The MSB Journal

An Online Publication for Model Ship Building Enthusiasts

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Table of contents

Editors Note _____3

Scuttlebutt _____ (Coming Soon)

Feature Modeler of the Month _____4

News from across the boarders' _____8

Novice Corner _____10

Fiddly Bits _____12

General Hunter Part 4 _____20

Technology of Yesteryear _____ 25

Recent Events_____ 26

Upcoming events _____ 26

Salty Sayings_____ 27

The Book Nook _____ 27

Sponsors, hobby shops & Web Sites _____ 28

Editors Note:

No your eyes are not deceiving you. Model Ship Builder and Tall ship Modeling Downunder have joined forces to bring you the best in Tall Ship Research, Modeling tips, suggestions and advice as well as all the other regular features you have come to expect from this great publication.

I would like to take this opportunity to thank Winston Scoville, who has selflessly given us three years of enjoyment in producing The MSB Journal. I just hope I can do half as good of a job as he has done. I would also like to be one of the first, but surely not the last to congratulate him on a tremendous effort. Winston will still be consulting with TSMD about the Journals content and I hope he will be able to write an article or two as his time allows.

If you all read the September Edition you will know who I am and for those who don't, my name is Marty. Tall ships have been a part of my life for quite some time; however I am relatively new to Model Ship Building. My forte is Research, hence my web site Tall Ship Modeling Downunder, or better known as TSMD. The new TSMD website is due for launch in January 2011 and MSB Journal will also be available from TSMD website. You will need to register as a member, however, to gain access. Hope to see you there.

Each future issue of MSB Journal will now be available in the last week of each month, for example the November issue released in the last week of November, the December issue, in the last week of December. Early next year I hope to nail down a date to release it on every month.

As I have told you already I am rather new to modeling so for most of the technical detail, bits and pieces in modeling and for modeling advice, I will be relying on some extremely talented modelers from all over the world. I will do my best to keep up the regular features as well and add some new ones that I hope you enjoy.

The key to all great reading, though, is of course feedback. To know what you, as the reader, expect and or want to read about in this great hobby. This brings me to the first of the new features called Scuttlebutt. In this feature your emails and letters will be published so you can ask questions, correct misinformation or offer tips to other modelers on questions they have. Please see the "contact us" information on page one, to see how to get in contact with TSMD.

"Feature Modeler of the Month" will also be added to the Journal content. This month we chat to Danny Vadas my mentor in modeling. Danny has been building models most of his life and the work he puts into his models is nothing short of amazing. We also have the pleasure of a new monthly feature written by him focusing on Rigging.

So without any further delay, TSMD is proud to present The MSB Journal.

Marty
editor

FEATURE MODELER OF THE MONTH

Danny Vadas, New South Wales, Australia

Hi fellow ship modelers,

My name is Danny Vadas. I was born in Germany in 1953 and my family migrated to Australia when I was four. We spent a year on Norfolk Island when I turned six and another year in Western Samoa when I was nine, spending the intervening years in Australia. I now live in Abermain NSW Australia, a few minutes' drive from the Hunter Valley vineyards and about forty minutes west of Newcastle.

I've been making models of some kind since I was ten years old. I started out with plastic airplanes as a lot of kids do and model cars. I also had a HO gauge model railway and a rather large self-built slot-car track (total length was about 40 meters, four lanes wide, which took up a large shed on our farm; a lot of fun racing my mates. I built the track when I was sixteen.

I started on model ships at about twelve years of age. Revell and Airfix plastic kits, including "USS Constitution", "HMS Bounty", "Mayflower", a "Royal Sovereign" which met an early demise when my younger brother accidentally tipped a jar of turpentine into the kit box. Then there was "HMS Victory" and two "Cutty Sarks." The first was damaged beyond repair when we moved house, the second I built when I was about twenty four years old.

A few years after the 2nd "Cutty Sark," I bought my first wooden kit, "Charles W. Morgan" from Artesania Latina. It was a real challenge to build, as I had very little in the way of woodworking tools and even less knowledge about making wooden ships. Looking back now I made a real "pig's ear" out of her, but at the time I thought I'd done a pretty good job.... so do most non-modeling people who see her.

Later I liked the look of AL's "King of the Mississippi" Riverboat, so I made that my next challenge. She turned out quite nicely, as did "Mirage" from Corel.

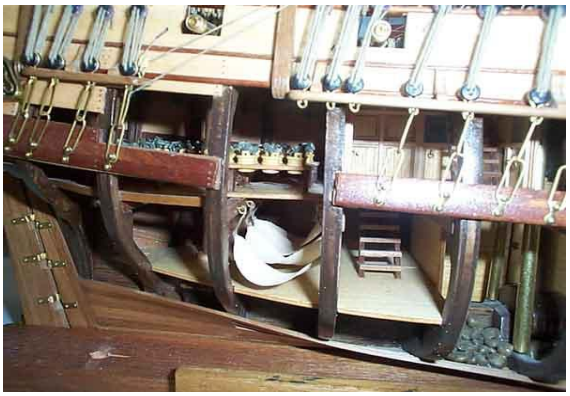
Next ship was "Norske Lowe" from Billings, a REAL challenge as any people who have made a Billings kit from 30 years ago would know. With very difficult instructions and not very good timber I was surprised at how well she turned out. Well enough to sell anyway. It's the only ship I no longer have. It sold for $1,100 which was the price of my next ship kit.... Corel's "HMS Victory".

Before starting "Victory" I made Hasegawa's brilliant 1:8 scale model of a WW1 "Sopwith Camel" as bit of a diversion. The Sopwith Camel model is now a real collector's item as they went out of production years ago. It turned out excellent, and is now hanging from the ceiling of my fifteen month old grandson's room as it did from HIS father's.

"Victory" was relatively easy to build, as by now I was quite familiar with wooden ship building and had a very good range of tools. I made her to the stage of halfway through the standing rigging, however "life" took over for about 10 years when my son started playing football and I coached his team for all that time.

I re-kindled my interest about four years ago, constructed a whole new workshop, and finally finished "Victory." She had been sitting in a glass-fronted cabinet glaring at me the whole time; almost as if to say "FINISH ME".

About two weeks before finishing "Victory" I bought Artesania's "HMS Bounty." When I bought the "Bounty" kit I was intending to make it as a present for my parents. Having lived on Norfolk Island and being acquainted with a lot of descendants from the Bounty mutiny so many years ago, my parents had a real affinity for the ship and its history, which they passed on to me at a very early age.



I placed the completed "Victory" back into its cabinet and opened the box for "Bounty" for the first time at 11:00am on the 7th October 2007. An hour later my sister rang me with the distressing news that my father had suffered a massive heart attack an hour earlier and was in intensive care. He never recovered, and died the next day.

The timing was SO spooky; almost to the minute that I opened the box, my father passed away. I decided then and there to dedicate that model to my dear departed dad, and present it to my mother as a lasting gift in his memory before the first anniversary of his death. I spent every spare minute I had on it to complete it in time. I kept it a secret and my mother had no idea of my intentions, or that I was even building the model. I actually fully completed her in eight months. I presented her to my mother the day before dad's "anniversary." It now has pride of place in her living room.

