


In This Issue

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A Capstan**



The MSB Journal

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The Editors Corner



Here we are again. The summer has definitely set in here and I hope it has for you too! Of course the sad thing about summer time is that we modelers tend to spend a little less time at our builds and a little more time out in the yard with the "honey-do" list! :-)

Another great month. Hope all your builds are going well.

I'd like to make note of a couple of new things around the website, then you can get on to reading this issue:

1. We have combined forces with Google to be able to bring you the opportunity to have your own "you"@modelshipbuilder.com email address. Registration is simple and free. See page 24 for more information.

2. The Matthew Project is moving along quite well and we'll have announcements coming up in the near future for those of you who have an interest in this project.

One last thing, we're still looking for those of you who would be interested in contributing material for the MSB Journal. We're looking for people who can do any of the following:

1. Tips & Techniques articles
2. Special interest articles on either scale or R/C modeling.
3. Monthly columnists. If you have a special interest let us know.
4. With out a doubt we're always looking for pics of your builds....so keep them coming!

Okay, that's enough rambling from me. Well almost. Next months issue is going to be late! It's vacation time so I'll do what I can! Happy Reading!

Letters to the Editor

Have questions? Comments? Or are just looking for information? Let us know by sending an email to msbjournal@modelshipbuilder.com

I would like to know the RPM the motor runs at for the thickness sander by Bob Weiss showed.

You have a great web-site. We have a small club in Edmond, Ok. We are trying to get more young people in the club. Thank you again for the great web-site John

(Thank You John, glad you like the website. The RPM of that motor is 1750. MSBJ)

The 70th anniversary of the last race for the "Halifax Herald North Atlantic International Fisherman Trophy" is coming up in 2008. Sadly the courage of the men who fished the grand banks, and their families who waited, many times in vain, for their return is being forgotten both in Canada and the States. A wonderful tribute to the men and their ships would be to organize exhibition races in Gloucester and Lunenburg to commemorate the original races. With the "Bluenose II" in attendance this could be a great tribute and tourist attraction. I am writing various government agencies both in Canada to promote this and was wondering if you would consider adding your voice to the call. Robert Taylor

(Thanks for the reminder Robert. I don't know if they will hold exhibit races in 2008 but I have heard rumor of something like that happening on the 75th anniversary involving the Bluenose III. MSBJ)

I got to thinking about how to improve my work shop, and then I thought it would be nice to see how others have set up there shop. I'm in the thralls of trying to put



together a good working environment every since my wife and I moved into our new home a year and a half ago. I've been given what we call our storage room to make a shop out of and it has some great possibilities. What I'd like to see is what others have done to create, improve or just slapped together as a work shop and their bench setup. What I'm thinkin, is you could run a monthly highlighted article on someone's work shop by getting your subscribers

and any and all modelers to take some pictures of their shop and submit them to you for display in your online journal. Maybe tell a little bit how there shop came to be! Even if they're using the kitchen table, it would be interesting to see how they make ends meet, especially with the wife!

I have seen some posted pictures of a few shops in the different online forums and they are a work of art all by themselves.

For all that we do to create a work of art in our models, our work shops are our very lives blood that makes it all happen.

So whatcha think?
Steve Parker

(Great idea Steve. It would be interesting to see the setups of some peoples work shops. Not only the larger areas but also the smaller areas. Drop us an email with your pictures and ideas. MSBJ)



It was interesting to see the Mersey class lifeboat in the June Journal. I'm an ex-Pom (ex-Limey) and have a long memory of being taken to see the RNLi Lifeboats along the Fylde coastline during the WW II. I had the great pleasure of looking after Derek King from RNLi recently who was traveling to Australia on a Churchill Fellowship. I have to confess that I don't have an interest in building a large scale model like Mike Pendlebury but I can appreciate his interest therein. I know it sound kitch these days but I well remember the guys who were on duty on the lifeboats lifting my kid brother and me on to the boats and showing us all the wonderful things they had on board. Imagine what kids miss out on these days when lifting a child into the "rarified" atmosphere like a lifeboat could attract a criminal record for pedophilia. Max

*(We too thought Mike's Mersey class lifboat was quite unique. I still can't get over the scale. Good thing he also built the tractor to tow it around! :-)
Check out the Contributors Pictures section for a few pictures of Mikes' current project. MSBJ)*

What Scale Should I use?

“The Scale of your Model may possibly determine how much room you have in the dog house you end up sleeping in if your model is too big. That is, if the dog lets you in!” 😊

(This issue we would like to start highlighting a few articles we have found around the web that we think may be of interest to you. This first article “What Scale Should I use?” is by John Kopfs’ and can be found at his website Ship Model FAQs along with many other interesting articles on model building.)

Ship models have been built in various scales, from 6”=1’ (the model of the whaling bark Lagoda in the New Bedford museum to 1”=100’ and even smaller. Obviously, the smaller the scale, the smaller the model (and all of the details thereon); the larger the scale, the easier it is to put in the fine detail.

A “museum quality”* ship model generally shows all details that will have a dimension of at least 1/16th inch on the model.

Common scales are specified in one of two ways, either as a pair of dimensions (e.g., 1/4 inch = 1 foot), or as a dimensionless ratio (e.g., 1:48). The latter is probably a better usage, since one unit on the model corresponds to **n** units on the actual ship (no matter **what** units are being used... inches, feet, metric, “points”, etc.; it also avoids confusion (is a **1/16** model 1:16 or 1”=16’ ?)

Probably the most important criteria is: how much room do you have to display the model? Consider the *Queen Mary* — Overall Length = 1,019.5 ft. (310.74 m.) — admittedly an extreme example, and the *U.S.S. Constitution* (“Old Ironsides”) — length (between perpendiculars) = 175 ft.

