# SCUTTLEBUTT

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.

December 2024


# CONTENTS



## EDITOR'S NOTE

It is that time of year again and the editorial staff of Scuttlebutt (numbering one) would like to offer you the compliments of this season encompassing Christmas and the New Year.

I must note that this issue comes to you mainly through the writings of just three members - Bob, Max and Grant. So this issue might not be as wide-ranging as you might be used to, but I can assure you that it is very readable indeed. Thank you Bob, Max and Grant.

Our next issue will be in March and I will call for contributions in the New Year. I must emphasise that there is no compulsion to wait until I next ask for contributions - your stories are welcome at any time.

Brian Voce - bvoce@ozemail.com.au

## COMMITTEE MEMBERS 2023-24

President Bob Evans, Vice-President Neville Miller, Secretary Peter Gaisford, Assistant Secretary Bill Atkinson, Treasurer Peter Hateley. Members - Tony Merriott, Peter Higgins, Greg Peters-remote member. Appointments made by Committee: Public Officer Ray Osmotherly, Member Liaison Max Fitton, Webmaster Steve Batcheldor, Newsletter Brian Voce

**Gatherings**

The Society meets, until further notice, at the Men's Shed at Melba on the third Tuesday of each month (except December).

**Society Web-page**

Visit our website at:

https://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

**Annual Membership:** Canberra Area-Single $35, Couple $50, Country/Interstate-Single $20, Couple $25.

Payment Details:

By Cash to Treasurer

Post by Money Order to: c/- 5 Stretton Crescent, Latham, ACT, 2615, or

Bank Deposit to: Beyond Bank - BSB 325185 Acct Name - Canberra Model Shipwrights Society (or CMSS)

Acct No. 03452396.

At meetings, payments may be made using an EFTPOS terminal held by the treasurer.

# PRESIDENT'S REPORT

A very Merry Christmas and a safe and happy 2025 to all of you.

Firstly, a huge thank you to those who contributed and to Brian for his tireless efforts in being able to pull a great Newsletter out of the hat for every publication. On that subject, and not wishing to keep harping on about it, this Newsletter can only be produced if readers make contributions. I have said many times before that what you contribute does not need to be War and Peace, but I'm sure there must be a wealth of material out there that would not take much effort to put together into an article of interest. This plea of course applies to both Members and non- Members, if you read this then please try to make an effort. I'm sure Brian would be most pleased not to have to worry about each edition and would be delighted to have something in reserve.

I was delighted to see the model of "Lady Nelson" now proudly displayed at the Bass Strait Maritime Museum. The finished product looks fantastic and the CMSS Members who started the project can be justifiably proud of the initial work they put into the model.

I would urge you to flash up the dreaded computer and have a look at the ACTScale Modellers Scale ACT offerings. Peter and Tristan (ACTSMS Members) have done some wonderful work and I look forward to seeing them at the CMSS Expo25.

See you all next year, and thank you for your support of the CMSS during 2024.

Bob, President.

# Show Time

On Saturday 9th and Sunday 10th November CMSS attended the ACTScale Modellers annual Expo , ScaleACT  held at Thoroughbred Park racecourse in Canberra. The show was, as usual, very professionally run and it was a pleasure for us to attend. My thanks to the CMSS Members who came along to assist .

We had a good array of models of varying subjects and we attracted a lot of attention, sadly this doesn't often result in new Members but, as I've said time and time again, if we are not there nobody will know about us anyway.

Our positioning was perfect in every way, in the midst of the viewing audience, a panoramic view of all the traders and the excellent models on display.

