

# The MSB Journal

Vol. II Issue VIII

*Table showing distance in Yards with mile  
Being Height of Mast Head and Length of  
Vane Wires Double the distance.*

MILE	HEIGHT OF MAST HEAD IN FEET									
	200	190	180	170	160	150	140	130	120	110
1.2	480	380	360	340	320	300	280	260	240	220
1.5	417	500	375	364	353	342	291	270	249	228
1.7	443	422	400	378	356	334	311	289	267	245
1.9	472	449	425	402	378	354	330	307	283	259
2.1	500	475	450	425	400	375	350	325	300	275
2.3	528	501	475	449	422	396	370	343	317	290
2.5	556	528	500	473	445	417	389	361	334	306
2.7	583	554	525	496	467	438	408	379	350	321
2.9	611	580	550	520	489	459	428	398	367	337
3.1	639	607	575	543	511	479	447	415	383	351
3.3	667	633	600	567	533	500	467	433	400	367
3.5	694	660	625	590	555	520	485	450	415	380
3.7	722	686	650	614	578	542	506	470	434	398
3.9	750	710	673	636	599	562	525	488	451	414
4.1	777	735	697	659	621	583	545	507	469	431
4.3	805	761	722	683	644	605	566	527	488	449
4.5	832	787	747	707	667	627	587	547	507	467
4.7	860	812	771	730	689	648	607	566	525	484
4.9	887	837	795	753	712	671	630	589	548	507
5.1	915	861	819	776	734	692	650	608	566	524
5.3	942	885	842	799	756	714	672	630	588	546
5.5	970	909	861	817	774	731	689	646	604	562
5.7	997	932	883	839	796	753	711	668	625	583
5.9	1025	955	905	861	817	774	731	688	645	602
6.1	1052	978	928	883	839	796	753	711	668	625
6.3	1080	1000	950	905	861	817	774	731	688	645
6.5	1107	1022	963	917	873	829	786	743	700	657
6.7	1135	1044	985	938	894	850	807	764	721	678
6.9	1162	1066	1007	959	919	875	832	789	746	703
7.1	1190	1087	1029	979	939	895	852	809	766	723
7.3	1217	1109	1050	1000	959	915	872	829	786	743
7.5	1245	1130	1071	1020	979	935	892	849	806	763
7.7	1272	1151	1092	1040	1000	955	912	869	826	783
7.9	1300	1172	1113	1060	1020	975	932	889	846	803
8.1	1327	1193	1134	1080	1040	1000	957	914	871	828
8.3	1355	1214	1155	1100	1060	1020	977	934	891	848
8.5	1382	1235	1176	1120	1080	1040	1000	957	914	871
8.7	1410	1256	1197	1140	1100	1060	1020	977	934	891
8.9	1437	1277	1218	1160	1120	1080	1040	1000	957	914
9.1	1465	1298	1239	1180	1140	1100	1060	1020	977	934
9.3	1492	1319	1260	1200	1160	1120	1080	1040	1000	957
9.5	1520	1340	1281	1220	1180	1140	1100	1060	1020	977
9.7	1547	1361	1302	1240	1200	1160	1120	1080	1040	1000
9.9	1575	1382	1323	1260	1220	1180	1140	1100	1060	1020
10.1	1602	1403	1344	1280	1240	1200	1160	1120	1080	1040
10.3	1630	1424	1365	1300	1260	1220	1180	1140	1100	1060
10.5	1657	1445	1386	1320	1280	1240	1200	1160	1120	1080
10.7	1685	1466	1407	1340	1300	1260	1220	1180	1140	1100
10.9	1712	1487	1428	1360	1320	1280	1240	1200	1160	1120
11.1	1740	1508	1449	1380	1340	1300	1260	1220	1180	1140
11.3	1767	1529	1470	1400	1360	1320	1280	1240	1200	1160
11.5	1795	1550	1491	1420	1380	1340	1300	1260	1220	1180
11.7	1822	1571	1512	1440	1400	1360	1320	1280	1240	1200
11.9	1850	1592	1533	1460	1420	1380	1340	1300	1260	1220
12.1	1877	1613	1554	1480	1440	1400	1360	1320	1280	1240
12.3	1905	1634	1575	1500	1460	1420	1380	1340	1300	1260
12.5	1932	1655	1596	1520	1480	1440	1400	1360	1320	1280
12.7	1960	1676	1617	1540	1500	1460	1420	1380	1340	1300
12.9	1987	1697	1638	1560	1520	1480	1440	1400	1360	1320
13.1	2015	1718	1659	1580	1540	1500	1460	1420	1380	1340
13.3	2042	1739	1680	1600	1560	1520	1480	1440	1400	1360
13.5	2070	1760	1701	1620	1580	1540	1500	1460	1420	1380
13.7	2097	1781	1722	1640	1600	1560	1520	1480	1440	1400
13.9	2125	1802	1743	1660	1620	1580	1540	1500	1460	1420
14.1	2152	1823	1764	1680	1640	1600	1560	1520	1480	1440
14.3	2180	1844	1785	1700	1660	1620	1580	1540	1500	1460
14.5	2207	1865	1806	1720	1680	1640	1600	1560	1520	1480
14.7	2235	1886	1827	1740	1700	1660	1620	1580	1540	1500
14.9	2262	1907	1848	1760	1720	1680	1640	1600	1560	1520
15.1	2290	1928	1869	1780	1740	1700	1660	1620	1580	1540
15.3	2317	1949	1890	1800	1760	1720	1680	1640	1600	1560
15.5	2345	1970	1911	1820	1780	1740	1700	1660	1620	1580
15.7	2372	1991	1932	1840	1800	1760	1720	1680	1640	1600
15.9	2400	2012	1953	1860	1820	1780	1740	1700	1660	1620
16.1	2427	2033	1974	1880	1840	1800	1760	1720	1680	1640
16.3	2455	2054	1995	1900	1860	1820	1780	1740	1700	1660
16.5	2482	2075	2016	1920	1880	1840	1800	1760	1720	1680
16.7	2510	2096	2037	1940	1900	1860	1820	1780	1740	1700
16.9	2537	2117	2058	1960	1920	1880	1840	1800	1760	1720
17.1	2565	2138	2079	1980	1940	1900	1860	1820	1780	1740
17.3	2592	2159	2100	2000	1960	1920	1880	1840	1800	1760
17.5	2620	2180	2121	2020	1980	1940	1900	1860	1820	1780
17.7	2647	2201	2142	2040	2000	1960	1920	1880	1840	1800
17.9	2675	2222	2163	2060	2020	1980	1940	1900	1860	1820
18.1	2702	2243	2184	2080	2040	2000	1960	1920	1880	1840
18.3	2730	2264	2205	2100	2060	2020	1980	1940	1900	1860
18.5	2757	2285	2226	2120	2080	2040	2000	1960	1920	1880
18.7	2785	2306	2247	2140	2100	2060	2020	1980	1940	1900
18.9	2812	2327	2268	2160	2120	2080	2040	2000	1960	1920
19.1	2840	2348	2289	2180	2140	2100	2060	2020	1980	1940
19.3	2867	2369	2310	2200	2160	2120	2080	2040	2000	1960
19.5	2895	2390	2331	2220	2180	2140	2100	2060	2020	1980
19.7	2922	2411	2352	2240	2200	2160	2120	2080	2040	2000
19.9	2950	2432	2373	2260	2220	2180	2140	2100	2060	2020
20.1	2977	2453	2394	2280	2240	2200	2160	2120	2080	2040
20.3	3005	2474	2415	2300	2260	2220	2180	2140	2100	2060
20.5	3032	2495	2436	2320	2280	2240	2200	2160	2120	2080
20.7	3060	2516	2457	2340	2300	2260	2220	2180	2140	2100
20.9	3087	2537	2478	2360	2320	2280	2240	2200	2160	2120
21.1	3115	2558	2499	2380	2340	2300	2260	2220	2180	2140
21.3	3142	2579	2520	2400	2360	2320	2280	2240	2200	2160
21.5	3170	2600	2541	2420	2380	2340	2300	2260	2220	2180
21.7	3197	2621	2562	2440	2400	2360	2320	2280	2240	2200
21.9	3225	2642	2583	2460	2420	2380	2340	2300	2260	2220
22.1	3252	2663	2604	2480	2440	2400	2360	2320	2280	2240
22.3	3280	2684	2625	2500	2460	2420	2380	2340	2300	2260
22.5	3307	2705	2646	2520	2480	2440	2400	2360	2320	2280
22.7	3335	2726	2667	2540	2500	2460	2420	2380	2340	2300
22.9	3362	2747	2688	2560	2520	2480	2440	2400	2360	2320
23.1	3390	2768	2709	2580	2540	2500	2460	2420	2380	2340
23.3	3417	2789	2730	2600	2560	2520	2480	2440	2400	2360
23.5	3445	2810	2751	2620	2580	2540	2500	2460	2420	2380
23.7	3472	2831	2772	2640	2600	2560	2520	2480	2440	2400
23.9	3500	2852	2793	2660	2620	2580	2540	2500	2460	2420
24.1	3527	2873	2814	2680	2640	2600	2560	2520	2480	2440
24.3	3555	2894	2835	2700	2660	2620	2580	2540	2500	2460
24.5	3582	2915	2856	2720	2680	2640	2600	2560	2520	2480
24.7	3610	2936	2877	2740	2700	2660	2620	2580	2540	2500
24.9	3637	2957	2898	2760	2720	2680	2640	2600	2560	2520
25.1	3665	2978	2919	2780	2740	2700	2660	2620	2580	2540
25.3	3692	2999	2940	2800	2760	2720	2680	2640	2600	2560

