

The MSB Journal

An online publication for model ship building enthusiasts



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On the Cover

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(From our Custom Corner)

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Jack Tar

By Gene Bodnar

Why is a sailor called "Jack Tar"? Let's explore the reasons.

Of course, the term "Jack" has been used for many, many years as a name for someone of unknown identity. The term "tar" has been used for a sailor since at least 1676. Putting the two terms together – "Jack Tar" – was accomplished by the 1780s by landlubbers and seamen alike. By the way, the term has never had a derogatory connotation; in fact, sailors were quite happy to call themselves Jack Tars.

Tar, the black substance, was used extensively aboard the old wooden sailing ships as a sealant and as a waterproofing material. A lesser known fact is that seamen often used tar to waterproof their clothes before starting on a sea voyage. Waterproof fabrics hadn't been invented yet. Furthermore, many of the rigging ropes were tarred to prevent them from rotting in damp conditions. Sailors frequently would have their hands covered with tar at the end of a day.



Jack Tar uniform ca. 1825

Another common use of tar was for a sailor to plait his hair into pigtaileds smeared with a good grade of tar, called pine tar, to prevent them from getting tangled in the ship's equipment. Officers were exempt from this practice. Incidentally, the sailor's uniform, when he wore one, had a square cloth piece hanging down over the shoulders; its purpose was to keep the tar in the pigtail from dirtying the uniform. This practice was even carried on in the early 20th century. Of course, nowadays the sailor makes it easier by simply getting a haircut.

Not long ago, standard clothing for a sailor was overalls and broad-brimmed hats. The hats were made of tarpaulin, which was a tar-impregnated fabric. The hats were actually called tarpaulins, which may have been shortened to tars.

In addition, many sailors applied tar to their bare feet, which added a protective layer, making it easier and safer to shinny up the ratlines.

Tar was undoubtedly a basic constituent of the sailor's life. Why wouldn't he be called Jack Tar?

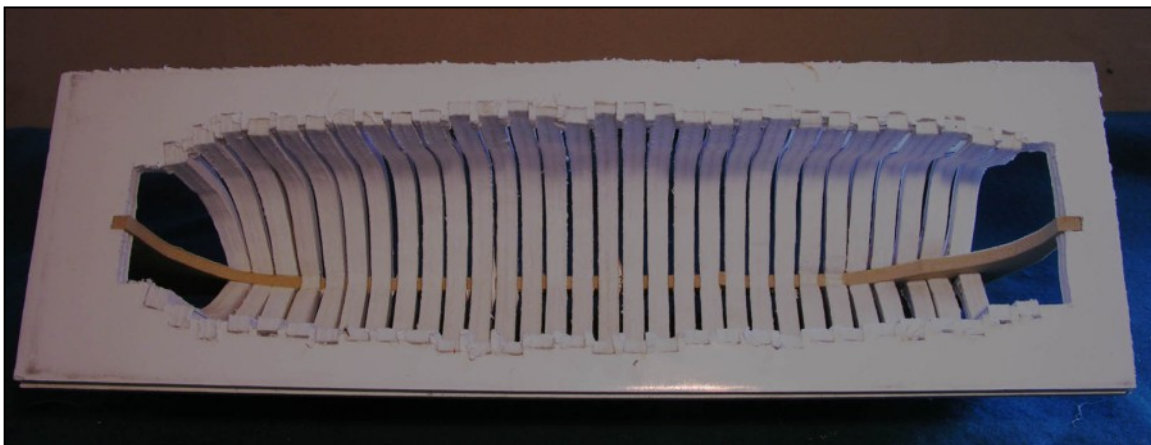
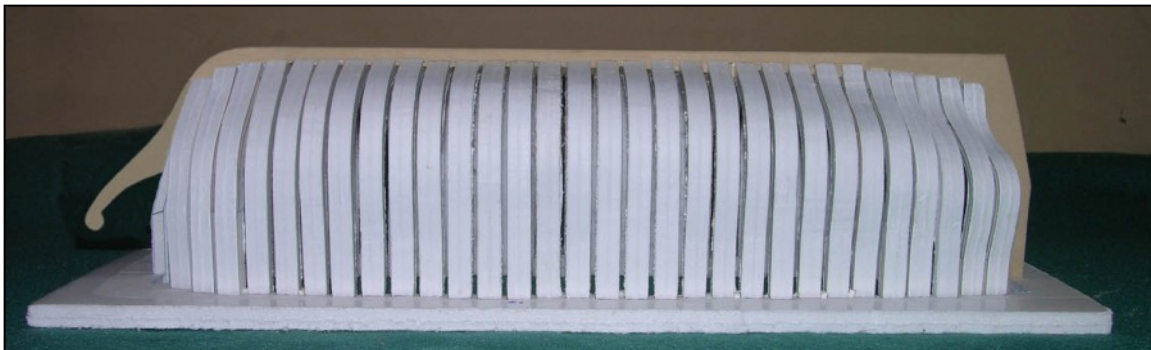
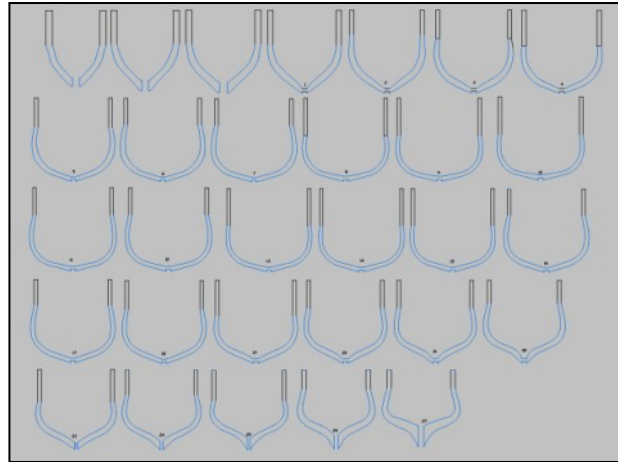


Recruitment Poster from Napoleonic War

GENERAL HUNTER

PART 4

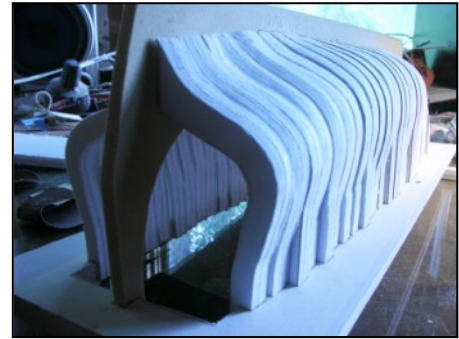
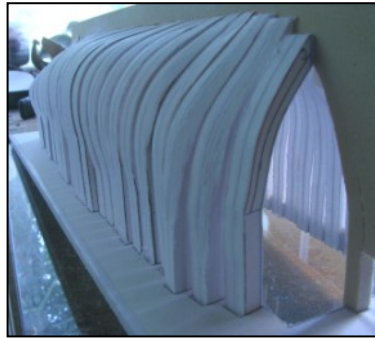
In part three of this series we built a half hull and sliced it to trace the frame shapes. When the frame shapes were drawn an extension was added to the top of each frame to fit in a jig. At this point of the designing process, if i were building for myself, i could start cutting wood and building frames. If by chance there was an error in drawing one of the frames i could go back, correct it and build a new frame. In this case the plans and a possible timbering set may be offered to the public so a prototype framed hull was built to test the concept and design. I could use wood and build up each frame but the time to do that would run into many long hours, the prototype is only built to test the shape of the hull and how the frames fit the jig, so the material selected is foam board and the frames are cut out as one piece.



