

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.

Expo Special October 2026

Committee Members 2026 – 2027

President Neville Miller. Vice President Grant Dale. Treasurer Peter Hateley.
Secretary Peter Gaisford. Assistant Secretary Bill Atkinson.
Committee Members Tony Payne, Robert LeLievre
Public Officer Ray Osmotherly. Liaison Officer Max Fitton.
Webmaster Steve Batcheldor. Editor Elizabeth Hodsdon

MEETINGS

Meetings are held on the third Tuesday of each month except December, commencing at 10am.
New venue from February 2026, Southern Cross Club, corner of Bowman St and
Catchpole St, Macquarie. ACT 2614.

PRESIDENT'S REPORT

Another successful Expo done and dusted. The new venue at the Southern Cross Club Woden was a big hit with exhibitors and visitors alike.

I would like to take this opportunity to thank all those that attended and travelled great distances to get there. We thought we were going to have trouble filling all the tables, but as it was we had to request more tables to accommodate the many exhibits.

I would also like to thank the management and staff of the Southern Cross Club Woden for providing the venue and servicing all our needs. A special thank you to Grant Dale for all the work he put in finding this venue and arranging for us to hold the Expo there, Elizabeth Hodsdon for travelling from Robertson and spending both days on the ticket sales desk with Peter Hateley, Sandy Gaisford for doing the Calligraphy on the Certificates, Peter Gaisford for organising and providing the certificates and exhibit labels and also Peter Hateley for all his work collecting and transporting exhibits to and from the venue for those who couldn't attend. The dinner Saturday night was well attended and I believe that a good time was had by all.

We have applied to hold Expo 2027 at the same venue next year and are still working on a date that suits both parties.

I'm looking forward to the next monthly meeting on the 20th of October 2026 to get feedback from everyone. Prospective members are also welcome to attend.

Kind Regards, Neville Miller.

We were saddened to learn of the passing of Marcia Voce, wife of our former long-serving editor Brian, on 28th September. Our deepest sympathy is extended to Brian and his family.



All Expo exhibits this year were photographed by professional photographer Nick Hutchin. You will be notified when the photos are available and how to access them. Meantime you can go to YouTube, and type in Canberra Model Shipwrights Society to view the videos of the live streaming done by Peter Shum.

There were 124 exhibits. As well as members of CMSS there was a great contingent of exhibitors from Task Force 72. Michael Bennett from the Sydney club had his wonderful miniatures, and Tony Merriott participated as member of both CMSS and SMSC. Alistair Scott represented ACT Scale Modellers.

As a special touch, Peter Hateley had used his 3D printer to produce key rings in various colour combinations as mementos for every exhibitor, medallions in “gold”, “silver” and “bronze” on stands for the place-getters in the visitors' and members' voting, and some of the 3D printed vices as extra awards for winners.



Peter Cain was one of the raffle winners, Neville presenting him with the painting.



Aiden Berget won the Australia 11 model in the raffle.



“Gold”, “silver” and “bronze” medallions for the place-getters in the Roy Vizard (visitor) voting with the silver one displayed on its stand. Peter re-printed the gold and bronze medallions due to a slight error on the first ones. Peter made similar medallions for the place-getters in the member voting, each with its display stand.



Some of the different colour combinations of the key rings given to participants.

Visitors vote/Roy Vizard Award	1 st	Anthony Mumford	- <i>Polly Woodside</i>
	2 nd	Grant Dale	- <i>HMS Victory</i>
	3 rd	Bill Atkinson	- <i>Girlie</i>
Members' Vote	1 st	Grant Dale	- Shipyard at Foss' Landing
	2 nd	Anthony Mumford	- <i>Polly Woodside</i>
	3 rd	Bill Atkinson	- <i>Girlie.</i>

Editor's note. Since the Expo was fully covered by the professional photographer, and the live stream video available, this issue will be mainly devoted to the four models which took out the placings in the voting. My thanks to Anthony, Grant and Bill for their assistance with information and photographs for that. A bit of extra information added by me. Most of the photos are self-explanatory, so don't require captions. I hope you enjoy a closer look at these wonderful models.

POLLY WOODSIDE

Anthony Mumford

This model was first in the Roy Vizard Trophy (visitor votes) and second in the member votes.

Scratch built plank on frame. I sent away for the plans to the Melbourne Maritime Museum. It took 12 months to build after the 2024 CMSS Exhibition at Mt Rogers Primary School. Scale 1:40.



