



Scuttlebutt

June 2020

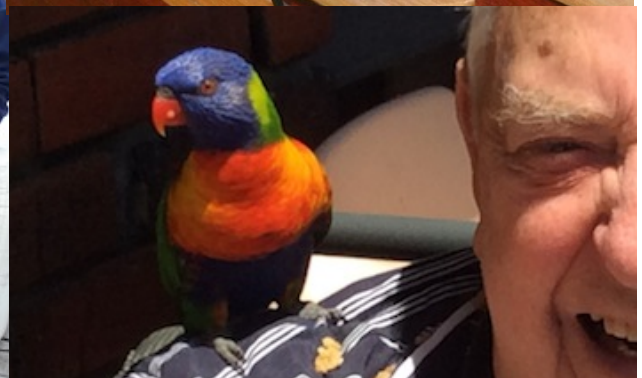
NEWSLETTER OF THE CANBERRA MODEL SHIPWRIGHTS' SOCIETY

Established 21 April 1988. Incorporated 16 January 1991

OBJECTIVES: To foster and maintain interest in building model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in this field.

Scuttlebutt: 1. A drinking fountain on a ship. 2. A cask on a ship that contains the day's supply of drinking water. 3. Gossip or rumour.

This issue takes a look at the ships of two rivers and the craft that ply or plied them - In separate accounts, Bruce George and Peter Hateley visit our own Murray River and the Mekong in Vietnam. Steve Batchelor further explores 3D printing and more traditional ways of making parts. Plus: Bruce Kirk and Max Fitton ask can we learn from the past?



COMMITTEE MEMBERS - 2019-20

President Edwin Lowry
Vice-President Unfilled
Secretary Bill Atkinson
As. Secretary Ray Osmotherly
Treasurer Peter Hateley
Members Bruce George, Bruce Kirk,
Appointments:
Member Liaison Max Fitton
Web site – Steve Batcheldor
Newsletter - Brian Voce

MEETINGS

The Society will meet until further notice, at the Men's Shed at Melba on the third Tuesday of each month (except December and January) commencing at 7.30 pm. Visitors are welcome.

Society Web-page

CMSS members are encouraged to visit our website at:

[http:// www.canberramodelshipwrights.org.au](http://www.canberramodelshipwrights.org.au).

Instructions for using this website are on the site itself where members will need to register.

The webmaster will help you in any way possible.

We seek content for the website - everything from photographs of your models through interesting web-links and chat.

Society Facebook Page

The Society has a Facebook group to promote the Society and to attract new members. So please feel free to post items on the page and share it with your Friends. <https://www.facebook.com/canberramodelshipwrights/>

Subscriptions

Annual Membership:

- a. Canberra Area-Single \$30.00, Couple \$45.00.
- b. Country/Interstate-Single \$15.00, Couple \$22.50.

Payment Details:

By Cash to Treasurer

Post by cheque/Money Order to PO Box 158, Fyshwick, ACT, 2609; or

Bank Deposit to

Beyond Bank - BSB 325185

Acct Name - Canberra Model Shipwrights Society (or CMSS)

Acct No 03452396.

A FEW WORDS FROM OUR PRESIDENT

I don't want to go down as the President who opened the seacocks and sank the Society. I would say that we remain alongside the wharf until the present problem is over. It may be hard to get a crew as they may have gone to the goldfields!

So, how are we going to keep the crew we have *and* more hands? I'm open to ideas - remember nothing is stupid, it's just before its time!

To add to what we are doing now:

I'm working on a half model of the pilot steamer Captain Cook 3 - scale 1/8 inch to the foot. Why a half model? They fit on the wall! I started it about 15-20 years ago, just roughed out; now starting in earnest. Problem is the drawing dated April 1958 doesn't have the details I have seen in photos (not very distinct), so I must wait until I can visit the Australian Maritime Museum in Sydney - oh what joy getting details.

regards,
 Edwin Lowery



Constructing the Captain Cook III pilot steamer at Mort's Dock, Balmain. Photographer: Sam Hood Studio. Australian National Maritime Museum Collection.

Contributions to Scuttlebutt are always welcomed. When forwarding your stories, please send them unformatted - i.e. typically a Word document and separately, photos as jpgs.

Send contributions to the Editor:
bvoce@ozemail.com.au . Ph: 6238 1446

Steve Batcheldor illustrates his way of making large-scale wooden deadeyes

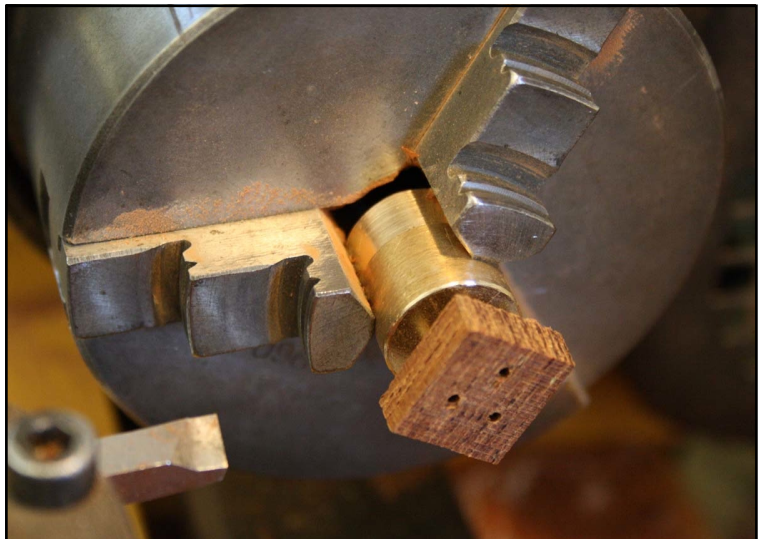
During the construction of a large-scale model I needed some deadeyes for the rigging of the mast stays. Most of the time we would just buy what we needed in the way of blocks and deadeyes for rigging our model ships. Unfortunately as this model is quite large (1:16 scale) finding items of the right size was difficult. In the end I chose to make my own.