Scales	Length of Model		
	Queen Mary	Constitution	
1:2	6”=1’	509’ 9”	87’ 6”
1:3	4”=1’	339’ 10”	58’ 4”
1:4	3”=1’	254’ 10”	43’ 9”
1:6	2”=1’	169’ 11”	29’ 2”
1:12	1”=1’	84’ 11”	14’ 7”
7:96	7/8”=1’	74’ 7”	12’ 9”
1:16	3/4”=1’	63’ 9”	10’ 11”
1:24	1/2”=1’	43’ 6”	7’ 3”
1:32	3/8”=1’	31’ 10”	5’ 6”
1:36	1”=3’	28’ 3”	4’ 10”
1:48	1/4”=1’	21’ 3”	3’ 8”
1:60	1”=5’	17’	2’ 11”
1:64	3/16”=1’	15’ 11”	2’ 9”
1:87.1	3.5mm=1’	14’ 2”	2’ 5”
1:96	1”=8’	11’ 8 1/2”	2’ 1/12”
1:120	1”=10’	10’ 7”	1’ 10”
1:128	3/32”=1’	8’ 6”	1’ 5 1/2”
1:160	1/16”=10”	7’ 11”	1’ 4”
1:196	1/16”=1’	6’ 4”	1’ 1 1/8”
1:384	1/32”=1’	5’ 3”	11”
1:500		2’ 6”	6”
1:700		2’	4”
1:768	1/64”=1’	1’ 6”	3”
1:1000		1’ 4”	2”
1:1200		10”	2”

Kits often are to a scale “that fits the box” — I have an ancient set of kit plans for the *Normandy* at 1:686 ! And, of course, there are other, “bastard” scales (model railroad “HO” scale is 1:87.1 ==> 3.5 mm = 1’). The “popular” scales seem to be: 1:700 (plastic warships), 1:96 (modern ships), 1:48 (sailing ships), 1:24 & 1:12 (small boats).

“Honey! According to my calculations the space problem doesn’t exist! There’s loads of room. Your Mother will just have to move out!”



The "Afon Alaw"

by Model Ship Builder - Tom Gorman



The Afon Alaw at work

Born in 1926 modeler Tom Gorman spent many hours as a child on ships with his father who was a Marine Chief Engineer. He formed his own engineering company in the early 1960's that he closed in the early 1970's.

Having always built models of railway locomotives and ships he eventually gravitated to making model ship kits in the name of Marvon Models and sold the range of kits in 1994 so that he could concentrate his efforts on building ship models commissioned by a number of ship owners. In 1997 he produced his first of five current books "Working Scale Model Merchant Ships" and continues writing and building models today.



**Tom in his workshop
working on the Afon Alaw**



Tom is also a Class 'A' judge for the Model Power Boat Association in the U.K. and occasionally gives talks to model boat clubs on building models. Virtually all of the models that Tom builds are of modern and often brand new ships that he is able to visit and photograph to ensure the accuracy of the build. Though most are static models he does build a small percentage of working models as well on request.

The model is some 38 inches in length with a beam of 11 inches.

Though a static build he estimates that if it were a working model it would ballast out around 40 pounds.

Some of the materials used in the build: POF construction using 6.0mm thick birch plywood, planks of 3.0mm thick birch plywood covered with 0.5mm thick styrene sheet and the superstructure is made of styrene sheet of various thicknesses. The windlass and the towing winch are mainly made of turned timber (mainly boxwood) with styrene attachments and the crane is assembled from various sizes of styrene and brass tube. All fittings with few exceptions were made in Tom's workshop.

The model was built concurrently with the construction of the actual Tug so Tom had the pleasure of being able to make frequent visits to the shipyard to see the progress made in the building of the actual Tug, take pictures and make notes to take back to his workshop.

The Model of the Afon Alaw was presented to the owners by the builders at time of completion.

His current model at the time of this writing is of the Pilot Cutter called 'Pathfinder' currently detailed in the July edition of the magazine "Model Boats".

At age 81, Tom is still going strong with no sign of retirement in the near future. Such is the joy of being able to do something you have a true passion for.

You can see more pictures of Tom's build of the Afon Alaw in the models section of the Model Ship Builders website along with more information on the real Tug.



In the Workshop

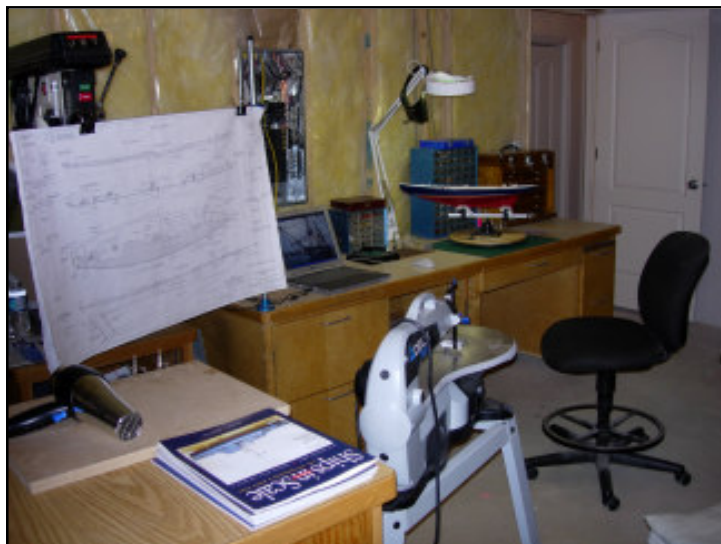
A little while ago a chap had contacted us about possibly adding a section into the MSB Journal covering Workshop Layouts. Not as much a how-to section on building workshops but rather a section to see how others have put together their workshops. The ultimate goal being to give and get peoples ideas to help build a better workshop

If you would like to share some pictures of your workshop, details on how you put it together, and even your hopes for future additions and expansions we'd love to hear from you.