After completing "Bounty" I formed a plan to make as many ships as possible that had a relationship with Norfolk Island to keep a "theme" going.

My next choice was "HMS Supply", again from Artesania Latina. "Supply" came out to "Terra Australis" with the 1st Fleet to establish a colony in Sydney Town, helping to establish the first settlement on Norfolk Island, making numerous trips there in the early years.

After making "Bounty", a much more complex kit, in 8 months I thought it would take me no more than the same time to finish "Supply." WRONG. This kit is by far the WORST I've

ever seen from AL. Totally inaccurate in detail, RUBBISH cast pieces, poor (but workable) timber, and woeful instructions.... the Rigging plans are a total joke! I make no apologies to Artesania Latina about my comments on the quality of this kit, it's totally unacceptable!

I didn't realize all this until I signed up on the modelshipworld.com website and with the help of some of the wonderful members of the site I started questioning the kit instructions, to the point that I all but threw them away and made an attempt at making "Supply" as historically accurate as possible. I discarded virtually ALL of the kit that I hadn't already completed. Fortunately the hull itself is quite accurate and that's where I was up to at the time; then started to "Scratch-build" all of the parts I was unhappy with.

I have now spent well over two years on this build. I am enjoying every minute of it, and am more than pleased with the results. Right now I've started working on the Running Rigging, but I've had to halt work on her while I move house and re-establish my workshop. Work will resume very soon.

To any new ship modelers, or older ones for that matter who haven't found them yet, I would strongly recommend you join one of the website forums devoted to Ship Modeling. I'm a very active member of modelshipworld.com and would be more than happy to share my knowledge of the hobby with you, as would all the other members as that's what these sites are all about.

I also bought a few very good books to help me along the way. You will find them in the Book Nook on page 27

Whatever else you do in this hobby - ENJOY IT - the rest takes care of itself (eventually).
Cheers, Danny

If you would like to write in to The MSB Journal with requests for more information or pictures from Danny, I am sure we will be able to organize something for the people who don't have access to the internet……

'editor

NEWS FROM ACROSS THE BOARDERS

City of Adelaide Clipper Part 1

Very exciting news swept Australia in late August. While researching information for TSMD web site on the Cutty Sark, it came to my attention that the Cutty Sark was one of two tea clippers still in existence. The other clipper is perched upon a slipway in Irvine, North Ayrshire (Scotland) and had been scheduled for demolition; when fire broke out aboard the Cutty Sark in Greenwich London causing extensive damage.

This second clipper was then looked upon as a possibly cheaper option for refurbishment than the Cutty Sark, however, it was not found to be so. Work has since commenced on rebuilding the Cutty Sark which left things still up in the air for the City of Adelaide. Sadly the City of Adelaide had become a bit of an eye sore having been neglected for so long. With interest now renewed in the clipper, many felt it was time for action to save the City of Adelaide.

A group was formed, headed by local Councillor Peter Maddison. He called the group S.C.A.R.F (Sunderland City of Adelaide Recovery Foundation) and began petitioning to obtain the vessel. The groups plan was to return her to the place of her first launch in Sunderland for refurbishment. Unfortunately their bid was unsuccessful. Protests, standoffs and other means to deter her demolition commenced. Reasons for their bid being unsuccessful have not been made known to the Journal as SCARF members are unavailable for comment. I have however managed to gather information from their numerous websites for this article.

Australia stepped in and put a bid forward, to have the City of Adelaide floated back to South Australia. The prospect was met with great amounts of support from local Australian governments and public. Then on the weekend of the 28th and 29th of August the news was released to the world;

"Famed clipper Adelaide finally coming home from Scotland"

The decision was made in favour of the City of Adelaide Foundation in Australia. Premier Mike Rann has said the project was being driven by the private sector and he congratulated the group on its success. He has granted the group some land as they had requested, for restoration work to be carried out. He has given them Cruickshanks Corner in South Australia. Their ultimate goal for land though would be the historic display village at Port Adelaide to showcase the vessel when completed.

Cost of the restoration is estimated at AU$25 million. Initially the cost of preservation and bringing the ship to Adelaide is about AU$5 million. She will be transported from Scotland to Australia on a large dock ship. Once she arrives in Adelaide, she will be docked on land at Cruikshanks Corner, where the group hopes the State Government will establish a maritime precinct to house the government-owned Falie sailing ship and the Nelcebee as well. The group responsible for its preservation will also step up the case for the clipper's restoration and will be seeking business and government funding to do so.

City of Adelaide Preservation Trust director Peter Christopher said he was hopeful the vessel would arrive in Adelaide within twelve months, in time for the 175th anniversary of South Australia's settlement on December 26th 2011. They will be cleaning it up and hopefully making it more attractive; however, the ongoing restoration work will depend on the community and businesses getting behind them. TSMD has forwarded the City of Adelaide Preservation Trust an email to lend support in advertising and continued covering of this epic voyage, restoration and hopefully one day its re-launch as a fully refurbished maiden of the sea once more. We will be there to cover it coming into South Australia and will bring more news to you, the reader, as it becomes available.

Next month in Part two of news from across the border, we will delve into the history of this famous clipper that has once again just taken the world by storm.

NOVICE CORNER By Marty Cord

Photo's & models by Anthony Widdowson

Being a novice in this hobby myself I know what it feels like to open a kit for the first time and listen to the oooo;s and ahhhhh's escape your own lips before the fear of the unknown sets in. One thing I can assure you of though, is you are not alone. Through this feature I am hoping to put your mind at ease, with some basic models to look at for a first time builder, also very basic kit bashing ideas that may seem scary but really aren't and answer as many questions from novices as we can. Novice corner will eventually have its own author, however for now you are stuck with me (Marty) and the valuable advice I have been given since entering this hobby nearly three years ago.

Part One: MODEL SELECTION

The first and most important decision you make in this hobby is of course to be a part of it. These models are definitely not built over night. They require a great deal of patience and sometimes great determination to achieve a good looking model. Some novices like to go it alone and some aren't afraid to ask for help from someone who has been modelling for years. If a model has already caught your eye then you already know the end result is very rewarding.

The second decision is of course what model to build. As some may know, I was given the HMAV Bounty by Billings Boats. I have a long time love for this ship and its history and I think my heart even skipped a beat when I un-wrapped it. I got excited; I had all these pictures forming in my head of what it was going to look like and then carefully I cut the tape holding the box closed with a knife, opened it up and blind panic set in and one of my mates said I turned kind of pale.

Inside the box were so many different bits and pieces, planks of wood, laser cut pieces, brass bits, cast bits. The list went on and on. I closed the box smiled thankfully and put my pride and joy model in my room, up the top of my cupboard.

The point I am trying to make is that getting your fist kit can be very intimidating, especially when you have never worked with wood over frame models before. The big square rigged ships such as Bounty, Endeavour and the Victory are truly inspiring models and lots of people think they can just follow the instructions and build a museum quality model. For some lucky few this may be so but I can promise you that for a great many of us it is not.

