

Volume I Issue XI

In This Issue

- The Matthew Project - Parts 4 & 5
- Making your own Walnut Stain
- Davey Jones and his Locker
- ...and our usual columns!



The MSB Journal

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Table of Contents

Editors Notes - 4
The Matthew Project - Part - 5
From the Files of ShipWreckCentral - 12
Make Your Own Walnut Stain - 13
What Ship is This - 15
The Matthew Project - Part 6 - 16
Davey Jones and his Locker - 25
Ship Replicas - 26
On The Cover - 27
Contributors Pictures - 28
Crossword - 34

Editors Notes

Another year, another great start! Happy New Year everyone! For those of you who celebrated it, I hope you and your family had a wonderful Christmas.

Hard to believe but we're closing in our first anniversary here at the Journal. Where does the time go?

Sorry for being a little late getting this issue out. With Christmas, and a family emergency which required my attention I did not have much of a chance to get things together on time for our normal release.

Not to fret though, we've got some great info in this issue. The next two parts of the Matthew Project to get things started. We were hoping to wrap it up by the first of January so that I could pass on some news to you, but things are progressing a little slower than we had anticipated. Such is the case with any prototype though. I guess that's half the joy of building something from scratch. You never know what you are going to run across.

Well I won't keep you any longer.

Happy Modeling!

Winston Scoville
www.modelshipbuilder.com

P.S. Don't forget to check out some of our sponsors when you visit the site. Remember, they help keep things going on this end.

The Matthew Project

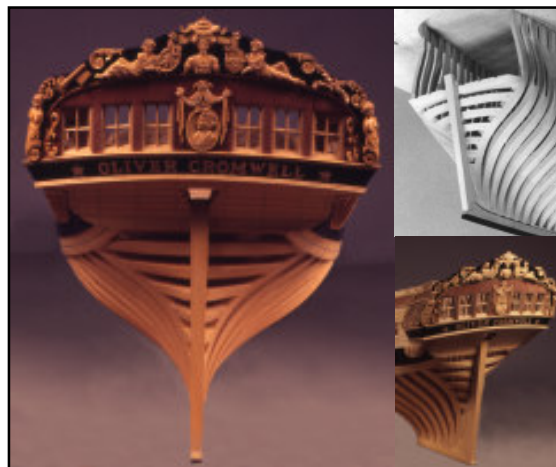
Part 4 - The Stern

In classic model building where the model is built timber for timber like an actual ship, the stern would be made up of several timbers.

The photos to the right show the transom timbers, which make up the lower section of the stern.

The B&W photo shows the transom section, where the upper part of the stern is built from. You can see the notches for the stern timbers in the transom.

The bulkhead construction of the Matthew hull leaves a void at the stern where the transom pieces would normally go. If you were to plank this stern the planks would crease at the last two bulkheads and lay flat from the last bulkhead to the rabbit. You need a structure under the planking to form a smooth bend.

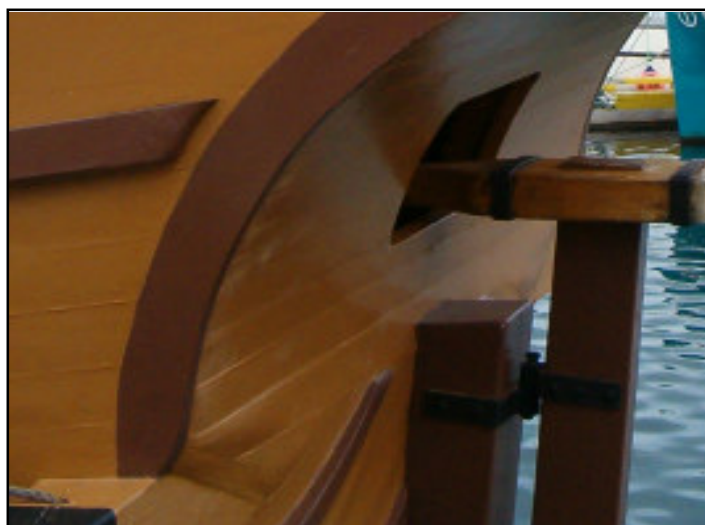


Before any building on the stern begins some pre-planning needed.

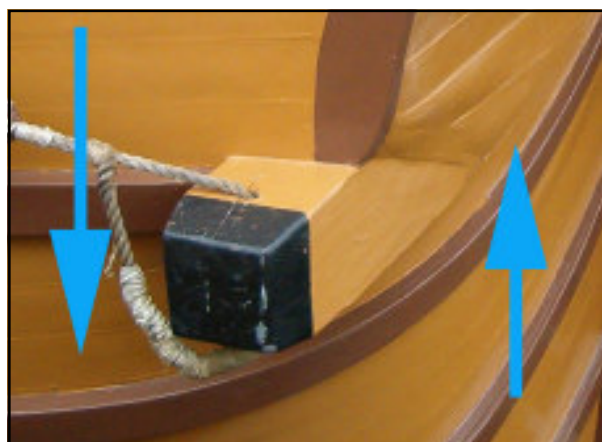
To begin, we will take a look at the stern of the Matthew. One unique feature is the end of the transom sticking out beyond the side of the ship. If you were to follow the wale pointed to by the blue arrow notice that it is level with the deck. Now we know how high to place the transom.



Taking a close look at the planking we can see the planks of the lower section of the stern run about half way over the outer face of the transom. The hull planking runs up the inside edge of the stern post and over the outer face of the transom timber where it butts the bottom edge of the planks of the lower section of the stern. There is a small, wedged shape piece that fills the gap between the hull planking and the stern planking.



The final plank of the hull runs along the top of the second wale and under the end of the transom piece and finally twists and lays flat on the outer face of the transom. The blue arrows show this plank in the photo.



The height of the opening of the tiller arm is the width of 2 ½ planks above the upper face of the transom. Looking from the inside out you can see the stern timbers pointed to by the yellow arrows and the blue arrow points to the top of the transom timber.

Dates in American Naval History

20 January 1783 - Hostilities cease between Great Britain and the United States

30 January 1862 - Launching of the first turreted warship USS Monitor

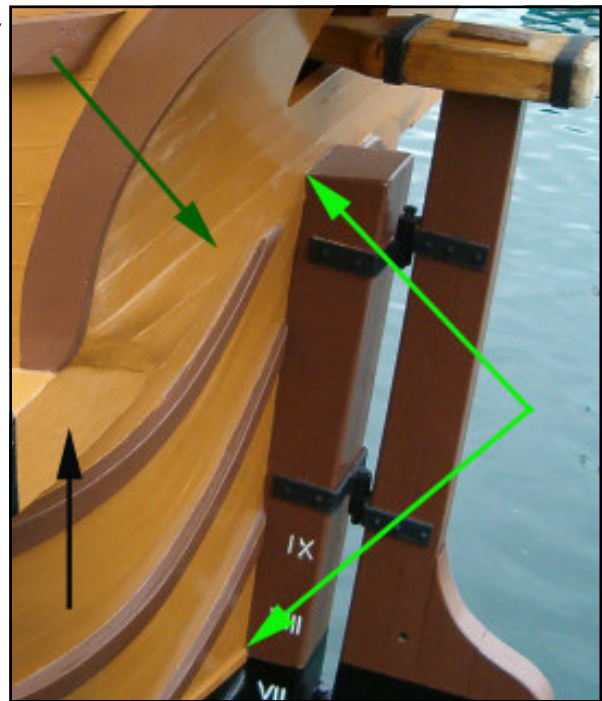
In the picture to the right, the black arrow, is pointing to the face of the transom timber.