The  
MSB  
Journal

Vol. II Issue VIII  
October 2008



## **The MSB Journal**

ISSN 1913-6943

**Volume II, Issue VIII**

October 2008

© [www.modelshipbuilder.com](http://www.modelshipbuilder.com)

All articles published in The MSB Journal are covered under international copyright laws. This newsletter may be re-distributed freely as long as it remains, whole, intact and un-altered. We also urge you to print a copy for your workshop or reading area.

Published by  
[www.modelshipbuilder.com](http://www.modelshipbuilder.com)

On the Cover  
Stadiometer  
National Maritime Museum

How to Contact The MSB Journal

By email: [msbjournal@modelshipbuilder.com](mailto: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](mailto:msbjournal@modelshipbuilder.com)

# In This Issue of The MSB Journal

---



**The RNLB**  
**Helen**  
**Wycherly ... 6**



**On The**  
**Cover ... 22**



**From the Files**  
**of ShipWreck**  
**Central ... 10**



**Cutting**  
**Logs and**  
**Planks ... 17**



**Ghost**  
**Ships ... 11**



**What is this?**  
**... 12**



**Badges:**  
**Heraldry of**  
**Canadian**  
**Naval Ships**  
**... 23**



**Contributors**  
**Pictures ... 15**



**Crossword &**  
**Trivia ...24**

## Editors Notes



Ever have a feeling you were being watched?

