writing, I have started on the sails and rigging. Still a way to go yet.

Pictures show: Early paint job, decking the hull and the completed hull



Many Models in Bungendore by Brian Voce

Quite a few years ago, I came across a glass case in a second-hand shop containing two models of Royal Naval vessels – one an Admiral's Barge, the other a Picquet Boat, both steam powered.

Having worked closely with the RAN many years ago, the models resonated with me, but I resisted the urge to buy – at least initially. On subsequent visits I was pleased to see the models had not been sold on and temptation crept under my guard. I succumbed. I bought the item.

I regularly visit that shop, Bungendore Antiques, and in recent times I was pleased to see more and more models of boats and ships. I've kept my hands in my pocket, but have had the odd day-dream.

If you're passing through Bungendore, the shop is opposite the Village Square on your left as you drive towards the coast on the Kings Highway.

The store's buyer just likes buying boats. Unfortunately there is little information on provenance, or back stories of most, though one display has its own story spelt out alongside the model. It was written by the model-maker's wife and explains that her husband, Daniel Mayers spent 900 hours working on the model of the 'Palma Nova', which one imagines was one of the boats he worked on in 40 years in the Merchant Marine.

She continues:

'On sail ships he learnt sail-making and often made work bags of canvas which were all hand-stitched and very neat. During his time at sea he also learnt the art of putting ships into bottles and only a few months before his death he completed his family tree which consisted of a ship in a bottle named after each member of his family, which totalled 53 ships in bottles. His second son took them back to Western Australia before Dan's death because museums would not guarantee to keep them all together.

During his last few years at sea he built the replica of the 'Palma Nova' and everything was made by hand including the blocks, ladders and all the rigging and was often accompanied by much cursing when things went wrong.'

Another model, with some history behind it, that caught my eye is a neat half-model of a Farr-47 - 'Ninety Seven' which was the outright winner of the 1993 Sydney to Hobart race. Of 104 starters, only 38 of them completed the race due to severe weather conditions which struck the fleet as they entered Bass Strait at night.

There are also a number of old 'pond boats' in various stages of repair, some of which seem to be calling out for a model-maker to repair and re-rig.

One of the most bizarre models in the shop is of undoubted Asian model-making at its most extreme, with a spider's maze of rigging and various fittings which might have started life as a chair leg or Chinese umbrella.

And suspended from the ceiling and easily over-looked is a full size rowing scull for the collector who has everything.

See photos on next page.

Many Models in Bungendore Continued.



Model of the Parma Nova



Half Model of 'Ninety Seven'



Asian Ship Model



Pond Boat

Charles W Morgan Completion by Bob Evans

The whaleboats are now completed and fixed to the model as the photos show.



These presented a real challenge as I had at this time not had the benefit of Steve's very helpful small boats on line course. The completed model is shown below.



The Judges at the Canberra Show were also quite happy and gave some awards, thankfully no more sewing machines! A healthy voucher from Toyworld will ensure my collection of plastic can be added to!

C by Stephen Batcheldor

I have recently refurbished a plank thickness sander that I built many years ago. I had been thinking about some changes or additions that I could make to improve on my original idea. I have found this home made machine to be very useful over the years as I often mill my own timber for my models and getting a consistent thickness is not always possible when just cutting with a saw. This sander has allowed me to produce some very nice planks, particularly in small sizes.

My original sanding drum and spindle was made from wood with the abrasive paper glued directly onto it. This worked well for many years but when it came time to replace the abrasive it was a bit of a bother. I considered that a change was needed to make replacing the abrasive easier.

The changes I made were: to fit a piece of hinge on the front edge of the sanding table. I made a new larger diameter spindle and drum with larger bearings and a steel shaft. I also made sanding sleeves that were interchangeable. These changes have all proved to be very useful so I thought that I would share the basic construction of my thickness sander.

This machine is driven by my hand held power drill. I have used a drill rather than a separate motor as the drill is generally quite powerful and much smaller than a separate motor of comparable power. The drill has a half inch chuck so it is able to hold a 12mm spindle. You can get some very cheap ½" drills now that are perfectly adequate for the job. I recently purchase an XU1 brand drill from Bunnings that has a ½" chuck, is reversible and has inbuilt speed control for \$21. A great cheap drill to power my thickness sander.

