

September 2017

# THE SCUTTLEBUTT



## The Canberra Model Shipwrights Society Quarterly Newsletter

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in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn.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

Dear Members,

Another Expo has come and gone. I am very pleased to say that it was a very successful one all round with good numbers through the door over the weekend and more exhibits than last year, I believe. The pleasing aspect was the greater variety of models on show and I hope this trend will continue for 2018.

**That's right, time to get ready for the next one but I promise there will be no pleading emails just yet. There are a lot of thank you's needed , firstly to the Mount Rogers School Principal and Staff without whose support the show simply would not be possible. Thanks also to our colleagues from the ACT Model Boat Club (Task Force 72 ) and the ACT Scale Modellers Society who have also been a great support. Their models also offer yet another dimension to the exhibits and are greatly appreciated by the viewing public. The hard working Committee deserves a huge vote of thanks for the work they perform as do the Members who came from far and wide with their models and assisted in every way. The Modellers Shipyard again donated a kit for the raffle, and I look forward to seeing the finished result.**

The general consensus among the exhibitors is that Expo gives them all a chance to get together, swap notes and gain new ideas and knowledge. The get together dinner on Saturday night is also proving to be popular and of course our thanks go to our great caterers (you know who you are!) and the helpers who assisted with the clean up. The lunch time barbeques , morning and afternoon teas ensure that no one goes hungry. We were privileged to have Kevin Hudson make a presentation on scratch building before dinner which is certainly a feature that should be repeated next year.

I have included a couple of photos of the Expo but the full range will be on the website in the near future.

Sincere thanks to all and well done.

The course we ran at Mount Rogers for students has one session to run before completion, and again thanks to those who gave their time in order to hopefully encourage these youngsters to become modellers at some time in the future.

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## Committee Members 2017-2018

President	Bob Evans	02 6226 8957 (H)
Vice-President	Bruce George	02 6257 8691 (H)
Secretary	Bill Atkinson	02 6288 1021 (H)
Assist Secretary	Ray Osmotherly	02 6254 2482 (H)
Treasurer	Peter Hateley	02 6254 7229 (H)
Member	Bruce Kirk	02 6290 0527 (H)
Member	Joe Allen	02 6297 2495 (H)
Appointments		
Membership Officer	Max Fitton	08 9586 2759 (H)

## Meetings

The Society will meet until further notice, at the **Mens Club at Melba** on the third **Tuesday** of each month (except 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

## Society Facebook Page

The Society now 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 page with your Friends.

## Editors Note

Our readers are either exceptionally polite or don't look too closely at these columns. In "Stop Press" in the June edition I said we would feature Max Fitton's "Shipwrecks Museum" part 2. Since I haven't yet done part 1 as I meant to this will be difficult. Part 1 will appear in this edition. Apologies to Max and our readers.

As mentioned in my letter, Brian Voce will be assuming the role of Editor commencing with the December edition. Please give Brian your support and **keep articles flowing in**. If you don't see your contribution in this edition, rest assured it will be in the next.

From the archives comes "A Decade of CMSS" which makes for interesting reading as do the articles by Edwin Lowry and Bruce Kirk.

Enjoy your Newsletter.



## Stop Press

In the next issue watch out for:

More from the Shipwreck Museum

Flying Boats of WW1

Progress with the Pacific Gas

Modelling the Amerigo Vespucci

Update on the Lady Nelson project.

And much much more.

## President's Letter Continued

We are none of us getting younger and it would be sad to think that this wonderful hobby will peter out with our generation.

The CMSS will not be taking part in the Wagga Model Railroad and hobby exhibition this year. Apparently the organisers have had to change venue to one which is smaller and so cannot accommodate us, Task Force 72 and probably others. It is unfortunate since it was always an enjoyable occasion and provided the opportunity to catch up with our colleagues.

The CMSS will hold its Christmas Lunch again in January 2018 on the weekend of 13th and 14th. Not on both days of course , but yet to be decided whether Saturday or Sunday and again at my home.

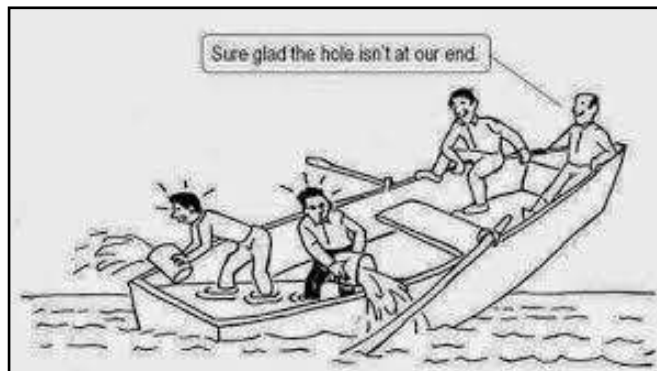
Thanks to all those who are contributing articles for the Newsletter. If you are not a Member, please feel free to contribute something , it will always be greatly appreciated.

This will be my second, and last, production. I am pleased to say that Brian Voce has offered to take over and **relieve me of the task. A lot of work goes into this production, as I'm sure Joe will attest to and I'm sure Brian** will be producing some great editions. Thanks Brian.

The next edition will probably be published after Christmas so I would like to take this opportunity to wish you the very best for a safe and happy Christmas and to thank you for your support during 2017.

Best Wishes

Bob Evans  
President



## Bread and Butter Construction of a Model Yacht –by Ray Osmotherly

Back in 2014 the Society received a request from a member of the Sydney yachting community enquiring whether any members of CMSS would be interested in making a model of a yacht owned by one of their friends. The friend was the original owner and had the boat built for himself. The model was to be a surprise gift for the owner to commemorate the 20th anniversary of the yacht, “King Billy”.

