

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

It seems like yesterday that I did the last letter for the Newsletter and here we are half way through yet another year. The last Newsletter was magnificent and I can only hope that this edition will be similar.

Top marks to Joe and all those who contributed- again, to all members, please keep contributions flowing, it is the only way we can have a newsletter.

A reminder that Malkara will be taking place the first weekend in August and we need volunteers or pressed men to assist both with time and display models. With winter the way it is I imagine all will be furiously building models!?

Which naturally brings me to Expo. Advice regarding attendance has been very scarce to date, however I am assuming that those who can will be there complete with something to display. Please let us know in good time since the organisation of the Expo involves a lot of work, commitment to advertising, attendance of fellow modelling societies and so forth.

We will of course be back at the Mount Rogers School this year and although the Belconnen Arts Centre was fantastic, Mount Rogers allows us a more relaxed venue and more space for our friends at the ACTSMS and Canberra Model Boat Club (Task Force 72) to display.

Newsletters from our friends in the USA keep coming in and are put on the website for your viewing pleasure. They are well worth a read and I hope you make good use of the website, there is some good reading to be had there.

Warwick has deferred the "Lady Nelson" project until further notice due to other commitments. I would like to thank Warwick for his perseverance to date. Unfortunately not a great deal of interest has been shown lately so before the project resumes it would be good to establish support for the project in the form of members willing to avail themselves of Warwick's time and expertise to bring this work to a conclusion.

Finally, please let us know re the Expo and enjoy your modelling.

Best wishes

Bob

President



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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

Well this is the second newsletter for 2014 and once again full of lots of enjoyable and informative articles contributed by members

It have also included an article on the Airbrush workshop that I attended earlier this year and the model that was a result of the techniques learned during the workshop.

It's good to see that Max is keeping himself busy at the Fremantle Shipwrecks Museum in WA. Keep up the good work Max.

As reported in the "President Message" don't forget to register your model for exhibition at this years CMSS Expo. It is coming up fast.

So as you can see, this newsletter is another bumper issue with lots of photos and I hope that is was well worth the wait.

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

Joe Allen

Editor



## Membership Fees Due

Members are hereby given notice that the **Annual General meeting** of the Society was held e held at the **Hellenic Club, Matilda St. Woden** on **Tuesday 15 April 2014**.

Membership fees for 2014-2015 are now due and should be sent to the Treasurer PO Box 158, Fyshwick ACT 2609. Cheques should be made Payable to the Canberra Model Shipwrights Society Inc.

## Airbrush Workshop — By Joe Allen

As reported in the December 2013 CMSS newsletter, CMSS member Chris Hennessey held a series of Airbrush workshops for those who was interested in attending. Several CMSS members took up Chir's invitation, including myself.

The workshops were held during February of this year. There were two lots of workshops with either daytime sessions during the week and weekends sessions. Each workshop consisted of 4 sessions lasting 2-3 hours each. I attended the weekend sessions and found them most enjoyable.

The workshop was designed not only to impart some of Chris's extensive airbrushing wisdom, but most of the times was spent practicing the techniques that he was teaching.

From the first session you were getting your hands dirty with paint with hands-on experience. The only problem with getting paint down was cleaning your airbrush.

The sessions covered the following topics:

- How to set up your airbrush correctly:
  - Different sources of compressed air that are available
  - Regulator setup and maintenance
  - Different types of Airbrushes and how they worked
  - Cleaning Airbrushes Draining the Air Compressor
- Airbrushing fundamentals
- Different types of paints and thinners suitable for airbrushing
- Painting the first coat of paint (base coat)
- Different forms of Masking (tape, masking mediums etc.)
- Pre-shading
- Painting parts black
- Painting parts white
- Oil washes and pin washes
- Dry brushing
- How to use metalising lacquers
- Weathering using the airbrush (fogging, spidering, spattering, blasting)
- And much more

The workshops were suitable for absolute beginners to experienced airbrushers like myself. Although I had been airbrushing for some time, I still learned a lot of tricks and tips that Chris has acquired over many years of airbrushing experience.

I believe that Chris is keen to run more workshops later this year and I would encourage anyone who wants to learn the art of airbrushing or just to improve on your current airbrushing skills to attend Chris's workshops.

I have included an article showing the model that I painted during the airbrush sessions and the different techniques that I used later in the newsletter.

