



# Scuttlebutt

SEPTEMBER 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.



**EXPO 22**  
September 17-18  
Mount Rogers School, Melba

## COMMITTEE MEMBERS - 2022-23

President Bob Evans  
Vice-President Matt Shepley  
Secretary Elizabeth Hodson  
Assistant Secretary Bill Atkinson  
Treasurer Peter Hateley  
Members Peter Gaisford, Ray Osmotherly  
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

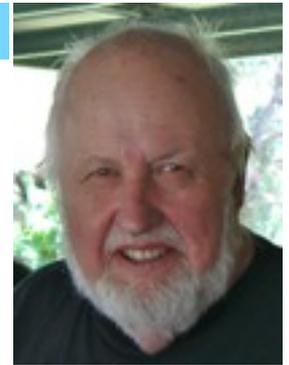
Post by cheque/Money Order to: c/- 5 Stretton Crescent, Latham, ACT, 2615, or

Bank Deposit to: Beyond Bank - BSB 325185

Acct Name - Canberra Model Shipwrights Society (or CMSS)

Acct No. 03452396.

## President's Report



Another three months gone and here is our wonderful Editor knocking on my door wanting another report. Not much to report actually, hibernation has seemed to be the best practice this winter!

It certainly hasn't been the best weather for convincing frozen fingers to tie little knots in ratlines whilst shivering uncontrollably with cold in my shed. That will just lead you gently into the expectation of a raft of new models that, from me at least, simply do not exist.

I have, however, managed to complete the Sukari - a short article covers this in this issue.

I have, as I'm sure many readers do, a number of unfinished models that I am now determined to complete over the coming months before moving on to a new project.

Now to the good news. You will all be aware from your studies of the various CMSS communications channels, ie this Newsletter, the website and Facebook pages, that EXPO22 is well into the planning stage in preparation for the comeback event which will be held again at the Mount Rogers School in Melba, ACT over the week-end of 17-18 September.

I would very much like to acknowledge the support and generosity of Mount Rogers staff who have provided this venue for many years which has allowed the CMSS to present a wonderful and varied collection of model ships to the viewing public and where our fellow modellers can get together from many parts of Australia to catch up and exchange notes.

We have also been fortunate in hosting the ACT Scale Modellers and Task Force 72 with their displays and we look forward to that again in September.

As I have said before, non-Members are more than welcome to display, just contact me if you wish to do so and I will pass the information to our Secretary.

That's it from me for now. Please come along, enjoy the occasion and the models and help the CMSS promote this wonderful hobby of ours.

All the best,  
Bob.

President, Canberra Model Shipwrights Society.

CANBERRA MODEL SHIPWRIGHTS SOCIETY INC

# MODEL SHIPS EXPO 2022



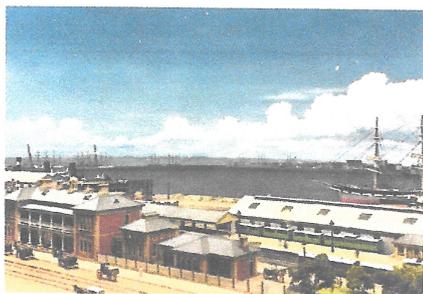
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or Elizabeth 0457 153 871

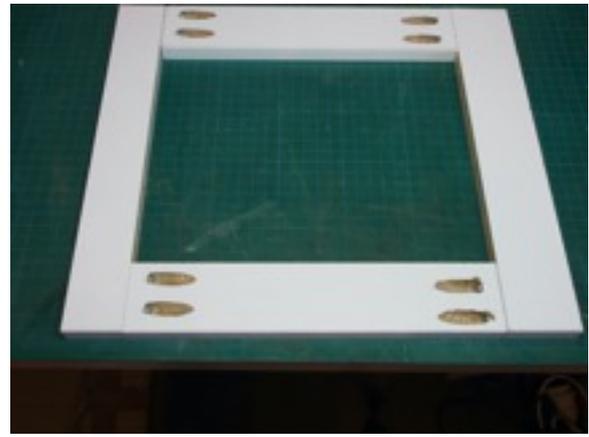
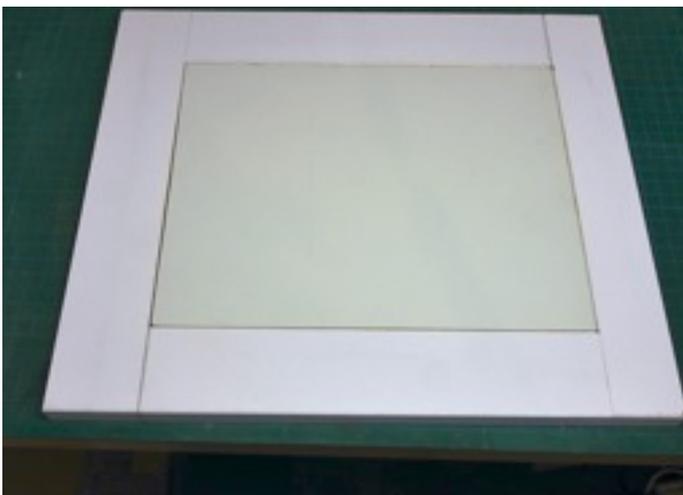
# Making Sails for Model Ships

