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The MSB Journal

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Editors Notes

Well, it looks as though to those of us who celebrate it, the Christmas season is almost upon us and though it's still a bit early, I just wanted to wish everyone a Merry Christmas to you and your families. I probably won't get a chance to do so later. And with that, I'm also not going to hold you up any longer than necessary other than to ask you to read the Model Ship Builder Updates page as there is important information there regarding past issues of the MSB Journal.....

Merry Christmas to Everyone and we'll see you in the new year!!!



Building the Bluenose IV

The Architect - William James Roué

By Michael J. Brown



Born in Halifax NS on 27 April 1879, William James Roué, one of the three sons of James and Grace Roué, was destined to design one of the primary icons of Canada – the Schooner Bluenose.

He was enamoured of boats from the beginning. At the age of 4, he started making wooden toy boats. He rapidly moved on to much larger endeavours, including a five foot model sailing yacht which he designed and built at the age of nine. Later, at thirteen, he started studying mechanical drafting at the Victoria School of Art and Design in Halifax, NS. In 1897, three years after becoming a master skipper, he joined the Royal Nova Scotia Yacht Club (he was too young to join when he first qualified as a master skipper).

He spent the next 10 years working in the grocery field and his family's firm, but maintained his interest in ship design, completing his first yacht design in 1907. This yacht, the Babette, was launched in the spring of 1909. During his 66-year career (1904 to 1970) as a naval architect, Mr. Roué designed over 170 vessels, including schooners, sloops, ferries, work boats, ketches, yawls, barges, etc. There weren't many types of vessels of which he hadn't designed at least one version.

The most famous of these was, of course, the Bluenose. He was commissioned to design her in the fall of 1920, and she was launched in March 1921 and won her first trophy later the same year – from concept to racing in significantly less time than it took me to build the model!

Next to the Bluenose, one of his most interesting designs was the schooner Haligonian (with '2' on her sail at left – leading the Bluenose), which he designed specifically to beat the Bluenose. Built by Shelburne Shipbuilders Ltd, launched in 1925, and predicted by the Shelburne Gazette and Coast Guard (13 November 1924) to become the "last word in her class", the Haligonian lost to the Bluenose twice in 1926 . However, she finally



Figure 1 - Bluenose and Haligonian

defeated the Bluenose in 1930 , beating her by nine minutes in a non-official race off Lunenburg. This loss, however, was not enough to sully Bluenose's reputation, and Bluenose remained the most popular, well known and respected schooner of her time.

Another design of his, which would be of interest to most Canadian Naval Officers, was HMCS Venture (see photo to right). She was built at Meteghan NS, and launched and commissioned as an RCN training vessel in 1937. She was built from the same set of offsets as the Bluenose, but had three masts, was slightly longer and drew less water . She was demasted at the beginning of WWII, and used as an accommodation/ training vessel fore the remainder of the war. Her main mast, formerly the flag staff at HMCS/CFB Cornwallis, NS, is now the flag staff at Naval Officer Training Centre Venture, Victoria, BC.



Figure 2 -HMCS Venture

William Roué was present at the launching of the Bluenose II on 24 July 1963, and was honoured by the Royal Nova Scotia Yacht Squadron the same year. In 1955, he was inducted into the Canadian Sports Hall of Fame, under the category of Builder, in the sport of Yachting. He passed away on 14 January 1970, leaving his legacy for all of Canada to be proud of, and for sailors of all nations to enjoy.

But this wasn't, and isn't, the end of his story. In 1998 Canada Post issued a commemorative stamp in his name and, in 2004, he was inducted into the Nova Scotia Sport Hall of Fame, under the category of Builder in the sport of Naval Architecture (that's what they say!). Now, his great-grand-daughter Joan is building another Bluenose. The legacy continues!

For more information on William J Roué and his legacy, see www.wjrroue.com. A copy of his biography, *A Spirit Deep Within*, by Joan Roué, is available from the Bluenose IV website (<http://www.schoonerbluenose.ca/store/merchandise.html>).

i Used with permission. Copyright Knickles Studio & Gallery. All rights reserved.

ii Shelburne County Genealogical Society: http://nsgna.ednet.ns.ca/shelburne/virtual/Haligonian_en.html

iii Bluenose II Preservation Trust: <http://www.bluenose2.ns.ca/Legacy/Results.html>

iv RootsWeb: <http://archiver.rootsweb.com/th/read/NFLD-ROOTS/2002-07/1027799775>

v Shelburne

vi Used with permission. Copyright The Venture Association (www.hmcsventure.com). All rights reserved.

vii The Venture Story: <http://hmcsventure.com/>

The Matthew Project

Moving right along with the Matthew build, this month we'll be covering the Waterways.

We are hoping to wrap this project up by the end of December. That's not to say that it will end here at the MSB Journal. On the contrary, there is still a lot to come.

But, by then we should finally be able to give you the information regarding a kit, plans etc.

With so many things on the go here, its hard to get ahead, but by then we should be able to provide you with some definitive answers. I was hoping to be able to provide you with this information in this issue, but there are only so many hours in the run of a day. :-)



On that note. A number of you have contacted me regarding plans, kits etc. What I would like to do now is get a more definitive idea on the interest for each. The purpose of this is to try to get a better deal for you. When approaching manufacturers, printers etc, you can get much better deals when you can provide them with some specific numbers as to our requirement.

So, without making any kind of definite commitment at this point, could you please contact me to let me know which you would be interested in acquiring? Kit? or Plans? I would only like to hear from serious enquiries only at this point so that the numbers will better reflect what I can go to the manufacturer with. I suspect that we will get the best deal in the initial order. After that, prices will increase as the kits/plans will probably only be ordered on an as needed basis or in bulk once we get the numbers required (which means getting a kit after the initial order may take a while).

Once I have some definitive numbers to work with I will contact the manufacturer and see what kind of deal we can work out. Once I have a price, I will contact each person directly to determine if they are still interested and we'll take things from there.

Just send an email to me at: **thematthew@modelshipbuilder.com**
Please provide your contact information to help save time.

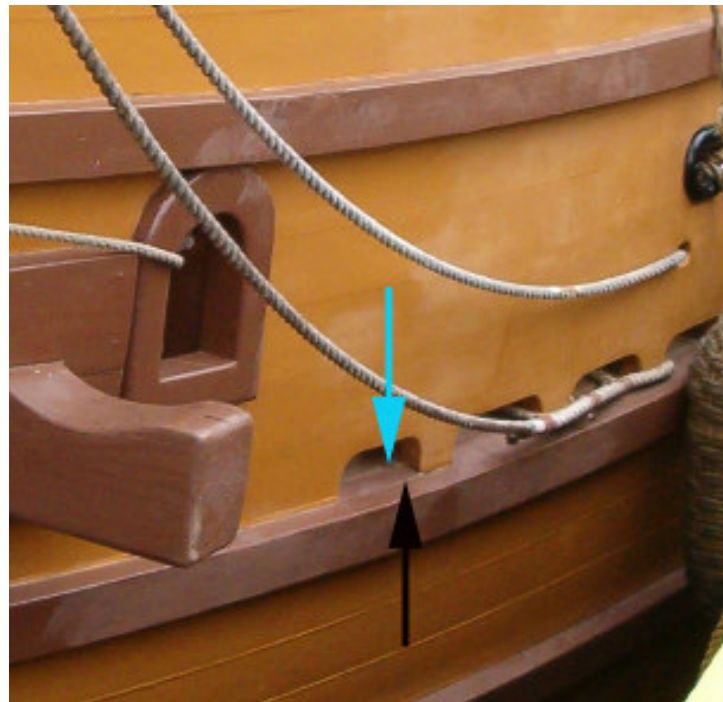
In the next issue we'll be looking at the Stern section of the Matthew and some work that has to be done there before we get into planking the hull which we will also start in that issue as well.

The Matthew Project

Part III - The Waterways

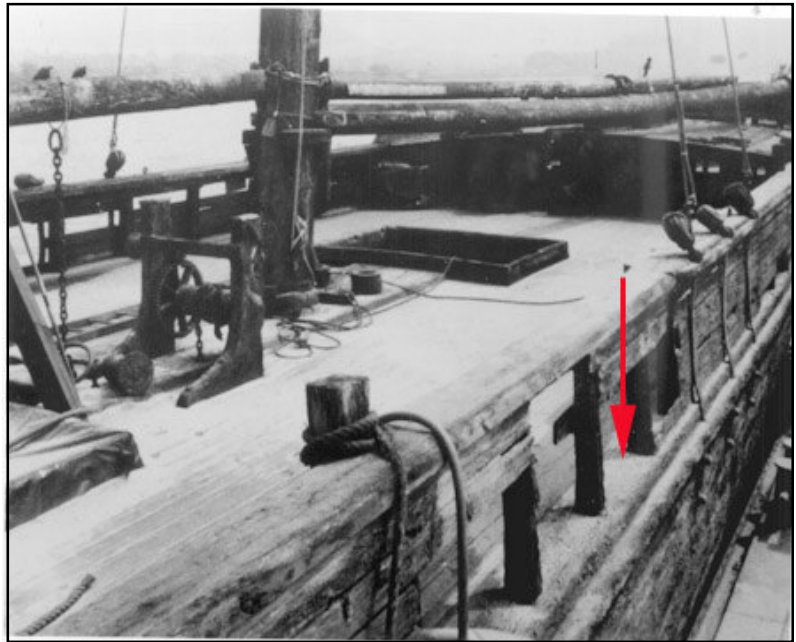


Before we begin with the waterways we will take a look at the Matthew and see how it was built. In the photos the black and blue arrows point to two seams. The black arrow is the seam between the wale on the outside and the bottom of the scupper which is between the inside waterway. The blue arrows point to a seam between the scupper bottom and the waterway. The waterway is made up of two pieces one is a block between the top timbers, the second part is a filler below the outside plank or the bottom of the scupper. It was common practice in ship building to make the waterways from a large plank. These planks were scarfed together at their ends. The average size would have been about 5 inches thick and 12 inches wide in lengths of 25 feet, quite a large piece of lumber. The piece between the black and blue arrows might be a filler. When the scupper is cut out of the plank it will leave an open hole in the hull that goes all the way down between the frames. If the plank goes behind the wale then what we are looking at is not a filler block but the bottom of the scupper cut into the plank.