No-one in CMSS was prepared to take on the task and after much deliberation I decided to have a go. I contacted the person responsible and we arranged for me to come to Sydney to have a look at the actual boat which was moored on Sydney Harbour.

Not only was the yacht there but the original plans were available and one of the men who worked at the boat shed had actually helped in the construction of “King Billy” and was happy to advise me. He suggested making a “bread and butter” construction. The yacht was named “King Billy” because it was made from King Billy pine. We went out to the yacht and I had a close look at the structure. I photographed many details which I would need to make the model



Left: The actual vessel

This ‘bread and butter’ method does not build from a frame but is made up of horizontal slices of the vessel which are then glued together. The original plans showed 6 waterlines. I was able to trace them and then redraw them to a scale of 1:75.

It was suggested that I should try using a fine-grained timber —Malaysian Jelutong. The first problem was where to find this timber. I finally

found a timber merchant in nearby Queanbeyan who had some. I had to buy a metre length about 100 mm thick and needed to have it cut into lengths with the appropriate thicknesses to match the varying distances from one water-line to the next. This was done at a local timber recycling mill, Thor’s Hammer..From the original plans I made separate tracings of the shape of the hull at each particular water-line and then redrew them to the required scale. and cut these out. I now had a separate paper shape for each horizontal slice of the boat. All I had to do then was to draw around each shape onto the timber with the appropriate thickness and cut each one out with my scroll saw.

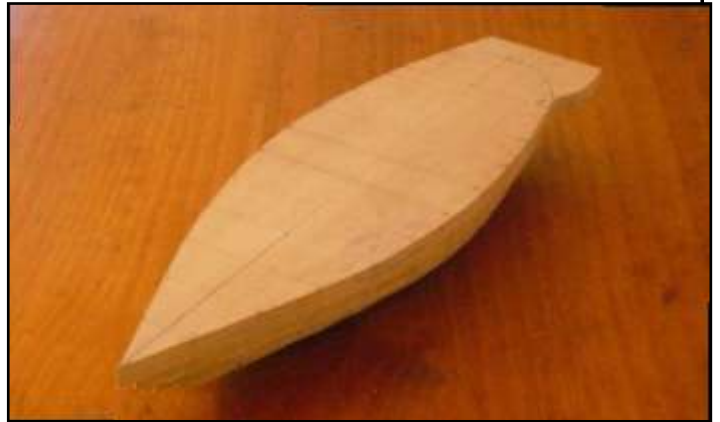
The next step was to glue the slices together. I used pva glue and glued them two at a time and clamped them together until the glue dried,

The hull now had to be sanded to achieve a smooth surface. The lower edge of each ‘slice’ did not always exactly match the top edge of the previous slice - probably due to my less than perfect change of scale .

This turned out to be more difficult than I had anticipated as the timber was very hard and sandpapering didn’t seem to have much effect. I tried using a file but this was only a bit more successful than sandpaper. I hate to admit it but in desperation I finally resorted to an angle grinder ! This did the required job but was

still not as smooth as I wanted and more attention was needed.

## Bread and Butter Construction of a Model Yacht —continued



Above: Stages in the hull construction

I found a problem with bread and butter construction was making sure the shape of each vertical section was accurate as shown on the plans. With plank-on-frame construction any inaccuracy can be rectified before the planking is in place. It was difficult to judge how symmetrical each section of the hull was. To overcome this, I used the traced vertical sections to make templates. I cut these from ply, placing each one on its particular section of the hull. If any one of these didn't fit it indicated that part of the hull was not symmetrical. This meant a bit more filing and sanding.





## Bread and Butter Construction of a Model Yacht –continued

The wheel and seating area was then cut out. It had not been cut out before the slices were glued together as I was not sure whether it would come together accurately. The area for the transom was partly cut away to make shaping the transom easier. Getting the correct shape for the transom was probably the most difficult part of making the model.

I decided the safest way was to make a mock-up of the transom. I traced the separate slices of just the stern area on to separate pieces of timber and cut them out. I glued these together and carved out what I thought should be the transom shape. After repeating this numerous times I finally got the shape I wanted.



“King Billy” was starting to look as I hoped it would.

The finish on the model was still very rough and I had some help from our member, Steve Batcheldor. He sanded it using a belt sander and applied Flocote which gave it a nice, smooth, white surface.

The next stage was to add the details:

The Cockpit:



The sides and seating area of the cockpit had already been edged with smooth timber before Flocote was applied. Planking was added to the floor, seats and transom step. The transom ladder and wheel were made from brass rod bent and soldered to make these items.

Left: The real thing and next page-the model

## Bread and Butter Construction of a Model Yacht –continued



Below:

The boom on the actual boat.



### The Mast and Boom:

The mast presented problems as the mast on the “King Billy” was stainless steel. I could have simulated this with aluminium but if the mast for the model was made from aluminium it would be difficult to attach the spars. I finally made it from timber to which I applied a silver paint.

The boom, was also stainless steel but I was able to buy a piece of aluminium tubing the correct shape.

### The Windows:

There were four small rectangular windows on each side of the yacht each with a metal surround. I made these by gouging out

the shape of each window and placed a small piece of 4mm perspex in each to replicate glass. Using narrow brass strips I added the metal frame to each. The metal railing was a challenge as it was difficult to make ordinary wire taut enough. I used piano wire but this had its own problems being so springy.

The name “King Billy” was added. I had a Perspex stand made for it and decided the model was ‘finished’ !

The completed model is shown on page 8

## Bread and Butter Construction of a Model Yacht –continued



Some little known Australian Naval History- provided by Edwin Lowry

### The “Scotsman Ferry” and “The First and Last”

Before the Captain Cook Graving Dock (dry dock) was built during World War II, thus joining Garden Island Dockyard to Sydney’s foreshore, crews of warships going on leave came ashore by boat at Man O’War Steps.