Some of the members of TSMD and I have created a sort of unofficial beginners group within a group. We are all first time modellers and through watching each other's builds progress and learning from each other's mistakes. We encourage each other under the watchful eyes of more experienced modellers too which is great.

Key features to a first time model are these,

- **Shape of the hull** - the more slim line the hull the easier it will be to plank. The use of a blank bending tool may not be required as well. Plank bending can be quite a skill in its self.
- **Sails and rigging** – Lots of sails, like in a Cutty Sark clipper, may look good but in the end, will drive you crazy as a first time modeller and you may end up abandoning your project and or the hobby. Fewer sails and simple rigging is best for a first time modeller.
- **Kit Quality** – In the basic (and not so basic) wood kits of simple ships or boats, the quality of the wood and planks plays a big part in how your first model will come out. You may need to replace the planking material at your local hobby shop. I found this with the swift I'm building, as the supplied timber crumbled as I tried to work with it.

Some good examples of first time modeller kits would be a jolly boat, Swift 1805, Bluenose and even just to get some hull planking experience; an open life boat can give you the basics in this hobby. True they are not very big or exciting, they don't have lots of sails and can look quite plain and boring which can be discouraging, however they will teach you the basics in this hobby. Another thing to consider is how realistic do you want to make it. I am one that likes to research the ship; I'm building and super detail it to pictures of the real thing. The

swift 1805 for instance is a fictional ship so there are no real pictures of it to compare. The best thing to do is sit back and think about it, look at what is available, some kits come with basic tools for a first time modeller which is a big help though the quality of the tools can be a bit less than desirable.

Currently there is a week by week build of the Endeavour in 1:48 scale, available in News agents or by mail order. I will be doing a review of this kit in a future edition of MSB Journal. One of my friends (Tony, A.K.A Spellbinder from MSW) is a first time modeller and is also kit bashing this model. He is really doing a brilliant job as a first time builder and I follow his progress eagerly.

If you are like me and dream of that 1:50 scale, square rigged, Bounty, set in a full sail diorama at sea, why not put the cart before the horse for a change and build a the Bounty Jolly Boat first to get your skill levels up? Next month we will look at one such beginner model and maybe some simple kit bashing for beginners.

And above all have fun; this is a hobby after all.

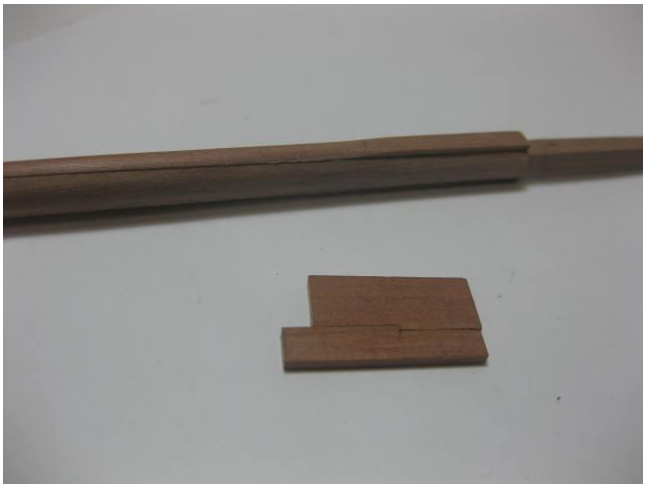
FIDDELY BITS

Rigging Part 1 by Danny Vadas

Many modelers I have spoken to, worry a lot about the rigging on their model. I know some who build a model to the point of getting the hull completed maybe a mast or two constructed and then moving onto their next project. As you know from my feature modeler article I have built a ship or two in my time, pretty much following the instructions with minimal kit bashing or scratch building. Until, that is, until I came to the Supply which is currently under construction in my workshop.

Truth be told I found so many errors in the AL kit I was appalled. With die-cast pieces where there were supposed to be timber pieces, pieces that just look wrong for the era ship and instructions that leave some of the most advanced modelers baffled. I decided to hit the books, study hard and 99% go my own way in modeling the rigging to how reference material

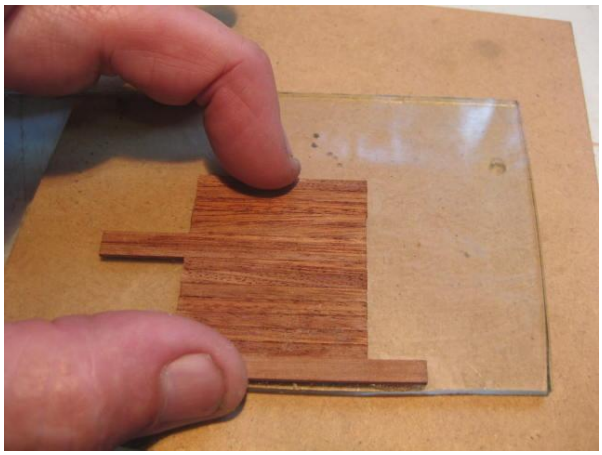
says it should be done. Over the next few months I will take you step by step through how it was done starting with the masts. I am not here to tell you how it HAS to be done this is just the way I did it. If you have any questions at all I am all too happy to answer them in future editions of MSB Journal through Scuttlebutt.



I began with tapering the Lower and Topsail Masts. The method I came up with was the same method I used on my Bowsprit a while ago. Using my lathe I reduced the diameter of the mast in 0.05mm steps every 10 to 20mm depending on the length of the section I'm tapering. That way I can do it without a Following or Steady Rest. I also took the opportunity to mill the squares into the top sections of the mast as you will catch a glimpse of in later photos'. Pictured to the right is where I have added the Cheeks to the Lower Masts. The "laminated looking pieces" are called Cheeks. I think they act as reinforcement for the lower masts. Maybe someone reading this is more knowledgeable than me and can probably fill me in; as I have always said, we never stop learning in this hobby. I've rounded the edges of them, except where the Hounds will go. Making a start on the Hounds, I've scarf jointed the Hounds and Bibs together. AL supplied some rather crappy ply for these and therefore was not used; mine still need a fair bit of work yet.

I finished shaping the Hounds next and glued them into place on the main masts. Using the ones from AL as a template it didn't take much time at all. When it comes to glue, I prefer to use PVA wood glue as much as possible and only use CA (super glue) when I have to. I have found, especially when clear coating, that CA leaves you with an uneven and blotchy finish where you have used it on wood. You can also see in this picture, the square ends on the masts as I mentioned before.

