

The MSB Journal



Vol. II Issue VII

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The
MSB
Journal

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The Kathleen & May

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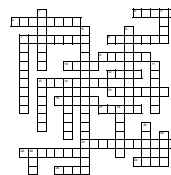


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Editors Notes



A little look at the place I was born.
St. John's Newfoundland
Looking at this makes me homesick.

Well! Amazingly, and to my complete surprise I was able to get this issue completed on schedule. Granted, it is a little thin, but still there's some great stuff inside. Check out the Half Moon model in the Contributors Pictures section.

I've added a couple of new sections in this issue. A "What is this?" section where we will post pictures of nautical items and see if you can guess what they are and what they are used for. It should be fun. I've also created a section for Model Builder Mike Pendlebury to cover the build of his current build. This may or may not appear in each issue depending on when Mike is able to forward pictures of his progress.

A quick note to anyone interested in scratch building. We are officially off and running on our first modeling project at Navy Board Models (www.navyboardmodels.com). You can read more about it inside this issue on the next page.

For those still waiting for more information on the Matthew Kit. I will be contacting you soon. Its more a matter of finding the time to sit down and do so than anything at this point as I finally have the information put together. So, keep your eyes open. After I've contacted everyone that asked to be notified I'll then be putting up an information page on the website as well.

As always, I'd like to invite those of you who can take the time to submit content for future issues. There's no special time frame or deadlines to meet if you decide to do so. If you're to late for the upcoming issue we'll just publish it in the next issue.

A special thank you goes out to those of you who were able to make a financial contribution this past month to help keep the site going. It will certainly get put to good use.

Okay, that's it from this end.

Happy Reading and we'll see you again next issue!

Winston Scoville
www.modelshipbuilder.com

NEW NAVY BOARD MODELS WEBSITE

A new model shipbuilding website is currently open and accepting new members. The site, which is owned and operated by Winston Scoville, the editor of this magazine, will be devoted exclusively to plank-on-frame and admiralty-style ships built from scratch. For starters, the site will offer a step-by-step tutorial led by Gene Bodnar, called "How to Convert a Set of Plans to Plank-on-Frame Construction." In addition, a practicum will be conducted for building the U. S. Brig *Eagle* (1814) in the admiralty style. More projects will be offered in the future.



U.S Brig Eagle

The tutorial and the practicum will be based on a 410-page thesis written by Kevin Crisman of the Texas A & M University in 1984. He is currently an Associate Professor of Nautical Archeology at that university, and he is actively involved in archeological research, as he has been for more than two decades, especially on Lake Champlain. In 1981, Dr. Crisman directed the survey of three wreckages found on Lake Champlain, among them the brig *Eagle*, which was the best preserved of the three vessels. Based on his research, Dr. Crisman wrote a thesis entitled *The Eagle: An American Brig on Lake Champlain during the War of 1812*. His thesis will be used as the main source of documentation for building a plank-on-frame 1:48 scale model of the vessel. His well-detailed set of plans have been redrawn by Winston and myself in POF to conform to the descriptions found in his thesis, so that the model will be constructed as closely as possible to the original vessel.

Incidentally, Professor Crisman's plans for the brig *Eagle* will also be used in the tutorial on how to convert plans to POF, also explaining the logic used for interpreting narrative information into a set of useable drawings. Members will learn how to draw the keel assembly, the framing jig, the sixty frames required for the vessel, and the transom framing – all in POF style.

We are pleased to announce that we have invited Professor Crisman to join the site to act as an adviser as well as an observer, and we are delighted that he has accepted our invitation, so you can undoubtedly expect some very interesting and lively discussions.

If you've never built a plank-on-frame model but would like to learn how; or if you ever wondered how to convert your set of plans to plank-on-frame; or if you're interested in nautical archeology; or if you're just plain curious about the subject of plank-on-frame, come join us. You don't have to be an expert, because the purpose of the tutorial is to teach the basics of POF in a friendly and interesting environment. We'd love to see you there.

www.navyboardmodels.com

www.modelshipbuilder.com

The RNLB Helen Wycherly

An ongoing project by Mike Pendlebury

In this issue I thought it appropriate to start a section in the Journal to cover the build of Mike Pendlebury. Mike has been a fairly regular contributor to the Journal with his updates on his current builds. So, as Mike sends in updates, we will start to post them here. If you have any questions about any of Mike's builds please feel free to send them in to us and we'll pass them along to Mike.