The deadeyes that I needed were about 16 mm diameter so the first job was to cut some pieces of timber a little bigger than the finished size. To make the deadeyes as consistent as possible I used a small metal lathe to turn them. I made a jig to hold the wooden blanks from a piece of brass round stock and some brass rod. *(Photo - Jig and blank)*



Jig and blank

The square wooden blanks were drilled with three holes so that they would fit on to the turning jig. I made a small template from plastic to help align the holes in each blank. *(Photo - Blank on jig)*



Blank on jig

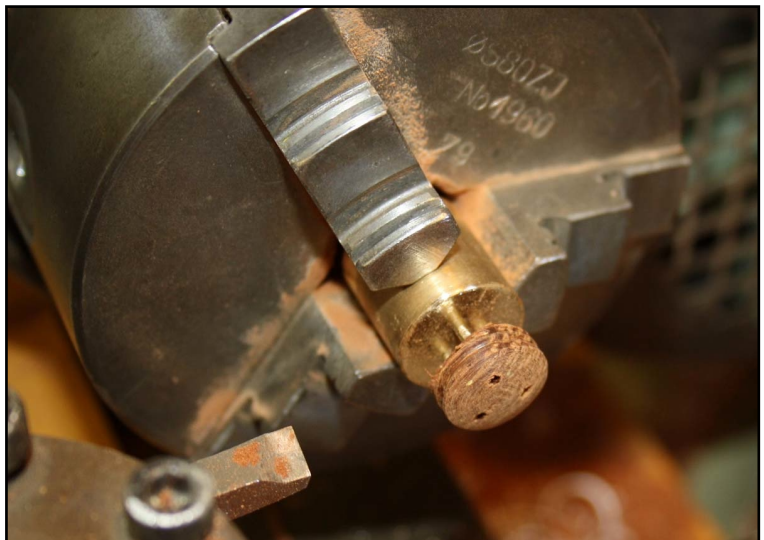
The metal lathe tool was used to turn the square blank to the correct diameter then the outer face was sanded to shape with sandpaper glued to a long thin piece of wood. The deadeye was removed from the jig, turned around and replaced on the jig so that the other face could be sanded to shape. A small triangular file was used to create the groove around the outside of the deadeye for the strop or rope. *(Photo - Creating the groove)*

All deadeyes were made in the same way and were then given a coat of varnish. *(Photo - Next Page)*

Once rigged these deadeyes look quite effective on the model. *(Photo - Next Page)*

✱

Steve has more model-making thoughts in Part 2 of his discussion on 3D Printing. See Page 22.



Creating groove



AUSTRALIAN RIVER BOATS

Part 2 - Bruce George

PADDLE STEAMERS OF THE MURRAY RIVER- ECHUCA (VICTORIA) AND MANNUM (SOUTH AUSTRALIA)

P.S. ADELAIDE

The PS Adelaide was built for J.C. Grassey, or Grassie, of Poon Poon Station and Seutonium and Charles Officer of Murray Downs Station at Echuca, by George Linklater and was launched on the 20th July 1866. The vessel was originally built to transport wool and did so for six years carrying wool from their own and nearby stations to the railhead at Port Echuca. The vessel also served as a part-time passenger boat bringing people into Echuca to do their shopping.

In July 1872 the PS Adelaide was sold to D. Blair and George Mc Grouther (Murray River Sawmills) and converted to a logging steamer. This resulted in the semi-circular paddle boxes being replaced by square paddle boxes (during the restoration in March 1985 the paddle boxes were reshaped to become semi circular similar to the original shape). The vessel was used as a logging boat providing a shuttle service between the local forests of Barmah and the sawmill, often towing three log-laden barges. For the next 80-odd years the PS Adelaide continued on as a logging steamer.

In the mid-1950s with motor transport becoming more popular and economic, the PS Adelaide's career as a logging boat ended and she was tied up. In 1958 the vessel left Echuca having been sold to a sawmiller Alex Rowe near Paringa in South Australia. In 1960 the Echuca APEX Club together with the Echuca Historical Society purchased the vessel as a visible reminder of the role that Echuca and the P.S. Adelaide had played in the history and development of the river trade. It was then decided



PS Adelaide moored at Echuca Wharf

to place the vessel in a dry dock in Hopwood Gardens for safe-keeping and to avoid further deterioration and the risk of sinking

The vessel was floated in 1963 in the dry dock where she remained for some 20 years as a static display. A key aim was to restore the vessel, but the opportunity to purchase and restore the PS. Pevensey in 1973 arose and the Adelaide restoration was put on hold for some 21 years. In 1980 work on the hull began which was completed with the boat being re-floated on 4th March 1985 and towed to the wharf where the remainder of the work was completed.

The PS Adelaide is one of the oldest wooden-hulled paddle steamers still operating anywhere in the world. It is still moored at the Echuca wharf and is now only used on special occasions.

Technical details - PS

Adelaide

Dimensions

Length 22.8 meters (76 ft)

Beam 4.95 meters (16 ft 6 in)

Depth of Hold 1.5 meters (5 ft)

Draft .69 meters (2 ft 4 ins)

Hull Built of Red Gum 75 mm (3 inch) planks on angle steel frames of 50 mm (2 in) x 50 mm (2 in) x approx. 10 mm (5/16in.)

Displacement 58 tons

Paddle Wheel locations Side
paddles 4.2 metres (14 ft diameter)

Engine Powered by its original steam engine, built by Futton and Shaw of Melbourne. Could achieve speeds of 12 mph (10.5 knots). It is a 30-h.p. twin cylinder, direct acting, with the cylinder of 14 in. bore with 36 in stroke, wood-fired steam engine with a working pressure of 120 lbs/per square inch, fitted with a Stephensons reversing gear. Fuel Red river gum wood.

Boiler Locomotive type.

Load The vessel was originally built as a towing vessel with little cargo stowage. It did have, however, some passenger accommodation



Plans Scale plans for the Adelaide are available from Float a Boat located in Ringwood Victoria.



BACKGROUND HISTORY - PS PEVENSEY

The PS Pevensey was originally built as a barge in 1910 and was converted into a paddle steamer in 1911. She was built in Moama for Permewan and Wright & Co, one of the largest ship-owners on the river. The paddle steamer is named after a sheep property on the Murrumbidgee River called Pevensey Station.

Timeline

1932 she was almost destroyed by fire at Koraleigh Landing below Nyah, but was rebuilt in 1933-35 at Morgan, South Australia

1939 she ran regular cargo runs between Morgan and Mildura before becoming redundant, being tied up at Mildura for a number of years.

1973 saw the Echuca City Council purchase her from the Collin brothers and steamed her back to Echuca.