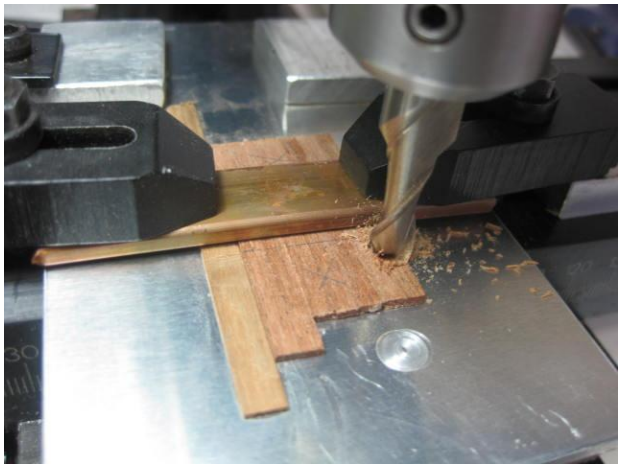
I decided to start working on the Tops decking next. Again the Tops supplied by AL were terrible, messy and made from die-cast. You will see pictures of them later. To create the deck area I glued together several sections of 1.5mm x 3mm Sapelli timber for the Top planking



To keep them tight I've glued them together on a piece of glass with one strip if timber CA'ed to the glass to use as a stop. (See pictured) I just held them tight together with my fingers for about a minute until the PVA sets a bit. After about three minutes I carefully prize the section off the glass with a knife.

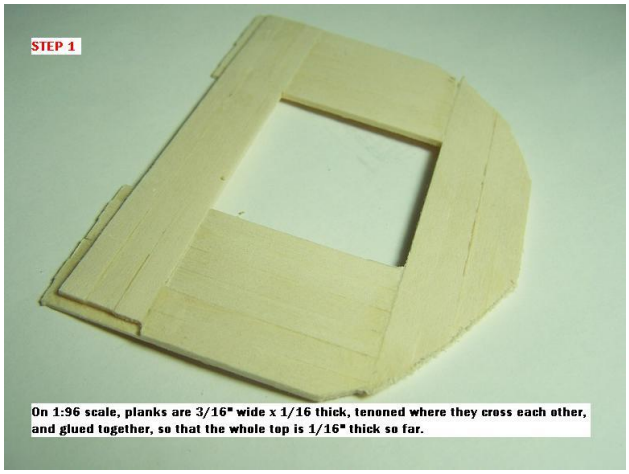
If you ever see close up pictures of a top deck on a Square Rigger you will notice the planks lay in a certain way and if we try to replicate it in model format it will just snap. Doing some research I discovered a way.

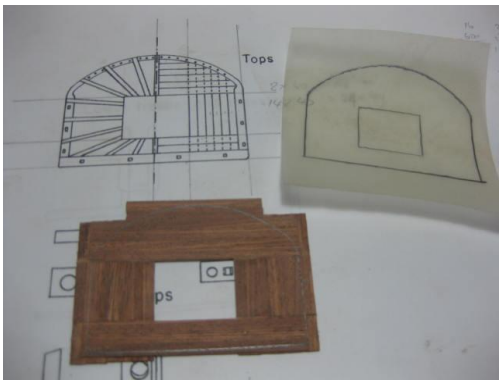
For the Carpenters among us, the process I used to create the pattern and strength required, is similar to what's called housing joints. For those who have no idea what that means it works something like this. Using my milling machine, I milled a 0.8mm step into the 1.6mm thick planking that I had edge glued together in the previous operation. This process gave me an exact half thickness in each piece, on each end of all the pieces involved.

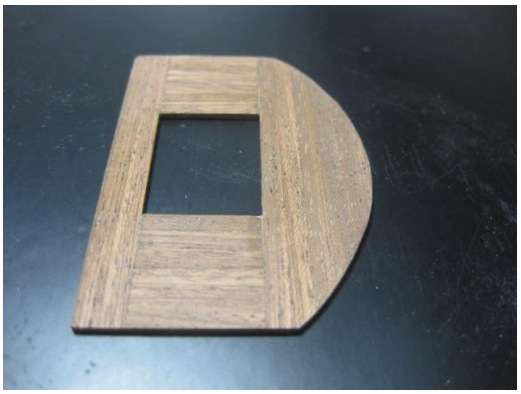


I glued the four pieces of each Top together and put them back on the piece of glass, weighting them down with a cheap anvil I had picked up to keep them flat. It is important to remember when machining, that it is the untouched thickness of timber that defines the internal hole required when finished. The picture to the right is from my research material as I forgot to take one of mine at this stage. Looking closely at the internal corners you can see the steps milled at both ends allowing the four assembled pieces to sit flat and flush. Thus also giving us the pattern of planking and strength required.

Once dried, I then traced the shape of the Tops out and transferred the tracing to my assembled tops. Using a combination of table saw and scroll saw I cut the outer shape. The next picture is of the completed Top minus the forward rims and the battens.

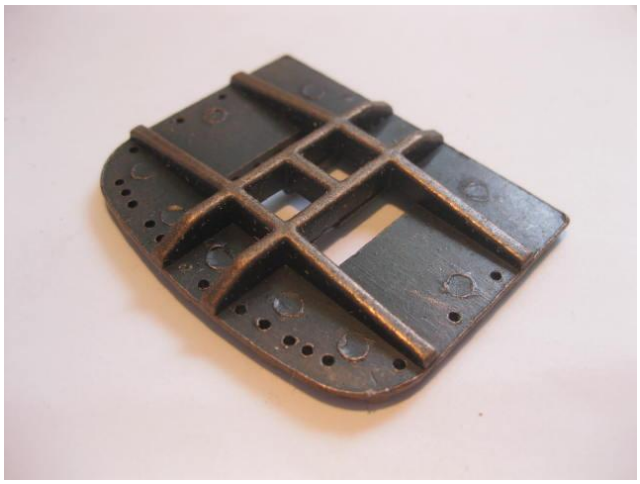






I selected some Cherry Ballart timber for the curved forward rim. The rim and gun whales are all tapered inward. Just a tip on these too, it is better to taper the inside curve before cutting the outside to shape to give you something to hang onto as you shape it. I didn't do this, however making it out of Cherry Ballart; it was easy to correct my mistake as the timber is fairly strong and flexible. The Battens in the right hand picture below, are made of 1mm x 1mm Walnut, and also taper toward the centre as well. I marked out the positions of the rail stanchions and drilled them using a drill press. The holes on the front are for the crow feet (main mast, brace ropes). Once clear coated they look very effective.

You might be thinking all of this is a lot of work for making the tops, however, as I said earlier I would show you what was supplied in the kit, giving you some idea as to why I went to all this effort. Their entire top, including trestles consist of one die-cast piece. Mine, however, now consist of fifty-one pieces. With a sigh of relief I attached my new Tops to the masts.



I had to do a bit of thinking when I tried to fit the rail stanchions (Kit supplied, and they actually looked VERY good) to the sloping rim I had created. I WAS going to try using a drill to reshape the bases, which turned out not to be a good idea so I came up with the idea of milling small recesses where the stanchions sat. This idea turned out to be not one of my dumber ideas as they fit perfectly.

