The MSB Journal

An Online Publication For Model Ship Building Enthusiasts

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The MSB Journal

On the Cover

Stadiometer
National Maritime Museum

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Editors Notes

It seems its already that time of the year again, so for those who celebrate it, I hope you and your family have a very Merry Christmas and a Happy New Year. I know our family will enjoy this year as we have a special treat. We're going home to celebrate the season with my family. A very rare but enjoyable occasion!

Sadly, I have to announce that I will not be publishing the MSB Journal on the monthly basis that you are used to receiving it on. Due to time constraints, professional and other commitments it seems I do not have the same amount of time to commit to putting them together. That is not to say that I will stop publishing it all together. For now, I will try to put out an issue every other month and see how that goes until such a time when I am able to devote more time to working on it. So, for the next little while please bear with me.

Marooned

By Gene Bodnar

Marooning is the act of abandoning someone on an uninhabited island, usually with very little food, a container of water, and a loaded pistol. The outcome of marooning was usually fatal, because the marooned person either starved to death or died of thirst, or saved himself from this fate by committing suicide with the pistol. Marooning was undoubtedly the most dreaded of all punishments, because it almost always guaranteed a slow, cruel death. There was little chance of escape. The skin would blister under the hot sun. At high tide, the water would be up to his neck, if he didn't drown or get eaten by the sharks before then.

The term "maroon" probably originates from the Spanish "cimarron," which means "wild." The first appearance of the word in writing occurs in 1709, but here it is derived from a fugitive slave. The act of marooning was a common form of punishment several years before the word appeared in print.

The chief practitioners of marooning were pirates of the 17th and 18th centuries. In fact, in those times, pirates were frequently called marooners. Captain Bartholomew Roberts, a typical pirate, compiled written articles that specified marooning as a punishment for cheating one's fellow pirates. Many other pirate captains marooned a crew member for such offenses as stealing from crew members, abandoning one's post during battle, and several other lesser offenses. Of course, no pirate captain was assured that he would remain in command of his own ship, because his crew voted him to be captain, and they could just as easily vote him out, and they could also vote to maroon him, and this was indeed the fate of many pirate captains.

Some men actually survived marooning. In one recorded instance, another pirate rescued a marooned man who was then forced to join the new crew of pirates. If a merchant vessel performed the rescue, it


would usually assume the man's guilt and turn him over to the authorities to stand trial. This happened to Charles Vane, a pirate captain in 1720. He was taken to Port Royal, found guilty, and hanged. Such is fate.

Probably the most famous example of marooning was that of Alexander Selkirk, who specifically requested to be put ashore, not as punishment, but because he had too many disagreements with his captain. He thought others would join him, but he was marooned alone, living the next four and a half years on Mas a Tierra, an island off the Chilean coast. Selkirk had plenty of food and water, so he was able to survive, and he was eventually rescued by Woodes

Rogers in 1709. Later, Richard Steele, an essayist, published Selkirk's story, which was soon immortalized by Daniel Defoe in his most famous book, "Treasure Island."

Another famous episode of marooning occurred in 1718 when mutineers seized Captain William Greenway for refusing to turn pirate. The mutineers landed him and seven of his supporters on an uninhabited island in the Bahamas without food, water, or clothing. The mutineers returned later and transferred them to a captured sloop anchored a mile from shore, leaving them again without food and facing death. Greenway managed to swim ashore and built a raft, and then returned to his men with food. The mutineers returned on two more occasions, first to leave supplies and then to burn the shelter built by the marooned crew. Eventually, the Spaniards captured the mutineers and conducted a rescue of Greenway and his men.