To get things started in this issue our first submission is from Steve Parker.

In his email, Steve had this to say about his workshop.

We moved into our new home in November of 2005 that we had built just to suite our needs and retire in. There's lots of room for me and my wife and the occasional extended stay of our kids and their families.



I had been in an upstairs unused bedroom and had to move to make room for the grandkids. So I've been given free run of the storage room, "12ft X 19ft". Well I shouldn't say free run, I have to share it with my wife, and she's an elementary teacher. If you ever had to live with a teacher, you'd understand what I mean by sharing. There are 5 sections of shelving in that room with me, full of papers, books, and all kinds of craft material. Some of her stuff comes in handy for my hobby, so I can't complain.

Over the last year or so, I would go to the local school district surplus warehouse and buy what furniture I thought would come in handy for making up my work shop. These school districts are a great source for all kinds of furniture, tools and other odds and ends. When they tear down old school buildings they either auction off usable items in the building or take them to their storage warehouse where they will then sell to the public. You get some great deals on some very good furniture.

(cont'd...)

Take for instance the work bench you see in the picture, it is made out of solid birch, no particle board, and it only cost me \$10.00. They don't make cabinets like that any more. I picked up three more pieces of cabinetry that I will eventually incorporate into my shop.

The room itself is in the process of getting framed, electrical, low voltage wiring, and sheetrock. I'll be installing lots of florescent lighting to brighten up the place since there are no windows. For any workshop, you've gotta have good lighting. I will be installing open selves on the wall in front and to the left of my work bench as well as a peg board in front of and on the wall to the right. Unfortunately I will have to contend with the electrical breaker box in front of my bench. I should be finished with my work shop and the rest of the basement by this fall. Maybe I'll hang a picture of a ship on the door to that electrical breaker box! I've got a better idea of what to hang on that electrical breaker box door! I'm going to mount and frame my **LOOM-A-LINE RIGGING TOOL**

Steve Parker

Okay folks, now it's your turn. It doesn't matter how big or how small your workshop is. There's someone out there in the same situation as you that can either use your help or provide you with some great information on how to make the workshop a great area to work in.

Send your submissions to msbjournal@modelshipbuilder.com

Also, if you have any comments or suggestions for Steve or any of our future submitters, by all means send them along as well. We'll post them here in the next issue.



To the left is a 1/100 build of the 140 Gun Spanish Flagship Santisima Trinidad by Rafael Berenguer Moreno de Guerra built in 1973.

Full plans and building instructions can be acquired free at: <http://santisima-trinidad.astillero.net/>

Plans Available in PDF and AutoCAD format.



From the Files of Ship Wreck Central

SS Rose Castle

On November 2, 1942, Frederick Wissman, captain of German U-Boat U518, took a detour from a mission to drop spy Werner Alfred Volgmar Von Ianovski off at Carlisle, Quebec to sink a few freighters in Conception Bay, Newfoundland. All day he lay at the bottom on the bay and then, well after sunset, he surfaced to find his targets in the searchlights from the shore battery. He submerged again to attack.



SS Rose Castle

Captain Wissman fired two torpedos, at 600 meters. One missed and blew up a nearby pier, and the other sunk the Rose Castle, killing four outright; another 24 of the 43-man crew never made it to the upper deck.



After Captain Wissman sank the freighter Rose Castle, he swung U518 and fired a third torpedo at the freighter PLM27. Within minutes it too was on the bottom of Conception Bay laying only a few hundred meters to the west of the SS Rose Castle. Twelve more sailors died, 38 crewmen survived.

On September 5th of the same year Capt. Wissman struck paydirt earlier taking down the freighter S.S. Saganaga and one of the ships trying to help with rescue operations, customs boat S.S. Lord Strathcona. All four ships lie in approximately 42 meters of water just a couple of hundred meters from each other.

Underwater pictures of all four torpedeed ships can be seen here:

<http://wrecksandreefs.com/newfound.htm>

Dive footage of the S.S. Rose Castle and the S.S. Saganaga can be viewed at:

www.shipwreckcentral.com.

Clubs & Organizations

Each month we display a list of clubs and organizations from around the world which you may find useful in your modeling. You will find everything from general modeling clubs to websites where you can pursue research on projects you are working on. You can check at the MSB website for a more complete list (www.modelshipbuilder.com/resources/links.html).

Rocky Mountain Shipwrights

www.rkymtnshipwrights.org

Founded in 1991 the Rocky Mountain Shipwrights is an active club with 60+ members ranging from beginner to advanced modelers.

Meetings held at 9:30 am the third Saturday of each month at Rockler Woodworking & Hardware, 2553 S. Colorado Blvd, Denver, CO 80222.

For more informatoin about Rocky Mountain Shipwrights visit their website, or contact their webmaster Wayne Cassel - webmaster@rkymtnshipwrights.org.

Like to get the word out about your club/organizatoin?

Send us the details and we'll publsh them here to be seen by thousands of readers each month. Many of whom may live in your area and do not know you exist. Espeically those who are new to model building.

Send an email to msbjournal@modelshipbuilder.com

Modeling Forums

Join a modeling community!

Lauck Stree Shipyards Forum - www.lauckstreeshipyards.com

Ship Model Forum - www.shipmodeling.net

Model Ship World - www.modelshipworld.com

DryDock Models - www.drydockmodels.com

Model Boat Mayhem - www.modelboatmayhem.co.uk

Tips & Techniques

by Eugene Larson, <http://members.cox.net/elarson5/>

Commercial wood fillers come in many different textures and colors. Fine-grain fillers are excellent for filling gaps in wooden models. However, there is one major drawback. If a natural or stained finish is desired, commercial filler colors seldom match the wood in the model, and the filler's finished appearance detracts from what may be an otherwise excellent model.