The dark green arrow is pointing to the stern planking, which is over the face of the transom timber.

Lastly the light green arrows are showing the hull planking fitted into the sternpost rabbit.

If you fit the transom timber against the inside face of the stern post you will end up with planking that looks like the photo to the left below.

There is a jog between the planking in the rabbit and the plank on the transom timber. In order to get the stern planking to look like the photo of the Matthew stern, there has to be a gap the thickness of the planking between the transom timber and the inner side of the stern post. In actual ship building it would seem if the transom timber didn't notch into the stern post it would be floating with no support. The transom timber in actual ship building would sit on top of the inner stern post and its ends were notched into the last frame timber.

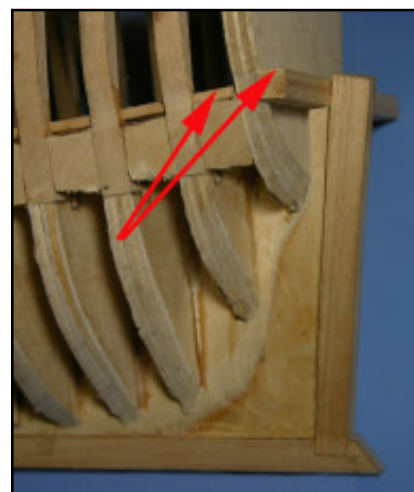


With all the pre-planning done it appears some alterations will need to be done to the model. For some unknown reason, could be that creeping error, there wasn't enough room for the planking between the stern post and the transom timber. A little shaving off the stern post will correct that problem. It looks much worse than what it really is, simply mark the amount you need to remove then clamp a straight edge to the stern post. Use a new blade sharpness is the key to getting a clean cut. Don't use a lot of pressure on the first couple cuts, just score the wood. Once you have a path for the blade to follow then shave off the excess wood. If on your model there is room for the planking then you don't have to correct the stern post. This just happened on the model I am building.



The exact height of the transom timber could be seen in the photo of the actual ship. Line up the top of the transom timber with the top of the waterway as indicated by the two red arrows. When the transom timber was being fitted is when I noticed there wasn't enough room between it and the stern post. In the photo the transom fits tight against the stern post. Another possible correction is to make the transom timber smaller. The structural timbers used in

the actual ship were either 5 x 5 or 6 x 6 timbers in the upper works. It was a guess on my part to use a 1/4 square piece for the transom, which is a 12 x 12. In the photos of the actual ship the planking is eight inches wide, the transom timber looks larger than eight inches so I settled on the 12 x 12 because it is a main timber supporting the stern structure. To simulate the lower transom timbers you see in the photos of the Oliver Cromwell I decided to remove the lower section of the last bulkhead. Another correction that looks harder than what it is. A razor saw and a sanding disk on the Dremel make short work of it.

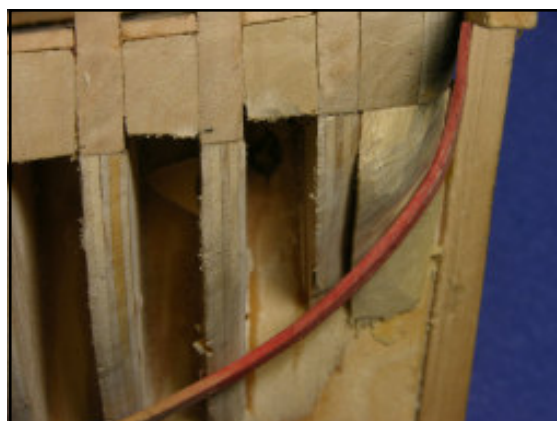
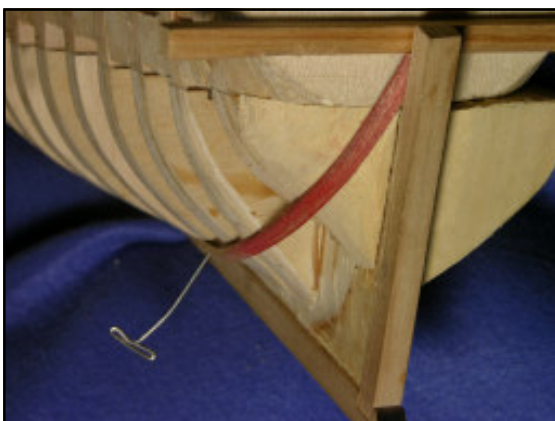


Now there is a big hole where the lower transom pieces will fit. I saw no need to fit individual pieces because the area will be covered with planking. Blocks will serve the purpose well and give the planking a solid backing.



At this stage the blocks do look ugly and you wonder if you will ever get them shaped. When I cut the blocks I measured from the last bulkhead to the sternpost the subtracted the thickness of the planking to form a rabbit between the block and sternpost. The wood used is Basswood, which is soft and easy to cut. The only mistake I made was not to brush off the chips from my lap, thus leaving a trail through the family room and into the kitchen. This required breaking out the broom and covering my tracks through the house, luckily my floors are all hardwood and easy to clean. Needless to say the rest of the job was done outside on the deck.





As the stern blocks approached final shape a plank was used to check the shape as well as to be sure the planks will take a smooth bend to the transom timber and sternpost.

When you're satisfied the planking will lay smooth and your blocks have a nice shape a final sanding is done by hand to smooth out any bumps or high areas as well as feather out the bottom into the deadwood area.



Final shape of the blocks simulate the transom timbers and fill the area for the planking to rest against.



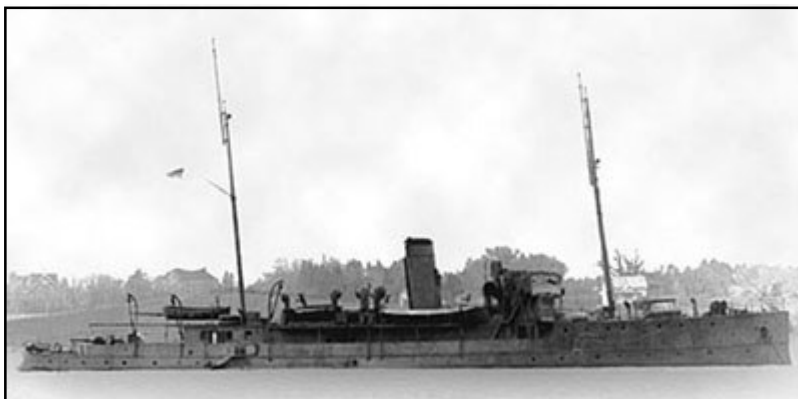
Be sure to check out Part 5
of The Matthew Project

Lining the Hull

on page 16

From the Files of Ship Wreck Central

The twentieth century steamer Queen of Nassau, former (Canadian Government Ship) CGS Canada was one of the most influential ships in Canadian history. Although the British Royal Navy guarded Canada's coastal waters from colonial times, beginning in the mid-nineteenth century, the two governments argued over who should ultimately be responsible for Canada's naval defenses. A growing naval threat in Europe at the dawn of the twentieth century placed increasing stress on the Royal Navy, while at the same time, competition for the economic resources of the North Atlantic placed pressure on Canada's small and aging Fisheries Protection fleet. The construction of the CGS Canada was a direct result of these dynamics.