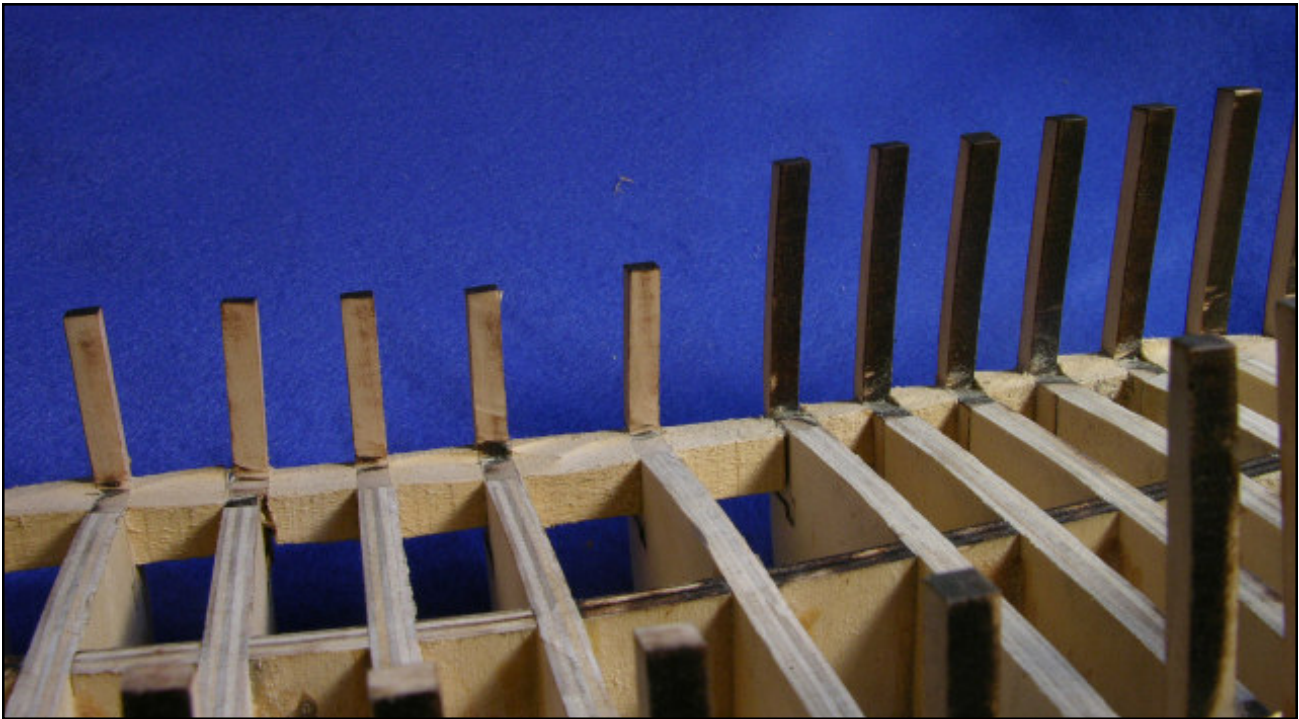


This photo shows a waterway on a schooner built in the 1840s. This shows a one piece timber notched to fit around the stanchion timbers. A molding on the outside of the hull completes the waterway. Large heavy waterways acted as structural timbers which helped to straighten the ship.

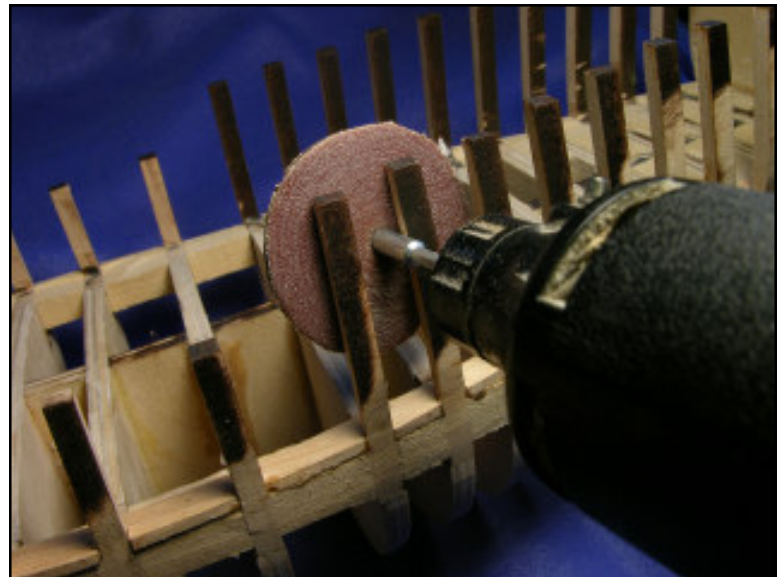
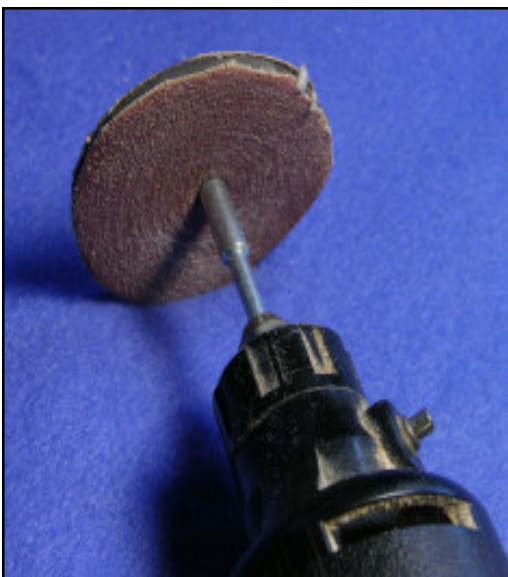
Cutting and fitting this type of waterway is a very fussy job and can become quite aggravating. On the Mathew you have to cut 22 notches, if one is cut wrong you either have to cut out that section of the waterway and replace it, or start over or use filler to patch up the job. It is up to you the builder to decide which way you want to go with the waterways. A little pre planning is necessary at this time.

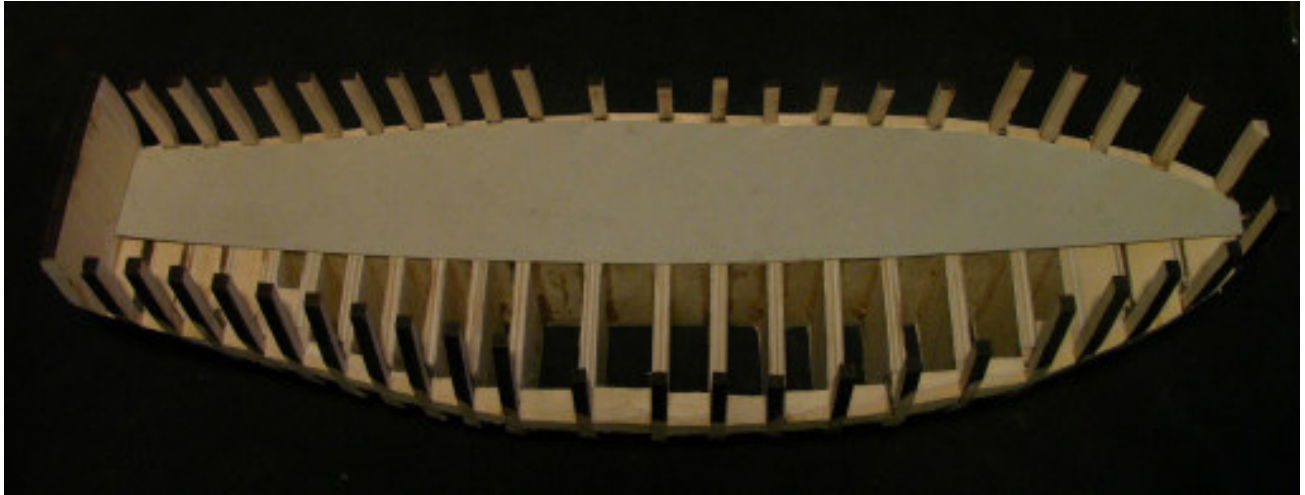


The Mathew has five wale timbers which run along the hull. These wales were nailed to the face of the frames and did not sit on top of the hull planking. If you go with a one piece waterway the top wale timber will fit against the outside edge of the waterway like shown in the photo. Hull planking will then butt the top and bottom sides of the wale timber. The top plank will have the scuppers cut out of the bottom of the plank. There is no need for a filler or to run the top plank under the wale. The top surface of the waterway is the bottom of the scupper. Take another look at the Mathew waterway notice the deck planking runs up to the waterway filler blocks and butts against the inside edge of the top timbers. Now compare that with the photo of another waterway and notice the waterway runs along the inside of the stanchion timbers. The decking butts the waterway all along the deck. You're the master shipwright so make your waterway out of filler blocks between the stanchions or cut a notched timber. Using filler blocks is a simple method and needs no step by step instruction. In part 3 I will go through a step by step process of installing a notched timber waterway. **WARNING** it took me 12 hours and two tries to fit the waterways and I have done this several times before.