1975 she was slipped at Moama and completely restored by 1979. She now operates from the wharf at Echuca as a tourist vessel.

The PB Pevensey was temporarily renamed the "Philadelphia" and starred in the telemovie "All The Rivers Run" made in 1982/3 which is based on the book of the same name written by Nancy Cato.

Technical Details of the PS Pevensey

Dimensions (can vary depending upon which references are used)

Length 34.3 metres (112ft 5 ins)

Beam 7.0 metres (23ft 0 in)

Draft 1.4 metres (Note; 2ft (0.6 m) empty, 4ft 6ins (1.35 m) fully loaded)

Displacement 130 tons

Paddle Wheel locations Side paddles

Engine Powered by its original steam engine, built by Marshall, Sons & Co of England, Serial No 55721, could achieve speeds of 8 knots. It is a 20h.p. twin cylinder wood-fired steam engine .

Load The holds are capable of carrying 120 tons (equivalent to 815 bales of wool) of cargo and 90-100 passengers. When a barge is attached the vessel can carry a total of 2000 bales of wool, the Pevensey barge was called the ADA .

Plans - Scale plans for the PS Pevensey are available from Float a Boat located in Ringwood Victoria

In more recent times

Over the past couple of years my wife and I have visited three locations on the Murray River where paddle steamers are operated and moored. The first was Echuca/Moama (NSW/Victorian border), the second Swan Hill and the third Mannum (South Australia). These visits were holidays in September

2017, and in May 2018. The Pevensey is the largest vessel currently operating from Echuca Wharf.

PS MURRAY PRINCESS



Murray Princess is a more modern vessel compared with the Pevensey, and was built in 1986 at Goolwa South Australia for Captain Cook Cruises (now a subsidiary of Sealink). She was specifically built to meet the demands of the tourist trade, and is registered as such in Mannum, South Australia. At the time we were aboard she was captained by Captain Craig Owen with a crew of about 25 (this includes engineering staff, deck hands, dining room staff and cabin maintenance staff). During May 2018 we spent a very enjoyable four days on the Murray Princess.

Technical Details of PS Murray Princess **Dimensions**

Length	67 m
Beam	15m
Draft	1.2/1.5 m

Displacement 1500 tons

Paddle Wheel Location Stern Wheeler
approx 6 m diameter, driven by two hydraulic motors

Engine 2 x 200hp Scania Diesels

Speed 6 knots

Load The vessel is a purpose built tourist vessel, the total load capacity is not known, but it is capable of carrying up to 120 passengers, 20-25 crew, fuel, provisions, and equipment for 5-7 day cruises.

Facilities

The vessel has 5 decks and a Sun deck , 60 cabins on three decks (with several classes of cabin), Spa, Sauna, Gym, Bar and two lounges . The Stern lounge looks out over the stern paddle wheel and is connected via a spiral staircase to an upper deck lounge , Single sitting Dining Room, Gift Shop and Cafe, Library, Lift from the lower deck to the Dining Room deck and a laundry.

Plans It is not known if plans for the vessel are readily available. If they are, a model of the ship would be quite an impressive build which would require some level of skill as some upper sections are very ornate.

ECHUCA RIVERBOAT MUSEUM

During an earlier visit to Echuca we visited the Echuca paddle steamer museum display which is located on the main wharf. This building houses a number of model dioramas which feature riverboats/



Models in the Riverboat Museum

paddle steamers in differing situations. On the adjacent wharf there are a couple of features worthy of note including a mock-up bridge of the PS Pevensey, a crane that was used to load/unload the paddle steamers and a model of a typical river boat sailor.

Paddle steamer modelling

I've had a more than a passing interest in paddle boats ever since my late father in law, Jack Andrews (a former country member of CMSS) of Wyangala Dam near Cowra NSW, built a model of the PS Adelaide back in the mid-late 1980s. I have plans for the PS Adelaide in my stash and hope to build a model of her some time in the future. A Laser cut-out model of the Adelaide is available for purchase at the wharf at Echuca and my wife bought the kit and assembled it on our return home.



PS Adelaide - Model: Jack Andrews

Other known modellers of paddle steamers include, Rodney Hobbs (Riverboat Rod) who has a display of more than 30 models of paddle steamers. "Riverboat Rod Model Steamer Display Shop" is located at 29 Darling St. Wentworth, NSW.

In the ACT area two members of the ACT Model Boat Club (a club which builds radio-controlled model boats)

have built models of the PS Adelaide and the Alexander Arbarthnot. Robert Dingy in Melbourne also builds paddle steamers. So ends a short introduction into the paddle steamers of the Murray River. There is a huge amount of information

relating to this unique form of transport and many old photographs can be found in State Libraries and the various Maritime Museums around the country.

✱

Echuca Wharf - Bruce gives some advice on operating the crane.



And Sue meets some of the waiting crew.

The next few pages are trips down memory lane provided by long-time members Bruce Kirk and Max Fitton. I must note that both have been of great help to Newsletter editors (past and present) in providing material which you will have read with interest I'm sure.

Importantly, both these articles provide some helpful guidance by looking at our history. At this time there is a move by a band of interested members to seek to rejuvenate the CMSS by asking what members want and also asking what members can contribute. To paraphrase Robert Kennedy: Ask not what your society can do for you; ask what you can do for your society.

In Bruce's article, covering the 20-year celebration of the society's founding, held at CMAG, you will note both the enthusiasm of the Society in mounting a memorable exhibition and the foresight of taking the CMSS to a wider audience and the satisfaction gained by those who contributed. I remember seeing it long before I became a member and enjoyed it immensely. We could do worse than to plan towards something similar when practicable.

This is what Bruce noted in his review of that exhibit: "After the exhibition had finished, Museum staff informed the Society that this particular exhibition had been their most successful to date. I think contributing to this was both the quality of the exhibits themselves and a uniqueness in the exhibition which combined history, ship engineering design and a "call of the sea" which would have stimulated visitors' imaginations."

Now let's go even further back. Max, in his article

includes a summing up of the first 10 years by Founding Member and driving force Roy Vizard. It is inspiring reading. In part, Roy notes: "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."