Polly Woodside taking shape.



Polly Woodside is a three-masted barque, preserved in Melbourne, forming the central feature of the South wharf precinct. The ship was originally built in Belfast by William J. Woodside and was launched on 7th November 1885, the christening being performed by the owner's wife, Mrs Marian (“Polly”) Woodside, after whom the shipbuilders was named.

Polly Woodside is typical of thousands of smaller iron barques built in the last days of sail, intended for deep-water trade around the world and designed to be operated as economically as possible.

Voyages 1885 – 1904

Polly Woodside, captained by Gilbert Yeates, operated as a cargo vessel carrying coal, nitrate and wheat between British ports and the ports of South America such as Montevideo, Valparaiso and Buenos Aires. In sixteen voyages between December 1885 and August 1903 she made a number of arduous passages around Cape Horn. The *Polly Woodside*'s operating crew, including master and mate, was generally less than 20.



Voyages 1904 - 1922

In 1904 *Polly Woodside* was sold to A. H. Turnbull of New Zealand and renamed *Rona*. *Rona* operated on the New Zealand – Australia run, carrying timber, salt, cement, grain and coal. The ship changed hands in 1911 and again in 1916. Because of the heavy loss of shipping in the 1914 – 1918 war, *Rona* also traded between New Zealand ports and San Francisco carrying case oil and copra. Two mishaps occurred in the last years of the ship's sailing career. In March 1920 the schooner *W. J. Pirie* under tow in San Francisco harbour, collided with *Rona* at anchor, carrying away her headgear. Then in June 1921 the *Rona*, carrying a cargo of coal, grounded on Steeple Rock, off Wellington Heads. The shingle bottom caused little damage and she was able to be towed into Wellington harbour. However some slight stress fractures to the hull plating could still be seen when the ship was dry-docked in 1974.

As a coal lighter 1922 – 1962

In September 1921 the ship was laid up, then sold to Adelaide Steamship Company for service as a coal hulk in Australia. She arrived in Sydney on 8 October 1922, and by early 1923 had been stripped down.

In March 1925 the *Lammeroo* towed *Rona* to Melbourne for this purpose. She spent the next 40 years quite unremarkably, bunkering coal-burning ships in the Port of Melbourne. An exception was her war service during the Second World War. In 1943 she was requisitioned as a dumb lighter (coal hulk) by the Royal Australian Navy for service with other hulks in New Guinea waters. Captain Douglas Strath described her thus: “queen of this dumb (ie lacking self propulsion) but mighty workforce was *Rona*. She was big enough to supply, unload, store, repair, construct and function in so many ways ... she was an integral part of the vital servicing fleet.” She was taken under tow of ST *Tooronga* on 28 October 1943 and arrived in Cairns on 19 November. She was then taken in tow by ST *Wato* and towed to Milne Bay in New Guinea waters. She was towed back to Melbourne in 1946, resuming her career as a coal hulk.

Preservation and Restoration since 1968

By the early 1960s, *Rona* was the last of her kind still afloat in Australia. The Polly Woodside's restoration owes much to Karl Kortum, former director of the San Francisco Maritime Museum, who inspired Dr Graeme Robertson of the National Trust of Australia (Victoria) to put up a proposal to save the ship in 1962. A long campaign led to the National Trust of Australia purchasing her from Howard Smith Industries for one cent in 1968.

An estimated 60,000 hours of painstaking voluntary labour saw the ship refurbished close to its original state. In 1978 she was opened under her original name to the public, and is now permanently moored at the old Duke and Orr's Dry Dock on the Yarra River near Melbourne. Now landlocked by a nearby road bridge, she cannot take to sea like the restored barque *James Craig* of Sydney.

In 1988 the World Ship Trust awarded their seventh maritime heritage award to Polly Woodside, for “supreme achievement in the preservation of maritime heritage” - a first for a restored merchant ship. In March 2007, *Polly Woodside* was added to the Victorian Heritage Register.