The base for the sander can be made from any suitable timber. I used 19mm ply but it could be made from melamine, chipboard or MDF etc. The cradle for the drill was cut to fit my particular drill, again from 19mm plywood, and a thin metal strap secured with a couple of self tapping screws is used to hold the drill in place.

The spindle has a 12mm steel shaft and has some pieces of pine glued to the shaft with an epoxy glue. The pine is turned down to the desired drum size. I used a lathe to turn the drum down but it could be done between the mounted bearings if care was used. The sanding sleeves are made from some PVC pipe with abrasive belt glued to the outside. I cut up an old finisher belt as my abrasive and glued it to the PVC pipe with contact cement. To ensure that the sleeve does not rotate on the drum I filed a small nick in one end of the PVC pipe just big enough to slip over the head of a small pan head screw. I then put a pan head screw into the sanding drum. When the sleeve is slipped onto the drum the nick is lined up with the screw to stop any slipping.

The bearing blocks were made from two pieces of 9mm plywood glued together. The inner piece has a hole drilled into it for the bearing and the out piece has a hole just big enough for the spindle shaft. It is important to have the bearing blocks a mirror image of each other. To achieve this I drilled the holes in each piece then glued the outer pieces to the inner pieces. A bearing was placed halfway into each block to hold them in alignment then the blocks were finished to size.

The sanding table was again made out of ply (or other sheet) with a couple of screws in the top corners for height adjustment. The front edge of the table is held to the base with a hinge.

The bearing blocks and the drill cradle are held in place by screws from underneath the base. The screws are removed from the end bearing block and the assembly it is slid off the spindle to remove or change the sanding drums.

This has proven to be a great little home made machine that can produce consistent results when making your own planks. If you have any questions about this machine I would be happy to explain more.

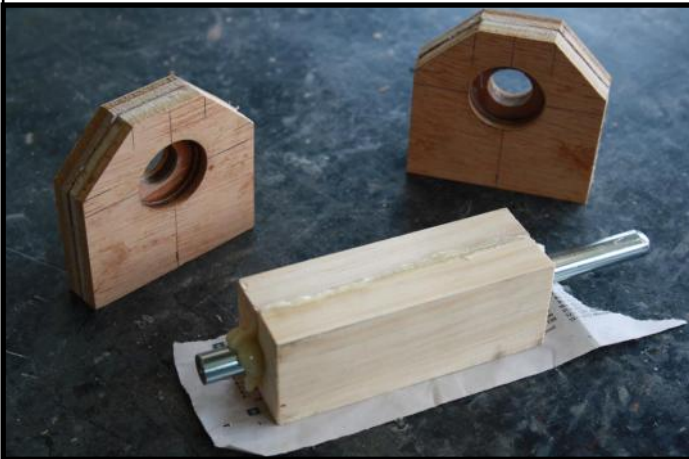
A Plan Thickness Sander Continued



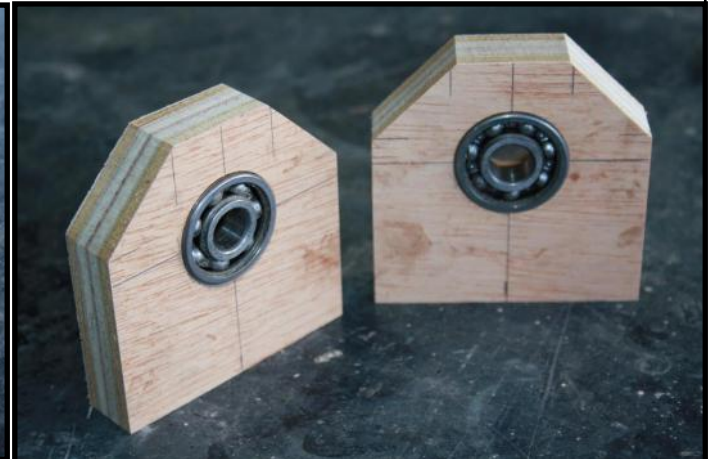
Most of these parts were purchased from Bunnings. 42mm x 18mm pine, PVC pipe, 12mm steel rod and 9mm plywood. The bearings are from a local bearing supplier company 6201 (32mm outside dia, 12mm inner dia, 10mm thick)



Parts for the spindle and bearing blocks.