CGS Canada / Queen of Nassau



The steamer CGS Canada was built in 1904 and became the first armed, steel-hulled cruiser owned and operated by the Canadian government. The Canada's ram bow, 10-to-1 length-to-beam ratio, and steel hull were a departure from the previous style of Canadian armed vessels. Consequently, the Canada marked the transition from traditional wooden schooners to modern steel cruisers, playing a crucial role as Canada formulated its young navy. The Canada was the fastest ship in the Fisheries Protection fleet; it was Canada's first successful naval training vessel, and the first Canadian naval vessel to train with the Royal Navy. The vessel also had the distinction of carrying the smallest Marconi wireless telegraph office in the world.

In 1924, the Canada was sold to Barron Collier, a wealthy Florida landowner. Collier renamed the vessel Queen of Nassau and used it as an inter-island cruise ship for the lucrative Nassau-Miami route. After temporary boiler repairs failed, and a fire broke out, she began taking on water. Shortly before 7:00 p.m., the pumps completely failed as the boiler fires were extinguished. The Queen of Nassau was sinking.

The 18-man crew boarded the single lifeboat and moved away from their ship. Minutes later, with the ship standing almost straight up in the water, her boilers exploded. The forward half of her crumpled up. She was gone.

You can view film footage of the wreck site at

www.shipwreckcentral.com

Go to the Shipwreck Map and do a search for the ship.



Source: <http://www.shipwreckcentral.com>



Make Your Own Walnut Stain

from Eugene Larson's Shop Notes



"You're doing what?" That was the response I received from my family when I told them I was going to make my own walnut stain. Actually it does not make much sense, and does possibly make me eligible for at least a visit to a "shrink". :-)

There are a lot of stains on the market, water and solvent based, that are quite suitable for all woodworking needs. However, while visiting a ski resort in the Shennandoah Mountains I came across a craft exhibit, and one of the vendors was making baskets. Some of the finished baskets had a beautiful walnut stain on them, and I asked which stain she used. Of course she said she made her own. Thus began the saga that included me standing over a large tub on the barbecue grill stirring with a stick, like in the days of witchcraft in Salem, or in fairy tales. But, the results were worth the ridicule.

Therefore, the process is here for those willing to suffer the torment of friends and family, and the jabs from fellow model builders identifying you as the top of the ladder of elitists.

First, and most critical, you must have a source for a small supply of fresh walnuts as they come off the tree. In this condition the nuts are the size of tennis balls and covered with a pulpy material that is normally removed to gain access to the nut. See the photo. We are not interested in the nut, but the pulp. I have a vacation home on a lake in the Piedmont region in North Carolina, and it is surrounded by Government wooded land. Our property has five black walnut trees, plus one that had to be cut down. The wood from the latter tree was harvested and has been used for various projects. What could be better than to have a corresponding walnut stain to even out the color on projects, when desired?



A trip in the fall to the woods with known walnut trees will be very relaxing. The fallen nuts should be quickly collected to prevent squirrels and raccoons eating them. Shaking the trees will bring most of them down, but head protection is needed, like a bucket (photo not included). At home spread the walnuts out in

an area to "cure". Do not place them in a bag or pile them up in a bucket, as you will end up with a terrible mess.

The green pulp around the nuts will slowly turn dark brown as the color from the nut inside leeches into the pulp. Any time after the entire pulp area turns brown you can start the stain making process. The pulp can still be soft, or entirely dried out.

Fill half way with water a sizeable pot, perhaps five gallons or more, and bring to a boil, either on the stove or barbecue. Then it is best to move outside to a barbecue for the remainder of the process due to the smell, although it is not too bad. The pulp on each nut should be broken into pieces to permit better water penetration. Fill the pot with pulp and nuts until there is no more room for the material to be covered with water. Continue to heat the water until it boils, and frequently stir the mixture with a stick. Try not to let any slop out, as this is "stain". Let the pot boil for about an hour, then let it cool and then sit for two days. A couple of times take a stick to stir and squash the material in the pot.

When ready to extract the stain locate some cloth paint strainers, available at a paint store. They fit over five gallon buckets. Pour the liquid into the strainer and leave the pulp and nuts in the pot. Whatever falls in the strainer can be thrown away. Then take the strained liquid in the bucket and run it through a second straining of the same material or some cheese cloth. This can be poured into some cleaned, clear plastic milk cartons, soda bottles, or the like. Fill only 3/4 full.

Try the stain on some wood. I guarantee you will like it. Obviously it is water based. When the stain is dry, a tung oil or varnish finish can be applied over it. If the stain is too concentrated add a little water until the desired color depth is obtained. Standard finishing techniques can be used including light sanding after staining and steel wooling thereafter.

The bottles of stain should be placed in a freezer until needed since it will go rancid and mold if left out.

Let me know how you like it.

Now, does the mahogany tree have nuts? I wonder about those cherrys on the tree. Hmmm!

What Ship is This?



In the last issue the ship was the HMS Bounty replica. I guess it was a bit of a give away based on the number of replies! :-) 79 people were able to identify her.