I snapped this picture this past summer in my back yard while sitting on my deck. This was one very busy squirrel. It even drove the neighbourhood cats a little crazy while avoiding their efforts to make him their lunch! :-)

Unfortunately, due to time constraints beyond my control and some work that I have scheduled to work on at the website, next month I will not be able to put out an issue of The MSB Journal. Fear not though, as it will be back the first of December.

And on that note, our electoral leadership debates are on TV tonight here in Canada so I'm going to get this issue out without further delay.

Happy Modeling.

Winston Scoville  
[www.modelshipbuilder.com](http://www.modelshipbuilder.com)

## ***The RNLB Helen Wycherly***

An ongoing project by Mike Pendlebury

---

Mike sent in some more progress pictures of his lifeboat project.



The sliding rudder has been built and trial fitted in place to check that the function is correct, and the wooden fendering around the top of the hull laminated in place.



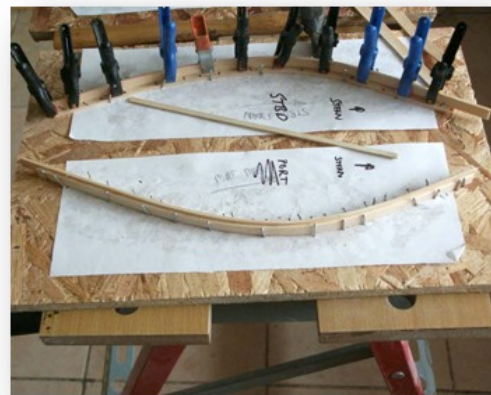
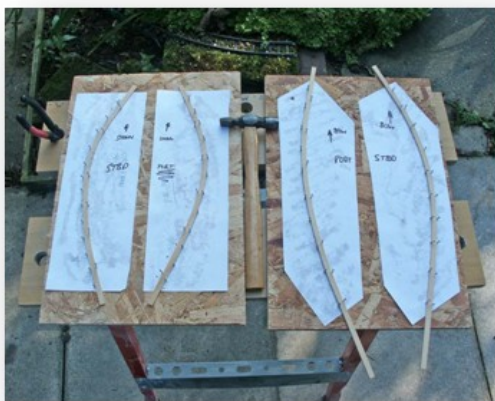
Next the whole hull has had four coats of primer, sanded down between coats, until the finish was acceptable. This was then followed by masking off the delineation between the lower white hull section and the blue upper hull and again four coats of colour painted on to give a good finish.



After these coats hardened off the fender was painted in its typical red.



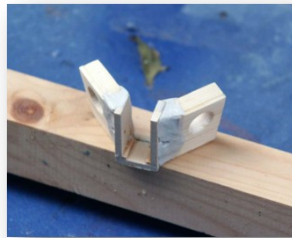
As this is to be a working model the power plants and associated control gear were added and checked out in the test tank (the bathtub!!).



After a successful test attention was directed to fitting the raised bulwarks at the bow and stern. The supports were built up from steamed timber laminated over accurate tracings of the deck edge and then pinned in place on the deck.



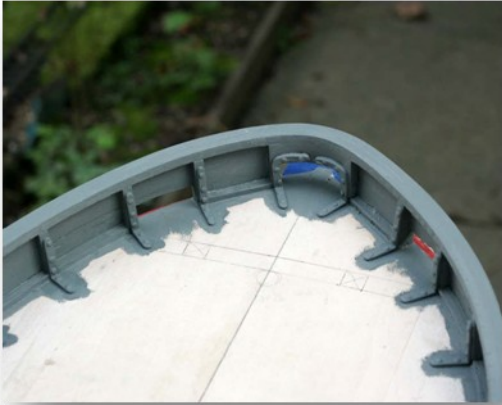
The sides were then steamed, bent and glued in place up to the correct level.



The final section of the bulwarks was the bow block, which on the original boat was a solid bronze casting, it was built up from several sections of timber, filled with epoxy putty, sanded to shape and painted in a bronze colour then fitted in place ready to add the roller at a later date.







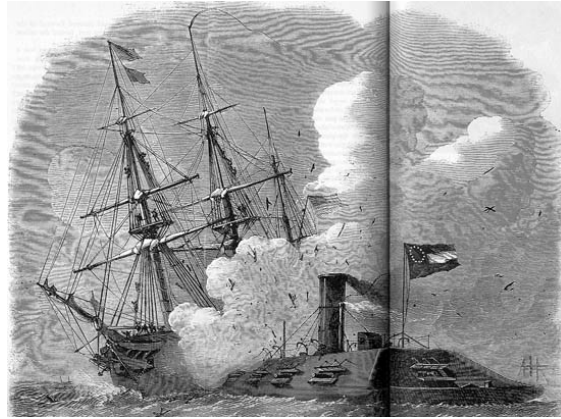
And that's it for Mike's update this month. She's really starting to shape up Mike!

---

## From the Files of ShipWreck Central



USS Cumberland, a 1,726-ton sailing frigate, was built between 1825 and 1843 at the Boston Navy Yard. She was commissioned in November 1843 and served for the next few years in the Mediterranean. She was in the Home Squadron in 1846-48, sometimes as its flagship, and participated in Mexican War operations during this time. Cumberland made two more deployments to the Mediterranean in 1849-51 and in 1852-55.



In 1855-56, Cumberland was converted to a sloop of war, allowing her to carry a battery of heavier, though fewer, guns. She was flagship of the Africa Squadron in 1857-59 and was again flagship of the Home Squadron in 1860.