## Member's Workshop — By Joe Allen

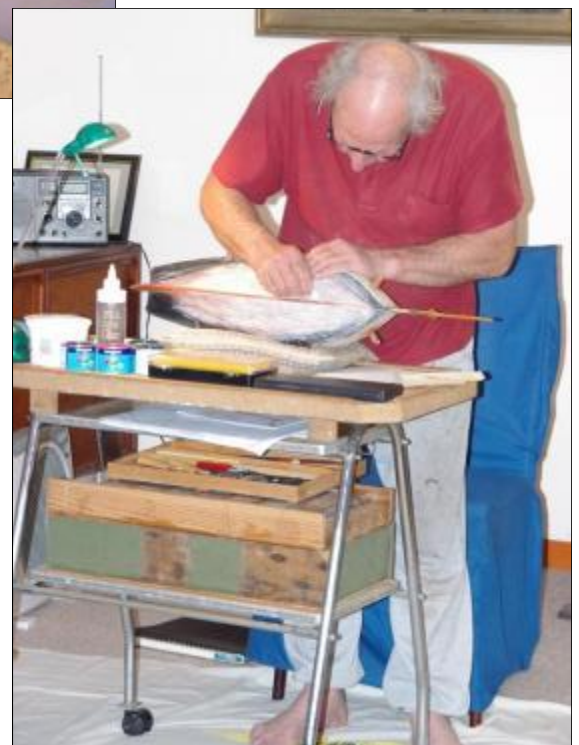
*Each newsletter I like to feature the workshops of a CMSS member. I have not been able to feature on for a while. Thanks to the contribution from member Robert and Elizabeth Hodsdon of Robert's workshop.*

Two photos of Robert Hodsdon at work at his model ship "workshop". It is a converted traymobile which can be trundled into the lounge room for use, and put away after.

Workspace is on a bench top which fits above the top of the traymobile, and has more surface area. The original top holds plans, while boxes and trays on the lower shelf hold tools and parts. There is a drop sheet on the floor to catch any shavings, planking nails or small parts that may get dropped.

In the pictures Robert is working on the hull of the Harvey model given to the club by John Anderson (hope I have the name correct.)

Any painting or varnishing is done in the workshop in the shed outside.





## Fremantle Shipwrecks Museum Model Building- By Max Fitton

*I have received the below from our member in Perth Max Fitton. Max is volunteering at the Fremantle Shipwrecks Museum with a model building display. It sounds that all is going well.*

“Attached is a photo of my set up at the Fremantle Shipwrecks Museum. Yesterday (22/5/2014) was my third day there (I only attend on a Thursday) and had quite a lot of interest.

I'm doing another model of the HM Yacht Chatham. I chose this because I had already built it and would be in a better position to answer questions.”



## Painting the CSS Virginia - by Joe Allen

I have had a fascination with Civil War Ironclads for sometime now. I had picked up some time ago a Lindburg model kit from their Great Moments in History collection. The kit is a diorama seascape showing the famous Civil War battle of the Monitor and the Merrimac. The Merrimac was a captured Yankee sailing ship that was converted to an Ironclad by the Confederate states and re-named the CSS Virginia.

I thought that the CSS Virginia would be a good model to paint as part of the Airbrush workshops that I attended (see page 4).

The model was completely white plastic and was in two main pieces the hull and the deck. I mainly used acrylic paints with some oil paints for washes and the smaller pieces.

I started with the deck piece first. I wanted to have the model weathered so that the top looked like old iron. The first step was to give the whole piece a base coat of Tamiya light grey by airbrush. I then carefully masked off the top iron surface area and airbrushed the deck with a coat of Tamiya wooden deck tan. Once that was dry I then applied several coats of black oil wash and some pin washes to bring out the deck lines with a paint brush.

Next step was to remove the masking tape and to cover the iron surface area with several black oil washes and some pin washes to bring out the metal panel lines and rivets. Once the top area was completely dried I then used a dry brush technique with a silver paint to show wear and scuffing of the iron panels and rivets.

I airbrushed the funnel and air vents using a Tamiya dark iron and again applied a black oil wash with a paint brush on the smoke stack rings. The top wooden vents were painted by hand using a Tamiya dark brown to give it a contrast to the wooden deck. Before gluing on the cannons I hand painted them using a Humbrol enamel brass paint and a black oil wash once they were dry. After gluing on the cannons, smoke stack and air vents the top piece was almost finished. I applied a coat of Tamiya clear to protect the paint. I finished off the top of the smoke stack with some soot colour using the Tamiya weathering colour kit and application brush (it looks like a small makeup kit).

I then turned my attention to the hull. I wanted to have the hull a different effect to the upper deck iron areas as the hull, I assume, would experience different weathering conditions being submerged on a real Ironclad. So I apply a base coat of Tamiya medium grey by airbrush and then used the black oil washes, pin washes and dry brush techniques with the silver paint to show wear marks as I did with the top. A couple of coats of clear and the hull was complete.