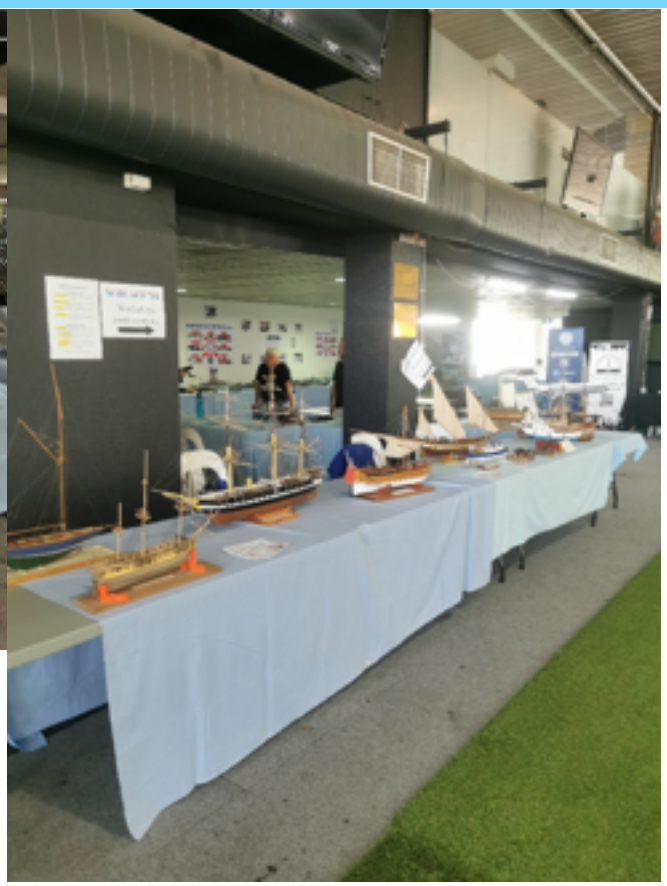
Our neighbors were Task Force 72 and as usual it was also great to catch up with them.

All in all a very pleasant weekend. Thanks again to the ACTSMS Members for looking after us so well and for putting on such a great display.

I can do no better than to direct you to ACT Scale Modellers' Society (ACTSMS) - YouTube

where you will see a vast array of photos of ScaleACT as well as other informative articles, including your very own CMSS.

Below are some photos of our display. - **Bob Evans**



The last of the photos is part of the ACTSMS display of model ships.


Out of curiosity I took myself off to this show, which is now in lieu of the Railway and Hobby exhibition to which the CMSS used to regularly attend.

Task Force 72 had a display there and I had a word to the show organizer who said he would be most pleased to have the CMSS in attendance next year. I accepted because I have every intention of going again in 2025, something for Members to think about.

# Lady Nelson On Tour Of Tasmania

The model of the Lady Nelson, the build of which was originally undertaken by CMSS members and completed by Tasmanian model-maker Ian Summers is now on public display in the Bass Strait Maritime Museum in Devonport. The model will remain there until the Wooden Boat Festival in Hobart, February 7-10.

The model will be displayed at different maritime museums and other venues across Tasmania for up to 6 -month periods to promote the association.

Right - Joanna Gair, Co-ordinator/ Curator of The Bass Strait Maritime Museum, Devonport, with Paul Van Nynanten, Senior Deckhand Lady Nelson, and a model maker. Paul has been closely involved with the project since it was agreed the build would be completed by Lady Nelson Tasmania and the Tasmanian Sail Training Association.  Below - A closeup of the Lady Nelson in her showcase

# LAND-BOUND CORVETTE LEADS TO MUSEUM

By MAX FITTON


I recently visited Whyalla. On the day of arrival, driving around the area, sticky-beaking, I was somewhat astonished to see a corvette, the Whyalla, high and dry on the roadside some 2 kilometres from the slipway (photo above). In retrospect, its position was an excellent advert for the Museum. In the museum there is a DVD one can watch about how it was transported there, but to put it briefly, it was very SLOWLY.

