



THE M.S.B JOURNAL

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Editors Note:



Thank you to those who have written in with well wishes and comments on the November issue. Your feedback is and always will be appreciated, be it good or bad. Editor's comments and answers to questions can be found in the Scuttlebutt feature on page three. Hopefully in time this new feature will grow and we can start having "letter of the month" with a gift certificate from one of our sponsors as a prize.

It has been a very big month for T.S.M.D and M.S.B. With taking on the Journal, work on the new T.S.M.D website has slowed but is still progressing well, being on schedule to be launched in January 2011.

As you may have read in the last issue, Polly Woodside was unable to officially open on its 125th anniversary of Polly's first launch and the grand reopening was postponed to December. Unfortunately this date too has been blown out and now will not reopen until the New Year.

We have part two of Danny's Supply rigging in "Fiddly Bits" with more eye popping pictures and detail work.

Novice corner is currently undergoing some restructuring due to feed back received; in January it will return with a new title, new format but still full of great information for the novices amongst us.

We welcome Anthony Widdowson as our feature modeler of the month and as a novice himself, has achieved some fantastic work with lighting in his models.

Big news from M.S.B as well, with Winston returning as chief Editor of M.S.B Journal, as of January edition 2011. T.S.M.D welcomes him back and will take up more of a supportive roll as of Jan 2011. TSMD still welcomes your comments and suggestions and this Journal will be available from TSMD's new website as well as M.S.B.

This month we also have some spooky tales of Ghost ships, brought to you by Gene Bondar along with Some trivia and fun stuff also brought to you by Gene and Harry Campbell

With 2010 drawing to a close, I would just like to say from Winston and I, that we hope you all have a very merry Christmas and a safe and happy new year. Weather your retreating to your shed for some modeling therapy or taking off on a well earned break and holiday; we look forward to seeing you back in January for more information packed editions of M.S.B Journal.

Cheers

Marty
Editor

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SCUTTLEBUTT

Welcome to the new section called, "Scuttle Butt". A place for your emails, letter, questions, corrections and well anything that won't fit other places in the journal. See the "Contact Us" information on page one, for how to send items to the journals authors.

Hi everyone,

I am not into tall ships at all, I don't model and I never really gave the subject much thought. When my partner became co editor of this magazine I thought everyone needs a hobby and left it at that. I decided to take a quick look at the magazine to be supportive and I was amazed. I was glued to the screen in the fact it was so easy to read and flowed well. The content was informative and it's obviously something he is very passionate about.

When I reached the end of the magazine though, I was surprised to find myself thinking, "Is that it?" I wanted to read more stories, look at more pictures. So I guess it's a two thumbs up from me and look forward to the next issue.

Amanda Chancellor (Email)

The journal looks fresh and bright & easy to read. The new editor has done a good job with the journal and the addition of the new sections will improve things even more.

The novice corner will be a useful aid for new modeler's and what they can expect from the hobby. Very informative

The section on rigging I found to be informative and well written and useful as I still need to do this on my Bluenose, (photos in the November edition of novice corner) and in a year or two, on my build of the 1/48 Scale HMB Endeavour part work

Technology of yesteryear? Well I've always

wondered just what the binnacle was and now I know. Another useful section for those of us not up on all the technology from the day of sail.

Anthony (email)

Marty

By the way, I appreciate all the time you're putting into the journal, keeping a monthly magazine. Thanks you very much.

Gene Bodnar (email)

***.....Thank you everyone who wrote in.
Your comments and thoughts are
welcome be them good or bad, thanks
again***

Marty

FEATURE MODELER OF THE MONTH

Anthony Widdowson, ACT, Australia

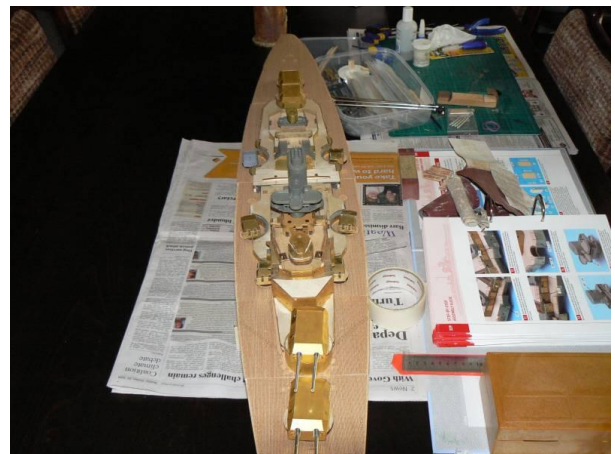


Hi Everyone,
My Name is Anthony Widdowson. Like most modelers I have been involved with modeling since early childhood. I was extremely curious as a kid wanting to know how and why things worked the way they did. I started like most people, with a model plane, then I moved onto the odd model car, then into military and model railways, where I remained for a long time. I have a 4' wide by 9' long ho/oo scale model railway. When I lost interest in the layout, due to a lot of very boring locomotive and rolling-stock coming out, I changed to model ships.

I started with the Bismarck Part build from news agents. All my models were built to the instructions with little or no extra detailing or kit bashing. I enjoyed building it so much I began looking around to see what else was available. I found a few structured night courses starting in May 2008. The courses ran at Lake Ginninderra College, ACT, Australia focusing on model ship building. This is where my interest in this hobby really took off.

The Bismarck kit is a part work build by Hachette Part works over 140 weekly issues. That means almost three years to build the model and is 125cm (49") long by 18cm, (7") wide. The main timbers used is Birchwood ply, lime wood (for the decking planks) and various metals, brass, bronze, copper wire and aluminum with some light-sensitive parts made from die-cast nickel silver. The bulk heads and keel are laser-cut and fit very accurately, (well most of the time they do) with some of the metal parts being machine turned for accuracy. There are also a few interesting shaped plastic parts for the super structure.

