

The MSB Journal

An Online Publication For Model Ship Building Enthusiasts



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On the Cover

Burning of the Gaspee

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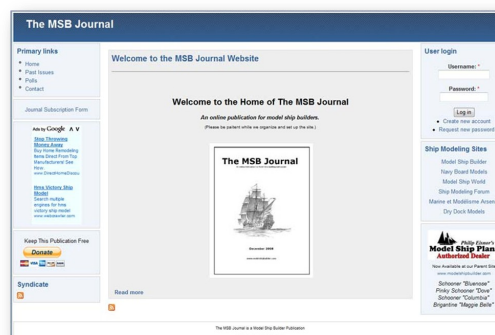
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Editors Notes

It seems that I need a time machine. Time seems to fly by and I wonder where it went, and what I did with it! :-)

A few new updates in this issue. I have recently made arrangements with the family of the late Mr. Philip Eisnor to make available four sets of his drawings for purchase (the schooner Bluenose, the schooner Columbia, Pinky schooner Dove and Brigantine Maggie Belle) . Any of you who have been reading the MSB Journal from its early days know that Philip was my mentor until his timely passing last February. So it is with great honor that I am able to make these drawings available again for modelers around the world (see later in this issue for more details).

Next, I'd like to announce that the MSB Journal is moving into a new home (www.msbjournal.com). The MSB Journal is about to go into its third year of publication. In an effort to make things easier to manage and organize this will be a great help on this end allowing me to devote more time to the MSB Journal. Of course you will still be able to get it at the Model Ship Builder website as always. However, you will find that as time goes by the MSB Journal website will probably be more useful to you if you are looking for content from past issues. While the website is up and running and you can download current and past issues there is still a lot to be done there. Be sure to register at the site as some features will only be accessible to site members in the future.



In an effort to improve the MSB Journal and make it an even better online resource for model builders we are seeking the assistance of you the modeler to help out. We're actively looking for ongoing content contributors. Because our main reading audience is the beginner and intermediate modeler this leaves a vast array of content that can be covered. So if you have an interest or desire to help out I'd love to hear from you. Simply contact me at editor@msbjournal.com.

Okay, enough babbling....happy sailing!

Winston Scoville
Editor The MSB Journal

Captain Kidd Shipwreck Discovered

Communications, at 812-855-0084 or traljame@indiana.edu.
Charles Beeker

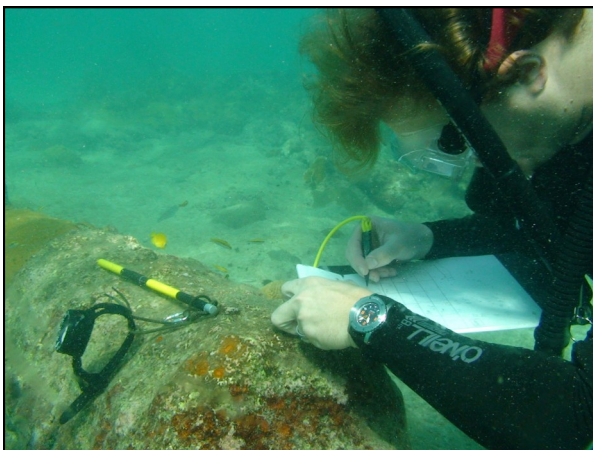
BLOOMINGTON, Ind. -- Resting in less than 10 feet of Caribbean seawater, the wreckage of Quedagh Merchant, the ship abandoned by the scandalous 17th century pirate Captain William Kidd as he raced to New York in an ill-fated attempt to clear his name, has escaped discovery - until now.



IU marine protection authority Charles Beeker examines possible wreckage from Capt. Kidd's Quedagh Merchant

An underwater archaeology team from Indiana University announced today (Dec. 13) the discovery of the remnants. IU marine protection authority Charles Beeker said his team has been licensed to study the wreckage and to convert the site into an underwater preserve, where it will be accessible to the public.

Beeker, director of Academic Diving and Underwater Science Programs in IU Bloomington's School of Health, Physical Education and Recreation, said it is remarkable that the wreck has remained undiscovered all these years given its location, just 70 feet off the coast of Catalina Island in the Dominican Republic, and because it has been sought actively by treasure hunters.



Underwater Writing IU anthropology doctoral student Fritz Hanselmann documents one of the "great guns" as described by Captain Kidd

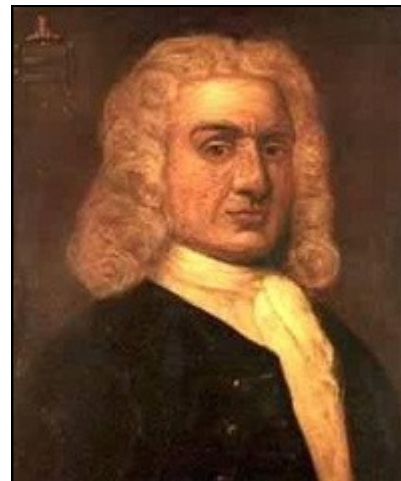
"I've been on literally thousands of shipwrecks in my career," Beeker said. "This is one of the first sites I've been on where I haven't seen any looting. We've got a shipwreck in crystal clear, pristine water that's amazingly untouched. We want to keep it that way, so we made the announcement now to ensure the site's protection from looters."

