

June 2012

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

History can obviously repeat itself as I again find myself in the Presidents chair. I would firstly like to acknowledge Edwin Lowry for his time as President and keeping our worthy organization on track, Edwin is now the Vice President and joins a band of hard working Committee Members with whom we can look forward to another successful year for the CMSS.

Ray Osmotherly is the Secretary, Bruce Kirk Treasurer, Steve Batchelor is the Assistant Secretary and will also hopefully be helping out with IT issues along with Jim Allen, Max Filton ably looks after the Events Committee and Liam McLean has brought some great ideas and contributions to the Newsletter. Joe of course continues to produce this high class production for your reading pleasure. Congratulations to all Committee Members and I look forward to working together during the coming year.

I noted Ray's plea the other day for photo's and perhaps a few words to be included in the Newsletter of what members are working on and where this work is done. This is an excellent way of bringing together a far flung membership and I hope you will get behind this initiative. The newsletter will only ever be as good as members want it to be and Joe will need your articles to fill the pages.

Similarly the Committee cannot do all the work unaided so I seek your support in supporting CMSS activities during the coming year. Of primary importance is the Expo 2012 which will again be held at the Mount Rogers School on the 18th and 19th August. This event will again see the presence of the ACT Scale Modellers and Task Force 72 and we welcome the great contribution these organizations make to our event.

I have been advised that the organizers of the Malkara weekend do not wish to have us there this year which is somewhat disappointing but I feel that it is their loss.

The CMSS provided a display at the Scale ACT weekend on 26th and 27th May. This was the first time this event was held at the Kaleen High School. The ACTSMS are to be congratulated on the magnitude of this display and in coping with all the unforeseen problems that a new venue can bring. This is a yearly event and I would urge members to pay next year's a visit. Naturally plastic models are the theme but nonetheless the skill and workmanship involved in bringing a variety of subjects to life is worthy of a visit. Many traders are also present and this gives one the chance to lighten the pockets and take home much needed equipment to enhance our own hobby.

The great news is that the CMSS has been successful in securing a grant which will fund Expo 2013 which in that year will be held at the Belconnen Arts Centre as part of the Canberra centenary celebrations. This is a fantastic achievement for the CMSS and congratulations

(Continued on page 3)

Inside this Issue:

Member Profile	3
Rigging Ratlines on Shrouds	4
Making Display Cases	5
CMSS on Show	7
Paddle Steamer Wagga Wagga	10

Committee 2011/2012

President	Bob Evans	6226 8957 (H)
Vice-President	Edwin Lowery	6298 3929 (H)
Secretary	Ray Osmotherly	6254 2482 (H)
Assist Secretary	Steve Batcheldor	6299 0863 (H)
Treasurer	Bruce Kirk	6290 0527 (H)
Member	Liam Mclean	6931 5792(h)
Events Coordinator	Max Fitton	6255 4001 (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.

2012 CMSS Expo

"Correction"

As some of you may have noticed I incorrectly printed the date for this years Expo.

This year **CMSS EXPO 2012** will be held on **18 and 19 August 2012**, at the Mt Rogers Primary School, Alfred Hill Drive, MELBA ACT 2615.

Max Fitton has been steering the event organisation and it is well on its way. However, as usual we are lacking in models to be displayed by our members.

So if you would like to exhibit some models please urgently contact:

Expo 2012 Models Registrar
Max Fitton,
14 Solomon Cres, Latham ACT 2615 or
Email: seagoon@netspeed.com.au

Editors Note

This is the second Newsletter for 2012 and as you can see it is another enjoyable and informative edition thanks to articles contributed by Liam Mclean and Steve Batcheldor in this newsletter.

Also included is a brief profile of one of members Steve Batcheldor. Thanks Steve for providing us with an insight into your modelling life and to your wife Karyn for taking the photos.

I would like to include a Member Profile in every addition, so don't be surprised if I come calling on you seeking some details for the next newsletter.

Thanks to Bob Evans and Ray Osmotherly for providing some photo's of CMSS recent events detailed on page 7.

As reported in the "President Message" your Expo is coming up very soon so it's **"all hands on deck"** to assist the events committee in making this another successful Expo.

I will have a full report on EXPO 2012 in the next edition.

As always I am very keen on receiving material from other members, in particular some of our new members, to let us know what projects you are working on or some interesting places you have visited.

Come on don't be shy.

Joe Allen

Editor



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. Jim Allen is webmaster and 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.

President's Message: Continued

go to Max and the others who put together a successful submission. It is now up to the members to ensure that this event is the success it deserves to be.