I've always liked the Bismarck and her short history ending with the epic battle with the Hood. It's also nice looking ship with lots of detail for modeling. I saw the Titanic that came out before the Bismarck, (which was also a 3 year build, which put me off building her at the time). But when I saw the Bismarck at the newsagent I decided I would build her in spite of the almost three year build time. With my Bismarck build, it's been pretty easy going so far, as it is designed with beginners in mind. I am attempting some minor modifications though so it has been slow going. This model came out with an option to fully motorize it for RC control. To do this though, some of the decks need to be removable for access to motors



and props. I'm hoping to RC control it so removable decks were my first modification. The Full size Bismarck also had three props so I began doing the modifications to put the third operational prop in place. This modification is still in progress. Total cost for the model will be \$2093.00 once I have received all 140 issues; expensive I know but well worth it. I would think an intermediate / advanced builder, would manage this kit, as it is a lot more complex than it would first appear.



In May 2008, I attended a course that involved wooden ship model building; I thought this might give me a chance to learn more so I signed up. The model for the course was chosen by the instructor, so as to make sure everyone did the same model. Otherwise you may have had someone turning up with a HMS Victory. The first model we looked at and started was the Bluenose by Amati. It was rated as an advanced beginner model so having worked on the Bismarck, I already had the basics. This was to be my first sailing ship, however, and there was a lot to learn.

From memory we had about eight people attend the course and it ran for one school term (roughly 10 weeks). The course was fairly good, with helpful information on hull planking and basic rigging, I would rate the course at a 9 out of ten.

Obviously completing the Bluenose in the ten week course was an impossible task; however it gave me a really good starting point with the bluenose model

I was told about another similar course running twelve months later at the same place, so I enrolled in that one as well. The model for the second course was the Bounty Jolly Boat by Artesania Latina. The Jolly Boat was a nice model to put together, but we had problems due to being supplied with the incorrect parts from AL, (everyone had this same problem). Luckily someone on the course was able to make some new parts for the models. We thought the incorrect parts were from a totally different kit. From talking to modeling friends, it seems incorrect parts and poor instructions are a common trait with AL kits. I scrapped the hull planking included with the kit as it was almost unusable due its thickness; I ended up double planking the hull to make things easier as well. I used mahogany for the first layer and walnut for the second. The sails were pre made with the kit and they looked ok. As far as kit difficulty goes, I would think an advanced beginner should be able to manage. The best part of the build was the way it went together so easily. I would rate it as an eight out of ten. Currently the Jolly Boat is my only completed model and it was only completed earlier this year.



Something that has always fascinated me though is LED lightning in models and was curious to see if I could achieve it on a bigger model. When the 1/48th scale Endeavor part work by Eaglemoss Collections came out I thought this was my chance.

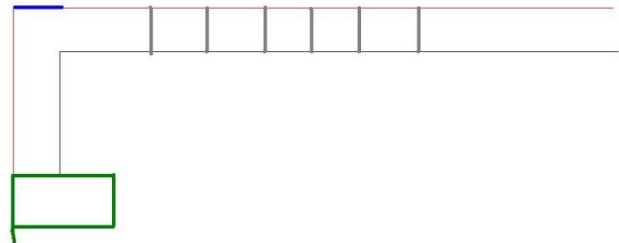
The Endeavor appealed to me, as it did to so many others, because of its Australian Maritime Heritage. I am a regular on modelshipworld.com and a few discussions started about the publication. There was a debate, discussing the fact that the model would end up costing AU\$1500 and there were other kits readily available with no waiting for each issue and a lot more cost effective. I found this

argument to be true as I explored these other readily available kits. I did notice though, none of these kits were in 1/48th scale. Then another argument was posted by a friend of mine. He wrote,

"True it is a very expensive model and there are much cheaper kits in smaller scales available. For someone like me though, who has a big family to take care of, justifying spending AU\$1200 on a readily available kit I want in one hit is just too hard. Also for younger modelers who have a part time job or younger still who get pocket money every week, this is a chance for them to get into the hobby as well."

After reading that, I was sold on the part work Endeavor and started collecting it.

The HMB Endeavour is advertised as being able to be built by a beginner to expert. While most of the build so far should be able to be built by a beginner, I am not so sure the rigging will be all that easy. We will have to wait and see. I am one of about nine or ten people building this model on modelshipworld.com so we are able to learn from each other which is great. Modifications, which I have already started, for the HMB Endeavour are lighting through-out the hull using LED's with an external power supply. You can see the effect it has in the photo. I have included the wiring diagram for anyone interested in replicating it. The coloring of parts and explanation of such, are below the diagram.



Purple = positive wire, (LED's are polarized remember), Black = negative wire, Blue = resistor, Green square = power unit, Grey = the LED's themselves.

I'm thinking of using a transformer with a 12 volt output and a 1K resistor. I've done this on the model railway with no problems, but could also use a much lower voltage as well; maybe even three volts and no resistor would be OK.

Models I'm thinking of building in the future are, HMS Pegasus, HMS Vanguard, HMS Victory and maybe the HMS Bounty. The main problem, unfortunately, is being my hands, (hoping it won't affect the build of the HMB Endeavour as well) and holding onto very small parts. I've also suggested to MSB Journal that maybe they can have an update feature on peoples models so maybe you'll see more of my builds in that section.

