The MSB Journal

Vol. II Issue VI

The Matthew Project: Part XII

- Holystoning the Deck
- Filling Wood Gaps, Dents & Blemishes
- Contributors Pictures
- ... and our other regular sections

The MSB Journal

ISSN 1913-6943

Volume II, Issue VI

August 2008

Published by
www.modelshipbuilder.com

On the Cover

The Matthew Prototype

How to Contact The MSB Journal

By email: msbjournal@modelshipbuilder.com

By Snail-Mail

ModelShipBuilder.com
c/o Winston Scoville
117 Victoria St.
P.O Box 1195
Clinton, Ontario, N0M 1L0
Canada

Article / Content Contributions

Please submit all article and content contributions to:

msbjournal@modelshipbuilder.com

In This Issue

Don’t forget, clicking in the left column brings you back to this page!

Editors Notes

Well, another month has come and gone and here we are again. I was a little late getting this issue out due to numerous factors. Mostly time constraints. One of the joys of having a newborn in the home is that one is kept constantly busy tending to their needs. :-)

In this issue we wrap up the Matthew Project. Our goal when we started was to show the processes involved in the construction of a proto-type hull. While the model itself is far from completed, with the masts, rigging and final touches still to come, we will not be covering them here in the Journal. Keep an eye on the website for this as we will be updating the rest of the project there.

I currently have the plans in my possession and am putting them in a format suitable for all who wish to build the model to use. I hope to wrap this up over the next week or so as time permits. As well, I have some information on the timber kit for the model and its pricing. I will be contacting people in the near future regarding this. Once everyone who has expressed an interest has been contacted we will be publishing the kit information on the website as well.

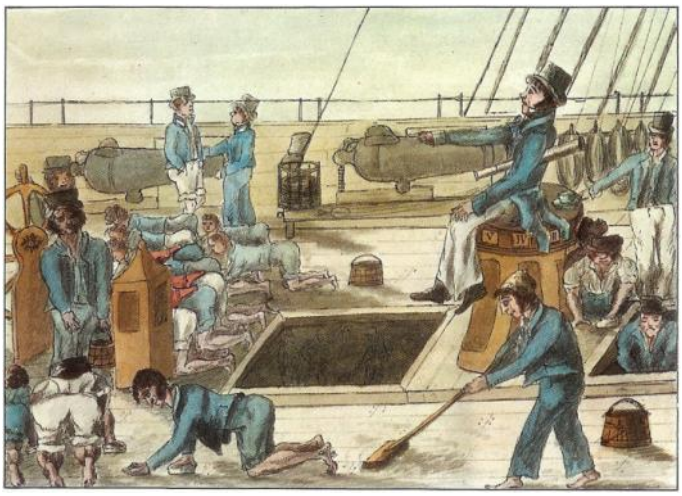
Be sure to get the next issue as we announce the start date on our other site www.navyboardmodels.com of the US Brig Eagle Project.

Happy modeling everyone!

Winston Scoville
www.modelshipbuilder.com

Holystoning the Deck

By Gene Bodnar



A holystone was a fairly soft, flat, brittle piece of sandstone that was formerly used in the British and American Navy to scour, and thus whiten, the wooden decks of sailing ships. Historically, there were three methods of holystoning the deck: on one's knees, by pulling on a rope attached to the holystone, or by leaning on a stick attached to the holystone. During a large period of its use, the holystone had a rope attached to each end, and two crew members would keep it sliding fore and aft over the wet deck. The U.S. Navy employed them until the early 1930s until they were banned because they wore down the decks too much, especially when new battleships were built with an expensive teak wood.

Holystoning is merely a fancy way of saying sanding the deck. It makes the deck smooth and bright by removing the top layer of dirt-encrusted wood. They were called holystones because, in the earlier days of sailing ships, they were usually used on Sundays, and the task was performed on one's hands and knees, as in prayer. Small hand-size stones were sometimes used by a single crew member to scrub in the crevices and tiny places. Sailors called them "prayer-books."