At the end of this part, we will conclude this selection of articles as we will have a working set of plans from which one can build the model. We will then leave it in your hands as to

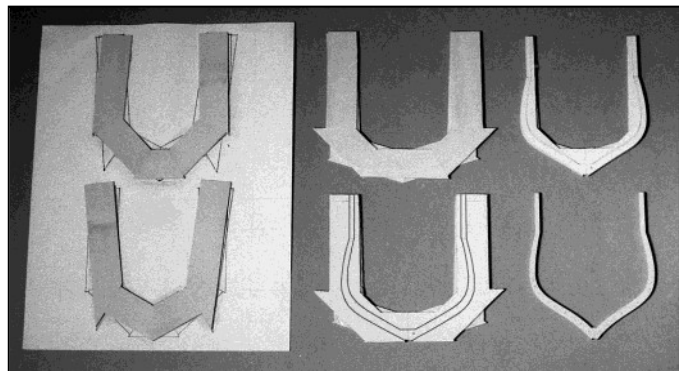
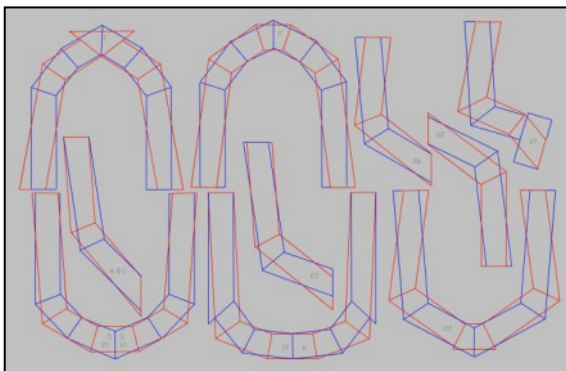
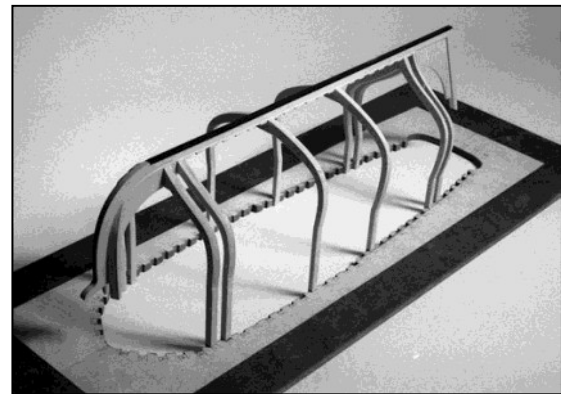
where you would like to proceed and actually build a model. Our goal is to make both plans and a timbering kit available to you with laser cut parts. In the next issue I will move on to another modeling subject, the Princess Charlotte, also built by William Bell.

When building a prototype the first thing to check is if all the frames line up and there isn't any frames out of wack. Second is to check that all the frames fit into the jig, third is to make sure there is enough material on the frames at the bow and stern to allow for shaping the bevels. Looking back at the graphic of the frame drawings you can see the cant frames to frame 5 and from frame 22 to 27 progressively get wider than the frames in midship. This is to allow enough material for the bevels on the inside and outside of the hull.

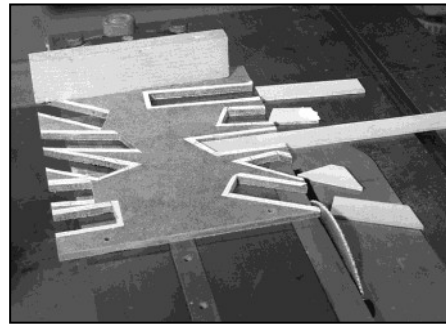


Building the Frames

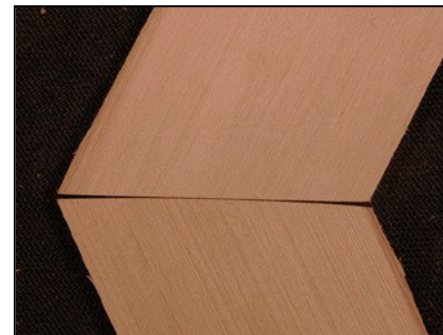
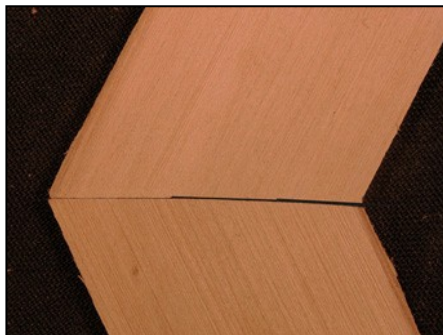
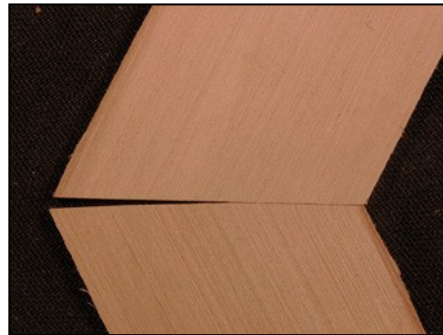
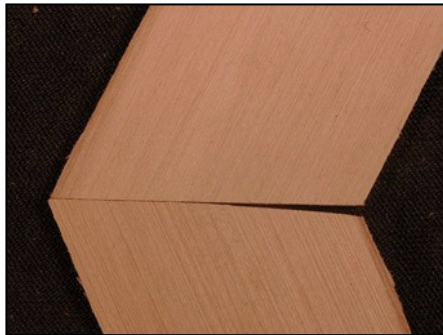
The following method for building and setting up the hull frames was introduced to ship modeling by Harold Hahn and is referred to as the up side down method. Over the years other variations were introduced such as the elimination of the frame extensions and moving the jig to the hull level rather than above the hull. The first step is drawing and building the frame blanks, then the frame pattern is glued to the blank and the frame is cut out.



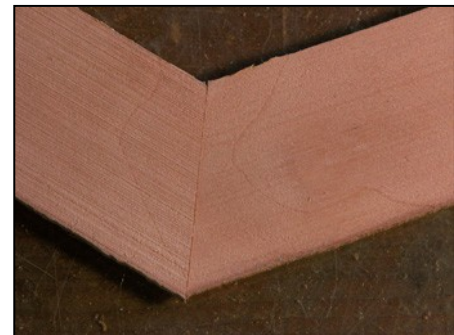
Success of building the frame blanks, is the accuracy of cutting the angles on the frame segments. Harold Hahn made a jig for cutting the material straight and accurate. One drawback to this method is needing the framing stock to be exactly the same width and making an accurate jig.



Another method for cutting the framing material eliminates the need for a table saw and requires a scroll saw and a disk sander. Taking a very close look at the edges of the frame pieces when cut on a table saw freehand shows some of the errors resulting in a loose fit between parts.



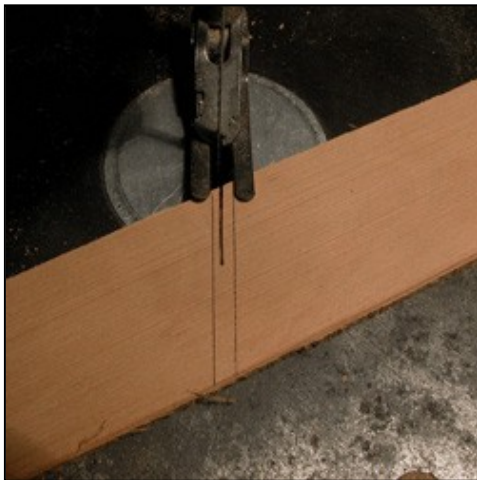
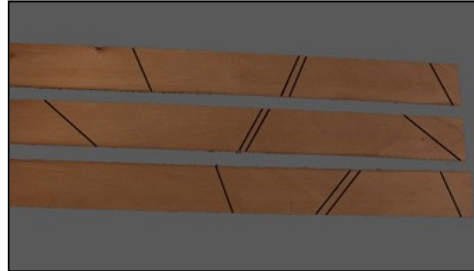
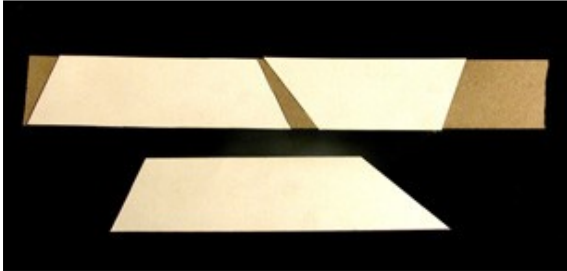
It takes very little movement from your hand to get a bad cut. With some of the small hobby 4 inch table saws the blades are thin and they flex while cutting, resulting in an uneven cut. Bad cuts can also accrue when the stock slips on the miter gauge or if not held tight against the gauge the angle will change during the cut. This set of photos are very close up shots and the gaps are quite small, but once assembled the cuts do show up in the finished model. What you want is a fit between parts as shown to the right.