The Matthew Project



Part 5 - Lining The Hull

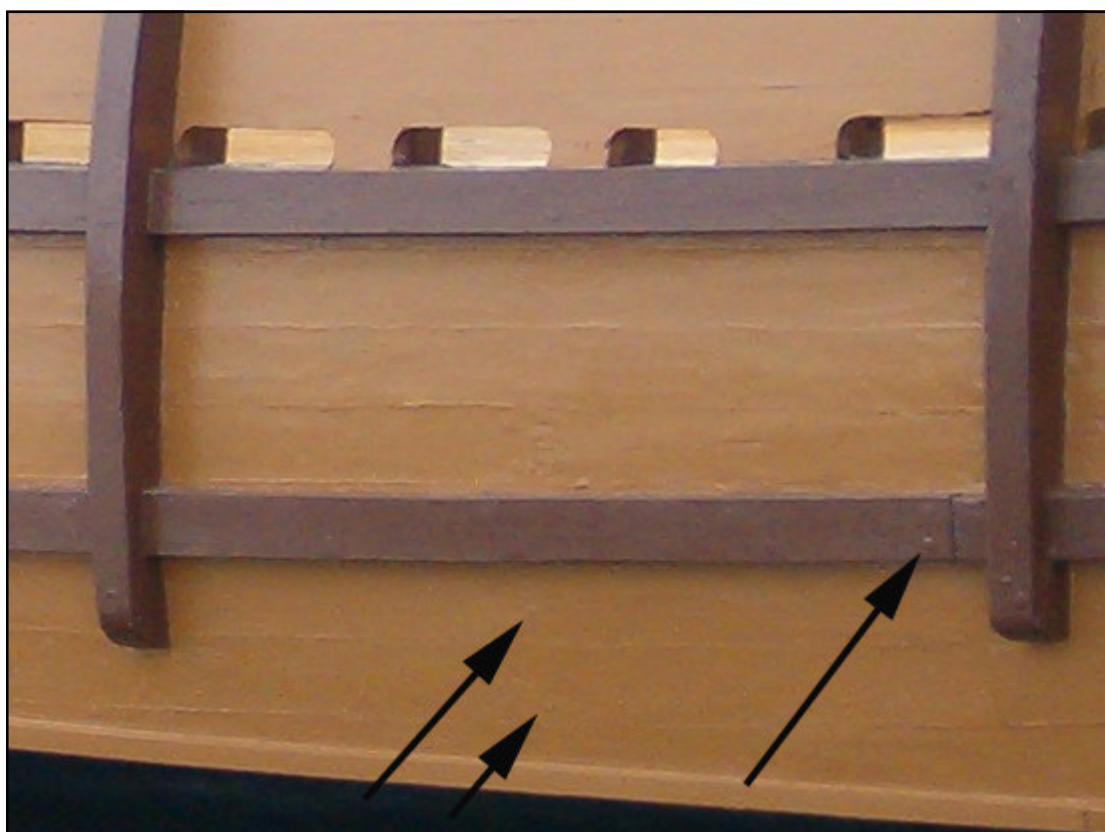
It is very common for kits to provide planking material unsuitable for the purpose, thus causing a number of problems for the model builder. Every commercial wood has its properties some are suitable for bending while others are not. Some common problems are, providing wood not suitable for bending, dry wood and providing planking material far too thin. Thinly milled wood will reach a certain point when it loses its strength and it breaks before it bends. Taking a look at the photo, the plank is bent and twisted from horizontal to vertical within a length of 6 inches. There were no heated plank bending tools used, nor was the wood soaked in water, the bend was done dry and cold. The bending and twisting was accomplished because, first the correct type of wood is used and second, notice the thickness, it's much thicker material than usually provided in double planked kits. Actually the thickness is to the correct scale of a 3inch thick bottom plank. The last point is dry wood, you will find furniture and cabinet makers all require wood dry to a low 6% moisture, some wood workers will tell you that is too dry while others say no. As wood dries it becomes brittle so a kit sitting in a warehouse for a year will dry out the thin planking to a point it becomes so brittle it snaps when you try to bend it. An example of this is to take a dry twig and break it, it will not bend but it will snap in half, now take a green twig and do the same, you will find the green twig will bend, even be difficult to break. Even if you soak the dry twig in water it still will not have the same bending properties as a green twig. Somewhere between the dry and green twigs the perfect moisture content is used in planking a model. For this project the same wood used for the waterways is used to plank the hull. The Willow has been slowly seasoned in a solar kiln and not flash dried in heated commercial kiln. The wood is seasoned to a moisture content of from 12 to 15% keeping the wood flexible and preventing it from becoming brittle. There is a concern expressed by some model builders planking with a moisture content above 6% will cause the wood planking to

shrink and you will have gaps between your planks. Black Willow was selected because while seasoning it has a large shrinkage but once seasoned and it loses its high moisture content it becomes very stable. The wood also does not split or check very easily. Lastly willow has an excellent ability to take glue and finishes to a smooth surface. Wood will move ever so slightly due to humidity in the air but not enough to notice, and it will not leave ugly gaps between your planking.

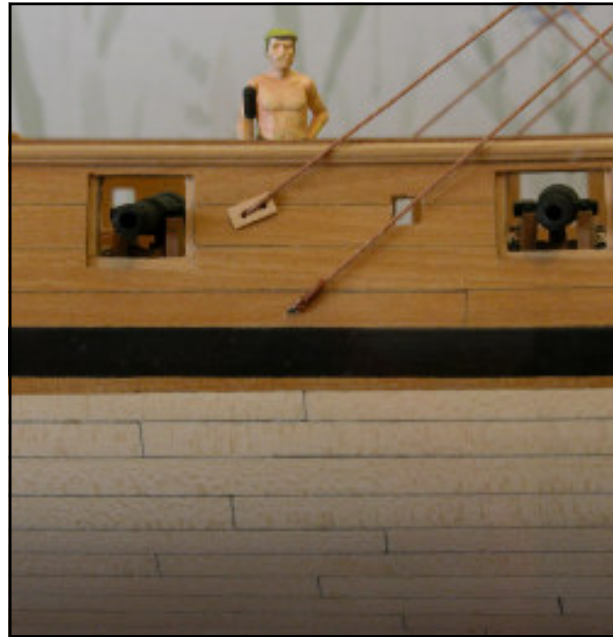
Before we actually get into the job of planking there are a couple of issues to cover concerning caulking and fasteners. These you should decide on before you start the job.

The Matthew is painted and any planking spikes may have been counter sunk and filled over. The black arrows are pointing to the barely visible heads of spikes. What can be seen are the caulk lines between the planks.

Model builders will go the extra steps and show caulking on the decks but not on the hull, it's up to you, the builder, if you want to show caulking or not on the hull.



On this model the edges of the planks were darkened to simulate caulking, making every plank stand out. There are a few ways to create the caulking. One method is to darken the edges with a marking pen, which you would have to test to be sure the pen does not bleed into the wood and give you a fuzzy line. Another method is to use a soft lead pencil and darken the edges. With the use of a pencil the caulk lines will not be perfectly even and will tend to fade in and out. This does give a realistic appearance. By standing the planks on edge and gluing them to a sheet of black paper then cutting them apart will give you a perfectly even caulk seam. To produce a subtle appearance simply space the planks ever so slightly apart and allow the glue to ooze up between the planks.



In this next photo the planks are set apart allowing several methods for showing the caulking. One is to leave the gap and allow it to fill in with whatever finish you intend on using, wipe the seams with a mixture of colored glue, or fill the seams with graphite paste mixture. This method is a little difficult to maintain an even gap between the planking because as the planks are glued to the hull they require clamping which may cause the planks to shift.



In the second photo the planking is set tight against each other. As you decide how to handle the caulking remember your at 1/4 scale and at that size the caulking is so small it would be a very faint line.

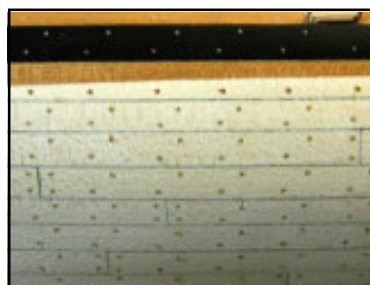


Caulking comes down to art vs. realism, you can exaggerate the caulking slightly so the viewer can see the individual planking and show off the craftsmanship of placing every plank. Also to demonstrate how the hull is built using planking and caulking to make the hull watertight. Or push the planking tight and leave only a hint of caulking.