by Grant Dale

In the past, I have never bothered to add sails to my ships – partly because I didn't want to hide all that rigging, and partly because a lot of the sails I have seen added just don't look right. I recently built a Ship-in-a-Bottle using the Amati kit of the Hannah, and this really cried out to have sails added. As usual, however, the kit-provided sail material was simply not acceptable (at least not to me).

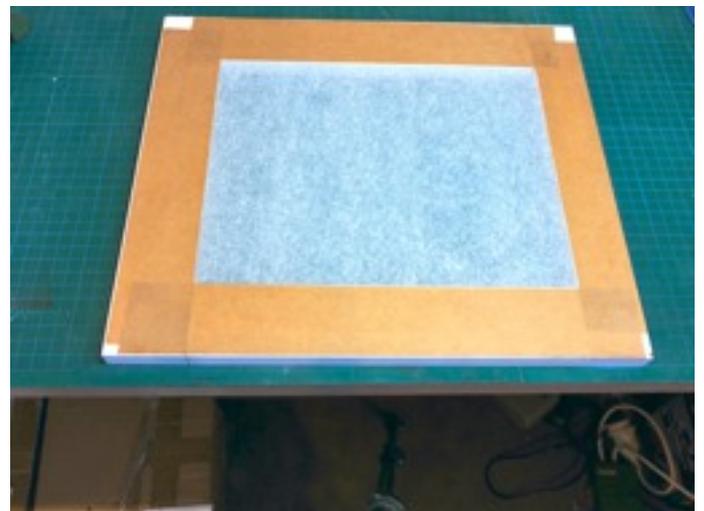
I had a dig through my wife's sewing fabric collection and could find nothing that I felt would be suitable for the job. I decided then to have a go at making the sails from Silkspan, following the tutorial by David Antscherl in his Sail Making Supplement to Vol IV of *The Fully Framed Model* (details at the end of this article). It took a while to obtain the various supplies needed, but in the end proved to be a lot easier to do than I had anticipated. Bear in mind that Antscherl's instructions are based around models in 1:48 scale – not the 1:300 scale of my little project!

It all starts with making a frame with a removable centre or "plug". This frame needs to be large enough to accommodate your largest sail. I knocked one up from some scraps of melamine I had lying around. Although quite small, with an inner dimension of 250mm x 200mm, mine was large enough to accommodate the entire suite of sails several times over! Nothing fancy here, just held together with pocket screws.



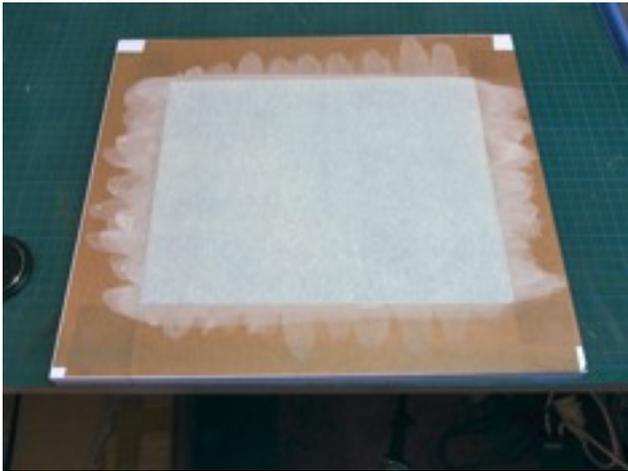
In case you haven't come across it before, Silkspan is used commonly by model aircraft builders as a wing covering. In that case, it is normally covered in Dope and makes a very strong wing. Although it looks and feels very much like tissue paper, I am reliably informed that it is actually a cloth.