To begin the building of the frame blanks cut out the blanks from the drawing and glue each pattern to a strip of cardboard. You will be using these patterns over and over so a stiff pattern is better than a flimsy paper one.

Each frame will take about 11 pieces so trace the patterns on the framing stock. Using a scroll saw cut between the lines and separate the pieces. Next set the miter gauge on the disk sander using the cardboard pattern. A number of frames will use the same frame

blank so you will have a lot of the same pieces. While the sander is set, sand all the pieces with the same angle then reset the sander and do the next angle.



Depending on the glue you use will determine the clamping of the frame blank segments. What you want is a nice tight seam between segments. With macro photography you can see the tight seam between the two pieces of wood. The first layer on top is the cardboard template with the paper pattern glued to it. Keep in mind the lighter the wood color you use to build the model the more the seams and joinery will show. Darker woods are more apt to make the joinery less visible.



Water based glues such as Titebond and other brands of white carpenters glue may affect the thin frame segments causing them to cup or warp resulting in a gap. Again using macro close up photography you can see a piece of paper slipped between the two pieces. In the finished model if a light colored wood was used in the seam of the picture shown on the next page will look wide.

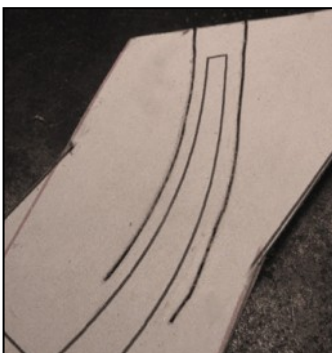


Using a five minute epoxy, the glue does not effect the wood like the moisture in the water based glues so it takes only a few clamps to hold the pieces in place.

With the water based glues its a different story, the moisture in the glue may warp the individual pieces or the entire frame blank. The pieces are clamped to the corner of a piece of quarter inch plate glass using as many clamps as will fit to keep the frame blank flat.



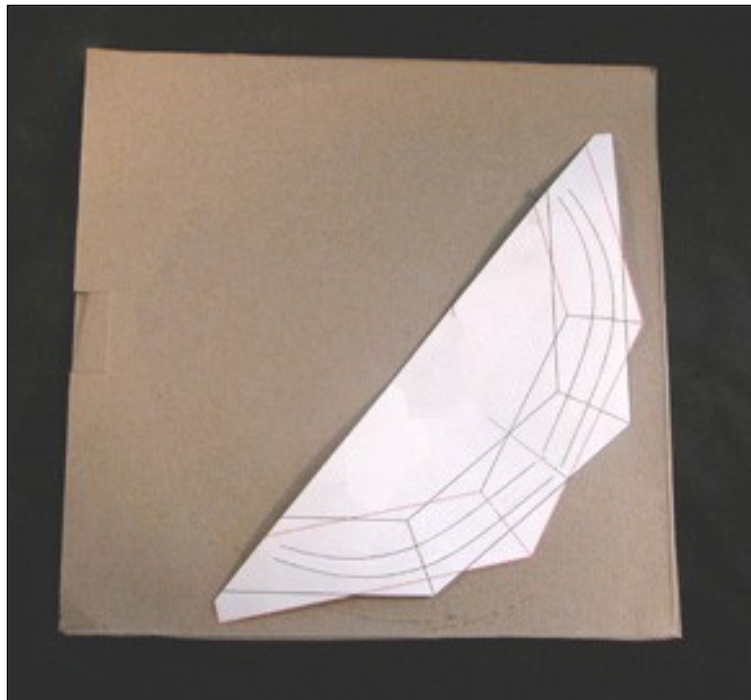
Cutting out the frame is a personal preference, some builders will cut as close to the line as possible leaving the cut edge to be finished once the hull is assembled and given a final sanding. Other builders like myself cut away from the line and sand the frame to the line.





One trick i use for sanding frames on the outside as well as the inside is to cut sheets of sandpaper larger than the disk so the paper rolls over the edge. This gives me the added edge of the disk to get into tight areas

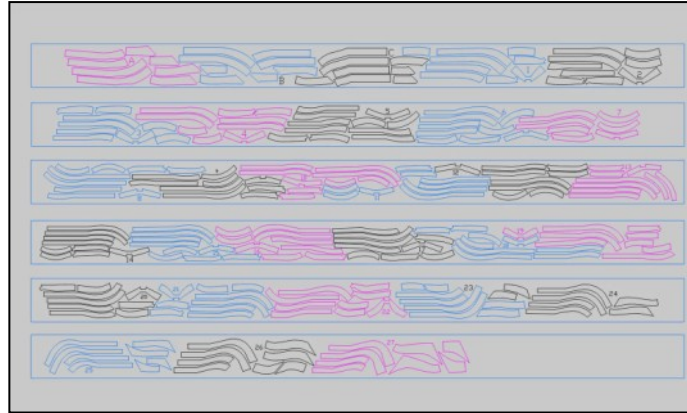
The frame blank method is a sure fire way of making frames and keeping them accurate. Before i glue the frame drawing to the wood blank, i glue the frame drawing to cardboard first. I will use the thin cardboard found in food packing like cereal boxes. Reason for this, it is to easy to distort the shape of the frame while gluing it to the frame blank if the pattern is on a thin paper, the heavier cardboard makes the pattern ridged and less likely to distort.



One school of thought on the frame blank method is the waste of material. It is true this method does require considerably more wood. A hull such as the General Hunter in quarter inch scale will require about 11 pounds of framing stock which three quarters will end up as saw dust. Comparing this to the cut out futtock method which may require a pound of material. There are pluses and drawbacks to both methods

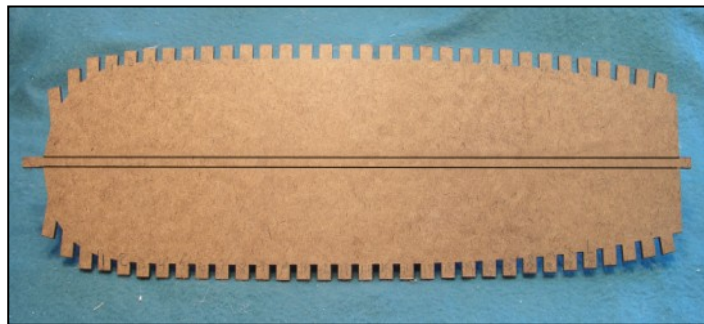
The Pre-cut Futtock Method

Right off the bat you can see a savings in material. The frame blank method will require 50 pieces of framing stock $\frac{3}{4}$ inches wide $\frac{3}{16}$ thick and 24 inches long. The cut futtock method requires 6 pieces of material 2 x 30 x $\frac{3}{16}$. First step in this method is having to take each frame and break it down into its components, so you have drafting to do. Then you have to layout all the pieces on the material. The graphic shows



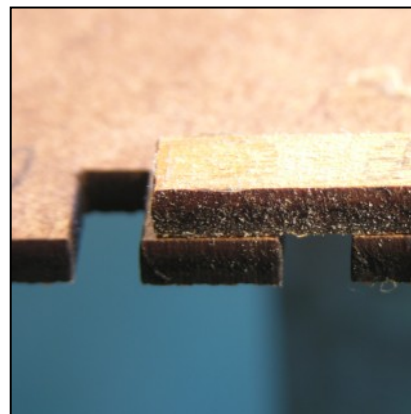
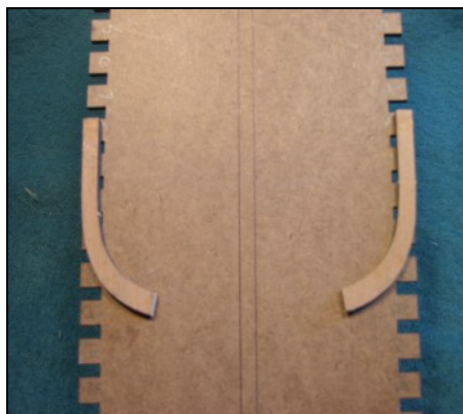
the pieces laid out very close to each other with less than $\frac{1}{32}$ between parts because the layout is for laser cutting with a cutting curf of 14 thousandths. If you do not have a laser in your shop you need to space the parts out to give yourself enough room to cut out the parts with a scroll saw plus enough material for finishing. Cutting out the parts is quite tedious and requires very accurate cutting and finishing, but possible.