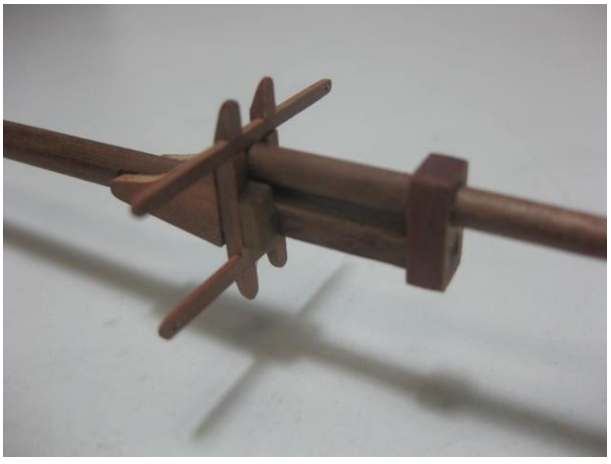
I pinned the rail top and bottom using 0.5mm wire in pre-drilled holes - AFTER I'd glued them on and let the PVA set.

When it came time to attach the Tops to the masts I got caught out again by AL's plans. The square section of the Mast was notated as 4mm x 4mm in a cross-section, so that's what I milled it to. Only later (when will I EVER learn) when I checked the plans again and actually MEASURED the width of the square it is actually 6mm. Frustrated I put my thinking cap on again.

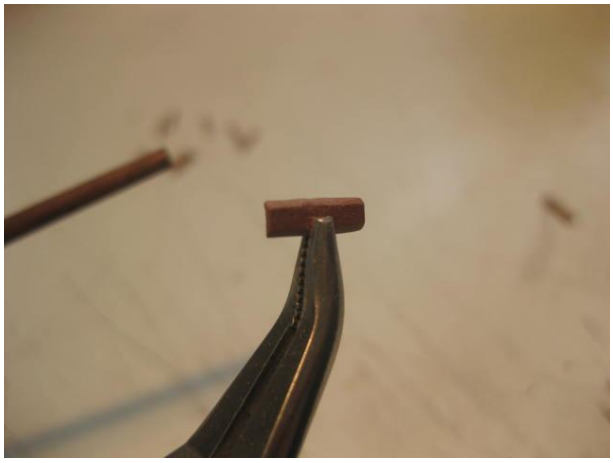
To make up the 2mm difference, I decided to do the same as I did on my "Bounty" and glued 1mm x 1mm "stiffeners" to the corners. The size was spot on now as pictured.

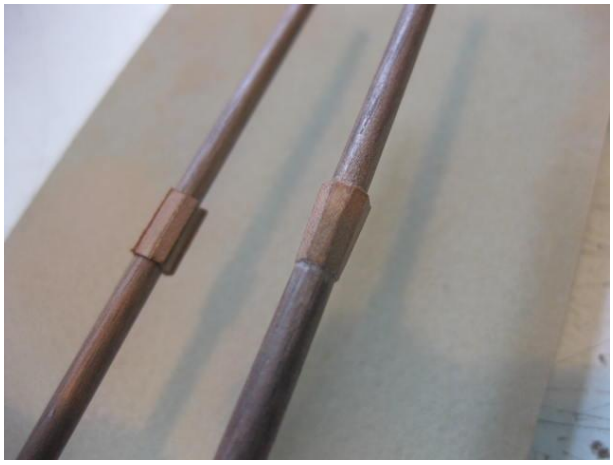
I'm very happy with the results as you can see for yourself.

The Topmast Trestles (also known as the Crows Nest) and the Crosstrees are made from 2.0mm x 1.2mm - tapering to 0.6mm at the ends. When I was scaling them I really wouldn't have considered making them that small thinking they would be fragile and possible crumble in my fingers, however I persisted and was able to make them out of Cherry Ballart timber. They may look flimsy, but I'd be game to hang the whole Ship off them, they are really THAT strong. Assembly was pretty straight forward; recessing the bearers so the longer pieces sit flat and flush.



Soon after, I realized, while looking at a picture of a mast that I'd forgotten about the Topgallant Stops, so I started on them. I filed an octagon into the Topgallant mast in the appropriate position to seat the tiny (8mm x 0.7mm x 0.45mm) pieces, which I'd edge beveled with a needle file whilst holding them in a pair of pliers. Gluing them on, they looked a bit "up and down," but once they were tapered again with a needle file, they came up quite well.

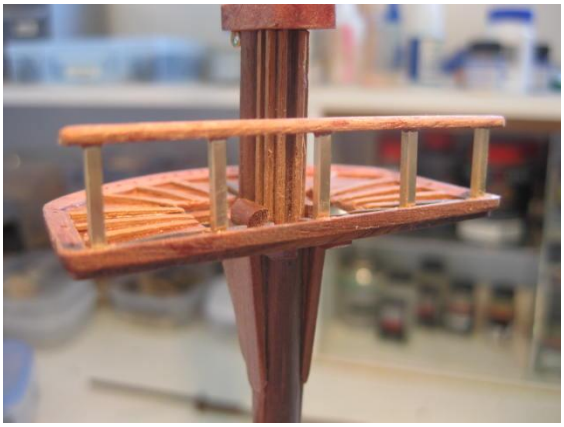




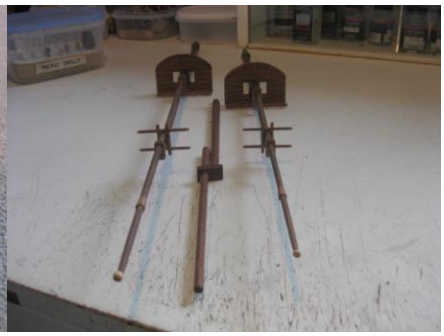
To this point I thought I was doing quite well. I plan to display my supply as it would appear in dock. Unfortunately I had made a small error and when it was pointed out to me, I didn't know how I missed it. It seems I had forgotten to recess the masts where the bottoms of the Hounds sit. Carefully I was able to remove them with a sharp knife thinking how glad I was that I'm not a big fan of using CA. The PVA was hard enough to shift, but a bit of careful cutting and levering got them all off intact (whew). That's something that would have bugged me right through the build if I had let it go.

Much Better

I had a few comments from people; about the rail stanchions not looking quite right and looking closer I tended to agree. They DO look far to "chunky" and "out-of-keeping" with the simpler design of the rest of the ship. The ones supplied by AL, which are the ones I used, seemed more from a 16th Century Spanish Galleon (if THEY even had them??) than a humble Thames Tender, so I removed them and made up something a bit simpler out of 1mm square brass.



Another thing I couldn't believe about the FRUGALITY of AL was that there were no topgallant mast balls. I mean, I know a Ship is always referred to as a "SHE" but how much would two balls have set them back, so of course I made my own on the lathe.