A piece of Silkspan is now cut a little wider than the opening in the frame. The Silkspan is then soaked in water for a couple of minutes and then laid over the frame (with plug inserted for support). Gummed brown tape (as used by artists for stretching water colour paper) is then applied to secure the edges of the Silkspan to the outer frame. The frame is then lifted clear of the plug and the Silkspan allowed to dry. As it does so, it tightens like a drum skin. A wash is then applied using very dilute unbleached titanium white acrylic paint. The paint I used is

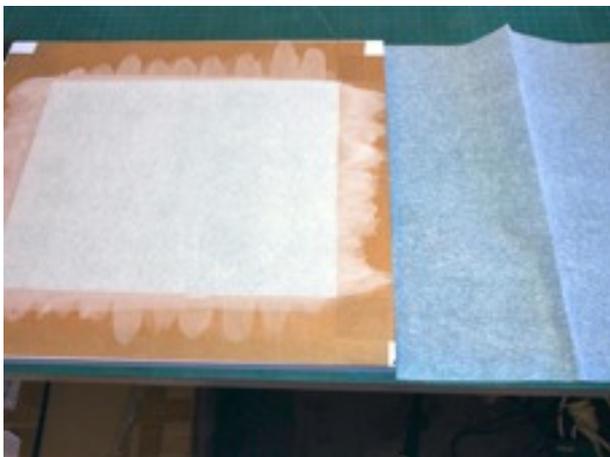


simply acrylic paint in the tube obtained from the local art supply store. As it is being diluted considerably, there is no need to buy expensive brand names. The aim here is to achieve the colour of unbleached canvas, rather than the stark white of

the untreated material. I found that in my case three applications were required to give the desired colour.



The photos don't show the colour very well, but here is a side-by-side picture with some untreated Silkspan for comparison.



The next step is to draw some parallel lines to represent the cloths of the sail and their seams. Antscherl recommends using a Bow Pen (known as a Ruling Pen here in Australia) with a mix of unbleached titanium white and yellow oxide paint. Again, we are looking for subtlety here – the seams do not have a huge contrast.

Instead of paint, I initially tried using some Sepia ink. Unfortunately, while the Bow Pen may work well at 1:48 scale, it is not so useful at 1:300 scale. The width of the sail cloths is 21" full size, which translates to a little under 2mm at 1:300 scale, while the seam width of 1 1/2" full size translates to less than 0.2mm at 1:300 scale. Using the Bow Pen at its narrowest setting I doubled the sail cloth width to

leave more space between seams, but the Bow Pen line still looked too large to my eye.

Having looked for alternatives, I managed to find a Copic liner pen at 0.03mm (close to scale size). The only catch was that the only colour I could find this in was black. I drew these lines on my sail cloth, at the correct 2mm spacing and decided that these looked okay. I then made some cardboard templates using the kit-provided sails as pre-templates, and drew the sail outlines onto my prepared cloth.