With the first layer of planking completed the hull is sanded and faired.



Next was fitted the calico interlayer. This was stretched wet onto the hull and after allowing to dry for about 30 mins was fixed in place by stippling pva into the surface.



After allowing the hull to dry for 48 hours the excess cloth was trimmed off and the second layer of planking started.



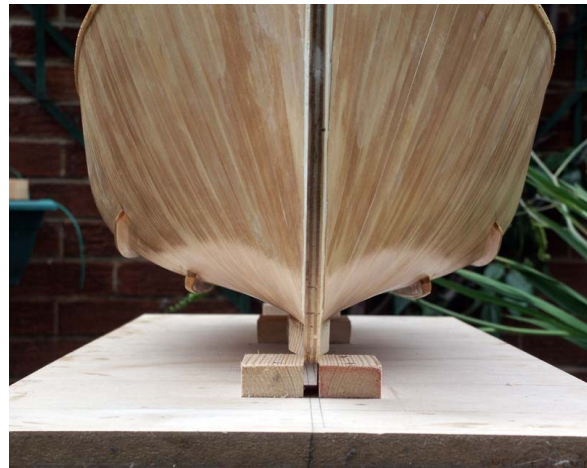
After this was all glued in place the hull was again sanded ready for more work to be done.





The keel doublers were then fitted in place. On the full size boat they were made of cast iron and weighed about 2 tons and gave the boat its inherent stability.

Next the Bilge keels were laminated and fitted.



We'll publish more of Mikes Build as we receive more pictures.

From the Files of ShipWreck Central



The Schooner Lucerne

The Lucerne was probably named after the Swiss lake and canton. The ship was built in 1873 by Parsons & Humble of Tonawanda, N.Y., for N.O. Winslow at a reported cost of \$55,000.

The Lucerne was large for its day, at almost 195 feet. It had three masts, a sharp, elegant clipper bow with a scroll head, and a square stern.

IT was launched on April 23, 1873. Seven days later the ship was enrolled in Buffalo, N.Y., with James Dwyer as master. The schooner, designed to hold 52,000 bushels of corn, went into service chiefly as a grain hauler. Later in its career it hauled coal and iron ore.



The Lucerne changed owners several times. In 1886, a Cleveland group including James and John Corrigan purchased the Lucerne.

The Corrigan brothers were well-known lake skippers and prosperous, enterprising Cleveland industrialists. Capt. James Corrigan began sailing the Great Lakes at age 17 and later worked in oil refining. He developed several of his own refining processes and plants, which he subsequently sold to Standard Oil. He conducted oil exploration in Austria-Hungary with his brother in the early 1880s and at the time of the Lucerne purchase was obtaining controlling interests in Lake Superior iron mines and smelting furnaces. At the zenith of his career, James Corrigan owned some of the largest U.S. oil refineries outside of Standard Oil, had some of the biggest vessels on the Great Lakes and was one of the leading independent iron manufacturers in the United States.

Last Voyage

At the time of its sinking, the Lucerne was considered one of the staunchest vessels on the Great Lakes. The ship's owners outfitted it with new sails and fittings for heavy-duty service on Lake Superior. The Lucerne was placed under the command of Capt. George Lloyd of Cleveland.

On Oct. 25, 1886, the Lucerne and the schooner Niagara, laden with coal, cleared Ashtabula, Ohio, and headed for Washburn, Wis., in tow of the steamer Raleigh. The Lucerne unloaded its cargo at Washburn, and on Nov. 12, the Raleigh towed the Lucerne to Ashland, Wis. There, the Lucerne took on a load of 1,256 tons of iron ore consigned to Little, Ogleby & Co. of Cleveland. The cargo was somewhat lighter than the usual summer load of 1,380 tons, probably in anticipation of Lake Superior's rough autumn weather.

The trip to Cleveland was to be the Lucerne's last run of the season. It turned out to be her last voyage as well. There were no signs of the impending snowstorm, which would sweep Lake Superior for the next two days. Capt. Lloyd unsuspectingly launched the Lucerne into a vicious northeaster.