The find is valuable because of the potential to reveal important information about piracy in the Caribbean and about the legendary Capt. Kidd, said John Foster, California's state underwater archaeologist, who is participating in the research.

"I look forward to a meticulous study of the ship, its age, its armament, its construction, its use, its contents and the reconstructed wrecking process that resulted in the site we see today," Foster said. "Because there is extensive, written documentation, this is an opportunity we rarely have to test historic information against the archaeological record."

Historians differ on whether Kidd was actually a pirate or a privateer -- someone who captured pirates. After his conviction of piracy and murder charges in a sensational London trial, he was left to hang over the River Thames for two years.

Historians write that Kidd captured the *Quedagh Merchant*, loaded with valuable satins and silks, gold, silver and other East Indian merchandise, but left the ship in the Caribbean as he sailed to New York on a less conspicuous sloop to clear his name of the criminal charges.



Captain William Kidd 1645-1701

Anthropologist Geoffrey Conrad, director of IU Bloomington's Mathers Museum of World Cultures, said the men Kidd entrusted with his ship reportedly looted it, and then set it ablaze and adrift down the Rio Dulce. Conrad said the location of the wreckage and the formation and size of the canons, which had been used as ballast, are consistent with historical records of the ship. They also found pieces of several anchors under the cannons.



Pirate Photo by: Howard Pyle for Book of Pirates

"All the evidence that we find underwater is consistent with what we know from historical documentation, which is extensive," Conrad said. "Through rigorous archeological investigations, we will conclusively prove that this is the Capt. Kidd shipwreck."

The IU team examined the shipwreck at the request of the Dominican Republic's Oficina Nacional De Patrimonio Cultural Subacuático.

"The site was initially discovered by a local prominent resident of Casa De Campo, who recognized the significance of the numerous cannons and requested the site be properly investigated," said ONPCS Technical Director Francis Soto. "So, I contacted IU."

Beeker and Conrad have worked closely with ONPCS for 11 years since they began conducting underwater and land-based archaeological research related to the era when the Old World and New World first

met.

"It continues our work down there from the age of discovery to the golden age of piracy, the transformation of both the native and introduced cultures of the Caribbean," Conrad said.



Two graduate students document one of the cannons found in the shallow waters off Catalina Island.

Much of their work is focused in the area of La Isabela Bay, the site of the first permanent Spanish settlement established by Christopher Columbus. The Taino were the first indigenous people to interact with Europeans. Beeker said much of the history of this period is based on speculation, something he and Conrad are trying to change.

The IU research in the Dominican Republic typically involves professors and graduate students from various IU Bloomington schools and departments, including the School of HPER, the School of Public and Environmental Affairs, and the departments of anthropology, biology, geology and mathematics in the College of Arts and Sciences.

Anthropology doctorate student Fritz Hanselmann, who teaches underwater archaeology techniques in HPER, said there have only been a few pirate ships ever discovered in the Americas, and that IU's multi-disciplinary research will make a significant contribution to the field.

HPER Dean Robert M. Goodman accompanied the most recent expedition to learn more about this successful interdisciplinary and international research collaboration. He also went to explore potential public health linkages between the School of HPER and the Universidad Autonoma de Santo Domingo, founded in 1538. It is the largest university in the country and the oldest in the Americas.

"Indiana University is working to increase its international presence," Goodman said. "Earlier this month, the IU Board of Trustees was presented a strategic plan that calls for increased student and faculty participation in study abroad and international service learning programs, as well as the development of strategic international partnerships that support overseas study, global research and the recruitment of international students.

"The archeological work being done by IU in the Dominican Republic affords us tremendous entrée for wider areas of collaboration," he said. "Because of the network that Mr. Beeker and Dr. Conrad have established, the Universidad Autónoma de Santo Domingo is eager to

establish a formal agreement with IU. We met with the secretary of state for environment and national resources, the dean of faculties of health sciences at the university, representatives from USAID, and the president of the hotel association, all of whom are eager to foster relationships between IU and agencies of the Dominican Republic. This was an incredibly productive trip for IU."

Beeker and his students have conducted underwater research projects on submerged ships, cargo and other cultural and biological resources throughout the United States and the Caribbean for more than 20 years. Many of his research projects have resulted in the establishment of state or federal underwater parks and preserves, and have led to a number of site nominations to the National Register of Historic Places.