Spindle and bearing blocks glued together.



Bearing blocks finished to size and bearings pressed in

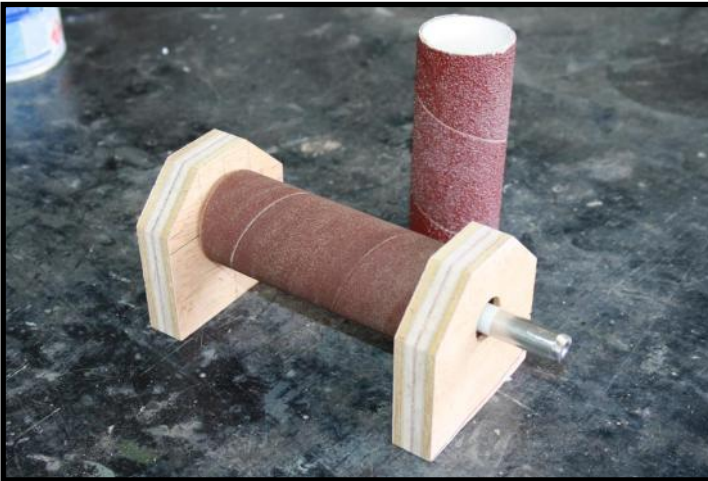


Sanding drums cut from PVC pipe and abrasive belts.

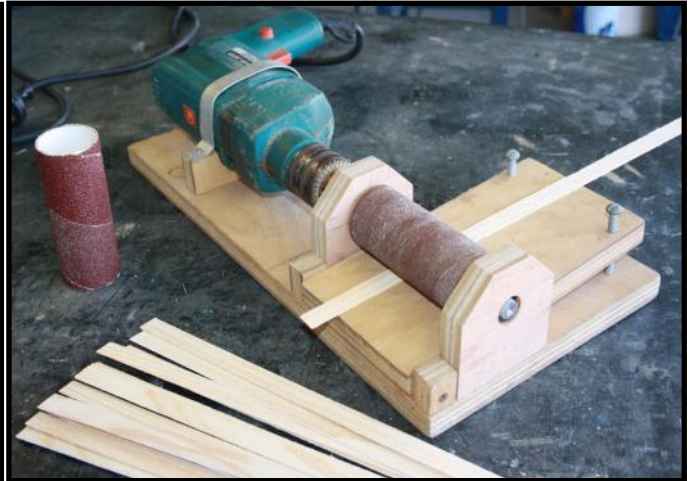


Abrasive belt cut to size and ready to be glued onto the PVC drums.