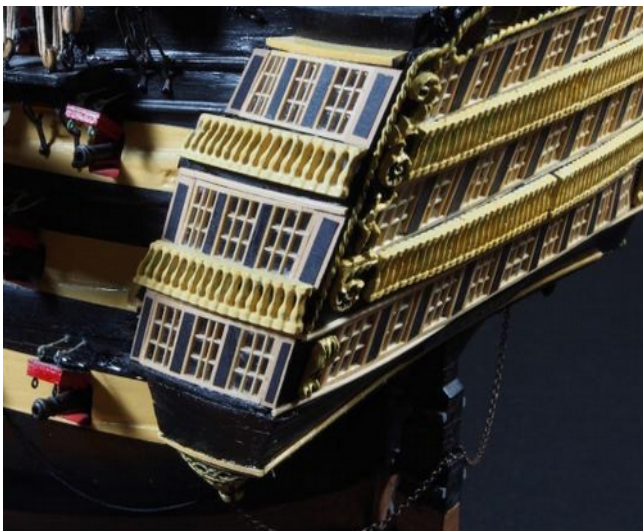
HMS VICTORY

Grant Dale

This model was placed second in the Roy Vizard (visitor votes) trophy. It has the reputation for being a model that novice builders are advised not to try.

HMS Victory is a 104-gun first-rate wooden sailing ship of the line, best known for her role as Admiral Horatio Nelson's flagship during the Battle of Trafalgar in 1805. With 248 years of service as of 2026, she is the world's oldest naval vessel still in commission. She is located in the Portsmouth Historic Dockyard in England. Construction was started 23rd July 1759, and she was launched on 7th May 1765.

The scale of this model is 1:90. Approximately 80 – 90% scratch built (the metal decorations and canons are pretty much the only original Mamoli kit material). The stern windows are all scratch built as well – a modification to the original kit design. The four ships' boats are totally scratch built. Most of the rigging blocks are scratch built – I decided a short way into the rigging to do away with the kit-provided blocks and make my own, although there are a few of the kit ones attached.



