Scuttlebutt

March, 2022

NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS SOCIETY

Established 21 April 1988. Incorporated 16 January 1991

OBJECTIVES: To foster and maintain interest in building model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field.

COMMITTEE MEMBERS - 2021-22

President Bob Evans
Vice-President Matt Shepley
Secretary Bill Atkinson
Assistant Secretary Ray Osmotherly
Treasurer Peter Hateley
Members Robert Hodsdon, Rod Carter, Elizabeth Hodsdon
Appointments made by Committee:
Public Officer Ray Osmotherly
Member Liaison Max Fitton
Webmaster Steve Batcheldor
Newsletter Brian Voce

Gatherings

The Society meet, until further notice, at the Men's Shed at Melba on the third Tuesday of each month (except December and January).
Visitors are welcome.

Society Web-page

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.

Society Facebook Page

The Society 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 with your Friends. https://www.facebook.com/canberramodelshipwrights/

Subscriptions

Annual Membership:

a. Canberra Area-Single $30.00, Couple $45.00.
b. Country/Interstate-Single $15.00, Couple $22.50.

Payment Details:
By Cash to Treasurer
Post by cheque/Money Order to: c/- 5 Stretton Crescent, Latham, ACT, 2615, or
Bank Deposit to: Beyond Bank - BSB 325185
Acct Name - Canberra Model Shipwrights Society (or CMSS)
Acct No. 03452396.

INSIDE

President's Report

Another meeting face-to-face for February, but this time with the added benefit of Zoom, thanks to Grant Dale. Zoom as I have said is intended to allow Country Members to join some or all of the meeting and so be able to comment and contribute ideas and suggestions. Bruce Kirk availed himself of the opportunity this meeting and I thank Bruce for his patience while we get used to this idea. It's all too easy to forget the small screen, but I'm certain it will be a good addition to what we do. Sadly, Bruce was the only Member to avail himself of this facility. I do hope other Members will give it a go in subsequent meetings. I know the timing is not convenient for all, but it is the best we can do.

For many years now a dedicated few have worked on the Society's model of the Lady Nelson, but it is quite apparent (sadly) that we will not bring this project to fruition. A very timely expression of interest in completing the model has been received along with a very appropriate home for the completed model. Once arrangements have been confirmed I will report further.

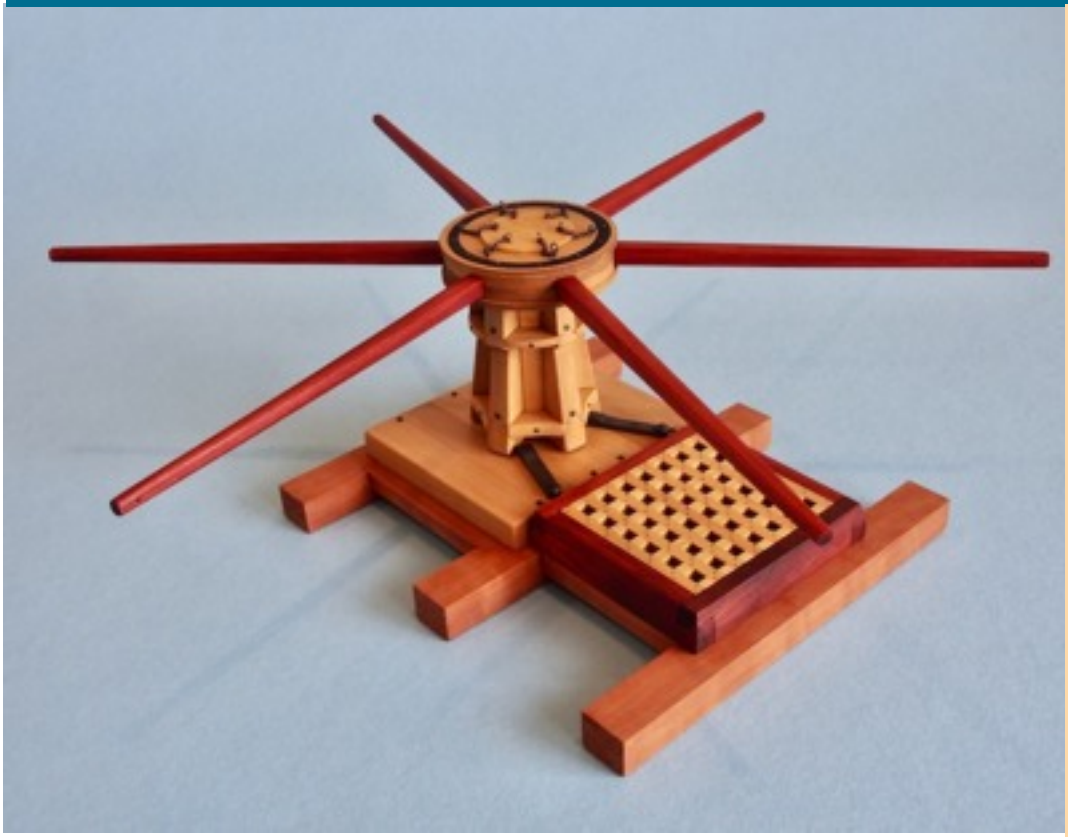
We have had a number of requests over the years to repair models, build models and give others advice where requested, if possible. I do stress that we are not a professional organisation and do not undertake repair or construction works better suited to professional model makers. It is, however, satisfying to help out within our own parameters for worthy causes, which I feel adds another dimension to the Society and affords satisfaction to Members other than simply building models to remain unseen.

We are currently firming up the dates for Expo 22 and what space we can expect to have for display. This will be the first Expo to be held since the start of the pandemic and I am confident that we can stage an event which will be positive proof that we are still a force to be reckoned with.

On the subject of support, I think that the Newsletters being produced by the Editor are consistently first class and provide a wide variety of diverse, interesting and informative articles. The professionalism with which the Newsletter is presented is one thing, the other is articles from you, the readers. As I have said many times before, please submit your articles, even if you are not a Member and help keep the production flowing.

See you in the next edition.
Stay safe and enjoy your modelling.
Best wishes,
Bob
President.