If you opt for laser cut frame futtocks there is no millwork needed and the process is reduced to assembly of the frames. This method saves a lot of prep time and materials. Lets start with a set of laser cut frames and the jig.

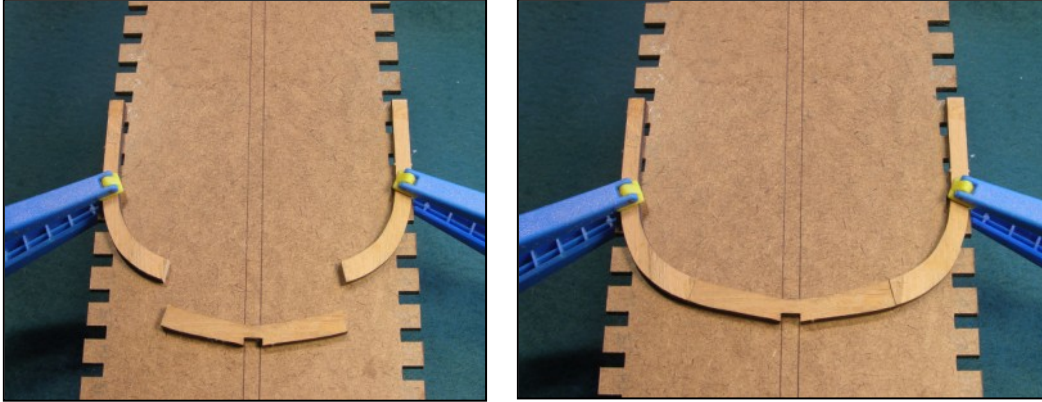


Starting with the laser cut jig you will find two pieces the inside and outside of the jig. The inside is used to assemble the frames while the outside of the jig is used for assembly of the hull. Begin by drawing two lines down the center of the jig, this is the keel and we will use these lines to line up the keel notches of the frames.

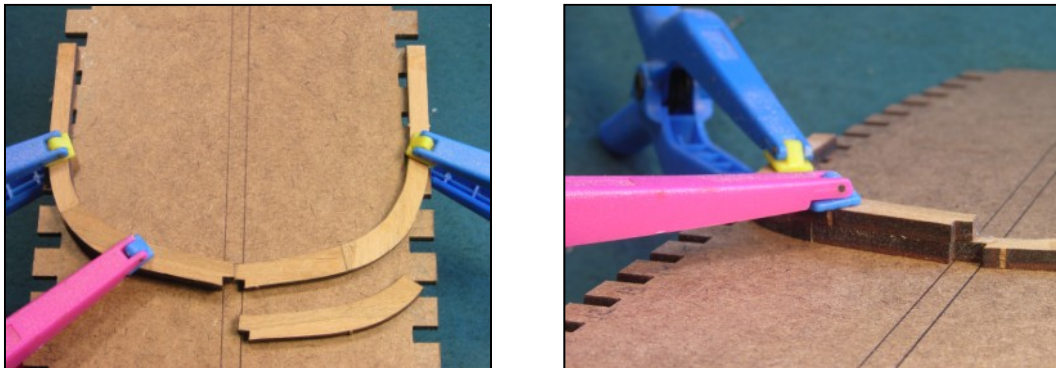
Take the top timber of a frame and line it up with its corresponding notch on the jig, making sure the outside edge of the frame is even with the outer edge of the tab



With the top timbers in position slide the floor timber between the ends of the top timbers and line up the notch in the floor timber with the lines on the jig. A little adjusting and tweaking of the top timbers may be necessary to get the top edges and notch all lined up. Use a little dab of glue on the joint between the floor and top timbers to hold the pieces in place.



Next pieces are the first futtocks, line the first futtocks up with the edges of the frame below it and with the notch in the floor. Glue and clamp the futtocks to the frame.



With the first futtocks in place glue the final two timbers to the frame.

The laser char on the inside and outside of the frames is of no concern. When the frame parts were laid out in the cutting file the frame edges were offset .030 to allow for extra material. Once the hull is assembled it is given a final sanding and the char from the laser is easily removed and does not leave a trace of discoloration on the wood..

If you have any questions about the information provided about the development of the modeling plans and proto-type for the General Hunter please post them in the forums at the Model Ship Builder website and I'll be happy to answer any of them I can.

Time permitting to gather the information in time, next issue we'll move on to another ship the Princess Charlotte.



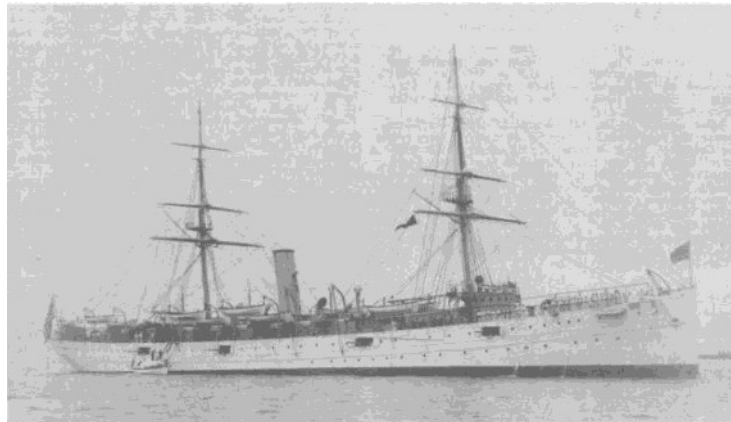
MSB is a Charter Member of the ShipWreck-Central

Vessel Research Team

From the Files of ShipWreck Central

USS Yankee

Formerly the Southern Pacific Company passenger liner El Norte, after the outbreak of hostilities between the United States and Spain, the Navy acquired El Norte on April 6, 1898. Re-named Yankee she was fitted with (10) 5 inch guns, (6) 6 pounders and 2 Colt machine guns. On April 14, 1898, Yankee was commissioned, at New York, as an auxiliary cruiser. She patrolled the East Coast of the United States between Block Island and Cape Henlopen until May 27th. On May 29th she put to sea with orders to join the fleet off Cuba. June 6th she



USS Yankee

dueled shored batteries off Santiago. On the 7th she participated in a cable cutting incursion at Guantanamo Bay. In company of the USS Marblehead, Yankee engaged two Spanish gunboats Alvarado and Sandoval putting them to flight. Meanwhile USS St. Louis cut the cables. Yankee and Marblehead then turned their fire on the fort at Caimanera, silencing it. On June 13th Yankee engaged the Spanish gunboats Diego Velazquez and Lince, putting them both to flight. She also engaged the Sanbanilla Shore Battery before returning to blockade duty off Cienfuegos. Between June 13th and July 17th Yankee performed blockade duty, inspected vessels for contraband and returned to the U.S. to load ammunition for the fleet off Cuba. After the cessation of hostilities Yankee was decommissioned at League Island, Pennsylvania, March 16, 1899.

Re-commissioned May 1, 1903, Yankee served as a training vessel. Between January of 1905 and August 1906 Yankee supported US forces ashore at Santo Domingo, Cuba. September 25, 1906, Yankee was decommissioned at Portsmouth,



N.H., by then she had been reclassified as a transport.

Re-commissioned June 15, 1908, Yankee resumed her role as a training ship until her demise.

Last Voyage

June 15, 1908 the auxiliary cruiser USS Yankee, a veteran of the Spanish American War, was re-commissioned into the United States Navy in the capacity of a training ship. The summer of that year was spent cruising between Boston and Chesapeake Bay, with either Naval Academy midshipmen or naval militia reservists learning the rigors of shipboard life.

September 23rd, while on one such training manoeuvre Yankee ran aground on Spindle Rock near Westport. A dense fog compounded by smoke from nearby forest fires, obscured visibility in Buzzards Bay and led to the steamers demise. Grounding at high tide her bow was held fast in the ledge's rocky embrace while her stern was partially submerged.