Today, some folks think it might be romantic to live on a deserted island, but those folks obviously do not realize that to be alone on a deserted island surrounded by salt water was a terrifying way to die. ◈
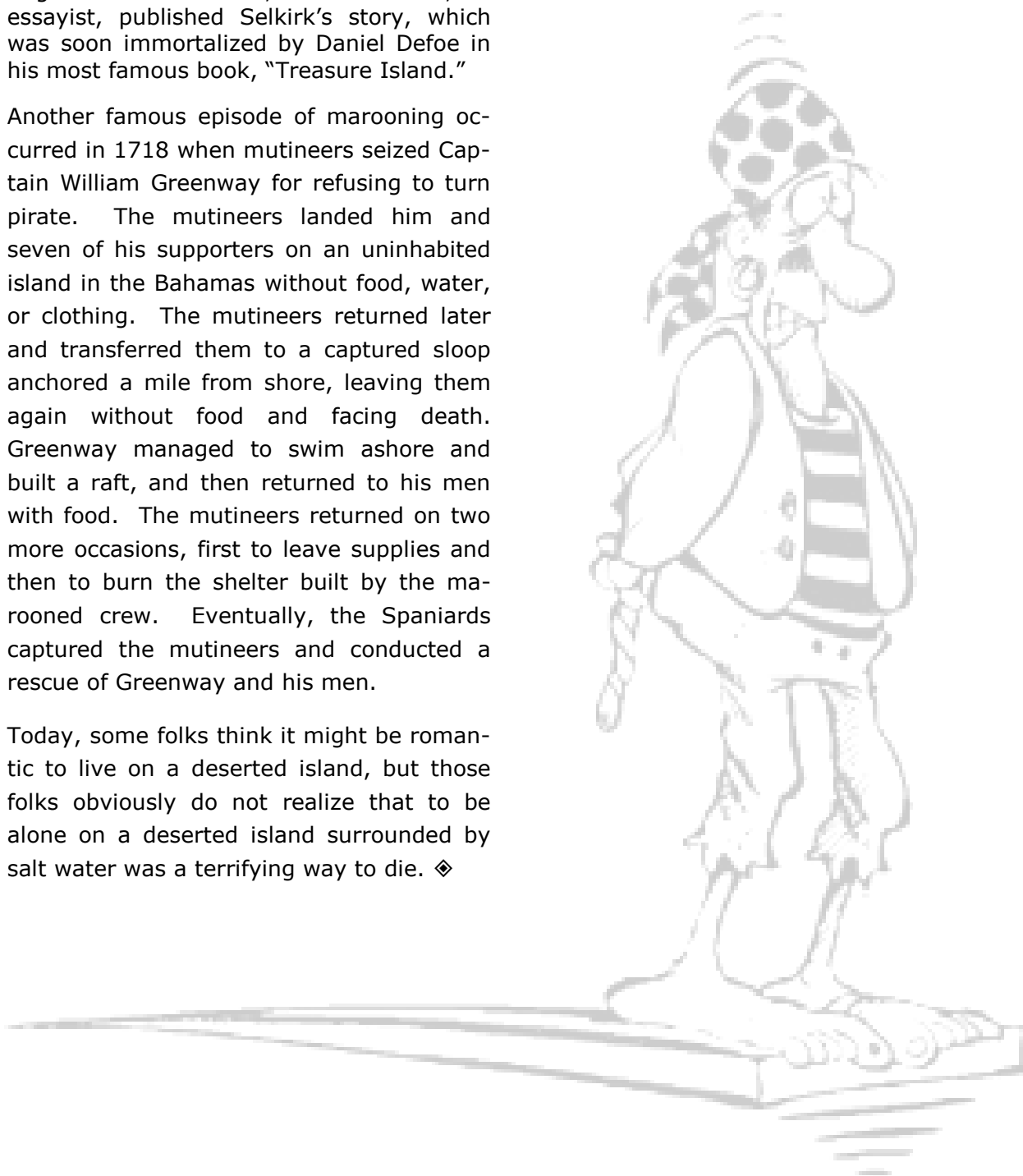
The Empress of Ireland
From the Files of ShipWreck Central

The Empress of Ireland, a twin screw steamer, rival to the Titanic, was built by the Canadian Pacific Railway. It had five passenger decks, a boat deck, ballrooms and bars and staterooms with all the comforts of home.