As the secession crisis turned warlike in the spring of 1861, Cumberland was at the Norfolk Navy Yard, Virginia, and was towed to safety when that facility was burned and abandoned on 20 April. Thereafter, she served on Civil War blockading duty off the Confederacy's Atlantic coast, taking part in, among other things, the capture of Forts Hatteras and Clark in late August 1861.

### Last Voyage

Cumberland was anchored off Newport News, Virginia, on 8 March 1862, when the ironclad CSS Virginia (aka Merrimack) came out to attack Federal warships in Hampton Roads. In a battle that decisively demonstrated the power of the armoured steam-powered warships against the earlier wooden sailing types, Cumberland was rammed and sunk by the Virginia. Her own guns were unable to significantly hinder the Confederate ironclad, and she was incapable of sailing away from the encounter. (U.S. Naval Historical Center)

The sinking of the Cumberland on March 8, 1862 was one of the more dramatic moments of the Civil War. Her captain was absent that day, presiding at a court martial on board the U.S.S. Roanoke, and the command devolved upon the executive officer, Lt. George U. Morris. That the battle with the Merrimac would really be no contest became apparent when the Confederate ship's guns raked the deck of the U.S.S. Congress, inflicting severe casualties, and the return fire failed to penetrate, or even seriously damage, the ironclad's armour.

The Merrimac's captain asked Morris to surrender, to which he replied "Never! I'll sink alongside!" and gave orders to commence firing. The ironclad steamed directly towards the Cumberland and rammed her in the forward starboard quarter. The Merrimac backed off, breaking her recently extended prow in the process. The pinon ship lurched and her main deck began to sink beneath the waters of the James River, but not before she had fired a series of broadsides, killing or wounding nineteen men and causing more damage to the ironclad than she sustained at any other time in her combat career. Within a short time the Cumberland had settled on the river bottom with only her flag and mainmast top still visible above the waves.- Over 120 members of her brave crew accompanied the proud warship on this final descent.

# GHOST SHIPS

by Gene Bodnar



In the past hundred years all the way up to present times, there have been numerous accounts of ghost ship sightings, and most of the sightings have been reported repeatedly by many different witnesses. Three of the most famous "ghost ships" are the "Flying Dutchman," the "Mary Celeste," and the "Queen Mary."

The legend of the "Flying Dutchman," is probably the best known, and many superstitious folks believe that sighting the vessel is an omen of disaster. While under sail around the Cape of Good Hope in 1660, she encountered a bad storm. The captain, refusing to sail for safe harbor, lost all of its crew. Today, many believe that the ship and its crew are doomed to sail forever on the open sea. Numerous reports of its sighting have been made, and most often they include stormy weather. Legend has carried the story a step further, especially in a play by Richard Wagner, by saying that the Captain goes ashore every seventh year in order to re-

deem himself by winning the hand of a maiden.

Slightly past midnight on January 26, 1923 four seamen sighted the "Flying Dutchman," which they viewed with binoculars. The vessel appeared to have two luminous masts, but instead of sails, they saw a thin mist where the sails should have been. As it approached nearer, it suddenly disappeared.

The second famous "ghost ship" is the "Mary Celeste." On December 5, 1872, the ship "Dei Gratia" spotted the "Mary Celeste" floundering at sea. Approaching the ship, the captain, who has an excellent reputation, was surprised to see the ship derelict and boarded the apparently abandoned vessel, where it appeared as though the crew had left in a great hurry. No evidence of foul play was ever discovered, and theories ranging from foul play to seaquakes to being eaten by sharks. Ever since this time, numerous people have claimed to still see the "Mary Celeste" sailing on the sea.



The third famous "ghost ship" is the "Queen Mary," an ocean liner that accidentally nudged the "HMS Curacoa" on October 2, 1942. The "Queen Mary" did not stop because her or-

ders were to continue on course, no matter what. As a result, the "Queen Mary" collided with the "HMS Curacoa" and snapped her in half. Of 439 men on board "HMS Curacoa, 339 were lost.

In 1967, the "Queen Mary" would be converted into a floating hotel in Long Beach, California. En route to California, strange things started to happen. Crew members heard clanging noises, as if the ship was under repair, but not a soul was there. One crew member sighted a woman at the swimming pool dressed in a bathing suit from the early 1950s, and said she was about to jump into the completely empty pool. When the crew member shouted at her to stop, she vanished. Later, ship's records revealed that a woman had drowned in that swimming pool many years earlier.



Numerous other incidents have been reported on the "Queen Mary." Hatches open by themselves; sounds are heard in various areas of the ship; wet footprints have appeared along the empty swimming pool; and the ship's first captain, who died on one of her voyages, has been sighted pacing on the bridge.

Are you skeptical? Are you superstitious? Is there any truth to any of these sightings. Many sightings have been reported by highly respectable and upstanding citizens. It is difficult to dismiss all of them.

The "Queen Mary" is still a floating hotel today, and she offers ghost tours on a daily basis. If you go on a Saturday night, you can dine with their resident psychic, too. You might want to check it out.