Cheers
Anthony

NEWS FROM ACROSS THE BOARDER

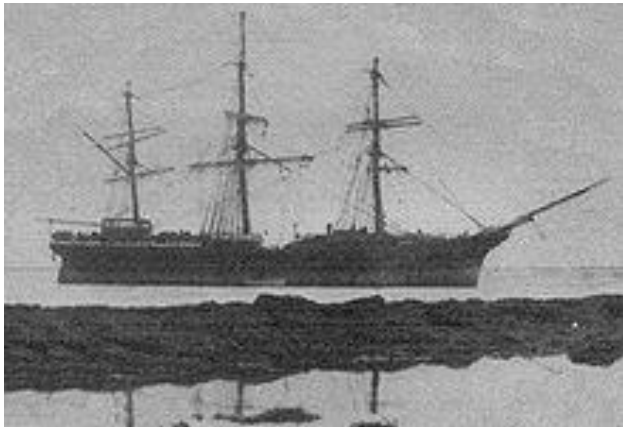
City of Adelaide Clipper Part 2: History of the ship

With the news being released of the home coming of the City of Adelaide, a request was put forward to TSMD, for research to be done not only on what was to come next in the future of this clipper should be funds become available but also delve into it's past. What follows is a write up for the TSMD ship biography page. It is a typical example of such biography from TSMD and I think all who read these bios will be surprised to find that we focus on the ships and not the people who traveled on them as so many other "ship sites" do.

The City of Adelaide is one of only three surviving clipper ships in the world. At 144 years old, she is the oldest of the three which, by some experts say, means she is more important to our maritime history than any other clipper. She is five years older than the Cutty Sark followed by the original Star Clipper which is the youngest. The City of Adelaide is of composite construction, meaning its hull was made of iron frame work and teak timber planking; not all timber like a lot of the ships of the era. The National Historic Ships committee, or NHS, has included the City of Adelaide in their core collection list of nationally significant vessels to the United Kingdom. In fact the NHS have placed her in the top ten on this list, alongside other vessels such as HMS Victory, SS Great Britain and the Cutty Sark. SO she has definitely turned some heads in her time.



She was originally built on the river Wear in Sunderland, England, at the William Pile and Hay shipyard in 1864. Ordered by merchants, Devitt and Moore of London, she was designed specifically to carry immigrant passengers and cargo to and from the recently settled Adelaide in South Australia. Built to size specifications, 54 meters long, 10 meters wide with a draft of 5.64 meters, she weighed in at a total of 860 tons. After her first four voyages, her great speed meant she was profitable enough for her owners to order a larger composite sailing ship from the same yard. This became the City of Adelaide's sister ship "The South Australian"



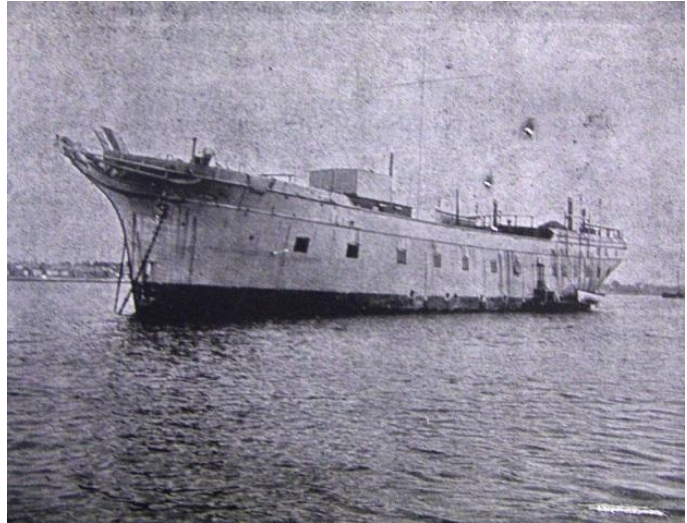
City of Adelaide stranded on Kirkcaldy Beach in South Australia, August 1874

Over the next twenty three years, The City of Adelaide completed roughly twenty three voyages to Australia and was fundamental in the development of the colony being developed in Adelaide. She carried British and German immigrants to Australia and then returned to London with cargo of wool, wheat, and copper ore. At the time she was noted to be the fastest passenger clipper; making the trip to Australia, from London, in only sixty four days. Her passage took her out via South Africa and often returning around Cape Horn, which saved time but was much more hazardous due to sudden storm

conditions. The City of Adelaide's stern, accommodated fourteen first class cabin passengers, with every comfort including bathrooms, saloon / dining area with grand piano. She also offered facilities for a few second class passengers and some basic facilities for steerage passengers. With a qualified surgeon on board at all times there was also a surgeon's cabin for him to work.

In 1887 she was sold for the purposes of trade in bulk cargo, initially she carried coal from Newcastle upon Tyne to Dover and then later she sailed the North Atlantic timber runs. Unfortunately 1893 saw the end of her days under sail when she was sold to a Southampton Corporation and used as an isolation hospital during the outbreak of cholera.

In 1923 she was bought by the Admiralty and served as a drill training ship in Greenock with the Royal Naval Volunteer Reserve and renamed HMS Carrick. Later she went on to serve as merchant ship gunner training during World War 2 and a detention centre for deserters.



The City of Adelaide as an isolation Hospital off Millbrook 1894

In 1947 she was presented by the Admiralty to the Royal Navy Volunteer Reserve Club in Scotland and berthed on the Clyde in central Glasgow, where she served as a gentleman's club for a further forty four years. She was refurbished in 1978 after being partially flooded and renamed within



The City of Adelaide sank in Princes Dock, Glasgow, in 1991 under mysterious circumstances

the club. Unfortunately she accidentally sank in 1989; after which event the RNVR could no longer afford to maintain her. She was re-floated though and after a short time under the care of the Clyde Ships Trust in the Prince's Dock, Govan, she sank again in 1991 due to lack of maintenance. After being re-floated for the second time, she was eventually handed over to the Scottish Maritime Museum and moved to her present berth on a slipway in Irvine, Scotland where it was planned to preserve and eventually restore her. A small amount of funding was granted to get them going.

progress with the preservation and eventually applied in 2000 to have the ship dismantled. This was rejected by North Ayrshire Council, with them considering her importance to the maritime heritage and also due to the public's outcry around the world. Further applications were made in 2007 to have the ship deconstructed and this time North Ayrshire council agreed.