I have found that saw- or sanding dust from the wood being used in a model provides the best color match. Of course, the wood's grain is not replicated in the filler, but when fine-grained woods like box and pear are used, grain is barely evident anyway. To use wood dust as a filler, a finishing oil like tung oil works well as an adhesive. Glue used as an adhesive is strong, but it hinders the penetration and coverage of stains, oils, varnishes, and other applied finishes. Tung oil will probably be consistent with the finishing material. In fact, I prefer to use tung oil for the finish on models and cases. It is easy to apply, gives a deep rich appearance, and is easy to recoat and repair.

To make the filler, mix wood dust and tung oil to a thin consistency. Prepare plenty so you have enough. A margarine tub lid makes a good mixing pallet. Apply the thin paste to the gap with the flat of a screw driver, a stick, or a tooth pick. Let the filler dry for a day, then lightly sand the area to remove evidence of tung oil that might have migrated onto the surrounding wood. One application should be sufficient.

The method is especially useful for finishing baseboards and wood cases. Cherry, for example, has beautiful grain, but often there are tiny sap pits that blemish the surface. To assure that the surface of the blemish is fair with the remainder of the backboard, sand the surface with 240-grit black wet-or-dry paper used dry. Do not dust the surface, and be sure the sap pits or other blemishes are full of wood dust. With a tooth pick, apply a drop of tung oil to the dust in the blemish. The oil will probably run onto the adjacent wood, but this is not a problem. As soon as all the blemishes are treated, sand again until the oil on the wood surface has disappeared. Repeat as necessary until a good filling is obtained. Tung oil, when dry, is adhesive enough to hold the wood dust in place; subsequent coats of finish help, too. The final finish will be smooth, but the sap areas will remain evident, which is desirable because they add character to the wood.

Sometimes the end grain of base boards is rough, especially if a shaping tool was used to mold a decorative edge and some wood fibers are torn. In this case, the filler is effective for filling the voids. Allow the treatment to dry for a day before sanding. A little experimentation should produce excellent results.

Have a tip or technique you'd like to share with the readers?

Drop us a line at msbjournal@modelshipbuilder.com

Ships from the Past

5 September, 1864 The Barkentine "Etowah" at anchor off MacKay's Wharf on her first visit to Hamilton, Ontario, Canada. Built in Cleveland in the United States the previous year, "Etowah" was newly arrived from Liverpool with a cargo of goods for Montreal, Hamilton, Cleveland and Detroit. She was then going to carry copper from Bruce Mines back to England.



HMS *Shannon* captures USS *Chesapeake*,
1 June 1813

Many people assembled on the shores of Hull, Nahant and Marble-head on the ill-fated day June 1, 1813, to witness the conflict between the British "Shannon" and the American "Chesapeake."

The *Edgar Cecil* loading cannon at Halifax. During the American Civil War the city's military reached 18 000.



“On The Cover”



On the cover this month is the bow of the Bonhomme Richard 1/48 scale by model builders and father and son Pierre & Jacques Mailliere of France.

The building of this model spanned over an 8 year period with Jacques completing a build that his father had started but was unable to complete.

You can see more of this model at the Model Ship Builder website in the Models section.

Independence was the first to launch and the first to make a foreign cruise of any ship-of-the-line of the U.S. Navy. She was one of “four ships to rate not less than 74 guns” authorized by Act of Congress 9 January 1813. Her sister ships were **Franklin**, **Washington**, and **Columbus**. She launched 22 June 1814 in the Boston Navy Yard, immediately took on guns, and was stationed with frigate **Constitution** to protect the approaches of Boston Harbor. Her design was identical to **Franklin** and **Washington**: Length, 190 feet 10 inches; extreme beam, 54 feet 7 1/2 inches; tonnage, 2,243; draft, 24 feet 4 inches; and a complement of 790 officers and men. Their original armament was 30 long 32-pounders of 0.55 hundredweight; 33 long 32-pounders of 0.50 hundredweight; and twenty-four 32-pounder carronades.

GLMBA Model Expo 2007

Hosted by the Golden Triangle Model Boat Club, the Great Lakes Model Boat Association (GLMBA) held their annual Model Expo at the City Hall in Kitchener, Ontario Canada on the first weekend of July.

There were 86 models on display and 55 awards handed out for various categories.

Modelers came from various Ontario cities as well as from Maine, Michigan and New Jersey.



This was definitely a great location to hold the show. Only a few feet from each other visitors could view the models in the best of two worlds; either on display in the rotunda or in the pool in front of City Hall! Incidentally, you can find them on the water there every other Wednesday evening (if memory serves me correctly).

A rather interesting display on hand was that of a cutaway section of a model showing the circuitry that goes inside of an R/C model.

To make it even more interesting visitors could use the remote control to see how things worked, making it a truly hands on type of display. As we all know "hands off" is the norm at most shows we attend.





The People's Choice award went to Don Hodgson's Hamilton Fire Tug "Judge McComb" The model is built on a scale of 1 inch to the foot with 3 pumps for the fire nozzles.



The Great Lakes Model Boat Association's next Model Expo is to be held in three years. I was thinking that this is a long time between events until I seen their events calendar for the next year. Needless to say, the clubs are so busy that they would probably be hard pressed to find the time to schedule another Expo in the near future.