---

## What is this?

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



### **The Lumberyard for Model Shipwrights**

*We are proud to be your supplier of rough lumber,  
milled sheets and strips, plank on frame hull kits  
and model ship kits*

***Visit us Today!***

***[www.dlumberyard.com](http://www.dlumberyard.com)***

***[www.modelshipbuilder.com](http://www.modelshipbuilder.com)***

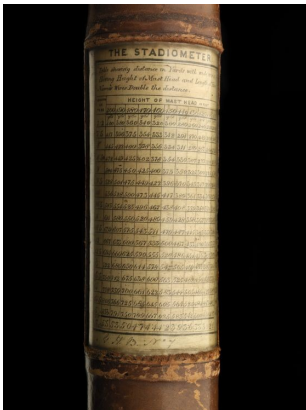
## What is this? From the last Issue

The Stadiometer is a rangefinder that looks very similar to a telescope but which has no lenses. This particular Stadiometer circa 1860 has a leather-covered barrel with an inset panel that holds a conversion table of tube length against height. The silvered brass fittings include two draw tubes with a scale of length inscribed along them. Looking through the eyepiece, there are two pairs of parallel wires at right angles to each other - the narrower wires are used for larger distances.



**Stadiometer**

To use the instrument, the mariner lines up the top and bottom of the ship observed with the two parallel wires and then reads off the length from the scale inscribed on the draw tubes. They would then use the table in the inset panel to work out the distance based on the known (or estimated) height of the ship observed.



Rangefinders were designed principally to determine how far away other ships were, either for travelling in convoy or when fighting an enemy ship. This type was invented by G.H. Blakey, who was a master in the Royal Navy from 1849 (retiring with the rank of commander in 1870), and was made solely by W. Heath of Devonport, whose name is printed on the table.

## Contributors Pictures

Here are some more pictures sent by from Brian Lemon of Australia of some of his models.  
This first set of is a 1/16" scale model of the Scottish Fishing Smack "Loch Fyne"



Next are some pictures of the West Australian Cargo Cutter "GEM" which sank of Rottnest in 1876.





## Cutting Logs and Planks

By: Gene Larson

This article is an addendum to the "Lumber Mill" article published in the June issue (Vol. II Issue IV). There have been a lot of questions and discussions about how to harvest your own wood, or what to do with that log or plank you were given or you bought.



It should be realized that there are many excellent woods available in addition to the highly coveted English boxwood. As our Washington club member Howard Chapelle said, and echoed by Merritt Edson when he was Secretary of the Nautical Research Guild, woods such as maple, cherry, and holly make beautiful models, and in are of equal status with box wood. They both suggested that model builders use these woods local to us in the U.S. rather than pay exorbitant prices for foreign materials that are really no better.

In order to pursue this endeavour you must realize that you need the proper equipment and know how to use it safely. There is a considerable investment involved if your only purpose is to produce model building woods as you will realize as you read further.

I have harvested many interesting logs from various locations. I found apple in an old orchard to be replaced in West Virginia and a cousin's home in Wisconsin, walnut from a farm in Northern Virginia and our lake home in North Carolina, cherry from my brother-in-law's farm in southern Maryland, basswood and pear in a backyard in Alexandria, holly from a street development in one of George Washington's old farms (probably an original tree based on the size), Yoshino cherry from storm damaged cherry blossom trees on the D.C. mall, and silver and sugar maple, pine, cedar, plum and oak from our NC home.

When you run out of those types of sources you can search the specialty wood stores for more exotic species. However, use caution in selecting your wood. It can be very expensive and you need to be sure the quality you want is consistent throughout the plank you choose. In some cases the mills subject the woods

such as walnut to a boiling process to spread the dark color in the heart wood into the light colored areas of the softer sapwood. This has an effect on the original rich color of the heartwood. This misleads the customer and you can end up with a lot of expensive scrap. Also, the planks in wood stores usually are rough cut, not planed smooth. The surfaces of these planks age quickly, and it is difficult to tell the grain pattern and the amount of sapwood. This is especially true of cherry. The greatest advantage of store bought planks is they are already dry.

Several factors to realize are:

This "logging" process takes time to do and to wait for the wood to dry.

There is probably up to 50% waste by the time you get to the final pieces of modeling wood.

The cost of tools can be high.

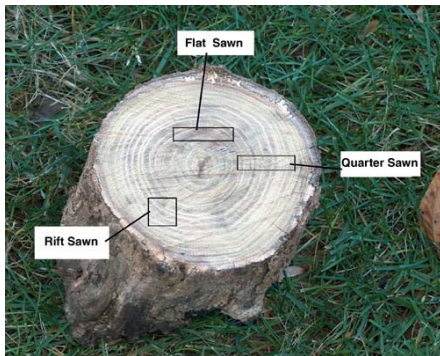
You potentially could be tagged as a purist.

The final satisfaction is high.

The anatomy of the tree is important to understand. There have been many articles in wood magazines on the subject, and there are numerous web sites on the subject. I will only touch on the more important aspects.

The three typical cuts that can be made in a log. The quarter sawn is the most stable, and usually gives a straight grain pattern down the length of the plank. The flat sawn will usually cup up on the ends as it dries (as shown in this location), and will have a more pronounced grain down its length. The rift cut will come out somewhere in the middle.

The entire log could be quarter sawn by making all radial cuts, but that would be a very large project, and the rift and flat sawn sections do have some use after thorough drying.



The initial log as the tree is removed. This happens to be a large oak tree in North Carolina. The log on the ground is 22 inches in diameter and is one of three joined trunks on this tree. It is ten feet long, and very heavy.

Note the absence of knots in this log from the lowest portion of the trunk.

This wood was harvested for "furniture" pieces. Oak is not suitable for exterior wood on ship models due to its pronounced



grain which is not to scale and is difficult to fill to a smooth finish. It can be used for strength members on ship models in locations where it will not be seen.