When the storm struck, the Lucerne was far from the shelter of Chequamegon Bay and was heading northeast up the exposed Michigan coastline toward the Keweenaw Peninsula. Around 4 p.m. the following day, the Lucerne was spotted by the skipper of the steam barge Fred Kelley. The Lucerne was rolling and pitching in heavy seas off Ontonagon. All the schooner's sails were set except for its fore gaff-topsail. The Fred Kelley's mate reported that around nightfall he saw the Lucerne put about in the heavy snow squalls and gale-force winds, evidently heading back toward the safety of Chequamegon Bay. That was the last anyone saw the Lucerne afloat.

It appears Capt. Lloyd ran the Lucerne ahead of the storm. He might have been seeking the La Pointe light and hoping he could navigate around Chequamegon Point into the safety of Chequamegon Bay. Perhaps unable to see the beacon and unwilling to sail farther without bearings in island-dotted waters, Lloyd dropped anchor and hoped to ride out the storm.

The Lucerne gave in to the violent seas and sank on Nov. 17 or 18, 1886, 13 years after its first launch. On the morning of Nov. 19, the La Pointe lightkeeper discovered the ship, 60 miles west of where it was last sighted. It was wrecked in 17 feet of water off the beach of Long Island, Wis. Its spars were jutting out of the water.

On the cold morning of Nov. 19, 1886, the La Pointe lightkeeper on Long Island woke to a macabre sight. He recorded this entry in his logbook: From tower saw a vessel with 2 masts pretty close to shore. I went down, I found it was a barque wrecked. It appeared that they had let go their anchors. She was lying bow to the east, about 2 1/2 miles from Lt. house. I discovered 3 bodies, one in main, 2 in mizzen rigging, did not find any bodies on shore. Her boat is between the lighthouse and the end of the point. Her stern came ashore 1/4 mile east of the lighthouse. On her arch board is Lucerne, Cleveland. The fishing tugs were out setting their nets in the morning, they saw the wreck and reported it at Bayfield. The fishing tug Browne came to the wreck at 1 p.m. and took the bodies from the rigging and took them to Bayfield.

Searchers on the tugs S.B. Barker and Cyclone of Bayfield reached the Lucerne wreck that afternoon. The Lucerne's worried owners had sent the tugs to locate the missing schooner. The lighthouse keeper might have misidentified the Cyclone as the tug Browne in his account.

Otherwise, the tugs' findings were in accordance with the La Pointe lightkeeper's report. But the tugs added that part of the Lucerne's cabin was found drifting near the lighthouse, and the three frozen men found lashed in the rigging were covered with 1 to 6 inches of ice. It appeared they had climbed the masts to escape Lake Superior's freezing waters.

The bodies were taken to Bayfield and lain out at Bicksler's Bazar, a furnishings store that doubled as a funeral parlor. When owner Capt. James Corrigan learned of the tragedy, he telegraphed that each man should be decently buried. Jeffreys' body was later dug up and claimed. His father, Capt. Robert J. Jeffreys, was a venerable old lake mariner. It was his son's first voyage on the Lucerne.

Eventually, the other two bodies found in the rigging were claimed and shipped home. Four or five crew members are still missing.

You can learn more about the schooner Lucerne
at www.shipwreckcentral.com

What is this?