Port Quarter 1



Port Quarter 2



Ship's boats



Starboard Bow



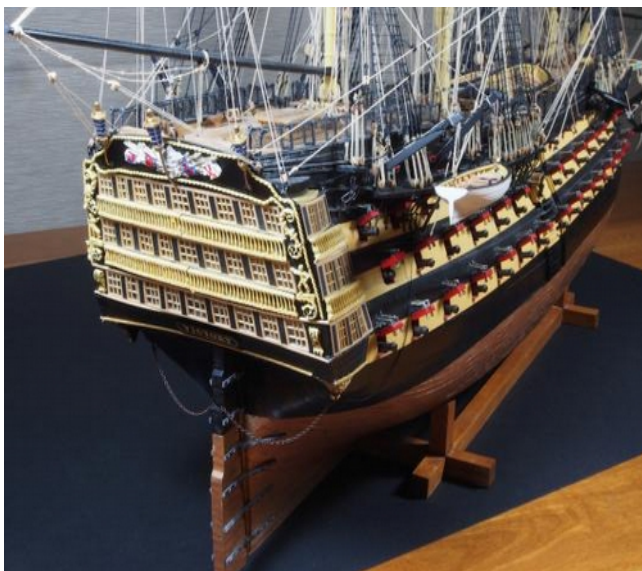
Starboard bow



Starboard Quarter 1



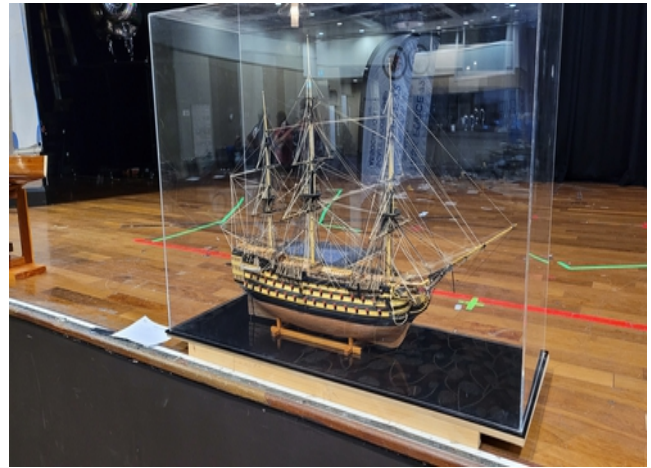
Starboard Quarter 2



Starboard Quarter 3



Starboard Waist

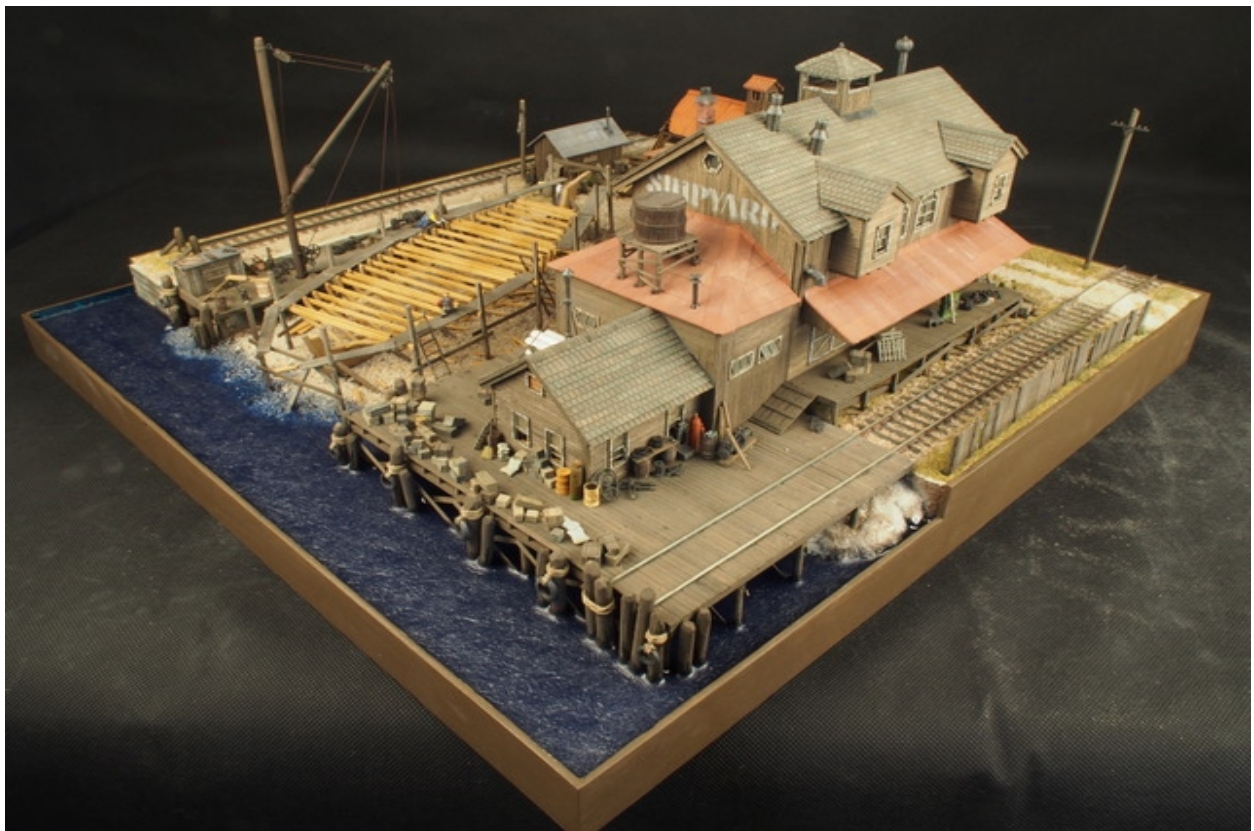


THE SHIPYARD AT FOSS' LANDING

Grant Dale

Winner of the members' vote.

This diorama is 1:87 scale, ie HO scale so it is meant for model railroaders. Kit from Sierra West Scale Models, with many additions and improvements by Grant. Something extra to see every time you look at it. Foss Landing is a real-life marina in Tacoma, Washington State USA.





This model was third place-getter in both visitor and member votes.

Having had a long standing interest in both model boats and model steam engines it was only natural, if not inevitable, that I would own a model steam boat. I had commenced construction of a simple open steam launch using a fibreglass hull into which I mounted a floor, seat, boiler, engine, propeller shaft, rudder and propeller. But one always keeps one's eye out for the interesting things that are out there.

While investigating model steam boats on the net I came across and started to monitor an obscure English auction house which dealt with unusual antiques and the like. In one of their forthcoming auctions they offered a lot – 'one detailed model steam boat'. I duly contacted the Auction house requesting photos if possible, and asked them, once I had seen the photos, to advise me of the sale price which I thought would be quite substantial. A couple of days later an email arrived advising me that the vessel did not sell at auction and if I was still interested I could purchase it for the auction reserve and buyer's premium. It was too good an opportunity to pass up.