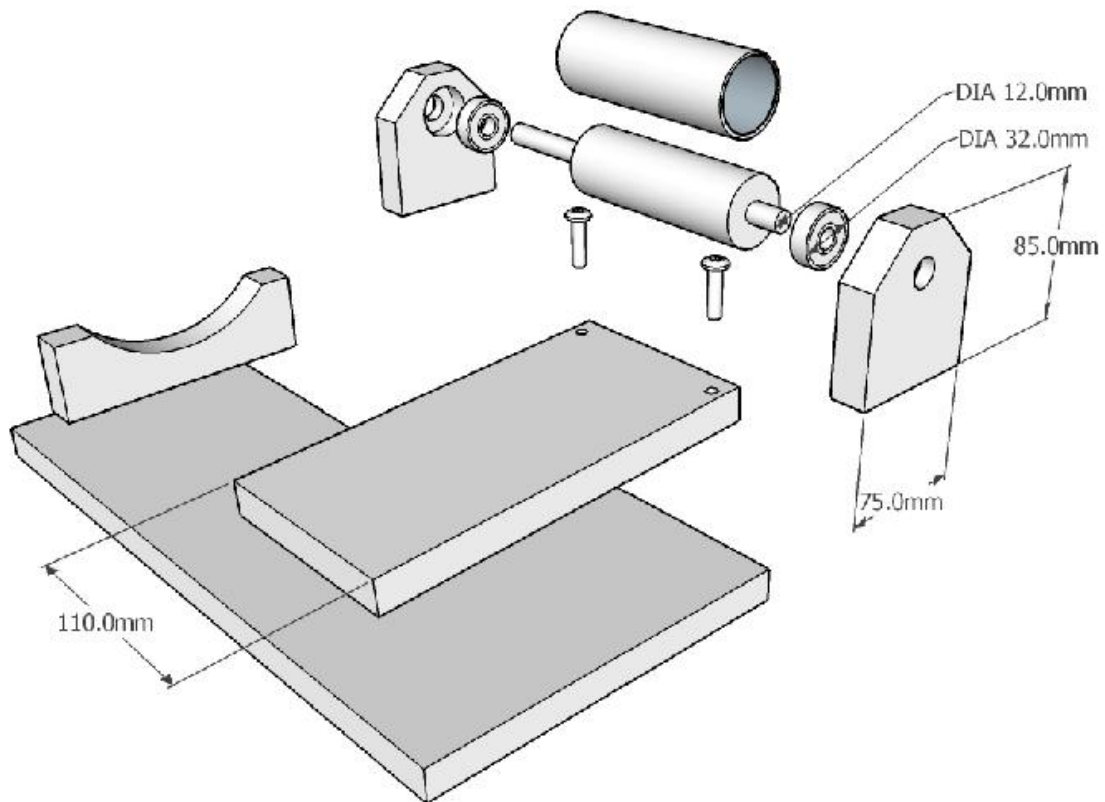
A Plan Thickness Sander Continued



Drum fitted onto spindle and bearing blocks.



Whole thing assembled.



An exploded view of most of the parts. Some parts such as screws and the hinge have not been shown.

Member's Current Project by Jerry Cashman

In regards your plea for newsletter content, my current project is progressing very slowly, but nevertheless...

I've decided to build a representative sample of the more important vessels from the Patric O'Brien 'Aubrey and Maturin' novels - Master and Commander and the like. (There are 20 novels in all and I've picked about 6 vessels to build!).

First off the block is the HMS Sophie, a fictional 14 gun brig-rigged sloop (based on the real HMS Speedy ([https://en.wikipedia.org/wiki/HMS_Speedy_\(1782\)](https://en.wikipedia.org/wiki/HMS_Speedy_(1782)))).

I've selected 1/200 scale which gives a hull length of 13cm, a fairly small scale but the small size means (hopefully) I'll be able to finish a few of them in a couple of years and display them when done!

Work to date has been to work out the scale and commence roughing on the hull - Jelutong for the main, with 1/64 ply bulwarks and brass bowsprit support.



Watch this space!

The CMSS and the Gunghalin Men's Shed by Bob Evans



The Men's Shed at Gunghalin some time ago requested some assistance and instruction on model ship building with a focus on the Endeavour built by one of their late members.

The intention was to conduct a demonstration of a certain aspect and then have members carry on with that aspect. This has not happened so I have elected to complete the model for them myself up to the lower mast level and leave it at that. I endeavour to go in most Friday mornings, they are a delightful bunch and grateful for whatever is done so I don't want to let them down.

The top photos show a couple of ready to run RC yachts they have but I have had no reports on how they perform.

The bottom photos are the Endeavour at present. Progress is painfully slow but to get to this stage required a lot of rebuilding before adding new work.