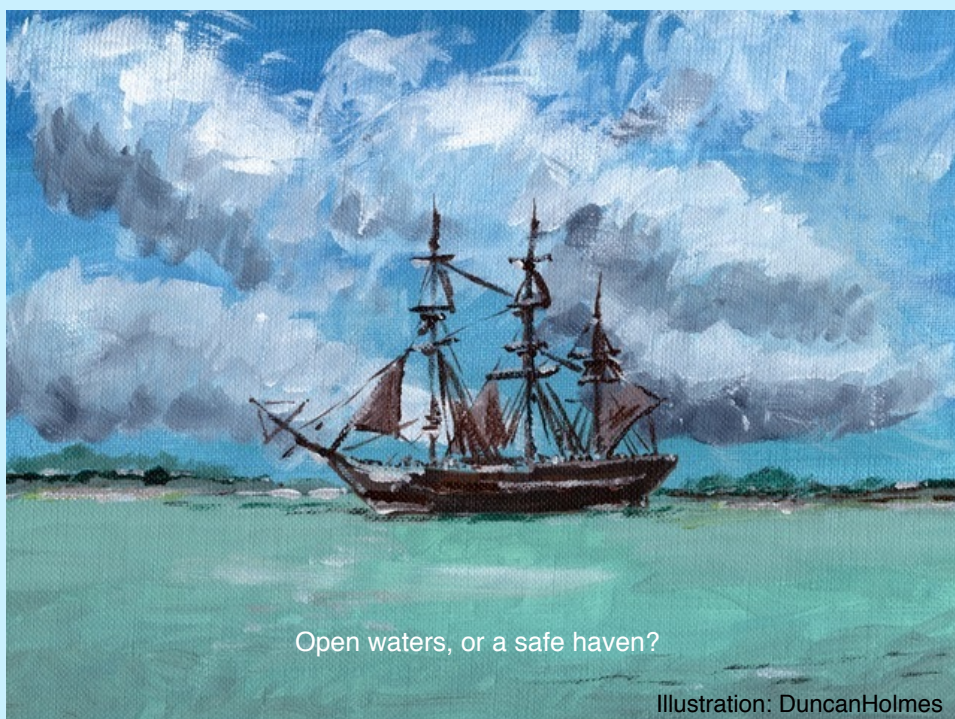
FROM THE EDITOR

Roy then goes on to outline the Society's achievements, along with the ups and downs, but throughout there is an enthusiasm from the committee and the members which carried the day.

Roy was elated to record the society had lasted for 10 years. He would have been pleased from his comments then to learn that the CMSS has now passed 30 years.

Let's look forward to many more years and as Bruce notes: "Finally, as a Society, let's see if we can work towards having a 40th Anniversary in 2028."

Why not?
Brian Voce
bvoce@ozemail.com.au



Open waters, or a safe haven?

Illustration: DuncanHolmes

A Moment in History

The First 20 years

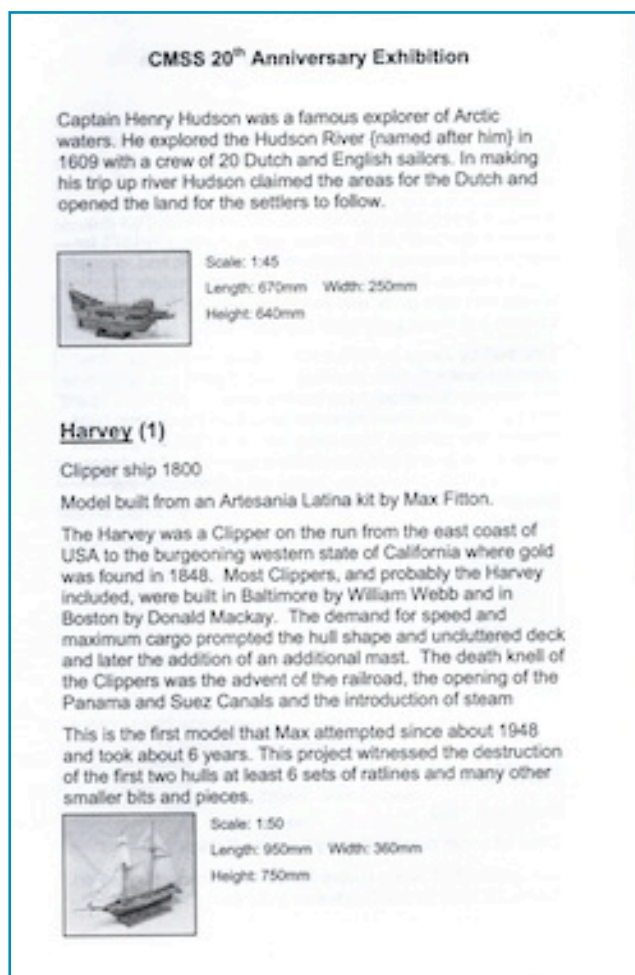
What could the Canberra Model Shipwrights Society do to celebrate its 20 years of existence and to promote and encourage Canberrans in the gentle and rewarding art of wooden ship model building? **BRUCE KIRK** provides the answer.

This question exercised the minds of both the then Committee and membership. Although the Society's Model Ship Expos had over many years been held at various locations around Canberra, there must be additional ways to attract greater attention. By chance a discussion with the Canberra Museum & Gallery ("Museum") resulted in the Museum being happy to sponsor a model ship exhibition. This would be held in the cosy exhibition room approached after entering through the ground floor exhibition area double glass doors, turning right and walking up a gentle ramp to the exhibition room. This area has both enclosed glass exhibition shelving with lighting and a small open exhibition area.

The Museum staff were very helpful in organising this exhibition space and Society members beavered away to finish models for the exhibition. In the end some 63 models were contributed to this exhibition, as well as model making tools, books, ship plans and model kits giving a rounded experience for the public. All contributors dutifully completed and signed the Museum's blue Incoming Receipt when delivering their exhibition pieces and likewise the green Outgoing Receipt when collecting the same. Nice to know, nothing was left behind.

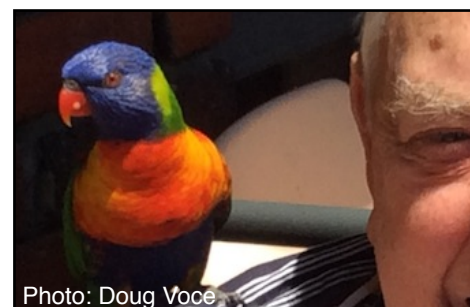
The exhibition was held from 1st March to 24th May 2008, along with a catalogue describing the exhibition pieces. Many of these entries also contain some useful information about their construction.