Richard Henry Dana called them "Philadelphia Catechisms" in his *Two Years Before the Mast*, where he says:

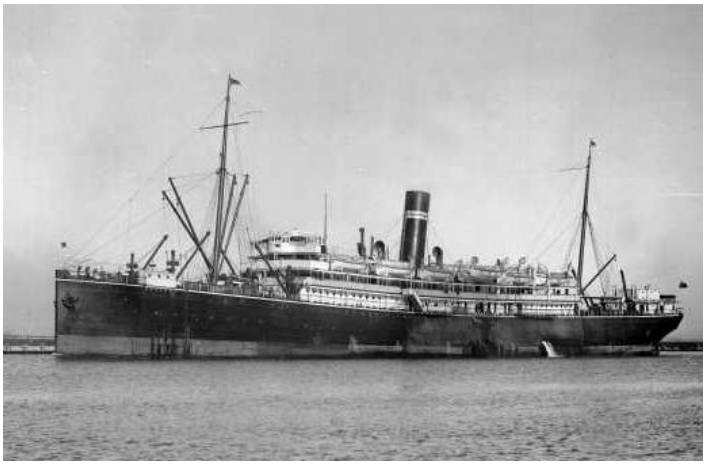
> "Six days shalt thou labor and do all thou art able,
> And on the seventh – holystone the decks and scrape the cable."

In recent times, the Iowa class battleships all had wooden decks laid over the tops of steel decks, and the decks were holystoned regularly. However, sailors weren't required to get on their hands and knees, because each holystone was fitted with a long stick resting in the flat side of the stone. The stick was held in the hands while standing in an upright position and was moved back and forth across an area of the deck, with the grain of the planking, and the sailor was required to sort of lean over to put some pressure on the stone. During the 1990s, Iowa-class battleships were decommissioned, which also ended the tradition of holystoning the deck.

From the Files of Ship Wreck Central

The TSS Kanowna

Built by W. Denny and Brothers of Dumbarton in 1902, to ply the Sydney-Fremantle route. Kanowna also travelled between various Australian & Asian ports. In August of 1914 she was requisitioned as a Trooper, and carried troops to New Guinea, next, she went off to England to be fitted out as a 452 bed Hospital ship. She served in the Gallipoli campaign in the Dardanelles and ferried wounded Australian troops and medical staff from Turkey back to Australia. At the end of her service there she returned to the Sydney - Freemantle (Tas) service.



An undated photo of the Kanowna

Nurses on Board the Kanowna

The ship had on a voyage from Cairns in Queensland had left Sydney & was heading for Melbourne when it hit Skull Rock on a foggy night. The ship was reported to have suffered a "glancing blow". Survivors are said to have remembered an almighty crash & the ship shuddering from end to end, then lurching". By 10pm the 141 passengers had abandoned ship being picked up by the nearby SS Makarra. A young girl broke her leg, a man fell off the gangway but all survived apart from a dog, a cat & a racehorse that had been loaded in Sydney. The cargo which was valued at 200,000 pounds was unsalvaged. The Master was deemed to be guilty of an error of judgement by a Court of Enquiry for not slowing down.

You can learn more about the TSS Kanowna at:

www.shipwreckcentral.com

Navy Board Models

A website for scratch builders of Navy & Admiralty Board Models

www.navyboardmodels.com

A quick note for everyone on our new site www.navyboardmodels.com. Registration is now open and you may now apply for membership to the site.

Please note that this site is strictly for Navy Board, Admiralty Board and Plank on Frame (POF) model builders only. There are many other great sites out there that cover the various other disciplines of modeling so if your interest is in another discipline we recommend that you seek out one of these fine sites.