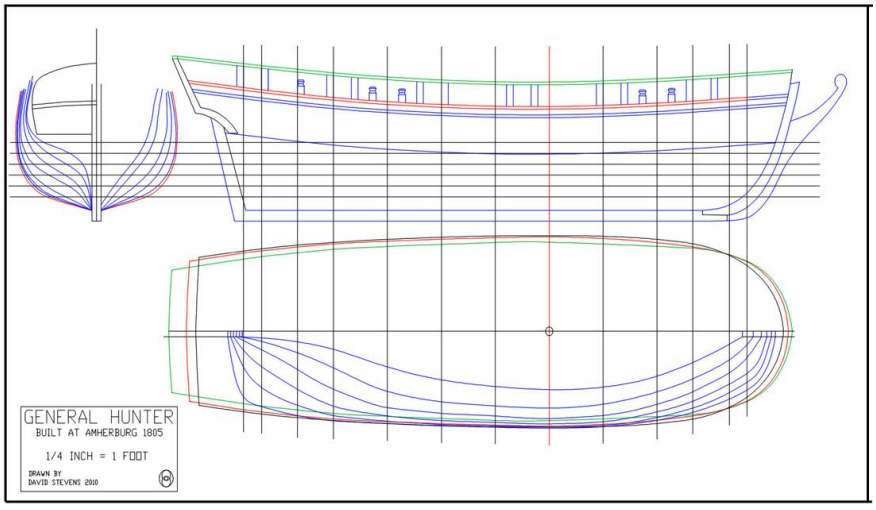


In the photo above I have sat the masts into the hull. They will not be glued in as the amount of rigging and the good fit of them in the hull won't warrant it. All three Masts (the Bowsprit IS a mast too) are complete, apart from the Wooldings. These will come in future features of the MSB Journal so stay tuned and all the best.

Danny.

GENERAL HUNTER MODELING PLANS

Part 4, Wrapping things up



If you have been reading the last few editions of MSB Journal you will know we have been covering the general hunter hull construction from plan to pattern to frame plan. Now in part four, we wrap things up.

After all the research and prototyping is finished a set of modeling plans is the final result. Sheet one of the plans are the hull lines. This plan can be used to make a solid hull model by using the lines to cut out a set of lifts. On this drawing is the shape of the deck (black line), shape of the cap rail (red line), and the shape of the railing (green line). Lines in the body plan can be used for a plank on bulkhead model.

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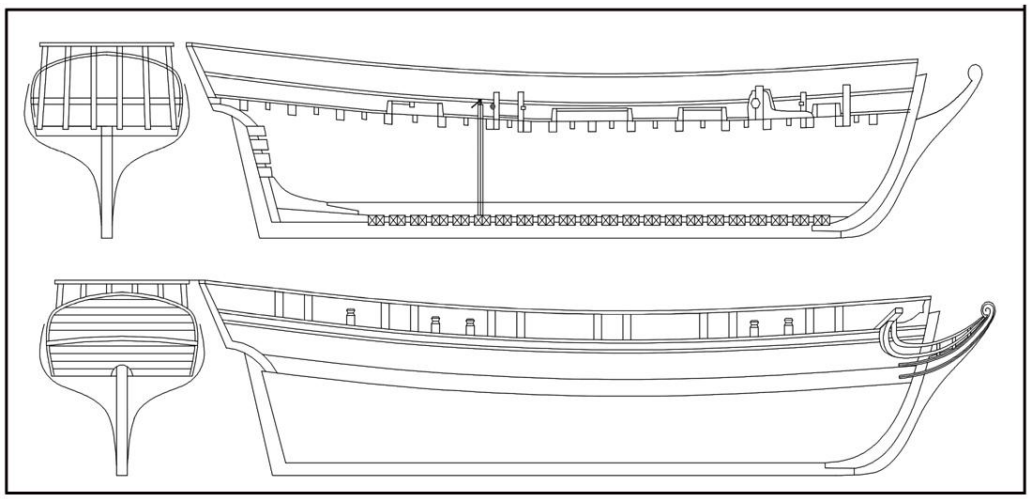
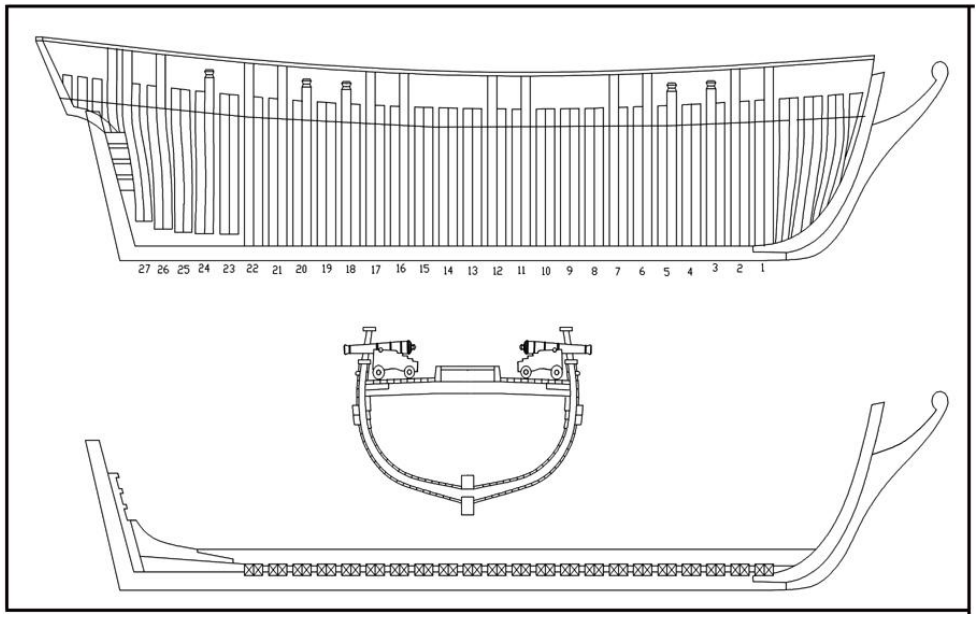
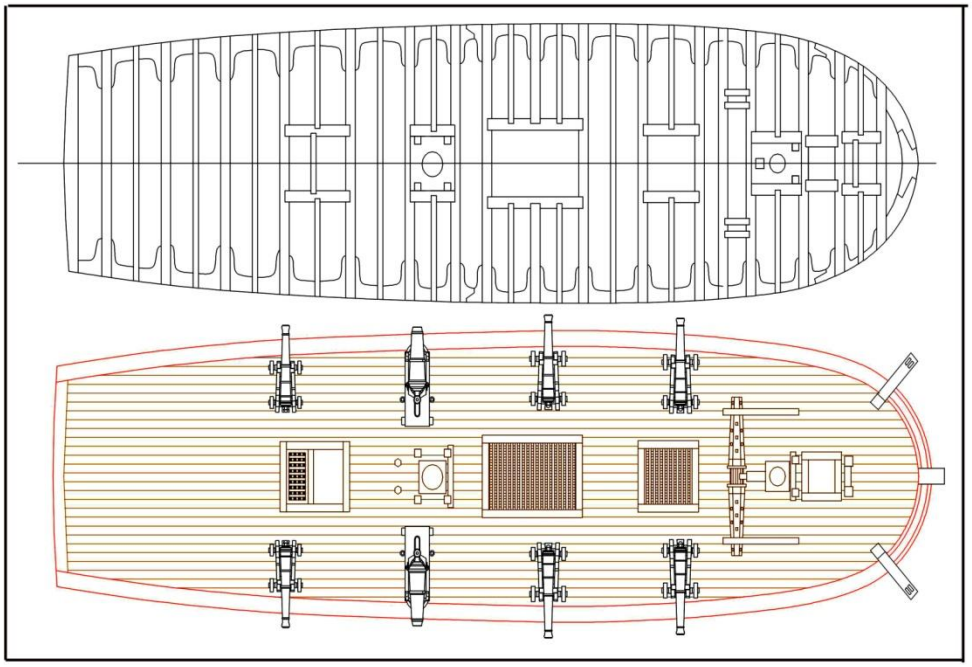


