

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Of importance is the AGM which will be held in conjunction with the April meeting. All Committee positions will be vacated and nominations sought to fill those positions. Please consider giving it a go.

I am pleased to say that sufficient articles were available to enable the production of the March Newsletter following the regrettable cancellation of the December issue due to a lack of material.

As I have said on many occasions before, the Newsletter is the one thing that can bring the Society together by providing items of interest as to what our fellow modeller have been building, places of interest they have been and problems they may **have with building projects. I don't need to say that the Newsletter is not possible** without Member contributions so please get the camera rolling, write a short article and submit to Joe. Ideally it would be good to have articles in reserve.

Kevin Hudson appears in this issue and I would like to see a member profile or two included in each edition. Perhaps it is time to again ask what members want from the Society and the Newsletter?

Again this is only possible if you, the Members, tell the Committee what you would like to see in the Newsletter and what direction you feel the CMSS should take. I think to a certain extent we are moving away from the concept that the CMSS comprises only master craftsmen who produce magnificent models of period model ships with masts, spars and kilometres of rigging.

We do of course have many such members but it is worth remembering that we are in **"the pursuit of perfection"** and many of us may feel that **old sailing ships are not for them. If that's the case then build something to your liking either from a kit or by scratch building and in whatever medium you choose. There should be no "I can't do that" if you build what you want to build.**

Let us have your thoughts.

The numbers of country members seems to be expanding and I know Max is **actively pursuing the "WA Chapter" of the CMSS. We welcome John Rice and look forward to joining up more new members in the months to come.**

Thanks to those who attended the Royal Canberra Show, particularly Peter for his organisation. We share a display with the ACTSMS and I would like to thank Ross Carlyon for his arrangements in his position as Chief Steward. The Show gave us a lot of exposure to the general public and a lot of interest was shown in our display models and working table. Whether or not this translates into new members or at-

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Committee Members

President	Bob Evans	6226 8957 (H)
Vice-President	Edwin Lowery	6298 3929 (H)
Secretary	Ray Osmotherly	6254 2482 (H)
Assist Secretary	Chris Hennessey	TBC
Treasurer	Bruce Kirk	6290 0527 (H)
Member	Colin Torkington	6251 5524 (H)
Member	Peter Hateley	6254 7229 (H)

Meetings

The Society will meet until further notice, at the **Hellenic Club, Matilda St. Woden** on the third **Tuesday** of each month, excepting 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. If you haven't use the website lately, have a look now. CMSS is using email a lot more for communicating with members. That doesn't mean we have forgotten those who do not have access to a computer. You may find it an advantage to ask a friends or relative to be the email recipient for club information. Otherwise we will mail you all relevant material or call you if really important.

Editors Note

This is the first newsletter for 2015. You may have noticed that there was no December issue as I had nothing to print.

However, I think we have made up for it as you can see this is a huge issue. Thanks to all that have contributed. Keep it coming.

We have some great articles and a members profile as well.

We have also added in a new classified section. So if you have anything for sale, swap or wanted to buy then let me know for the next issue.

I have also included a calendar of event on the back page. So put it on the fridge so that you want miss anything.

I hope you enjoy reading this newsletter as much as I have producing it.

Joe Allen

Editor



CMSS Annual General Meeting

Members are hereby given notice that the **Annual General meeting** of the Society will be held at the **Hellenic Club, Matilda St. Woden** on **Tuesday 21 April 2015** commencing at 7.30pm.

All positions for committee will be vacant and we seek nominations from interested members to fill these positions. **Remember this is you Society and it can not run without a committee.**

President's Letter Cont.

tendance at the Expo15 remains to be seen, but without trying we will get nowhere.

On the 28th March we will be attending the "Connect and Participate" Expo in Canberra. This is a one day event designed to show case craft and other leisure activities in the Canberra region and I look forward to some great exposure for the CMSS. Thanks to Ray for the organisation for us to attend this event.