In the picture below, you can see how I've tested

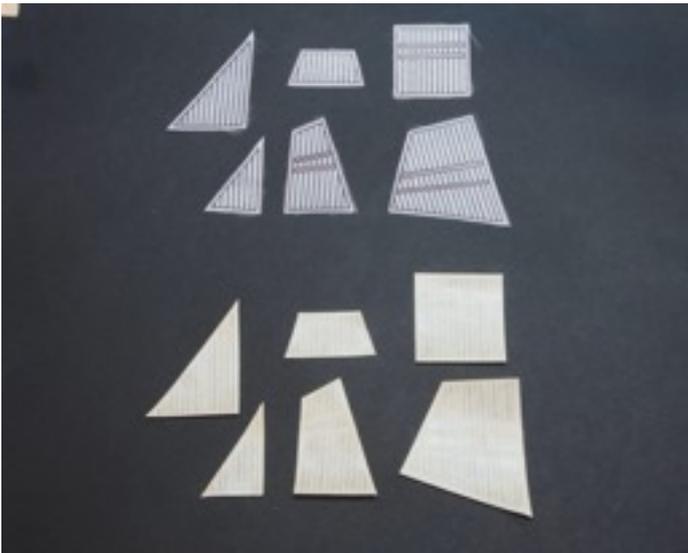


these against the Bow Pen/Sepia Ink, the Copic Liner, and no lines. For reference, I've placed the kit-provided sails on the right in the picture. The next stage is to add reinforcing seams around the edges of the sails. For this I cut 1/16" wide strips from a previously prepared piece of sail cloth and added them around the edges of all sails and then also across the reef bands, attaching them with diluted acrylic matt medium. Antscherl advises NOT to substitute dilute white glue for the acrylic matt medium. His reasoning is that you will be wetting the sails again later on and the white glue will dissolve with moisture while the acrylic matt medium will not. Again, I found this in my local art supply store and found it very easy to use. The instructions on the bottle say that it can be diluted up to 25% with water and that's exactly what I did. I then used a small paint brush to apply the mixture, firstly to the sail itself and then after laying down the reinforcing strip, painting over that again. When dry, the matt medium becomes transparent and invisible. I used my "non-preferred" areas as practice for this part, as shown in the photo on the next page.

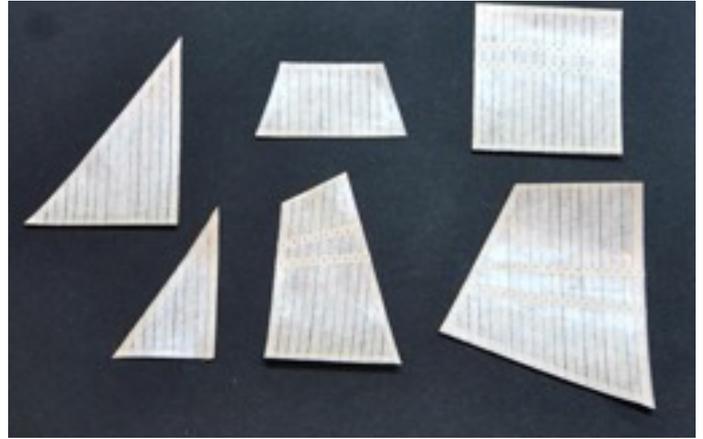


Antscherl then goes on to describe the application of head and boltropes, grommets, and reef points, as well bending the sail to the yard, adding control lines and furling the sails. All well worthwhile if working in a larger scale, but not for my miniature.

Instead, grommets for the reefing points were added by placing a small dot using the 0.03mm Copic liner pen. And finally, the sails were cut free from the frame using a scalpel with a fresh blade.



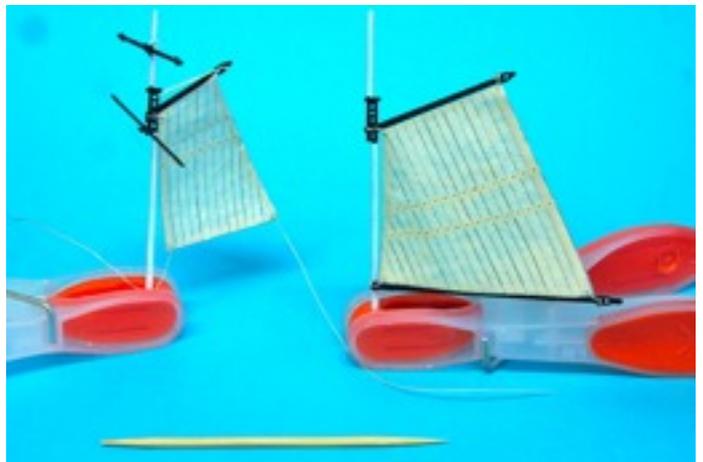
Here is a shot of the completed sail set, with the kit-provided sails above them for reference.



And here is a slightly closer shot of just my made sails.

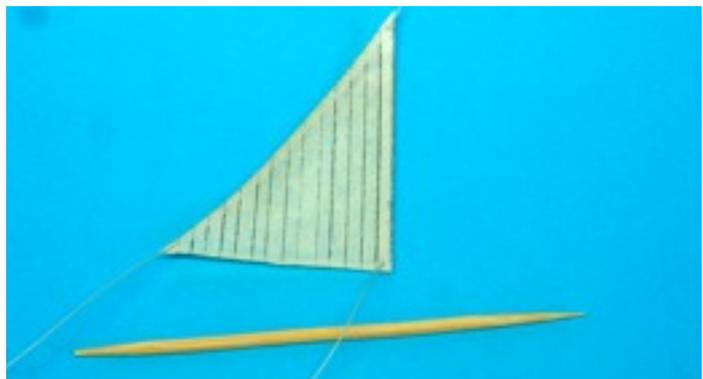
I'm quite happy with the way these turned out. I thought they might be very stiff, but they turned out to be both flexible and strong.