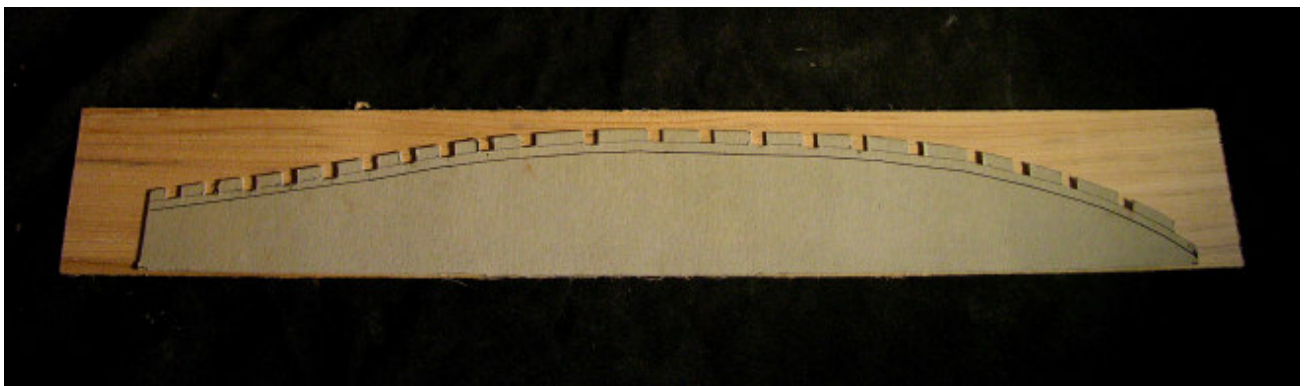
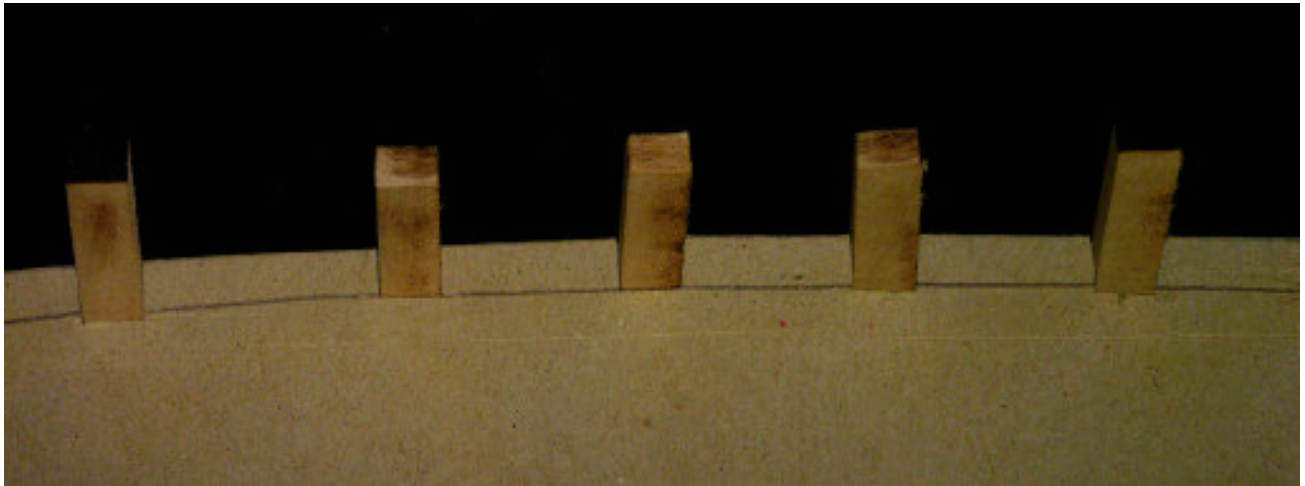


Before we begin with the waterways, the inside of the top timbers have to be cleaned of the laser char. You can clean the inside edge before you even begin to assemble the bulkheads which might be a good idea. Looking at the hull it comes to mind how do you fit the Dremel in the hull to sand the timbers? It's just too big so you need to sand at a 90 degree angle. It is no problem, turn the sanding paper on the inside of the disk. Then you sand the inside from the outside. Why did I wait until the hull is assembled before I sanded off the char? Because holding the top timber pieces while sanding proved to be a problem. Once they are secure in the hull it takes such a small light sanding to remove the char, just a quick zip of the disk and you're done.

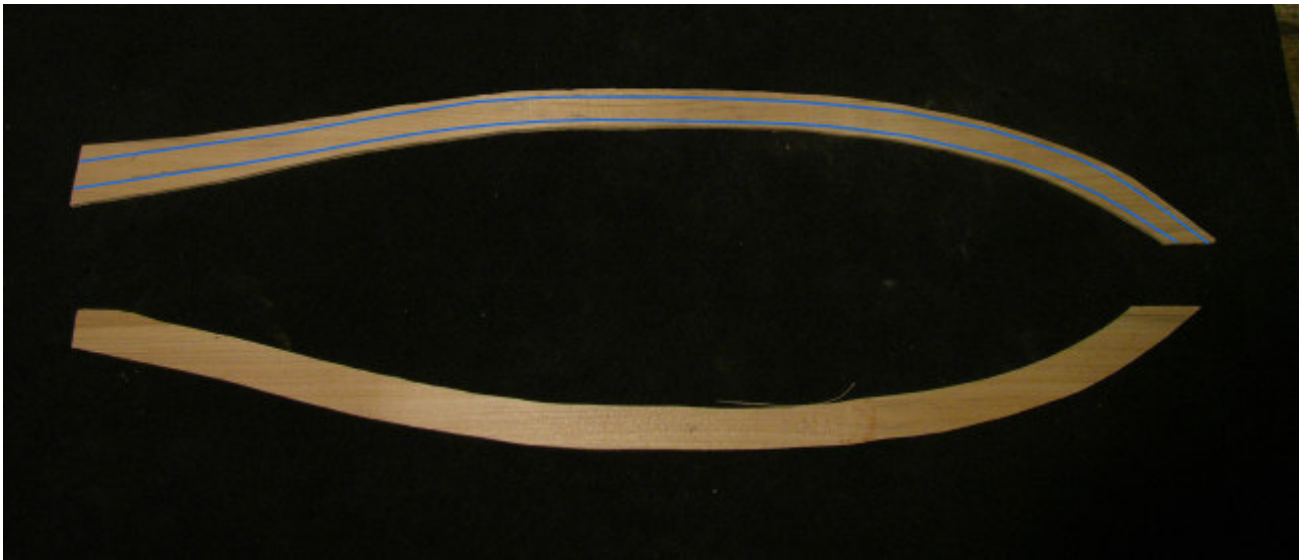




Begin the waterways by making a cardboard pattern to fit the inside of the top timber. There are several way to make the waterways. One is to notch the cardboard pattern to fit the timbers making a pattern you can trace or glue to a piece of wood.

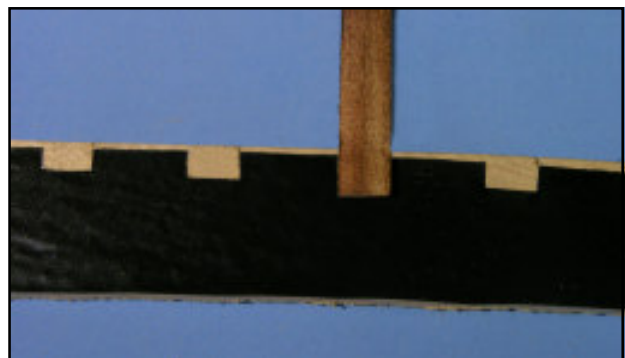


Another method is to cut roughed out blanks, then trace the shape of the waterway on the wood blank. Sand the outer edge of the blank so it fits the inside of the top timbers.



Once the waterway blank fits in the hull, clamp it in place. Use a knife and mark along the sides of each timber with a cut. With only a small cut mark it is very easy to cut the sides of the notch at the wrong angle or cutting them so the sides are not exactly parallel giving you a notch wider or narrower at the bottom than at the edge.

My favorite method for doing things like the waterways or for joinery work is to use electrical tape. With this method I prepared my wood blank and clamped it in place in the hull. Rather than mark both sides of the timbers I marked only one side. With a scrap piece of wood from the top timber laser sheet as a guide I lined one side up with the cut mark and then cut a pattern in the tape. This gives me a clean, sharp pattern to follow.

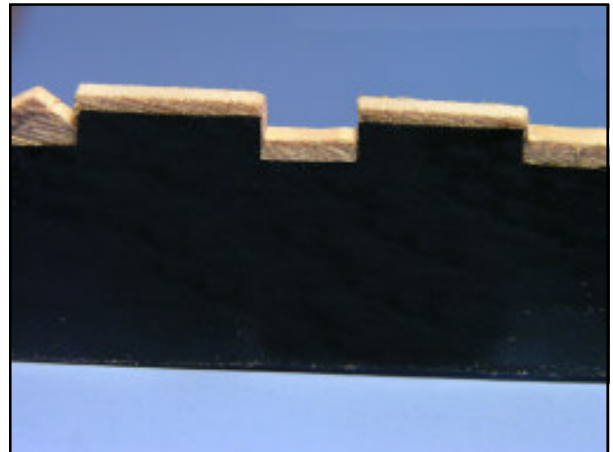
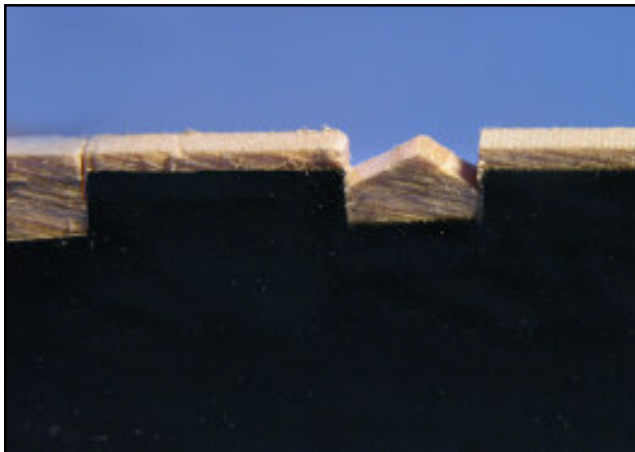


The waterways were made with nothing more than an Exacto knife. You can cut the notches with a small scroll saw but hand cutting them proved fast and easy. One thing that makes the waterways easy to cut is the choice of wood used. If this were a very hard and dense wood the only way would be to use a scroll saw or

hand razor saw. The wood selected for the waterway is Black Willow also called Bat Willow or Swamp Willow. Its name Salix Nigra in Celtic is Sal Lis or near water. The wood is named Black Willow not because the wood is black or even dark in color its because the bark of a mature tree is dark brown to almost black in color. Willow is very light weight and easy to cut. The wood is prized in wood carving because it cuts with a clean sharp edge. Don't let the light weight fool you in thinking it's a soft and breakable wood. Willow is used to make cricket bats, artificial limbs, paving blocks, boat building, flooring and aircraft construction. Desirable properties of willow is its resistance to splitting and its stable in use.