Scratch building an 18c. Capstan



Setting out to build a model of an 18th century Capstan posed some questions for Grant Dale. On the following pages, Grant outlines how he tackled his just-completed project, the first in a seven-part series.

This is the first in a series of seven articles detailing the scratch building of a model of an 18th century Capstan. Story and photos - **Grant Dale**

Introduction

The plans for this project are from the Nautical Research Guild in 1:16 scale and come with a set of instructions (a Practicum if you like) for both an “Intermediate” and an “Advanced” version. The difference between these two is based simply on access to tools. The Intermediate version requires access to only a miniature table saw (and even that could be viewed as optional), while the Advanced version assumes access to a miniature table saw, a lathe and a mill. As I have all these tools, I decided to go with the Advanced version. Timbers used for this project came from my stash of modelling timbers acquired some years ago from Hobbymill in the USA, prior to them closing down. I used a mixture of Swiss Pear, Costello Boxwood, Red Heart, and Ebony. Metal parts are brass, chemically blackened.

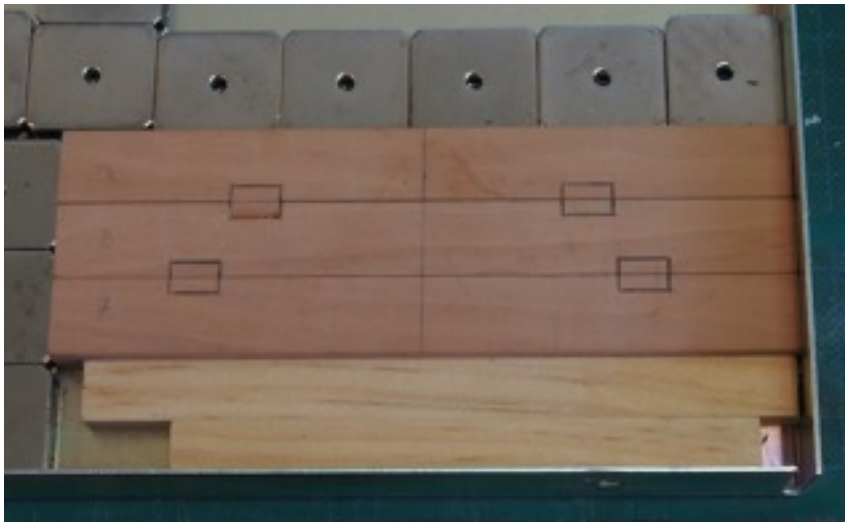
The first challenge was to create a cutting list to determine the stock sizes needed. As the drawings are provided with full size measurements in decimal inches, I decided that the easiest approach would be to create a spreadsheet to do all of the conversions for me. As my lathe and mill are both calibrated in metric units, I set up the spreadsheet to spit out measurements in both scale millimetres and scale inches (both decimal and fractional). I then went through all of the drawings and entered in the full-size measurements and let the spreadsheet work its magic. While I was at it, I made a separate part of the spreadsheet a simple converter to use for other measurements as they crop up. This proved to be a very useful tool. With that task completed, I then went through my stash of timbers and selected some pieces that were close to the right thickness and processed them through my full-size drum sander until I had all stock material to the appropriate thickness.

The Practicum is very well laid out and not only identifies parts by part number but also groups these together into Assemblies and sub-Assemblies – a really useful inclusion.

The Deck and Hatch collectively make up Assembly 100. This comprises sub-assemblies 101 (Grating), 102 (Hatch) and 103 (Deck). We begin with the Deck.

Deck

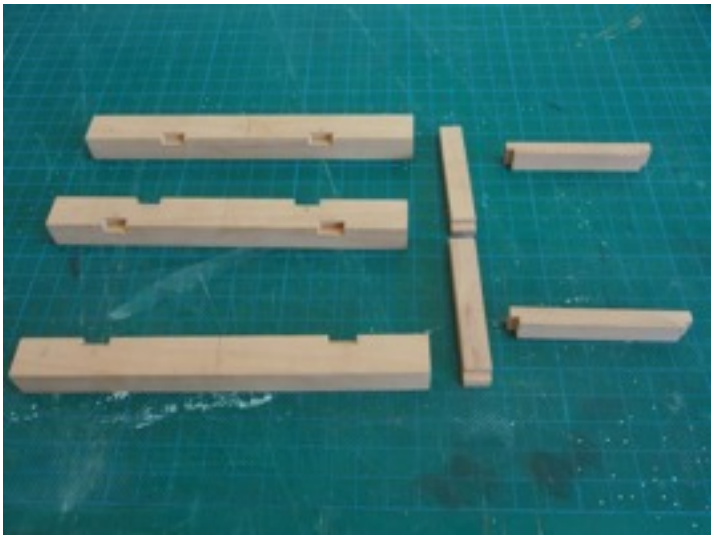
Although I will need to use metric measurements when it comes time to use the lathe and/or mill, for the most part it is more convenient to work in fractional inches, simply because of the way the scaling works out (e.g. 1/2" vs 12.7mm). A glance at the spreadsheet tells me that the Beams are made from 1/2" stock and the Carlings from 9/32” stock. These were cut to final length and width on the miniature table saw. The Beams were then numbered and marked with a carpenter’s triangle to ensure correct alignment before being arranged in my magnetic holding jig for marking out (below). I first marked the centreline and then laid out the mortices from the centreline.
Markings were made lightly in pencil to begin with, with the inner edges of the mortices



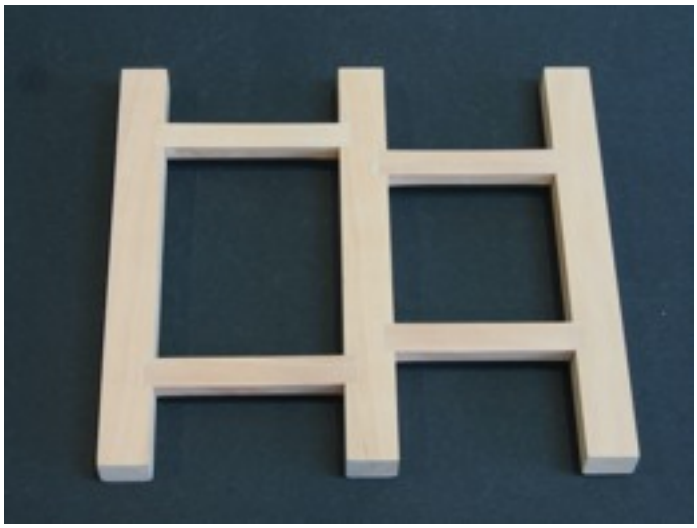
being defined from the measurements in the drawings, and the outer edge defined by placing the actual Carling on the beam to get the exact width.