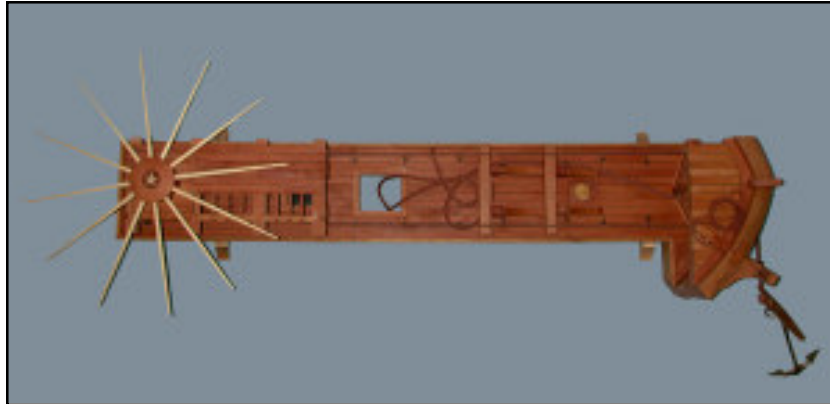
Great show folks! Looking forward to the next one.

The GLMBA is comprised of 8 modeling clubs. See page 29 for a listing of the clubs and how to contact them.

Visiting an area they are in? They love to have visitors drop by!

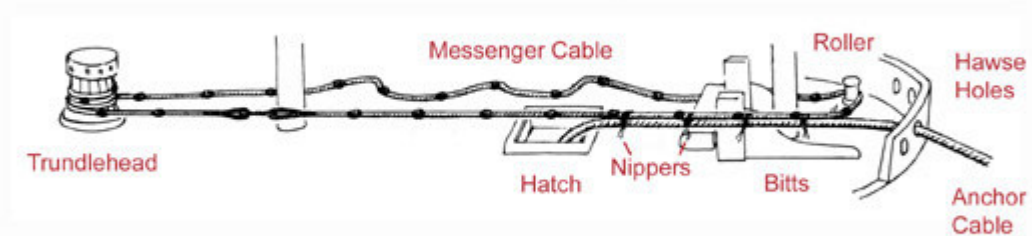
Modeling Shipboard Equipment: A Capstan

Glen Greico, Frank Darden Ship Model Research Assistant
Nautical Archaeology Program, Texas A & M University



Glenn Grieco, a professional ship modeler and a student in the Nautical Archaeology Program at Texas A&M University, completed construction of a fully functional capstan. The model was to be used for teaching purposes in a class about the outfitting and sailing of wooden sailing ships, to be taught during Spring 2002 by Dr. Kevin Crisman. The model is based on the main capstan of the HMS *Victory*, although with a greatly shortened deck. Construction of *Victory*, Lord Nelson's flagship at the Battle of Trafalgar, began in 1759. She is the oldest warship of the Royal Navy still in existence.

Parts of a Capstan



After John Harland (1992) *Seamanship in the Age of Sail*, p. 264. Annapolis: Naval Institute Press.

The main capstan was used to weigh the anchors. As ships grew larger, so did their anchor cables, until during the 17th century they became too large and heavy to wind around the capstan. Instead, a messenger cable was wound around the trundlehead and around rollers, forming a continuous loop. The anchor cable was temporarily secured to the messenger using small lines known as "nippers". The nippers were then handed to boys who walked aft along the deck, trying to keep the heavy, wet cable and messenger from dragging. The nippers were removed when they reached the main hatch to allow the cable to be fed down into the hold, where another large group of sailors stowed it neatly.

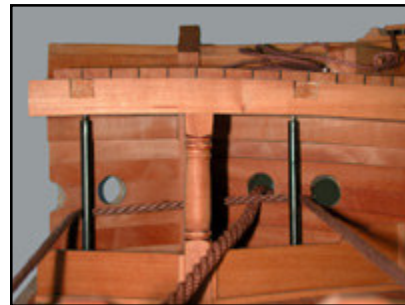
Up to 14 capstan bars could be fitted into the sockets around the drumhead on the middle gun deck, and 12 bars could be used with the trundlehead on the lower gun deck. The model uses slightly fewer bars than the original ship. Ten men could be stationed at each bar, and 260 people were sometimes needed to haul in the anchor and cables. Up to 10 tons could be lifted using this arrangement; a cable of 120 fathoms weighs seven tons. The entire process could take between 30 minutes and six hours, depending on the length of cable used.



View of the Capstan Assembly



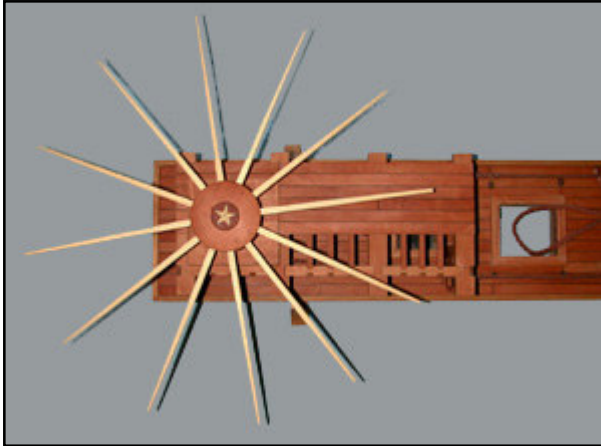
Bow of the ship, showing the cathead, hawse holes and anchor.



Interior of bow showing messenger run around rollers and cable entering through hawse hole. Normally, there were four hawse holes

Trundlehead with pawls in pawl ring. The pawls served as ratchets to prevent the capstan from surging backwards under pressure.





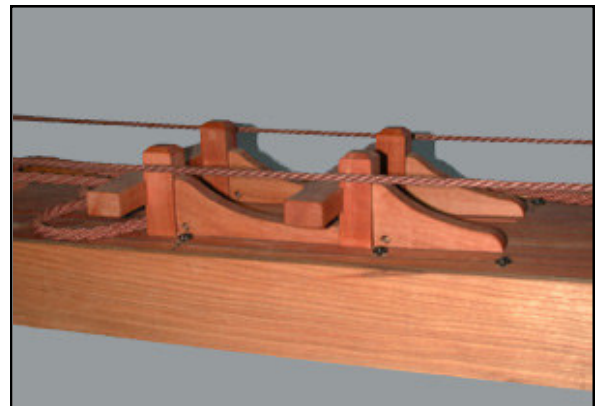
Overhead view of the drumhead with capstan bars in place.