This position is alongside the eastern side of what is now the Sydney Opera House, however in WWII it was the site of a tram shed. The first tram section didn’t start until the trams reached the top or southern part of Circular Quay. Sailors would climb onto a tram at the shed and get off at the first official stop, or the beginning section, hence the name “Scotsman’s Ferry”.

Opposite this section was a hotel called “The First and Last”. The sailors got their first drink going on leave and their last when returning.

The name stuck as I remember it 15 years ago!



## A visit to Riverboat Rod –Bob Evans

I had discovered Riverboat Rod (aka Rodney Hobbs) on the font of all knowledge-google. Rod's shop is located in the main street of Wentworth , just 30k north of Mildura and I determined to visit there on our road trip in April /May this year. Rod displays his wonderful models in a large showroom with a workshop at the rear where Rod works on his masterpieces and made me very welcome when I visited on the Thursday before Easter.

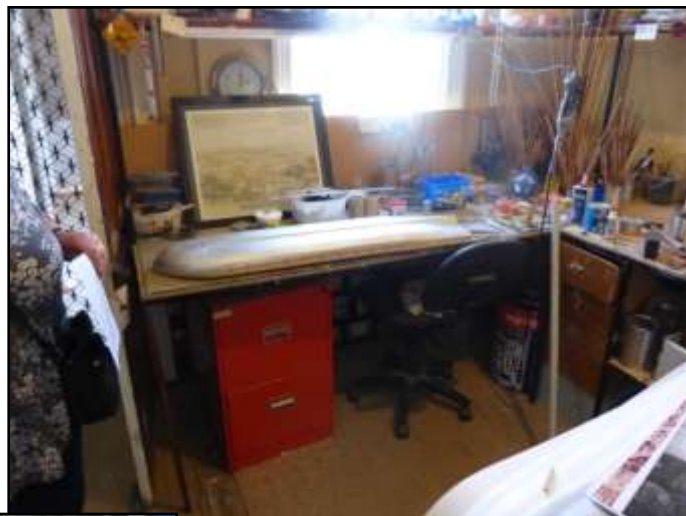
Rod produces magnificent models using materials I wouldn't have thought of, timber from wooden blinds for one ' and ,if my memory serves me , some kind of plasterer's tape was used for the hand rail netting. Perhaps Rod will correct me on this (I will send him a copy of the Newsletter) if needs be .



Left: The man himself embarking on another project in the workshop at the rear of his shop.

It is best if the pictures do the talking, but I can highly recommend a visit if you are ever in the vicinity.

Below: Rod's workshop at the rear of the display area. A massive space is not needed to turn out masterpieces.



Left: A cargo and other detail helps these models come alive.

## A visit to Riverboat Rod –continued



Above: Rod's lovely model of the "Ruby," displayed with much memorabilia. There are some lessons to be learnt here for displaying our own models.



Above: The real "Ruby" undergoing restoration work at Wentworth. Rod has also taken part in the restoration work-a 1:1 scale model!?



Left: The "Mayflower". Rod very kindly gave me a copy of his publication "A Brief History of Paddlesteamer Mayflower."

This collates all the stages of Rod's construction of this model and includes some wonderful pictures of paddlesteamers.

Note the addition of cargo. Most of the models feature this and it really brings them alive.



Left: The "Corowa", again the addition of cargo brings the model alive.

Thanks to Rod's hospitality I visited twice during our stay in nearby Mildura. Not to be missed if you are in the area.

Have a look at Riverboat Rod on google, you won't be disappointed!!



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## LEON'S TIPS & TRICKS #6:

Hello members, in this session we will deal with. **Parrels and trucks**

. This works for me!



1 First thing is to add CA to the end of the cord to make a stiff end.



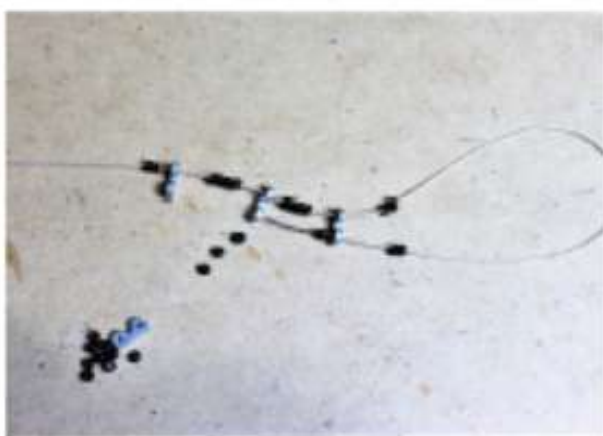
2 Use the end as a probe to feed the bead on to the cord, twisting may help push it on.



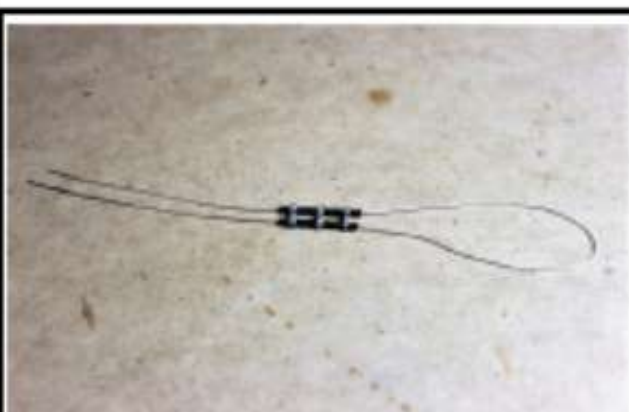
3.