The initial funding eventually ran out though and SMM struggled to make any

As we all know now, this application's approval was overthrown; much to tall ship enthusiasts delight and as previously stated in the MSB Journal preparations are underway to bring her home to her name sake, being Adelaide, South Australia.



DESTINATION ADELAIDE!!

Depending on what happens between now and next issue, there may not be a City of Adelaide part three in the Jan issue of "News from across the Boarder". There are a lot of other things happening in the maritime world though so never fear, when more news breaks on this fair maiden of the sea, you will see it right here.

Biographies from TSMD are being worked on all the time. Every time new information comes to light, the bio is edited. A monthly newsletter goes out to all members to inform them briefly of updates for their convenience. For more information on the City of Adelaide or any other ships, please visit www.tallshipmodeling.com and find your way to the album or biography.

NOVICE CORNER

As written in the Editor's note, Novice corner is undergoing some changes and re formatting. We thank you for your comments that have contributed to this change. Look out for a new title and more fantastic information in Jan 2011

FIDDLY BITS

Supply Rigging Part 2

In part one; we looked at shaping the masts and construction of the tops. In part two we continue with Wooldings, Hoops and the Bowsprit

I've been experimenting with a couple of different ways of doing Wooldings and Hoops. For those that don't know what I'm talking about, the term Woolding means the act of winding or wrapping anything with a rope. On a ship they are a strong lashing around a spar, spars or a mast. After finishing the turns



of rope, it is wedged out to tighten them. These wedges are called Hoops, metal loops above and below the lashings of rope. Getting back to my model, if you loose me in the explanation, you can hopefully see what I mean in the picture to the left. I started by making a loop to the left, running the tail down the mast. Then I wound the line around the Mast, starting at the RIGHT and working my way back toward the loop on the LEFT. Usual practice, I believe is 9 turns. Then I fed the line through the loop, pulled the ends tight, and then pulled the loop under the now tight strands with the right hand tail of the loop.

The wooding on the right in the picture shows the result painted with diluted P.V.A and this Woolding will NEVER unravel. Ends will be trimmed off with a sharp blade. The one at left shows the line after feeding it through the loop and not yet been pulled tight.

The quality of the (cotton) rope in the kit is of not bad quality surprise surprise. I was asked if I am going to throw it all out as I have done with nearly every part of the rigging so far, but, not at this stage. I don't have a Rope walk (yet). SOME of the thread is OK and I'll replace the rest with the best I can find commercially when I need too.

Once I established the way I wanted to do the Wooldings, doing the Hoops came next. I experimented again with a lot of different materials, glues and techniques. The best material I found to use, was Glossy Photo Jet paper, painted with Matt Black Acrylic then cut with a sharp blade on a piece of flat M.D.F (man made timber board). After cutting the pieces to be used, I painted the edges as well and let dry for a couple of minutes. I've said before and I'll say it again, there are a lot of different materials and techniques out there, this is the way I did it and it's just a matter of what works best for you.

I lined up the start of a hoop strip next the Woolding and glued the tip of it with P.V.A. I let that dry for a couple of minutes before continuing. I then roll it around the mast and cut it so it will line up flush with the start. Un-wrapping it, I applied the glue to the strip then re-wrapped the strip using the tip of the knife to hold the cut end down for a half a minute until it set enough to hold. With a dab of Matt Black Acrylic over the finished join, it makes it all but invisible. My first attempt was on the right in the third picture below. Unfortunately there is a small gap at the join, which I filled with a little dab of Tamiya Putty and touched up with a bit more Acrylic. Cheating I know, but it was my first attempt

after all. The second band on the left of same picture, turned out quite acceptable on the first go, only eighteen more to go.



If you have too much trouble with this technique, there are others. This is the one that worked best for me. A couple of things I've found with using this method though is in making the hoops, you MUST let that 1st spot of glue dry THOROUGHLY so it doesn't lift off when you start rolling it around the mast and second if I had any good quality black paper it would have been a better option, but I don't so I'll have to persevere. Reasons I went with the Ink Jet Photo Paper was because I was after something that, A. Had a bit of thickness, B. was easy to cut sharply without fraying; c. wouldn't let the glue "bleed" through. I found the ink jet paper does all three very well though I have heard there are better options in paper.

On a friends build he used some black automotive pinstripe tape cut lengthwise to a narrower strip, then wrapped it around a few times depending on the thickness of the band needed. The tape is sticky so it is fairly easy to apply, but is a little shiny so a little black paint helps out in dulling it down. With this method though I'd be a bit worried that the glue on the pin-stripe tape would let go after a few years. I'd rather rely on PVA. Plus, you really only get one shot at lining the stuff up, if you peel it back off to re-align the tape the glue loses a LOT of it's grip.