View of the double headed capstan showing drumhead and trundlehead with messenger in place.



A strong piece of timber called a cathead projected from the bow. Ironbound cat blocks were used to catch the anchor ring and hold the anchor clear of the hull while being raised and lowered. Sheaves were fitted into the cathead for the lifting tackle.



The riding bitts for securing the cables while the ship is at anchor. The bitts comprise the vertical pins, standards (robust knees) and the crosspiece.

Source: Texas A&M Universit
www.nautarch.tamu.edu



Updates at Model Ship Builder

ModelShipBuilder.com is starting to grow!

Get your own "**you**"@**modelshipbuilder.com** email address today along with other free online applications. Registration is simple and Free!

- 2 GB storage
 - Calendar
 - Docs & Spreadsheets (import & export popular file types....i.e. MS Word, Excel)
 - Chat
 - Share your apps and calendar with others.
 - You can even work on the same document with someone else at the same time.
- Offering a true collaborative online tool.

We've partnered with Google to bring you the most up to date email service on the web.

To register go to www.modelshipbuilder.com

Artesania Latina

For those of you who like to build models by Artesania Latina, we've added a small collection of their models to the Model Ship Builder Amazon Store. There's some great prices so check them out at the website.

Copier Scaler

A handy little tool to help you rescale your drawings, with special adaptability to the limits of photocopiers and their enlarging/reduction limitations.

Check it out in the Resources Section

Looking to buy books on model building?

Be sure to check our online store!

Great prices!

Contributor Pictures

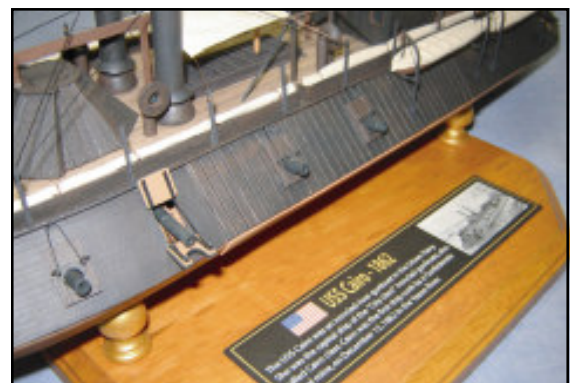
We've had quite a few submissions for this issue. To make your submissions simply send them to msbjournal@modelshipbuilder.com.

Here are some pictures of the USS Cairo (1862) submitted by Jeff Staudt. A unique model in my experience because I do not know much about vessels of this type. Also are some notes he sent me. Awesome model!



Here is some information about the model:

It took 3 months to complete. The hull is solid pine, with basswood for the other wooden details. I used walnut veneer for the decking. The overall dimensions are approximately 20" long by 6" wide. The National Parks Service has a really good publication dealing with the recovery and preservation of the original boat, which is on display at Vicksburg Mississippi. In the publication there are blueprints, which I used to build the model from.



Next are a few pictures sent in by Gene Bodnar. The first two of the USS Missouri (Mighty Mo) and the other three of the HMS Victory. Both with Gene built in 2005.



Although built at 1:96 scale this model still comes out at an impressive length of over six feet.





In a recent email Mike Pendlebury sent us some pictures of his current project with the following comments:

"By the way I have just taken these pictures of the latest 1/12th scale project on the slips, a 37ft Oakley class Lifeboat, this class were the first self-righting boatc built by the RNLi and the last one left service in the 1990's when they were replaced by my first love, the Mersey Class! The hull is double diagonal plank on frame with a calico interlayer just like the full size boat."



And here we have a few pictures sent in by Donnie Driskell of his 1767 Schooner "Sultana"



Who's The Skipper?

by Gene Bodnar

Who's the skipper at your house? You probably think you are, but you're really only the first mate. The first mate is the crew member who is necessary for the skipper to practice giving instructions to. Honey, do this. Honey do that. Now you see what I mean, right matey?

Your better half, the skipper, has an extensive nautical vocabulary just like you do. However, the meanings of her nautical terms have different connotations than yours do.

For example, if you're over forty years of age, you undoubtedly think of a square rigger as a type of ship, a clipper perhaps. Your skipper, however, thinks that's a good name for you, a square rigger.

If you mention a dock, the skipper automatically thinks of the family medical practitioner. Occasionally, the dock might mention a berth, which she interprets as a little addition to the crew. Of course, a companionway, to her, is a double berth, twins a-coming.

When it comes to buying a new ship model kit, the skipper knows the meaning of many nautical terms. Just mention it to her, and you'll get a look that she called astern. Of course, a bow is what you do when you approach her with the idea of spending \$700 on that new kit, and a leeway is that thing you're hoping the skipper will give you. Overboard, to her, describes what you're doing