Last Voyage The Empress had boarded nearly 1,500 passengers and crew before setting sail from Quebec City at 4:30 pm, May 28, 1914. There was a Salvation Army band on board. As tugs nosed the Empress into the St. Lawrence river, the band played □O'Canada□, then it struck up a rendition of Auld Lang Syne, followed by a hymn -- "God be with you 'til we meet again."

Henry kendall her captain, a reserved and somewhat serious man, had many Atlantic crossings under his belt. Kendall was also a hard man and a demanding captain who for several months had borne the weight of a murderer's curse on himself and his ship. During the previous voyage, Kendall had been responsible for the arrest of a passenger, the notorious Dr. Thomas Crippen, wanted in London for murder. Crippen cursed Kendall and his ship for having him arrested. Crippen promised that when he got to hell, he would pull Captain Kendall and his ship down with him.

By midnight on the 28th, the air began to cool. Fog banks drifted up river. The Empress sailed from one fog bank into another. From the bridge, Captain Kendall could see the shore line one moment and not the next.

By 1:00 AM, most of the passengers and those crew not on watch had turned in for the night. Captain Kendall was still on the


bridge when the Empress cleared Ramouski and approached the spit of land called "Father Point". And he was still on the bridge at about 2:00 am to see the bow lights on a ship that was steaming up river.

The ship was about six miles ahead and three or four points off the Empress' starboard bow. Captain Kendall also saw the thick fog rolling off the southern shore. He ordered the Empress to go full astern and sounded three short blasts as a warning to the on-coming ship. It was then he lost the lights of that ship in the fog.

The on-coming ship, the Storstad, captained by Thomas Anderson, a Norwegian freighter, was running deep in the water with a heavy load of coal. The captain was not on the bridge that night. He was still in bed when the Storstad entered the fog

bank off Father Point and blew a long blast on the horn to answer the signal from the Empress of Ireland.
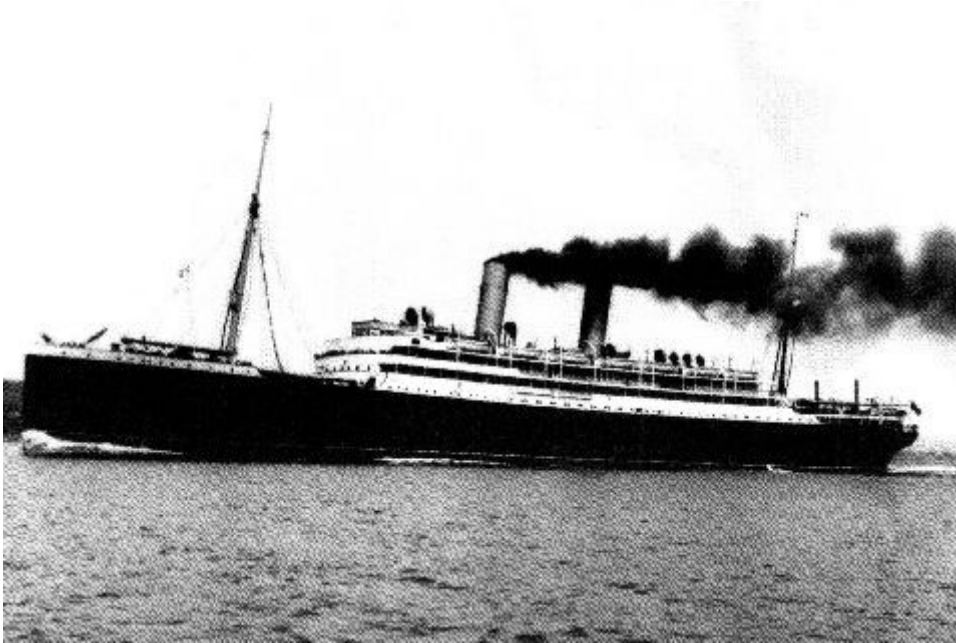
The Storstad was now 100 feet away and bearing down on the Empress. Captain Kendall ordered the Empress hard aport. The Storstad gave three short blasts, the last lost in the grinding crash as the two ships hit.