Steve has completed the Calendar of events on the website so could I urge you to have a look and see what you can do to assist in future events, and while you are there, perhaps a photo or two to add some interest . Any articles for posting should be sent to the Webmaster.

For the monthly meetings I am seeking some presentations from both the ACTSMS and the ACT Model Boat Club (Task Force 72) to give us some different perspectives on model ship building, but again it becomes a pointless exercise if only a few people turn up.

Finally, please let the Committee know what you want (politely please!) and we will see what we can do.

Best wishes

Bob
President



The Polly Woodside - by Ray Osmotherly

If you are going to Melbourne a visit to the barque "Polly Woodside" is a well worthwhile experience. The Polly Woodside is a three mastered, iron-hulled barque. She was built in Belfast, Northern Ireland in 1858 for William J Woodside. She had the reputation of being the most beautiful barque ever built in Belfast. She was named "Polly Woodside" after Marian (Polly) Woodside the wife of the owner.

The barque Polly Woodside was built in the last days of sail and was intended for deep water trade around the world. She started out as a cargo vessel carrying coal, nitrate and wheat between Britain and the South American ports of Montevideo, Valparaiso and Buenos Aries. In the sixteen voyages she made between 1885 and 1903 many were via the notorious Cape Horn route. She operated with a crew of twenty or less.

In 1904 she was sold to A.H. Turnbull of New Zealand for the sum of four thousand three hundred pounds and **renamed the "Rona" after a share- holder's daughter.** She operated between New Zealand and Australia carrying timber, salt, cement, grain and coal.

In 1911 she again changed hands for three thousand pounds and then was sold again in 1916. She carried oil and copra to San Francisco. **In 1920 the schooner "W.J.Pirie" collided with her in San Francisco harbor causing extensive damage.** In 1921 she grounded on Steeple Rock, off Wellington, New Zealand.

By 1922 sailing ships were proving to be uneconomical and she was sold to the Adelaide Steamship Company as a coal hulk in Australia. She spent the next 40 years bunkering coal-burning ships in the Port of Melbourne with the exception of 1943 when she was towed to New Guinea as coal hulk for the Royal Australian Navy and was an integral part of the servicing fleet for the duration of the war. She returned to Melbourne in 1946.

By the early 1960s "Rona" was the last of her kind to still be afloat and thanks to the efforts of Karl Kortum director of the San Francisco Maritime Museum and Dr Graeme Robertson of the National Trust of Australia, a proposal was made in 1962 to restore her. The National Trust of Australia bought her from Howard Smith Industries for the equivalent of one cent.

Voluntary labour worked on her for an estimated 60 000 hours .The restoration project was strongly supported by business, unions, former crew members and several captains.

The Polly Woodside - Continued

In 1978 she was opened to the public under her original name of "Polly Woodside" and is now permanently moored at the old Duke and Orr's Dry Dock on the Yarra River, Melbourne near the Dockland area.

In 1988 the World Ship Trust recognized the "supreme achievement in the preservation of maritime heritage" by awarding their seventh maritime heritage award – the first for a restored merchant ship.

There is a small, interesting museum next to the Polly Woodside where visitors can see maritime artefacts and watch an excellent video based on the voyage of a young man travelling on the initial voyage from England to New Zealand in 1904. The video re-enacts the part of his diary written as the "Polly Woodside" rounded Cape Horn in extreme weather. The dialogue is word for word from his diary and the visuals are extremely dramatic as the ship is pounded by gale force winds.



Bath



Ship's binnacle (compass)



Ship's wheel



Crew's bunk and meal table

(Continued on page 5)

The Polly Woodside - Continued



Queen Victoria's Portrait



Toilet



Bunk



Capstan

The Polly Woodside - Continued



Polly Woodside



Bowsprit



Cabinbunk with drawers



Hold with cargo

The Polly Woodside - Continued



Plaque New Guinea Service



Ratlines



Sliding Hatch



Stove

DECK PLANKING – The Trials & Tribulations on Deck Planking - by Phillip Murray

After some encouragement by Bob, I have agreed to explain my efforts of deck planking on the kits I have so far constructed.