Finally the length of the planks used is something to consider. By planking the hull in one long strip makes bending and twisting of the plank easier. A quick and simple example of this is to hold a piece of planking with your hands about 3 inches apart, then twist and bend. Now hold a plank in your hands 12 inches apart and twist and bend. Its much easier to bend a long plank because the stress is spread over the length of the plank. Seventy foot planks were a little difficult to obtain in real life and even if the were handling them would be a big problem. The longest planks used were thirty foot with an average of 18 to 22 feet and down to just a few feet. One way to show the butt ends of planking is to cut a shallow seam into the plank. You can't go to deep or the plank will snap at the cut. In the last photo is a fake butt cut into the plank and to the right is an actual butt joint. To the average viewer the difference may not be noticed. To anyone who has built a model ship and planked a hull can tell the difference between the two. The cut butts have to be done after the hull is given its final sanding or you will sand away the line.



Now we come to a debated issue that has been with ship modeling for many years, the treenail or wooden pegs used in ship building. On one side of the issue are those who feel using oversized and or contrasting treenails detracts from the model giving it the appearance of chicken pox. While on the other side there are those who like the look and feel it lends an element of authenticity to the construction of the model.



In most cases like the Matthew the hulls were painted and the fasteners didn't show. Where hulls were not painted the fasteners were counter sunk and covered with either a wooden plug or a putty. On the realism side of the issue the fasteners were small and when reduced to 1/4 scale they would disappear or be nothing more than a pin prick.

This is another issue where art vs. realism and it comes down to the model builders and what they want to show or demonstrate in their portrayal of a model of a wooden ship.

Leaving the final decision up to the builder all that can be done is to present the facts and the real thing and how to show the fasteners on a model, allowing the builder to choose.

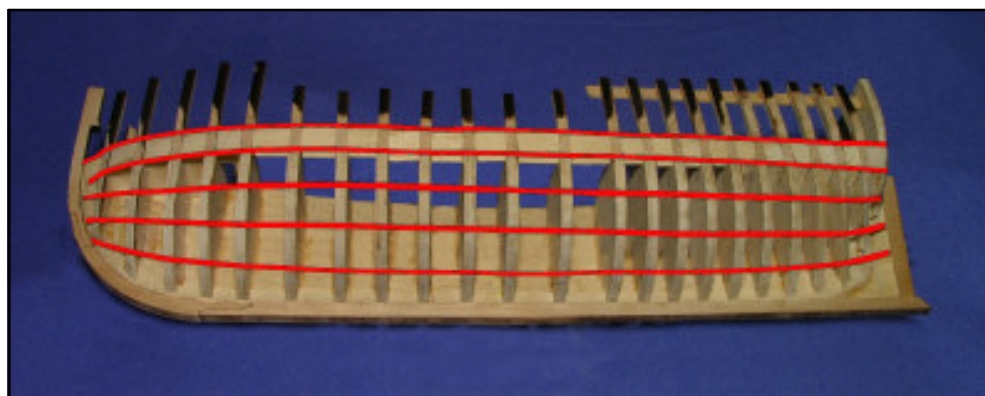
The only example we have for the time period of the Mathew for fastening planking to the hull is the Mary Rose. This ship used wooden trunnels which ran all the way through the outer planking through the frame and ceiling planking. The outer ends were counter sunk and plugged with a resin or tar. Butt ends of the hull planking of the Mary Rose used iron spikes. Over time iron spikes replaced the wood treenails



all together. In the above photo is a close up of a shipwreck of about 1840 here we see the use of iron spikes, the green arrows show the same methods employed back when the Mary rose was built. The iron spikes were counter sunk and the red arrow shows the remains of a putty used to cover the spike. In the photo it looks as if the spikes are above the surface of the planking. Actually the wood plank is worn down as you can see by the area around the spike shown by the blue arrow. This shipwreck has sistered frames and the spike pattern shows two spikes in each half of the frame producing a pattern of four spikes per frame. The Matthew was not sister framed so the pattern most likely would be two fasteners per frame. To add treenails or not is the question each model shipwright will have to decide for themselves. Lets examine the choices, a planking spike measured 5/8 diameter and a wood treenail measured one inch. At 1/4 scale a planking spike would be about .012 and a wood treenail .020. The 1/4 scale plastic figure is showing different sizes of fasteners. The top large fasteners are the size of the little brass nails available from hobby supply dealers. These measure .025 to .030 if you drive the nail into the plank and snip off the heads. A true to scale iron spike would look like the examples in the center while the bottom examples are showing a wooden treenail at about 1 1/4 diameter.

The traditional method for adding treenails is the use bamboo or hardwood pulled through a draw plate. Alternatives would be to use the bristles from

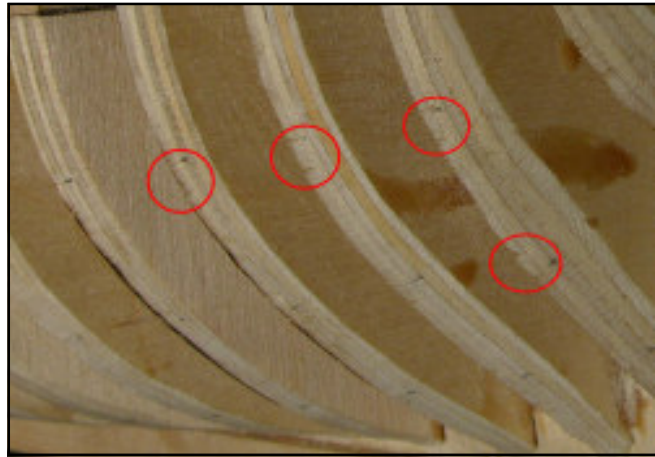
paint brushes, whisk brooms, push brooms, wall paper brushes or anything with bristles. Other materials include copper, brass or silver wire or plastic rods available in many sizes.

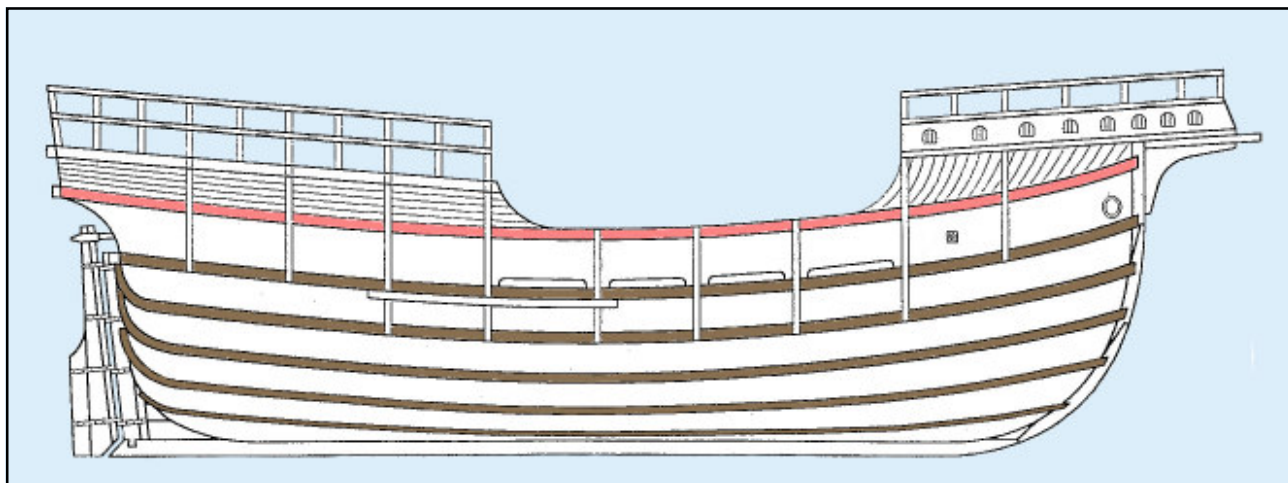


If you were in a shipyard and the foreman yells to you get a crew and line off the hull the photos show what you would be doing. Using 1/8 wide electrical tape the hull is divided into belts or sections for planking. By lining off the hull it insures a smooth run of the planking. Start by measuring the hull in midship into the number of planks it will take to cover the hull. It takes seven planks from the sheer to the cap rail then a belt of three planks and three belts of four planks and finally the bottom planks. First line off the sheer and the bottom plank belts.

