

Volume I Issue XII

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Front Cover
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The Sea Witch
AuraVaughn Raven

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Editors Notes



A Naval Display at Pioneer Village in London Ontario Canada this past summer at a War of 1812 event.

Well, better late than never! :-)) Sorry for the delay in getting this issue out. It's been one of those months.

Some great stuff in this issue. We're carrying on with the Matthew Project and things are starting to shape up pretty quickly now. We all know "Murphy's Law". Well it's played havoc with our timeline plans for the Matthew Project and we were hoping to have it wrapped up by now. Suffice to say, it will be another

little while. Not to worry though, within the next couple of months we should have it wrapped up. We're hoping by the April issue to be able to let you know about the Plans (POB & POF) and their status as they should be complete by then. As well we should be able to provide you info on the Kit. If you are interested in purchasing any of these and haven't already let me know be sure to contact me so I can add you to our growing list. Send an email to thematthew@modelshipbuilder.com letting me know which items you are interested in. Once I have the details, I will contact you personally to let you know pricing etc. and you will be given first choice on our initial runs of each. Remember, the more people that are interested up front the better! It helps keep the cost down.

Remember! We're always looking for interesting articles, pictures etc for the journal. So, if you have something you'd like to submit, just email it to msbjournal@modelshipbuilder.com.

And don't forget, while you are at the site to visit a few of our sponsors links to help keep the Journal free! It only takes a second and you never know what you'll find! :-))

Okay, that's it from here. Happy reading!!!!

Winston Scoville
www.modelshipbuilder.com

The Twenty-One Gun Salute

by Gene Bodnar

Many folks claim that the 21-gun salute originated as a tribute to the American Revolution, but this is not so. The main purpose of limiting the gun salute to 21 guns was to cut costs and save gunpowder. Long before the American Revolution, even back to the days of early warriors, gun salutes were given as a demonstration of peaceful intentions,



because while guns or cannons were being fired harmlessly, it rendered those guns ineffective. Frequently, the firing was maintained almost incessantly, thus creating a huge wastage of gunpowder.

By 1730, the Royal Navy issued orders for 21-gun salutes for certain anniversary dates, and in the later eighteenth century, it became mandatory as a salute to the Royal family.

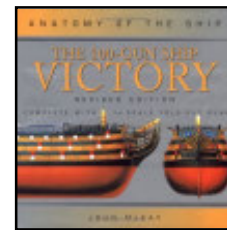
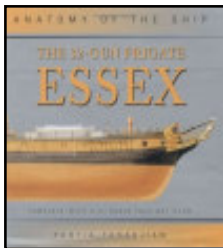
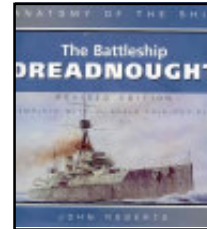
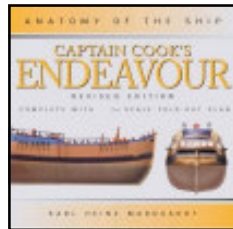
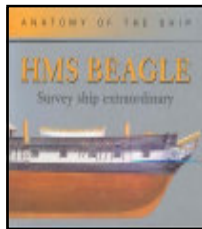
The first official salute by a foreign nation to the United States occurred on February 14, 1778, when Captain John Paul Jones fired 13 guns to the French fleet anchored in Quiberon Bay, France, and received 9 in return.

Why 21 guns? First of all, odd numbers were superstitiously considered to be lucky. For example, 7-gun salutes were once popular because the number seven was believed to hold mystical powers. Another reason may originate from the fact that the United States Navy, in 1818, prescribed the specific method of rendering a 21-gun salute, and the Union contained 21 states when those regulations were formulated.

For most nations today, the 21-gun salute is used to honor only the most important dignitaries. Today, the U. S. Navy only allows such salutes to be fired by ships and stations designated by the Secretary of the Navy, and then only for Washington's birthday, Memorial Day, Independence Day, to honor the President, and to honor heads of foreign states. Furthermore, with the approval of the Secretary of the Navy, naval officers may be given salutes on significant occasions, but the number of guns is reduced to 17 for an Admiral, 15 for a Vice Admiral, 13 for a Rear Admiral (upper half), and 11 for a Rear Admiral (lower half) – always at five second intervals and always an odd number.