In the picture below, the two fore/aft gaff sails have been attached to the masts and gaffs. The masts here are held in an ordinary plastic clothes peg for



stability, and I have inserted a toothpick into the photos as a scale reference.

And here is a picture of one of the jib sails, complete with bolt-rope (which also became part of the rigging process, and ultimately the means by which one of the masts was raised inside the bottle).



And here is the complete suite of sails attached to the ship. In this picture, the miniature pegs on the bowsprit are holding the outhaul lines in place prior to folding and insertion into the bottle



And below is the completed model. You can see that the Silkspan withstood the rigours of being “smashed up” for insertion through the bottle neck and have returned quite nicely to an acceptable shape.

I hope that this article may encourage others to have a go at using Silkspan for their models’ sails, regardless of scale. For those interested, the full Antscherl tutorial is contained in the revised version of *The Fully Framed Model Vol IV*, available through Sea Watch Books in the United States.

<https://seawatchbooks.com/collections/swan-class-sloops-series>

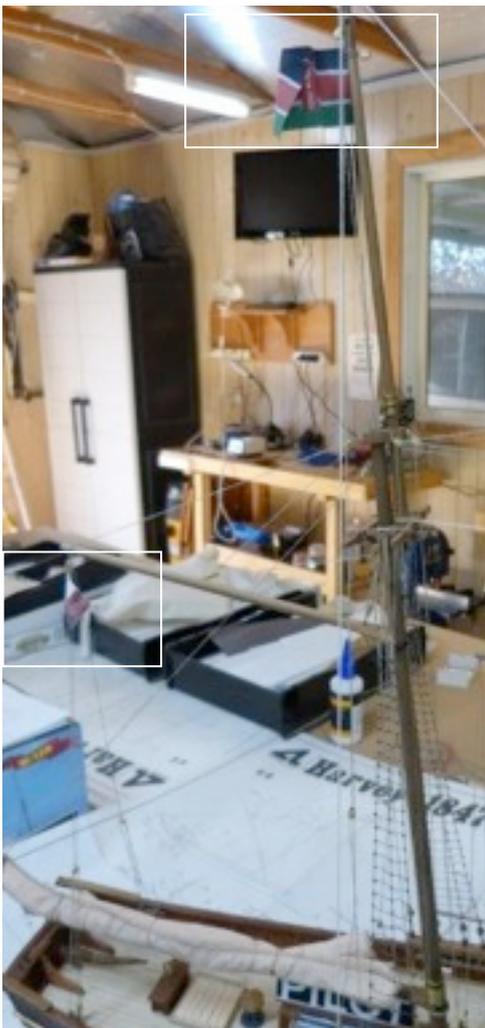
A separate Sail Making Supplement is available through Sea Watch Books for a cost of USD \$5.00, although postage will be substantially more than that (but still well worth it).



## Building the Artesania Latina Harvey, aka Sukari

Part-The last  
**BOB EVANS**

I have described the snail like progress of this model in previous issues and I am happy (and relieved!) to say this job is now completed. Well ok, not quite. The observant will note the small cutter at the stern on the workbench. This has yet to be rigged. Refer to my "President's Report"-it was -4 degrees this morning! Right - The completed model.



Left -  
Kenyan  
National  
flag and  
signal  
flag "H, I  
have a  
Pilot on  
Board"



Above - General deck view. Note the pilot ladder beside the after hatch.

The completed Sukari and the card model of HMS Wolf in the foreground, just to remind of what's next!