The last steps were to glue the top half and hull together, paint and assemble the temporary stand and I was finished. All in all I thought that the model did not turn out too bad for my first attempt at using weathering techniques that Chris showed us.

I have made a start on the Monitor by applying a very light grey base coat to all the pieces. I will then use the same techniques but with different colours so that the two models will look as if they are made of different metals.

Chris Hennessey has kindly volunteered to assist me in painting the plastic diorama seascape base using automotive transparent and candy airbrush paints to give it a more realistic sea colour and appearance. I will fill the base with some plaster of Paris first to give it a bit more stability.

I hope to have it completed by the next CMSS Expo if all goes well. There are some photos on the next page of the kit the finished model and the Monitor model pieces ready to be started.

## Painting the CSS Virginia - Continued





## Construction of the “John Oxley” Part 2— By Bob Evans



“Hopefully by the time of the next newsletter I will be nearing completion”. That was where I left off and I can only conclude that my optimism was totally out of control!

Certainly nowhere near conclusion, however, progress has been made I’m pleased to say, if not as much as I’d hoped for.

The beauty of scratchbuilding a model such as this is that is really a collection of individual projects , at least up to a point, and it enables the building of complex small parts or larger more mundane areas as the mood takes you.

At this point I had not fixed the upper deck in place and this made it increasingly difficult to build much more on top until this task had been completed.

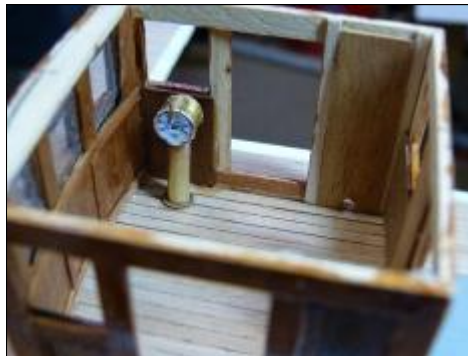
As you can see from the two pictures below, I did make a start on the wheelhouse, although this deck is also not yet secured to the deck-house below which contains the Master’s cabin and Chartroom. The picture on the right is the rather complex steam steering engine under construction in my “miniature and fiddly” mood!



There were two tasks to be completed before the upper deck could be fitted. This was to provide lighting for the galley and engineers cabin and to fit the sheaves and chain for the steering system. Thanks to Peter Hately I thought I knew how to install the lighting system. I must be the only person I know who can cook the switch on a 3 volt lighting system!

Thankfully, that has been resolved, as has the connection of steering chains as I hope the photos will show. The deck was now permanently fixed with araldite and progress upward could continue.

These pictures show the compass (not completed as yet) and the engine room telegraph installed in the wheelhouse.



*(Continued on page 9)*



## Construction of the “John Oxley” Part 2— Continued

I also managed to construct the forward mast and derrick and fix this in place, just to give me some sense of achievement and progress.



The pictures above are of the Masters cabin and Chartroom. Items such as the chart, tide tables, picture on the Masters bulkhead are simply printed from computer images. The chart of course is Moreton Bay where the vessel operated. I was quite pleased with the parallel rulers, although I stopped short of pencils and so forth, although there is a holder for these items below the clock.

*(Continued on page 10)*

## Construction of the “John Oxley” Part 2 – Continued



For some inexplicable reason I don't seem to have taken the galley before I put the lid on, in the picture above you can make out a pan on the galley stove . A skylight with blacked out panels covers the batteries and switch (the survivors of my cooking!) and a skylight with open panels will be over the galley opening.



Here is the wheelhouse to date, complete with steering engine and telegraph. You can see the chain emerging on the start of its long journey aft .Still to go is the compass and various bits and pieces before the lid can be put on.



The steering chain makes its way down to the boat deck , then through another sheave down to the main deck where it is attached to a rod for most of the length of the main deck before attaching to the chain again with a tensioning spring. The steering quadrant is under the grating and this is where the chain will attach. The object sitting on top of the grating is the emergency steering mechanism.

Materials used in construction are nothing unusual, Evergreen plastic strips and shapes are extremely useful , timber veneer and ply are used for the basic structures. Making parts like the steering engine, emergency steering gear, compass etc are really a question of breaking things down into their component parts and shapes and replicating this in miniature.

Finally, some pictures of the current state of construction, not complete as I had hoped, but watch out for Part 3!

## Construction of the “John Oxley” Part 2 – Continued



Above: General view. All the decks, with the exception of the wheelhouse top are fixed, as is the funnel and ventilators. The white square forward is the start of the forward windlass- a bit to do yet!

Below: Forward end railings which I am quite pleased with. Thanks to Steve Batchelder- see I do remember what you told us about soldering.