The Lady Denman Museum at Huskisson also conducted an exhibition during the month of June with a number of models from CMSS members on display. Kevin Hudson apparently stole the show with his model and demonstration of techniques over a number of days, well done Kevin. Richard Keyes, Max Fitton, Liam McLean and myself also contributed. I am pleased to say that the Lady Denman Museum now is officially affiliated with the CMSS.

I am hopeful that our monthly meetings will attract a larger attendance over the coming months. I intend to reduce administration to a minimum and concentrate on presentations by members which can be as varied as you like. Many would like to see advice on various aspects that have given them problems, please let us know what you want to see and we will arrange for something to be done.

Models or parts thereof are always welcomed, again the meetings will only ever be as good as the input from members.

Enough from me, I look forward to seeing you at the July meeting and particularly at the August Expo.

Bob Evans

President



Member Profile—Steve Batcheldor

I have been modelling since about 9 or 10 years old. Remember putting together my first plastic model ship (Airfix – HMS Ark Royal) on a Cub camp.

Started scratch building my own crude ships in my early teens. Carved hulls from solid blocks of Oregon, used my dad's welding rods for masts and spars and raided mum's cotton box for the rigging thread.

Tried many aspects of model boating through the years and still have pretty diverse boating interests. Main focus for the past decade has been scale model warships and wooden sailing ships.

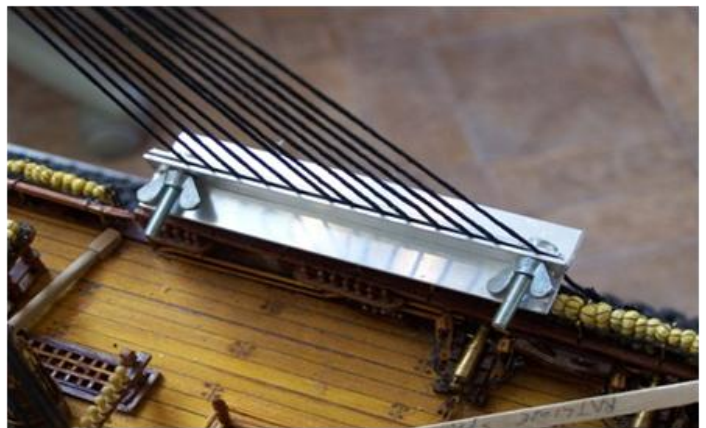
Current long term project is a scratch built Schooner for Port Jackson at 1:16 scale. The plan is to make this into a radio controlled sailing model.



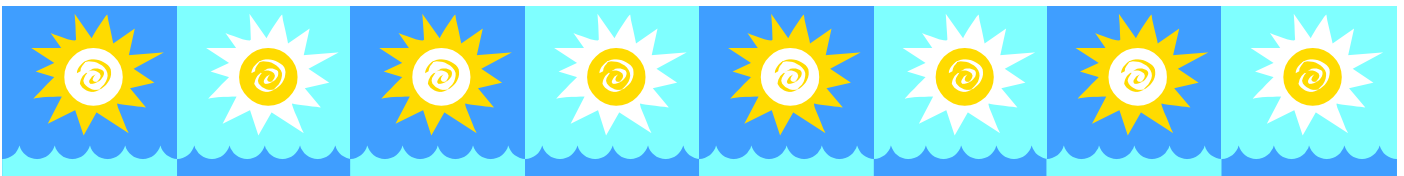
Rigging Ratlines on Shrouds: by Liam McLean

Discussion article: I have heard members mention at meetings that they have found it 'interesting' when fitting ratlines to their models that require that type of rigging. The term 'interesting' is used when they are trying to make the shroud/ratline package look realistic. Reference books indicate that there is a dramatic difference in the size of a shroud and that of a ratline. For example, the main mast shrouds on Nelson's Victory were 11 inches in diameter whereas its ratlines are made of 1 ½ inch rope. On a small scale model, the string used for ratlines would be so fine that it would be very difficult to work with. I have noticed a lot of modellers, including myself, opt for a thicker ratline string for their models and setting aside scale for that part of the rigging. This allows for clove hitches etcetera to be used and that detail not to be lost because of using too fine of thread.