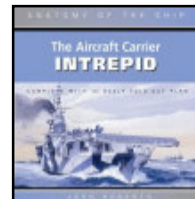
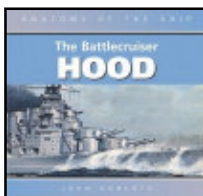
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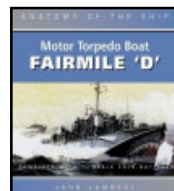
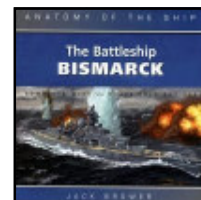
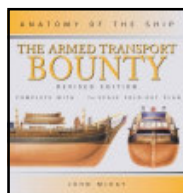


Looking for that special book to help with your modeling subject?

Check out these Anatomy of a Ship series of books and more at the Model Ship Builder Amazon Store.



Take advantage of great prices and free shipping!



From the Files of ShipWreck Central

CELEBRE was a French warship of 64 guns commanded by De Marolle in 1758. She was built in Brest.

British cannon fire struck the poop of the CELEBRE during the siege of Louisbourg and set off some cartridges. The fire caught her mizzen mast, and the small number of men aboard were unable to put it out. Sparks from the fire set fire to the ENTREPENANT which in



Typical Profile

turn set fire to the CAPRICIEUX. All three vessels were destroyed in the enormous fire as they drifted across the harbour, guns spontaneously shooting off in the heat. The fire destroyed over half the remaining French fleet in Louisbourg. The defenders were demoralized. The besiegers, although encouraged, were also moved by the inferno. "To humanity, altho an enemy, the scene was very shocking," wrote a British officer.

The large number of wrecks which fell victim to the siege at Louisbourg make underwater identification difficult. Which one of the many wrecks in Louisbourg Harbour was CELEBRE? Careful archaeology by Parks Canada provided the answer. A bronze tube was the key to identifying the wreck of CELEBRE. Called "the working barrel" it was part of a hollow tube which allowed water to be pumped out of the "bilges" (the bottom of the ship). Different French shipyards used different barrel lengths. This particular length was used on vessels made at Brest. Because CELEBRE was the only sunken warship at Louisbourg built at Brest, a positive identification could be made. CELEBRE's wreck is protected from the open ocean by Louisbourg's harbour and is well preserved. It is also close to the Fortress Louisbourg National Historic Site which has made it easier to protect from souvenir hunters. The wreck has been carefully documented and a limited number of artifacts have been taken up for study. The wreck is open to supervised recreational diving booked through licensed tour operators at Louisbourg. Its rows of cannons and mounds of recognizable artifacts make it a popular international diving attraction.

Dive the wreck at www.shipwreckcentral.com

The Matthew Project - Part 6

The Garboard



fig.1

The garboard plank is the first plank to install on the hull. It is a specially shaped plank with ends called hoods. Looking at fig.1 above you can see the plank is narrow in the center and tapers outward toward the ends, which is exactly opposite of the side planking, which are wider in the middle and taper to about half their width at the ends.

In the photos below (fig.2 and fig.3) are the hood ends of the garboard. The yellow arrow is the garboard and the orange and red arrows point to the ends of the bottom planks. Notice the planks at the top of the photo are much narrower than the three bottom planks.



fig.2



fig.3



fig.4



fig.5

The best way of making the garboard is to first create a template. Making a pattern of the garboard starts with a 3/8 wide strip of cardboard. It is clamped at the sternpost (fig.4). When the strip takes its natural bend it will tend to move away from the keel (fig.5).

If you were to force the strip against the keel, the ends of the pattern will sweep upward leaving a gap between the plank and the keel (fig.6).



fig.6



fig.7

If you were to clamp the end at the sternpost and keel then force the pattern along the keel, a kink in the plank will accrue (fig.7).

The objective is to get the garboard to naturally lay flat against the bulkheads and along the keel to the stem and sternpost. The only way this can be done is to cut the garboard to shape. The easiest way is trial and error, or trim till it fits method.