4 Take notice of the length of the cord. This cord will be turned at one end and run back through the beads and trucks.



5 Building up the complete maze of beads.



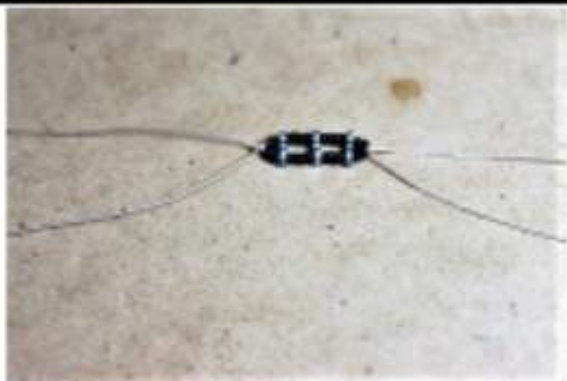
6. All ready to be cut and tied

cont. p.11

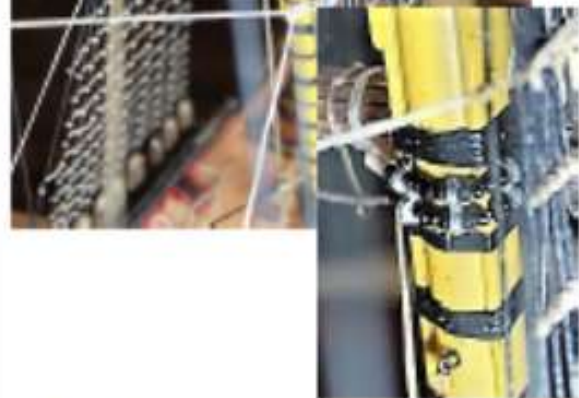
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7 Hold one end to stop anything moving while you tie full grannies at both ends.



8 These ends will be tied around the centre of the yards.



9 Parrels and trucks in place.

### Scale and some of its problems- by Edwin Lowry

During the construction of a model we have to handle it and if we are not careful it can be damaged.

One model I am building I made the keel to the scale drawing, hence I needed to add reinforcement in many places. When the boat is planked and superstructure added nobody will see my additions and it will be a little stronger.

Scale is, to me, limited by materials, skill, eyesight and the drawing. I have a drawing where the bridge deck is that close to the roof/top of the wheelhouse that a 5ft person couldn't stand upright!

With the smaller scales, what do we leave out or make oversize? There are some people who will point out errors but we NEVER SEE THEIR WORK!

Some of the plastic kits of warships have deluxe super addition kits (which cost almost as much as the original kit!) made of photo etched brass and it is super detail.

But remember, we make models for OUR enjoyment.

## CMSS Lady Nelson Build Project -by Bruce George

### **"Warwick's Workshop"—The Lady Nelson Project— By Joe Allen—from a 2007 Newsletter**

The Lady Nelson project has continued well throughout 2007 with some new faces coming along to join in the fun. We left the Lady Nelson this year with most of the frames cut and in place and the rudder as-assembly is almost complete.

The alternating times from morning session and afternoon session for the workshop appears-pears to be popular with good attendances on both sessions and will probably continue in 2008. If any member has any suggestions for the workshop please forward them to the commit-tee or raise them at the next general meeting in February 2008.

Many thanks to Warwick Riddle for his guidance with the project and the use of his workshop. I look forward to the start of the workshops again in 2008. If you are interested in more information on the Lady Nelson the visit the Lady Nelson website at [www.ladynelson.org.au](http://www.ladynelson.org.au)"

Just in case you may have thought that this is a new initiative, I will start with the above extract from the

**CMSS Newsletter of March 2007. Well Rome wasn't built in a day was it?! Editor's addition)**

Now let's hear from Bruce.

#### Part 1

#### BACKGROUND

The Lady Nelson Build Project was conceived about February/March 1994, when Nick Olliff a member of the Society in conjunction with Roy Vizard (then Secretary and subsequently the President of the Society ) contacted Bob Sexton in South Australia enquiring about the supply of plans for the Lady Nelson. An extract of the letter follows;

**"The Society has now decided to proceed with a project to build a scale model of this vessel thereby enabling its members to participate in an exercise involving scratch building by the use of various plans. The scale we have selected is 1:24."**

The five plans together with other information was received on or about 25th March 1994 and it is believed that this is how and when the project commenced. From the scant information currently available the project started construction at Roy Vizzards. The initial stages of the project saw construction of the base build board, the keel, stem post and the masts and spars. Then for some unknown reason the project stalled sometime in 1996. Some time afterwards the project was moved to Warwick Riddle's workshop and society members to become involve on a fairly regular basis were Dave Peterson, Jim Allen, Robine Pollach, Joe Allan, Matt Dillon, Max Fitton, Edwin Lowry, Bruce Kirk and to a lesser degree Bob Evans and possibly others whose identity has not yet been established.

Under Warwick Riddle's guidance and direction the members learned how to use various tools and machinery and develop their scratch building techniques. Each member was assigned a task and shown how to carry out the task. This led to the manufacture of components and fitting them to the keel to build the hull. Work on the project continued at a spasmodic rate with the frames being cutout and fitted, the stern frames fitted, the bow inserts, and bow structure being constructed. Following on from this the internal planking of the hull was carried out. The rudder had been made by Joe Allan and the drop keel assemblies were made. It was about at this stage interest in the project was again waning and the project again lapse into inactivity.

In April 2017 Warwick Riddle requested that the society take custody of the project with a view to re-activating



## CMSS Lady Nelson Build Project –continued

the build. Bruce George (Vice President) undertook to see if the project could be successfully be started up and undertook in conjunction with Warwick to survey the model. The survey determined a number of tasks that where needed to bring the hull up to a standard where work could commence. A copy of the survey was promulgated to members in the June/July newsletter and presentations were made to the members who attended the monthly meetings. Following this four members; Bruce Kirk, Ray Osmotherly, Edwin Lowry and John Kingsbury said that they would provide some assistance with the project. In the interim Bruce George would provide co-ordination, administration and material to get the project under way.

At the July meeting of the society the first task sheet and material for manufacture of the pumps was handed to Edwin Lowry. With task sheets for the manufacture of the drop keels well under way, a task to be done by Bruce Kirk. A photograph of the status of the project is included for information.