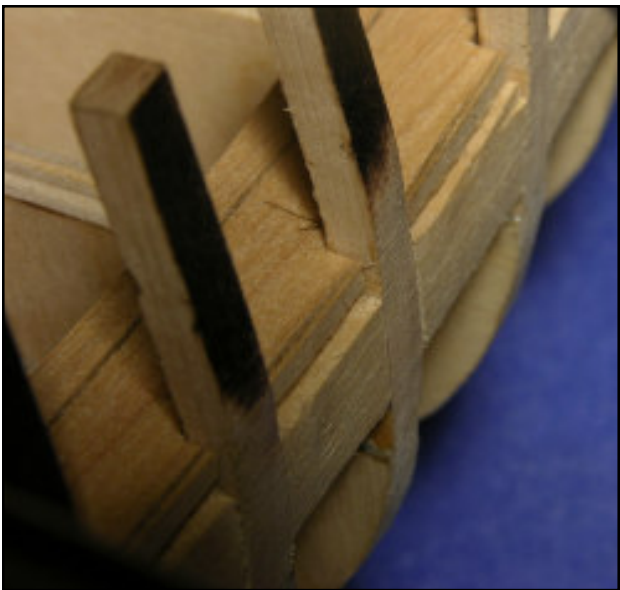
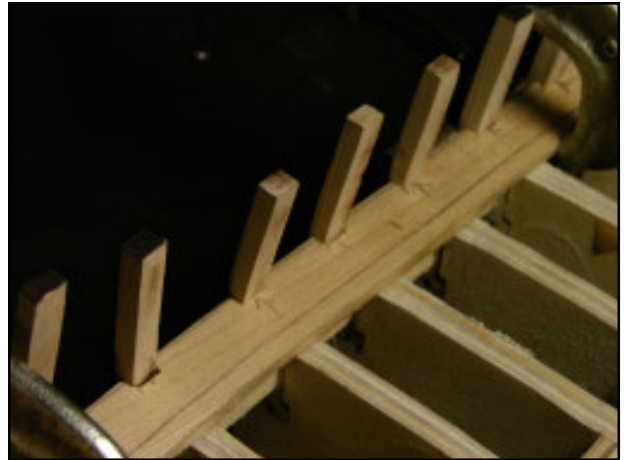
With all the notches marked simply use a single edge razor blade and make a cut on the corner of the waterway edge. Next cut into the edge, the wood is easy to cut so be careful not to go too deep the first time.

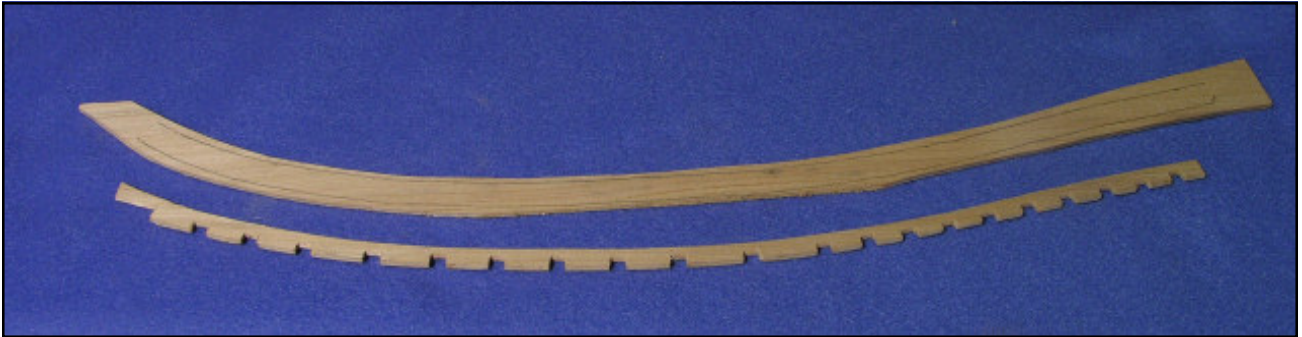


Use an Exacto knife starting in the middle of the notch and cut to the bottom of the cuts made along the sides. Finally slice out the center. Notice I didn't cut the notch its full depth. This was done so I could check the fit of the waterway to the hull and make any adjustments to the width of the notch or the angle of the sides.



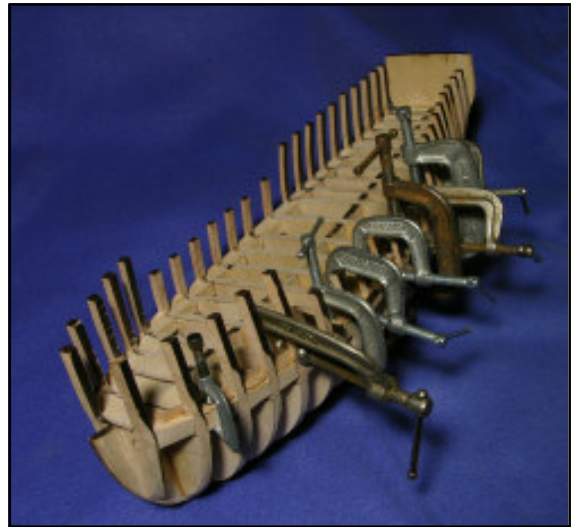
When all the notches have been cut test fit the waterway to the hull to make sure all the notches are in the right place and the sides of the notches are not running out of true. Fitting the waterways is a fussy job that requires small cuts to adjust the notches then refitting it to the hull. This process is done over and over until all the top timbers fit snug in their notches. Looking at the series of photos you can see the pencil markings where adjustments are needed. As you get closer and closer to all the notches fitting the top timbers take note the waterway has to move outward until its outer edge is even or slightly beyond the hull. In the last photo you can see the waterway need to move a little farther out. After several test fitting and making adjustments it becomes a little tedious and you will want to make bigger cuts to finally get the waterway to fit. In the long run you will end up cutting a notch to deep then all the notches will have to be adjusted. Its better to make small cuts and a lot of test fits.





From an oversized blank the final shape of the waterway is completed and ready to glue into the hull. Before you glue the waterway into the hull it is a good idea to do a dry run and make sure your clamping will hold the waterway exactly where it should be. In the test run only clamps were used to pull the waterway tight to the top timbers. The final gluing clamps were used to pull the waterway outward and also downward to the filler blocks. As you can see in the photos a lot of clamps are needed to insure everything fits right and the waterway has the correct shear.

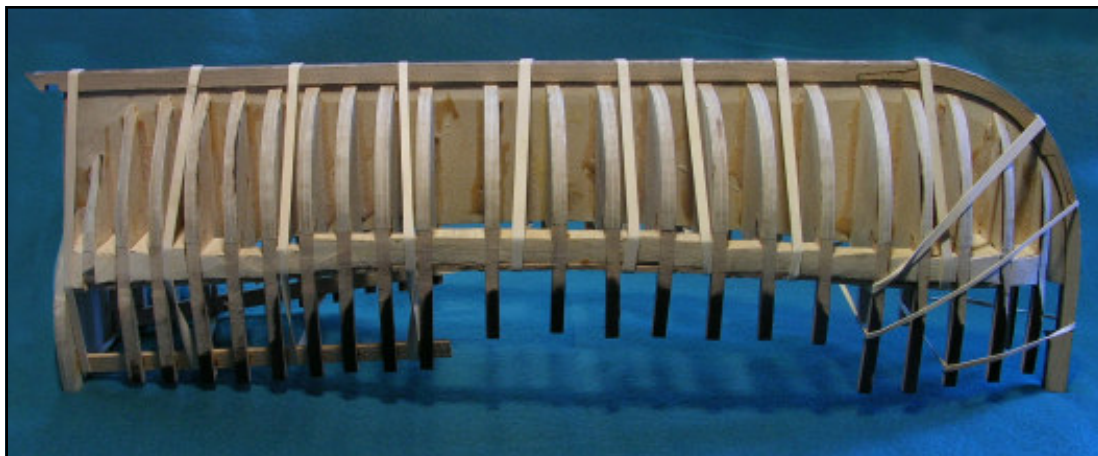
Now that you have one waterway done its time to start all over and make one for the other side. Don't start off making both waterways exactly the same. The one you just finished may or may not fit the other side exactly. Begin with a cardboard pattern cut to fit the inside of the top timbers then proceed to mark and cut your notches.



Next step is to install the deck clamps. Use two of the deck beams and clamp them level with the top of the timbers, one deck beam on the first timber in the front and one on the lat timber at the stern. Set the deck clamp tight under the deck beams and clamp it to the inside of the timber. You do not want to bend the clamp to the timbers but rather pull the timbers in a straight line. Pulling the timbers in a straight line is done by using a stiff timber, something like a $3/8 \times 1/4$ piece on the outside of the hull. Installing the clamps at this time will stiffen up the top timbers and prevent them from breaking when the bottom planking is installed.