In order to shape the garboard start in the center of the plank and cut off a tapered sliver about an inch from the stem and again from center to the sternpost. Your cutting more off from the center of the plank than at the ends. It may take a little touch up at the ends to get a nice fit in the rabbit. When the garboard is cut to the correct shape it will lay flat without any kinks or forcing the plank. You can see in the photos (fig.8 & 9) the kink is now gone and the garboard plank lays smooth and flat.



fig.8

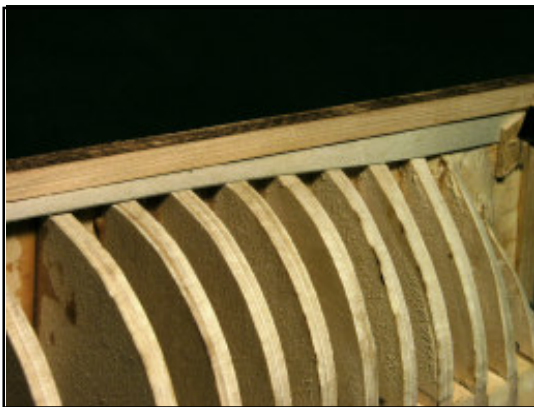


fig.9

Once you have a garboard plank that fits use it as a pattern for the other side of the hull. You may have to go back and trim the bottoms of the bulkheads if the garboard does not slip into the rabbit with a nice tight fit. The garboard is easy to glue in place because the rabbit will hold it. The only clamping will be at the ends.

In ship building there is a term "spiling" what it means is cutting a plank to shape. Hull planking is not just a matter of tapering the ends of a plank. Each and every plank has its own unique shape. Some planks will flare at the ends then narrow and widen then narrow again.

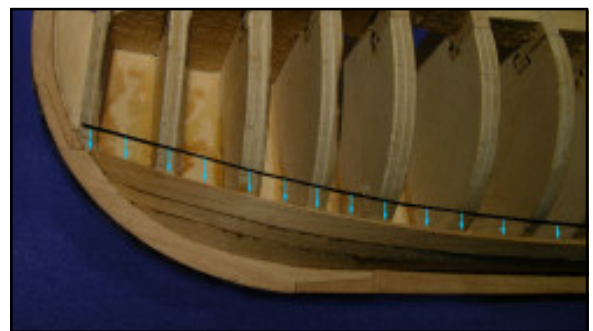


fig.10

Spiling is a method of taking measurements from a batten which is first laid on the hull so it forms a smooth run. When the batten is set, measurements are then taken along its length (fig.10). These measurements are transferred to a plank and a line is drawn from one measurement to the next forming the bottom of the plank.

On the model the spiling is done in reverse. Rather than cutting the next plank to fit the one below it, the plank on the hull is shaped to fit the run of the next plank. Planks set end to end on the hull from stem to stern is called a strake and the flow of a strake is the run. You want a smooth flowing run of planking. A nice natural run is the first concern and the planks are cut and shaped to accommodate the run, if a plank has to be forced in place it is not shaped correctly. By using a strip of any flexible material lay the strip on the plank. This strip is laid even with the edge of the plank between the two clamps in the center of the hull, then allow the strip to follow its natural curve to the stern and bow. Always use a sharp blade and lightly cut along the strip. A number of light passes are much better than trying to cut through the plank in one or two passes. By starting in the center it is necessary to shape the plank at the bow as well as the stern.

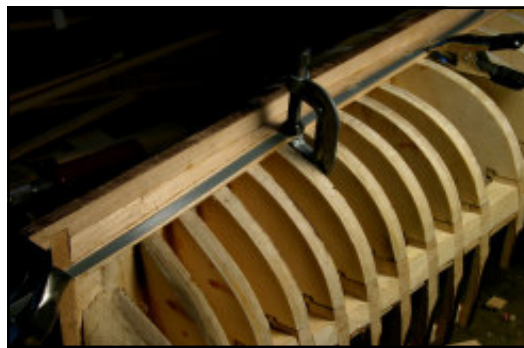


fig.11



fig.12

There are two methods to cut a plank to shape. One method is to cut along the edge of a guide making a shallow score in the wood. Then with light passes continue to cut until you have cut through the wood. A problem with this is the cut running off the original score. The second method is to cover the plank with electrical tape and make your cut along the guide strip then remove the sliver of tape.