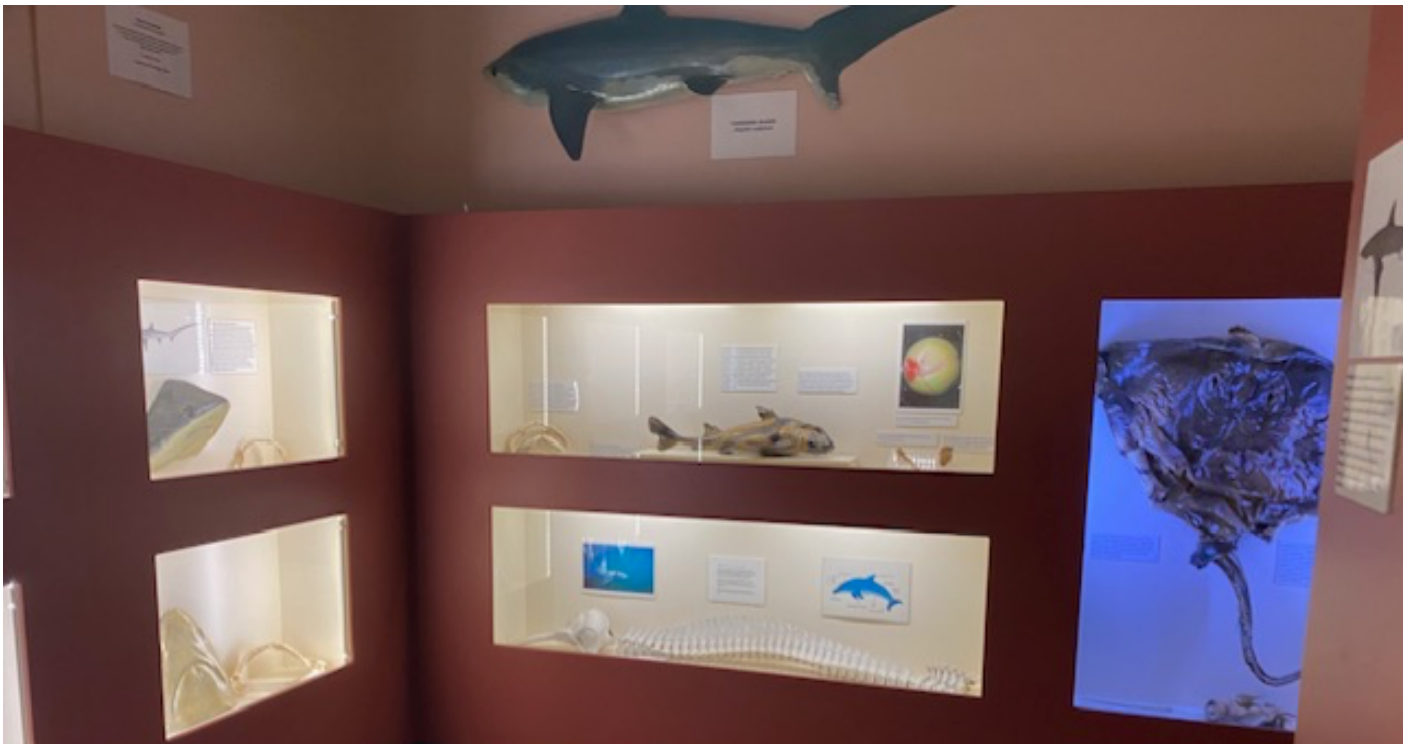
It was a pity that the museum had not catered for disabled visitors as far as the ship was concerned. Because of this I was unable to climb the multitude of steps to get on board Instead I walked over to the building containing the other items on exhibition.

To summarise, there were a few interesting exhibits although there were not enough to inspire me to pay a return visit.

Right - A small part of a diorama of the Whyalla Steel Works and Shipyards. Below and next page - Other exhibits.



S.S."RIP"



# Bob Evans decides to take a break between projects

# A TALE OF TWO SHIPS

Given the length of time it generally takes me to complete a model, you might think this is a bit of an ambitious work for me to embark on. Let me explain.

Readers of the Newsletter will know that I recently completed a model of the gas carrier Pacific Gas and my next build was to have been the Coral Gas for my elder son, but I decided on a bit of a break before beginning that one.

I had completed a model of the Korean Turtle Ship produced by Young Modeller of Korea some time ago now and recently I became aware of a Japanese kit producer with the unusual name of Woody Joe who produced a kit of an Atakebune that appeared to be the Japanese equivalent of the Korean turtle ship. Unfortunately the Atakabune is to 1/100 scale and the turtle ship 1/65, but a comparison can be made. I also saw the Atakabune as made by Richard Keyes and so I became more determined to have one.

The link Wooden Scale Model Kits / Woody JOE will take you to the Woody Joe website and you will see the entire range of their kits.

The Korean vessel was by all accounts far tougher than its Japanese counterpart that led to some dramatic defeats by the Koreans over the Japanese fleets. Photos, right, show the differences.