I first decided after viewing other modellers ships, kit instructions, various reference materials, to practice each method and select the one that looked the most authentic and appealing to my eye. Listed below are the four methods I attempted prior to selecting the one I preferred.



1. I first tried full length planks supplied with kit and just laid them side by side full length of the deck. I found this method to be unappealing to my eye and bearing little resemblance to authentic planking.
2. I next tried (after consulting Donald Dressell book on planking) to establish the length of plank being 70 mil for a 1/48 scale kit, I then placed them together and pencilled the edges and then laid them in the suggested way with 3 planks between joins (as per photo 1). Looked good, but any sanding smudged the planks, so I tried again with a texta and found this bled out on the timber supplied.

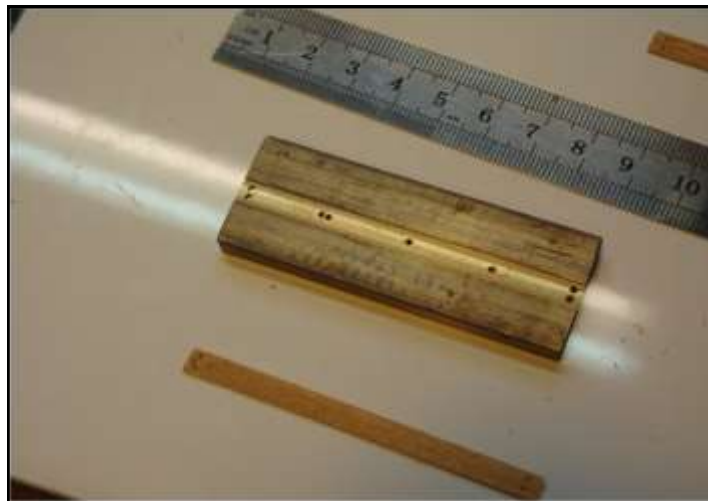


3. For my next try I laid planks with a small gap between them, I also drilled the planks (photo 2), my first attempt I drilled two holes at each end and three intermediate holes, laid them in the required sequence but found the holes to dominating to the eye and so settled on two holes each end. Not really authentic but visually appealing. I decided to use black cord between the planks to create the appearance of a tarred gap between planks. I was now using 5 mil by 1 mil Tangdnika timber strips, well suited for deck planking, and point 5 mil black cord. I simply then laid a row of centre planks on the deck and then proceeded to lay the second run in the correct sequence as per photo 3, with the cord between the 1st and 2nd run. I found this method slightly difficult at the start but with practice it became easy and the end result looked good.

DECK PLANKING – The Trials & Tribulations on Deck Planking - Continued



To summarise briefly, I believe all methods have their pros and cons however the final method that I selected may not necessarily suit every modeller. I have also enclosed a photo a brass drilling jig a friendly machinist mill for me.



If I can assist anyone with the above don't hesitate to contact me, remembering that I am still learning.

Philip Murray

West Australian Chapter — By Max Fitton

The first meeting of the Western Australian Chapter of the Society was held in my shed on 21 February 2015. Present were John Rice, Jeff Zecchin and me. Apologies were received from Douglas Gordon.

I opened the proceedings by stating what I thought we would want to get out of meeting as a group – that it provide support to each other in building models and learn new modelling techniques with a view to achieving as great a degree of excellence as possible.

One way of achieving these ends is hold regular meetings, say, once every two or three months at which one member would discuss a particular problem and demonstrate how to overcome it.

These general ideas were very acceptable to all present.

I also stated that I wished to hold these meeting under the banner of the CMSS because it opens up the group of modellers who can be contacted to learn from and provides WAC members with a copy of the workshop notes etc.. Both John and Jeff agreed that the country membership fee would be included with their application form and I stated that this would take them up to the end of the CMSS financial year ending in March 2016.



Jeff is on the left.

I haven't been persuaded to learn how to take selfies so in the interest of the safety of my lens I decided that you all have sufficient photos of me.