fig.13

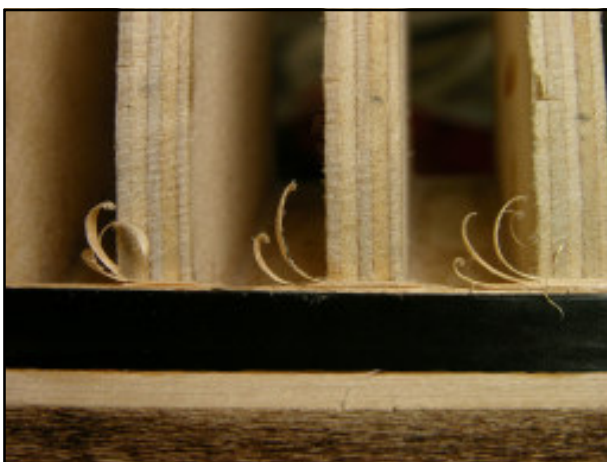


fig.14



fig.15

This method may take a little practice but works very well once you get the hang of it. What is being done here is taking off slivers of wood until you reach the black tape. A key to success is the direction you cut, in one direction you get short cuts because you are cutting against the grain, in the opposite direction you cutting with the grain and you can slice off long slivers of wood. Either way you choose to shape your plank the final step is to run a sanding block along the edge to smooth it out. Use a small sled with the sandpaper double taped to the side, it will take just a couple passes to even out the edge.

When your finished with shaping the plank a final check is done to see if the next plank will lay flat to the bulkheads and tight to the plank on the hull.



fig.16



fig.17

As each plank is cut to fit watch where they end up in relation to the marks you placed on the bulkheads when you lined off the hull. The second bottom plank will end up very close to the mark. If you are too far off further up the hull you will need to take drastic measures to insure all the planks will fit.



fig.18

It takes a lot of clamps to secure the plank to the hull (see fig's 19-21). Some builders will use a 5 minute Epoxy or a fast setting supper glue. I have had planks spring loose when the Epoxy lets go, so I found the use of Titebond wood glue to work the best, however it does require clamping the planks until the glue sets. In the following series of photos different methods of clamping are shown. The orange tip clamp is clamped to the bulkhead and presses the plank down and inward. By using C clamps and a small scrap of wood the planks are clamped to each other. The black tipped clamp at the bow pinches the tip of the plank into the rabbit. The large spring clamps pull the plank toward the keel and tight against the garboard plank.



fig.19



fig.19



fig.20



fig.21

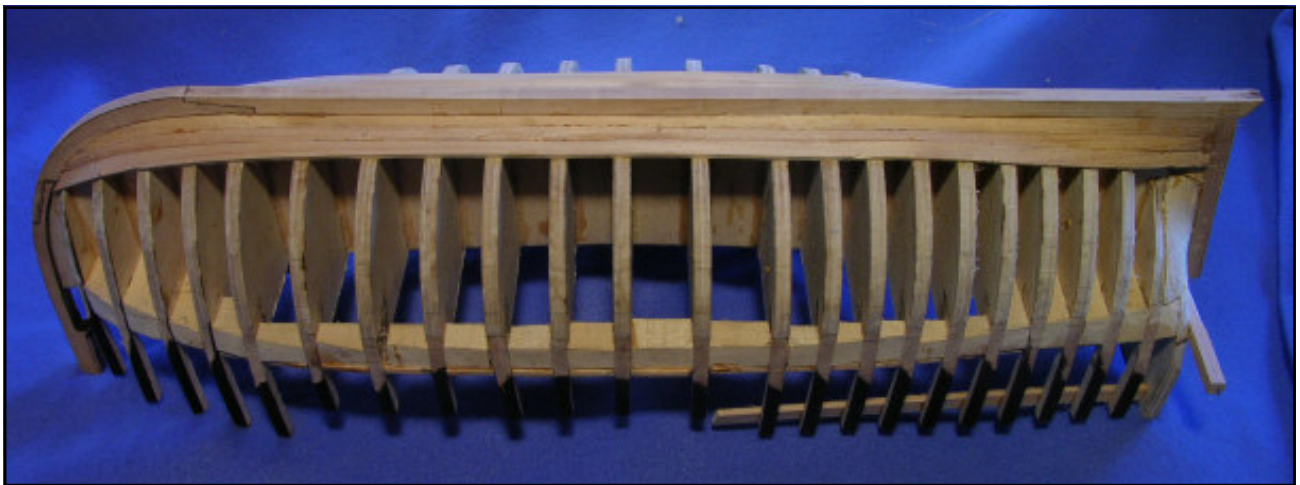


fig.22

It is not all the crucial to set every plank perfectly even with the previous plank. If there is a little bump in the planking it can be sanded out. The blue arrows are point to areas where the planking is slightly raised. Planking used on this hull is thick enough to enable sanding to smooth everything out.