The catalogue also gives a handy introduction to the hobby of building model wooden ships. In anticipation of two expected frequently asked questions, the catalogue notes the models are "...not designed to float on water and are not radio controlled. ..." and more optimistically "...Models can be constructed in just a few weeks, but in some cases it can take years of effort and research."



A page from the 20th anniversary exhibition. It reads, in part: "This is the first model Max attempted since about 1948 and took about 6 years. This project witnessed the destruction of the first two hulls, at least six sets of ratlines and many other smaller bits and pieces."

Society members held an afternoon tea at the Museum on the Sunday prior to the exhibition opening on the following Monday. This was very enjoyable and we were especially honoured to have a representative from Her Majesty's Royal Navy, resplendent in full dress uniform, including a bicorn hat. The representative was additionally assisted by a very talkative parrot who, for some reason, was enjoying the



“shoulder perch”, thus allowing excellent observation of all happenings.

Some photographs I had taken of the exhibition are in existence, but in keeping sympathy with the crew of the Marie Celeste, when looked for had disappeared. Maybe they will re-surface some day, but until then a page or two from the Catalogue will have to suffice.

As a later visitor to the Museum, I wandered through this exhibition and must say it was particularly impressive in its format. Given the somewhat limited area, all of the models were very clearly displayed and co-ordinated in how you viewed them. Displays of model kits, ship plans and modelling tools were located in the stand-alone display modules in the open spaces. Somehow, in this exhibition room situation with the lighting and model placement, the ships really did look fantastic and provided an absorbing visitor experience. This was both a credit to the Museum staff in their exhibition preparation and to the model builders.

After the exhibition had finished, Museum staff informed the Society that this particular exhibition had been their most successful to date. I think contributing to this was both the quality of the exhibits themselves and a uniqueness in the exhibition which combined history, ship engineering design and a “call of the sea” which would have stimulated visitors’ imaginations.

CMSS 30th Anniversary The Canberra Model Shipwrights Society celebrated its 30th year Anniversary at its annual Expo held at the Mount Rogers Primary School over the



A selection of models from the Catalogue Included:
Duyfken (2 models) Janos Nemeth, Wappen Von Hamburg Barry Shepherd, Harvey Max Fitton, Ladysmith Bob Evans, Volante Richard Keyes, Class of 2007 (Flattie) Model Build Course, H. M. Cutter Mermaid Michael Pearson, La Nina Sid Bonner, San Jose David Perryman, Virginia Joseph Allen, HMAS Quiberon Edwin Lowery, Beltik Gary Schaefer, Grosse Yacht Janos Nemeth, HMS Victory (Hull Cross Section) Club model, San Juan Nepomuceno Bob Evans, Sanson Peter Harvey, Mollihawk II Richard Keyes.

15th to 16th September 2018. Unfortunately our previous Royal Navy representative was unable to attend – I think he must have been had been delayed at Trafalgar or perhaps even detained on a certain Island.



Notwithstanding, the Society’s website, www.canberramodelshipwrights.org.au provides an excellent photographic record of this Expo. You just need to look for the link *Showcase* then click on *Past Expos*.

And Further On

Finally, as a Society, let’s see if we can work towards having a 40th Anniversary in 2028.

✱

And while we’re on the subject, let’s look at

THE FIRST 10 YEARS

NEXT PAGE

MAX FITTON recalls some memories of editing the Newsletter and has provided a copy of an address by the late Roy Vizard who was a tower of strength in getting the CMSS up and running. In that address Roy reflected on the first 10 years of the society and some of his comments are inspirational at this time of reflection over future directions.

I took over from the Late Roy Vizard as editor of our newsletter. Roy was such a driving force in our Society that he was at various times a founding member, President, Secretary, Treasurer, events organiser and editor of our Newsletter. I am having a bit of a Senior Moment, and can't exactly remember exactly what his active positions were when he passed on, but certainly editorship of the Newsletter was one. A volunteer was required and I was duly volunteered from the Chair.

It was just called the Newsletter originally and it was Joe Allen, my successor as Editor, that renamed it "Scuttlebutt", a much more impressive name. Under his tutelage the presentation was much more appealing. I suppose one of the changes I instituted was changing from the printed version to electronically-delivered by email. This was a considerable saving in snail mail postage stamps.

My first task as editor was to write an obituary to Roy, not a task that any editor relishes. Obviously, I had to get help from long-time members such as Denis Beverage, Warwick Riddle, Michael Pearson, *et al*, and so the final version was published.

The Editor's task is not a sinecure. We must always remember that the Newsletter is for members, by members, not just the whimsies of the incumbent editor.

I seem to remember that one of my editions contained Roy's speech to the members who attended the dinner to celebrate the 10th anniversary of the Society. It was an excellent speech and is worthy of repetition, and I might add that it took up quite a bit of space in that newsletter – an editor's dream.

"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."

A DECADE OF C.M.S.S.

ADDRESS BY SECRETARY DURING
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 were 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.

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.....! (Editorial note by Max: Anyone who had the pleasure of viewing any of Roy's models will vouch for the high quality of his modeling – he was a modest man)

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.

“Almost as soon as the Society was founded it was organising a public exhibition of members' models...”

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 Griffn 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 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 modelers in the form of "Workshop Notes", and several other publications aimed at assisting members in their chosen hobby. 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 modeling 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".

See, it's quite easy to fill a Newsletter when one obtains quality copy such as this. You will note the underlining in paragraph 2 of Roy's speech. I added this. It is my experience that the more one puts into a Society, such as ours, the more one gets back in return.

This speech is also a very good base for a history of CMSS. A very valuable contribution to the Society would be for someone to cobble together a follow-on from Roy's speech, before we get too old and feeble. I can think of a couple of volunteers who would be willing to get together to complete such a venture. They had better volunteer before I name them.

Floreat Scuttlebutt.

MAX FITTON

✱

Peter and Rosemary Hateley recently cruised the Mekong River in Vietnam. This is their story.

SEVEN DAYS ABOARD THE RV AMOLOTUS

This is a brief tale of our cruise on the Mekong River from Ho Chi Minh City, still commonly called Saigon by tour companies and the locals. Rosemary and I had previously visited Saigon (2014) on a one-day coach tour whilst on a cruise from Singapore to Hong Kong, but we had little time then to explore this rather large city other than the “tourist hotspots”.