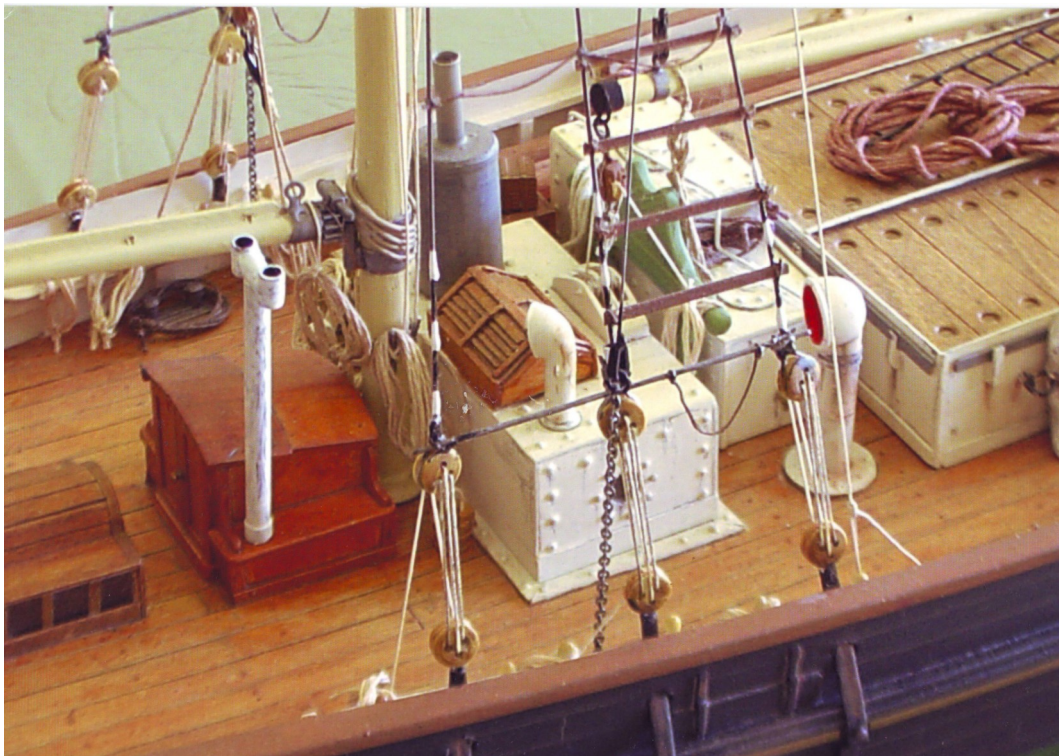
Can you name this object and what it was used for?



Contributors Pictures

This first set of pictures is from Brian Lemon of Australia of the ship Kathleen & May







Next are some pictures sent in by Ken Williams. This is a 1/8 scale Three Island Ocean Cargo Steamer put out by A.J. Fisher originally purchased in the 1930s by Kens father (an avid modeler).

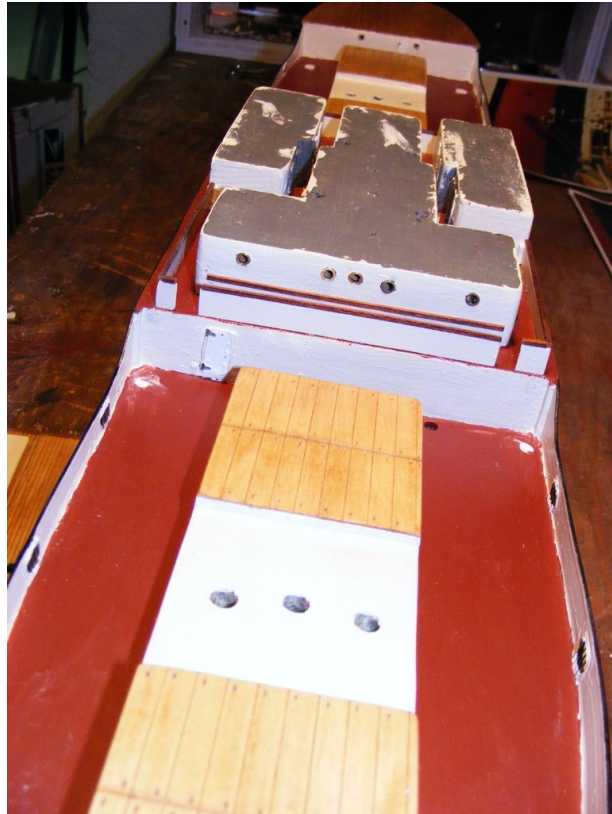
Ken tells us,

“The ship knocked around from move to move and somewhere in the early 60s I used it as target practice for a BB pistol. About 6 months ago, as penance, I decided to restore it. My father became a very fine modeler of rigged ships, spending years on each one before he passed away. This is my first one. I left some things the same but changed others to be more faithful to the plans. **Photo 1** shows what I started with although I was not finished taking stuff off the model yet. The photos go in series from 1 to 6.

It is close to the ship used in the 1933 film King Kong (the model in that movie had a double wide pilot house but otherwise it was the same) so I named it the Venture and even added King Kong although that piece is removable.”







On The Cover



On the cover of this issue the model Kathleen & May built by Brian J. Lemon of Redcliffe, West Australia. You'll find some more pictures of this fine model in the Contributors Pictures section. Over the next couple of issues you will also see some of Brian's other models there as well. He sent in a collection of pictures so I will get them scanned as time permits.