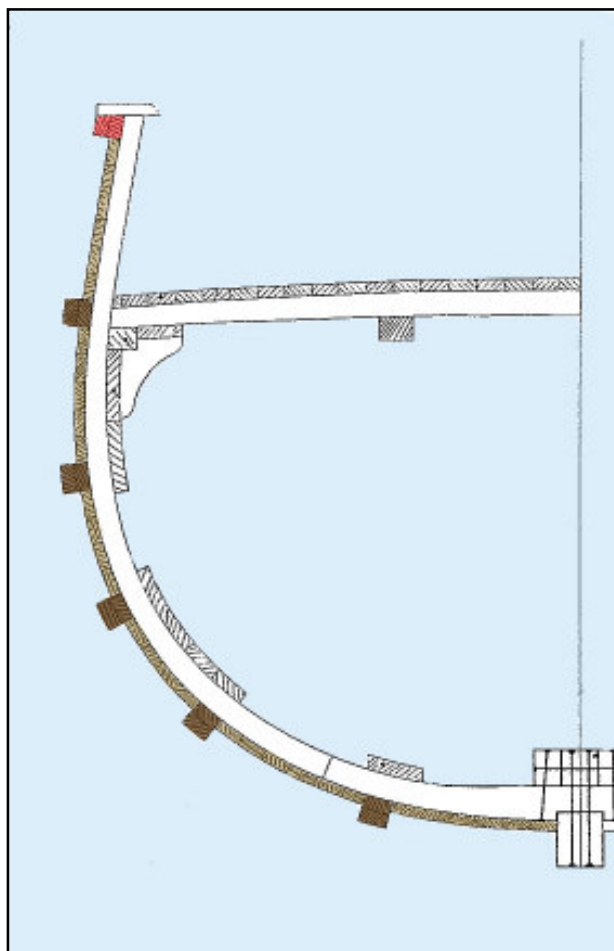
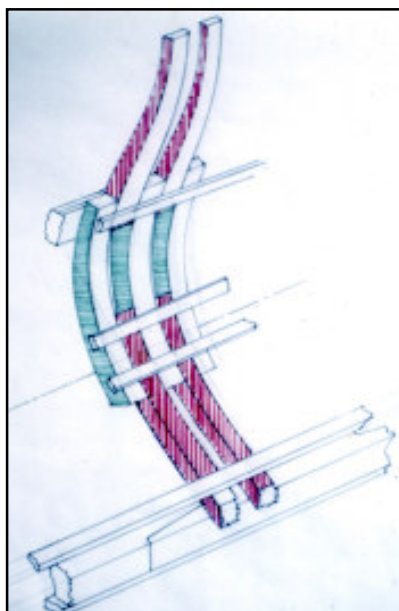


Next start the center belts at midship and allow them to run as natural as possible, the tape strips will want to run up the sternpost and stem so at the ends divide the remaining space evenly between the three center belts. When the hull is lined off take a knife and notch along the tape to mark their locations. Each strip of tape on the model represents a wale on the hull.

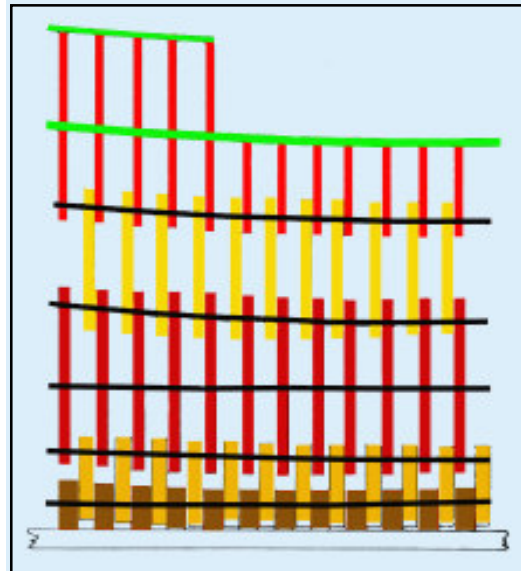




Looking at the plans and at the actual Matthew there is a difference in the location of the wales. The plans show five wales colored brown and a molding under the cap rail. The way the Matthew is built it has five wales with the top wale running two planks under the cap rail and no molding. The four lower wales are called the main wales and the upper most wale above the deck line is called a channel wale. The purpose of the wales are to act as a longitudinal support for the hull as well clamping the frame components where they lap each other.



Looking at an illustration of framing of a hull you can see the placement of the wales and how they correspond to the lapping of the frame components. The third wale up from the keel stiffens the frames.



The construction of a plank first hull begins with setting in the floors. When the floors are in place the hull is planked inside and out and the first frame section is wedged between the floor heads. Where the floor and frame timbers overlap they create a solid band of timber. A stringer is run on the inside and a wale is run on the outside of this solid band of timber.



Join us in the next issue as we carry on the planking of the hull with the laying of the garboard plank.

Questions or comments? We'd love to hear from you. *Send us a message at thematthew@modelshipbuilder.com*

Davy Jones and His Locker

by Gene Bodnar

Davy Jones' Locker is a euphemism for the final resting place of drowned sailors. The locker is thought to be a large sea chest that substitutes for a coffin. Nobody knows the origin of the term with any certainty, but many theories have been offered. Some think the term is a general one for any incompetent sailor; others believe it originated with a pub owner who kidnapped sailors; still others will tell you that Davy Jones is just another term for the devil or a fiend that presides over the evil spirits of the deep sea.

The first appearance of the term occurred in a novel written by Daniel Defoe in 1726, but his use of the term had no negative connotation. Only 25 years later, in *The Adventures of Pergrine Pickle* by Tobias Smollett, Davy Jones is depicted as having saucer-shaped eyes, three rows of ghastly teeth, two horns, and with blue smoke pouring out of nostrils. From that time on, many authors, including Washington Irving, Herman Melville, and Robert Louis Stevenson, portray Davy Jones with nothing but negativity. Even today, in the movie *Pirates of the Caribbean: At World's End*, Davy Jones' Locker becomes Jack Sparrow's purgatory, which is described as a never-ending desert attached to a never-ending sea, and it eventually drives Sparrow to madness.

Davy Jones' Locker is so ingrained in the mental processes of today's sailors that it's mentioned in the current lyrics of the U.S. Navy song "Anchors Aweigh":

Roll out the TNT,
Anchors aweigh,
Sail on to victory
And sink their bones
To Davy Jones, hooray!