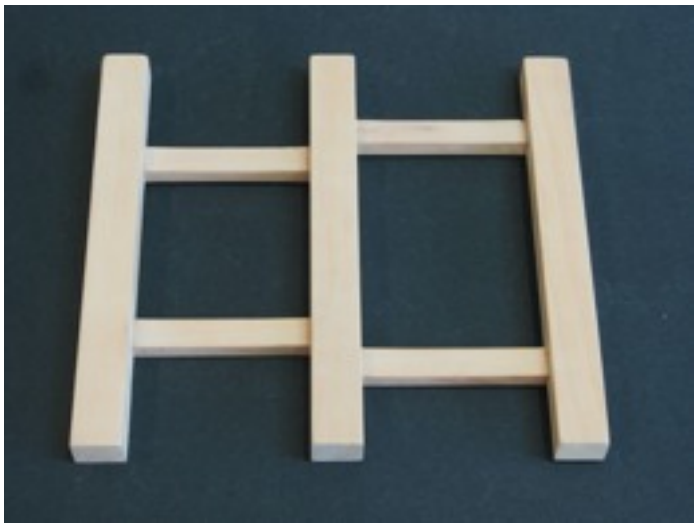
The marks were then transferred onto the vertical surfaces and a knife used to mark all cross-grain lines, while a marking gauge was used to mark all along-the-grain marks. This gave me some very well-defined layout lines.

The mortices' sides were then cut using a razor saw (in much the same way as one would cut the sides of a half-blind dovetail) and the remaining waste removed slowly and carefully with a full sized very sharp 3/8" chisel. The tenons were cut on the miniature table saw using a sliding cross-cut table and a stop to ensure that all tenons were exactly the same size. Here is the result:



Once satisfied with the fit, the pieces were glued up. I then made up a mixture of pear wood sawdust and diluted white glue and rubbed this over the joints and allowed it to dry overnight before giving it all a final sand with 240 grit. I also gave the underside edges of all Beams and Carlings a very slight round-over to remove the sharp aris. Below - both the upper and under side ready for the next step.

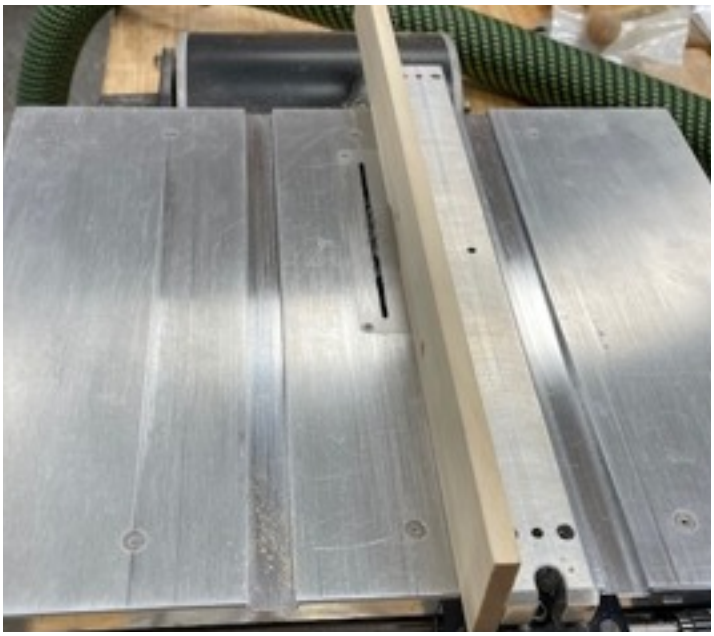




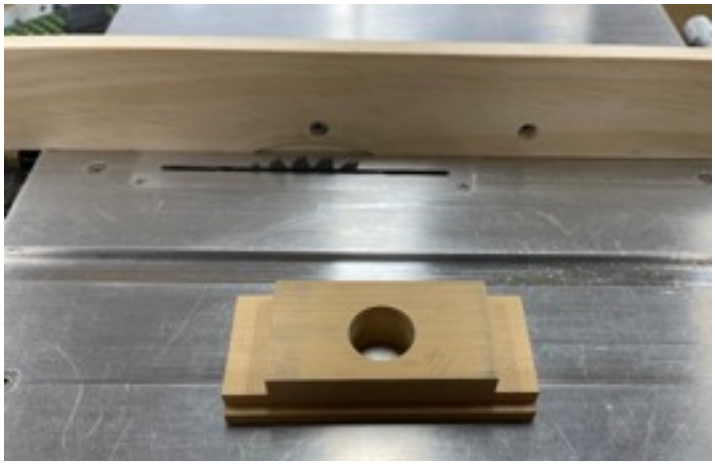
Capstan Step

The Capstan Step is comprised of three pieces, joined by half-lap joints along the length of each piece. It is complicated slightly by the centre piece being thicker than the two outer pieces as it extends below the surface of the deck, between the beams.

The half-lap joints were cut on the miniature table saw. I attached a sacrificial fence that would allow me to partially bury the blade in the fence. Having set the blade height to exactly half the stock thickness (of the thinner pieces), I simply ran the pieces over the blade and edged the fence out slightly wider with each pass until the desired width was achieved. I used a micrometer stop to assist with the final passes to ensure that the exact width was obtained.