Research indicates that there are two replicas of the Lady Nelson, one at Mount Gambier (a landlocked exhibit) and a sea going replica in Hobart Tasmania, photographs of the latter may be available for viewing at a later date.

### GENERAL DETAILS RELATING TO THE VESSELS SPECIFICATION.

Built in 1799 as ordered by the Admiralty Commissioners of Transport as a cutter (but rigged as a brig) for use on the River Thames. Built by John Dudman in the dockyard known as Deadmans Dock at Grove Street Deptford. The vessel had three sliding keels, or centre boards that could be raised or lowered individually. The ability to raise the keels was a useful feature for a survey vessel required to work in shallow waters. When the keels were raised the draught was reduced to 6 feet (1.82 m) they were constructed from timber with no added ballast. From information to hand the superstructure on the aft of the hull was added just prior to the departure for Australia.

#### General Characteristics of the vessel

Type	Armed Survey Vessel
Tons Buden	60 (bm)
Length	52Ft 6in (16.00 m)
Beam	17ft 6in (5.33 m)
Draught	12ft (3.7m) with the keels lowered 6ft (approx) with the keels raised.
Propulsion	Sail
Sail Plan	Originally rigged as a Cutter but changed to a Brig prior to leaving for Australia.
Masts	Two
Complement	17 (note various accounts note that the complement may at times been 30)

### HISTORY AND BACKGROUND ON THE LADY NELSON.

The Lady Nelson was involved to a major extent in the exploration of the Australian coast line and the settlement of Norfolk Island. The following notes will highlight and outline some of the ships activities and achieve-

## CMSS Lady Nelson Build Project –continued

ments. After its arrival in Port Jackson the ship had a very varied and active , exploration life, and this will be noted in brief on a "timeline" basis until it's demise.

The Lady Nelson was built in 1799 at Deptford in England for service to the Transport Office on the River Thames. She was a 60 ton brig and was designed with three sliding keel centre boards a device invented by Captain John Schank of the Royal Navy . On completion she was selected for exploration services in the Colony of New South Wales and sailed for Port Jackson in March 1800 under the command of Lieutenant James Grant.

She carried a crew comprising the commander, two mates and twelve seaman. As she left the River Thames sailors on nearby ships ridiculed her because of her size and shape calling her "His Majesty's Tinderbox". At Portsmouth on the 9th February 1800 she was fitted with four brass carriage guns, three or four, four pounders, in addition to the two guns already on board. Because of the heavy load she was carrying she was very low in the water having only two feet nine inches (approx 830 mm) freeboard. The ship finally left Portsmouth on 17 or 18th March 1800 as part of an East India Convoy.

She sailed into Table Cape South Africa on the 8th July 1880. It was here that Lt Grant received dispatches from the Duke of Portland, advising him of the discovery of a Strait between New South Wales and Van Diemens Land (this was the strait discovered by Lt Mathew Flinders now known as Bass Strait). Grant was instructed to sail through the Strait on his way to Port Jackson instead of sailing south around Van Diemens Land.

At daybreak on 3rd September the crew first sighted the land of New Holland (near the present Mount Gambier) . A few days latter she sailed through Bass Strait, becoming the first ship to sail from west to east through the Strait, charting the then unknown coastline. She entered the Heads at Port Jackson at six in the evening on 16th December after a passage of seventy one days from Cape Town.

Part 2 will be prepared and included in the next newsletter. Bruce George Vice President CMSS



## A Decade of CMSS–

address by the Secretary during the Anniversary dinner Canberra Club 21 April 1998

Societies such as ours are established from time to time, flourish actively for a term sometimes of many years, and then fold up as interest wanes or key members depart. The Registrar of Incorporated Associations - we became incorporated in January 1991 - will tell you that even incorporated societies or associations often expire within a few short years or less. So it is quite an achievement in my view for this society of ours to have lasted successfully for ten years and still to show no sign of breaking up.

It is not clear to me why we have lasted for a decade to date but I feel sure it has something to do with the committee which clearly must be doing something right even if they can't tell you what it is ! And as for the membership at large, they attend our meetings regularly and support our exhibitions and hardly ever, if at all, express discontent either with one another or the committee! I think we have fewer arguments than bible societies.

Anyway, having been established for ten years, you may well ask what the Society has achieved. So I think it would be appropriate for me to bend your ears for a few minutes while I recap about our various activities during the decade that has passed since that wonderful (!) photograph of me and my "Cutty Sark" appeared in the Chronicle in January 1988 and which brought our founders together.

It was on this very date in April 1988 that twelve gentlemen keenly interested in scale model ship building met here in the Canberra Club - in this very area - and established the Canberra Model Shipwrights Society. Of that founding membership, five remain as members today - namely Nobby Clark, John Cottee, Gordon Edward, Warwick Riddle, Mick Wain, and myself.

The first office bearers comprised Wayne Masters as President - Wayne was the Chief Model Maker employed by the Australian War Memorial and now resides in Victoria; Warwick Riddle as Vice- President - Warwick became President in 1990 when Wayne gave notice that he would be leaving Canberra that year and Warwick went on to serve six terms as President before he decided to stand down; Nobby Clark was our first Treasurer and I was our founder Secretary and, since nobody else has wanted the job since 1988, I have continued in that office.

Our first meetings were held here in the Canberra Club but in August 1988 we were able to rent on a regular basis a room in the Griffin Centre. It was upstairs and I well recall standing outside shivering in winter waiting for the room to be vacated by another group who made sure they did not surrender the room until exactly 7.30 pm. It was not until 1991 that we able to book and use instead a ground floor room which pleased the oldies among us, saving us as it did toiling up them stairs.