A bane of finishing off a ratline onto the end shrouds is that a knot will inevitably have a loose end that will show on a model but not necessarily on the actual ship. I have found this an irritation that I now use a synthetic thread that I can melt away by using the fine tip of a hot soldering iron. That is the easy part of rigging ratlines. I find it more frustrating to find that after fitting all the ratlines, I find that the shrouds have ever so slightly been pulled in leaving a bowing effect on the end shrouds. I'm aware that the ratlines between the shrouds are left loose to hang down slightly and to achieve this effect in a small scale is somewhat difficult for me. In tying the ratline to the shroud I find that I end up with them a little tighter to what I prefer. I think I have found a way of alleviating these problems by making a jig. Have yet to see this method used by anyone else as yet. So they must have a better method don't have my problems so as to need a jig.



I have cut two pieces of aluminium strips and made provision to fix them together at each end with bolt and wing nut. This jig is then sandwiched on either side of all the shrouds. This jig can then be slid up or down the length of the shrouds inline to where the ratlines are to be fitted then tightened in place. This now gives me a guide line for not only running the ratlines along, but keeps all the shrouds well in place whilst tying each knot. By having a piece of scrap wood as a spacer for the correct distance between, I can slide the jig down to the next level and keep that consistency. I would be interested to hear from other club members how they get around this problem I seem to have.



Making Display Cases for Your Models: By Liam McLean

As we all know, dust and inquisitive fingers are the bane of all modellers. An obvious way to address these problems is to put our precious models into the safety of display cases. Unfortunately, once the models are in a case it is my experience that it then becomes a little more difficult to find a place within the house with enough space available to display the model itself. A dilemma indeed, but for the sake of my models one I choose to fall on the side of case versus space!

I much prefer to have my models safely located inside a case and accept the fact that my models will therefore not be on display inside my house, but will instead be located in my studio/model workshop (a shed in other words). This preference comes directly from my past experience of inadvertent damage to a scratch-built model I had spent many years building. The sad tale began when my German shepherd accidentally stood in the centre of the model, taking out all the rigging between the main and foremast and crushing everything underneath and then ended when that same model was damaged further when we moved house. The combined damage of these incidents to this model was such that it was a complete write off.

Because of this, over the years I have had a few attempts at building a display case which is robust enough to withstand moving from house to house. (I have accepted that it is unlikely that I could ever build one robust enough to withstand a rampaging German shepherd!!) Whilst my early attempts were good in the short term, unfortunately they did not prove to be so over time. In hindsight these cases were probably robust enough had they remained static, but they could not withstand the test of moving house

More recently, my pursuit of finding a way of making a robust display case that can withstand the rigours of being moved stems from being able to assist the CMSS annual Expos by bringing models for display. I feel more comfortable knowing my models are able to be transported to and from with little or (preferably) no damage if they are in a case that will withstand that turmoil.

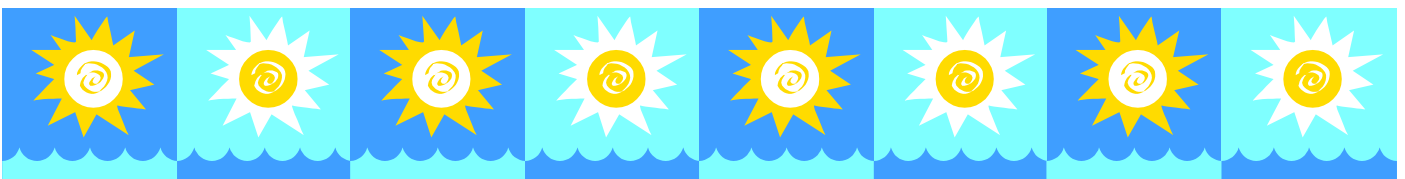
Perspex type material has come a long way in the last decade and has to now be considered again when I look at making a case these days. I have seen some excellent display cases in museums and galleries made entirely from a type of Perspex. The joints look almost seamless. This skill is well beyond anything I possess. In the meanwhile, I will have to continue to work with glass.

My main problem in building a case has been in finding a framing material that would not only securely hold the glass, but also links the adjoining glass and still looks in context with the model itself. I have tried using PVC moulding strips that has recesses to allow the panes to be slotted in at right angles and held together with clear silicone. In using this product I then covered the PVC framing with right angled wood moulding to 'hide' the unsightly PVC strip. But whilst this covered the PVC strip where placed on the outside, it did not 'hide' the visible PVC strips on the inside of the case seen through the glass.

But I think I have found another way of framing a case that will meet the criteria mentioned earlier.

In that regard, I consider that a wooden framed case would look in context with a period model ship and the wood, unlike the PVC strip, can be stained and varnished for a more professional finish. A further advantage of wooden framing is that the thickness of the wood can be varied in accordance with the size of the case needed and a various size channels can be routed down the length of the wood to accommodate the glass thickness required.