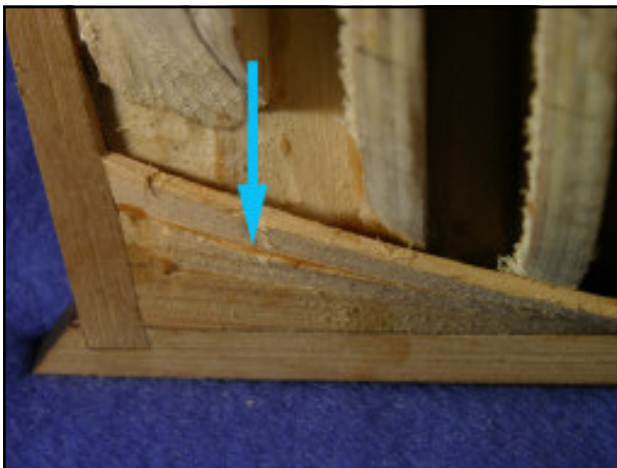


fig.23



fig.24

After the first bottom plank is set in place the shaping process is repeated same as was done with the garboard and the second bottom plank is glued in place. From a view of the bow and stern the height of planking should match at the stem and sternpost.



fig.25



fig.26

John Cabot and The Matthew

For more information about The Matthew and John Cabot
visit the Model Ship Builder Website.

www.modelshipbuilder.com

After the bottom planking is in place the first wale is installed. The wales are higher than the planking so it is easier to finish the planking before the wale is installed. Finishing can be done by hand or with a sanding disk on the Dremel. Once again a sanding disk is made to suite the job at hand. A soft felt disk is cut out and a 180 grit sandpaper is stuck to the felt with double sided masking tape. Because there are convex and concave areas on the bottom planking a soft disk is used to prevent the edges of the disk from digging into the planking. The disk will conform nicely to the shape of the hull.

Before and after photos show the difference between the planking as installed and after a sanding with a 180 grit sanding disk. All the bumps and glue are sanded away leaving a smooth surface. At this point you can continue with finer sandpaper or stop at the 180 grit sandpaper depending on how fine you want the finish.

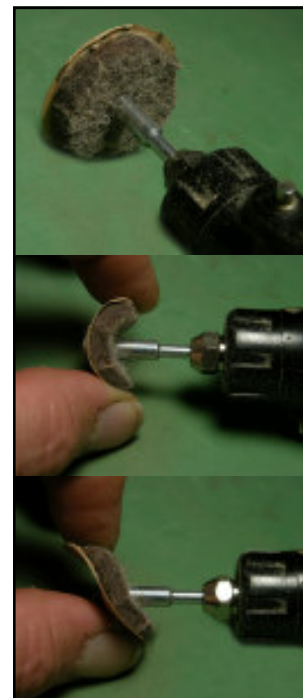


fig.27



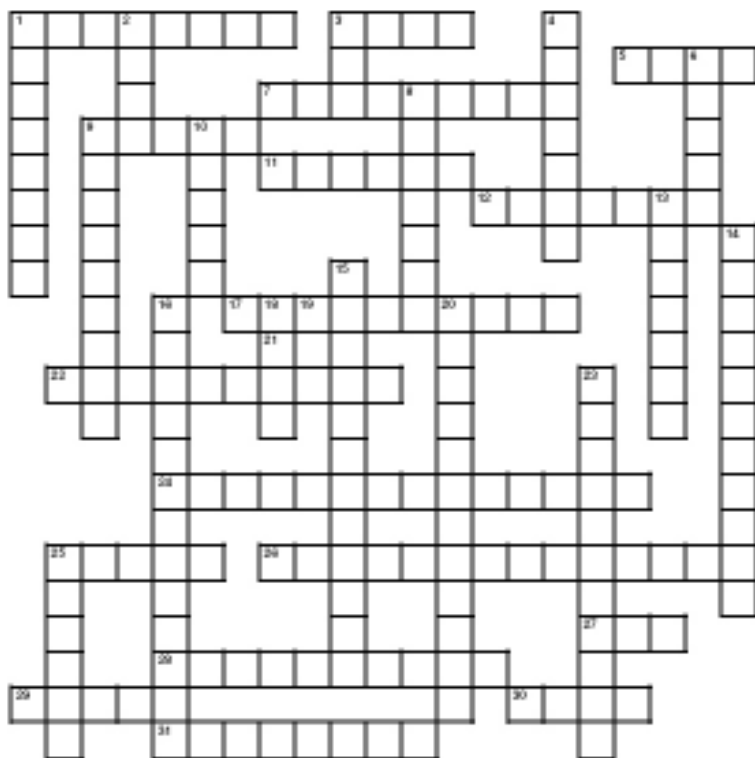
fig.28



fig.29

In part 7 the first wale is installed and the side planking will be completed.