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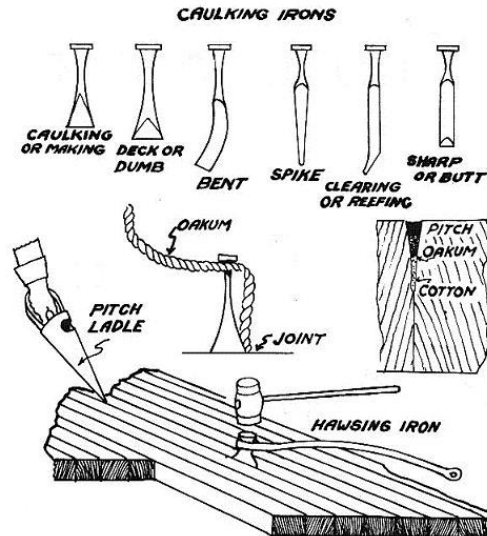
www.modelshipbuilder.com

CAULKING THE DECK

by Gene Bodnar

In the days of old sailing ships, the deck was caulked with oakum, which is a tarred fiber that was made from old ropes and cordage. Thus, it consisted mainly of jute or hemp fibers impregnated with a substance called pine tar, which is an amber-colored pitch derived from certain pine trees, not the tar used commonly in paving streets nowadays.

In general, caulking a deck required a fairly large number of tools and operations. The array of tools is shown in Figure 1. First, a deck seam would be opened with the "dumb iron." Next, the "making tool" would be used to drive the oakum into the seam or joint. Sometimes, the "bent tool" or the "spike" would be used for opening small joints. Once the joint was opened, it was cleaned out with the "reefing tool." For butt joints the "butt tool" would be used as a chisel for enlarging the butt joint to the proper width and depth. The most commonly used tool was the "hawsing iron," which was struck with a long-headed wooden maul called a "beetle" that would make a distinctive "boink" sound every time the hawsing iron was struck. Finally, after the oakum was adequately stuffed into the open joint, a "pitch ladle" would be used to "pay" (pour) the pine tar, filling the joint to its capacity.



kum into the joint. A fifth man would then pour the hot pine tar into the joint as a final seal.

For the decks of new ships or for decks in good condition, one strand of woven cotton was usually forced into the bottom of a joint, followed by two threads of oakum. Of course, this varied widely depending not only on the condition of the deck but also the type of vessel and its country of origin.

More Contributors Pictures

Here are some pictures sent in by modeler Rex Stewart. The first set are of a small scale



To help put a little better perspective on the size of things.



Next are some pictures of a US Constitution Battle Station that Rex built a few years back.





Log and Line

The log-reel, line, log-ship and sand-glass were used for determining a ship's speed.

To do this, the log-ship was dropped overboard and the line was allowed to pay out from the log-reel for a set time from the sand-glass (28 seconds). As the line paid out the number of knots in the line that passed through the hand was counted, thus giving a measure of the ship's speed.



Log Reel, Line and Log-ship



Sand-glass

Both the reel and log-ship are made of wood. The reel is constructed so that it is free to spin when held by the handles. The log-ship is in the shape of a section of a circle and is weighted on its curved edge. It is attached to the line with a pin and socket. When the line was to be pulled in, a sharp tug would pull out the pin, allowing the log-ship to lie flat in the water so that it could be pulled in more easily. The sand-glass has a brass case with '28 SEC' stamped into each end.

The log and line was first described by William Bourne in 1574 and was used for measuring ship's speed into the 20th century, although mechanical speed logs were introduced from the 19th century. Source: National Maritime Museum