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Making Display Cases for Your Models: Continued



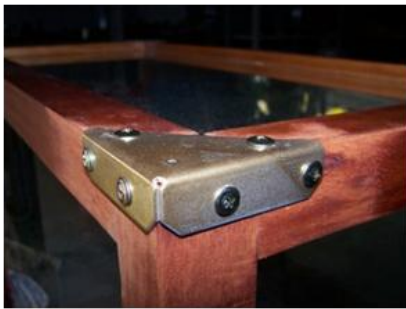
Showing Routed frames



Frame Piece on Routing Table

To then test my theory that a wooden frame is a workable solution, I was firstly lucky enough to buy a reasonably priced router and router table from a certain German based supermarket chain.

The next step was to start small by making a case for one of my smaller models. This small frame was a success, though I was still unsure how to bring the corners of the case securely together and also for the case to look presentable. In the end, to hide the unsightly join and to strengthen the corner, I simply screwed brass cabinet maker corner protectors on to each corner on the top of the case.



Corner Protector Bracket



Various sized Brackets



Frame screwed together

The finished case was then placed on a base board so that the bottom outside edge of the case was flush with the outside edge of the base board. I then fixed a wooden skirt around both the bottom of the case and the base board by screws.



Base board being fitted



Extra bracing under frame

This way I can simply unscrew and lift the case away from the base board and get to the model when required.

(Continued on page 7)

Making Display Cases for Your Models: Continued

Given the success of my small case, I have adopted this same principle for the larger cases. It is just a matter of up-scaling all the material. This also includes the gauge of the glass. I find that 3mm is fine for the smaller however I think the 4mm is prudent for the larger cases. I had made a case using 5mm for a large case but this only made the whole package far too heavy to handle for one person. I thought that turned wood railing posts found at hardware stores would look good as side posts of the frame of a larger case.

This gave a more elaborate look to the case and still gave it the strength required. It also made for some interesting routing techniques.

Now that I have made display cases for my current models, I have to stow these bulky items in the back shed. This is the only down side of having your models in cases. The good side is that your model should be in the same condition in years to come as it was when you had just completed it.



Example of large framed case



Example of light framed case

This article describes a relatively cheap way of making a display case. More comprehensive display case designs are out there and I would rather have one of them any day. As previously mentioned, my main focus with this design is to protect my models and not to spend too much in doing so.

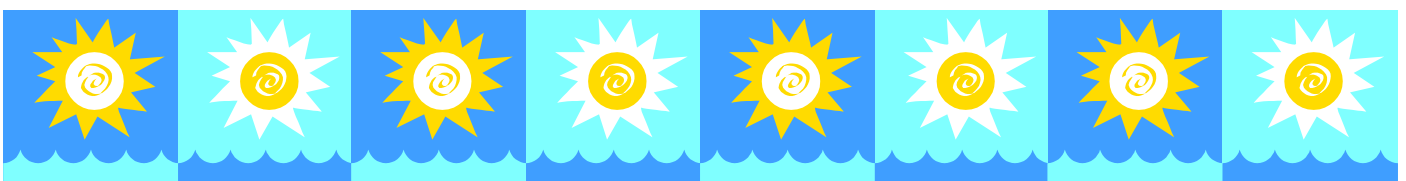
Canberra Model Shipwrights Society on Show

Recently the CMSS has participated in or contributed towards a number of events. These have included the Scale ACT 2012 weekend of 26th and 27th May at the Kaleen High School and the Lady Denman Museum exhibition held during June.

Displaying at the ACT Scale Modellers annual event has been a regular event for the CMSS and once again our display was popular and attracted a large number of visitors during the weekend as reported in the President's Message.

Also reported in the President's Message was our contribution to the model display at the Lady Denman Museum at Huskisson.

On the following pages are photos of these events kindly provided by our President, Bob Evans and member Ray Osmotherly.



ACT SCALE 2012



LADY DENMAN MUSEUM



Paddle Steamer Wagga Wagga: By Steve Batchelor

At one time Paddle Steamers formed the main transport link between communities of inland New South Wales and the major sea ports of Adelaide and Melbourne. With the expansion of railways throughout Victoria and New South Wales during the later half of the 1800s, the river trade started to decline. The decline in trade meant that many Paddle Steamers were no longer profitable. This then led to many of them being abandoned and left to rot in the river bed. The Paddle Steamer Wagga Wagga was one such vessel.