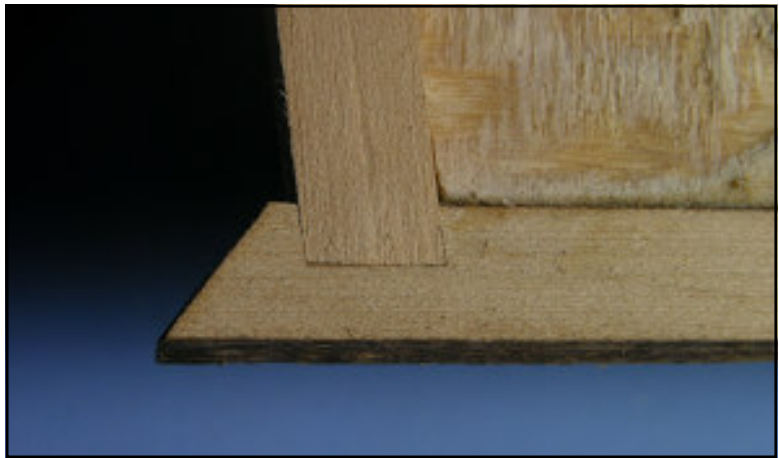


The final pieces to install in part 3 is the keel assembly. Begin on a flat surface, I work on a piece of plate glass, and glue the keel to the stem pieces. With the use of rubber bands glue the keel to the hull. I left off the sternpost because some adjustments might have to be made so the keel notch lines up with the after edge of the deadwood.



Install the sternpost into the keel notch and against the edge of the deadwood. If you don't get a nice tight clean fit between the keel and sternpost there is enough material on the laser sheet to make another sternpost.

A trick in getting tight fitting joinery is to cut a very slight hollow at the end of the sternpost. I used a round file and with a few passes created a concave surface. It is sometimes difficult to get a perfectly flat surface on both pieces. By creating a slight concave surface insures the edges will mate with the adjoining surface.



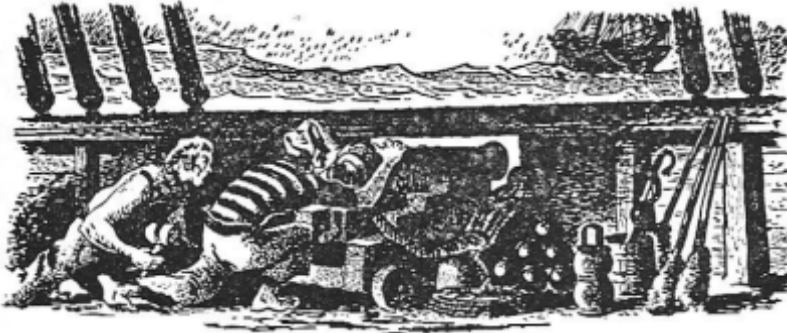
The center profile piece should have been sanded down far enough to create a deadwood and rabbit for the hull planking. Before final gluing of the keel and sternpost double check to be sure you have a nice deep rabbit. If the deadwood is too shallow the plank ends will become very thin at the ends when you sand the hull.



This ends part 3 of building the Matthew. Note the top timbers still have not been sanded on the outer hull nor has the stern been built. Planking the hull is a rough job and the hull will require a lot of handling. Planking the hull is done upside down which means the top timbers will get subjected to being banged on the end of the work table or your knee or anywhere else. It is easy to snap off a top timber so they are kept thick to prevent breakage. The stern has not been built because at this point in the build it is not necessary. Generally all the extra protruding parts of the hull are left off until needed. The stem knee at the bow is another piece being left off until the building of the forecastle. In part 4 the bottom of the hull is planked and facts and fiction about planking is covered.

Brass Monkey

By Gene Bodnar



In the days of the old wooden sailing ships, all warships carried iron cannons that fired iron cannonballs. One of the biggest problems of using iron cannonballs was how to keep them from rolling around all over the deck, posing a hazard for anyone who happened to be in their path.

This problem was easily solved by storing the cannonballs in a square-based rack, stacking them in pyramid fashion within the rack, with one ball at the top resting on four below it, with those four resting on nine below them, and finally with those nine resting on sixteen more at the base of the rack. Thus, a filled cannonball rack contained thirty cannonballs, and the rack was usually placed right next to the cannon itself.

But this was not the best solution to the problem, because the bottom layer of cannonballs could still slide too easily and roll from under the others. So, how was this problem solved?

The solution was to create a "monkey" – a metal plate with sixteen round indentations, one for each of the sixteen cannonballs of the lowest level. It was not feasible to make the plate from iron, because the iron cannonballs would rust quickly right to the plate. Instead, the solution was to construct the plate from brass, which does not rust. It is also a fact that brass contracts much more and much faster than iron when subjected to cold temperatures. In fact, when the temperature fell too drastically, the brass indentations would shrink so much that the iron cannonballs would come right off the brass monkey. This problem remained a problem for years, but, luckily, it did not occur frequently.

Thus, it was sometimes said aboard ship that the temperature dropped so low that it became cold enough to freeze the balls off a brass monkey.

Flags flown by Canadian Merchant Ships and Small Craft



1864 - 1892
Red Ensign

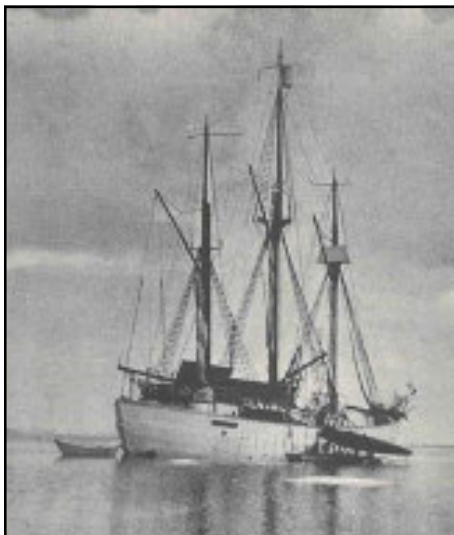
1892-1965
Canadian
Red Ensign

1965 - Present
Canadian Flag

From the Files of Ship Wreck Central

Baymaud was built 1917 for explorer Roald Amundsen. Amundsen was the first explorer to navigate the Northwest Passage and to reach the South Pole. He designed Maud to freeze in and drift in the ice. Amundsen's intended destination was the North Pole. The First World War and the fear of German submarines led Amundsen to sail for the Bering Straits by way of the Northeast Passage, across the top of Europe and Asia.

The ship was to serve Amundsen on two voyages (1918-21) (1922-25) crossing both the Northeast Passage and much of the Northwest Passage.



The Hudson's Bay Company purchased the ship to supply its Arctic outposts. After refitting in Vancouver, and with a new name, Baymaud sailed for the Western Arctic in June 1926. It never returned. After freezing in for the winter of 1926-1927, the ship was moored close to shore and used by the Hudson's Bay Company as a floating machine shop, warehouse and wireless station. Baymaud developed a leak and sank at its anchorage in the winter of 1930.

You can view video footage of the Maud at ShipWreck Central. Go to the Shipwreck Map and search for Maud.

www.shipwreckcentral.com



Source: www.shipwreckcentral.com

Important Dates in American Naval History

3 December, 1775 - LT John Paul Jones raises the Grand Union flag on Alfred. First American flag raised over American naval vessel.

14 December, 1814 - British squadron captures U.S. gunboats in Battle of Lake Borgne, LA.

21 December, 1861 - Congress authorizes the Medal of Honor, the Nation's highest award, for Naval personnel.

The Wasa - 1628

by Clayton Johnston

On August 10th 1628, a great and powerful Swedish warship set sail in Stockholm harbor to go and fight against a Polish threat to the great throne of Gustavus Adolphus. She was the most powerful warship the world had ever seen up until that time. She was built of over one thousand oak trees and displayed over 700 wooden sculptures that served as a propaganda medium intended to display the power of the King and humiliate and intimidate the enemy.

Because of several errors in armament, supply management, and design, the ship only sailed for a very short distance before turning on her side and sinking in a breeze that would not pull her sheets taught.



Wasa was re-discovered in the first half of the 20th century. Since her timbers were well preserved due to cold, shipworm free Baltic Sea waters, she was raised and put in a purpose built museum in Stockholm.



Now Wasa serves as a portal to the far off past. Vasamuseet displays a detailed cross section of 17th century Swedish culture and draws around one million visitors each year. Now you too can see the only surviving 17th century warship up close and personal without even having to leave your home. Hervé Sasso, a Frenchman who has a passion for Wasa and promoting her to the public, has published an online report that details the construction, sinking, raising and many other aspects of this wonderful and amazing object. You will see rare interior pictures, Vasamuseet archive pictures and other very interesting material.

The report is presented in French, English, Italian, Spanish, German, and Swedish.

You will be missing out if you do not view this incredible store of information.

<http://www.touscollectionneurs.com/~ptitquinquin/accueil%20wasa/>

Be sure to check the report often for updates

On The Cover



On The Cover this month is a picture of the "Le Fleuron" by Model Ship Builder "Eric L'Emaillet". You can see more pictures of this fine model in the 'Models' section at the Model Ship Builder's website

Le Fleuron

In 1729 Blaise Ollivier and his father were tasked with the design and build of the 64-gun ship Le Fleuron. This building occurred during a period of transition between the seventeenth century and the significant improvements that builders will introduce a few years later.

Dimensions: Length: 145' 8", Breadth: 39' 4", Hold: 18' 2"

The jewel is characteristic of the French school of the early eighteenth century. The building methods of these vessels have not yet undergone the influence of English or Dutch buildings that will evolve, a few years later.