I had a query from a friend asking where I got my information regarding the positions of the Hoops and Wooldings, as what I had done so far didn't look quite right. It got me thinking a bit, so I went back to my two primary sources of information , the George Raper Watercolor of HMS Supply (picture painting), and an online version of David Steel's book on Masting and Rigging (pretty heavy going that one). After reading a bit more in Steel's book about the spacing for Wooldings / Hoops I had another look at the Watercolor. What I thought was SIX Wooldings was in fact SEVEN. The one under the Hounds was not very clear in my copy of the painting. According to Steel (as best as I can understand him) the band closest to the deck is (about) 2 feet (scaled), there is one a couple of inches under the Hounds, one eight inches above the bottom of the Cheeks (scaled), and the rest are at intervals of (about) 4 feet between those three. He uses ABOUT because the lengths of Masts varies from one type of ship to another, as does the length between Forward, Main and Mizzen masts I guess.

So..... Out with the knife, and start again.
No worries, my research may not be the greatest



sometimes, but I'm getting pretty good at Wooldings if I say so myself and with the help of TSMD who knows what may happen. Just another tip too, in the picture above, I'm using a toothpick to "work" the Woolding into a nice even shape.

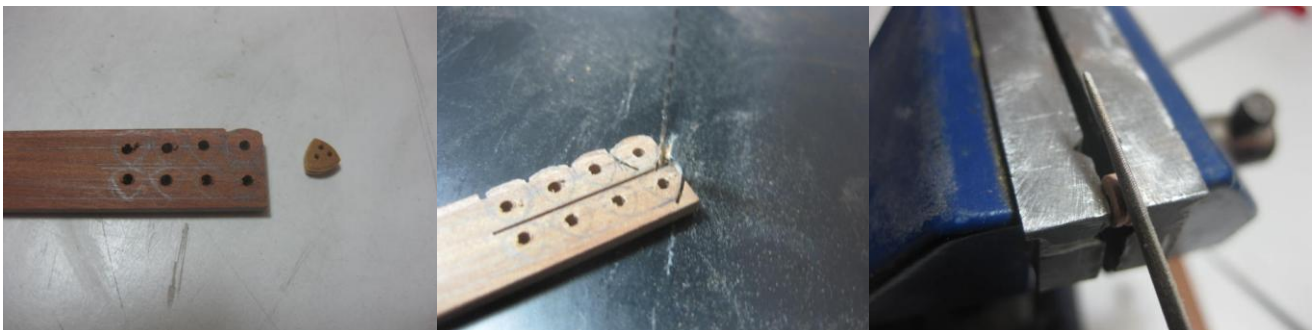
As my confidence in my ability grew, I tried starting off three at once. There is no real problem with this, as long as you let the spot-glue dry thoroughly when it comes to the Hoops. That tip is VITAL to success; don't be tempted to rush it.

In the end I did away with the diluted PVA "wash" on the Wooldings too. They don't need it; they'll never come undone the way they're tied. Instead I opted for a brush-over with Matt Clear Lacquer over the Wooldings and Hoops. They look really good in real life



I've done all the Wooldings on the Foremast (in record time for me, 35 minutes to do all seven; and that included gluing a shoe for the Admiral) You learn things as you go, so another tip for you all, Do your Wooldings BEFORE lacquering the masts. The slowest part of the whole job is waiting for the "spot glue" to dry on the Hoop before you can start turning it around the masts. I think it may dry faster if it was to bare timber.

Now the Wooldings are finished, I'm going to fit all the blocks to the masts, do a spot of "touch-up" with clear lacquer and fit the three of them. I've finished off the Bowsprit ready for fitting. Just a



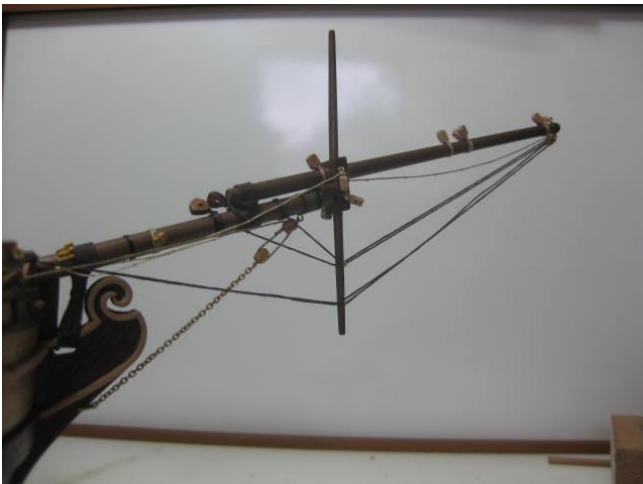
bit of Clear Matt lacquer on the blocks and sundry fittings will be needed to finish it off. As usual I wasn't impressed with AL's heart blocks, as they were over sized, poorly cast and had a terrible finish; so you guessed it, I made my own from a piece of Cherry Ballart, using a leftover block as a pattern.

On another point, it took me days to work out the blocks for the bow spirit. The instructions show extra sets in some photos, but not in others. Yeah, you have to be a bit careful there; on the side elevation of the Bowsprit AL only show the blocks for the Port side, SOME of these (not all) are repeated for Starboard. In a way I am using my own rigging plan; more or less just using books on rigging and portraits of the era I'm modeling to get it as close to perfect as possible. I spared a quick glance at the AL Rigging plan; its one of the worst I've seen in a kit. That's why I spent most of yesterday morning doing research. Most ships of a "type" are rigged in similar fashion, only minor details really vary.



BOWSPRIT

Once you can understand what each line actually does, the rest just follows in a logical progression for each mast and sail. I've referred back to plans of previous ships I've built to re-familiarize myself with a few of the trickier bits, and I've had a look at a few sites on the net, and in MSW (Model Ship World).



As I mention in Part one, I am planning on displaying my supply as it would sit in port. Some details, therefore, would differ if you were to build her in full sale. Please keep this in mind if using this article for reference on your own model.