Most of the painting is air brush work and for this I thank Chris Hennessey for his superb airbrush classes.



See you in Part 3.



The above model was Scratch built from old photos by the CMSS oldest member John Andrews. It is a model of a Portuguese Muleta Drift Trawler.



## Another Cry for Help — By Bob Evans

Some of you may recall the “model” I was handed by Bob Gresham (ACTSMS) at the last Expo. If not, this might jog your memory.



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 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 scratchbuilt 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.



Scary stuff isn’t it!



At this is where I am currently up to. The lettering for the ships name is from Barry’s Model Lettering in the UK ([www.modellettering.com](http://www.modellettering.com)). They are peel off vinyl and are of fantastic quality- highly recommended.



## Vancouver Maritime Museum— By Dr Michael Pearson AO

The Vancouver Maritime Museum has a small but very nice collection of ship models, mainly builders models, but its highlight is the well-conserved Royal Canadian Mounted Police patrol ship 'St Roch', built in 1928, the first ship to navigate the North-West passage west to east, the first to do it both ways (in 1944), and the first ship to circumnavigate North America.



Paddle steamer 'Sicamous', built for Canadian Pacific Railway for its Okanagan Lake service between Kelowna and Vernon, British Columbia, in 1914. The ship now serves as a museum and events venue at Penticton.



A lovely restored builders model of the 'Empress of Japan'. Built in Govan, Scotland for Canadian Pacific Steamships in 1930, she was renamed 'Empress of Scotland' in 1942 (for obvious reasons). She became SS 'Hanseatic' in 1957, and was destroyed by fire and scrapped in New York in 1966.

## Old Sayings—Provided by Bernie Watts

### FURPHY

In WWII water and sanitation services were provided to the front line by metal tanks mounted on carts. The arrival of these carts was quite an event and the men used to congregate around them and share all the latest gossip and rumours whilst waiting for their water issue. The manufacturer of the tanks was one John Furphy of Victoria, whose name appeared on a metal plaque on each tank. Hence the name “furphy” has become synonymous with the starting of any rumor.

### “CARRYING A CHIP ON YOUR SHOULDER”

In the RN Dockyards up until the 1700s, the workers were allowed to take home “chips” (short lengths under 3ft which could be carried under the arm) of timber to supplement their wages. Right up until this period wages in the Royal Dockyards had been extremely poor. In fact, the workers had to wait anything up to two years to receive any money. Due to their appalling conditions and low (when received) wages, the dockyard mateys started taking larger and larger lengths of timber, which because of their weight and size could not be carried under their arms as required for the chips. Thus it became common practice to carry the chips on their shoulders and frequently the bundles of wood hid smuggled lengths of rope, iron and other saleable items. In the summer of 1767 members of the Navy Board visited Chatham Dockyard and observed many workmen collecting large mounds of “chips” for purposes of holding sales within the dockyard. The members of the Board were suitably shocked and proceeded to reprimand a number of the dockyard officers:

*“that the officers of the yards have not been so attentive and diligent as they ought to have been in remedying the abuses arising from the privileges of chips. Their Lordships hope that the Reproof and Injunctions given to them on this head will have the due effect. They recommend, however, future attention to this object; and as the abuse has been suffered to increase at Chatham Yard more than any other, particularly by the accumulation of a very great quantity of chips. Many of them unlawful ones, by the dockyard gate for sale.....”*

Eventually a mass march was made to London to air these long lasting grievances over wages, but until a satisfactory solution was reached the dockyard 'mateys' persisted in carrying their chips on their shoulders to highlight their discontent.

Hence again we have an everyday saying arising from an event in history, which now relates to anyone with a grudge or discontent in life.

Referenced from: “The Chatham Dockyard Story” by Phillip MacDougal

# 2014 Canberra Model Shipwrights Society



January 14	February 14	March 14	April 14
S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May 14	June 14	July 14	August 14
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September 14	October 14	November 14	December 14
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### Meetings / Events

- Feb 18: CMSS members meeting
- Mar 18: CMSS members meeting
- Apr 15: CMSS members meeting
- Apr 15: CMSS Annual General Meeting
- May 20: CMSS members meeting
- Jun 17: CMSS members meeting
- Jul 15: CMSS members meeting
- Aug 2/3: Malkara
- Aug 19: CMSS members meeting
- Sep 16: CMSS members meeting
- Sep 20: CMSS EXPO 2013
- Sep 21: CMSS EXPO 2013
- Oct 21: CMSS members meeting
- Nov 1/2: Wagga Wagga
- Nov 15/16: Scale ACT
- Nov 18: CMSS members meeting