Back to the Atakabune kit. The absence of English is not a huge problem. For those who have built kit models before, the excellent drawings of the various parts of building should suffice. If you have access to Google translate this will be even more helpful. While this does not appear to be a difficult kit there are a number of precautions well worth taking before applying glue, namely:

- The parts are well packaged with smaller parts contained in small plastic bags and well identified. I would suggest you only remove the parts as the instructions call for them.
- Dry fit everything before gluing. Maybe it's just me but the front and the back can sometimes prove to be a bit confusing so best to be sure before it's too late!

Model of Korean Turtle Ship and, below, the Atakabune Kit

There seems to be a number of parallels between the two kits with the hull planking in both models being laser cut to shape, making it even more important to ensure the right piece goes in its proper place. (Photo right) - The build at the time of writing. The addition of the deck support beams is nearly as tedious as rigging!

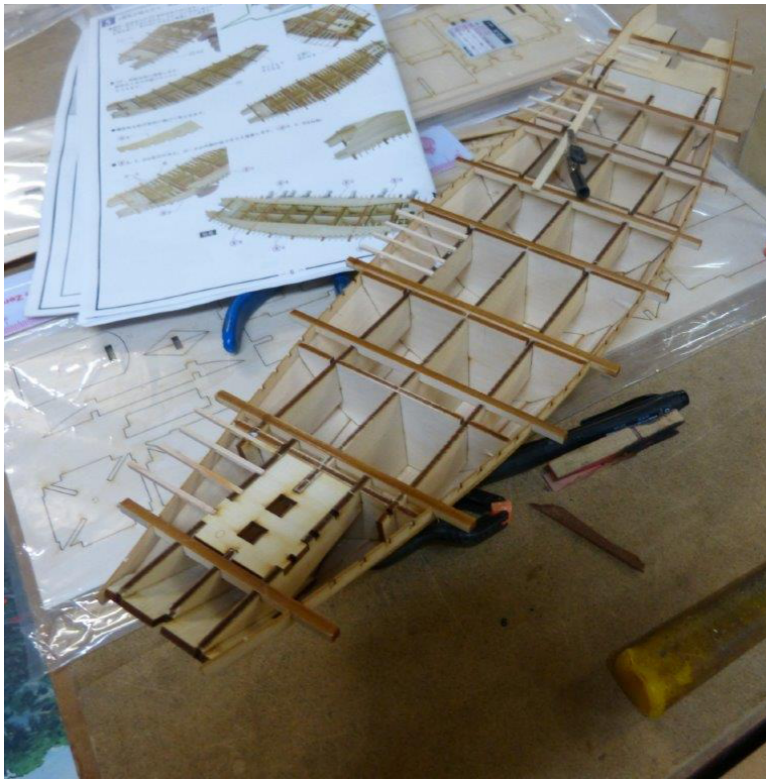
Above - The addition of a fan is puzzling; it's difficult to imagine a group of Samurai warriors wandering around fanning themselves!

Right - I have managed to do a little more work on the model so here it is. This photo shows I have added part of the sub deck. In keeping with the kit this is a very well printed piece. The sub decks come in three sections. The photo shows two of the three port side parts fixed to the framework. It is important to get fixed in your mind what is forward and aft as well as port and starboard and mark these accordingly.

Put the glue away until you have sorted out the positioning of these pieces properly as there are no locating tabs to help.

The Woody Joe website is well worth a look as there are some desirable items there and, as I mentioned previously, very good quality and in today's market quite reasonably priced.

More next issue.