The model Armaments included:

*24 - 24pd guns on the first deck
26 - 12pd guns on the second deck
10 - 6pd guns on the bulwark*

The model is presented in 1/48th scale. Is constructed mainly in pear with boxwood for decoration, metal works are -cannons- brass. Monograph Gerard Delacroix.

Interview with Model Ship Builder - Philip Eisnor

This issue I'd like to bring you a short interview I had with long time model ship builder and thanks to the internet someone I call "friend", Mr. Philip Eisnor of Coldbrook, Nova Scotia.

Philip has been modeling for over fifty years. Originally as a hobby, then as a professional modeler whose models can be found in various museums and model collectors' collections around North America. Today, Philip has come full circle and has retired from professional model building and today only models for personal pleasure, finally taking time to build some of the models that have gained his interest over his modeling career. As I type this Philip is working on HMS Victory.



Philip Eisnor working on "Three Sisters"

MSBJ: First of all, I wanted to thank you for taking the time out of your schedule to be able sit down and have a chat with us about your modeling career. You have been modeling now for some 50+ years. What is your earliest recollection of modeling? and what makes that stand out for you?

PE: As you know, Winston, my modeling experience dates back into the late 1940's, early 1950's, it was from my late father that I gained this knowledge. My father had a nice workshop in our family home in the west end of Halifax on the shores of the North West Arm, a nice body of salt water adjacent to Halifax Harbour.

My father did much of his building during the winter months, the models he built were of vessels he sailed on, Barques, Brigantines and Schooners. I used to sit next to him and watch him make all the various parts of a given model, asking many questions and listening to him tell many stories when he went to sea. I recall one story on how he and ten others sailed a Barque to Australia. That was quite the adventure and he captured you up in the story. All of Dad's models were designed from the ships he knew during his life time in Mahone Bay where many were built there. He scaled his drawings from the photos he had and many sketches he made during the building of these vessels. He also had several builders' half hull's to take the lines off for model work.

When I reached my early teens I was making small parts for him and at first a few were not too good. I learned from the experience. Then over the years he and I worked together building many models for the Museums in Boston area. I guess to this date they still have them. Dad was a master modeler and as his life progressed his ability to build became less because of his age. It was during his 85th year that he stopped building. And so over those many years of his tutelage I learned much but wish I had asked him more questions. It is strange in those early years you don't think of those things and only after he had passed on that I thought of those questions. Strangely, it was about three months ago that my younger brother gave me a box of models that my Dad had started. These were three small schooners, all fairly complete including

the spars, booms and gaffs. It is my intention to finish them, keeping one for myself and giving one to my brother and the last one to my son since he knew my father well; and so Winston this is how my modeling all started so many years ago.

MSBJ: I guess it's safe to say that your earlier modeling experiences with your father helped to lay down some sound foundations for your future modeling endeavours. When you first started modeling on your own, did you build from kits as a lot of people do today or did you have to develop your own projects from plans that you could find?

PE: As time went on Mom and Dad gave me several ship model kits especially for Christmas and my birthday. These were the Sterling all balsa kits, and for ship models they were not the best.

One of my favorite models to build was the "Bluenose". After making several kits of her I was to find out from my Father and other seafaring members of the family, these models were far from accurate.



Bluenose Foredeck

MSBJ: You mentioned the "Bluenose". I have heard, from talking with various people, that you have become quite well known in the modeling world by modelers, model collectors and museum curators for your models of the "Bluenose". Some say that your models are perhaps the most accurate portrayal of this well known schooner. I suspect that this wasn't always the case. What do you think makes your models different from the many others that are out there?

PE: Yes, I have heard that said about me. It not only goes with the Bluenose but all the other ship models that I have built over the years. I know that the curator of the Fisheries Museum had said in my company when addressing others that it is my accuracy and attention to detail that is the key to my work. I can only say that it was the tutelage of my father who showed me how to develop this ability to build accurately.

MSBJ: You eventually decided to do your own research on the Bluenose and develop your own plans. When did this occur?

PE: It was not until the late 1970s that I decided to research the vessel and make my own drawings. My Bluenose plans are the subject of over four years of research and many months at the drawing board. There were no accurate drawings of her other than the a hull lines drawing made by the designer that I found in the Provincial Archives. During that period of time I interviewed some eight surviving folks who either sailed on or helped build the Bluenose and strangely when they were asked a particular question about a given subject I got eight different answers. Detail of the Bluenose was obtained from many photographs made by the late W.R MacAskill and John Knickle. Mr. Knickle lived in Lunenburg and was a great friend of the captain of Bluenose, Angus Walters. Mr. Knickle took hundreds of photos while at sea, under sail and at dock side, that later gave much detail of the deck furniture, machinery, etc plus the spacing of hull timbers and other similar things. And so with all the details I had garnered, I developed a beautiful set of drawings as stated by many Museum curators. The drawings are the result of many months of hard work and were finished in 1988.

MSBJ: What scale are your drawings of the Bluenose?

PE: The drawings are available in two scales. Firstly there is the 1/4" = 1'-0" which is a plank on frame model having a finished length of 44" which is much too large for the average home in my opinion but makes a beautiful Museum model. Then there is the most popular set of drawings done at 3/16"=1'-0" which is for a plank on bulkhead model, and gives you a nice sized model at 33" in length. A beautiful model that fits well into the average home or office. Both sets of drawings are highly detailed leaving nothing to the imagination of the builder as to her construction.

MSBJ: Since you have started building models, how have you found that model building styles have changed over the years?

PE: In the building of scale ship models much of the practice has not changed all that much except we now see more models built using the plank on bulkhead method. In my time, scale models were built from varying thicknesses of pine or bass wood called "lifts". These lifts were taken from the hull lines drawings and glued together and then carved to shape and when you stay within the shape of the lift it is very easy to have a perfectly shaped hull. The tools to do this are quite common...a good sharp knife with a four to six inch blade, then using varying widths of chisels and gouges you can get the work done very easily but you have to learn to control the amount of wood you are to remove, this takes practice.

MSBJ: What about glues? Are they different today than what you are used to using? I know a lot of people like to use C/A glues today.

PE: Yes, we used different glues back then and yet many of them are still in use today. A high quality furniture glue was used then and believe it or not Lee Valley Tools still sell this high quality glue because it is still used in furniture making. I would rather use this glue than the C/A types when possible especially when planking the hull or decking all because you can remove a plank very early on and not have to ruin anything you have done previously.

MSBJ: Does your son share your enjoyment with modeling? Or has he fallen into the trap that so many fall into these digital days and wanting everything to happen immediately or they quickly lose interest?

PE: I have managed to teach my son very early in his life the reading of scale drawings and scale ship model building inasmuch as the both of us built large Radio Controlled aircraft models in addition to ship models. I started to teach him when he was about fourteen years old and he fell into model building like a fish in water and so over these many years we have worked together on many projects. And so now his son is learning about building models but mainly aircraft models, nevertheless he is learning how to use quality tools and how they work for you, he asks his father (my son) how to do things and when his father is not there he phones me and asks me how to do things.

I think it is great that this all started way back when I was young working with my father and now it has gone from me to my son and to my son's son, what a wonderful way to pass on a family's tradition. However like you said....young people seem to have to have things happen immediately...it's the computer age and all the other electronic junk that's out there to catch the eye of young people. Thank God my grandson has not fallen into that trap.

Some recent models built by Philip



Half Moon

(see Contributor's Pictures for more)



HMS Neptune



la Couronne

Built a number of years ago
here's a brig with really nice lines

MSBJ: Yes, it must feel quite wonderful. It's not often these days that children even take an interest in what their parents do, let alone carry on a tradition.

PE: Yes Winston it is a great feeling of accomplishment and I know if my father was alive today he would be very, very proud indeed, he was a great man and very talented.

MSBJ: What advice would you have for novice model builders today with regards to the tools they use?

PE: Never buy cheap tools as they will not last nor will you be able to get a fine sharp edge on them, ie, chisels and gouges. Only buy high quality tools, oh they are expensive BUT they will last a lifetime and will do the precision work that is required of them when you learn how to use them. The main thing in using sharp tools is to let them do the work and don't force them. Two places I will recommend for high quality tools.....Lee Valley Tools in Ottawa, Ontario, Canada and Micro-Mark in New Jersey, U.S.A. Lee Valley have all the wood cutting tools you will require while Micro-Mark have all the miniature tools required for model work, two great places.

MSBJ: Are there any specific ships of note that you would like to model in the future that perhaps you have had on the backburner for all these years? You've built so many for others I suspect there is at least one or two that you would like to do for yourself.

PE: Yes, as a matter of fact, however, there are, but for the present I am going to put everything away after I finish my model of HMS Victory, this is a large model and takes much of my time and with my present health conditions it is built with great difficulty.....most times breathing is terrible. As you know it was just last year I finished that 3/16" scale model of the original Bluenose for my wife and I as a 50th anniversary wedding gift to the both of us. Elaine is so very proud of the model and very pleased that I built it as it is only one of a few that I have kept for our selves. Within the next few weeks ship model building will cease for awhile and hopefully I will continue after my health improves if that is possible.

MSBJ: Well Philip, I just want to thank you for taking some time aside to answer some questions. Are there any comments or suggestions that you would like to pass on to the readers?

PE: Over my many years of building and instructing others I have noted that there is a steady growth in ship model building, models that reflect the history and evolution of nautical design and construction. You know folks build for many reasons. However, the dream of sailing before the mast on a tall ship with her sails filling in the wind and the sea moving around her; and for the individual.... the wish for adventure and the romance of the sea is perhaps the chief reason to build a miniature tall ship. For those who build, could this be their only way of escaping the ever growing pressures of today's society?

Over these years I think the ultimate dream of serious builders is to build an accurate and detailed ship model, otherwise an exact replica in miniature. As many of us know there are numerous kits in the market place, many are very good while others are just plain trash. The quality ones are "State of the Art" attempts to make such a model possible for a builder with moderate experience and yet there are some important reasons for those who are just starting out, however, for the novice it is important that they get some solid advice from an experienced builder.