The Navy attempted to patch Yankee's hull with 1000 bags of cement. After this failed an \$85000 salvage contract was awarded to Mr. John Arbuckle and Mr. W.W. Weatherspoon. Salvage work commenced in October, Weatherspoon had proved that sunken hulks could be raised with compressed air. After Yankee's guns were removed to lighten the ship and divers patched the hull, water was driven out using air compressors. The warship re-floated on December 4 th, but the strain of those months on the ledge had weakened the steamer's hull. On December 5th, heavy seas caused Yankee to founder while in tow to New Bedford.



["...huge photos...the new reference tool..."](#)

Imagine the photo at the left in its actual size of 14,299 by 14,411 pixels! 1200 dpi! 155MB JPEG! Zoom in to any area. Pan left to right. Up and down. Zoom in again. Imagine the available detail for reference.

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TALL SHIP MODELING DOWNUNDER

By Co Authors Marty and Danny, NSW Australia



Welcome to the September edition of Model Ship Builder. While it is full of interesting stories, helpful advice and interesting photo's, readers will now be able to read up on events, stories and view photo's from across the ocean in Australia. This is a new feature to the Journal and I am open to advice on what readers would like to see in future monthly features.

INTRODUCTION

First of all let me introduce myself. My name is Marty and I'm from the Central Coast, New South Wales, Australia. I am rather new to model ship building but I have spent years in awe of the hobby. Modeling has been a part of my life on and off since I was nine years old. From trains in HO scale (3mm to the foot) to cars, motorbikes and world war two aircrafts. My love for tall ships comes from visits to Polly Woodside, a tall ship tourist attraction in Melbourne Victoria, as I grew up. See photo of my Mum, my sisters and I on her decks when I was still in a baby sling. As I grew older, my dad and I crawled all over her and he explained terms like bulkheads, ballast, hull and keel to terms like masts, rigging and sails. Often now, when I'm working on my ship, I remember those days like it was yesterday and smile.



Also as I grew older, I fell in love with the HMAV Bounty and the decorated history of the ship, through to its heart breaking end with the mutiny and burning of the ship in 1790. The release of a movie made in 1984, with Anthony Hopkins (Captain Bligh) and Mel Gibson (first mate Christian Fletcher) I thought was very good and after purchasing a copy of my own as an adult, watched it over and over until my house mate grew so sick of it. After that, I only watched it when he was out. Some years after I first watched the movie, I received a Billing Boats 1:50 scale Bounty and my initiation into this hobby had begun. In the future as I learn more and more, I see such builds as the Sloop Norfolk, Endeavor and Victory. I am currently researching Polly Woodside as it will be my first scratch build. Hopefully the first of many but before we can run we all must learn to walk.

As I said I am very new to model ship building so I hope you will bare with me as I learn correct terminology and ways to do things. I have threads on a forum site called Model Ship World under the handle Marty Cord and on Model Ship Builder site under the handle Wolfy. I am good friends with a lot of other experienced modelers both in Australia and

overseas. Danny, who I will be co authoring this feature with, has offered to help with modeling advice and making sure what I'm writing is correct. You will be meeting Danny in the next issue of Model Ship Builder as I begin interviewing other modelers around Australia.

WORKSHOP

Before undertaking The Bounty, it was suggested to me to do a simpler build. This is advice I am so glad I took. I'm what's called a rivet counter from my railway days and I love



detail. I don't care if the model takes me 10 years to complete it's all about the reaction I get from the person looking at my model. If their jaw drops open and they oooh and ahhhh then scramble for the camera then I know I've done a good job. This saying of "Don't worry about it, no one is going to see the mistake anyway" is just not good enough for me, because I know it's there and I'll never be completely happy with the model. Taking the advice I purchased a Swift 1805 Pilot "Boat" released by Artesania Latina. This was over two

years ago as I got the kit home, opened it and fear of the unknown set in. Swallowing my fear I carefully removed the false keel and bulkheads from the laser cut sheets, glued them together. It was ok I was doing well, until I got to the instruction to glue on the false deck. How was I going to bend a piece of wood in two directions was beyond me. With no one to ask for help I was stumped. I could force it, snap it and have to throw it away or I could have patience and wait for someone to come along that I could ask. Eighteen months later I was surfing the net and I stumbled upon Model Ship World. A forum for model builders to discuss all different types of things to do with modeling, help each other out with build problems and in whole make the hobby less daunting. I was in heaven.

For a beginner model I must say it is very well done, though it annoys me at times. The Swift model, as such, is an artist impression. This design was based on the Virginia pilot boats that were used extensively on the Chesapeake and evolved into the famed Baltimore clippers. I searched long and hard, looking for real life pictures to reference for the model as this is something I like to do. That would be the only negative I have found with the kit so far, though this can be blamed on myself for not researching the model before I bought it. Positives for this kit include, a plainly shaped hull which may not required the use of a plank bender. It is of double planked construction, which is also a bonus for first time builders. With only four sails, rigging should not be too much of a drama either. No Painting involved unless the modeler desires as the hull and deck furniture is all clear varnished. The written instructions for a novice builder can be daunting as not everyone knows the anatomy or terminology of ship building, however as picture instructions are also included this makes things fairly easy to understand. For first time modelers I would recommend getting advice on techniques. Model Ship World Forum is a deep treasure chest of informa-

tion from fellow modelers just like the forums attached to the Model Ship Builder site. You can find their web address in references at the end of this article. Overall this entire model is a nice, simple and clean model and rather inexpensive at \$130.00AU. Some thought might be given to replacing some of the deck timber as I have found it not to be of the best quality and crumbles fairly easily.



7 out of 10 stars

Technical data of model – Length 540mm (21 – ¼”) Height – 460 mm (18 – 1/8”) Beam – 110mm (4 – 1/3”) Scale 1:50 (6/25”= 1ft)

BUILD REVIEWS

The Endeavour I plan to build IS the week by week model that can be purchased through Newsagents. Friends of mine that are currently building the model have found issues that I wish to cover however I require the producers and modelers permission to do so. I have contacted Eaglemoss Collections, and once I hear from them I should print my review.

RECENT EVENTS

AUSTRALIAN NATIONAL MARITIME MUSEUM (31ST July 2010)

Along with fellow Model Ship World Forum posters, we organized a day trip to The Australian National Maritime Museum. The reason for the trip, apart from a meet and greet, was to photograph the Endeavour Replica currently moored in Darling Harbour.



Most of our group are, or are planning on building the Endeavour and wanted as many detail photos as possible.



One of the group's members, Anthony Widdowson, contacted the museum and was able to organize an exclusive tour just for our group. Boarding the Endeavour Replica and tour would normally have cost approximately \$18 AU per head; however Anthony got us on the Endeavour and an exclusive tour guide for nothing. Our sincerest thanks to you Anthony and his contact, Clare Power from the Museum, for two of the most informative,

amazing and productive hours I've had in a long time.

As I walked up the gang way boarding the ship, I guess I got the same feelings I got when I was a child and boarded Polly Woodside for the first time. This ship however has a decorated history. It did find Australia after all. The Endeavour Replica was awe inspiring. As I looked over her decks for the first time I noticed, to my disappointment, that no cannons were on her decks anymore and the tiller ropes had been removed (trip hazard) and the connection rods to the rudder tied off. I was assured however that it all gets re connected before hitting the high seas, minus the cannons of course. The first part that I grew fascinated with was of course the sailors toilet. Sticking way out in front over the bow of the ship it amazed me that human waste could marr a ship in such a way. Then it was explained that the ships top speed was only 4 knots and it wasn't really a problem. What about if the ship rolled on a wave or a gust of wind? Pays not to think about it I guess. As we continued our tour we went below decks into the kitchen and cooking area. The sailors basic diet at sea was explained to us and procedures for cooking as well.

Walking, or crawling more like it under the officers deck, it was explained to us that the average height of an English sailor back then was four foot eight and a half. If you were five foot you were considered tall. Two famous sayings were explained as well on this tour. One being "let the cat out of the bag" and the other was "enough room to swing a cat" these of course came from the cat of nine tails whip on board the ship. The whip is kept in a bag and on deck there is very little room to swing it. In this low area, hammock's were present for crew to sleep on. Normally seven hammocks side by side but a few had been removed for public passage on tours.