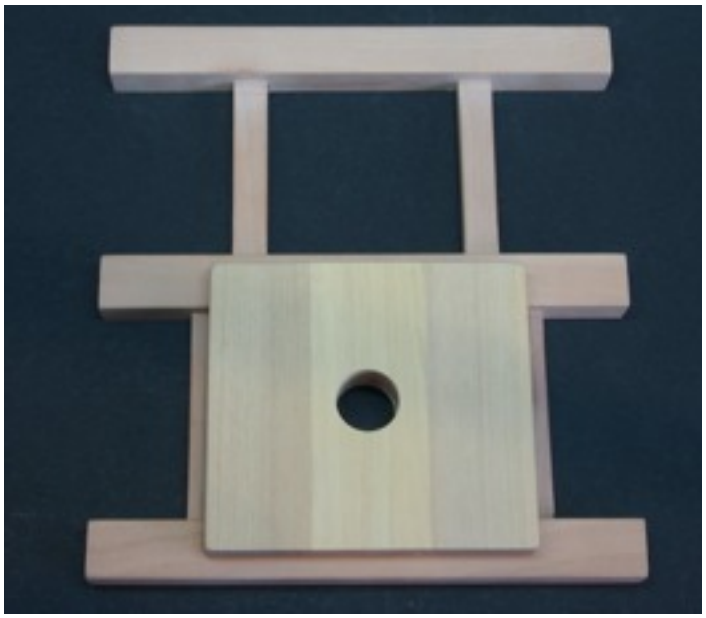


Above is a shot of the fence arrangement.
The underside of the centre piece also needed to be notched at either end to fit between the deck beams.
Below - the centre piece after all joinery operations are completed. I have also drilled the centre hole for the capstan spindle.



The individual parts were then glued up, given a light sanding and the sharp edges and corners given a gentle round over. ✶

The underside, showing the additional work on the centre section.



The Capstan Step temporarily located on the Deck Beams.

For the next instalment, turn to Page 15 where we tackle the metal work for the Capstan Brakes

Building the Artesania Latina "Harvey" AKA "Sukari"

Part 2

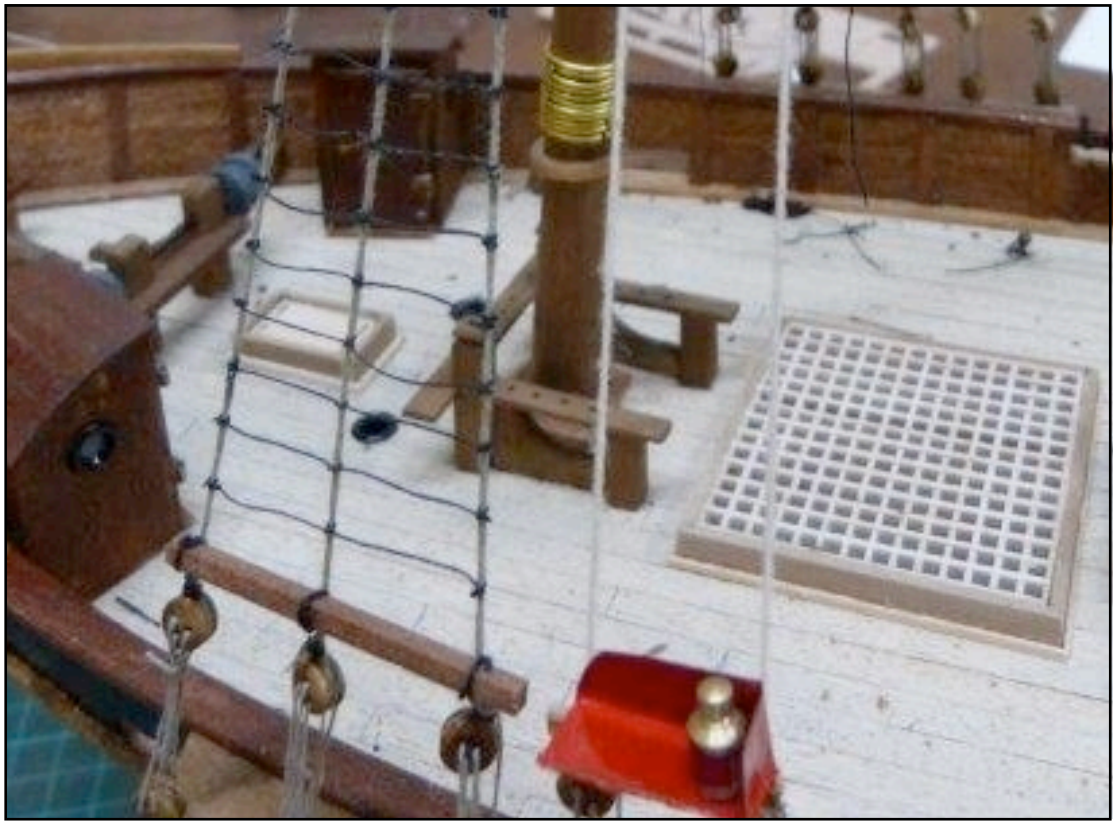
Bob Evans

At the end of Part 1, I blithely claimed that Part 2 would see this model completed. I should have known that that wouldn't be the case. And it wasn't! At least some progress has been made, which is more than can be said of some other projects lurking on my workbenches and in cupboards invading my conscience and demanding to be completed! The same excuses I explained in Part 1 are still very valid so I won't repeat them here.