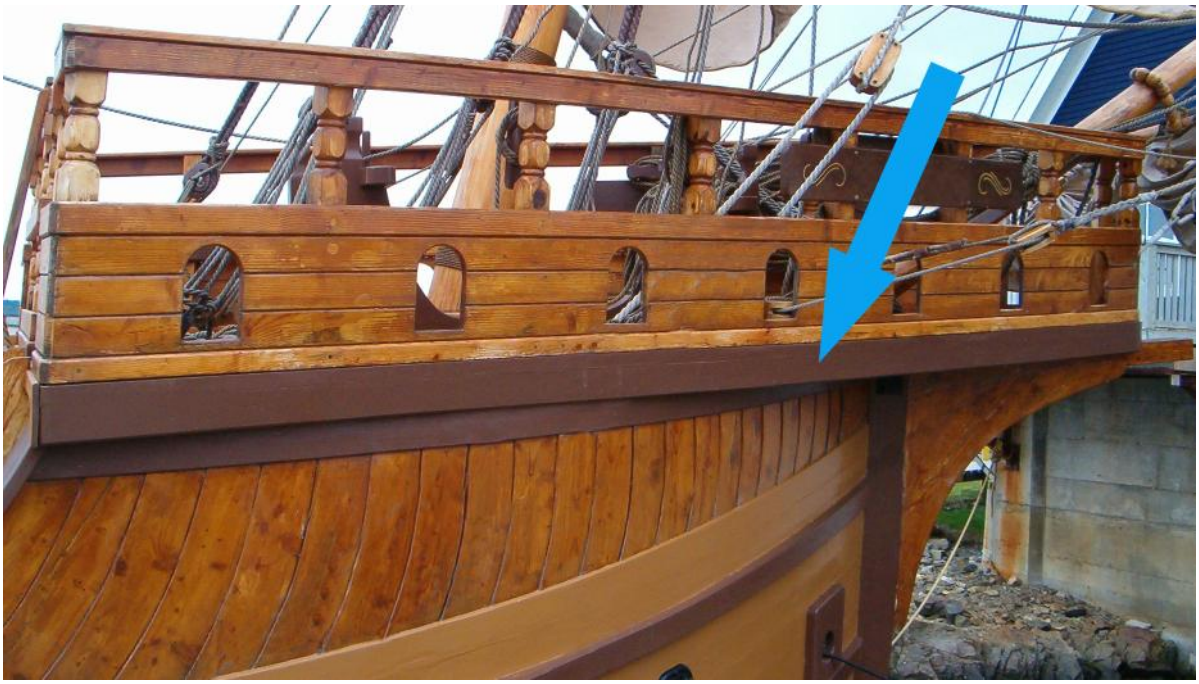
Of special note, for anyone wishing to learn how to build POF models in these disciplines, you are more than welcome to come join us. In fact we will be kicking off the site with an online project that will teach you from scratch how to create your own modeling plans from lines drawings through to the complete building of 1/4" scale (or scale of your choice) model of the US Brig Eagle (1814) . This project will be of interest to modelers of any level of experience as you can join into the build at what ever stage you wish.

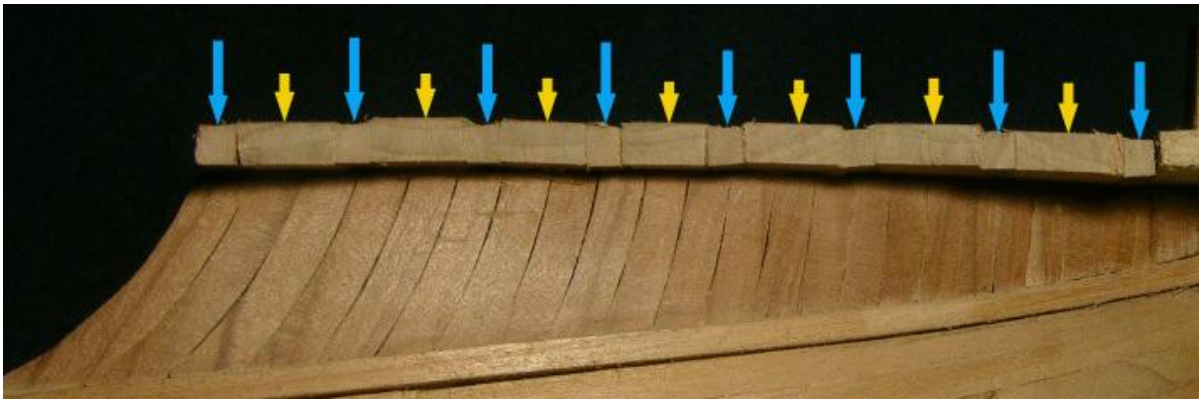
Join us today at www.navyboardmodels.com

The Matthew Project Part XII:

The Final Chapter

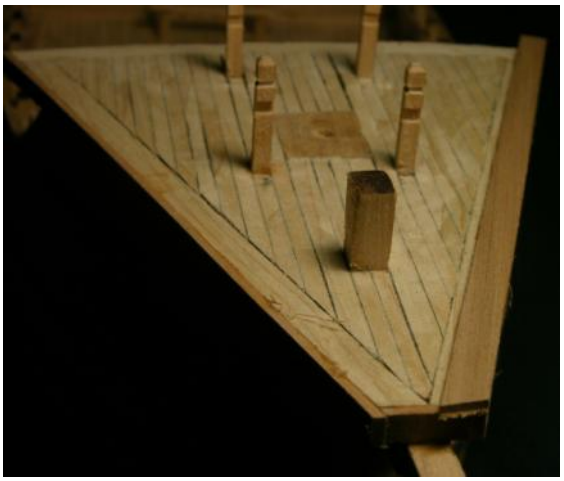
The Rails



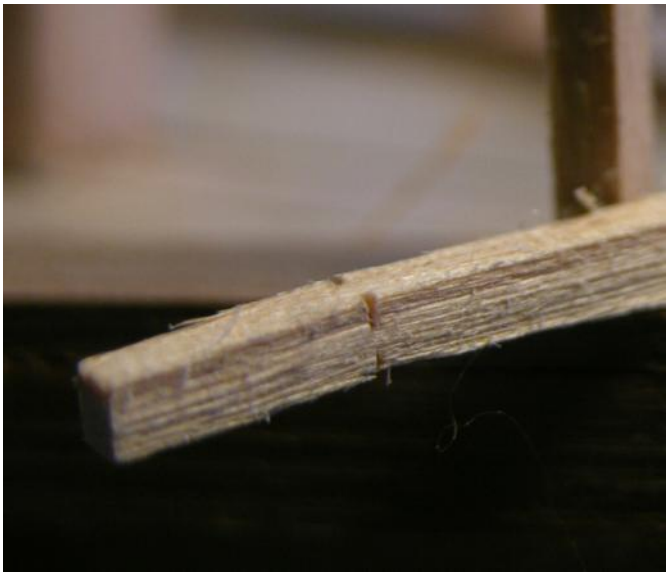


The first piece we will install is a cover board along the edge of the forecastle deck. Looking at the photo you will see the blue arrows point to the ends of each deck beam and the yellow arrows point to the filler blocks. Installing the cover board makes a neat and finished job to the edge of the deck it also covers the end grain of the deck beams. This cover board runs flush with the deck planking and down to the bottom of the deck beams.

One of the rail footers has been installed to show exact location. The footer runs flush to the edge of the margin plank and covers the top of the cover board. You can see this footer clearly on the photo of the Matthew. After all the footer pieces are in place mark the locations of the stanchions and find the center of the plank.



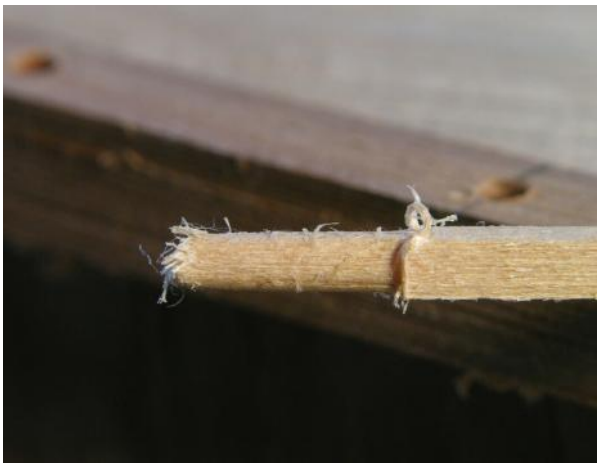
When all the stanchions are located drill a hole in each location. The stanchions are made of willow which is a much softer wood than the railings. Here is a simple step by step method for making and installing the stanchions.



Step 1. Cut a shallow notch at each corner of the square wood

Step 2. Cut off the corner edge

Step 3. I used a scrap piece of hard wood and drilled a hole slightly smaller than the square stock being used for the stanchions.

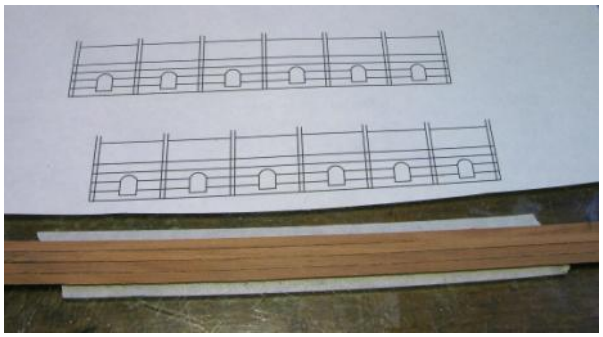


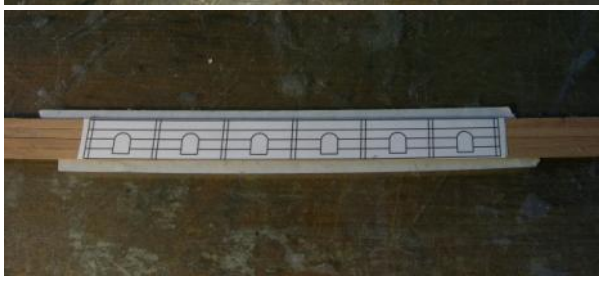
Step 4. Twist the end of the stanchion into the end of the hold. This will shave and compress the end of the stanchion.