The meeting adjourned for a BBQ lunch to be reconvened sometime in the future.

Discussions with John over lunch determined that he was planning to go to Sydney later in the year so I suggested he may care to arrange the timing so that he will find himself in Canberra at the right time to be able to visit Expo2015. His comment was – **“What a good idea”**.

My plea to other members is that if they are contemplating visiting the West let me know and maybe we can all meet up even if it is only over a cup of coffee.

Max Fitton

Repairing the “Swanbrook” — by Bob Evans

The remains of the “Swanbrook” model was given to me by Bob Gresham (ACTSMS) at the CMSS 2013 Expo in September 2013 .

The request was for a restoration, however there was nothing much to restore except for the hull which was in very poor condition, twisted out of shape and very fragile.



The vessel ,so far as we can tell, is the “Swanbrook” circa mid 1950’s. She was built by a crew member who eventually placed it in the Hunter River, engine running and told the gathering of young boys that whoever got it could have it. I believe it has subsequently resided with Bob’s family in Newcastle and has survived a number of floods and general neglect. Bob’s desire was for the model to be “restored”, however it is in fact a reconstruction as not much was left standing.

I have managed to resurrect the hull however the upperworks will be new scratch built work. I have not been able to find plans for this vessel, only a number of photographs. I do not claim accuracy but I hope the end result will at least be representative of the original vessel.



The hull was constructed using balsa wood and chart paper for covering the balsa deck and hull planking. This had become very flimsy and so the original deck was removed in small sections, frames repaired where necessary, new deck beams installed and a new deck added from balsa sheeted with plastic card. At the same time most of the warping was eliminated. This process continued until the entire hull had been dealt with.

(Continued on page 12)

Repairing the “Swanbrook” — Continued

(Continued from page 11)



The photos above show some of the reconstruction and the photo below is the completed hull restoration.



The upper works are constructed using plastic card of various thicknesses . Since the model was no longer to be motorised, the hatches were shown closed and covered with “tarpaulins”.



The completed model— 13th March 2015

Classifieds

I have included a new Classifieds section for members who have items for sale.

FOR SALE

Partly finished project of the Schooner For Port Jackson. The price is open for offers to interested parties and might be a good starter for someone. All parts, drawings etc. Are included. Contact Terry Floor on Home 02 6369 1014, Mobile 0427 225 934 or email: t.flood1@optusnet.com.au



FOR SALE

Kit for sale of the 1880 Cargo Schooner FANNIE A. GORHAM. The kit is from BlueJacket with a scale of $1/8" = 1'$. The model overall length is 24.5 " Height: 15.5 "

The kit is complete and comes with:

- Prec-carved bass wood hull, some laser cut parts
- Cast Britannia metal fittings
- Full size plans
- Everything you need except tools, paint and glue

Asking \$120.

Contact Joe Allen on M:0424 191 307 or Email: joeby1963@bigpond.com



The Canberra Royal Show— By Bob Evans

The Royal Canberra Show was held on 27th,28th March and 1st February and again we shared the space with our colleagues of the ACT Scale Modellers. Space was much better than the previous year with Leggo being displayed on the opposite side of the display cabinets.

As you can see from the photos we managed a few prizes with Peter Hately also picking up two seconds, one for his model and the other for a canon which entered as a diorama. The overall champion was an exquisite model biplane, the photo doesn't really do it justice.

There was quite a lot of interest shown in the CMSS but as usual it is difficult to say whether or not it will translate into new members.

My thanks to Peter for his organisation and to all those who manned our share of the work table .



SS Naomi — by Ross Balderson

This is the some photos of the progress on SS Namoi so far. *Nice work so far Ross (Joe).*



Member Profile — Kevin Hudson

My name is Kevin Hudson and I am a country member living in Port Macquarie (NSW). I have previously scratch built HMS Victory, HMS Beagle, a Sopwith Camel and Stevenson's Rocket.