Anchors Aweigh by Gene Bodnar



Across

- 1 Three-sheaved device fitted to a crane, used in catting an anchor
- 3 Triangular flat face forming the holding surface of an anchor's fluke
- 5 To hoist the fluke of an anchor upwards after it has been catted in preparation for stowing it on the anchor bed
- 7 Sail or canvas attached to a spar used as a drogue
- 9 Triangular flattened barb at the end of an anchor arm, which digs into the ground
- 11 Contraption connected to a line and cast overboard in order to slow a vessel down or hold her head to the sea in bad weather
- 12 Small anchor used to anchor a small boat
- 17 Device near the stem of a ship that is rung during fog
- 21 No Clue
- 22 Turning an anchor around by the stock so that it gets into proper position for stowing on the anchor bed
- 24 Small short-linked chain or rope used to hold fast the stock of an anchor after it has been hoisted to the billboard
- 25 Shaft forming the principal part of an anchor, connecting the anchor ring to the arms
- 26 Heavy device connecting a chain cable to an anchor
- 27 To hoist an anchor by its ring so that it hangs there ready either for letting go or for bringing inboard
- 28 Small device used to mark the position of an anchor when it is on the bottom
- 29 Part of the anchor where the arms are joined at the shank
- 30 Triangular board fixed to an anchor fluke to increase its holding ability in soft ground
- 31 Rough piece of wood used as an anchor buoy

Down

- 1 Device used to hoist the anchor from the waterline up to the billboard
- 2 Extremity of the palm of an anchor
- 3 Another name for the bill of an anchor
- 4 Rope forming the tackle with which the anchor is hove up from the water's surface to the bow
- 6 Crosspiece fitted at the top of an anchor's shank at right angles to the plane of the arms
- 8 Short cable stopper used to temporarily secure a rope or cable
- 9 Device used to hoist the fluke end of a stocked anchor to the billboard
- 10 Light anchor used to keep a ship steady
- 13 Device used for inserting the hook into the balancing band of the anchor in order to hoist the anchor
- 14 Short length of chain with a pelican hook, used to hold the anchor to the billboard
- 15 Short rope used to secure an anchor to the billboard when stowed
- 16 Device with a shackle fitted off the center of gravity of a stocked anchor so that it will be horizontal when hoisted
- 18 Two protuberances on the upper part of an anchor's shank
- 19 No Clue
- 20 Device located at right angles to the fore-and-aft line at either end of the vessel
- 23 Heaviest anchor of a ship
- 25 Upper part of the anchor shank, bearing the stock and the anchor ring

What Ship Is This?



Surprisingly only 5 people were able to determine last months mystery ship:
The USS Langley



On March 20th 1922 the USS Langley was commissioned in Norwalk Virginia. She was the first aircraft carrier and had been converted from a collier.

Wood Application Reference Chart

Extract from Gene Larsons Shop Notes

Been wondering what woods you can use for various applications on your scratch build or as a replacement in your kit? The following chart is a quick reference chart you can use when planning your projects.

Planking and decks: Apple, basswood, box, cherry, elm, gum, holly, larch, maple, pear, sycamore, and tupelo.

Frames: Apple, ash, basswood, birch, box, cherry, degame, elm, holly, maple, pear, and tupelo.

Bent frames: Apple, ash, basswood, box, elm, holly, and tupelo.

Masts and yards: Birch, box, degame, pear, pine, spruce, and teak.

Deck equipment: Apple, basswood, box, cherry, holly, maple, pear, sycamore, and tupelo.

Blocks and deadeyes: Apple, beech, box, cocobolo, holly, lignum vitae, and pear.

Solid hulls: Bass, cedar, jelutong, pine (sugar and white), poplar, and tupelo.

Deck houses: Apple, basswood, birch, box, cherry, gum, maple, mahogany, pear, poplar, tupelo, and walnut.

Treenails: Apple, bamboo, birch, box, cherry, holly, maple, and pear.