See you all at EXPO22



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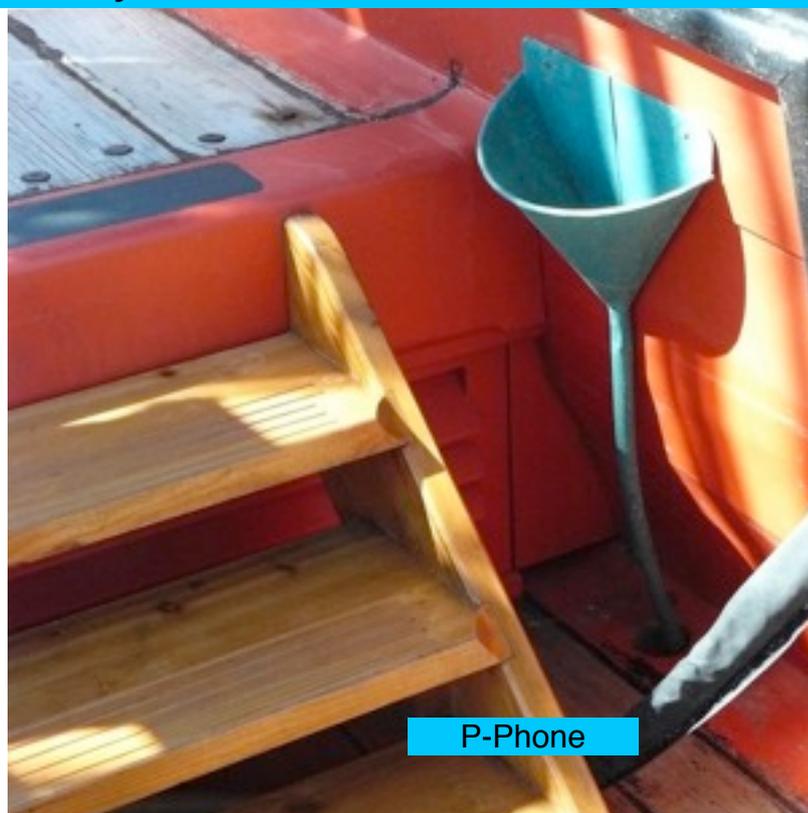
or Elizabeth 0457 153 871



More photos from Ray Osmotherly of Details of HMS Endeavour for your Reference Files



Scuttlebutt



P-Phone



Left - Crew's quarters.

Below - Need to accommodate scientists led to a 'tween decks addition with restrictive headroom.

Below left - Joseph Banks' cabin.



More of Ray's photos next page



From top clockwise:  
Ratings' Hammocks  
Stove  
Cook's Washbasin  
Mess table for ratings (find the cat)  
Officer's cabin

**The Capstan Body is assembly P/N 300 and is comprised of the Barrel, the Whelps, the Chocks, and the retaining pin assembly.**

### *Barrel*

The barrel, while made from a single piece of timber, has a varying cross section. At the top it is square, the mid-portion is ten-sided, and the lower part is circular, with a stepped section for the gasket. The retaining pin assembly is also cut from the same piece of stock. All of these cross-sections are achieved using a combination of the lathe and the mill.

It all starts with a square blank. The length of the blank needs to be long enough for a little extra length for work holding, but short enough that it will fit in the mill mounting arrangement (seen later).

Rather than mounting the (not-quite) square blank in a four-jaw chuck and leaving the extra length square-ish in section, I opted to mount it between centres and turn the entire length, which would subsequently allow me to mount it in a three-jaw chuck. Here is the start of the process.



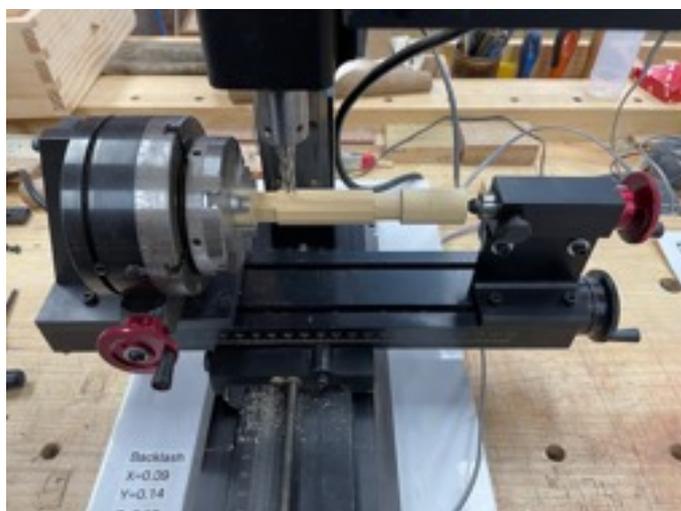
Once the entire length was turned down to the maximum diameter of the barrel, the narrower sections for the gasket and the part that will go through the Capstan Step were turned down.