The Storstad cut 18 feet into the starboard side of the Empress of Ireland. Captain Kendall shouted for the Storstad to keep full ahead in order to fill the hole she had made. Instead, the Norwegian freighter backed away, leaving a gaping hole in the starboard side of the Empress.

After the collision, the empress filled and listed. Captain Kendall ordered his first officer to prepare the lifeboats. Then he ran the Empress full ahead in a desperate attempt to ground her in order to save passengers and ship. But by this time the water had flooded the engine room and the engines stopped. It funneled into staterooms, drowning many before they could climb from their beds. The ship sank in 14 minutes.

The Storstad's crew had lifeboats and pulled passengers from in the water almost at once. They saved dozens. Crew from the Empress who were lucky enough to climb from the lower decks manned their own lifeboats. They saved dozens more. Two other ships responded to the s.o.s., the Eureka, a tugboat, and the Lady Evelyn, a government ship. Between them they pulled nearly a hundred people from the dark water of the St. Lawrence. By dawn, the tiny village of Rimouski had it□s wharves and warehouses crowded with 462 survivors.❖
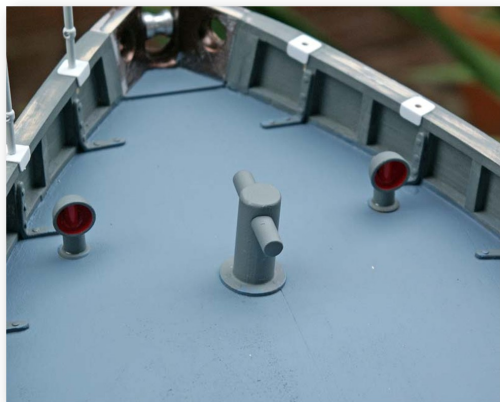
View dive footage of the wreck of the Empress of Ireland at:

www.shipwreckcentral.com

The RNLB Helen Wycherly

An ongoing project by Mike Pendlebury

We are now moving on to the smaller details on the deck. These consist of the cowl ventilators, sampson posts and of course the stanchions around the edge of the deck.

The anchor fitting has also been added along with the step back in the stanchions.
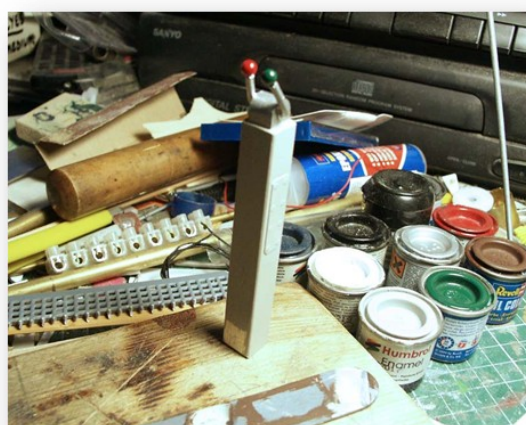

All the side chains were then added as well as the outer ends of the scuppers along the hull sides.

The grab lines along the hull have also been added.

The portholes in the superstructure have also been fitted after reaming the holes to size.

The wheel and throttles for the interior have been made and the grating for the Cox'n added to the floor ready for fixing in place later.

The 'lump' that has been masquerading as the superstructure has now been attacked with the dremel cutters and files to turn it into the cabin of a Watson Lifeboat.