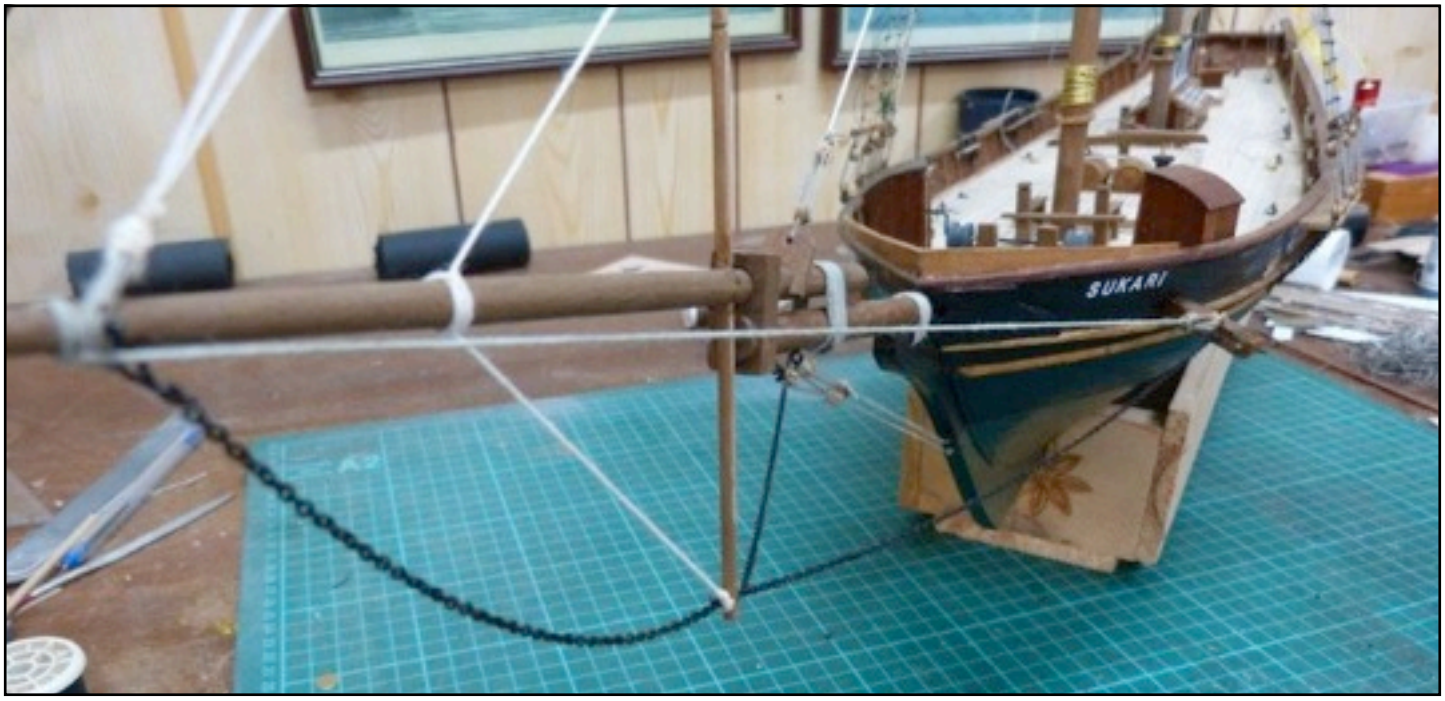
This is where I'm up to now (below) and hopefully the other photos will give a more detailed idea.

The the yard and gaffs were tapered as required. I confess here to carrying out the tapering process using a combination of a cordless power drill and a bench sander. I am not heavily into constructing jigs and using finger planes and so forth to achieve my goal. Not the mark of a professional modeller, but I have never professed to have reached that standard! The end products were then given coats of varying shades of stains on the basis that trees are not a uniform colour but a random and haphazard combination of varying hues. Random and haphazard I can achieve! I'm not sure the photo below shows this effect too well, but it is there, albeit subtly.

The photo (right) shows more of the same. There is quite a variety of wood in the model and I think it is good to show the various tones to add a bit of life.
Construction now involves my favorite task; you guessed it, RIGGING! The diagrams follow the usual Artesania system of providing staged drawings which is quite good, although some still leave me puzzling as to where things start and finish. Never mind, progress is being made, even if slowly. I have a huge problem with ratlines, not so much in doing them, but in trying to get them to sit straight. By this I mean getting them to lie with a slight sag and not bending upwards or inwards or outwards or a combination of both. If anyone can point me in the correct direction in regards to material and application in order to achieve the proper result, then please feel free to give me some advice.



In the photo (left) I have shown my version of the side lights. The sidelight boxes are usually thick and chunky in kits like this, so I made new ones from thin brass.



And finally a view of the completed bowsprit with rigging and chain (above). I try to blacken gold-coloured fittings that are usually supplied in kits; they don't look too realistic!

That's about it for this issue, I shouldn't say that I will have completed the model for next issue, but I will do my very best! ✶
Cheers for now,
Bob

Clamps not big enough? Save some money and another trip to Bunnings - or how to make two clamps from four. See Page 11.

Tip from Peter Hateley

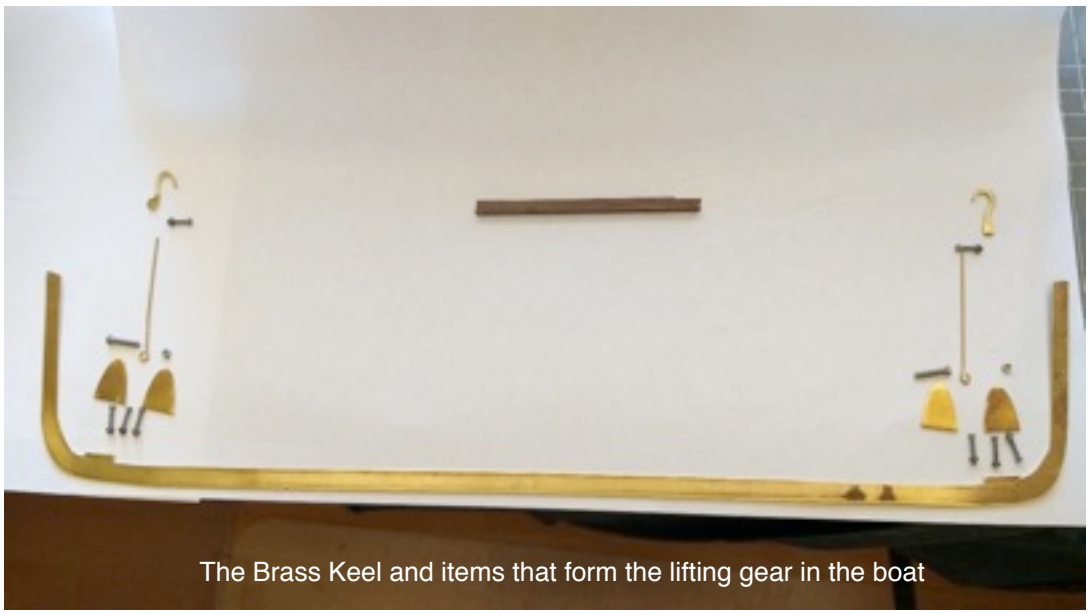
PETER HATELEY outlines progress on his Ascot lifeboat model for the AWM