[GRANT DALE continues his series](#)

### Scratch Building a Model of an 18th Century Capstan – Part 4

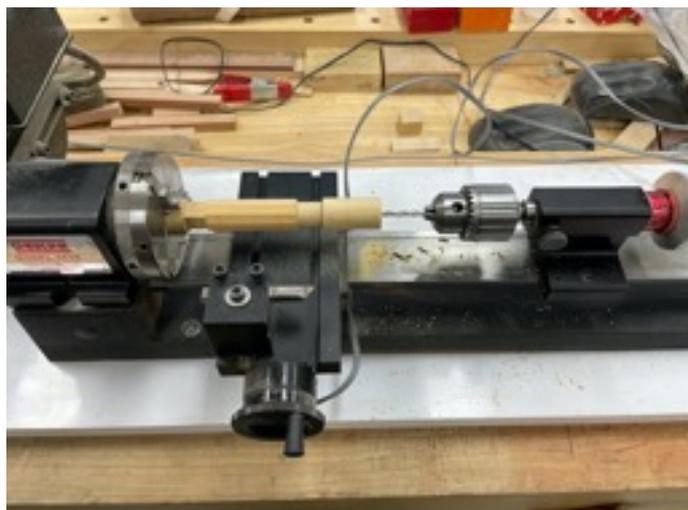


The part was then removed from the lathe and inserted in a three-jaw chuck, which was mounted on the mill rotary table, which was attached to a right-angle mount. The “tail” end was supported using an adjustable tailstock holder. Here is the overall set-up, which facilitated milling of the ten-sided section and the square top section. In this photo all of the milling has been completed.



The part was left in the chuck and the chuck removed from the rotary table and returned to the lathe for the next operation. After using a 1/8” centre drill to start the hole, a regular 1/8” drill bit was used to drill through the excess material, through what would become the retaining pin

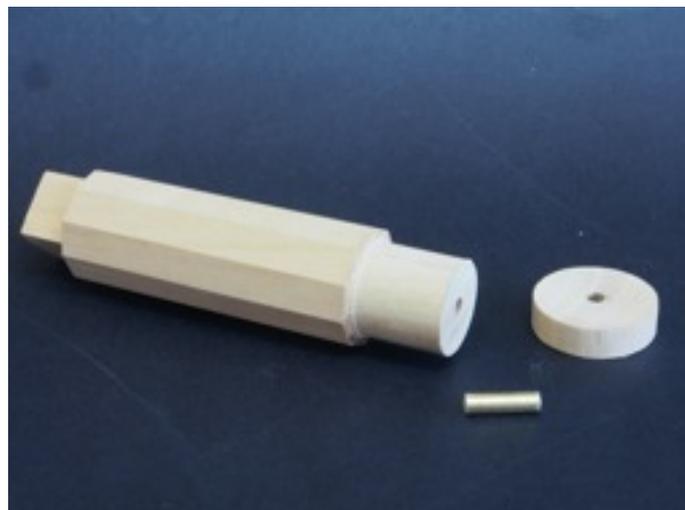
assembly, and into the base of the capstan body. This was the easiest way to ensure that the holes for the retaining pin aligned perfectly.



The main body was then separated from the retaining pin assembly and cut roughly to length at the top (square) end. The main body was then reversed in the chuck and the square end cut down to final length by a series of facing cuts on the lathe. Similarly, the retaining piece was cut to rough length with a hand saw and then re-inserted in the chuck and trimmed to final length with another series of facing cuts. After test-fitting the assembly, I found that the retaining piece needed to be significantly shorter than shown in the drawings in order that it

not extend below the deck beams. This was a simple fix – the piece was marked to a new final length directly from the deck beams and re-inserted in the lathe for another series of facing cuts.

A piece of 1/8" diameter brass rod was cut to length for the retaining pin (P/N 028) and epoxied into the retaining piece (P/N 027). Here is a picture of all three pieces prior to gluing the retaining pin in place.



**In the next instalment, we tackle the Whelps**

## Japanese Navy Anti-aircraft Destroyer Akizuki



In my article in the last Newsletter about the Japanese Navy's anti-aircraft destroyer Akizuki, you will remember that I commented it was always interesting to try and determine if a model's "box art" told a particular story. Although accepting it is probably a little difficult to clearly distinguish the ship behind the Akizuki, non-the-less, I asked the question "what ship this might be?"

The answer to the best of my research is that it is one of two IJN 14/45" cal. Kongo Class Battlecruisers Kongo or Haruna, both of which shelled Henderson Field, Guadalcanal on the night of 15<sup>th</sup> October 1942. Akizuki had been part of an operation to supply the 2<sup>nd</sup> Division at Guadalcanal, arriving at Tassafuronga on 14<sup>th</sup>

October 1942. Unloading proceeded, but Akizuki ordered the transports to withdraw on the afternoon of 15<sup>th</sup> October because of the proposed bombardment of Henderson Field that night. I am unable to determine whether Akizuki actually sailed with these battlecruisers at this time, but it was obviously in the vicinity. This was probably enough for Nichimo, the model manufacturer, to include one the battlecruisers on its box art.