HMS Victory (1:98)



HMS Beagle (1:36)



WW1 Sopwith Camel (1:16)



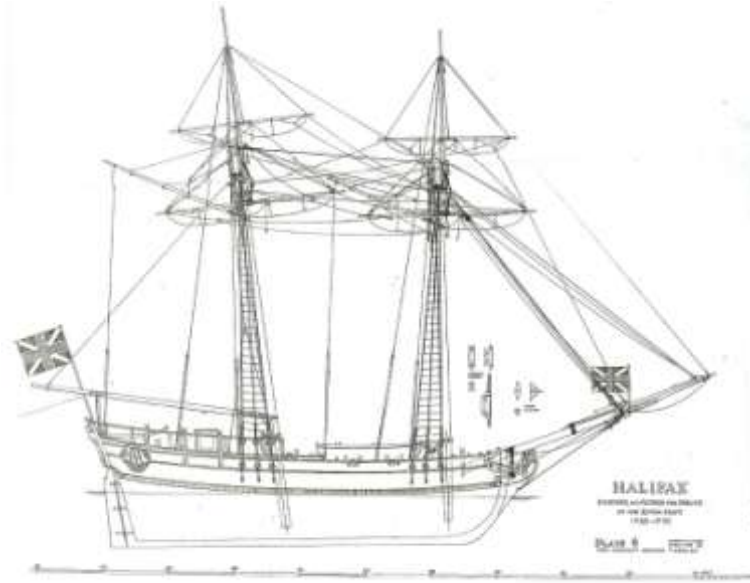
Stevenson's Rocket (1:20)



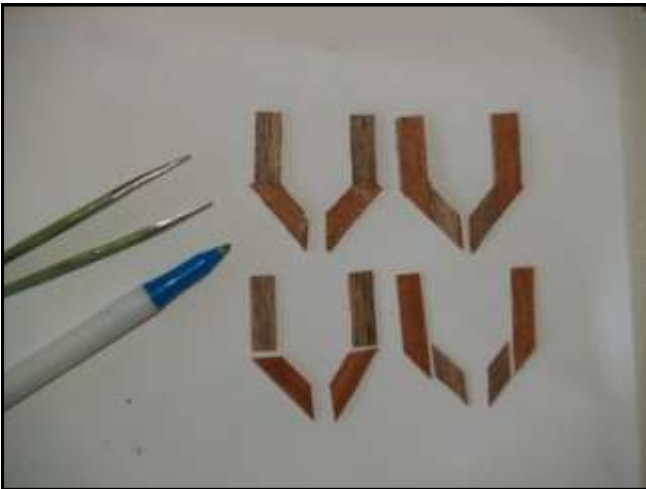
My current project is a 1:200 model of the Halifax and is my first attempt at miniature ships. I have included a few photos of the build with a ruler in order to demonstrate the scale of the model.

(Continued on page 17)