PS Wagga Wagga was a workhorse that spent much of its life travelling the Murrumbidgee River. By the Early 1890's the PS Wagga Wagga was the only steamer left on the river in the Narrandera area. As most goods were now carried by the railways the PS Wagga Wagga was chiefly used as an excursion boat and was regularly used in fundraising activities for the local hospital.

The PS Wagga Wagga continued running on the Murrumbidgee River until November 1918 when it sprung a leak and was scuttled on a sandbank close to the town of Narrandera. The vessel was then left to rot away like many of the other paddle steamers of the era.

Over the following decades the wreck of the Wagga Wagga remained where it had been scuttled, slowly deteriorating and almost forgotten. The wreck was often covered by water and sand but occasionally, when the river was low, parts of the remains could be seen from the river bank.

In the first few years of this century more and more of the wreck was uncovered as the river washed away the sand and silt that had built up over the previous 80 odd years. By 2003 the remains of the paddle wheels and the boiler of the PS Wagga Wagga were once again visible during low water.

Having lived in Wagga Wagga for some years and having previously constructed a model of the Bathurst Class Corvette, HMAS Wagga, the news of the remains of the PS Wagga Wagga sparked some interest in researching this vessel. I decided to start collecting information with the intention of one day building a model.

My search for information was slow and it seemed that there was not much written about the PS Wagga Wagga. I was able to find reference to the dimensions and tonnage but no real detail about the construction or equipment fitted. There only seemed to be one photo available of this vessel. The same photo was published in the couple of the books that I had found that had any mention of the PS Wagga Wagga.

I knew that the remains of the vessel were still in the river somewhere near Narrandera but several phone calls to the local council and museum came up blank. People seemed to know of the vessels existence but there seemed to be a reluctance by those I contacted to give directions to the site of the wreck. Even the Tourist Information centre at Narrandera would only give the location of the PS Wagga Wagga if I visited them personally.

I decided that I really needed to visit Narrandera to get directions and to view what was left of the wreck to help me with my project. I began to take an interest in the river levels in the Narrandera area hoping that one day the Murrumbidgee River would reach a very low level. This would allow the best view of any remains of the PS Wagga Wagga.

In November 2009, after almost 10 years of drought, the Murrumbidgee River was lower than it had been for many years. I decided that this was the appropriate time to travel the 100 kms from Wagga Wagga to Narrandera in the hope of exploring the wreck of the PS Wagga Wagga. The first stop was the local tourist information centre. Showing up in person made all the difference. The people there could not have been more helpful, they supplied as much information as they had on the wreck and pointed me in the direction of other sources of information in town. They also gave me the location and directions to get to the site of the wreck.

A short drive from the centre of town and I was at the right location. I could not believe just how much of this vessels hull was left after so many years laying in the river. The iron boiler and paddle wheel components were immediately visible and this is all that I had expected to see. Upon closer inspection it could be seen that a significant amount of the wooden structure of the hull was also still intact laying in the sand.

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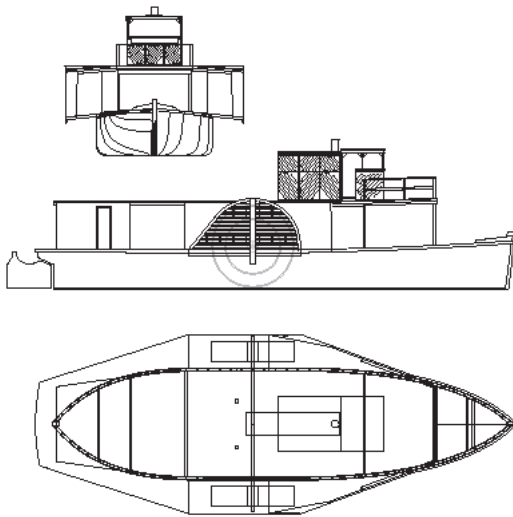
Paddle Steamer Wagga Wagga: Continued

For the next couple hours I explored the remains, taking photos of every thing, making sketches and taking measurements of anything that was exposed. A wealth of information was gathered about the hull and its construction.

While in Narranderra I dropped into the local library. The librarian was also very helpful and had spent some-time researching the wreck herself. She was only too happy to supply me with copies of a few more old photos and newspaper clippings etc of the PS Wagga Wagga.

This trip had been a very worthwhile experience. I had been able to gather much more information than I had ever thought possible. My intention is to eventually draft a simple drawing and then one day construct a model of the PS Wagga Wagga.

Only a week or so after my visit to the wreck, rain fell and the river level rose to cover the site. The river level has been up ever since. It may be many more years before the river level drops to expose the PS Wagga Wagga again.



Paddle Steamer Wagga Wagga: Continued