One location we did find on the original tour was near the Park Hyatt Hotel, our accommodation in Saigon for the start of the holiday. In the street opposite the front of the hotel were two or three shops selling model boats! On arrival at the hotel I discovered that there was one shop left still selling the models. These were all completed “display” models of many types of models from sailing ships, warships, “Riviera” type speed boats, merchant ships and even fantasy ships (Pirates of the Caribbean) and so on. Scales and finishes varied considerably with some nicely finished models and some that were sometimes a relatively crude representation of the actual ship!

This and next page - A few of the photos I took in the shop with permission.





More models in the shop

I have other photos which I plan to show at a future meeting(?).

This river cruise was an APT cruise booked through a travel agent which was able to offer a 2 for 1 offer saving us a considerable amount! Also included were all the side trips and visits during the complete trip at no extra costs.

An excursion whilst in Saigon was a tour to the Battle of Long Tan Memorial site and Nui Dat where the Australian Army main base was during the Vietnam War. As a Vietnam Vet myself this was a must do trip as I had only previously been to Vung Tau and stayed off-shore unloading and loading troops and equipment during troop rotations in the late 60's early 70's on HMAS SYDNEY, affectionately known as the Vung Tau Ferry.



Rosemary and I at the memorial for the soldiers killed during the Battle of Long Tan.

This is only the second non-Vietnamese memorial allowed in Vietnam after the French Memorial at Dien Bien Phu. It was my privilege as the only Vietnam Veteran on the tour to lay the wreath at the memorial.

The other excursion was to the Cu Chi Tunnels north-west of Saigon, but we had visited this area during our previous visit to Saigon.

Back to Saigon and prior to departing the hotel for boarding the RV Amalotus at My Tho, was an exciting tour of Saigon on the back of a motor bike. We think we have traffic problems here! They all seem to know where they are going, and traffic flowed pretty well considering the apparent total lack of adherence to road rules.



Saigon Traffic

LET THE RIVER CRUISE BEGIN



Following the above tour we boarded our coaches for the 1 ½ trip to My Tho to board our home for the next 7 days, The RV AMALOTUS, a very comfortable vessel and also designed to be able to berth alongside the river banks at some of the smaller villages we stopped at during the trip.

RV AMALOTUS (above) at anchor off Cai Be

Year built	2011 / Age : 9
Builder	Vietnam
Class	Mekong river cruiser
Owner	Indochina Sails
Operator	AMAWaterways Asia
Length (LOA)	92 m / 302 ft
Gross Tonnage	950 gt
Passengers	62 - 124
Crew	50
Decks	4
Cabins	62
Decks with cabins	4

During the cruise the bridge was not off limits and I visited once during the 7 days whilst underway. For a vessel of this size the bridge was, I thought quite basic – no autopilot but that is not unusual in river cruise vessels as the European river cruise vessels were also manually steered. A basic compass, Morse type engine controls, manual steering, and a radar

The distances travelled each day was not great and there were plenty of stops along the way to visit local villages and those sights that the tour company/government thought that would be of interest to us. I won't bore you with a blow by blow travelogue, but I will show some of the river vessels, boats and craft that we encountered on the way. The final destination of Siem Reap (Ankor Wat) is worthy of a story of its own.

The Mekong is a large river and the first thing noticed was the incredible amount of free drifting lotus plants

being carried downstream by the current. From early in the trip the number of barges carrying sand, mined from upstream was large and constant. This sand is used for concrete being used for buildings - especially in Saigon. For anyone used to cargo loading you would say that these barges were totally overloaded as it would appear they were sinking.



Unladen barge



Fully (Over?) Loaded

The photo below is of the Mỹ Thuận Bridge, one of the few bridges over the Mekong in Vietnam. This bridge was built as a joint venture between the governments of Vietnam and Australia.





On our way to Cai Be

The following photos are of craft taken during the visit to Cai Be, the first stop on the cruise. If anyone likes building models of local smaller craft some of these would make excellent candidates. The differences between Vietnamese and Cambodian craft are quite noticeable.





Typical Passenger boat



The photos above show a small part of the sand dredging operations



Towing our four excursion boats between Cai Be and Sa Dec

We had many visits to many commercial, cultural and religious sites along the parts of the river we travelled. Talking to our tour guides, the river level has been dropping over the last few years and this has been attributed to countries upstream building dams to retain water for their own use (notably the Chinese).

The photos on the next page are from the town of Sa Dec.

It has become evident recently that emails sent out to all members are not reaching everyone. If your email address has changed, or there are changed circumstances, or other relevant reasons, please notify our Treasurer, Peter Hateley at hpeter@iinet.net.au or phone: 6254 7229.



Cao Dai Temple



Inside the Cao Dai Temple Sa Dec



The Lovers' House

Sa Dec was immortalized in the film *The Lover* by Jean-Jacques Annaud, based on French writer Marguerite Duras' bestselling semi-autobiographical novel, which depicted her love affair with Huynh Thuy Le, the 27-year-old son of a rich Chinese family, when she was only 15.