"The US Brig Eagle"

A
Navy Board Models
POF Project

Over at Navy Board Models (www.navyboardmodels.com) a website dedicated to the building of plank-on-frame models a unique project is well underway. The building of a model of the US Brig Eagle a US Naval ship that sailed on the great lakes (Lake Champlain) during the War of 1812.

What makes this project unique is that the information being used for the build is based on an archaeological thesis by Prof. Kevin J. Crisman of Texas A&M University. As part of his Masters degree in 1984 Prof. Crisman spent some 3-4 years on an archaeological study of the ship, and presented his findings in a 500+ page thesis.

It is this thesis that the build is based on. In addition to the thesis, Prof. Crisman has also made himself available to answer questions, which in itself is a very unique situation for any model builder to be in.

The main project itself is centered on the beginning plank-on-frame modeler. It takes them through the process of interpreting plans, drawing plans suitable for plank-on-frame construction through a practicum on how to use those plans and construct an Admiralty Board style model of the ship.

This does not leave the more experienced modelers out in the cold though. Due to the vast amount of information available, a modeler of any advanced level will find this a very interesting project as well. In fact discussions have already begun in a thread called "Thesis Analysis" where modelers are discussing in detail the construction of the ship.

It will be interesting to see some of the models built during this project, from the beginning plank-on-frame modeler to the intermediate modeler to the next level to the seasoned veterans who will take it to the next level.

By the way, if you'd like to head up your own POF project they'd love to hear from you.

When you have a few minutes, drop by and see what's happening!

What is this?

Can you name this item 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*

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What is This? From the Last Issue

**Station Pointer Circa 1850
made by John Dennett Potter of London England**

The station pointer consists of a graduated circle and three arms, one of which is fixed (at 0 degrees on the scale), while the other two can move around the circle and have fixing screws. The circle of this example has a diameter of 4.75 inches (121 mm) and is made of brass with a silvered degree scale. The scale runs from 0 to 360 degrees, with 1 degree subdivisions, while verniers on the movable arms allow reading to 1 minute. It is contained in a fitted mahogany case (slightly damaged), which also holds extension pieces for each of the arms and a damaged magnifying glass. The trade label of 'J.D. Potter, 31, Poultry, London' is pasted inside the lid.

A station pointer is used for plotting a ship's position from horizontal sextant angles taken between two or more objects or geographical features. To use it, the angles measured by the sextant are used to set the positions of the movable arms around the circle on the station pointer. This can then be placed on a chart to draw position lines from the features observed and so plot the ship's position. Station pointers are also used in surveying, in which case they have verniers attached to the movable arms to allow more accurate positioning, as this example does.

This station pointer once belonged to Captain M. H. H. Nelson, RN (died 1941).

The MSB Book Nook
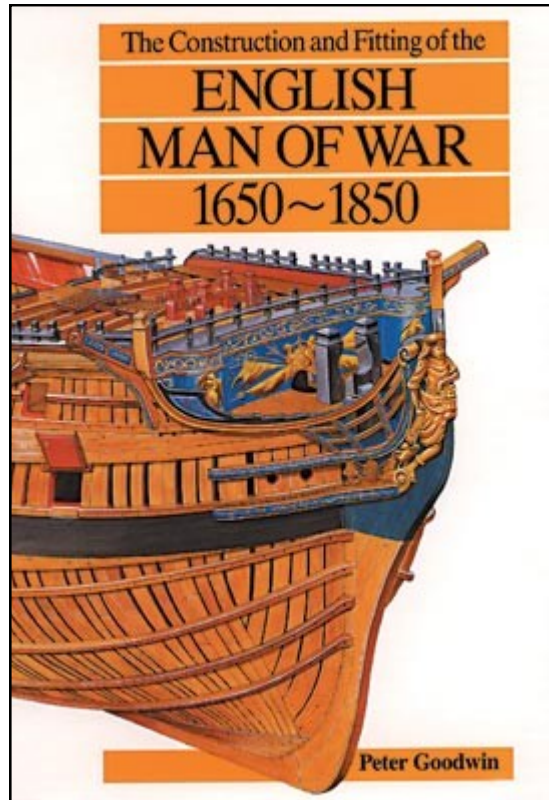
THE CONSTRUCTION AND FITTING OF
THE ENGLISH MAN-OF-WAR, 1650-1850