The completed hull 'plug'

Since my last report the following progress has been made on my Ascot lifeboat model:

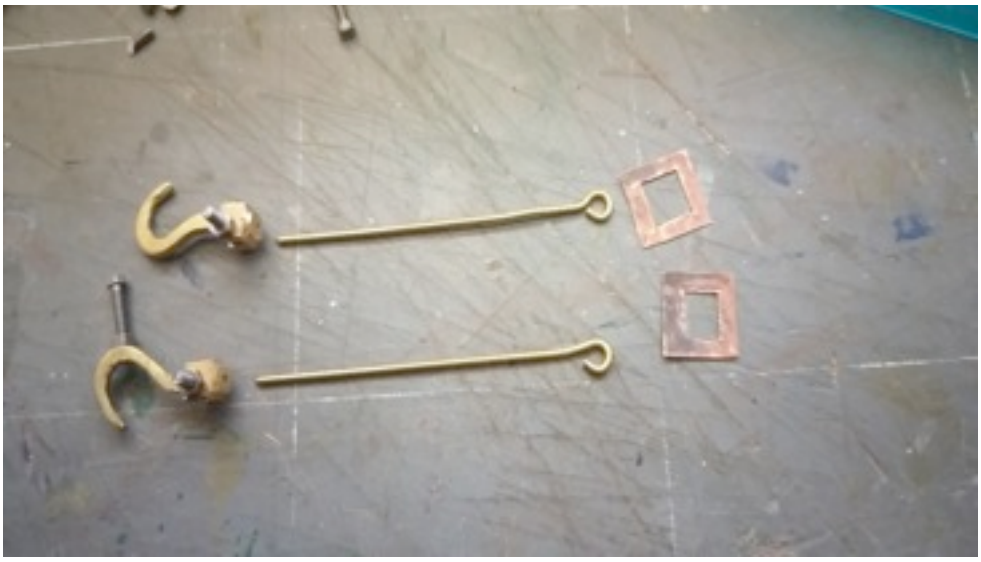
The brass keel has been cut out of 1mm sheet and both halves of the hull have been formed. The first hull side was trimmed before I made an internal set of frames to maintain the shape of the copper sheets as the copper has been annealed to make working easier. This first hull side will be used to develop filling and painting options for the final hull.

The keel, keel brackets and hooks have been cut out of 1mm sheet brass and are bolted together with 8 and 10 BA bolts. The only items missing from this photo are the connecting piece between the hook and the solid 1mm brass wire fixed lifting piece. These have been made from the 5mm square brass section seen in the upper center of the photo. The two ovoid shaped brackets have to be fitted prior to the soldering of the sides as there is no



The Brass Keel and items that form the lifting gear in the boat

room to complete this afterwards! The brass rod lifting pieces (below) are yet to be trimmed to length as this is dependent on the fitting of the bow and stern decks.



The two hull halves have had their basic shape formed using the plug and have been fitted to the keel with 10 BA bolts to assist with the final permanent joining with silver soldering. The internal frames have been made to assist in gluing the inner gunwale as the only internal supports to maintain the hull shape are the 5 thwarts and the small decking fitted to the bow and stern through which the lifting gear is permanently fitted.

At the scale of the model the inner gunwale is 4mm x 2mm, the outer gunwale is 4mm x 1mm and this will have a 2mm cap fitted. Along the bottom of the outer gunwale will be a 2mm half round timber fitted for finishing. The bow and stern decks and the thwarts will be made from 2mm ply.

The internal cross sections have the top edge notched to allow the fitting of the internal gunwale and are sufficiently "loose" to allow the central internal "keel to be removed and the formers rotated to be removed with the gunwale in permanent position. This framework will also allow adjustments to the hull sections when soldering the stem and stern to the keel.

I have some walnut 4mm x 2mm which I was going to use, but as the top gunwale curves in 3 dimension this is too stiff and I have been able to obtain some flexible beech from Float A Boat which I will be picking up soon. The clamps holding the sides and the trial 4 x 2 in place have been made by removing the fixed ends and bolting the two together after drilling another hole in one clamp.

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The two formed hull sections with one initially bolted to the keel. The hull sections above have not yet been trimmed to the final size.

Temporary Internal Framework to maintain correct shape whilst the two halves are soldered together and below fitted to the halves bolted together

The internal cross sections have the top edge notched to allow the fitting of the internal gunwale and are sufficiently “loose” to allow the central internal “keel” to be removed and the formers rotated to be removed with the gunwale in permanent position. This framework will also allow adjustments to the hull sections when soldering the stem and stern to the keel.

News of Collision at Sea Clouds Family History

HOW I WAS ABLE TO LEARN SOMETHING ABOUT MY GREAT GRANDFATHER'S ARRIVAL IN AUSTRALIA

by Ray Osmotherly

Jonathon Osmotherly, about 1890

I am currently putting together a family-history book. My great-grandfather, Jonathan Osmotherly, a ship's carpenter, apparently arrived in Australia from England, in 1871. I didn't know which ship he came on, but a relative forwarded some articles from "Trove" which is run by the National Library, Canberra, and has digitally copied pages of most Australian newspapers since the 1850s

There were articles in two papers "The Hobart Mercury " and " The Melbourne Telegraph " which gave information on the collision of two ships, one English "The Explorer" and the other one French, "Bretagne". The French ship sank. The family connection is that one report gave the name of a crew member, the ship's carpenter, Jonathan Osmotherly, who gave information at the enquiry . The ship was the "Explorer" and the date 1869. New challenge . . .Jonathan was on his way to Australia. but did he arrive in 1869 or 1871?