✱



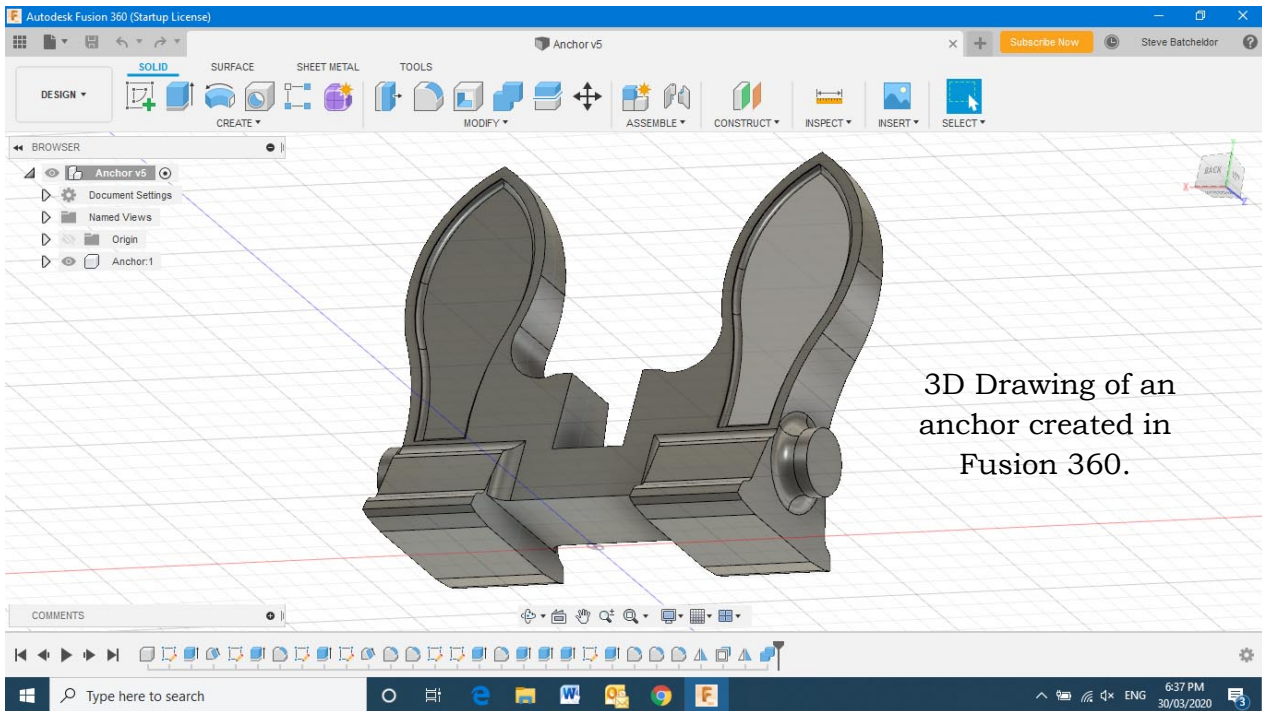
Markets in Sa Dec



The Hateleys' travels continue in our September edition.

3D PRINTING, DLP PRINTERS, 3D DRAWING

Aids to model-making, explained by Steve Batchelor



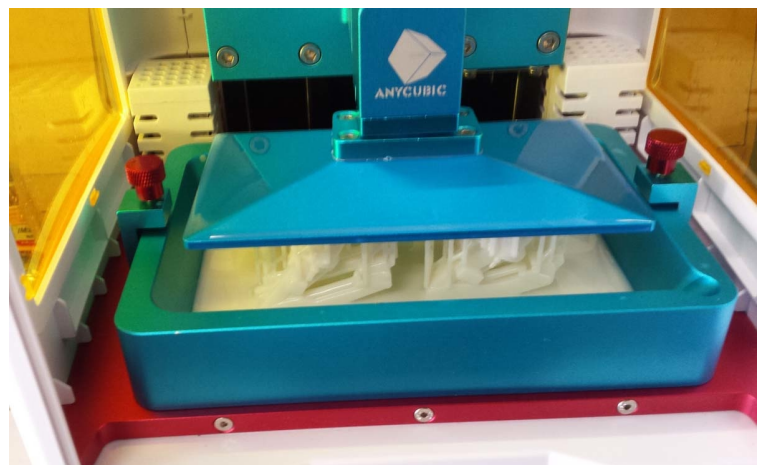
Part Two

Last time we looked at the basics of 3D printing and the types of printers generally available for home use, concentrating on the Fused Deposition Modelling (FDM) type printer and some of the parts that I have been able to make for my model ships so far. This time I want to look at the Digital Light Display (DLP) printer and then talk about 3D drawing for printing.

As I mentioned last time, I have recently purchased a DLP (resin based) printer. These printers are capable of producing far better quality parts with much finer detail. The FDM printer has a layer height of between 0.1 to 0.5mm whereas the DLP printer can have a layer height down to 0.01mm. This gives about 10 times better resolution, therefore much better printed parts. My initial prints have been very impressive and I can see the possibilities that I hope to one day realise with this printer.

DLP 3D Printer

The DLP printer takes a different approach in that the build plate is upside down so that it can submerge into a vat of liquid resin. The bottom of the vat is clear and sits directly on top of a Liquid Crystal Display (LCD) screen that creates a digital mask for each layer. Ultra-violet light is projected through a mask to harden each layer of resin. The mask is the thing that changes with each layer and



DLP Printing – parts being printed upside down slowly emerging from the resin vat.

determines which part of the resin is exposed to the UV light to harden. One of the downsides of the DLP printer is that you cannot see the initial print progress. You just have to trust that things are printing properly and can only see once the print is tall enough to emerge from the vat of resin.

Another downside to resin printing is that it is a bit messy as the finished prints are still covered in liquid resin that needs to be rinsed off with Isopropyl Alcohol. After cleaning, the parts also have to be cured under ultra-violet light. This all adds additional steps to an already quite complex process.

Still these printers give far superior results, particularly for the small parts used in model ships and for under \$500 I believe that for me it has been worth my investment in this type of 3D printer.

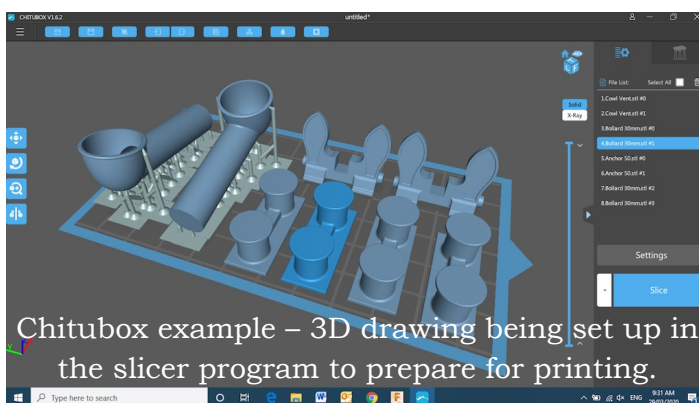
3D Drawing for 3D Printing

Before you can print anything with a 3D printer you need to have a 3D drawing (model) of the part that you wish to print. There are millions of 3D models available on the internet both for purchase and for free but as I have found there are many different types of 3D models and not all of them are suitable for 3D printing. 3D models are regularly used in computer games, movie animation, architectural renderings, virtual reality etc but only models designed for 3D printing are usable on a 3D printer.

Often it is the case that the specific part that I wish to print is not available on the internet so I have to draw my own part to print. Again there are many different computer programs used to make these 3D models but not all will be suitable for 3D printing.