The 22" diameter log was reduced in length to five feet. It still weighs much more than even two people can pick up due partly to being "wet", The quartering process has begun.

Note the sap wood (light color next to the bark, and the darker coloured heart wood.



The quarters are then cut into slabs about 4" thick. The second slab cut in each quarter of the log is made perpendicular to the first to keep grain as much as possible in the "quarter sawn" orientation. However it does approach the "rift sawn" condition in some areas,

The pieces to the left are "scrap" for fire wood.

This same principle can be used on any size log. Just scale down the size of the cuts to fit your needs. Typically the plank thickness would be between 1" and 2".



The oak slabs are stacked with spacers (called "sticks") to permit air circulation. The rule of thumb is to allow drying of one year per inch of thickness if no "forced drying" is done. Note that the ends of the slabs have not as yet been coated with sealing wax. Note also the sap wood at the right edges of each slab. This will be trimmed off, thus removing the unwanted bark.



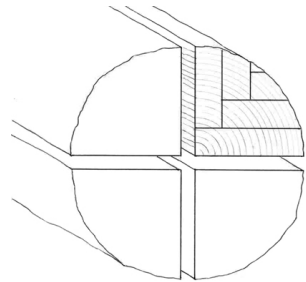
one split can be seen. Due to the poor condition of the tree, there are areas in the walnut that are not usable due to knots, rot and staining. The better pieces have already been used for a model case base, decorations (cross), etc.

Some black walnut lumber harvested in North Carolina from a rotting tree. (Walnut

Typical cutting of an 8" log into 1" thick approximate quarter sawn planks. The plank grain actually ranges from quarter sawn to rift sawn.



Keep in mind that the final piece of wood required for a ship model is typically 1/4" x 1/16", but usually not over 3/8" thick. This is smaller than the size of this "o" in the drawing.

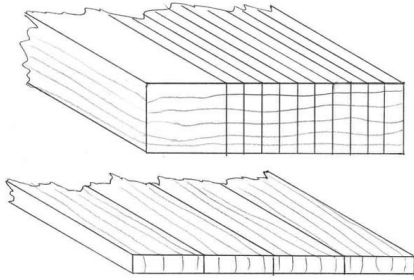


and holly trees are much more desirable when they are alive and growing.) Note the white areas are sap wood that must be removed in the final cutting process. These slabs were harvested four years ago, and even without end sealing only

A stack of sugar maple that has been drying since 1997. The layers are separated by plastic strips. The ends have been sealed. Note the species and date of cutting are marked on each piece.



## The Final Step



Plan ahead so your final cuts are approximately as shown in either drawing. The drawing represents final planks of 1/6" thick by 1/4" wide, This is typical of planks required for ship models. See separate shop note on one process for achieving the final planks. The upper cutting process is well suited to representing deck caulking by, prior to cutting, coating the "top surface" with dark pencil, varnish and then black paint, or black craft paper, depending on the model scale and thickness of the caulking.



Wood ready for a model. The model is a Chesapeake Bay Oyster Sloop at a scale of 3/8" = 1' (1/32). The long cherry strips for hull planks are 1/16" x 1/4" (2" x 8"). The holly deck planks are 1/16" x 1/8" (2" x 4"). The holly has black craft paper glued to one edge to represent deck caulking. Note the larger pieces of uncut holly with the black paper attached.

---

Reference: See the following web page for more specifics on [log cutting](#)

Reference: *Wood Magazine* issues 155, 156, 157 and 158 (May, June/July, Sep-

tember, and October 2004) had a four part article on understanding wood. Perhaps you can find copies in the library or on the web.

---

A great example of the beautiful "flat sawn" patterns available on some woods such as walnut and cherry is the veneer cut from the logs. The cutting process involves very sharp blades slicing off sheets of wood like unrolling paper towel. These are the patterns not desirable in model building.

Generally you only want to keep the heartwood of any log. Usually the sapwood is softer and a different color. I also avoid the very center of the log The pith, and try to work around knots. If you can manage to get a log from the bottom of the trunk it should generally have fewer or no knots.

It is not necessary to remove the bark from the log as it will become a part of the scrap wood as the cutting progresses. It will usually be removed with the sapwood. Also I recommend cutting the log down to the minimum size you think you will need. There are two reasons for this. One is the wet wood cuts much easier than dry wood and is not as rough on your saw blades. The second reason is that the wood will dry faster in the smaller dimensions. However, leave sufficient material to allow for warpage, twisting and bending during drying. The initial cuts you make in a log are not critical to the desired final grain pattern of the model wood, especially if the log is large. It is advisable, however, to plan ahead.

The quarter sawn rule is not absolute. There can be some degree of rotation to flat sawn without greatly electing the pattern or the tendency to warp. Every piece cut out of a log cannot be exactly quarter sawn.

For large logs I use a chain saw to make the longitudinal cuts. This is very imprecise, but a magic marker guide line helps. The surface will be very rough, uneven, and probably curved. Cut slabs and chunks of the log down to approximately 6 inches

thick in one dimension. After this a band saw can handle the cutting. For modeling woods I prefer quarter sawn lumber. For furniture, model cases, and stands I prefer the plain/flat sawn because of the more prevalent grain even though there is more probability of warpage. After the planks are dry the warpage can be removed by running them through a planer.

If the log is in the 6 to 9 inch diameter range you can usually make your cuts on a heavy duty band saw with a large blade (3/4 inch minimum). Just draw a line down the log and follow it as closely as possible. Continue cutting the wood down to the minimum possible thickness based on the final usage. For me this is usually one to two inches thick and whatever width comes out of the cutting process.