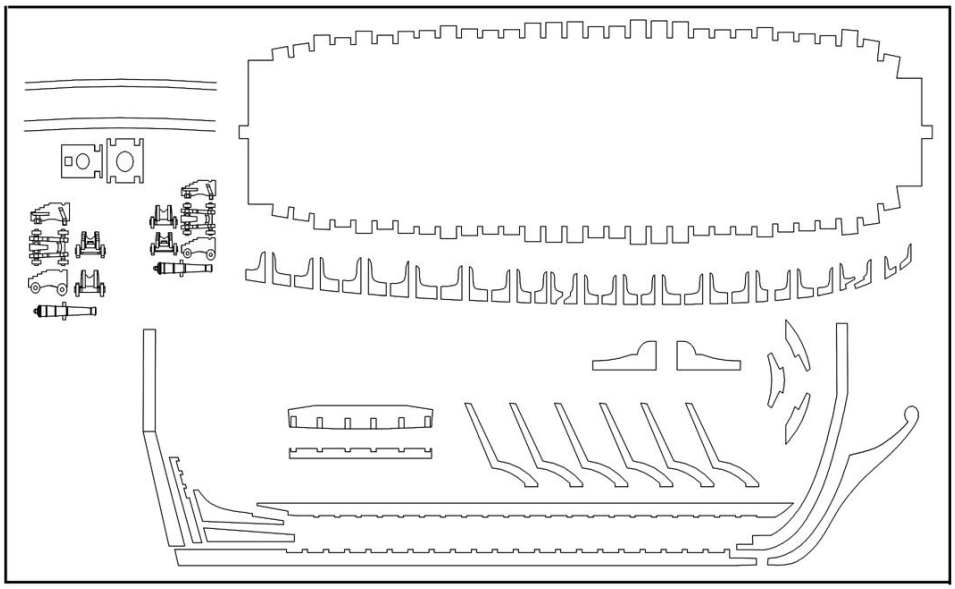
The next sheet is the inside and outside profile of the hull. On this drawing is the location of the frames, deck beams, hatches and backbone timbers. There is also a drawing of the stern construction.



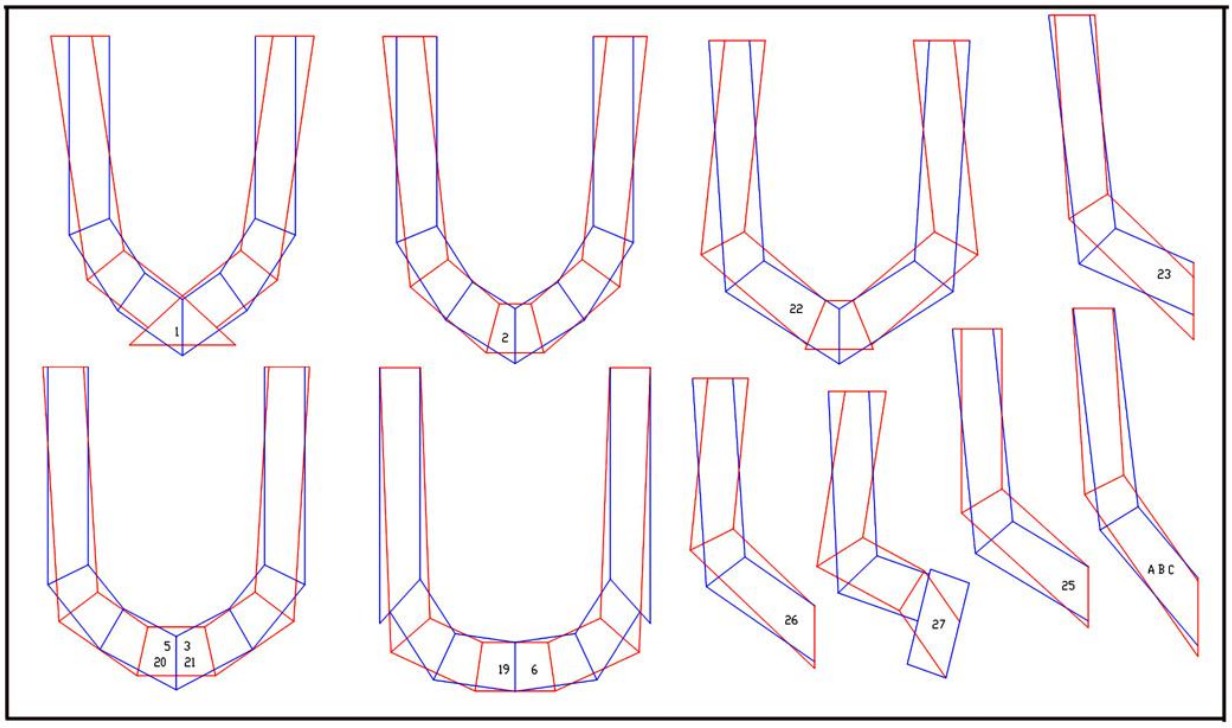
In drawing three is the framing layout, the keel assembly and a mid ship cross section of the hull.



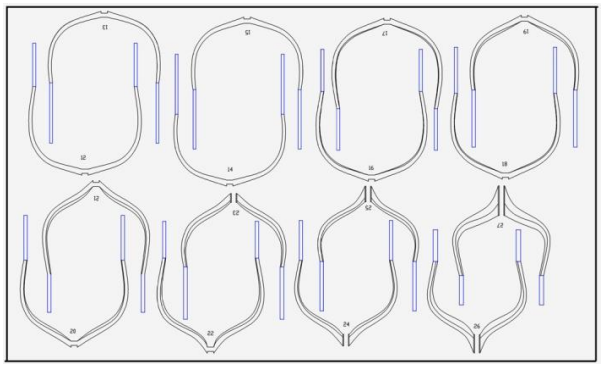
Sheet four is the deck layout showing the location of the hatches, windlass, pin rails and posts. Also on the drawing is the deck construction

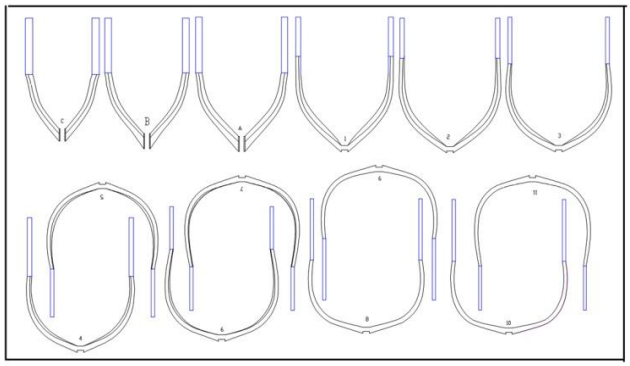


Sheet five is a construction break down for the keel, deadwood, stem and deadwood. Also on the drawing are patterns for the deck knees, stern timbers and wing transom, deck beams and mast partners.