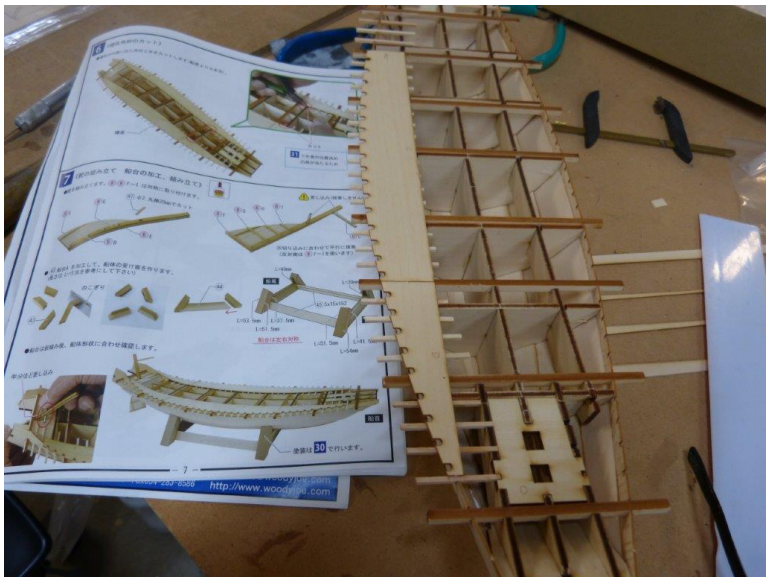


Photo right - Finely detailed Samurai, far superior to the white metal variety.

Grant Dale

shows step-by-step

how to make a

# BLOCK TUMBLER

# Making a Block Tumbler

First up, I wish to acknowledge that the basic design of this tumbler is not my own. I was inspired by something posted on the MSW forum some years ago by Janos (with whom many will be familiar from our CMSS Expos) and have simply modified the construction somewhat to suit my own needs.

**Materials used include:**
100mm long section of a used cardboard postal tube of about 85mm diameter (PVC tubing could be used in lieu)
19mm diameter dowel rod for the central shaft
6mm dowels
3mm MDF (end caps)
6mm MDF (end caps)
Sandpaper - grit of your choice. I've made up three tumblers with 120, 400, and 600 grit Spray-on adhesive
PVA glue

**Tools required:**
In putting this together, I used:
Scroll saw
Drill
Press
Milling machine
Lathe

However, the entire project could just as easily be completed with only hand tools.

**Design intent:**

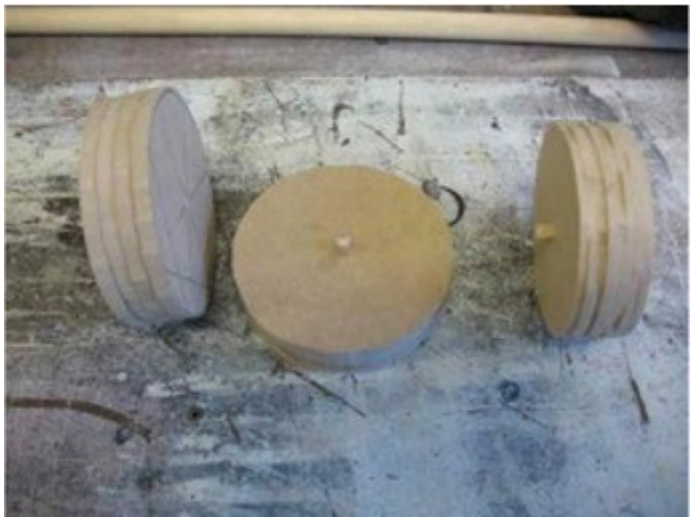
The intent for this design is to attach it to my Sherline lathe, with one end held in the 3-jaw chuck and the other in the tailstock chuck. This actually determines the maximum diameter of the main body of the tumbler, as it needs to fit over the lathe bed. The tumbler could equally be driven by a drill press, a handheld drill, or even manually turned. Any of these drive options would remove the size limitation.

It had been my intention to use some PVC tubing for the main body, but the tubing I bought (90mm) was just a tiny bit large to fit across the lathe bed. Rather than re-visit the hardware store, I happened to have the postal tube lying around and it seemed to be just right in terms of size.