The following information is from the Melbourne Daily Telegraph, Friday 16th July 1869:

An enquiry began on Wednesday before the Board of Navigation into the cause of the collision between the French barque "Bretagne" returning from Buenos Aires, South America. and the British "Explorer" from Liverpool, England, bound for Melbourne, on the 21st April last, about 3 o'clock a.m. in latitude 13 degrees South.

The ship "Explorer" left Liverpool March 20, crossed the equator on April 12; and met with light variable winds for several degrees south of the equator.

On April 21,at 20 minutes past 3 a.m.(civil time) in latitude 13 degrees S and longitude 29 degrees .55 w., the wind at the time being from the eastward and light, she came into collision with a French barque (Bretagne), both vessels striking stern on, or nearly so. The helm was immediately put on hard a-port, by which movement the vessels cleared, the barque passing close along the Explorer's side.

Captain Trumble, seeing that Bretagne was very much damaged about the bows, hove his ship on the port tack and sent a boat to her assistance.

About 10 minutes from the time of the collision the barque was seen to go down, nearly a mile astern of the ship (Explorer). After the collision the pumps of the Explorer were sounded and it was found she was making (pumping) no water. About 5 a.m. the Explorer's boat returned with the lifeboat of the barque in tow. In the life-boat were the captain's wife, the second mate and seven of the crew; the captain of the barque, the chief mate, the steward, one passenger and a boy were missing. The ship's boat was sent away again, and at twenty minutes to eight a.m. it returned without having seen anything afloat or anyone in the water (a number of trips were

PORT MELBOURNE 1871

Perhaps one of these ships is the "Explorer"

made to the site of the sunken ship without finding anything).
With no possibility now of finding anybody from the Bretagne, Captain Trumble set sail again. They were about two hours from land and the town of Bahia (Brazil). The survivors of Bretagne decided to row as there was a strong wind which might prevent the Explorer from making land. They thought they would get there more quickly. Trumble provided them with extra oars, water and provisions. They took with them a written record of the occurrence, to be delivered to the consular authorities and then transmitted to the Board of Trade, London, and to the ship's owners

The enquiry:

At first the proceedings were directed at Captain Trumble accusing him of wilful neglect, but after the examination of a witness or two it was found that the Mate H. J. Metcalf was in charge of the deck when the occurrence took place. The charge on Captain Trumble was amended and the Mate was put on trial.

George Vernon Cornish, a seaman on board the Explorer, recollected the morning of the collision with the Bretagne. He was on the look-out. The night was fine. He could not say what course she was steering. He first saw the Bretagne when she was between a quarter and half a mile off, and he called the attention of the officer on duty, (the mate, H.J Metcalfe,) by singing - out "A sail on the weather bow." Getting no answer he went aft, but did not see the officer until the collision. He had not time to reach the poop before the vessel struck. He did not see the mate H.J.Metcalf, on the poop after the collision, though he might have been there. The mate never spoke to him about not reporting the vessel.
Next day the captain spoke to Cornish on the subject, in the presence of the mate. He had no instructions to keep a good look-out. He told the Captain that Jonathan Osmotherly had gone off to find the mate. He was quite certain he had hailed the mate twice.
Cross -examined by the State , the mate H.J. Metcalf, complained of Cornish singing out a second time instead of waiting for an answer when Cornish had already called out. After the vessel struck he saw the mate coming from aft forward . The reason he did not rouse the ship's crew was that he did not think the ship was coming down on them. It was not possible that the officer could have seen the Bretagne from the poop.

And so the questions continued.
I don't know the outcome of the investigation. I was pleased to find out about my great-grandfather, but I now have to work out how he was on this 1869 voyage when the family has always believed he came in 1871 . There is a possibility that he went from the ship to Eldorado in Victoria to try his hand at the gold diggings. The other possibility is that he returned to England with the ship for the investigation and then returned to Melbourne in 1871.

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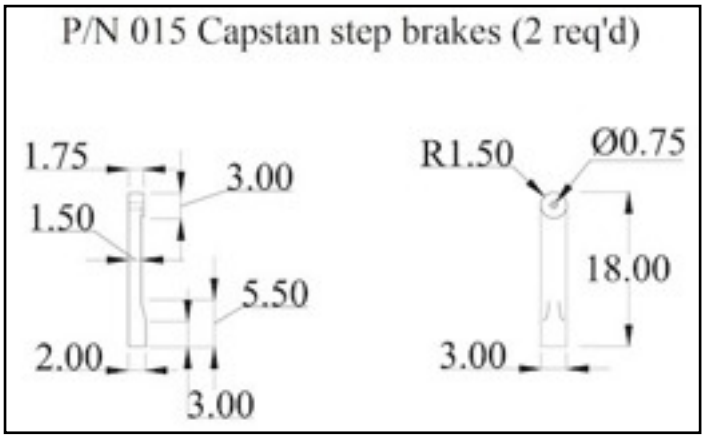
Scratch Building a Model of an 18th Century Capstan - Part 2

Capstan Step Brakes

Although the Capstan Step Brakes form part of the Capstan Step sub-assembly, I'm treating them separately as we now venture into some metal work to fabricate these. These parts are an interesting example of where it is convenient to have scale conversions in both metric and imperial units. Here is the drawing from the plans, with full size measurements in decimal inches.



All of these measurements convert conveniently to scale fractional inches, which is great for initial stock sizing and layout. However, when it comes time to work the pieces in the mill, I need metric measurements.

The overall size of these parts dictates a stock size of 1/8" thick by 3/16" wide. I had some 1/8" brass flat-bar to hand, so the first job was to trim it down to size. To do this, I used double sided tape to fix the large piece to some sacrificial MDF and crosscut it to a useable length using a slitting blade in the miniature table saw with the sliding cross-cut table. I used multiple very light cuts until I was through the brass and into the MDF. I deliberately cut the piece twice as long as the finished size so that I would have plenty of "handle" when working the part. I then removed the cross-cut table and set the fence to the final width and used the same cutting technique to produce my starting stock.