There are mixed opinions regarding the need to "seal" the ends of the wood prior to the drying process below. Some woods, especially when extremely wet when cut, have a tendency to split along the grain several inches into the billet. This is due to the end grain drying and shrinking faster than the rest of the wood. Rather than experiment with what wood will and will not split as they dry, I always seal the ends. I usually use wax, or paraffin as it is called in the home canning process. I melt the wax in an old pan carefully on the stove, then take it outside and dip the ends in about an inch. When in the "field" without the wax readily available I will use anything around that I think might work such as shellac, varnish, or regular paint. These do not work as well as wax as it has been proven and reported in woodworking magazines the paint/varnish finishes are not a complete moisture barrier when used in furniture applications. However they are a help and the wax treatment can be accomplished later.

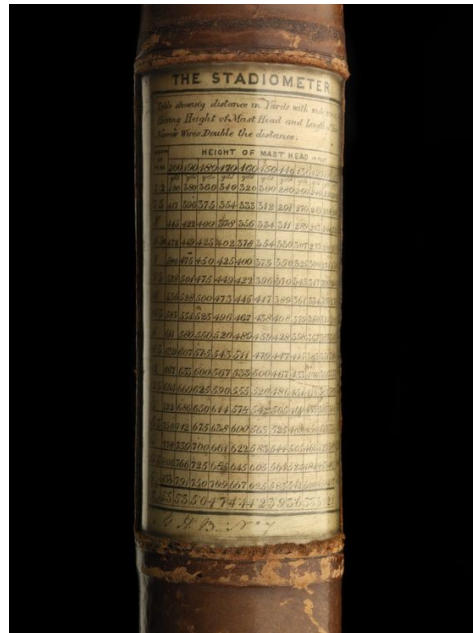
Now stack the wood in a dry, out of the way location, and allow the drying process to take place, with the rule of thumb of one inch per year. This can be expedited somewhat if a fan is directed on the stack and

left running. In stacking the wood use layers, and place thin pieces of the same wood (or plastic) across each layer to permit better air circulation. A different wood for the "sticks", as they are called, could create stains in your wood.

When the wood is dry it is ready to process into model planks. Now you can go to the shop note on Your Own Lumber Mill on this web site. Just realize that you will still need a band saw, a jointer, maybe a planer, maybe a 10 inch, or so, table saw, a thickness sander, and maybe a model builder's miniature table saw. There is a new very small model builder's planer available. It appears to be an excellent machine, but I find that I have no need for this size. My larger equipment handles all the jobs, and I do not need the extra investment in such a highly specialized machine. The thickness sander performs the dimensioning perfectly down to the thickness of a sheet of paper, if necessary. Sanding "lines" (scratches) in the wood are no problem at all, and in fact, after the final installation of the wood there will almost always be the need of fine sanding.

Have fun with woods!

## On The Cover



On the cover of this issue is the Stadiometer that was in last months "What's This" section. Have an interesting picture you'd like to see on the cover? We'd love to hear from you. Drop us a line a line at [msbjournal@modelshipbuilder.com](mailto:msbjournal@modelshipbuilder.com) with your picture.



### **The Lumberyard for Model Shipwrights**

*We are proud to be your supplier of rough lumber,  
milled sheets and strips, plank on frame hull kits  
and model ship kits*

**Visit us Today!**

**[www.dlumberyard.com](http://www.dlumberyard.com)**

**[www.modelshipbuilder.com](http://www.modelshipbuilder.com)**

## ***Badges: Heraldry of Canadian Naval Ships***



### **HMCS Athabaskan**

#### **Description:**

Blazon On a field argent, a North American Indian clad in buckskin breeches, leggings and beaded moccasins, but bare to the waist except for a necklace of bear's claws and blue shells, and ear ornaments of the last The Indian wears the full-feathered headdress and is mounted bareback upon an Indian pony being halted from the trot. The Indian holds a red bow and arrow in the "ready" position, the latter pointing down.

#### **Colours:**

White and scarlet

#### **Motto:**

We fight as one

#### **Battle Honours:**

Arctic, 1943-1944; English Channel, 1944; Korea, 1950,1953

# TRAWLER'S SLANG

by Gene Bodnar

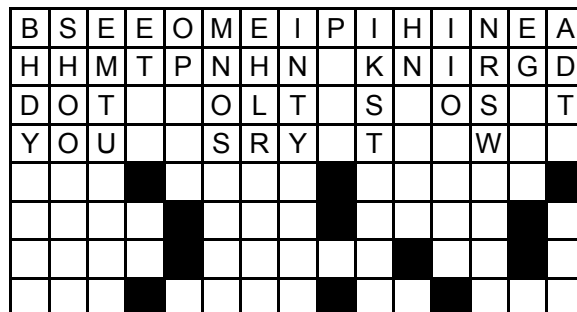
Directions: Match the definition with the appropriate term found at the bottom of this page. Each term will be used only once.