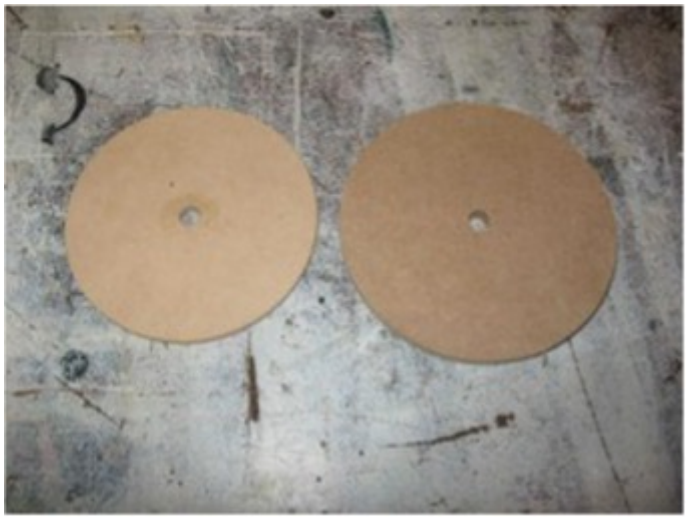
**End Caps:**

Having cut the postal tube into 100mm long sections, the next task was to make the end caps. These were made up of an outer cap of 6mm MDF and an inner cap of 3mm MDF, joined together to make a snug seal over the end of the tube.

**Step 1:** Draw circles of the requisite sizes for both Outer and Inner caps onto the MDF sheets.
**Step 2:** Cut out each of the circles using a scroll saw (or hand held fret saw / jeweller's saw). Then drill a 6mm hole through the centre of the circles.
**Step 3:** As I was making several tumblers at once, I temporarily spot glued the rough- cut circles together in gangs of the same size, over a central dowel. This then enabled me to mount the gangs in the lathe in order to turn them down to a consistent diameter with a smooth finish. You can avoid this step if you take more care than me with the cutting out.



Here is the result of the lathe turning process, once the discs had been separated from each other:



**Step 4:** Join together one each of a large and small disc, using a 6mm dowel for alignment and protruding a roughly equal distance either side. This will be the base end cap. (the picture below shows two of these, but I was making a set of three tumblers).

**Central Shafts:**

**Step 5:** The central (or "drive") shaft needs to be a single piece that runs through the top end cap. The limitation for me was that the "business" end needed to be no larger in diameter than 10mm in order to fit through the headstock spindle of the lathe. Accordingly, drive shafts were manufactured with the "business" end turned down to a 10 mm diameter. Note that if you are using an alternate means of propulsion, then this limitation won't exist.

Finish preparing the central shafts by boring a 6.5mm hole in the "tail" end. The idea here is that the 6.5mm hole will provide a locator for the tail end cap but with room for the shaft to turn around it. Complete the shafts by sawing slits along the length of the shaft. This is to take the sandpaper "flappers" later on.

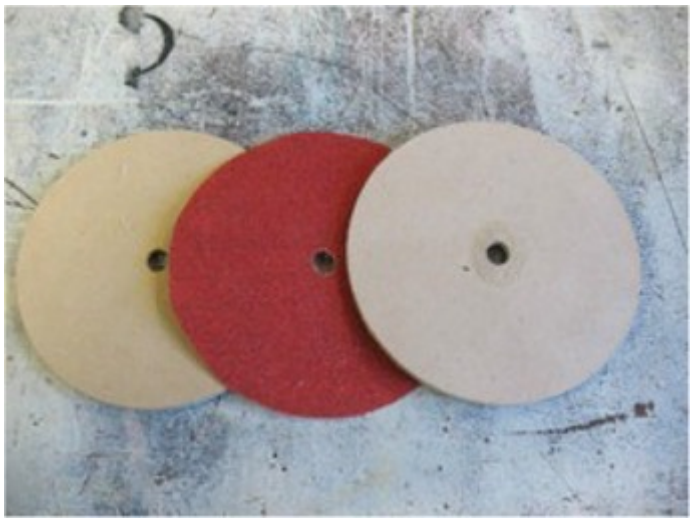
.

My intent had been to cut these slots with a slitting saw in the Mill. However, during the cutting of the first one, the Mill's motor died - whether as a result of this operation or some other reason I do not know. Regardless, this left me no choice but to complete this operation by hand. In fact, the slots are quite easily cut using a hacksaw - the kerf of the blade is just the right width to accommodate the sandpaper flappers.

So, here is how our overall construction looks so far. (Note that in this photo, an earlier (unsuccesful) version of the drive shaft is shown).