The auction house was a pleasure to deal with, and through them I organised freight to the Antipodes. I recall in one email they advised me “you will not be disappointed with your purchase”. Master of British understatement. Less than a week after finalising the necessary paperwork and payment with the auction house, and thinking no more about it, a delivery van arrived in our driveway, the driver advising he had a box addressed to me. He produced a bespoke fabricated wooden reinforced crate from his van – about 1.8m long, 450 mm wide and 500 mm high. It had been sent by air cargo – the auction house felt that there would be less chance of damage that way.

I emailed them advising of its safe arrival and asking what happened to the box of ancillary bits and pieces that went with it. They promptly replied that due to oil soaked nature of the box and the nature of its contents, the work box itself could not be freighted for safety reasons. It was then I mentioned to them that the small disposable camping gas cylinder that powered the boiler was still connected and had been left in the vessel...



“*Girlie*” is a model of a typical Edwardian pleasure steam launch of around the period 1900 – 1913. Scale is 1:16. She is 1450 mm long, 320 mm beam and about 320mm high to the top of her funnel. She has a white flat bottomed fibreglass hull 135 mm deep. Set into this is the steam plant, comprising of a horizontal wooden lagged copper boiler connected to a twin cylinder oscillating engine of ½ inch bore and stroke. The 120 mm x 100 mm diameter boiler is gas fired and flued through the 165 mm tall brass capped chimney. This gives an engine run time of approximately 30 – 40 minutes with an operating pressure of about 30 psi. The boiler is fitted with a sight glass for water level, a safety valve, pressure gauge and also would have provided steam to heat the copper tea urn which is located near where the coxswain sits (away from the guests and handy for the maid). Between the boiler and the regulator (which determines both engine speed and direction) is an in-line displacement steam oil lubricator providing steam oil which is formulated to resist the high temperature and moisture content of steam, to the motor. The engine drives a 3 bladed 60 mm diameter brass propeller. The coal box, which is adjacent to the motor, hides the r/c servo for the regulator while the steering servo for the brass rudder is hidden under the rear deck, above which on deck, a gentleman sits reading his book to the accompaniment of a gramophone on a table in the shade of the blue and white canopy. (I can't quite make out the title of the book that he's reading nor can I make out the name of the record on the turntable, more's the pity).



The vessel is lined with pear and mahogany and has mahogany trim where required. Up on the forward deck are four characters enjoying quite the civilised afternoon tea around a table set with fine china crockery and polished silverware, all served by the attendant maid and watched by an opportunistic seagull perched on the bow of the boat, eyeing off the thin cucumber sandwiches (without crusts). There is an enclosed cabin with an elevated skylight roof should the weather turn not to the liking of the passengers. Two boat hooks are stored on the roof of the cabin. The cabin and decking is planked with pear and mahogany. The man from the auction house was right – I wasn't disappointed.



Footnote:

A steam launch of the era was not just a means of transport. It was a statement of wealth and importance. It was a status symbol. They were owned only by the wealthiest of families and had their own crew often supplemented for soirees and harbour cruises by additional staff drawn from the owner's domestic household. They were built to impress – both within and from a distance – and were primarily used for pleasure boating or entertaining. Interestingly, one such vessel exists in the Sydney Harbour Historic Vessels Trust. Originally built in December 1900 for banker Thomas Dibbs, the Edwardian Steam Launch *Ena* is 30.5 m long, has a beam of 5 m and a draught of 3 m. Constructed using Australian hardwood timbers, she has gone through a number of iterations but has now been converted from her former uses and restored to her former glory – an elegant private yacht, luxuriously appointed with a richly upholstered saloon, and plenty of polished brass attracting much attention whenever she sails on Sydney Harbour or when open for inspection.

Dates for your Diary

The Sydney Festival of Model Shipbuilding

Hosted by Sydney Model Shipbuilders Club
West's Ashfield Leagues Club,
115 Liverpool Road, Ashfield NSW 2131

Saturday 31 October – 10.00 am to 8.00 pm

Sunday 1 November – 10.00 am to 4.00 pm

Enquiries Michael Bennett mob: 0411 545 770

2026 SCALEACT

ACT Scale Modellers' Society Incorporated
Nov 7th - 8th

Thoroughbred Park, 1 Randwick Rd, Lyneham ACT

Competition and General Display. All Skill Levels & Ages.
International Manufacturers. International Guests.
Expert How-to Workshops. Multiple Vendors on Site.
Food and Parking on Site. Swap and Sell.