By Peter Goodwin. This is a must have reference material for any serious model builder. The study provides precise and detailed information on hull construction, planking, bulkheads and internal layout, machinery, beams, knees, and internal stiffening. It also includes a close examination of internal and external rigging and deck fittings.

Contains 100 photos, 300 line drawings. 288 pp. hardcover.

Get your copy today in the Model Ship Builder Store

Look under The Book Nook category.

On The Workbench

Every model ship builders work-bench needs clamps. I came across these brass clamps a while ago online. They were available on various sites at greatly vary-ing prices. The place where I found them to be the least ex-pensive was the Lee Valley Tools site, where if you buy them in quantities of 10 or more you can knock off about an additional dol-lar each.
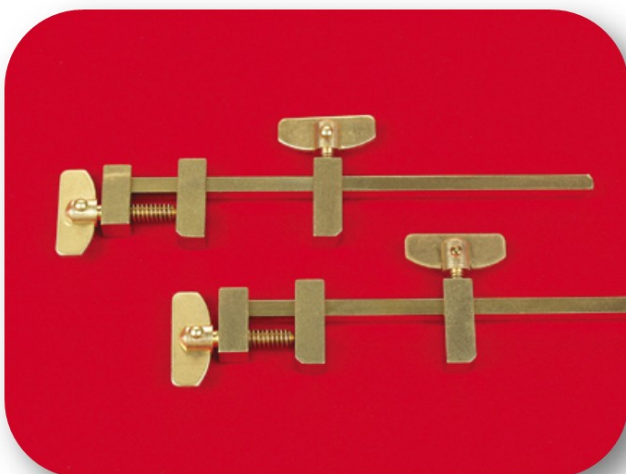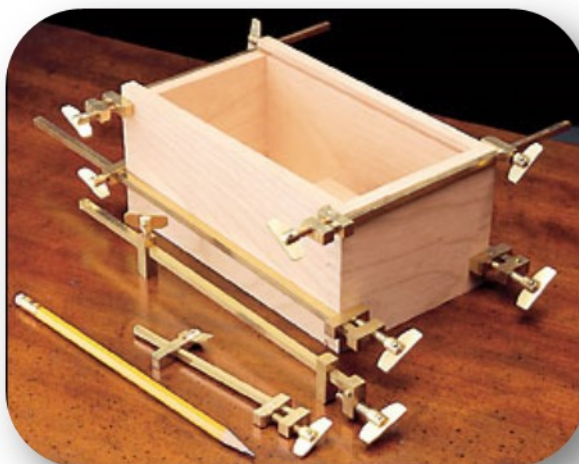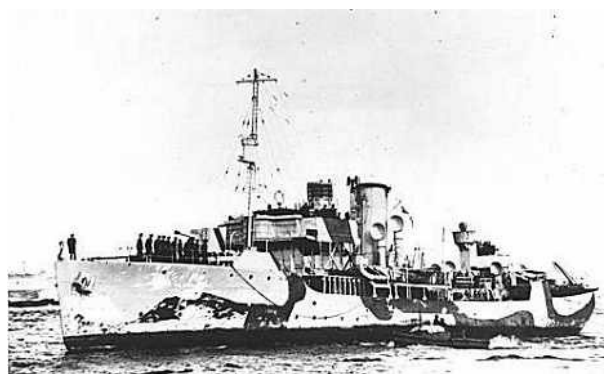

The throat depths vary from 1/2" on the smallest clamp to 5/8" on the largest. Bar cross sections are matched to clamp size from 4mm square for the smallest to 5mm for the largest.