The Bowsprit is now fitted and Standing Rigging for it is completed. I also had to make the Bitts and Timberheads after I fitted it. Some of the lines have a VERY small amount of slack in them, but as soon as the Foremast goes in and the Forestays are fitted they will tighten up perfectly, well, that's the plan anyway. In part three we will look at the next step Bowsprit Shrouds and continue on with rigging. If there is something you are not sure about please contact Marty at TSMD's website and I'd be more than happy to clarify any information.

Cheers, Danny

TECHNOLOGY OF YESTERYEAR

By Gene Bondar

MORE ON GHOST SHIPS

The term "ghost ship" has three connotations: Firstly, it may refer for a haunted ship found strictly in fiction. Secondly, it may refer to a vessel that has been decommissioned but not yet scrapped.

Thirdly, it may refer to a vessel found adrift at sea with not a single member of its crew aboard, with the crew members thought to be either missing or dead. This article will concentrate on the latter connotation.

Many ghost ships are legendary, such as the "Flying Dutchman," but history is replete with attested examples of true ghost ships. Probably the most famous example is the "Mary Celeste," a brigantine merchant ship that was found floating unmanned on the Atlantic Ocean in 1872. She was known to begin her voyage with an experienced crew, was deemed to be seaworthy, had over six months' worth of food and water on board, and sailed in fine weather; yet, the crew virtually disappeared without a trace, leaving behind their personal belongings, including valuables.

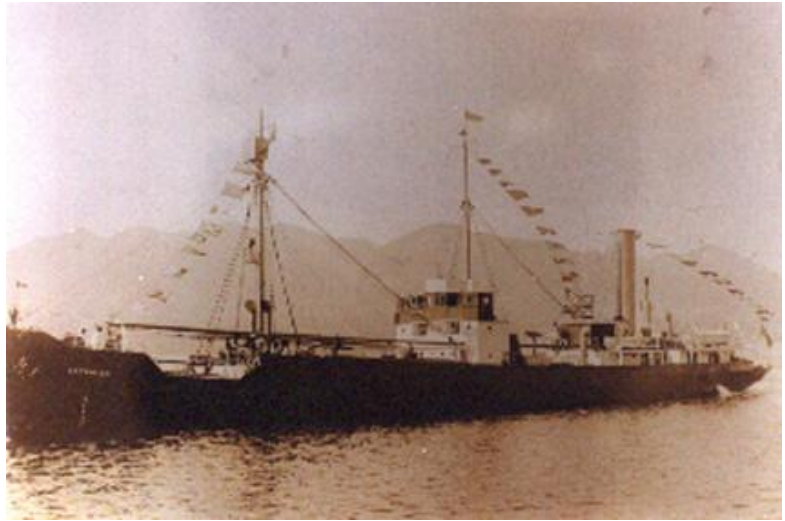


"Mary Celeste"

Another fairly famous ghost ship is the “Baychimo,” a Swedish steam-powered ship that was launched in 1914. At the end of a trading run in October 1931, the ship became trapped in pack ice near the town of Barrow, Alaska. The Hudson’s Bay Company rescued 22 members of the crew, but 15 other members of the crew remained behind, intending to wait out the winter. They built a wooden shelter some distance away from the “Baychimo.” Unfortunately, a strong

blizzard struck. After it subsided, there was no sign of the “Baychimo.” The

skipper concluded that it must have sunk in the storm. However, an Inuit seal hunter informed that a few days later that he has seen the ship 45 miles away from their position. The 15 crewmen retrieved their valuables from the ship and then abandoned it.



“Baychimo”

The “Baychimo” did not sink; however, the vessel was sighted in different locations on many occasions over the next several decades. The last recorded sighting was in 1969 in the Chukchi Sea off the northwestern coast of Alaska, thirty-eight years after she was initially abandoned. Her ultimate fate is unknown.



“Carroll A. Deering”

In 1921, the “Carroll A. Deering,” a cargo schooner, was found stranded on a beach in North Carolina, with no signs of humanity. Six U.S. government departments investigated her origin, but it led only to debate and controversy. Even paranormal explanations were suggested.

As mentioned, history is filled with attested ghost ships – ships that seem to have come from nowhere, with no feasible answers concerning its crew members, if they existed. One can look at only the past ten years to find many more examples of ghost ships. For example, in 2003, the “High Aim 6,” was found drifting in Australian waters about 80 miles east of R Shoals, without a single crew member.



“High Aim 6”

In 2006, the tanker “Jian Seng” was found drifting off the coast of Queensland, Australia. The vessel was devoid of crew members, and its origin or its owner were never found.



“Jian Seng”

In another 2006 event, the “Bel Amica” was found off the coast of Sardinia. Investigation revealed half-eaten Egyptian food, French maps, and a flag of Luxembourg on board, and no further explanation was ever discovered.

In 2007, the catamaran “Kaz II” was found unmanned off the coast of Queensland, Australia. Devoid of any crew members, the engine was running, a laptop was running, too, and the radio and GPS system were found to be in perfect working condition. A meal was even set to be eaten. No mayday call was received by anyone. Furthermore,

life jackets and survival equipment were found on board. In spite of an extensive search, nobody was ever found.



“Kaz II”

As recently as 2008, a Taiwanese fishing vessel, the “Tai Ching 21,” was found drifting near Kiribati. Again, no mayday. Officials search 21,000 square miles of the Pacific Ocean, but no trace of any crew members was ever found.

The number of ghost ships keeps growing every year. They are so common that one can attend the annual “Ghost Ships Festival” in Milwaukee, Wisconsin, which is mainly devoted to scuba divers who explore Great Lakes shipwrecks -- the ultimate experience in ghost ships.

SALTY SAYINGS

By Harry Campbell

SOJERING: Hanging back when there is work to be done.