Climbing the steps / ladder from this deck we found ourselves entering the officers dining area. Here we could stand a little straighter but at five foot eleven I still had my head



ducked. Here it was explained that the deck we now stood on (above our heads in the above picture) was put in especially for the exploration of the Pacific Ocean. This deck was to allow for more officers and officers quarters. It seems not as many officers were required when the Endeavour was a cargo ship. Passing through a very short hallway we passed the very room that Captain James cook would have occupied.

Now in the stern of the ship we entered a very spectacular room where we could all finally stand to full height. This was the Great Cabin. Amongst lots of interesting facts and stories about this room, our attention was drawn to a small

spot on the keel at the back wall. It was explained that this was a nail from the original Endeavour, recovered from it's wreck. It was carried by an astronaut to the moon and back again and then taken aboard the replica and driven into it's keel. Past being made present so to speak.

From this room we climbed back up to the main deck and continued snapping away with our cameras while the history of the ship was lain down for us. In all I would have to say this tour, with the guidance of volunteers from the museum, is such an awesome day I know for sure I'll be returning soon to learn more. We were also informed, as many of you would know by now, that the Endeavour Replica is doing a circumnavigation of Australia. She leaves port April 15th 2011 and is expected to be away for at least eighteen months.

The museum can be found in Darling Harbour, New South Wales. If you live close by or have a trip planned to Australia, I strongly recommend you pay them a visit. I also recommend you spend more than one day there as guided tours of four different ships are available and trying to do the tours and see everything else in one day is near impossible. If you wish to take a look at their web site it can be found in the reference section of this article.

After the tour of the Endeavour we found a volunteer modeler with a table set up within the museum. His name was Brian Hanford. I didn't quite catch the name of what he was building but he was doing a very good job of it. He was very knowledgeable about the museum and informed us that the model display they used to have, was replaced by more pictures and artifacts, as it was stated by the public that the museum was starting to look like a model ship show instead of a history museum. Nothing wrong with that I'm sure you will all agree, however the model display was moved to Warf 7 and as construction work is currently underway on Warf 7 we were unable to gain access to the display

I wish to take this opportunity to thank The Australian National Maritime Museum, all its volunteers for such a great day. With boundless knowledge of maritime history and who without, people and places like these, our sailing history would have faded into the mist long ago.

HISTORY OF THE HMB ENDEAVOUR

Our great nation was founded by Lieutenant James Cook aboard the famous tall ship HMB Endeavour. At the Museum I was lucky enough to see and board the Endeavour replica launched in 1994. The original Endeavour was given the prefix HMB instead of HMS as it was classed as a BARK type ship. Launched in 1764 for bulk cargo she was purchased by the navy in 1768 for a scientific mission into the Pacific Ocean looking for the surmised "Terra Australis Incognita" or "unknown southern land". In April 1770, Endeavour became the first seagoing vessel to reach the east coast of Australia, when Cook went ashore at what is now known as Botany Bay.

From there he sailed north along the Australian east coast. Narrowly avoiding disaster after running aground on the Great Barrier Reef, just off the north east coast and was beached on the mainland for seven weeks to permit rudimentary repairs to her hull. On 10 October 1770, she limped into a port in Batavia on her way home, finally arriving home after nearly three years at sea.

Unfortunately she was largely forgotten after her epic voyage. The Endeavour spent the next three years shipping Navy stores to the Falkland Islands. Sold into private hands in 1775 and renamed "Lord Sandwich" in February 1776, she briefly returned to naval service as a troop transport during the American Revolutionary War only to be scuttled in the blockade of Narragansett Bay, Rhode Island in 1778. Her wreck has never been precisely located, though several relics have been discovered and can be viewed at various museums around the world.

UPCOMING AUSTRALIAN EVENTS

Sneak Peak Melbourne Maritime Museum – September 2010

Canberra Model Shipwright Expo - 25th and 26th September 2010

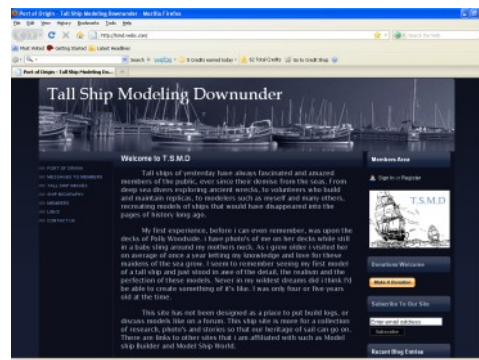
Wooden Boat Festival - 16th and 17th October, 2010

Polly Woodside Reopening - 7th November 2010

T.S.M.D IS NOW ON THE WEB

To save myself some time and money in sending detail shots of the Endeavour all over the world I have launched a Tall ship research and development site. It is designed to specialize in Tall ships that have bearing on Australian Maritime History; with some extra ships being thrown in by request as well. Detail photo albums, Chronological Biographies that go in depth and focus on the ship, not the people, this site is destined to be one of the best on the web. After only being uploaded for a week it was voted as being in the top 1% of websites being created in August 2010 worldwide.

In two weeks I maxed out the upload limit of the free site and all its bonus upload limits too. I now need to wait until I can afford to go on a premium package and then I will have unlimited upload space. I am currently working on ten different ship photo albums which contain very detailed shots of such ships. I am also working on eighteen, detailed chrono-



logical biographies as well. All ships being reviewed are in alphabetical order and if you have requests for photos of a ship or general information on a ship just send me a message through the "contact us" link.

After three weeks the membership had begun to grow and I began to get recognition with emails from Maritime Museums all over the world offering assistance. I was granted access to the National and International Maritime Archives and right now the hard drive on my computer is at bursting point with photos and biographies waiting to be uploaded.

A few requests were put forward as to making the site for registered members only. I am currently working on doing this. It costs nothing to register and there is a donate tab if you wish to do so.

Any support for this site will be very much appreciated and who knows where it will lead but I'm looking forward to it. If you wish to join the site please register at www.tallshipmodeling.com.

See you there!

COMING UP NEXT MONTH

Interview with Danny, co writer of TSMD and experienced modeler, TSMD gets a sneak peak behind the scenes of the Melbourne Maritime Museum and the work on Polly Woodside. The Annual Australian Shipwrights expo in Canberra and much much more.

With a bit of luck "Tall Ship Modeling Downunder" will become a regular feature of Model Ship Builder Journal. I would appreciate any feed back readers might have good or bad. If you have any suggestions or research requests I'll be happy to accept and include reports in my articles. I can be contacted at admin@tallshipmodeling.com

REFERENCES

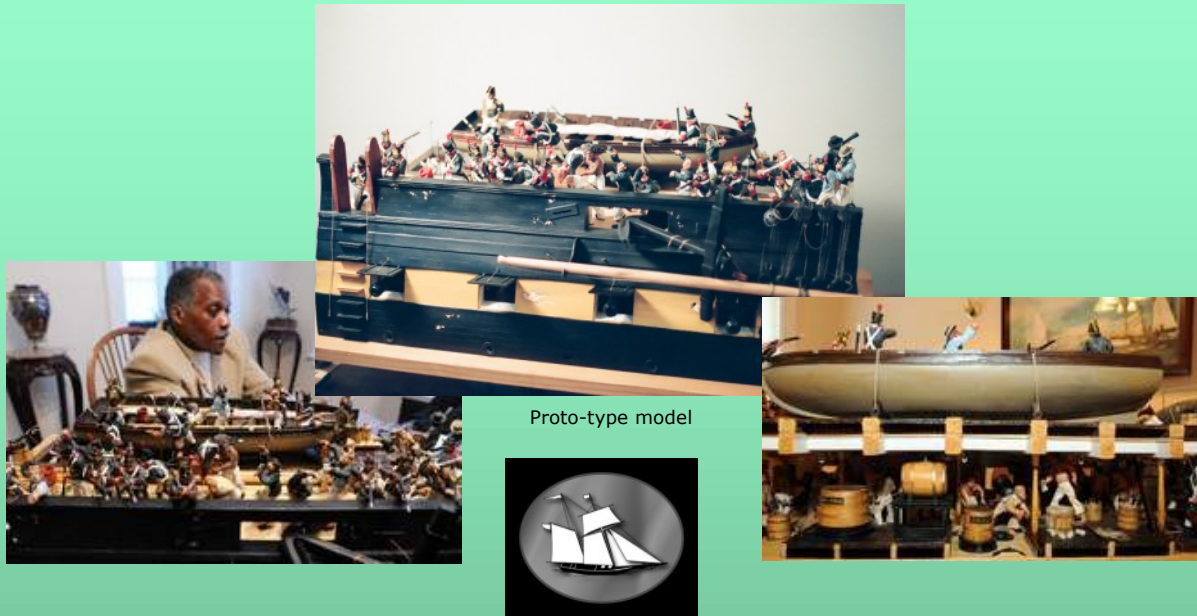
Model Ship World Forum - <http://modelshipworld.com/phpBB2/portal.php>

Model Ship Yard - <http://www.modelshipyard.com.au/>

Australian National Maritime Museum - <http://www.anmm.gov.au/site/page.cfm?u=1260>

Tall Ship Modeling Downunder - <http://www.tallshipmodeling.com>

Help Support the 2012 USS Constitution Cutaway Model



Your support is requested in making this model a reality. Design and build to be conducted by noted New England Modeler and Maritime Artist Rex Stewart.