Inasmuch as the building of an exact scale ship model is very exacting, one gains much pleasure from it because you learn skills that perhaps you haven't encountered before. One very important thing is that you can learn about the history of the ship, the reasoning of why she was built and all her adventures. This in its self will open your mind to everything marine. However, you will come to realise that the greatest thing one gets from building models is the relaxation from the "rat race" of today's society, the ability to slow down and enjoy one's self and dream a little of a bygone age.

Finally, this hobby or should I say craft is perhaps one of the finest hobbies one can get involved in; and in time you will gather more knowledge of ship and the sea plus build a complete workshop as your funds allow.

Well Winston this sizes this whole story up and I have enjoyed this very much, take care and "Happy Modeling"

Be sure to visit Philip Eisnors' webpage at the Model Ship Builder Website in the Model Builders section.

<http://www.modelshipbuilder.com/models.html>

Ship Replicas



Lady Washington

The original Lady Washington was a 90-ton trading vessel built in Massachusetts around 1750. She sailed around Cape Horn and participated in the fur and pelt trade with the coastal Native Americans in the Pacific Northwest and in tea and porcelain across the Pacific in China.

She became the first American vessel to reach the island of Japan in an unsuccessful attempt to move some unsold pelts. The Lady remained in the Pacific trade and eventually foundered in the Philippines in 1798.



Dunbrody

The original Dunbrody was a three masted barque built in Quebec in 1845 by Thomas Hamilton Oliver.

The Dunbrody Project oversaw the construction of a full-scale sea-going replica. She was completed in New Ross drydock early in 2001 and since May of that year has been open to visitors at the quayside in New Ross. Visitors can see an interactive exhibition and experience life on board an emigrant ship. There is also a large database, compiled in collaboration with the Balch Institute, of emigrants who sailed from England, Ireland, Scotland & Wales in 1800s.

Model Ship Builder Website Updates

Over the next few months I'm going to do a little revamping of the website. It's starting to grow and before things get too far out of hand I need to make some adjustments behind the scenes. So, be aware, that if you have bookmarked any pages you may have to re-mark them as I am moving some things around. So don't worry if your bookmark doesn't work, the pages are still there!

Also, you will probably have noticed by now that I have taken the past issues of The MSB Journal offline and they are no longer currently available for download. I had to do this purely for financial reasons. The excessive costs of additional bandwidth was just getting to be too much.

I am currently reviewing a couple of options to make them available again in the near future. Both of them will cost the reader money to access back issues, which I'd really like to avoid doing, however, the costs are getting too much on this end.

Actually, one thing you could do to help out when you visit the site is to check out a couple of the Google links. I did some rough calculations and figured that if everyone were to check out at least two of these links on each visit that should help defray the majority (if not all) of the cost that I pay in extra bandwidth usage when all of the Journals are online. So, when you are at the site, give a click or two and help keep the MSB Journal a free publication! :-)



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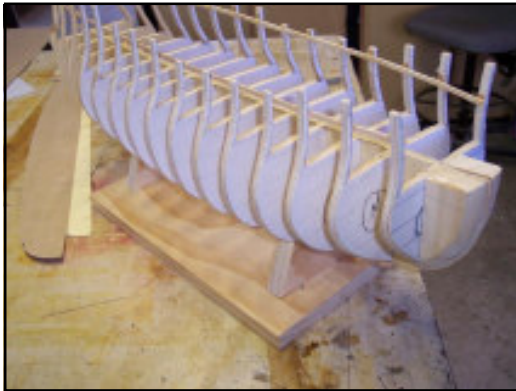
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Royal Albert

The Ship That Never Existed

by Gene Bodnar

A new on-line project has begun at the Model Ship World website (www.modelshipworld.com): scratch-building a 100-gun first-rater called the *Royal Albert*. It is a representative type, rather than an exact replica, of a ship of the line from the 1690-1710 period. Thus, the ship itself never existed.



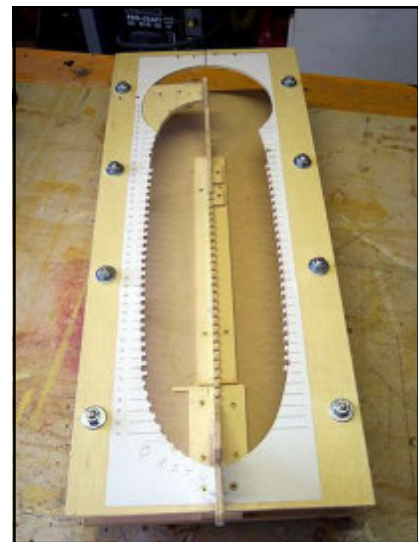
Plank on Bulkhead



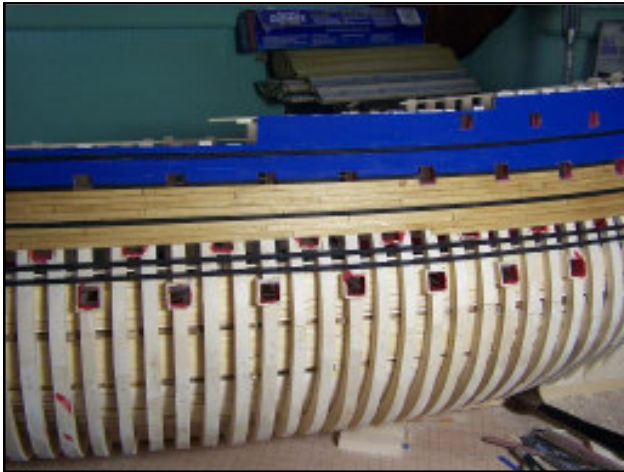
Solid Hull

The build is a unique project in that it allows members to choose between four different styles of building the model: solid hull, plank-on-bulkhead, plank-on-frame, or admiralty style. Plans are offered for all four styles. Each modeler is given wide variety of choices in each aspect of their own particular style of building. Nobody is restricted to a specific set of plans. Each person is allowed to select what will appear on the decks, what kind of stern decorations to use, what the figurehead will look like, what colors they would like to paint the ship – in short, anything goes. The only restriction is that whatever is included on the model must have existed for the given period and type of vessel. The purpose of building this kind of ship is to expose modelers to new and different kinds of building methods, and to allow them to develop their skills and imaginations in areas they would not encounter if building an actual ship. Even the complexity of the model is left up to the builder. For example, if the modeler wishes to add details to the hold of a plank-on-frame model, he will be guided on what to include and how to do it. Not only that, but he will be given several different options on how to do it. If he desires to build an intricately carved stern, he can do so, but if he'd rather build a simplified stern, that's okay, too. However, all members are encouraged to experiment with ideas they've never tried before.

The idea for the project originates from a book called *How to Make Old-Time Ship Models* by Edward W. Hobbs. The book



Admiralty



Plank on Frame

has been in print without interruption since 1929. The plans for the *Royal Albert* are included in the book. Unfortunately, the plans are only offered for a solid-hull model, which means that the project leaders, Dirk De Bakker and Gene Bodnar, drew up new plans for all hull styles, with the assistance of a CAD draftsman. Dirk is now leading the solid-hull, plank-on-bulkhead, and admiralty builds, while Gene is leading the plank-on-frame build.

So far, the project, which began in early September, has attracted forty members from all over the world. As it progresses, more members are expected to join this exciting project. Be sure to drop by and see us. Join the build!

What Ship is This?



Last Issue

The Canadian HMCS *Protecteur*, *Protecteur*-class operational support ship is in the background. The ship we were looking for in the foreground of the picture is the American battleship USS *Wisconsin*, during the Persian Gulf War against Iraq, 1990.

Five readers were able to identify the USS *Wisconsin*

Contributor's Pictures

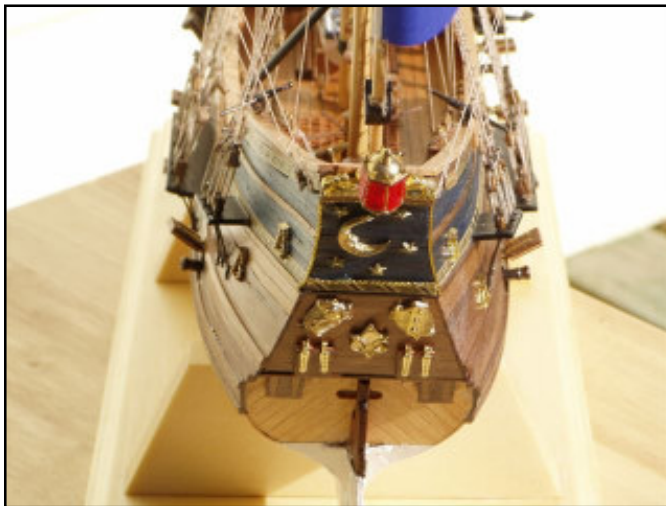
The first pictures and story I would like to add to the Contributor's Pictures section this issue are from Mr. Philip Eisnor of Coldbrook Nova Scotia. If you haven't already, be sure to read the interview I had with Philip earlier in this issue.

It was a few years ago that I had obtained the drawings for a model of this vessel from Corel, a ship model manufacturer in Italy, the drawings laid around in my library for some time before I decided to build this lovely little galleon.

The drawings were fairly good although I found some inconsistencies in them and had to do some research in Holland at their Maritime Museum in Amsterdam. And so after this research I found some extra details and added them in the present drawings and then started the model. I had also obtained the fittings including the rigging blocks and dead eyes to complete the model saving me some work making them.



The "Half Moon" is typical of galleons of the period, 1550 to 1650 and her lines are quite remarkable as her under water lines are quite smooth and she would make a nice vessel to sail with a moderate area of sail.