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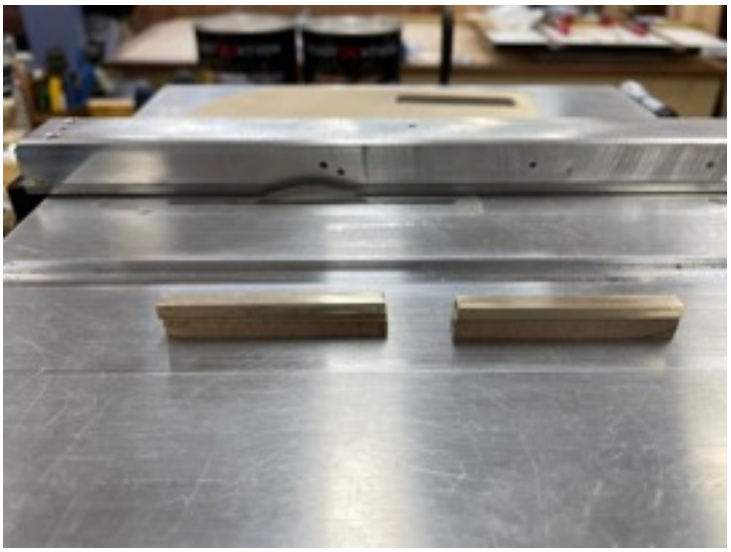
Here's the outcome of the saw table processes



I then used some engineer's marking fluid, a home-made scribe, and some set-up blocks to lay out the reference marks. This is where the imperial units were very handy.

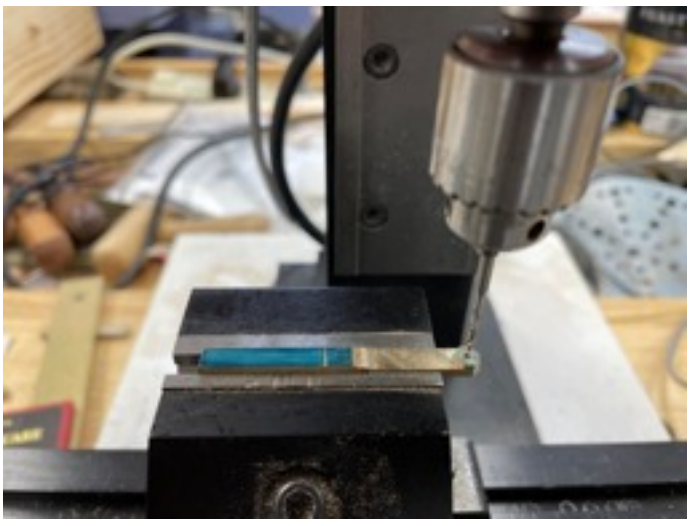
Our Contributors

Thank you Grant, Bob, Peter and Ray for your inputs into this issue of Scuttlebutt. The next issue will be in June and we look forward to contributions from Members as well as non-Members.
Send items as a document, with photos as separate jpgs to:
bvoce@ozemail.com.au

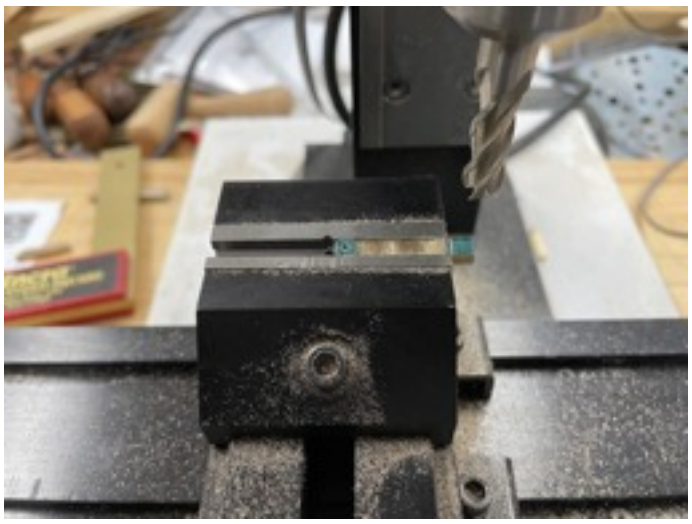
I set up the mill with a 5/16" end mill cutter and cut the main parts. I set the vice in the rotary table for this so that I could also roughly shape the end to an octagon prior to final finishing.

I then moved the milling vice to the tilting table and set the table at a 15-degree angle to mill the sloping section.

The vice was then returned to the mill bed and the holes drilled in the end.



Finally, the piece was reversed in the vice and the end mill cutter re-installed to cut the piece to final length.



With all milling operations complete, the parts were then hand finished using files and sanding sticks. Here is the final result:

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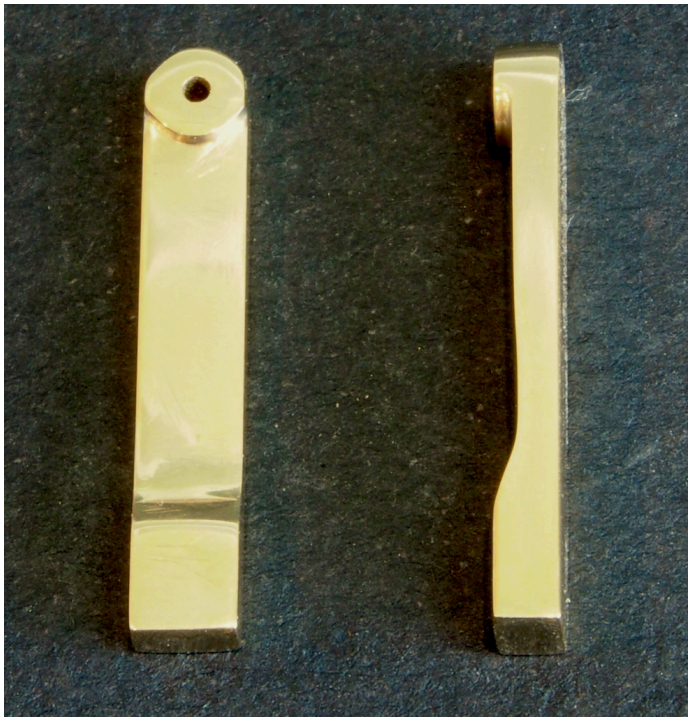

In the next instalment, we tackle the Grating and Hatch Coaming