This is how you fit a square peg in a round hole and make the job look neat and tidy.

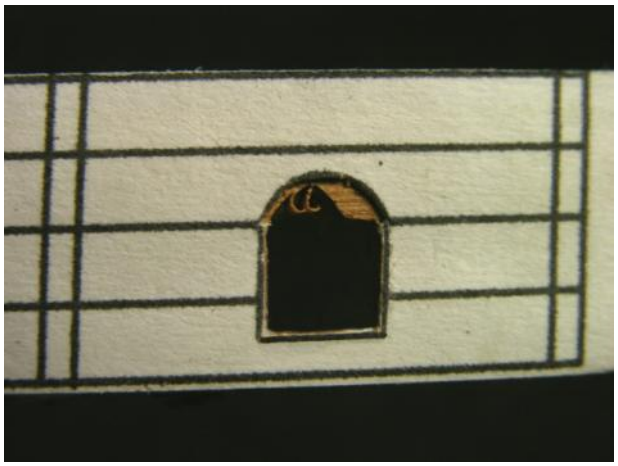
Go all around the forecastle deck and install all the needed stanchions. Note at this point the stanchions are a little longer than the finished size. They will be trimmed when the cap rail is put on.

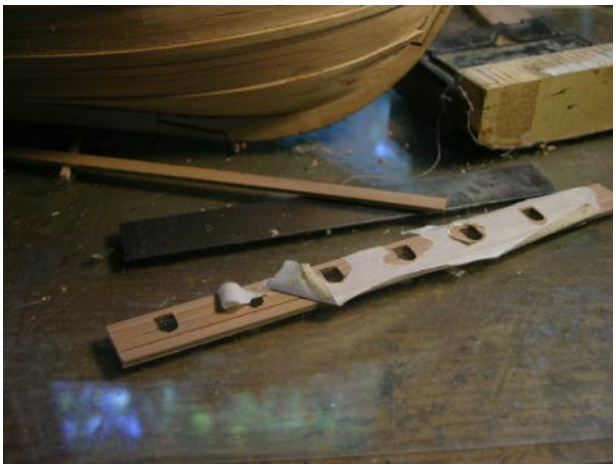
The next step is to make the sides of the railings. The railing sides were done by using masking tape and taping four planks together on one side and two sided tape was used to stick a pattern of the windows on the face of the planks. Each window was then cut out by





drilling starter holes and cutting away at the windows with a knife. An easy method for cutting the arched top began with a notch cut to the center of the arch and cuts were then made along the side to the point of the notch.





When all the windows are cut out remove the masking tape from the back of the planks leaving the front pattern taped to the front. You can now bend the planks and apply a little glue to the edge of the planks. The final step is to glue the one piece rail sides to the stanchions.

With the sides of the forecastle finished the next piece of work is to install the cap rails.

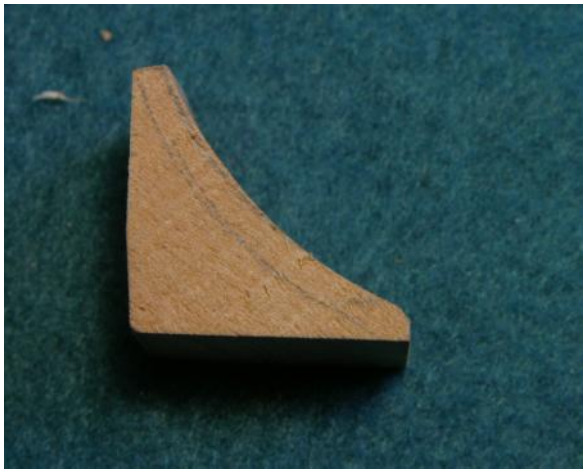
The Cap Rails

Begin by cutting and fitting the joint at the bow then slip an oversize length piece under the two corners. By using a piece of tape mark the angle from corner to corner. The use of tape gives a clear clean edge to cut and sand to. Once you have the first angle use it as a pattern and mark the second rail.