As a matter of interest here is a bit of history of the vessel "Half Moon" and her captain Henry Hudson, the English explorer. Henry Hudson had made several voyages with the "Half Moon" and in 1609 while seeking a passage to Asia he discovered a bay, Hudson took possession of the bay in the name of the Crown Prince of Holland. Over the ensuing years Hudson made a number of voyages until in 1611 his crew mutinied, he was abandoned in a very inhospitable land by his crew, all traces of him was lost. So now we have a large bay in northern Ontario and Manitoba which was given the name of Hudson's Bay in his honour. During my research I could not

find any further history on what happened to the vessel after that period. Never the less she is a delightful little vessel

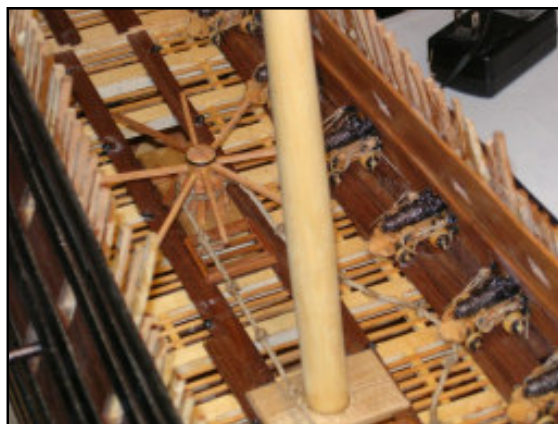
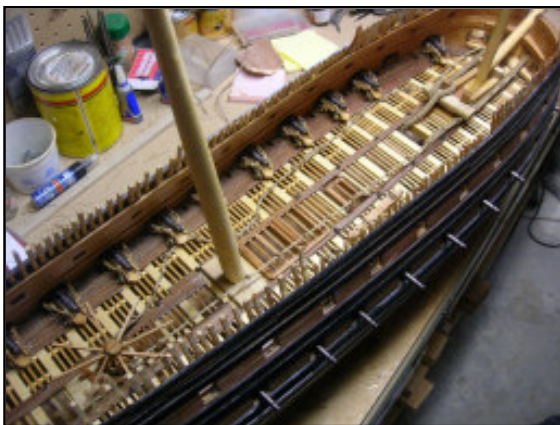


The model's construction is typical of the Corel line of their ship models which is a plank on bulkhead type and goes together fairly easy, the planking has it's moments especially in the bow area but can be over come by soaking the planks in warm water and formed over a form cut to the curvature of the profile of the bow and let dry for some 30 minutes. I will not go into the complete constructional details of the vessel as it would make this story much too long and perhaps boring. However if you would like to build this delightful galleon it is probably available through your favourite hobby shop I suspect or perhaps by . contacting Model Expo. And so, in closing I wish you happy modeling,

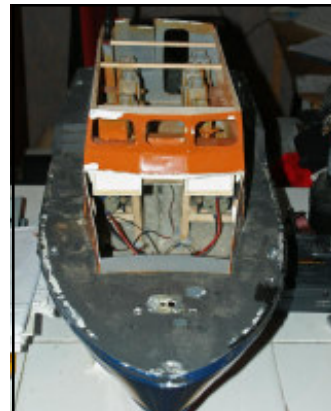
but measure twice, cut once and think out carefully what you are trying to make before cutting wood. Regards, The Old Salt...Philip Eisnor



Here's a few updated pictures on the progress of Clayton Johnson's Wasa. Clayton has contributed a few articles to the the MSB Journal since we began.



Mike Pendlebury put his super Mersey Lifeboat project on hold until the spring. Not to be held down though, he just finished a refurbishing job of a Trent Class Lifeboat. He did the refurbishing for a former member of the crew of the original boat. It's a 1/16 Model Shipways boat. Looks great Mike!



Here's what she looked like when he received it.

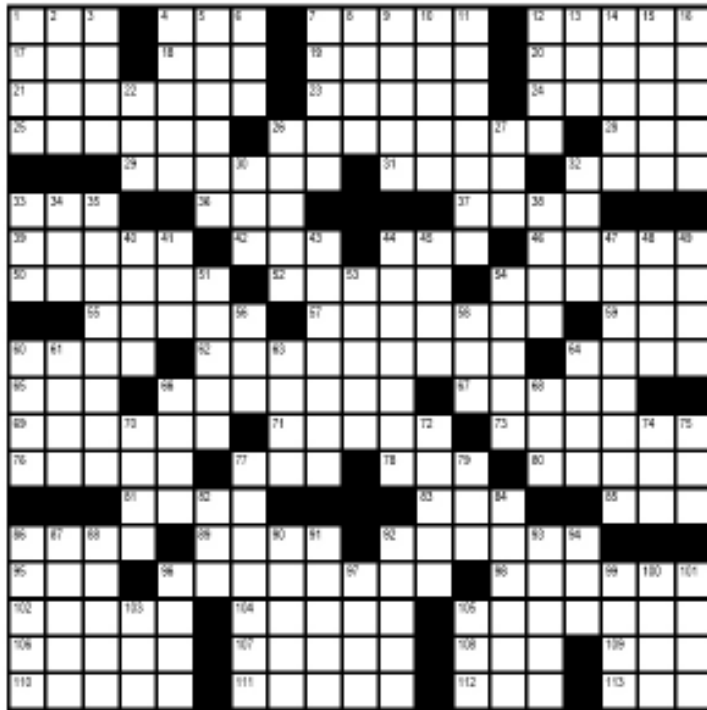


Halfway into the rebuild



The boat is 1/16th scale and has working navigation lights, deck lights, interior lights and the radar is made from a modified micro servo. The crew figures are rebuilt plastic figures found at car boot sales locally for about 50 pence each.

Ship Happens by Gene Bodnar



Across

- 1 Ref's relative
- 4 ___-de-Calais (Strait of Dover)
- 7 La ___ (Milan opera house)
- 12 Landing place for a ship
- 17 Formerly known as
- 18 "___ Maria" (hymn)
- 19 Cringe in fear
- 20 Of hearing
- 21 White Star Line steamer that sank in 1912
- 23 Become less
- 24 ___ Fleming (George Meredith novel)
- 25 Iroquoian language
- 26 British steamer that sank in 1867
- 28 Partners of pas
- 29 Musical pieces played fairly slowly
- 31 Place that stocks a lot of baloney
- 32 Listen!
- 33 ___ Roy (alcoholic drink)
- 36 Yakety-___
- 37 Island in the Tyrrhenian Sea
- 39 Jung's ego
- 42 Shell that fails to fire
- 44 Bad ___ (German spa)
- 46 Planet's path around the sun
- 50 English essayist Addison
- 52 Birthplace of Mohammed
- 54 Get tangled
- 55 Spouses
- 57 Metalworks
- 59 Downwind
- 60 Progressive jazzman Kenton
- 62 Cunard liner that sank in 1915
- 64 Talon molding
- 65 Lester Patrick Trophy winner Bobby Belle
- 66 Defamed one's character
- 67 "The Female Robin Hood" Belle
- 69 Tool pointed at both ends
- 71 Atomic particle
- 73 Sets of principles
- 76 Meso-American language
- 77 Bro's relative
- 78 Move over with pressure
- 80 Pessimist
- 81 Slangy agreement
- 83 Jampack
- 85 Make up one's mind
- 86 Canister shot, for short
- 89 Kind of salamander
- 92 Close-fitting pullover

- 95 Word in "The Wiffenpoof Song"
- 96 Galleon that sank in 1545
- 98 Unwholesome atmosphere
- 102 Role Jessel often played
- 104 Bed of a drainage basin
- 105 Ironclad that sank in 1862
- 106 In a higher place
- 107 Assistant
- 108 Dolt
- 109 Maple's kin
- 110 Single-celled microorganism
- 111 Visionaries
- 112 Arctic explorer John
- 113 Strand of rope
- 40 Intend
- 41 Disposed
- 43 Corrupts
- 44 South American nation
- 45 Buddenbrooks author
- 47 Argentine warship that sank in 1982
- 48 What "video" means
- 49 Society of Friends pronoun
- 51 Spiral
- 53 Shelters for pigeons
- 54 Muse of love poetry
- 56 Hero sandwich
- 58 Rapper's lack of respect
- 60 Frosh's superior
- 61 Kingston, for one
- 63 Big truck
- 64 Bacchanalia
- 66 Path
- 68 Electric discharge
- 70 Boxer's coup
- 72 Hospital employee
- 74 Puppy bite
- 75 Do something
- 77 Himalayan mountain people
- 79 "___, humbug!"
- 82 Assemblage
- 84 Champagne cocktail
- 86 At right angles to a ship's keel
- 87 Rumba's kin
- 88 Fine Burgundy wine
- 90 Nets to Catch the Wind poet Elinor
- 91 Business deal
- 92 Old monarchs of Russia
- 93 Washer cycle
- 94 ___ chi chuan (Chinese martial art)
- 96 Reward, once
- 97 Hearing of a case
- 99 Footprint
- 100 Gangster's gal
- 101 Military organization
- 103 Juan Peron's wife
- 105 Impair

Down

- 1 "He hath turn'd a heaven ___ a hell!" (Shakespeare)
- 2 Chow ___ (Chinese entree)
- 3 Tennis player Sampras
- 4 Bamboo-eating bear
- 5 Bird sanctuary
- 6 Unsweet, as wine
- 7 Fraudulent business schemes
- 8 Corn spikes
- 9 Tony or Grammy, for example
- 10 River in Hades
- 11 Small interstices
- 12 Articles of the same kind
- 13 Slangy word on inquiry
- 14 Scent
- 15 Underwater echo
- 16 Canteen's relative
- 22 Afflict
- 26 Hogwash
- 27 Naught
- 30 Gallivant
- 32 Damage
- 33 British rule over India
- 34 Artist Yoko
- 35 German warship that sank in 1941
- 38 Gaunt

Ship Happens Answers

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