Over thirty years of in-depth research has gone into its design and development so far.

The goal is to build a 1:24 scale cutaway model of the USS Constitution which will measure over 5 ft in length. Will also include hand carved figurines.

The completed model is to be displayed at the USS Constitution Museum during and after the highly anticipated 2012 bi-centennial celebration of the USS Constitutions entry into the War of 1812.

"This model will truly be one of a kind and the envy of any maritime museum."

To make a donation go to the Model Ship Builder website to learn how.

www.modelshipbuilder.com



Badges:

Heraldry of Canadian Naval Ships



HMCS Athabaskan

Blazon: On a field of argent a North American Indian clad in buckskin leggings and beaded moccasins but bare to the waist except for a necklace of bear claws and ear ornaments. The Indian wears the full feathered headdress and is mounted bare back upon an indian pony being halted from the trot. The Indian holds a red bow and arrow in the ready position, the latter pointing down. The badge design is based on the one which had been planned by Officers of the original ATHABASKAN, but was not completed before their ship was lost in action.

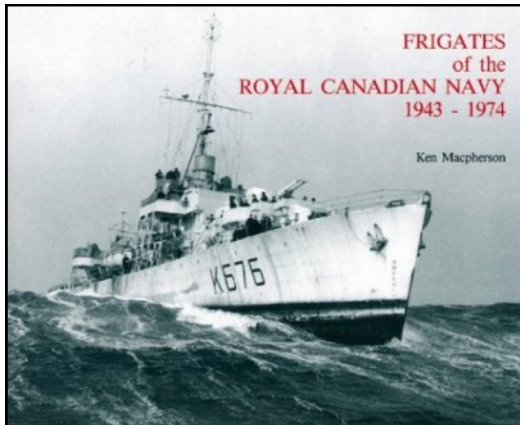
Ships Colours: White and Scarlet

Motto: We fight as One

Battle Honours:

Arctic: 1943-1944
English Channel: 1944
Korea: 1950-1953
Persian Gulf: 1991

The Book Nook



Frigates of the Royal Canadian Navy (1943-1974)

By Ken Macpherson

Vanwell Publishing Ltd

ISBN-10: 0920277225

ISBN-13: 0920277225

[Model Ship Builder Amazon Bookstore](#) in the Book Nook Section)

Editorial Review

It is extraordinary that one seldom hears of the finest antisubmarine vessels built in Canada during WWII. Frigates proved their worth as ocean escorts and were important contributors to victory over the U-Boats.

You can find this and more books at the

[Model Ship Builder Amazon Book Store](#)

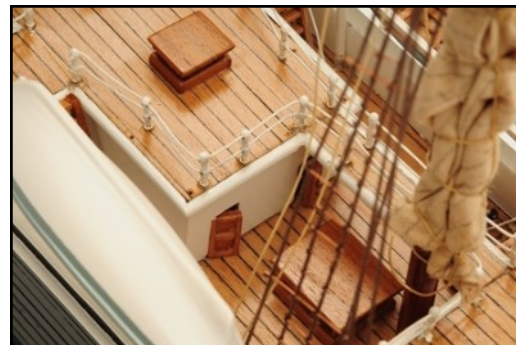
All purchases made through our Amazon Store go to support this publication and Model Ship Builder website.

Custom Corner

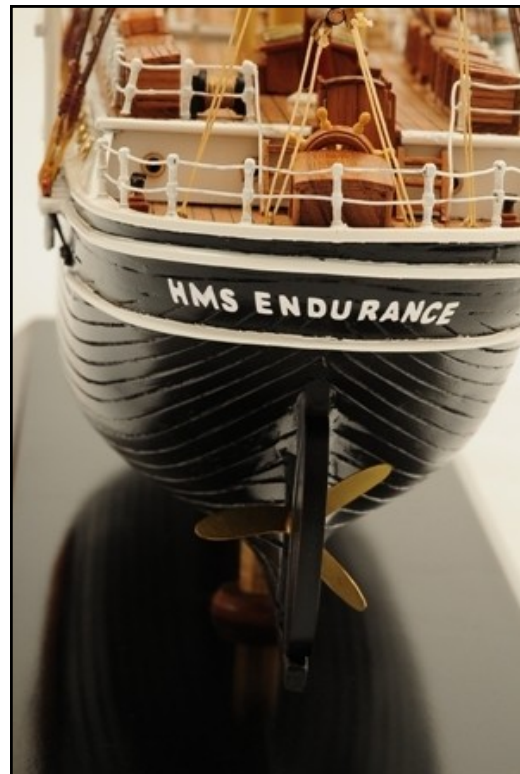
This section in the MSB Journal features custom built models that were ordered through Model Ship Builder or Premier Ship Models by clients from around the world.. They may or may not be historically accurate models as all models were built to the specifications of the client. I hope you like it. All models were built by our associates Premier Ship Models in the UK. Model Ship Builder is their representative in Canada.



HMS Endurance



Custom Corner

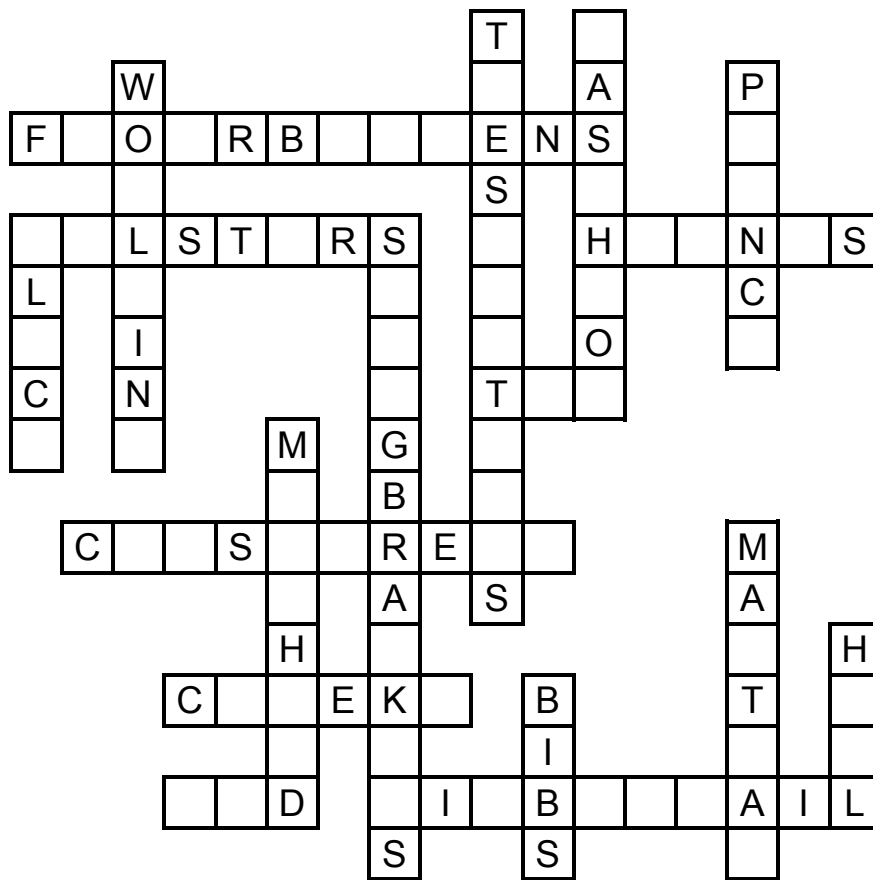




Gene's Nautical Trivia

Mast Connections

All of the following words are items that are somehow connected to a mast and its rigging. Can you fill in the missing words from the letters given for each clue?