Connect and Participate Expo Canberra

The CMSS once again displayed at the Connect and Participate Expo held at the Old Bus Depot in Canberra. Below are a some photos. Also you will Bob Evans doing a live broadcast with Community Radio Artsound fm 92.7



CMSS Display



Competing distraction



CAP Expo broadcast

Connect and Participate Expo Canberra Continued



Bruce Kirk speaks to interested viewer



I Remember It Well

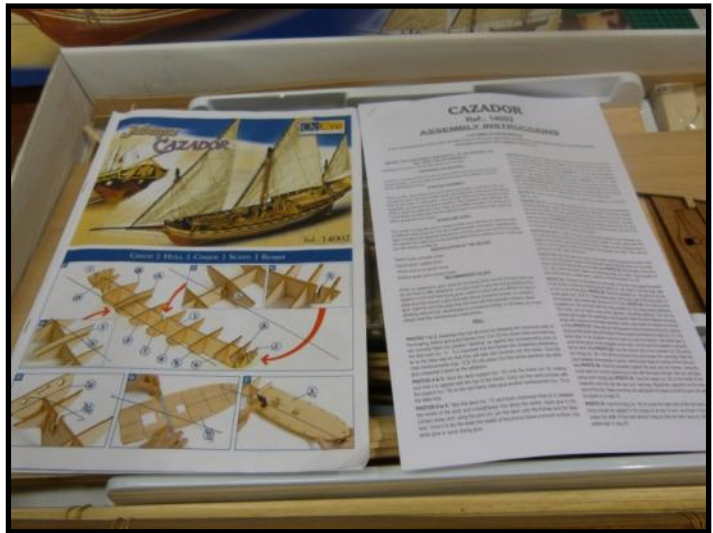
Construction of the Occre Jabeque Cazador by Bob Evans

Part 1

Attentive readers will note that I am unable to concentrate on one project at a time!

Occre models are a Spanish company which, I believe was started by erstwhile members of Artesania Latina.

Certainly there are similarities with the materials and methods of construction and fittings. Since this is the first Occre model I have dealt with I am not sure that this is a typical standard. The materials are of a reasonable standard and the fittings appear reasonable. The cannon trolleys are metal as are a number of other objects would be far better in wood, however the kits are in the lower price range and so this is part of the price to be paid.



The laser cut ply is well done and the supplied timber in most cases is straight and easy to work with.

The instructions are of the illustration type and many steps are well presented until you come to the masts and rigging, however the plans are good and the rigging is not complex. There are also some written instructions which refer to the individual illustrations. Make sure you read them in order to avoid mistakes!

The construction is of two layer plank on frame construction which is very straightforward. The ply bulwarks are a bit difficult to form around the bow but plenty of soaking and bending does the trick.

I would be inclined to leave the fitting of the poop bulkheads as late into the hull construction as possible. Although the fit is good, the model often needs to be turned over and resting on these bulkheads results in the inevitable breakage of the glued joint.

The photo should demonstrate what I mean.

The small boat alongside in the photo is the craft that will sit on the foredeck of the finished model.

In many ways the construction is exactly as Steve shows in his on line course which has already proved its worth! The vessel is built inverted on a solid ply base with the frames scored to show where the planking runs and to show where to cut when planking is completed.

Construction of the Occre Jabeque Cazador Continued



Mini model



The Jabeque



Progress thus far, more next issue.

Ships 'n' Shore Tour—courtesy of Ken Jones



SHIPS 'n' SHORE TOUR

A unique half-day nautical experience visiting the Sydney Heritage Fleet, Australia's largest collection of operation heritage ships and boats. Cruise aboard a heritage vessel, tour the Heritage Docks & Workshop and finish at Australian National Maritime Museum.

Tuesdays and Thursdays only, at only \$30 per head, this popular tour led by our knowledgeable volunteer guides is a great way to discover what the Sydney Heritage Fleet is doing for Australia's maritime heritage.

Minimum passenger number: 15 (or groups fewer than 15 pay \$450)

Maximum passenger number: 26

Terms & Conditions: A \$200 deposit is required to secure your booking. Final payment is to be made on the day. Should you cancel more than 14 days prior to your tour, your deposit will be retained and can be used to reschedule the date. No refund will be made for cancellations within 14 days of the tour. The tour will take place in almost all weather and deposits will not be refunded due to wet weather. If however, in the opinion of the Master on the day of the Fish 'n' Ships tour, the weather is deemed unsuitable for the comfort of the passengers, the tour will be cancelled and a rain check issued for another day or a full refund provided. Payment of a \$200 deposit confirms acceptance of the above Terms & Conditions.