## A Decade of CMSS- continued

Almost as soon as the Society was founded it was organising a public exhibition of members' models, planned to take place in October 1988 in the R.S.L.H.Q. in Constitution Avenue, proceeds going to Legacy. The main purpose of the "Expo" as we called it was for our members to see what fellow members were up to in the context of model making. And what a revelation it was. Clearly we had some experts among us - and there were others like myself.....!

The result was pleasing though in several ways, not the least being the donation we were able to make to Legacy amounting to \$409.60. Since then the Society has held five Expos. The second was in Malkara Special School where we participated in a joint exhibition by 23 organisations which resulted in the school receiving \$3000. Out of the gross proceeds the main organisers - a railway modelling club - received a significant amount and all other exhibiting clubs also received some money - the CMSS receiving \$80. It was because of our dissatisfaction that the school received only a comparatively small net amount of the takings that the CMSS decided to participate no longer in these annual exhibitions. And so in 1994 we held our own Expo for Malkara raising \$500 for the school. I should add perhaps that a prize was awarded by the school for the best exhibit and who do you think won it? The same bloke who seems to win every lucky door prize during our December socials - why Nobby of course for his model of "Endeavour"! But it was in any case a feather in the cap of the Society for one of our members to have won in the face of wide competition. We also held a tiny exhibition as part of the Griffin Centre's "Petticoat Lane" in October 1995 but then vowed 'never again'. It was completely unrewarding for us.

Other Expos we held were in 1990 for the Salvation Army when the rain fell in torrents outside the Craft Council Gallery in Watson the whole time and attendance was low and we raised a mere \$100; but we tried again last year for the Army and raised \$368 that time; and in 1992 our Expo was for the National Heart Foundation which benefited by \$500. In all we have donated \$1878.20 to charitable organisations, not counting some of the money raised for Malkara in the 1989 joint exhibition.

But it was our first Expo which firmly established the Society. It helped get us to know each other better. We were concerned about the lack of security for our models in the R.S.L. H.Q. so some members decided to sleep over after models were set up on the Friday until they were taken away on the Sunday. Nobby Clark and Mick Wain slept there and Nobby afterwards swore he saw during the night an apparition of an old sea dog bearing a parrot on his shoulder which kept squawking "Pieces of eight me hearties" before they both disappeared. What's more all he and Mick claim to have drunk was tea. I'd like to try some of that.....

It was during that Expo that one lady was overheard telling her daughter that the Victory was used for bringing convicts to Australia. Another said the Cutty Sark was sunk and used as a breakwater at Black Rock in Victoria. While yet another was sure there was only one Cutty Sark and wondered why there were two Cutty Sark's on display. By the way we had sponsors for our first Expo - \$300 worth in fact, which helped to meet the heavy cost of printing out catalogues and other expenses.

By March 1989 membership had grown to 20 and we eventually achieved a membership of 35 but this has since stabilised around the 28 mark. Original subs were \$10 per annum but when we gained accommodation in the Griffin Centre and had to pay rent, subs were raised to \$20 and have since had to be raised to \$25 p.a. Quarterly newsletters were commenced in September 1989 and grew steadily from 8 to 27 pages over the years. But it was not until two years later that they appeared in the familiar blue cover. Also in 1991 we decided to build the Baltik as a Society model but for various reasons this project failed. We learned a great deal from it though and later sold the unfinished model and remainder of the kit for the same amount as it cost us to purchase it.

We have issued for the benefit of our members over the years a sort of manual full of tips to modellers in the form of "Workshop Notes", and several other publications aimed at assisting members in their chosen hobby.

## A Decade of CMSS - continued

And since 1993 the Society has published for its members its own calendar, courtesy of Gary Schaefer.

The Society commenced building the bark "Lady Nelson" a couple of years ago but again we have encountered delays not of our own making. We hope to resume work soon. Speaking for myself I have thoroughly enjoyed my membership of the Society during the past decade and I hope to see our modelling club continue to carry the flag for scale model static ship modelling in the A.C.T. in the years yet to come. We have received some excellent support over the years from our respective spouses or companions and we are very pleased to have a lady member (Robine Polach) for the second time in our existence - the first being Jennifer Nicholson back in 1989 who left two years later when she had a baby. Nothing to do with the Society I might add !

And now, to conclude this address, may I invite you all to charge your glasses and join me in a Toast - "The Canberra Model Shipwrights Society".

## CATastrophe - a tale of woe by Bruce Kirk

I receive a monthly Model Boats magazine –yes, from England by Royal Mail. I must admit to being a little behind in reading these magazines, so have stored them in a neat pile on a shelf in the study cupboard.

Unfortunately, one of our cats (Dexter) decided that this particular shelf would be a good place to have an afternoon snooze. On entering the study that particular day, I noticed one cupboard door slightly ajar and closed it. Later when looking for Dexter to give him his dinner, I happen to open this cupboard door. To my surprise, not a **man in red undies and flowing cape** but **Dexter sprang out from the cupboard shelf “faster than the proverbial speeding bullet”**.

Not so my latest copy of Model Boats languishing on that shelf. Obviously, while waiting to be rescued one is able to pursue modelling interests. In this case, after examining the contents page one then progresses on to building the foremast, platforms and aials for an OSA 2 Type 205U Fast Missile Boat using the art of soldering. However, said cat did have minor difficulty in turning the pages but this is easily overcome by gently shredding each page after reading it. It is nice to know that the value of our hobby is the skills we build up after tackling simple (but always somehow complicated) Italian and Spanish ship building model instructions which then can be put to work re-assembling shredded pages and fractured words/sentences with archaeological patience and precision.

You will be happy to know the cat survived without any damage and was able to enjoy his dinner, no doubt while quietly reflecting on how simple it is to build a model ship.