Coming CMSS Meetings

October 20, November 17.
10am, the Boardroom
Jamison Southern Cross Club

Annual Membership Fees

Canberra area: single member \$50, couple \$75.
Interstate: single member \$25, couple \$37.50

Fees may be paid to the treasurer by cash or card.
Bank Deposit Beyond Bank BSB 325 185
Account name Canberra Model Shipwrights Society
Account number 03452396

Please give your name as reference

Visit the society website at <https://canberramodelshipwrights.org.au> We seek content for the website – everything from photographs of your models through interesting web-links and chat.

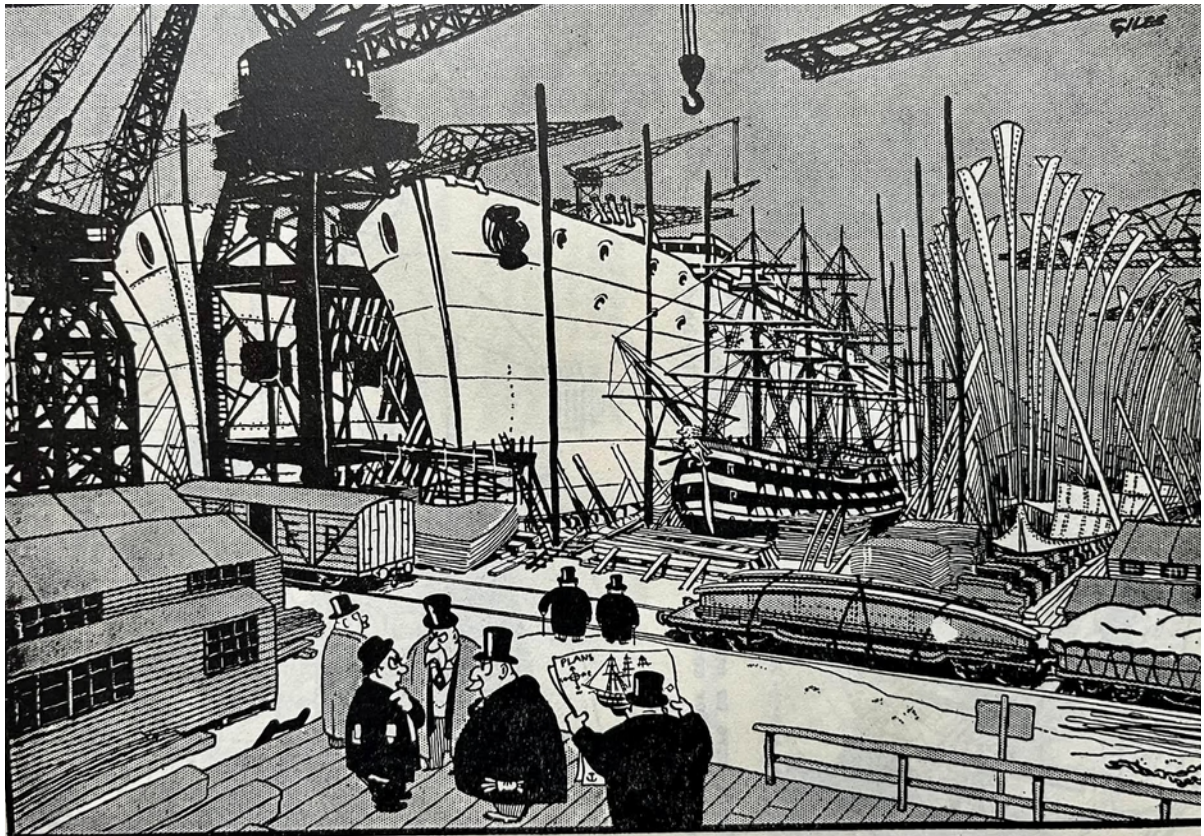
The society also has a Facebook group to promote the society and to attract new members. So please feel free to post items on the page and share it with your friends. Show other members your progress with models you are working on, or other interesting modelling related items.

<https://www.facebook.com/canberramodelshipwrights>.

.....

Contributions for the next issue will be welcome. Please send to me at elizhod@gmail.com.

Please note my old email address megwen_1@hotmail.com has been hacked. If you receive any messages from that address, or with hotmail.com replaced by outlook.com they are scams. Beware!
Elizabeth Hodsdon



"Now you mention it—I DID think those plans looked a bit odd."

Submitted by Barnacle.