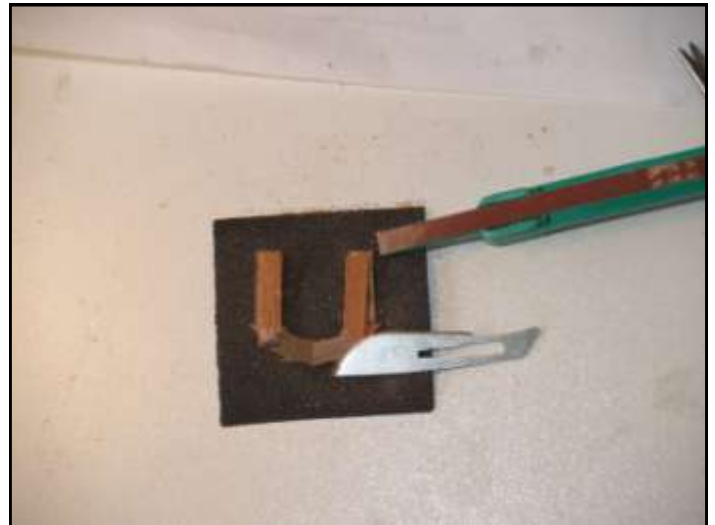
Member Profile — Continued



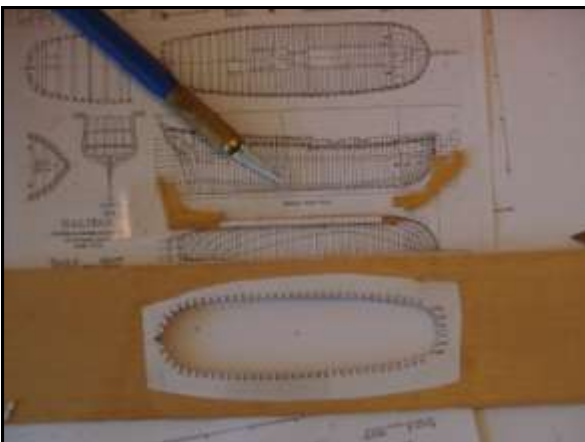
The model is being constructed using the Harold Hahn method. Original plans were obtained from his estate. I am using Harold Hahn's book "The Colonial Schooner 1763 -1775" as my main reference. The model is mostly boxwood along with ebony, red cedar and walnut.



Half frames for bow and stern



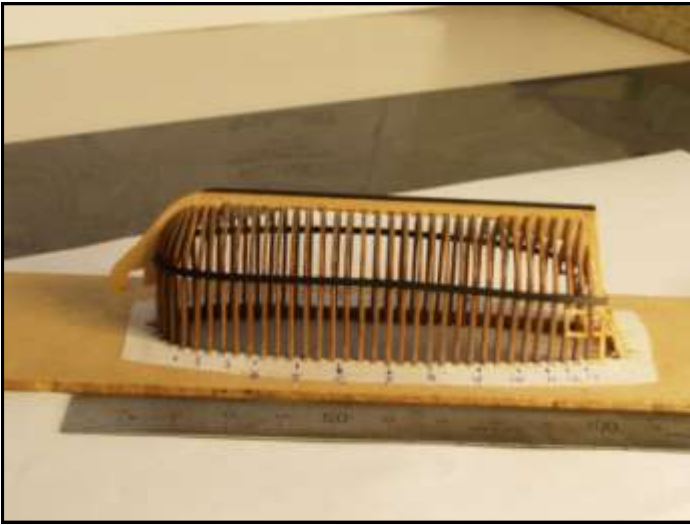
Full frames – made up 9 individual pieces. Separate coloured timbers used to demonstrate complexity of construction at this scale.



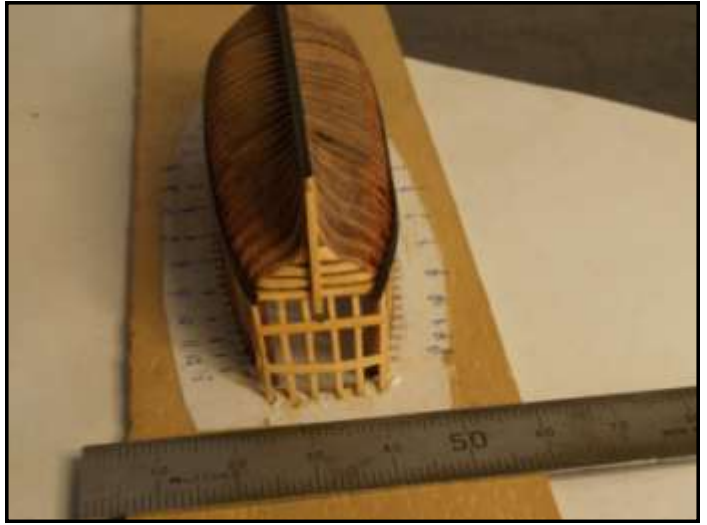
Jig for mounting frames

(Continued on page 18)