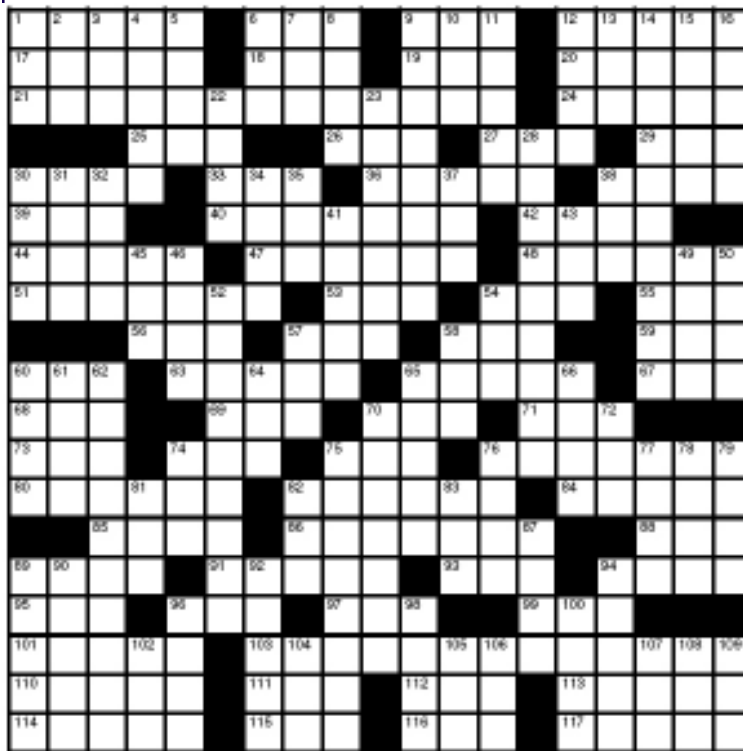
with the money. To her, all you ever do with your hobby is pay out and pay out. You simply don't have a clew, she says. A deck is what you can expect if you actually spend the money. No, she says, you'll be wearing a shroud if you spend that much money, and you'll be attending a wake, too, which she says you often confuse with what trails behind a vessel.

The skipper knows what a head is, too. It's that part of your body that sits on top of your neck, useful for storing items like hats and sunglasses. To the skipper, capsize is no mystery either; it's the size you need to know when shopping for a new hat for that thing on top of your neck.

Sometimes, you might invite your fellow modelers over to the house. When the first one rings the doorbell, your skipper describes that noise as dinghy. Invite the guests in, and they immediately form a rhumb line just waiting for a drink. Of course, some prefer port, that stuff you drink when you're working on your model. And a mizzen, well, that's just a descriptive of that small part you all just lost and are crawling around on the floor looking for.

Right, matey?

Pirates of the High Seas by Gene Bodnar



Across

- 1 Terminate, as a space mission
 6 Male gobbler
 9 Chinese dynasty
 12 Medicine bottles
 17 Lowest point
 18 “___ of Good Feeling”
 19 Take by theft
 20 *Dr. Doolittle* star Murphy
 21 Pirates, as a group
 24 Having roof overhangs
 25 Potassium hydroxide solution
 26 Sleep phenomenon
 27 Go wrong
 29 Heckler’s missile
 30 Impulse
 33 Shoemaker’s tool
 36 Capital of Egypt
 38 Angled piece of timber connected to a beam
 39 The sun
 40 Term for a pirate
 42 Building block
 44 Kills, as a fly
 47 Fragrances
 48 Small rounded protuberance
 51 Military stronghold
 53 Wood-shaping tool
 54 Public promos, for short
 55 Grog ingredient
 56 Outback runner
 57 Officeholders
 58 Sounds heard at a spa
 59 Clockmaker Terry
 60 Ump’s relative

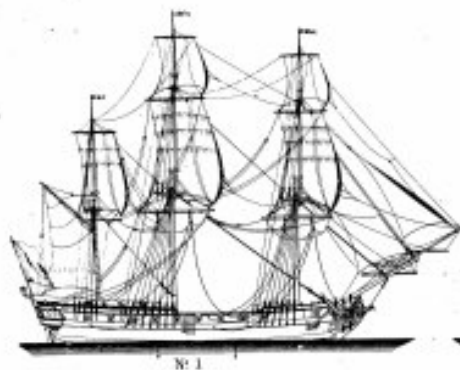
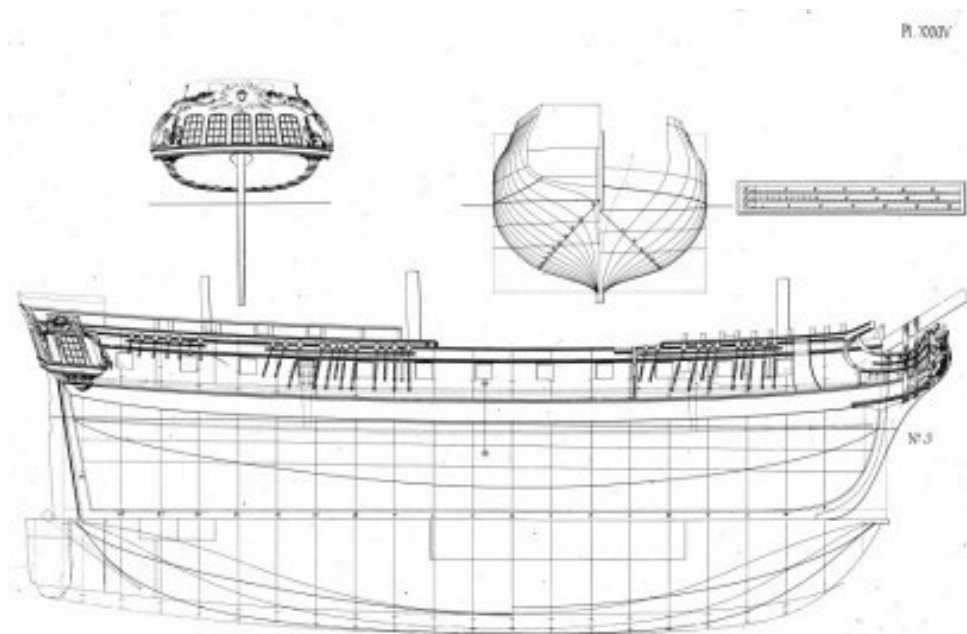
- 63 Fraudulent business schemes
 65 Muscular spasm
 67 Furrow
 68 Bobby of hockey
 69 Coffee container
 70 Decompose
 71 “Ready, __, fire!”
 73 Single
 74 Yakety-__
 75 Blushing
 76 *The Rime of the ___ Mariner*
 80 Become more intense
 82 Rodeo participants
 84 Peninsular country of Asia
 85 ___ noire (object of aversion)
 86 Term for a pirate
 88 Aperture
 89 Highly excited
 91 Muse of love poetry
 93 Compass point
 94 Egyptian slitherers
 95 Likewise
 96 Swimsuit part
 97 Long fluffy scarf
 99 First name in spy novelists
 101 ___-frutti (ice cream flavor)
 103 Pirates, as a group
 110 Perfect example
 111 Affiliation
 112 Sculler’s need
 113 Weird
 114 Christmas song
 115 “___ darn tootin’”
 116 Ram’s mate
 117 Caught some Z’s