1. \_\_\_\_\_ Compartment into which herring are shoveled.
2. \_\_\_\_\_ Trawler that carried duty-free schnapps and tobacco to sell to its crew members.
3. \_\_\_\_\_ Hidden, uncharted reef.
4. \_\_\_\_\_ Dockside scrounger on the look-out for fishermen who may have money in their pocket.
5. \_\_\_\_\_ To gossip, especially when two trawlers meet at sea.
6. \_\_\_\_\_ Senior skipper of a trawler fleet.
7. \_\_\_\_\_ Line-fishing schooner from America, Canada, Newfoundland, France, Spain, or Portugal.
8. \_\_\_\_\_ Man who stands on a cliff top and guides a trawler to where he saw shoals of herring, pilchard, or mackerel.
9. \_\_\_\_\_ Fisherman who takes fish under the legal size.
10. \_\_\_\_\_ Portion of profits due to a tawlerman not paid in wages.
11. \_\_\_\_\_ Fisherman who mends nets.
12. \_\_\_\_\_ A successful trawling vessel.
13. \_\_\_\_\_ A trawler that is so successful that another vessel can be built from its profits.
14. \_\_\_\_\_ A vessel that line-fishes for cod.

- |                |                  |
|----------------|------------------|
| A. ADMIRAL     | H. DOLE          |
| B. BALKER      | I. FLEWER        |
| C. BETESTER    | J. GRAND BANKER  |
| D. BLINDER     | K. KID           |
| E. COD BANGER` | L. MARDLE        |
| F. COPER       | M. MOTHER        |
| G. COW KILLER  | N. WESLEY HUNTER |

## NAUTICAL KNOWLEDGE

An interesting quotation has been fit into the diagram below. You will have to rearrange the letters considerably to find it. Looking at each column of letters vertically, distribute the letters in it into the empty squares directly below. The black squares show you the spaces between the words in the quotation. They'll help you decide just which box to use for each letter over it in order to spell out the quotation.





# CRYPTOGRAMS

by Gene Bodnar

The words in each Cryptogram are related to a single subject. A simple substitution code has been used for each cryptogram. Frequently used letters and double letters are clues that will help you break the code.

## Ship's Crew

Example: Deck hand

P F X E R L F E F L P X

H M P P F T B R L

Q G L X E P F E R

P G B X V G Y F T

F B P G L F Z

X R F P F T

Q M L R E M Y P F T

H M K X D F G T

H F L Y R T E R L

H F N G T N M S

## Parts of a Sail

Example: Cringle

T U J H

U J O G B S

I W B B U F

O U U C I J B H

I U V V L I J B H

I W V F O W Z U

Z U J E

F J I V G B S

K V U X

V U U K T

## NAUTICAL ALPHABET

There is one place for each letter of the alphabet in the 26 empty squares in the diagram below. Fill in each letter so that a nautical word of at least four letters is formed reading across only. Not all the letters to the left and right of the empty box are used; it's up to you to discover which ones are needed to complete the words. Only one arrangement of all the letters of the alphabet will complete a word in each row. Plurals are not allowed. Cross out each letter as you use them.

**A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**

S	P	L	O	N		E	T	T	Y	R
C	H	O	S	T		P	P	E	R	N
A	S	T	O	R		I	L	I	T	S
P	E	S	C	O		R	S	E	T	E
R	E	S	C	O		S	W	A	I	N
A	C	B	A	S		U	P	P	E	R
A	S	P	A	W		T	O	S	T	E
R	I	N	K	E		E	L	L	O	S
R	E	S	T	A		L	O	C	K	O
T	O	M	M	I		Z	E	N	N	E
B	O	W	I	N		L	A	S	S	T
C	O	L	A	T		T	U	D	E	R
R	O	A	S	H		A	V	E	T	A
B	R	A	N	S		A	N	K	E	R
S	T	O	R	E		U	O	I	N	D
P	O	S	L	I		E	L	I	N	E
A	L	L	A	B		I	D	L	E	N
B	A	N	I	C		C	L	O	N	E
S	C	A	M	A		A	Z	I	N	E
T	R	A	R	O		H	R	O	U	D
A	B	I	G	H		S	T	O	P	E
R	O	B	A	T		I	M	B	L	E
G	A	G	R	O		M	E	T	R	E
H	A	S	H	A		T	Y	C	O	N
S	P	L	A	N		R	O	N	E	T
Q	U	A	T	H		A	R	T	S	P

**ANSWERS:**

**Trawlers Slang:** 1-K, 2-F, 3-D, 4-N, 5-L, 6-A, 7-J, 8-B, 9-I, 10-H, 11-C, 12-G, 13-M, and 14-E.

**Nautical Knowledge:** The only thing some men know about ships is that port is red.

**Cryptograms:**

**Ship's Crew:** Master at arms; Commander; First Mate; Midshipman; Admiral; Seaman; Foretopman; Coxswain; Carpenter; Cabin Boy.

**Parts of a Sail:** Head; Earing; Bonnet; Reef Band; Belly Band; Boltrope; Peak; Tabling; Clew; Leech.

**Nautical Alphabet:**

				J	E	T	T	Y	
		S	T	O	P	P	E	R	
		R	A	I	L				
		C	O	U	R	S	E		
		C	O	X	S	W	A	I	N
		S	C	U	P	P	E	R	
	P	A	W	L					
		K	E	V	E	L			
			B	L	O	C	K		
		M	I	Z	Z	E	N		
	W	I	N	D	L	A	S	S	
	L	A	T	I	T	U	D	E	
		S	H	E	A	V	E		
		S	P	A	N	K	E	R	
			Q	U	O	I	N		
		L	I	F	E	L	I	N	E
		A	B	R	I	D	L	E	
		C	Y	C	L	O	N	E	
		M	A	G	A	Z	I	N	E
		S	H	R	O	U	D		
B	I	G	H	T					
		T	H	I	M	B	L	E	
	G	R	O	M	M	E	T		
	S	H	A	N	T	Y	C		
P	L	A	N	K					
	T	H	W	A	R	T			