I will continue with my discussion about building Akizuki in the next Newsletter.

**Bruce Kirk**

# COMPLETION AND HANDOVER OF ASCOT LIFEBOAT

PETER HATELEY reports:

Following on from the report on progress in the March Newsletter and the additional photos in the June issue this is the final episode of the Ascot Lifeboat build for the Director of the AWM, Mr Matt Anderson.

During my visit to Victoria and that Aladdin's Cave for ship model builders, Float a Boat in Wantirna Victoria, I picked up the flexible Beech timber and other goodies (yes it is very flexible). I was able to settle in and complete the model and I was able to hand over to Matt on the June 30, 2022.

Once I had the beech, progress flowed steadily. The gunwales were installed (Photo 1) forepeak and stern decking and thwarts were made from 2mm ply and scribed to indicate planking as per the full-sized boat. (Insert photo 2 & 3) Prior to the installation of these items I painted the interior and exterior using colours that approximated the current painting. It was difficult to obtain a "dirty white for the exterior of the hull but an SMS German Cream matched pretty well. The inside was sprayed with a suitable dark bluey-grey obtained from Bunnings. The hull itself was quite soft (due to annealing of the copper for forming and some filler was applied to remove the worst of the deformations, but as work progressed I did not try and make the surface smooth as the boat itself had quite a few dents and holes (more of this later).

Once I had the boat virtually completed came the task to "reproduce the corrosion and bullet holes and dents". Having the sketches of the locations and outlines supplied by the AWM I sketched out these various locations and then with trepidation started to drill and puncture the hull for the bullet holes. As this boat was built to a scale of 1:20 the largest bullet hole was 3mm in diameter with the smaller holes being reduced to a hole created by the end of a scribe. The hull corrosion was again sketched on the hull by pencil and these areas were removed using dental burrs in the Dremel. It felt strange to put these holes in the hull, but once I had finished, the effects were certainly worth the initial concerns (photos 4 & 5)

To handover a completed presentation model I produced the base board, stands, had an acrylic cover manufactured and two plaques printed on a suitable metal base. The five boat stands are as close as I could get to those supporting the full-size boat and each one has 5

components in the build. The base board itself was a very nice piece of Blackwood which had been finished to the size I provided. The acrylic cover just sits on the board with a 4mm beading fitted to keep the cover in place. The board was finished with three coats of Scandinavian oil. The cover was made to my sizes by Creative Plastics at Fyshwick. The second plaque was secured to the underside of the base with my name and CMSS (photos 6 & 7).

The final photo (next page) is me handing over the completed model on June 30.

The following photos show some of the progress and small items I made to complete the model as accurately as possible.

Photo 1



Installing gunwales Many clamps make life easier.



Photo 2

Thwart installation mock-up

Photo3



Forepeak, Stern seating and Thwarts Installed

Photo 4



Some of the Hull Corrosion seen from above

Photo 5



Bullet Holes and Dent Starboard side. This also shows the plaque attached and the 4mm square beading to hold the acrylic cover in place.

Photo 6



The base board with the stands for the model

Photo 7



Boat completed and ready to hand over

Photo of handover next page



Photo 8

Peter hands over the Ascot model to Matt Anderson, Director AWM, in his office

## NEWS FROM TASMANIA

Ian Summers, who is taking forward the construction of the Lady Nelson model, a former CMSS project, reports that he has been clearing the decks so he can move on the build. He has now completed his scratch model of the Adventure which is being handed over to the Furneaux Restaurant for display in Saint Helens under an arrangement with the State Maritime Museum. He is currently working on an Occre kit model of the Endurance and he is looking forward to working on the Lady Nelson when that is finished. In the meantime, he has done some fairing on the Lady (pictured left below) and is sourcing the correct scale planking for the deck and hull.

Adventure (left) and Endurance (below).  
More photos of Endurance next page.





Ian Summers' Endurance - detail fore and aft

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## THANKS TO OUR CONTRIBUTORS

That's it for this issue of Scuttlebutt. I would like to thank all our contributors, without whom there would not be a Newsletter. Our next issue (hopefully) will be a special edition covering Expo 22, our first since Covid began over-influencing our lives. We look forward to seeing you there.

Please consider telling others about your model-making or related matters. We'd love to hear from you.

Send material to [bvoce@ozemail.com.au](mailto:bvoce@ozemail.com.au) with photographs and illustrations emailed as separate jpgs.