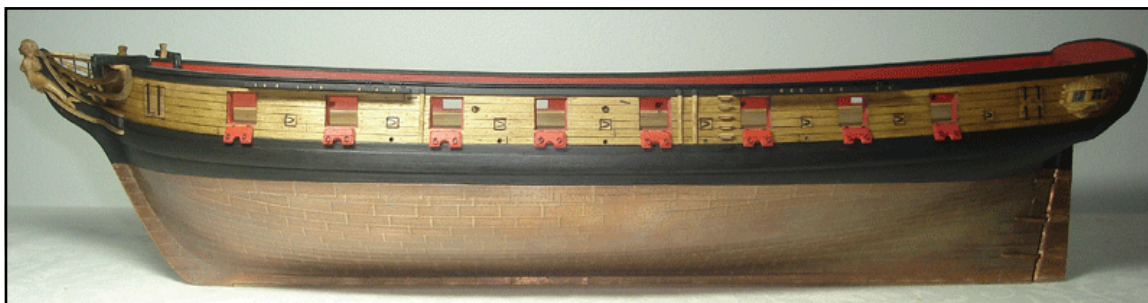
Carving: Apple, box, cherry, dogwood, holly, jelutong, degame, pear, persimmon, tupelo, and whitebeam.

Turning: Apple, box, cherry, dogwood, holly, pear, maple, satinwood, and whitebeam.

USS Syren

This could be your next project!

Have you been looking for your next modeling project? Perhaps you'd like to try your hand at scratch building. If so, here is a project I'm sure you will thoroughly enjoy. The USS brig Syren by Chuck Passaro.



This project has been ongoing now for a number of months over at the Model Ship World discussion forum. At present there are approximately 150 members registered for the build with some 45 of them with an online build log where you can follow along with their progress.

To register for the build, merely drop by and register at Model Ship World (www.modelshipworld.com if you are not already a member of the site). Once in the Forum area for the Syren build be sure to request to be added to the members list for the build. There is a thread/post set up specifically for new member requests. Once you have been authorized you will then have complete access to all the plans required for the build as well as Chuck's extensive Practicum for the build.



Be sure to start a build log there as well. It's a great place to display your progress as well as get some constructive input from everyone on your build.

This is a great build with a very active group of builders!
Be sure to check it out!

www.modelshipworld.com

Contributors Pictures

Here's a little update from Mike Pendlebury on his self-righting lifeboat project.

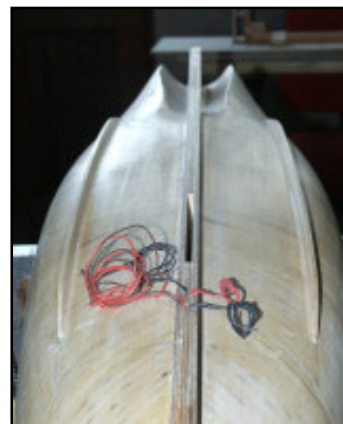


The outer layer of planking is laid diagonally and each plank had to be steamed before gluing in place.

To the right is the planking laid before sanding.



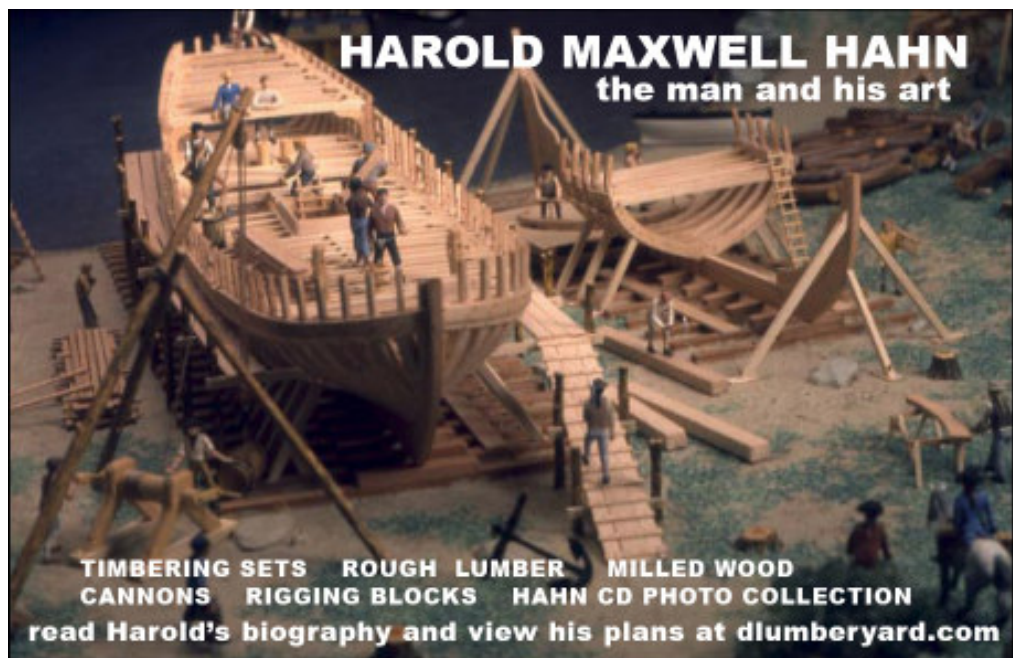
After sanding down and coating with sanding sealer the position of the bilge keels were plotted and after they were laminated they were glued in position on the hull.