NOT ALL THAT NAUTICAL

Are you a lover of unusual words? Every word on the following list can be found in Patrick O'Brian's Aubrey/Maturin novels; however, none of them could be considered to be even remotely nautical. Match each word with its definition found below.

- | | | | |
|----------|-------------|----------|-----------|
| 1. ____ | IMPOSTHUME | 8. ____ | FOIN |
| 2. ____ | CONTUBERNAL | 9. ____ | ESCULENT |
| 3. ____ | FARINACEOUS | 10. ____ | PUNCTILIO |
| 4. ____ | GRIZZLE | 11. ____ | SUDATION |
| 5. ____ | MAMMOTHREPT | 12. ____ | MIASMA |
| 6. ____ | SABRETACHE | 13. ____ | LOBCOCK |
| 7. ____ | MUNDUNGUS | 14. ____ | PULE |
| 15. ____ | URINATOR | | |

- A. A blundering fool.
- B. A minute detail; a petty formality.
- C. A spoiled child brought up by its grandmother.
- D. Living or messing together in companionship.
- E. One who dives under water in search of something, such as pearls.
- f. An abscess.
- G. To whimper or whine, as a complaining child.
- H. To worry, fret, or grumble.
- I. Anything that is fit for eating.
- J. Perspiration.
- K. Stinking tobacco.
- L. A flat leather saddlebag.
- M. Germs floating in the air; noxious effluvia; malaria.
- N. Having a mealy texture.
- O. To thrust with a pointed weapon.



SHIPS AND BOATS ANAGRAMS

Each of the following two-word anagrams can be formed into a one-word ship or boat. Unscramble the letters to find the ships and boats.

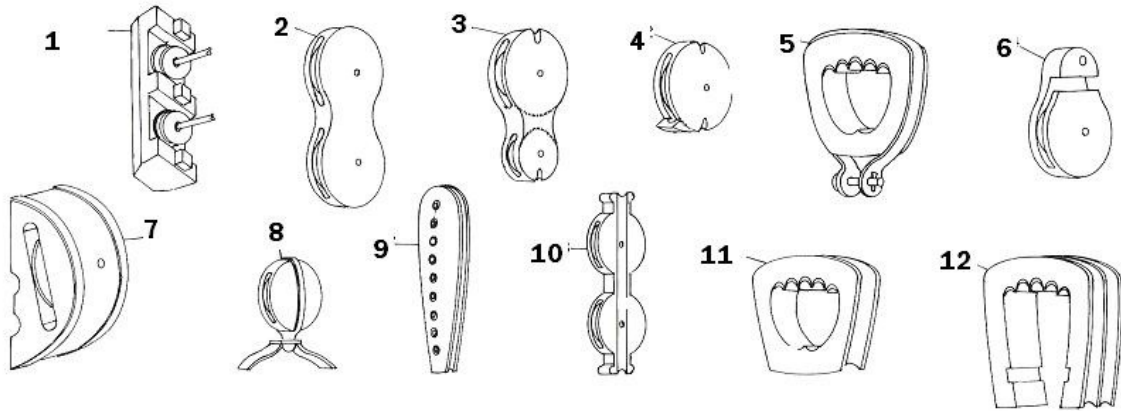
1. CORN SHOE _____
2. LONG ALE _____
3. CUE CALF _____
4. NICE PAN _____
5. VIPER RATE _____
6. WAR BOOT _____
7. TIN BEARING _____
8. TAN MARACA _____
9. HER LAW _____
10. REDRY TOES _____

FICTIONAL SHIPS QUIZ

1. _____ Ship in "Peter Pan" by J. M. Barrie.
2. _____ Rescue ship at the end of "Moby Dick" by Herman Melville.
3. _____ Ship in "Lord Jim" by Joseph Conrad.
4. _____ Ship in "Gulliver's Travels" by Jonathan Swift.
5. _____ Ship in "20,000 Leagues under the Sea" by Jules Verne.
6. _____ Ship in "Treasure Island" by R. L. Stevenson.
7. _____ Ship in "Ben Hur" by Lew Wallace.
8. _____ Ship in "Jaws" by Peter Benchley.
9. _____ Ship in "Kidnapped" by R. L. Stevenson.
10. _____ Ship in "Billy Budd, Sailor" by Herman Melville.



NAME THE BLOCKS

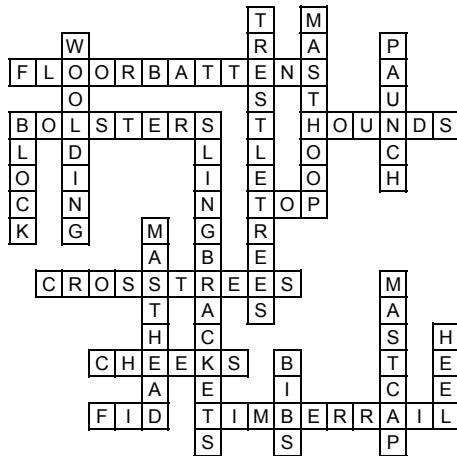


1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____



Answers

MAST CONNECTIONS:



NOT ALL THAT NAUTICAL: 1-F, 2-D, 3-N, 4-H, 5-C, 6-L, 7-K, 8-O, 9-I, 10-B, 11-J, 12-M, 13-A, 14-G, and 15-E.

SHIPS AND BOATS ANAGRAMS: 1-Schooner, 2-Galleon, 3-Felucca, 4-Pinnace, 5-Privateer, 6-Rowboat, 7-Brigantine, 8-Catamaran, 9-Whaler, and 10-Destroyer.

FICTIONAL SHIPS QUIZ: 1-Jolly Roger, 2-Rachel, 3-Patna, 4-Antelope, 5-Nautilus, 6-Hispaniola, 7-Astrea, 8-Orca, 9-Covenant, and 10-HMS Bellipotent.

NAME THE BLOCKS: 1-Cheek block, 2-Leg and fall block, 3-Fiddle block (or Long-tackle block, 4-Shoulder block, 5-Iron bound heart, 6-Snatch block, 7-D-block (for leading lifts inboard, 8-Monkey block with swivel, 9-Euphroe, 10-Sisterblock, 11-Heart, and 12-Open heart.

Modeling Clubs

Hyde Street Pier Model Shipwrights

Meet at the club's model shop aboard the *Eureka*, Hyde Street Pier, a National Park Service historic site in San Francisco on the third Saturday of every month @ 9:30 a.m

Contact: Leo Kane
Ph: (415) 821-0449
kanebulota@comcast.net

Tampa Bay Ship Model Society

Meet in downtown St. Petersburg, FL on the fourth Tuesday of the month at 7:00 p.m. except December.

www.tbsms.org

Contact: George Shaeffer
georgeshaeffer@gmail.com
Ph: (727) 798-0943

Cape Ann Ship Modelers Guild

Meeting at 7:00 PM the second Wednesday of every month at the Veterans Center, 12 Emerson Avenue, Gloucester, Massachusetts.

www.casmg.org

Contact: Tony Ashdon
tony@capeannshipmodelersguild.org
Ph: (978) 546-7222

Golden Triangle Marine Modelers

The club meet on the second Wednesday of each month at 8:00 pm at the Albert McCormick Arena, 500 Parkside Drive, Waterloo. Their main focus is R/C and static models. During the summer they usually break from their Wednesday meetings to run their boats at the pool in front of Kitchener City Hall, plus, once a week their Sail division travel to the pond in Wellesley to race their sailboats.

Contact: Paul Dreher (Secretary)
101 Harcourt Cres.
Kitchener, Ontario
N2P 1M1
Ph: 519-748-0449
pcadreher@sympatico.ca

Southwest Florida Shipmodeler's Guild

Meets at the - City of Bonita Springs Recreation Center 26740 Pine Ave, Bonita Springs, FL 34135 on the 2nd and 4th Saturday's each month, except December, at 0900 am

Contact:

John Weliver
Ph: 239-561-5777
jweliver@comcast.net