GROUPS COMING BY PUBLIC TRANSPORT

- Light rail – alight at the Pyrmont Bay light rail stop (LH side exit) cross over Pirrama Road lights and walk to the ANMM (2 Murray Street).
- Ferry – Darling Harbour ferry from Wharf 5 at Circular Quay and alight at Pyrmont Bay Wharf.
- Rivercat – There are two options if using the Rivercat to Darling Harbour Wharf. First is to connect with F4 ferries (Green and Yellow First Fleet) to get to nearby Pyrmont Bay Wharf, or allow at least 30 minutes to walk from King Street Wharf across to ANMM.

GROUPS ARRIVING WITH OWN BUS

- Please advise us when making your booking if your group is coming by bus so we can allocate bus parking in advance.

Groups need to arrive & meet at the two big anchors in the paved area outside the Australian National Maritime Museum (ANMM) main doors, at the western end of Pyrmont Bridge, Pyrmont at 0930 sharp.

TOUR STOP ONE 1000 – Morning tea, served either aboard the 1874 Tall Ship *James Craig* or the tearoom overlooking Wharf 7 (subject to ships availability). We regret that wheelchair access is not available due to *James Craig* being a restored 19thC ship. If morning tea is aboard *James Craig*, a tour will be included. If morning tea is in the Wharf 7 tearoom, a complimentary ticket for a *James Craig* tour will be provided.

TOUR STOP TWO 1100 – Board our heritage vessel *Harman*, for a Harbour trip with historical commentary. Alight at the Heritage Docks & Workshop in Rozelle for an exclusive guided tour.

TOUR STOP THREE 1245 – Your group will travel by boat back to the ANMM arriving approximately 1300. This is where we say goodbye, and for you to enjoy lunch available at Yots Café at the ANMM (at your expense) for a special price of only \$15pp. The menu options and order form will be attached to your confirmation.

To organise lunch for your group, you will need to telephone Yots Café (9298 3672) to make a booking with the expected numbers a week in advance.

NB: All participants of Fish 'n' Ships tours must wear sturdy covered footwear (sandals, stilettos or open toed footwear are prohibited) as our Heritage Shipyard is an industrial construction site. On hot days, it is suggested that passengers wear a hat that won't blow off & bring a water bottle.

For all your booking enquiries please call our office on (02) 9298 3888 or email info@shf.org.au

THE MUSEUM THAT GOES TO SEA!

www.shf.org.au

New CMSS Meeting Venue

The Society has a new venue for our monthly meeting in Canberra. The New Venue is **The Community Building** (sign outside says "The Melba Men's Shed") of the North Belconnen Uniting Church, Conley Drive, Melba ACT.

Our new meeting place is used by the Melba Men's Shed each week. It is not a workshop arrangement but consists of an entrance area, meeting room, kitchen and toilets. The meeting room is air conditioned.

Directions: **Coming from the south** - drive along Kingsford Smith Drive, cross the intersection with Gininderra Drive, turn right into Verbrugghen Street, take the first right into Conley Drive. The entrance to the new venue is on the right almost opposite the high school.

For our members **Coming from the north via the Barton Highway** : Drive along the Barton Highway until you pass signs to the Dinosaur Museum , the George Harcourt Inn and Federation Square on your right. (Watch your speed ! This is an 80km zone with speed cameras !)

At the top of the hill there are traffic lights. Immediately before the traffic lights take the left filter lane into Kuringa Drive. Follow Kuringa Drive past the intersection with Owen Dixon Drive and turn left at the next intersection which is Kingsford Smith Drive. Follow Kingsford Smith Drive until you reach Verbrugghen Street on your left (last street before Ginninderra Drive)

Turn left into Verbrugghen St. until you reach Conley Drive, the first street on your right. Drive along Conley Drive past the high school on your left and the entrance for our new venue is on the right almost opposite the school.