Member Profile — Continued



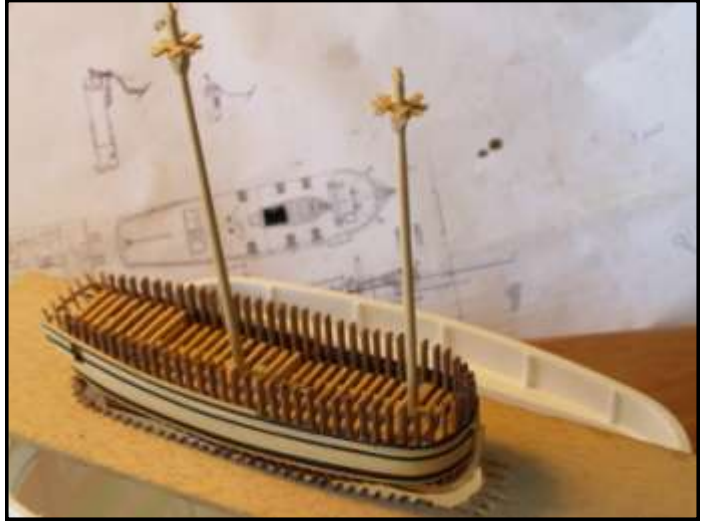
Frames completed. First whale timber fitted in ebony (very difficult to use timber!)



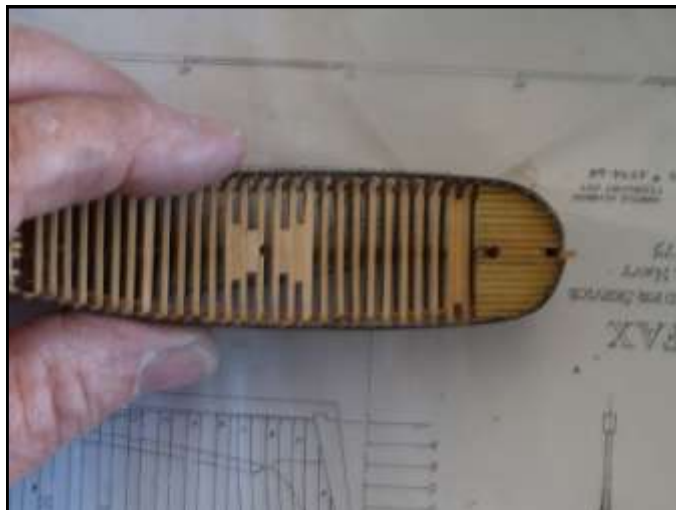
Stern gallery framework.



Selection of completed masts, yards, bow sprit and booms. (Box wood and ebony)



Model removed from frame jig. The deck beams have been fitted and mast positions and rake angles set.



Beginning deck planking and re-enforcement of future deck hardware (pumps, windlass, anchor winch etc)

(Continued on page 19)

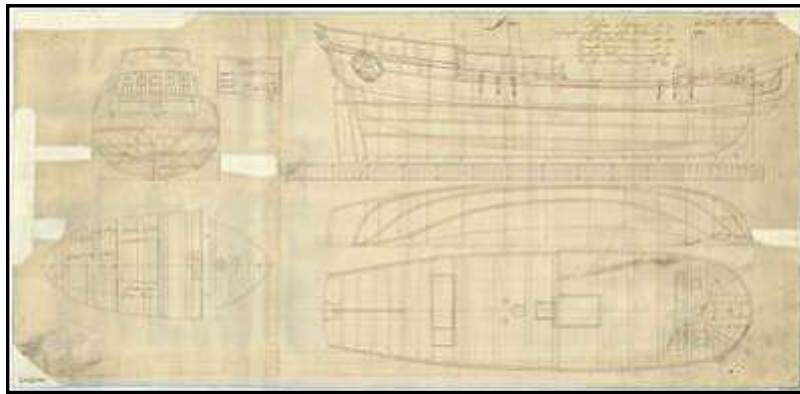
About HMS Halifax — by Kevin Hudson

About HMS Halifax (1768)

HMS *Halifax* was a schooner built for merchant service at Halifax, Nova Scotia in 1765 and purchased in 1768 by the British Royal Navy for coastal patrol in North America in the years just prior to the American Revolution. She is one of the best documented schooners from early North America.