**Sandpaper:**

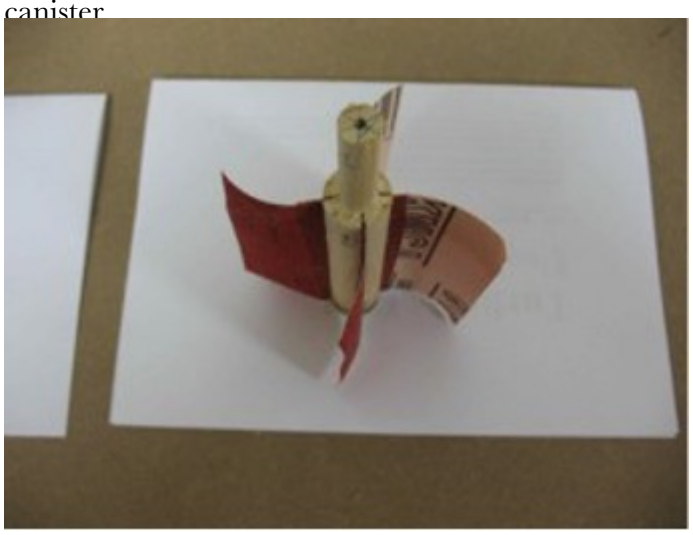
**Step 6:** Now it's time to fit the sandpaper to our machine. First up, I used a couple of spare smaller (ie inner) discs to trace the outline for the end caps, then sandwiched the sandpaper between them and drilled a hole through the centre. This now fits neatly over the end caps.



Cutting the remaining sandpaper to size is just a matter of "eye-balling" it. We need one piece to go around the inside of the central chamber, and four "flappers" which go into the slots on the central shaft. The end cap and chamber sandpaper was fixed in place with spray-on adhesive. The flappers are simply folded over and slid into the slots without glue (which makes them easily replaceable).

In the photo above, the flappers have been fitted "back to front" - a fact that became obvious once testing began (oops).

Below is the completed setup running on the lathe. The lathe cutting tool is lightly held against the canister body to prevent it from turning. In this picture the lathe is actually running, with the drive shaft turning within the canister.



**Functional Test**

The functional test worked perfectly. To further the testing, a selection of kit blocks was put through a short spin in each of the grades of sandpaper. To begin with, this is how the blocks look "as provided" in the kit:

It's pretty obvious from this picture why a block tumbler is needed. Up until now, I have been individually hand sanding all blocks prior to use - a very tedious process!

Here's a comparison of an untreated block (on the left) with one that has had a very short tumble.

I then proceeded to a larger test with a range of block sizes. Time spent in the tumbler was very short for these tests - no more than 2 minutes in each grade of sandpaper.

Below - After Tumbling in 120 grit:

The same blocks after then Tumbling in 400 grit:


And after then Tumbling in 600 grit


I think this proves the concept. Even better results should be achievable with a longer duration in the Tumbler. Finishing with 600 grit does seem to produce quite a nice end result that is ready to use.

**Reflections / Observations**

The Tumbler works well and is relatively simple to construct. If I were doing it again, I would reduce the size of the canister considerably. This canister I made is 100mm long with a diameter of about 85mm. I think a canister length of 50 mm, with a diameter of 50 mm would probably be quite large enough for the purpose.

The drive shaft is key. It must be a single piece that runs through the top end-cap. Boring a 6.5mm hole in the tail end allows it to be located on a 6mm dowel spigot through the tail end cap. This both supports the end of the drive shaft and allows it to spin freely. The outer end of the tail end cap spigot is held in the lathe tail-stock chuck.

The whole assembly could be modified for handheld use. To do that, cut the tail stock spigot off flush with the outer end of the tail end cap. Then make and attach a "winding handle" to the drive shaft.

Happy Tumbling. May all your blocks be smooth!

#

Finally, here's a couple of pics of a range of kit blocks after 3mins (timed) tumbling in each grit successively. While there is still a little finishing required around the sheave holes, the block bodies are all smooth and ready for use.

# LIGHTHOUSES AND A SITE OF TRAGEDY

## Max Fitton continues his travels

During my recent trip I saw a few lighthouses. I thought they might be of interest to members.

The first one I saw was the Point Lowly lighthouse on Spencer's Gulf a few kilometres from Whyalla (photo right). It is worth the drive there if only to realise there is another attraction very close by - Port Bonython. Also for walkers it is one end of the Freycinet Trail. The land on the horizon top left is the eastern side of Spencer Gulf around about Port Germein.
Close by are two lighthouse keepers' cottages (below) that are available for rent.