SHONKY: A mean messmate – one who will drink but avoid paying for his round.

TUB (verb): To deliberately disconcert or puzzle someone to teach him a lesson.

HUSSIF: The sailor’s kit for effecting repairs to clothing; the sailor’s ditty bag. The term is a corruption of “housewife.”

GENES TRIVIA AND A BIT OF FUN

MODEL SHIP PLANS

FILL-IN

By Gene Bodnar

5 letters

CHINE

11 letters

CENTERLINES

GRID PATTERN

RABBET LINES

8 letters

DEADWOOD

12 letters

BODY LINE PLAN

BUTTOCK LINES

MIDSHIP FRAME

SECTION LINES

9 letters

BASE LINES

DECK LINES

SHEER PLAN

13 letters

BEARDING LINES

ONE-MINUTE MYSTERY

By Gene Bodnar

Captain Jack was trimming his beard in his quarters when he heard a loud, piercing scream from one of his men.

Dashing down to the berth deck, he saw the still-screaming man standing in the hallway outside the wardroom. Looking through the open door of the wardroom, the captain saw Lieutenant Blake slumped over at a desk. A quick examination revealed that the lieutenant had been killed by a bullet through the heart.

“Get hold of yourself, man!” the captain said to the seaman. “Tell me what happened.”

Nervously, the able seaman explained, “I was inside the wardroom talking with Lieutenant Blake. There was a knock at the door. I opened the door. A masked man stood there with a gun in his hand. He shot the lieutenant, tossed the gun into the wardroom, and ran.”

Captain Jack found an automatic pistol on the floor of the wardroom and noted that it was equipped with a silencer. Going back to the hall, he looked for more evidence but found nothing.

Reentering the wardroom, he stepped on an empty cartridge shell. A little farther to the left, he found another one. Both were the same caliber as the gun. About two feet above the corpse, he found another shell embedded in the wall.

He looked with disdain at the able seaman and said, "All right, Mr. Able Seaman, now tell me the truth!"

Why did Captain Jack doubt the able seaman's story?

SEAFOOD DINNER

by Gene Bodnar

1. A barometer can also be called a _____.

1. The splice at the eye in a stay that surrounds a mast is a _____.

1. A sheet of metal used to form a ship's hull is a _____.

1. A bow made from hull round sections and shaped somewhat like a bowl is called a _____.

1. The steel fitting in which the spindle of a capstan revolves is a _____.

1. The concave socket in the step of a capstan in which the spindle revolves is a _____.

1. Nickname for cirro-cumulus and altocumulus clouds, resembling fish scales, a harbinger of stormy weather: _____.

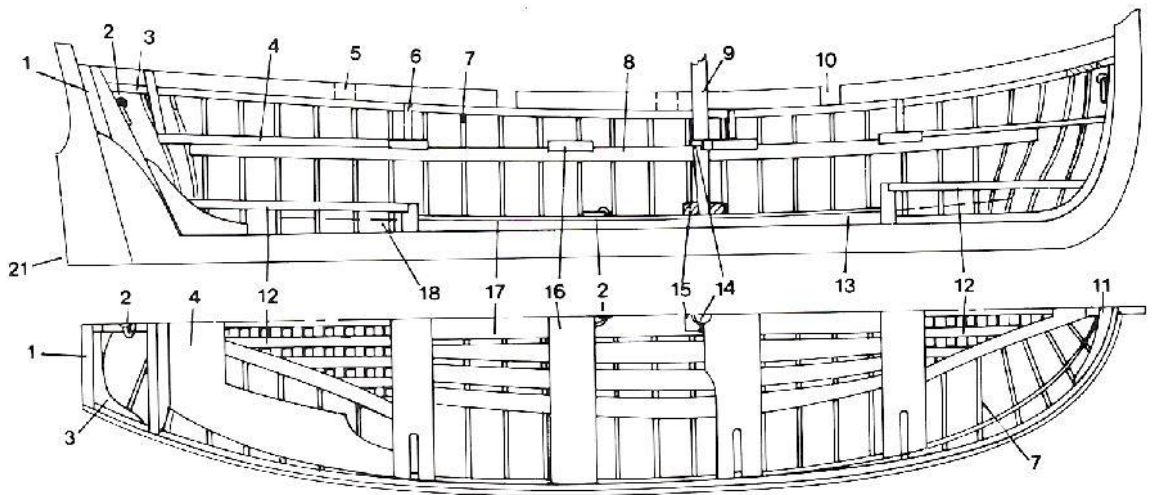
1. British term for a small beacon marking a channel through mud flats: _____.

1. An 18-thread line of untarred hemp or cotton used for hammock clews: _____.

1. Sailmaker's stitch to repair a sail by a cross stitch that allows the seam to be flat when repaired: _____.

NAME THE PARTS OF A YAWL

By Gene Bodnar



- | | | |
|----------|-----------|-----------|
| 1. _____ | 8. _____ | 15. _____ |
| 2. _____ | 9. _____ | 16. _____ |
| 3. _____ | 10. _____ | 17. _____ |
| 4. _____ | 11. _____ | 18. _____ |
| 5. _____ | 12. _____ | 19. _____ |
| 6. _____ | 13. _____ | 20. _____ |
| 7. _____ | 14. _____ | 21. _____ |

RECENT EVENTS

BOUNTY SETS SAIL FOR WARMER WATERS By Marty Cord



After months of preparation which included dry docking for maintenance, HMS bounty set sail at 0700, on the 30th of August 2010, with her sites set on old San Juan, Puerto Rico.