**Our second cat Leo the Bengal has also at times lived “dangerously” with my models – but that’s another story!**

Bruce Kirk (B2)



## THE SHIPWRECK MUSEUM FREMANTLE WA– by Max Fitton

As many of you know I spent some time as a volunteer at the Shipwrecks Museum in Fremantle demonstrating some of the simpler forms of the art of model ship building. I chose the HM Yacht Chatham because I had already completed once and I was thus able to have the completed model on show at the same time as showing how it could be done. The sad thing was that I had to spend 3 hours travelling (minimum) for three hours modelling; not a very good use of time. I have sent other articles that included models for our Newsletter but I haven't given any attention to the rest of the Museum exhibits. So here goes! This will be in the form of a pictorial tour. If there is anything in particular that readers would like more detail, please send me an email and I will try to solve the problem – no guarantees though.

(I realise that some of the pictorial photos are not easy to read at the level of 100%. May I suggest that readers view at 150%+ that should, with luck, allow reading. My apologies if they are still unclear. )



The gallery stands close to the well-known Bathers Beach, is the second oldest building in Fremantle, the Round House, a matter of only a couple of hundred metres away, being the oldest. The Round House was originally built as a gaol to house those wayward imports from across the world.



The Entrance



The Ayatollah at the front desk.

(Max's words of endearment– the Editor does  
Not accept any responsibility!)

## THE SHIPWRECK MUSEUM FREMANTLE WA - continued



# HARTOG to deVLAMINGH

100 YEARS OF DUTCH EXPLORATIONS OF AUSTRALIA

In October 1616, 400 years ago, Dirk Hartog became the first European to land on the West Australian coast, in the Dutch East Indiaman *Eendracht*. Hartog left behind a flattened pewter dish inscribed with details of his journey at what is now Cape Inscription, Dirk Hartog Island.

Following this landing at Shark Bay, the Dutch established a long history of contact with Australia's western coastline. In 1697, Dutch skipper Willem de Vlamingh explored and named Rottnest Island and the Swan River, and also rediscovered Hartog's commemorative plate, replacing it with his own.

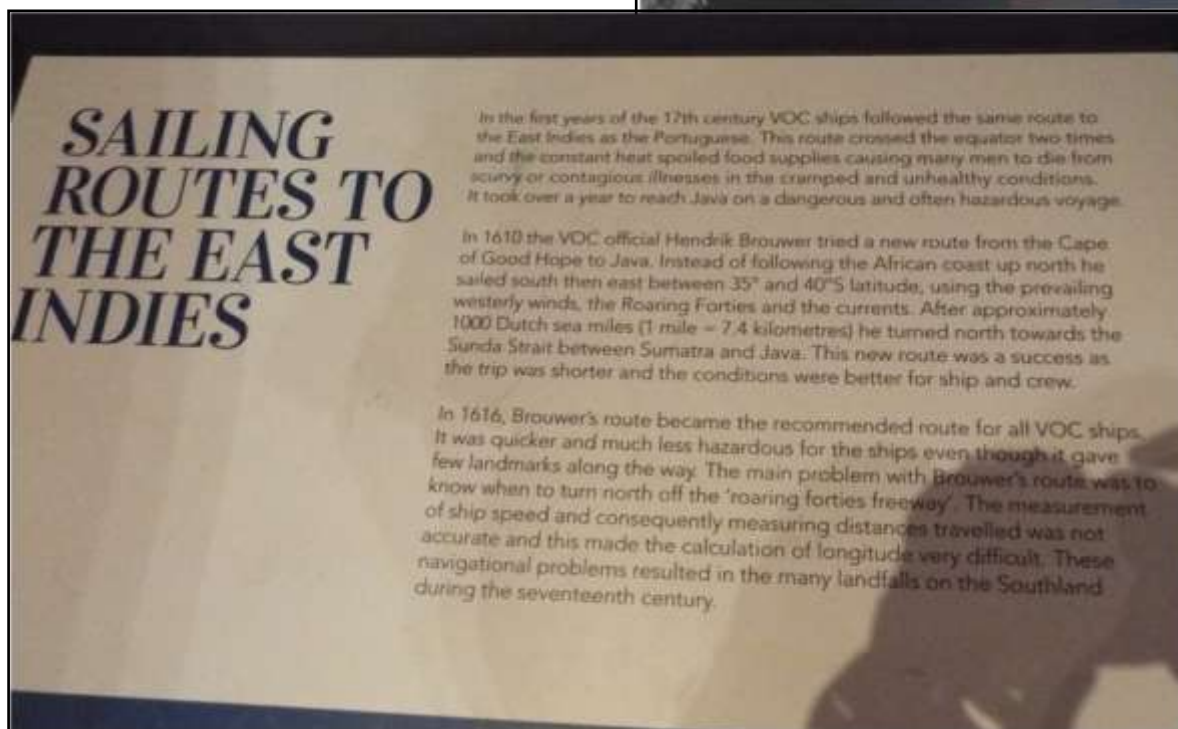
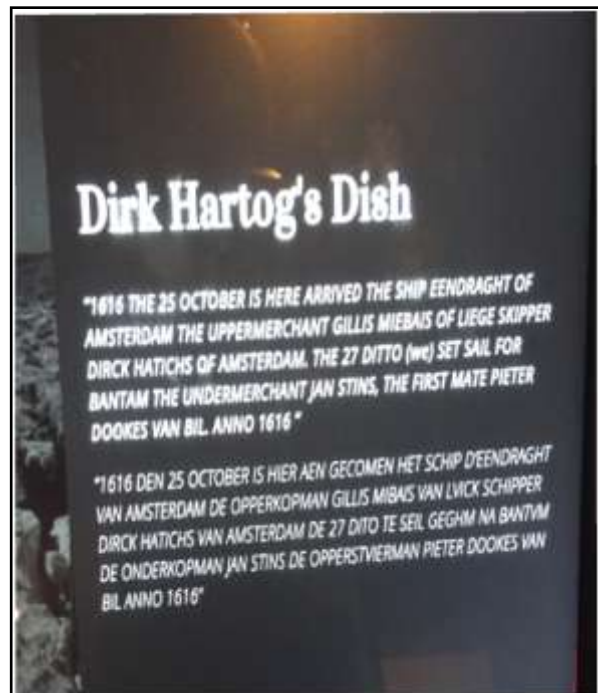
The early history of European explorations of Australia is inextricably linked with the expansion of the powerful Dutch East India Company, the Vereenigde Oost-Indische Compagnie (VOC). The VOC established a trade network throughout Asia seeking rare spices, exotic textiles and new markets for their goods. Trade between Europe and Asia was a profitable enterprise.