I have used programs such as Sketchup, TinkerCAD, 3D Builder and Fusion 360 to produce suitable 3D models for printing. For simple models made up of simple geometric shapes you can use an easy-to-learn basic 3D drawing program such as 3D Builder. More

complex models require a more powerful drawing program capable of creating complex curves and are much more difficult to learn. Fusion 360 is a very powerful and flexible program but I have found it a challenge to learn even the fundamentals of complex 3D drawing. I am still working on it and getting there very slowly.



One of the primary tenets with 3D drawing is that every line needs to be referenced to an origin point in 3 dimensions. So this means that every line has a length, a shape and an angle which are all completely defined in a 3 dimensional space - lots of information and hard to get your head around. While the 3D drawing program does most of the hard work you still need to understand what the program requires as far as inputs to be able to build an accurate model that is printable.

I have started to draw and print more complex models recently and I am very happy with the results, but it has been a steep learning curve. With practice I hope to increase the level of detail that I am able to add to my model ships by increasing the number and type of 3D printed parts that I can produce.

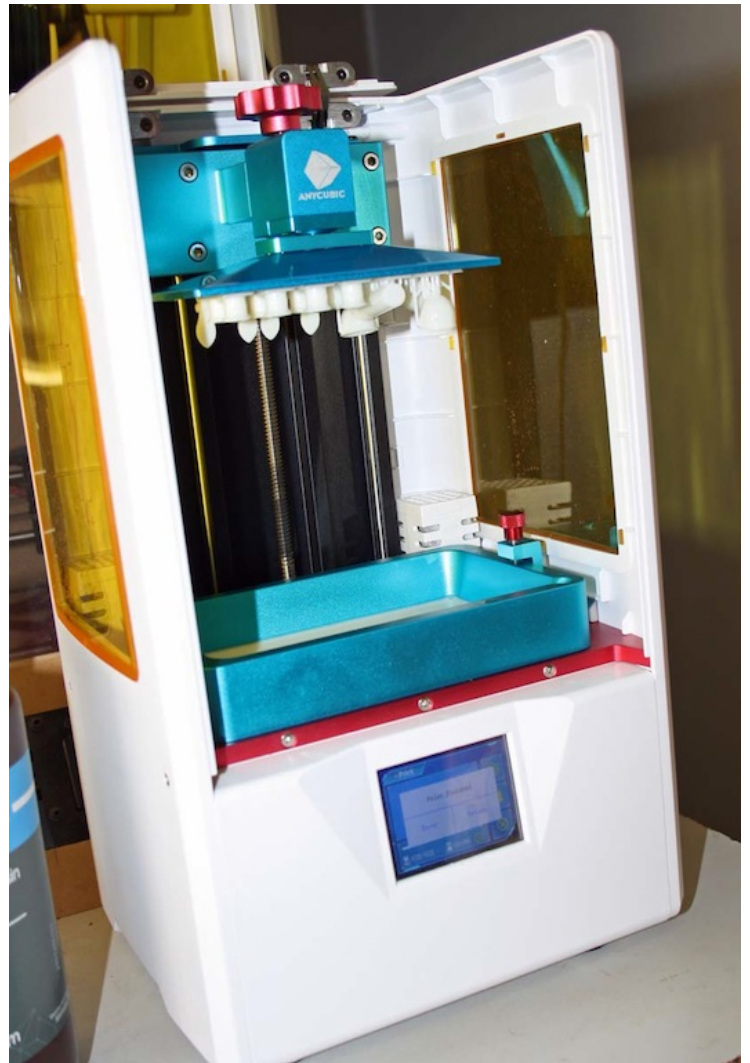
One of the questions that I have been asked several times is: is 3D printing really modelling? I know that everyone will have an opinion, but I believe that it is just a different way to model. I would argue that in some ways it is even more challenging than traditional modelling methods as you first have to create a digital model to be able to print something

solid. Then you still have to put all the parts together.

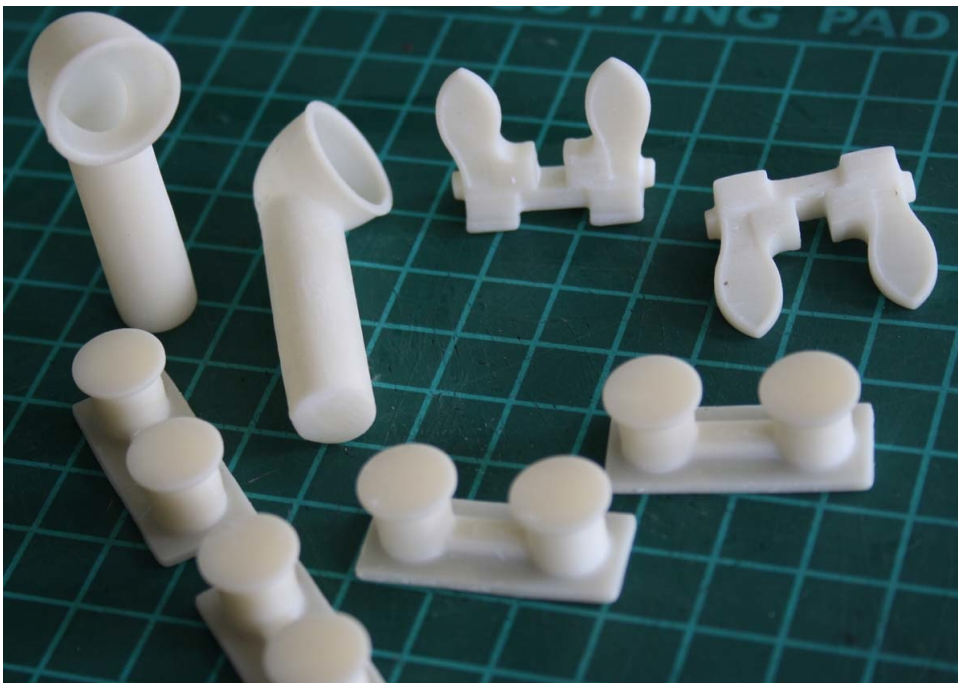
So 3D drawing and 3D printing is not going to be for everyone as it is a lot of work and requires particular computer skills if you are going to come up with your own models to print. I have found 3D printing quite valuable as I am now able to make parts that I would not have thought possible only a short time ago. If you want to give it a go and you need some assistance I am more than happy to lend a hand. *



Parts straight off the printer, still attached to the build plate dripping excess resin.



My AnyCubic Photon S DLP 3D printer. Parts have just finished printing and the build plate has raised to the top, well out of the resin vat.



Finished 3D printed parts removed and cleaned up.