The lighthouse was originally built, on a peninsula jutting out into Spencer Gulf in South Australia, in 1883 to guide ships safely to Port Pirie and Port Augusta.. It was originally 15 metres tall, but in 1909 it was raised by 8 metres to its present height. In 1993 it was removed from the AMSA register and in 1995 it was reactivated, having been bought by the Whyalla Council.

Continued next page

Close by is Port Bonython. I found this to be of considerable interest. It is located at the Southern end of the Moomba pipeline that starts at the Cooper Basin in South Australia. It has a deep water harbour with a jetty 2.4Km long from which it exports hydrogen, natural gas and crude oil. It also is a diesel storage facility. It can handle Cape size ships of up to 110,000 tonnes. The plant and waterside constructions were markedly cleaner that the area surrounding the Whyalla Steelworks and thus 'looked' efficient.

The next lighthouse I saw was at Robe in SA. (above). A star-shaped concrete tower, the Robe Lighthouse is 3.5 metres wide at the bottom and slants towards five metres wide at the top. The light array is three vertical banks. Each bank is made up of five 200-watt, headlight-type lamps. The optics consists of a revolving hexagonal column of sealed-beam lamps, showing a character of three flashes every 10 seconds with an intensity of 410,000 candelas, visible up to 37 kilometres out to sea. The tower is 18 metres high. and 63.1 metres above sea level. This lighthouse was built in 1972 to replace an existing lighthouse.

The next one I saw was at Point Lonsdale, built in 1902. (top right).

The situation of this lighthouse demonstrates to the layman the need for such things as lighthouses. It sits on the Western entrance to Port Philip Bay, that is where the rip is visible even to the layman. This area is well known for its danger to seafaring people. Such danger is remembered nearby in Queenscliff where there is a memorial (below).

Continued next page

The epitaph reads as follows:

"The first Australian Naval loss during World War II occurred on 20th November 1940 when HMAS Goorangai whilst on passage from Queensland to Portsea was sunk as the result of a collision with HMAS Duntroon. There were no survivors.
This monument is in memory of those who served on HMAS Goorangai."

FEAR GOD HONOUR THE KING

| | | |
|---|---|---|
| G.Boyle | F.Hack | M.Madden |
| B>Buchanan | H.Johnson | L.Mainsbridge |
| A.Carter | W.Johnston | K.Matheson |
| C.Cox | A.Kemp | J Moxley |
| J.Dungey | A.Ludlow | R.Redman |
| N.Farquharson | A.McDonell | J.Sanders |
| H.Gilroy | D.McGregor | F.Woods |
| C.Green | E.McLauglan | R.Wadrop |

THEY ARE THE FLOWERS OF THE SEA

While I was reading this plaque, an elderly bloke came over to talk and started telling me the memorial was so placed because a local lifeboat went out from there to try to save crew from the crash and they also lost their lives and they were all young men. I can find no reference to this latter statement.

The next one I viewed was the Port Phillip Heads Lighthouse (top right).

This is the second of the three lighthouses at the entrance to Port Phillip Bay.

"The new high light was continuous white light as was shown in the old sandstone lighthouse, but the new lower light had white and red sectors to assist mariners to determine their position. As ships approached the Heads, a white light showed below the white, upper light, and as the ship advanced, it moved into the red sector of the lower light. While the red light was visible below the white light, the ship was in the channel and could safely enter the bay." - warobe.sa.gov.au E.T.Raison, Lighthouses of Port Phillip Heads.

There are two towers close by, one of which is shown in the photo. These are used as additional guides for ships approaching the Heads.

The last of the lighthouses I saw on this trip was the Shortland Bluff lighthouse - the black one shown below. This lighthouse is situated within the grounds of Fort Queenscliff, Victoria. And the last of three lighthouses at the entrance to Port Phillip Bay. It is the only lighthouse I have ever seen that is black. The Fort is still owned and occupied by the Australian armed forces who were playing host to international visitors at the time, so I was not permitted to enter the grounds to get a better view. It was built in 1862 and there is some dispute over where the bluestone used in building it came from. Some say from UK as ballast others say it came by barge from within Victoria. Frankly, who cares. It just makes the colour quite distinctive.

#