All are made from solid brass and are available in 3 1/2" jaw openings to 10 1/2"

Badges:

Heraldry of Canadian Naval Ships

Description
Vert a seahorse Argent gorged of a ducal coronet and holding a trident Or.

Significance
The horse from the unofficial symbol for the City of Brandon appears as a seahorse in the ship's badge. Around its neck is a ducal coronet recalling the Duke of Brandon for whom the city was named. The seahorse also holds a trident recalling the ship's defensive capability.

Motto
Vires acquires eundo (She acquires strength through progress)

Colors
Green and White

BATTLE HONORS
The Second World War
ATLANTIC, 1941-45
Gulf of St. Lawrence, 1944.

Contributors Pictures

The first few pictures are of Peter Mackrael's Orion Tea Clipper. This model was 30 years in the making. You can see more of Peter's Clipper Ship at the Model Ship Builder website in the modelers section.

Here are some more pictures from modeler Brian Lemon. This is a
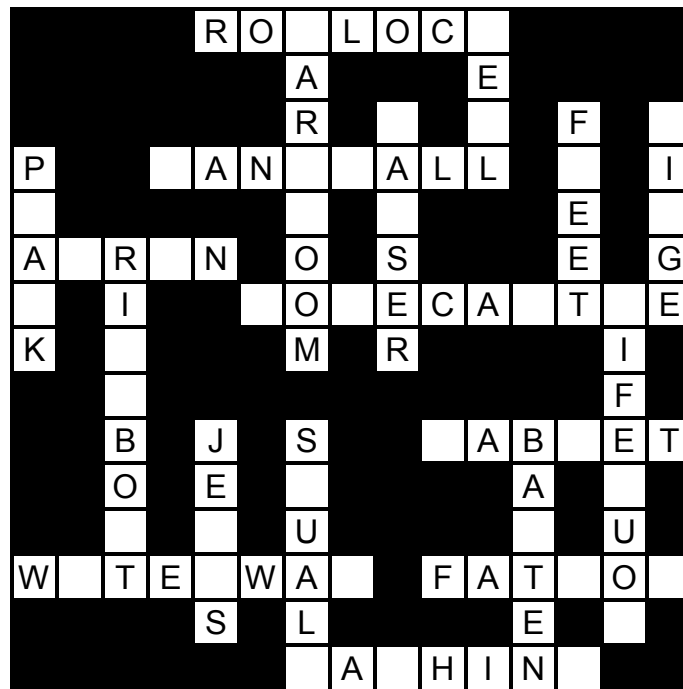model of the 25' CAT Boat Prudence.

Puzzles 'n' Things

MISSING CONNECTIONS

By Gene Bodnar

Using only the letters given below, fill in the diagram to complete the nautical words that read across and down. Each time you use a single letter, cross it out from the list below. The list contains all the missing letters.

A B B B D E E F F G G H H K   L L L L L L

M N N O P Q R R R S S T W W Y Y

BY THE SYLLABLES
by Gene Bodnar

The answer to each clue is a nautical word made up of the syllables listed above the clues. The number of syllables in each answer is in parentheses following the clue. The dashes indicate the number of letters in the answer. After you use a syllable, cross it off. Every syllable will be used only once and no syllables will be left over after you finish all the words. When you are through, read down the first letters of the answer words and you will discover the name of a famous nautical fiction writer.