HMS *Halifax* was a [schooner](#) built for merchant service at [Halifax, Nova Scotia](#) in 1765 and purchased in 1768 by the British [Royal Navy](#) for coastal patrol in North America in the years just prior to the [American Revolution](#). She is one of the best documented schooners from early North America.

The schooner was built by a group of Halifax merchants with government support as the *Nova Scotia Packet*, to establish a reliable [packet service](#) of mail and passengers between Halifax and [Boston](#) in 1765. The managing owner was, Joseph Grey, the son in law of the commissioner of the [Halifax Naval Yard](#) where the schooner was likely built. Launched in late September 1765, the schooner made her first voyage on 15 October 1765 under the command of Benjamin Green Jnr. Weather permitting, the packet sailed every eight days between Halifax and Boston and made 23 round trips during her merchant career. In July 1768, the *Nova Scotia Packet* was chartered by Commodore [Samuel Hood](#) in Halifax to take dispatches to [Portsmouth, England](#). Hood also recommended that the schooner be purchased by the British Royal Navy. The schooner was renamed *Halifax* and purchased by the Royal Navy on 12 October 1768 to meet a need for more coastal patrol schooners needed to combat smuggling and colonial unrest in [New England](#). The careful record of her lines and construction by Portsmouth dockyard naval architects, and the detailed record of her naval service, make the schooner a much-studied example of early schooners in North America.



After being surveyed in September 1768 she was commissioned in October and fitted out at Portsmouth between October and December. Her first commander was Lieutenant Samuel Scott, who sailed her back to North America in January 1769. In 1769 the *Halifax* confiscated and towed the schooner *Liberty*, later [HMS *Liberty*](#), belonging to [John Hancock](#). *Halifax* returned to Britain for a refit in December 1770, and the following year was under the command of Lieutenant Abraham Crespin. Lieutenant Jacob Rogers took command in 1773, and was succeeded in 1774 by Lieutenant Joseph Nunn.

After an active career on the coast on North America she was wrecked on 15 February 1775 at Foster Island near [Machias, Maine](#). It was reportedly intentionally run aground by a local pilot. The wreck played a role in the [Battle of Machias](#) later that year, where its guns were ordered to be recovered by Admiral [Samuel Graves](#). A later schooner named *Halifax* serving in North America was recorded as being purchased in 1775, though her lines were identical to the *Halifax* sunk that year, and she may therefore have been salvaged and returned to service.

2015 Canberra Model Shipwrights Society



January 15

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February 15

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March 15

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April 15

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June 15

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July 15

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August 15

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September 15

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October 15

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November 15

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December 15

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Meetings / Events

- Feb 17:** CMSS members meeting
- Feb 27/28:** Canberra Show
- Mar 1:** Canberra Show
- Mar 14/15:** Bermagui Sea Side Fair
- Mar 17:** CMSS members meeting
- Mar 28:** Connect & Participate Expo
- Apr 21:** CMSS members meeting
- Apr 21:** CMSS Annual General Meeting
- May 2/3:** Illawarra Plastic Model Show
- May 19:** CMSS members meeting
- Jun 16:** CMSS members meeting
- Jul 21:** CMSS members meeting
- Aug 1/2:** Malkara
- Aug 18:** CMSS members meeting
- Sep 15:** CMSS members meeting
- Sep 19/20:** CMSS EXPO 2015
- Oct: (TBA)** Queanbeyan River Festival
- Oct 20:** CMSS members meeting
- Nov 7/8:** Wagga Wagga Model Rail Show
- Nov 17:** CMSS members meeting
- Nov (TBA)** Sydney Model Boat Club
- Nov 21/22:** Scale ACT Model Show

Members meeting
 CMSS Members attending event
 CMSS not officially attending – individuals are welcome to attend