The cap rail at the forecastle and the quarterdeck sweep upward and end under the decks. These ends also conform to the slanting inward of the hull. Trying to bend and twist these ends from a flat piece of cap rail proved to be very difficult. Rather than soaking and heat bending a piece of cap rail the ends were carved from a block of wood. First shape the block to fit against the forecastle sides.

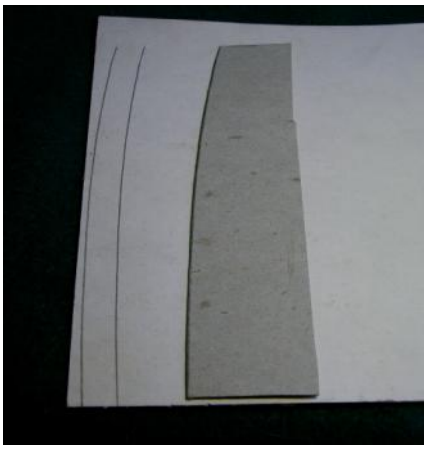
At the quarter deck the block is first cut to fit the corner between the quarter deck and the top of the bulwark. Once again the thickness of the cap rail is drawn on the side of the block. At the quarter deck the curved rail is not cut out like the forecastle. Looking at the Matthew you will see a filler piece behind the curved cap rail being pointed to by the black arrow. Rather than cut the filler block and the cap rail in separate pieces. The back of the block was cut so the filler piece matched the width of the bulwark.

A slightly oversize thickness of the cap rail is drawn on the side of the block and cut out.



At the quarter deck the curved section of the cap rail was fit as one piece.

The cap rail itself begins with a cardboard template traced from the bulwark



Use the shape from the template and trace the shape on a piece of cardboard making the width of the cap rail wider than the finished size. Some fitting is necessary between the ends of the cap rail and the two curved sections so you want a little extra material to make adjustments. When the cap rail fits nice to the curved end pieces then go ahead and sand down the edges to a nice even overlap along the hull.

The curved end at the forecastle was given a flare to match up with the edge of the forecastle.

The Futtock Riders

The frame riders or futtock riders are a simple piece to fit. Start out by making a cardboard template to fit the side of the hull. Trace the template shape to a piece of wood and cut out the shape. Do not cut out the entire shape until you have a nice clean fit between the rider and the hull. When you are satisfied with the fit then go ahead and cut out the final shape. The reason you are fitting the rider to the hull as a large piece is to give yourself enough material to keep fitting the rider without jeopardizing the final shape.

Once all the riders are glued in place you can give them a final shaping.

This now finished building of the Matthew hull. The main objective was to recreate a hull for a carrack of 1590. I was a little apprehensive about using the Willow for the hull. Willow is a soft, light weight wood and I figured I would have problems with denting the wood as well not being able to get a sharp and clean edge. After working with the wood I found it to be very nice to work with, it cuts easy and it will take a smooth finish. Color of the wood is a tan when finished with a coat of tung oil. This would make a good looking model with masts and rigging. Finally the Matthew project can be taken a step farther and be developed into a framed hull for those who want to add more detail. The last part of this series will cover the final development of a set of modeling plans.

The Matthew

Many months after the start of our project, here are a couple of pictures of the completed hull prototype that we started out to build.

Contributors Pictures

Our friend Mike Pendlebury has started his new build. The last pictures we received from Mike showed the final build of RNLI Civil Service No 4. the first lifeboat to serve at the Whitehills boat-house, which an acquaintance of his had pur-chased and is converting to a home.