The next stage was to fit the rubbing strake around the hull level with the top of the bulwarks. As this has to curve in two planes at once it was laminated from smaller sections with the final capping being model aircraft hard balsa leading edge moulding!

Whilst waiting for the glue to dry during the planking phase (took me two weeks to finish!!!!!!) I constructed the rudder for the boat. This slides up and down on a square shaft to prevent damage when launching down the slipway.



Next are some update pictures sent in by Jim Watts on his refurbishing of a Hydroplane. Previous pictures can be seen in Issue VII.



Ship Model Discussion Forums

Looking for a place to share information with other modelers? Maybe you're stuck on something and need to ask a question or two of another modeler. Don't have a modeling club in your area?

Be sure to check out all the online discussion forums for model builders. Whether you are building tall ships or ships from the steel navy, there's a discussion forum out there for you.

Check the Model Ship Builder website's Links page for a growing list of active modeling forums.

Know of a good forum that is not listed? Let us know so we can add it to the list.

And last but certainly not least are some pictures of a model under construction by Jacques Fontaine of Pintendre, Quebec, Canada. So far Jacques has about 1350 hours into the build of this 75" long model which he started in 2005.

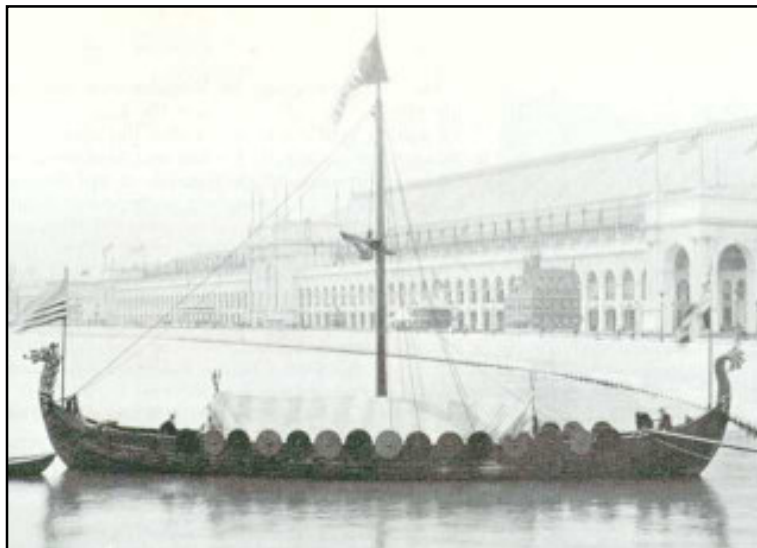


Ship Replicas



The Pride of Baltimore II

Commissioned in 1988 is a sailing memorial to the original Pride of Baltimore, which was tragically sunk by a white squall off Puerto Rico in 1986. She is a replica of 1812-era topsail schooners called Baltimore Clippers.



Viking Ship Replica

This one is an old Replica, on display at the Chicago World Fair in 1893.

On The Cover



On the cover this issue is The Sea Witch as built by Aura Vaughn Raven.

The Sea Witch was one of the earliest and most famous clipper ships, built in 1846, New York. Designed for quick passage the clipper ships sleek hulls knifed through the oceans at record breaking speeds laden with perishable cargoes.

Acres of sail caught the wind and drove some of the clippers faster than many of the steam and diesel ships of today.

Sailing her maiden voyage to China from New York she set her first of many records.

You can learn more about this model and the Sea Witch at:

<http://thatravenmagic.com/seawitch.html>

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Anchors Aweigh Answers

by Gene Bodnar