Some people think Davy Jones was a pirate on the Indian Ocean in the 1630s, but most scholars question this theory. Some sources cite a British pub owner who is mentioned in a 1594 song called "Jones's Ale is Newe." Notoriously, the pub owner used to throw drunken sailors into his ale locker and then get rid of them by dumping them onto any passing ship.

The story of Davy Jones causes fear among many sailors even today. They will refer to him and his dwelling place, but they are unwilling to discuss any further details. Davy Jones has become the symbol for the mariner's evil angel. It is the place where a drowned sailor has a lid popped down on his coffin for all eternity. On the other hand, the Christian sailor realizes that Davy Jones' Locker may be the permanent resting place for his body, but, if he has been an honorable and proper sailor, his soul will go to Fiddler's Green.

Ship Replicas



Continental Sloop Providence

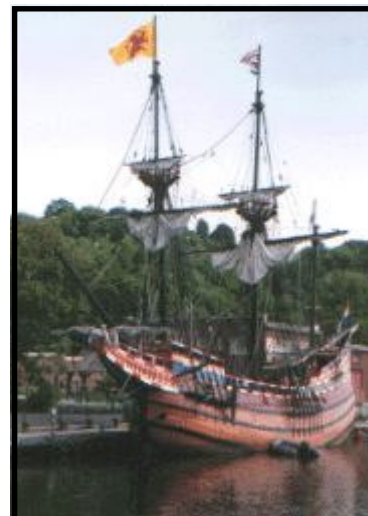
During her distinguished Naval career the 12-gun Providence sank or captured 40 British enemy ships. She was John Paul Jones first command.

This replica was built in 1776 the USAs bicentennial year to honor a vessel that played a key role in the fight for American Independence.

Half Moon

The original Half Moon was commissioned on March 25, 1609, for the Dutch East India Company. She was a ship of exploration designed to take a crew of twenty into unknown and uncharted waters.

To celebrate the Dutch role in exploring and colonizing America, a replica of Henry Hudson's Half Moon was built and launched in June of 1989.



On The Cover



On the cover this month is a picture of Kenneth Murphy's Bluenose II. It is from an update that Kenneth sent in of his ongoing project. You can view more pictures from Ken's Model Ship Builder page at the website:

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

Ken has spent many hours to date working on this project which consists of two 1/48" models of the Bluenose II.

Model Ship Building Communities Online

Join a community today!

Model Ship World: <http://www.modelshipworld.com>

Dry Dock Models: <http://www.drydockmodels.com>

Ship Modeling Forum: <http://www.shipmodeling.net>

Model Boat Mayhem: <http://www.modelboatmayhem.co.uk/>

Lauck Street Shipyard: <http://www.lauckstreetshipyard.com>

Check the Model Ship Builder website for more!

Contributors Pictures

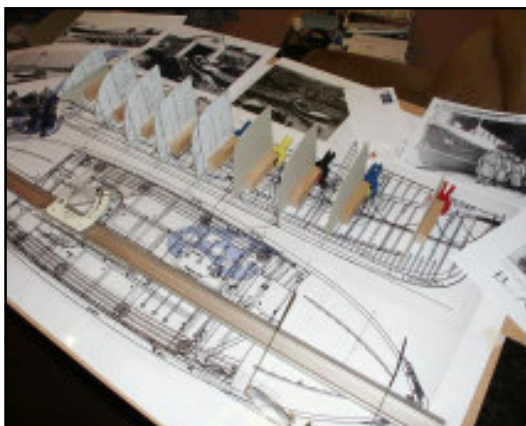
Our friend Mike Pendlebury has sent in some pictures of his current project. As those of you who have been following his progress here in the Journal know Mike has been working on his Monster Mersey Class Lifeboat. However, due to the weather he has had to put it on hold until a little later this year when the weather becomes more agreeable.

Until then though, Mike has taken on another project. A 1/12th scale of a 35' 6" Self-Righting Motor Lifeboat inspired by the picture to the right.

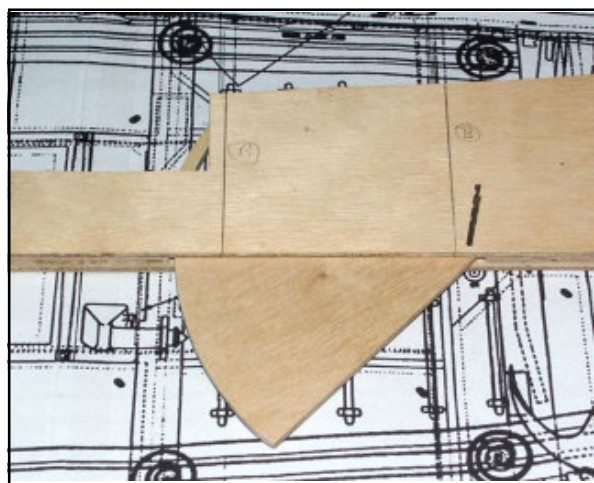


How this project came about was through an acquaintance of Mike who purchased the boathouse and is in the process of converting it into his new home (left). He wanted a model of the boat that the boathouse was originally built for.

The boat that Mike is to fashion the model after is a Self-righting Lifeboat originally built in 1932 and named the RNLB Civil Service No.4. It served in the boathouse until it was sold out of service in 1948. It was last heard of being used as a motor yacht in Newfoundland in 1970 (my home province :-)).

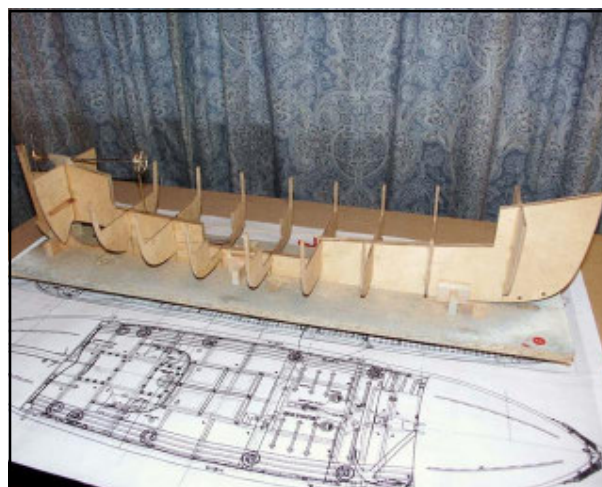


After much research, plans were obtained/drawn up and the building began.



The keel is laminated from three layers of ply to allow for the working drop keel to be fitted (used when the boat was under sail).

Here we can see the major bulkheads and steering gear shafting in place



Next the deck was planked and caulked.



In this picture we can see the first layer of planking applied to the center section.

The air cases and the bow and stern were then planked over. These were what made this class of lifeboat self-righting.



The bow and stern were then filled with balsa blocks and carved to shape (above and next page).



Next the hull was covered with a layer of calico, as were the original boats. The next phase will be a layer of planking which was laid diagonally.