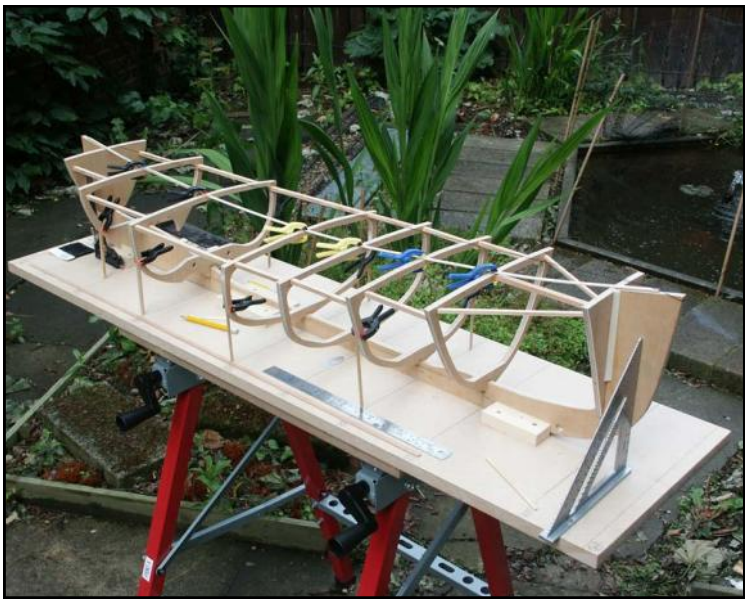
RNLI Civil Service No 4

Mike's next project for the same person is the last boat that served at this boathouse. The RNLB Helen Wycherly, a 47ft Watson Cabin class lifeboat, built for the RNLI in 1961 by Groves & Guttridge at Cowes on the Isle of Wight. She served at Whitehills from June 1961 until July 1969 when she was transferred to Courtmacsherry, Ireland , when the White-hills RNLI station was closed.

RNLB Helen Wycherly

This build will again be at 1/12th scale but, as this is a much larger boat, it will be radio controlled thus allowing the 'Helen' to again sail the waters she helped protect in the past!!

The keel was cut from 9mm thick ply and erected upon its building board to keep every-thing nice and straight.



Frames were cut out and erected on the keel at the marked stations and their top edges fastened with spacers to hold everything still and steady.

The deck level stringer was then added to 'set' the shape of the hull at this point.

The deck was then planked with 1/8" lime and the coaming fitted around the opening where access to the interior works was required under the superstructure.

Mike also took delivery of a small rain forest of lime planking, 3"x1/16"x 36" sheets to be cut to size as needed and 1/8" square lime stringers!!

All the frames were notched to take the stringers and the shape of the hull is now beginning to appear.

Planking was then commenced with the lime sheet cut into 3/8" wide strips. As before the hull will be double diagonally planked with a cloth interlayer as was done in full size practice.

Mike will be sending us in more pictures as he progresses through the build

Filling Wood Gaps, Dents & Blemishes

by Gene Larson

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

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

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

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

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

Modeling

Shows,

Competitions,

Exhibitions,

& Displays

It's that time of the year again when we start

To see modeling shows starting.

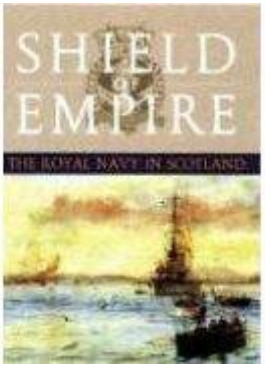
If you have an event coming up in your area

Let us know and we'll help spread the word!

Just contact us at:

msbjournal@modelshipbuilder.com

The Model Ship Builder's Book Nook



SHIELD OF EMPIRE: The Royal Navy in Scotland

By: Brian Lavery

The Royal Navy has always been seen as an English institution, despite a large Scottish contribution, from Admiral Duncan at Camperdown in 1797 to Andrew Cunningham in the Second World War. The Royal Navy's most dramatic effect on Scotland, aside from its role in the British Empire and European wars, was in suppressing the Jacobite campaigns from 1708 to 1746.

This book breaks new ground in telling the stories of almost forgotten campaigns, such as the submarine war in the Firth of Forth in 1914-18. In two world wars, and since the 1960s, a large proportion of the Navy's power has been based in Scotland, from the Grand Fleet at Scapa Flow to Trident submarines at Faslane. Most British sailors of the Second World War had part of their training in Scotland, and the famous base at Tobermory was only one of many. Yet the Navy never felt at home in Scotland. As one Scottish admiral put it, 'In both wars the Royal Navy flooded into Scotland to make use of our deep water ports and sea lochs for large-scale and safer anchorages. After each war the Navy unimaginatively retreated en masse to the Channel.'

The book ends with a unique account of the setting up of the controversial missile bases in the Holy Loch and Gareloch. Brian Lavery then looks at the future in order to determine the effect devolution and possible independence might have on Scotland and the Royal Navy.