Fuelled by the growing myths of the treasures awaiting them in the huge unknown continent of the South, the VOC equipped several expeditions in their search for profit. However, instead of wealth, the VOC found tragedy when the first ships were wrecked on the dangerous west coast of Australia.

This exhibition follows the stories of various expeditions that helped to piece together the mysterious Southland and its inhabitants, revealing stories of the spice trade, mutiny, and conflict that shaped the Age of Exploration.



## THE SHIPWRECK MUSEUM FREMANTLE WA - continued



## Oh, Rats! - by Brian Voce

First it was the possums in the shed that knocked down a temporary stand I'd made to store the completed masts for the *Seeadler*, causing substantial damage. I moved the broken masts to a safe place to await an idle day when I could repair them. Well, I guess I've had idle days since, but many years later they still await restoration.

Then a month or so ago, it was rats. I had long ago stored the hull of the *Seeadler* in what I considered a vermin-proof cupboard until I could fix the masts and continue the build. But time goes on (you know, out of sight, out of mind), until the recent day when I pulled out a drawer of the cupboard in search of a lawn mower manual. The manual, however, along with a host of other instructions for all sorts of tools and equipment, had been reduced to a nice pile of paper shreds – much like a rat's nest, which in fact it was, verified by the scuttling rats within.

(I like to kid myself that these rats were pleasant little native rats and not the unloveable *Ratus ratus* – but I didn't get a chance to examine them. In the meantime, I give them the benefit of doubt and resist the urge to shop for rat poison. But I may be deluding myself.)

Noting the holes chewed in the backing ply of the cupboard, I realised the *Seeadler* stored on shelves below the drawers, might also have fallen victim to their gnawing. All was well, however, though the Billings box and plans had been sampled.

So, what now? I'd like to report that all these close shaves have galvanised me into action and that I have already repaired the masts. Well, not yet. But soon, maybe. In the meantime, I need to find a safe storage spot for this long lost project.





## Malkara 2017



The Malkara Specialist School held its annual Model Railway and Hobby Expo on the weekend of August 5th and 6th.

The CMSS has attended this event for a number of years now and donates the attendance fee back to the school. Pictured above is our small display, taken, I might add, prior to the arrival of the crowds!

It provides us with a good opportunity to display our hobby, exchange ideas with the railway enthusiasts, and advertise our Expo.





## Workshop visit—by Bob Evans



The workshop visit was hosted by yours truly on Sunday 30th July. The above shows a much tidied up workshop area with evidence of the usual presence of a 1:1 scale MGB, removed for the visit. On the bench is the “Pacific Gas” which will be seen further in the December issue.

Below are seen (from the left) Bruce Kirk, Ray Osmotherly and Bill Atkinson. Not shown were Matt Shepley and John and Lyne Kingsley. A convivial light lunch was enjoyed by all, thanks to my wife Elizabeth.

All in all an enjoyable occasion. More visitors would have been good but we will continue, the next visit should be to Bruce George in October but this will be confirmed.



## Expo 2017— Bob Evans

Expo 2017 is now behind us, time to think about 2018!

Watch the website for more photos but in the meantime, here are a few to whet your appetite.



Above left :Setting up in the main hall and right : The ACT Model Boat Club (Task Force 72 ) with their impressive display in the other hall.

Below left : The Art and Artefacts table under the watchful eye of Brian Voce and right: Following comments from the 2017 Expo, all models were described as to what they were and how they were built.



## A last passing thought!

### Vintage Members

We were born before television, penicillin, polio shots, Xerox, plastic contact lenses,  
videos, Frisbees and the Pill,

We were born before radar, credit cards, split atoms, laser beams and ballpoint pens,  
Before dishwashers, tumble dryers, electric blankets, air conditioners, drip dry  
clothes,

Before men walked on the moon.

We got married first then lived together (how quaint can one be?)

We thought fast food was what we ate in Lent, that a big Mac was an oversized  
raincoat, and that crumpet was what one ate before tea.

We existed before house husbands, computer dating, dual careers,

When meaningful relationships meant getting along with cousins, and sheltered  
accommodation was where one waited for a bus.

We were before day care centres, group homes, disposable nappies and young men  
wearing earrings, we had no FM radios, word processors, tape decks, electric  
typewriters or yoghurt,

For us, time-sharing meant togetherness, a chip meant a piece of wood or a fried  
potato,

Hardware meant nuts and bolts and software did not exist as a word.

Before 1940, Made in Japan meant junk, making out meant how well you had done in  
your exams, a stud was something which attached your collar to your shirt and going  
all the way meant staying on a double-decker bus until it reached the depot.

Pizzaas, McDonalds and instant coffee were unheard of. In our day smoking was  
fashionable, Grass was mown, a Joint was a piece of meat you had on Sundays, coke  
was something you kept in the coalhouse and pot was something you cooked in.

Rock music was Grandmother's lullaby and El Dorado was an ice-cream.

A gay person was the life and soul of a party – nothing more – and AIDS meant  
beauty treatment or help for someone in trouble.

We who were born before 1939, must be a hardy bunch when you think of the way  
the world has changed and the adjustments we have had to make.

No wonder we are confused – there is a generation gap – BUT

By the Grace of God we have survived.