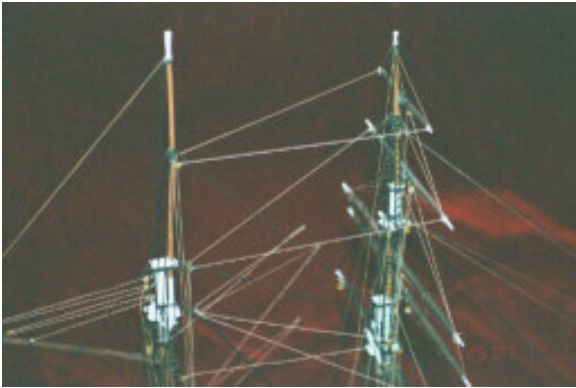
Mike will be sending us some update pictures as he works his way through the build.

Have a project that you are working on and would like to share your progress with our readers? Contact me with details at winston@modelshipbuilder.com

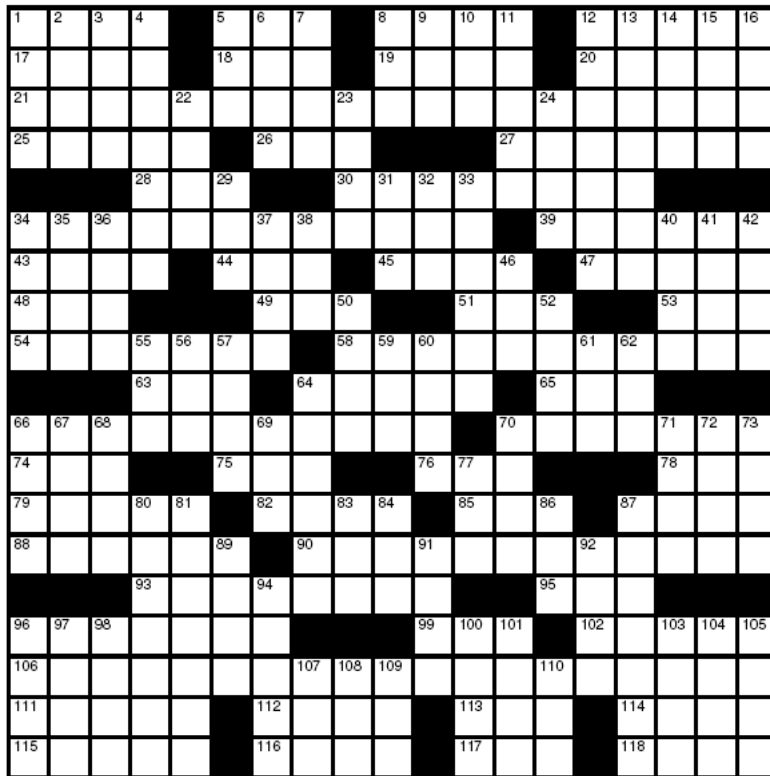
Contributors pics are always welcome here at The MSB Journal!

Next are some pictures from Bill Wood. Bill has been building models for some 35+ years now. He is a founding member of the USS Constitution Model Shipwright Guild and also a member of the NRG. Bill sent in some pictures of the PT 109, The Newsboy and a couple of him working on the Bluenose. With 35 years of building under his belt I'm sure we'll see more from Bill! :-)





Engagement at Sea - by Gene Bodnar



Across

- 1 Pleased as punch
- 5 Lock stock and barrel
- 8 Get wind of
- 12 Rapidly
- 17 Poor, as an excuse
- 18 Chinese philosopher ___-tzu
- 19 Long-winged sea bird
- 20 Automobile race
- 21 PART 1 OF A JOKE
- 25 South African native
- 26 Petroleum, to the U. K. military
- 27 Small North American ponies
- 28 A needle ___ haystack
- 30 A mountain can be made out of it
- 34 PART 2 OF A JOKE
- 39 Kind of medieval estate
- 43 Common Latin verb
- 44 Restaurant bill
- 45 Churn
- 47 Put on a happy face
- 48 Spy novelist Deighton
- 49 Rotating mechanism
- 51 Early evening meal, in Australia
- 53 Notice
- 54 Physical exhaustion
- 58 PART 3 OF A JOKE
- 63 Spoil
- 64 Love affair
- 65 ___-faced (hypocritical)
- 66 PART 4 OF A JOKE
- 70 Bait fish
- 74 Always, poetically
- 75 Bacon-eggs tie
- 76 Baden-Baden, for example
- 78 Letter after sigma
- 79 Pussyfoot
- 82 Word in a 1970 Pearl Harbor film
- 85 Clockmaker Terry
- 87 Of the ear
- 88 Mortarboard dangler
- 90 PART 5 OF A JOKE
- 93 Pole vaulters jump it
- 95 Autumn mo.
- 96 Physical attack
- 99 Planking wood
- 102 Roman goddess of the hunt
- 106 END OF A JOKE
- 111 Rub through a strainer
- 112 Oratorio solo
- 113 "___ Got a Woman" (Ray Charles hit)
- 114 Word in the Golden Rule
- 115 Lively horse
- 116 Flogging result
- 117 Aswan, for instance
- 118 Mouth off

Down

- 1 Compact mass
- 2 "The Sweater Girl" Turner
- 3 Prayer ending
- 4 Preordain
- 5 Big name in boxing champs
- 6 Kola Peninsula inhabitant
- 7 Balmy
- 8 Pronoun for a ship
- 9 Misjudge
- 10 Whatever
- 11 The German state
- 12 Knitted socks
- 13 Intellectual nourishment
- 14 "___ fair in love and war"
- 15 Grist for Sherlock's mill
- 16 Optical devices
- 22 Pursue a wild animal
- 23 Voluntary contributions to the poor
- 24 Gullible person
- 29 Do
- 31 Unit of electrical resistance
- 32 Zodiac sign
- 33 Magazine honcho
- 34 Money, informally
- 35 On a liner
- 36 "___ that special?"
- 37 Cross country or three-legged
- 38 Arab's sleeveless garment
- 40 Platter
- 41 On the sheltered side
- 42 Look suggestively
- 46 Pasture
- 50 "La Boheme" role
- 52 Oppositionist
- 55 Scamp
- 56 Gossip
- 57 Fertilizer ingredient
- 59 ___ sequitur (fallacy)
- 60 Harbor vessels
- 61 Have
- 62 Heavy weight
- 64 Fervencies
- 66 Dissenting clique
- 67 Queen of the Greek gods
- 68 Belligerences
- 69 Social insect
- 70 Bamako's land
- 71 Prusso-German von Bismarck
- 72 Linger
- 73 Of a particular kind
- 77 Pod veggie
- 80 Fugitive
- 81 Examined
- 83 Grayback
- 84 Oklahoma city
- 86 Hostelry
- 87 Clear as a bell
- 89 Dancer Falana
- 91 Front part of a ship
- 92 Kind of list
- 94 Kind of boss
- 96 Egyptian slitherers
- 97 Opposite of open
- 98 Foal's male parent
- 100 In the middle of
- 101 Polynesian drink
- 103 Soprano Moffo
- 104 Meshworks
- 105 Bustles
- 107 Earlier in time than
- 108 Nada
- 109 Cereal grass
- 110 Sleep phenomenon

Engagement at Sea Answers

G	L	A	D		A	L	L		H	E	A	R		A	P	A	C	E	
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