Get your copy at the Model Ship Builder Bookstore

Badges:

Heraldry of Canadian Naval Ships

HMCS Antigonish

Description:
Blazon Argent, a bear rampant sable, langued gules, grasping and breaking with its forepaws a beech bough proper.

Colours:
Gold and black

Motto:
Be worthy

Battle Honours:
Atlantic, 1944-1945

Source: readyayeready.com

What Ship Is This?

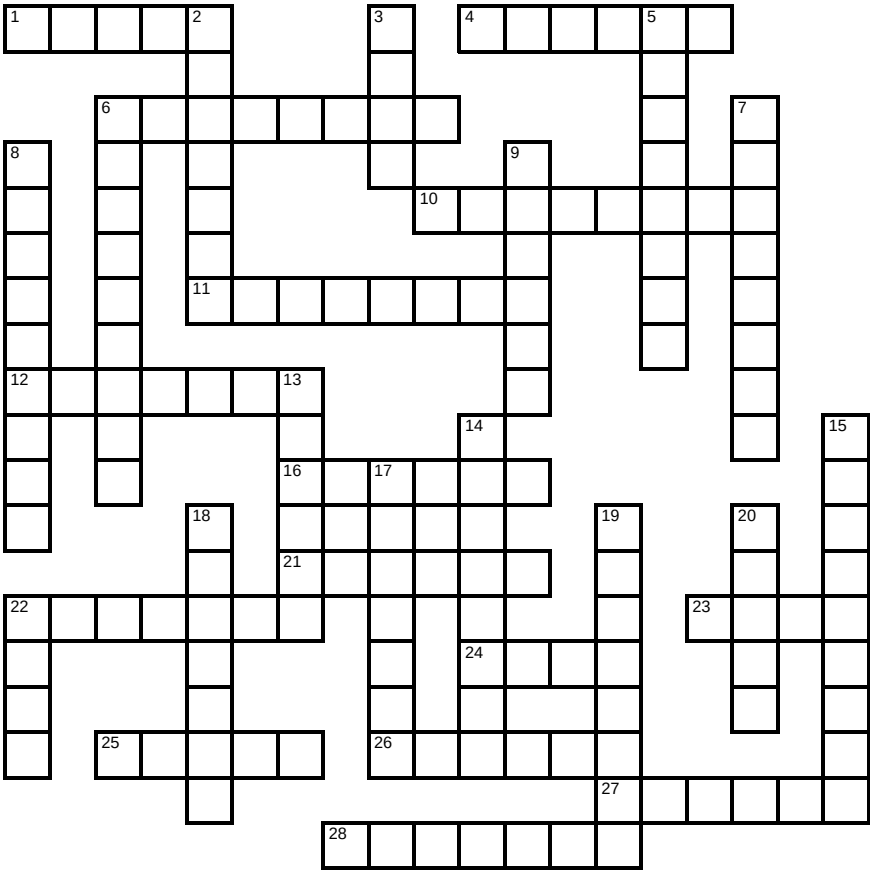
Have a picture of a ship you think would be good to keep people guessing at?
Drop us a line at msbjournal@modelshipbuilder.com

Last Issue

The HMS Revenge

Great show everyone! An amazing 100% of the people who wrote in were able to name this ship!

They Can Tell A Yarn by Gene Bodnar



Across

1 Dan Lenson's creator

4 "All the Proud Ships" author

6 "Captain Blood" author

10 "To the Bitter End" author

11 Thomas Kydd's creator

12 "The Wreck of the Grosvenor" author

16 Isaac Biddlecomb's creator

21 Jack Aubrey's creator

22 Nathaniel Drinkwater's creator

23 Lord Ramage's creator

24 "Doctor Dogbody's Leg" author

25 "Porto Bello Gold" author

26 "The Spithead Nymph" author

27 "A Dawn Like Thunder" author

28 "Hoare and the Matter of Treason" author

Down

2 "Captain Caution" author

3 Richard Bolitho's creator

5 "The Eighteenth Captain" author

6 "Treasure Island" author

7 Horatio Hornblower's creator

8 "The Cruel Sea" author

9 "The Hunt for Red October" author

13 "The Sea Wolf" author

14 Creator of the Privateersman Mysteries

15 Nicholas Everard's creator

17 "Long John Silver:" author

18 Alan Lewrie's creator

19 "Riddle of the Sands" author

20 "Tom Cringle's Log" author

22 "The Caine Mutiny" author

Answers: They Can Tell A Yarn