Down

- 1 Colonial insect
 2 “___, humbug!”
 3 “___ to Billie Joe”
 4 Muzzleloader, for one
 5 Low card
 6 ___ Aviv
 7 “___ y plata” (Montana’s motto)
 8 Bryn ___ (Pennsylvania college)
 9 Excessive corniness
 10 ___ polloi (the masses)
 11 High of two berths
 12 Swerve
 13 Muckraker Tarbell
 14 Term for a pirate
 15 Vassal
 16 Bog plant
 22 Cow pastures
 23 Imperfect merchandise
 28 Term for a pirate
 30 Russia before 1991: abbr.
 31 ___ vs. Wade
 32 Delighted
 34 Mae of Hollywood
 35 Resinlike substance
 37 Suppositions
 38 Billy’s offspring
 41 Deprives of mother’s milk
 43 Negative responses
 45 Nail obliquely
 46 Totals
 49 Italian monetary unit
 50 High-strung
 52 Term for a pirate
 54 Exclamation of discovery
 57 Mischievous child
 58 Nontextual matter
 60 Crucifix
 61 Gray sea eagle
 62 Term for a pirate
 64 Northern diving bird
 65 Rules and regulations
 66 Choose
 70 Scold
 72 “O Sole ___” (Pavarotti favorite)
 74 Eventually
 75 Cola alternative
 76 Without warranties
 77 Energy units
 78 Ebb’s opposite
 79 Night music in bootcamp
 81 Wooden pin
 82 “His Master’s Voice” org.
 83 Arctic explorer John
 87 Harness
 89 Area immediately under a roof
 90 Kind of Dutch cheese
 92 Unkempt
 94 Cherub or seraph
 96 Greenback
 98 Burn plant
 100 Elizabethan and Victorian
 102 “Heaven’s Way,” in Confucianism
 104 Hasten
 105 Deflect from an intended course
 106 Belligerence
 107 “___ we there yet?”
 108 Small drink
 109 Understand, as a joke

Frigat Rig - Privateer

Plan XXXIV from Fredrik Henrik af Chapman's *Architectura Navalis Mercatoira*. High resolution graphics can be downloaded at www.modelshipbuilder.com/resources/the-msb-journal.html



Info from English Translated Index

Plan XXXIV

Length between perpendiculars of stem and sternpost: 135'

Moulded Breadth: 34 1/2'

Draught of water abaft: 15 1/2'

Guns on Deck: 24, 12pd shot

Guns on Quarter Deck: 10, 6pd shot

Pirates of the High Seas Answers

A	B	O	R	T		T	O	M		S	H	U		V	I	A	L	S	
N	A	D	I	R		E	R	A		C	O	P		E	D	D	I	E	
T	H	E	F	E	L	L	O	W	S	H	I	P		E	A	V	E	D	
			L	Y	E			R	E	M		E	R		R	E	G	G	
U	R	G	E			A	W	L		C	A	I	R	O		K	N	E	E
S	O	L				S	E	A	W	O	L	F		U	N	I	T		
S	W	A	T	S		S	C	E	N	T	S		N	O	D	U	L	E	
R	E	D	O	U	B	T		A	D	Z		A	D	S		R	U	M	
			E	M	U		I	N	S		A	H	S			E	L	I	
R	E	F		S	C	A	M	S		C	R	A	M	P		R	U	T	
O	R	R			C	U	P		R	O	T		A	I	M				
O	N	E		Y	A	K		R	E	D		A	N	C	I	E	N	T	
D	E	E	P	E	N		R	O	P	E	R	S		K	O	R	E	A	
			B	E	T	E		C	O	R	S	A	I	R		G	A	P	
A	G	O	G		E	R	A	T	O		E	S	E		A	S	P	S	
T	O	O		B	R	A		B	O	A		I	A	N					
T	U	T	T	I			T	H	E	F	L	Y	I	N	G	G	A	N	G
I	D	E	A	L		T	I	E		O	A	R		E	E	R	I	E	
C	A	R	O	L		Y	E	R		E	W	E		S	L	E	P	T	

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Barrie, Ont. L4N 7G9

Kawartha Marine Modellers

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Ont. K0M 1A0

Lake Lisgar Sailors (Tillsonburg)

Fred Coutts 519-688-0913
313 Broadway St.
Tillsonburg, Ont. N4G 3S2

Buffalo Model Boat Club

John Tracy 716-832-5749
175 E. Somerset Ave.
Tonawanda, N.Y. 14150

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Hamilton, Ont. L8K3J9

Golden Triangle Marine Modellers

Jack Kipfer 519- 884 0960
559 Killbear Crt
Kitchener, Ont. N2V 2R9

Just Scale Boats (Brampton)

Andy Smith 905-840-3424
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Brampton, Ont. L7A 1P8

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2233 Hurontario St. #511
Mississauga Ont. L5A 2E9