Navy Board Models

A website for scratch Builders of Admiralty/Navy Board Ship Models

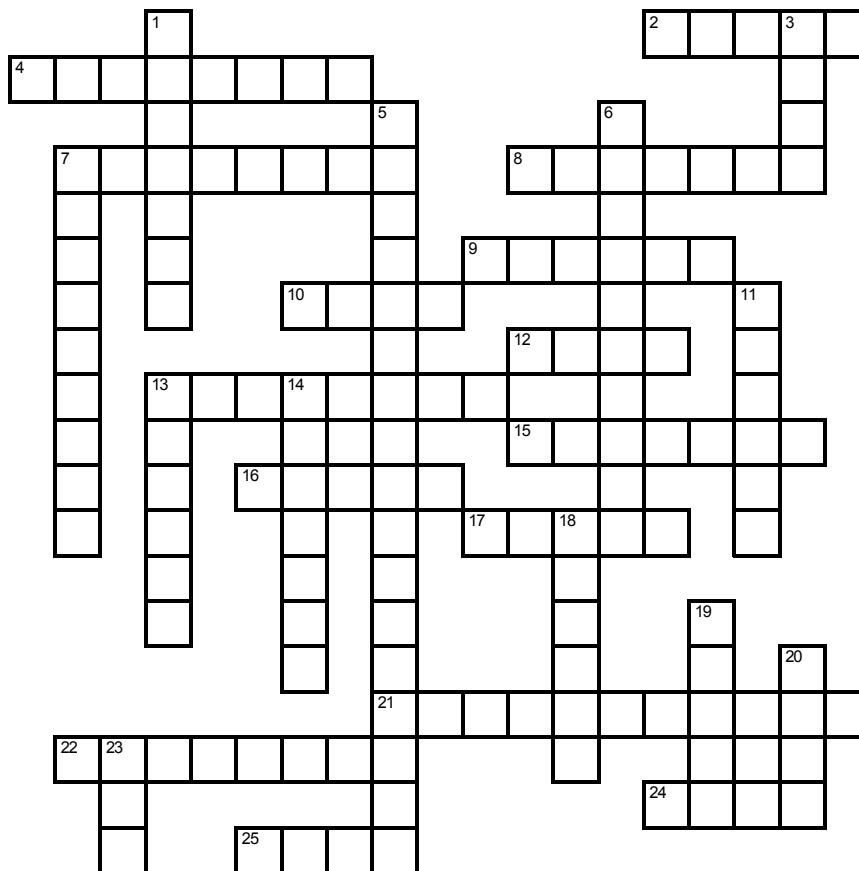


Join us in our inaugural project. A comprehensive tutorial on how to convert lines drawings into plans suitable for building an Admiralty Style model.

Followed by a practicum on how to build a model of the US Brig Eagle, a ship on Lake Champlain during the War of 1812.

www.navyboardmodels.com

Types of Sailing Ships by Gene Bodnar



Across

- 2 Ship that originated in the 16th century Netherlands and was designed to facilitate transoceanic delivery of cargo
- 4 European merchant ship having a lateen-rigged main-sail with a conventional square sail on the foremast
- 7 Lightly armed warship smaller than a frigate
- 8 Small maneuverable two- or three-masted lateen-rigged ship created by the Portuguese
- 9 Small, single-masted vessel
- 10 Shallow-draught flat-bottomed ship
- 12 Sailing vessel developed during the Han Dynasty in China
- 13 Ship used by the Scandinavian Vikings
- 15 Naval vessel of the late 18th century, fully rigged and heavily armed on one or two decks
- 16 Single-masted, fore-and-aft rigged sailing vessel
- 17 Small three-masted vessel of the Mediterranean
- 21 Sailing vessel that is square-rigged on the foremast and fore-and-aft-rigged on its remaining one or two masts
- 22 Vessel having at least two masts, having fore-and-aft sails on all lower masts
- 24 Lateen-rigged vessel having two or three masts, used by Arabs
- 25 Two-masted vessel, with both masts square-rigged

Down

- 1 Merchant vessel used in the 15th and 16th centuries by Mediterranean countries
- 3 Two-masted fore-and-aft rigged vessel having a large mainmast and a smaller jigger mast or mizzenmast stepped abaft the sternpost
- 5 Two-masted sailing vessel square-rigged on the foremast and fore-and-aft-rigged on the mainmast
- 6 Another name for 5-Down
- 7 Vessel formed of two hulls held side by side by a frame above them
- 11 Single-masted vessel similar to a sloop but having its mast set somewhat farther astern
- 13 Small sailing vessel setting lugsails on two or more masts
- 14 Sailing vessel of the 15th to 17th centuries, square-rigged on the foremast and mainmast and lateen-rigged on one or two aftermasts
- 18 Sailing vessel having three or more masts, square-rigged on all but the aftermost mast, which is fore-and-aft-rigged
- 19 Sailing vessel rigged fore and aft on two masts, the larger, forward one being the mainmast and the after one, stepped forward of the rudderpost, being the mizzen or jigger
- 20 Type of brig having two masts with a trysail mast
- 23 Plank-built vessel with a single mast and one square-rigged sail

Types of Sailing Ships Answers