A AGE AL AN BAND BIN BOUND CHOR CHRO CL

COAST DANT E GA GER HEAD I ICE IN KNIGHT

LINE MID NA NAV NOM OUT PEN RAT RIG RO

SHIPS TER TER TION TLE TREE TRES

1. Length of rope attached to a masthead (2) __ __ __ __ __ __ __

2. Middle part of a vessel (3) __ __ __ __ __ __ __ __ __

3. Either of a pair of timbers lying along the tops of the hounds

or cheeks of a mast (3) __ __ __ __ __ __ __ __ __ __

4. Short piece of spun yard used to secure a sail to a yard (2) __ __ __ __ __ __

5. Involving two or more seacoasts (4) __ __ __ __ __ __ __ __ __ __ __

6. Device used to determine longitude at sea (4) __ __ __ __ __ __ __ __ __ __ __

7. Either of a pair of upright members flanking the bowsprit, used as mooring

bitts (2) __ __ __ __ __ __ __ __ __ __

8. Framework extending outboard from the side of a boat that provides stability(3) __ __ __ __ __ __ __ __ __

9. Enclosure for housing a compass (3) __ __ __ __ __ __ __ __

10. Small rope that traverses a shround (2) __ __ __ __ __ __ __

11. Like a ship frozen in (2) __ __ __ __ __ __ __ __

12.Portion or a harbor suitable for fastening a ship (3) __ __ __ __ __ __ __ __ __

13. Art or science of plotting and directing the course of a ship (4) __ __ __ __ __ __ __ __ __ __

FIND A QUOTE

by Gene Bodnar

Incomplete words appear in each row of the diagram below. Words are separated by a bold line. Complete the words by filling in the empty boxes with the letters provided just below the diagram, crossing them out at you use them. Each letter is used one time only. When you have filled in all the missing letters, a quotation by Sir Francis Chichester will appear from left to right starting at the top left-hand corner of the diagram. Sir Francis was knighted by Queen Elizabeth II for becoming the first person to sail single-handedly around the world by the clipper route.
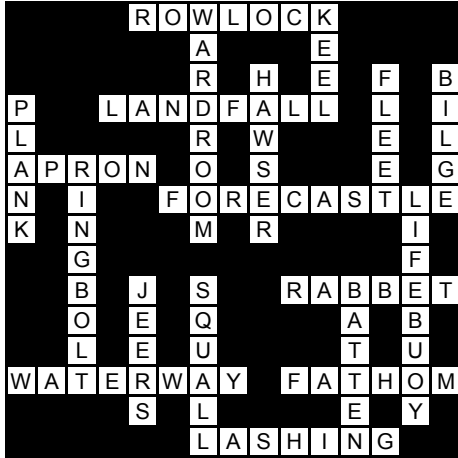
A	N			A	M	N		O	O	L	C			
	A		I	G	A			T		E		O	R	L	
S	O		E	R	I		T	A			S	A			
R	E	A		L			O		D		A	I	L		R
	O	D		I		D		U	N						
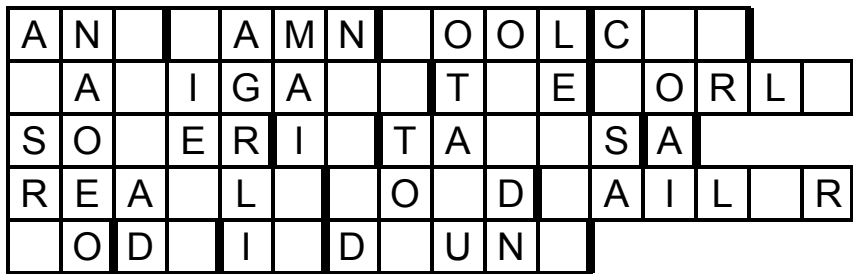
A	B	D	D	E	E	F	G	H	K	K	L	N	N

O	O	O	R	S	T	T	T	V	W	Y	Y

Puzzles 'n' Things Answers

Missing Connections

At the Head of a Ship

By the Syllables

Famous writer: Patrick O"Brian

1. Pendant, 2. Amidships, 3. Trestletree, 4. Roband, 5. Intercoastal, 6. Chronometer, 7. Knighthead, 8. Outrigger, 9. Binnacle, 10. Ratline, 11. Icebound, 12. Anchorage, 13. Navigation

Finding a Quote