Getting her ready for a voyage took place at Boothbay Harbor, Maine. Maine is a state in the New England region of the United States. The state is bordered by the Atlantic Ocean which is where the bounty got to really stretch her sea legs after being in port so long. She will be docked at the old San Juan Cruise Terminal from December 2010 to March 2011 between pier 3 and 4.

Total trip time from Maine to Puerto Rico took Roughly Sixteen days. Unfortunately due to the time of year she was short handed with crew; however I am assured a good time was had by all. One crew member even had enough time to send TSMD a few quick snap shots. I don't know about the rest of you but I would have loved to be there.

There was an unscheduled stop at St Georges, Bermuda to complete repairs to her foremast and some other minor mechanical repairs. The twenty four hour stop gave the crew a well earned break and Bernews news crews were all over her in a second. Though having her lit up like she is, she would have been seen for miles. The rest of the Bounty's journey was pretty uneventful arriving in Puerto Rico at 0800 Wednesday 15th December (EST Time)



One question I am left with is, "When are we going to see her Downunder again? I'm looking at her tours for 2011 and there is no sign of her within our waters.

Cheers

Marty



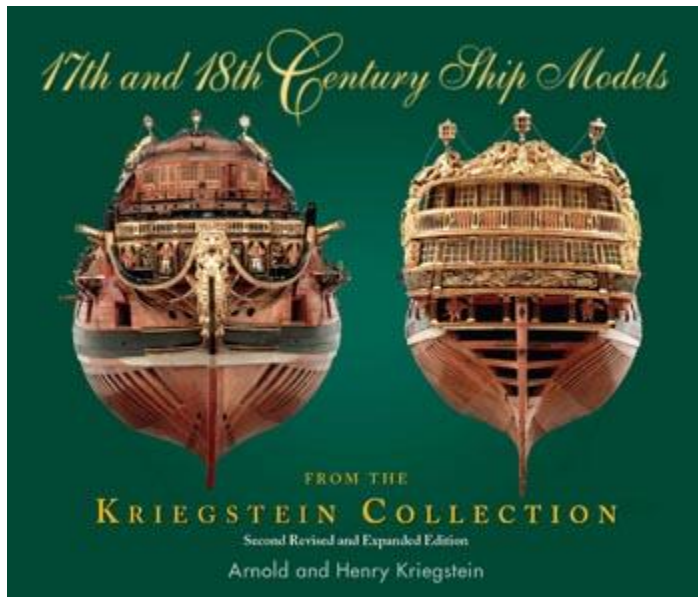
UPCOMING EVENTS

January issue of MSB Journal Due out _____ 25th Jan 2011

HMB Endeavor Replica departs Darling Harbor _____ 15th April 2011

Arrival of City of Adelaide _____ November 2011

THE BOOK NOOK



17th & 18th Century Ship Models from the Kriegstein Collection

Second Revised and Expanded Edition
by Arnold and Henry Kriegstein

Sea Watch Books

ISBN 978-0-9820579-7-1

Book can be purchased from the publisher
www.seawatchbooks.com

A while ago I was looking for a copy of the book "17th & 18th Century Ship Models from the Kriegstein Collection" while doing some research on a modeling project for the future of a 17th Century Frigate. I had seen some pictures from the original book and based on others' comments

though the book would prove to be quite useful in my research.

Needless to say I quickly learned that the book was no longer in print and getting a copy today, while possible, would most likely be costly. Either unfortunately, or fortunately, depending on how you look at things I had to temporarily put aside my research for a while. I must say, I'm glad I did.

Recently a copy of the book came to me. Not a copy of the original or revised editions, but rather the newer Second Revised and Expanded Edition of the book that has been published by Sea Watch Books this year.

This book has updated information based on additional research by the authors (Arnold & Henry Kriegstein). The Kriegsteins have acquired new acquisitions to their collection and have added an additional five new chapters to the book to cover these new additions.

While I greatly enjoy the images in this book I also enjoy the narrative. Each chapter starts out with a short narrative of the circumstances around how the model came to be in the Kriegstein. That is followed by some

general information about the model, pointing out some of the unique features of its construction and followed up by a bit of historical information surrounding the time when the model was build. Over all, a very enjoyable and informative read.

Some of the images for this edition have also been revised and a newer printing process was used in the printing of the images providing for higher resolution and I must say, for someone not able to go and see the collection in person, this is the next best thing. The high quality images and the amount of detail they show is quite impressive.

The book itself is printed in 12 1/4" by 10 1/4" landscape format and contains 256 pages.

I have to say, this book certainly will have a place on my bookshelf and will most definitely have its pages turned many many times in the future.

ANSWERS TO GENE BONDARS TRIVIA AND FUN

MODEL SHIP PLANS FILL-IN:

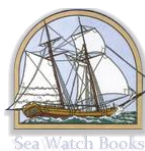
TWO-MINUTE MYSTERY: If the killer had fired the gun from the hallway into the wardroom, the expended shells would not have fallen forward into the room and to the left. An automatic pistol always ejects shells to the right and a few feet behind the shooter.

SEAFOOD DINNER: 1-glass; 2-fork; 3-plate; 4-spoon bow; 5-cup; 6-saucer;
7-mackerel sky; 8-perch; 9-cod line; and 10-herringbone.

NAME THE PARTS OF A YAWL: 1-Transom; 2-Ringbolt; 3-Stern knee; 4-Sternsheet bench; 5-Starboard rowlock; 6-Iron knee; 7-Frame; 8-Riser; 9-Mast; 10-Rowlock; 11-Breasthook; 12-Grating; 13-Deadwood; 14-Mast clamp; 15-Mast step; 16-Thwart; 17-Keelson; 18-Deadwood; 19-Sprit; 20-Sweep; and 21-Rudder.

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