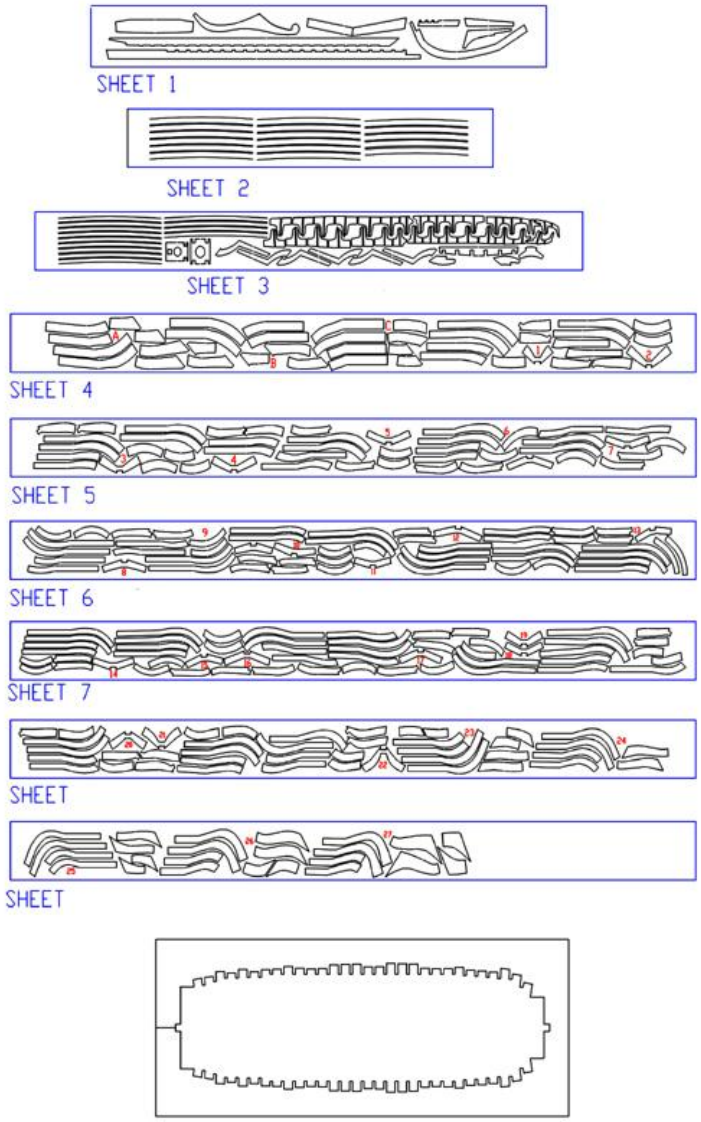
On sheet six are patterns for the building of frame blanks. These blanks are built up of frame pieces and once the blank is complete a pattern of the frame is glues to the blank and cut out.





Sheets seven and eight are the frame patterns. These are glued to the frame blanks or used as patterns to build up the frames futtock by futtock.

Sheet nine is not to scale and is used to identify the frame parts on the laser cut sheets. This sheet can be scales to fit the plans and used as patterns to cut out the frame pieces if you choose not to build frame blanks



This completes the design and reconstruction of the General Hunter. For those interested in building a plank on frame model of this historic ship a set of laser cut parts are available. The nine sheets include the keel assembly, deck beans and deck knees, stern timbers and frames as well as the building jig.

TECHNOLOGY OF YESTERYEAR

THE BINNACLE by Gene Bodnar

Binnacle of HMS Trincomalee

The binnacle is a wooden stand or housing that contains the ship's magnetic compass and its correctors, and it is generally mounted in front of the helmsman. A typical binnacle is subdivided into multiple sections, with a section that contains an oil lamp or other light source, and another section that holds an hourglass or sand timer for estimating speed. Later, the binnacle became the proper stowage place for the traverse board used in dead reckoning navigation, the reel with the log-lines, and navigational charts as well. Another important item stored in the binnacle, probably before the eighteenth century, was the list of men unable to report for duty that was given to the officer or mate by the ship's surgeon – a list that came to be known as the "binnacle list." However, the main purpose of the binnacle is to protect the delicate navigational instruments.

Before 1750, the binnacle was called a "bittacle," and this name could still be found until the mid-nineteenth century. The word originates from the Italian term "abitacola," which means "little house" or "habitation." The early Portuguese navigators used the term to describe their compass housing.

Early binnacles were constructed with nails. In the mid-1750s, the nails were discovered to cause magnetic deviations, which caused misleading directions. As the understanding of magnetism progressed, much greater attention was given to the binnacle's construction. In

the 1800s, with the introduction of iron-clad vessels, the magnetic deviations became even more pronounced. The problem created a new type of binnacle that was patented by John Gray of Liverpool in 1854; he introduced an adjustable correcting magnet set on rack and pinions.

In the 1880s, Lord Kelvin patented an even better compass system that incorporated two compensating magnets. They became known as "Kelvin's Balls."

Today, of course, compasses are much more sophisticated, and the days of the wooden binnacle have all but disappeared.

RECENT EVENTS By Marty Cord

The Melbourne Maritime Museum was due to reopen its gates to the public on 7th November. TSMD was invited to cover the reopening and publish a story on the event. Interviews with key figure heads were also organized and it was due to be an exciting day as it not only marked the reopening of the museum but also was the 175th anniversary of the launch when she was brand new. Unfortunately due to work not being completed, the reopening has been re-scheduled for mid December 2010. There has been no fixed date set however with a bit of luck you will see the story in the December issue. My apologies for any disappointment this may have caused.

UPCOMING EVENTS

Melbourne Maritime Museum Reopening _____ December 2010

Next Issue of MSB Journal _____ 20th Dec 2010

HMB Endeavor Replica departs Darling Harbour _____ 15th April 2011

Arrival of City of Adelaide _____ November 2011

SALTY SAYINGS by Harry Campbell

GROWL: Seamen's conversation in the forecastle.

NOR'EASTER: No pay on pay day.

LUFFED: Detailed for an unpleasant task.

MUDHOOK: The anchor.

BOOK NOOK

"Plank-on-Frame Models" by Harold A. Underhill

"The Arming and Fitting of English Ships of War 1600-1815" by Brian Lavery

"The Masting and Rigging of English Ships of War 1625-1860" by James Lees

"The Anatomy of Nelson's Ships" by C. Nepean Longridge

"Anatomy of the ship" is also available for ships like "Bounty", "Endeavour", "Pandora" and others.

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