Beeker also serves on the Marine Protected Areas Federal Advisory Committee for the National Oceanic and Atmospheric Administration. He can be reached at 812-855-5748 or cbeeker@indiana.edu. To learn more about the Underwater Science program visit <http://www.indiana.edu/~scuba>.

Conrad can be reached at 812-855-5340 and conrad@indiana.edu.

Francis Soto, with ONPCS, can be reached at 809-685-9072 and francis_soto@hotmail.com. To learn more about Beeker and Conrad's search for Columbus' sunken ships, read <http://newsinfo.iu.edu/news/page/normal/3790.html>. ♦

*All images Courtesy Indiana University



Continental Gunboat *PHILADELPHIA*

Continental gunboat *Philadelphia* is the only surviving gunboat built and manned by American Forces during the Revolutionary War. Part of a hastily constructed fleet, she is one of 15 small craft with which Benedict Arnold fought 29 British vessels off Valcour Island in Lake Champlain in October 1776.

Sunk during the battle, *Philadelphia* was remarkably well preserved by the cold water when she was identified and salvaged in 1935. In addition to the guns and hull, hundreds of other items were recovered from the vessel. These relics included shot, cooking utensils, tools, buttons, buckles and human bones.

Philadelphia was exhibited at various locations on Lake Champlain and the Hudson River before becoming a long-term display at Exeter, New York. Bequeathed to the Smithsonian Institution in 1961, the *Philadelphia* and associated artifacts are part of the permanent collection of the National Museum of American History.



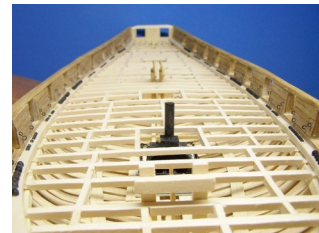
“The US Brig Eagle”

Project Update

A Navy Board Models POF Project

www.navyboardmodels.com

The practicum offered on the Navy Board Models site for building an admiralty-style model of the U.S. Navy Brig *Eagle* (1814) is in full swing. All framing has been completed. Except for the stern of the vessel, the interior and exterior planking has also been completed, which includes more than 3,000 trenails in the exterior portion. The deck beams and carlings have been installed.



Currently, items on the exterior of the hull are in progress. The lower deadeyes, channels, and chain plates – time-consuming items to build from scratch – are nearly finished. Every item on the model will be scratch-built, and detailed instructions are offered for every part.

In keeping with the concept of an admiralty-style model, most of the interior of the ship will be exposed, with only about one-quarter of the deck planking included, along with about one-half of the guns. Most deck fittings, including hatches, ladders, companionways, capstan, and ship’s wheel, will become the next major segment of the project.



If you’d like to join us to learn how to build this admiralty model, come visit us at www.navyboardmodels.com.

The Plimsoll Line

By Gene Bodnar

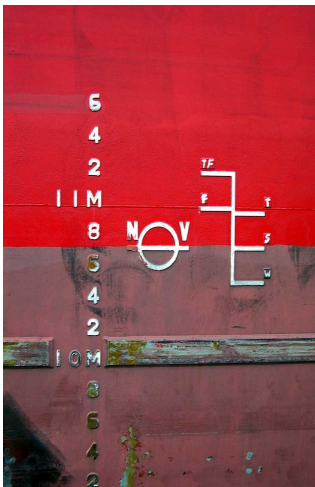
Samuel Plimsoll, an obscure coal merchant, championed the cause of the British seamen and in the process became the “saint of the seaways” in the 1870s. Elected to the House of Commons in 1868, Plimsoll soon incurred the wrath of the powerful Benjamin Disraeli.

During the 1860s many ship owners of Britain’s trading fleet discovered that their ships were actually worth more on the bottom of the ocean than shipping goods between ports. Unseaworthy vessels were overloaded with goods (and overloaded with insurance as well), so badly that even the greenest sailor knew he was sailing on a “coffin ship,” doomed for the bottom of the sea. One ship owner lost 10 of his ships in three years, out of a fleet of 21. Inspections were unknown, and the seamen were legally un-protected.



Samuel Plimsoll

Samuel Plimsoll decided to write an expose entitled “Our Seamen.” In it he described the plight of the sailors as “this manslaughtering” and “this widow-and-orphan manufacturing system.” As a result of this publication, the safety of the seamen became a popular cause. Unfortunately, Plimsoll got himself in libelous trouble with honest ship owners in the process.



The Plimsoll Line

However, the wheels of reform were in motion. A law was passed in 1875 requiring ship owners to paint a circle bisected by a horizontal line on each side of the hull to mark the vessel’s safe loading depth. This concept was soon adopted by all nations that traded with England. The mark even today is known as the “Plimsoll line.”

The English came to call sneakers “plimsolls,” perhaps because the rubber mudguard on sneakers resembled a waterline.

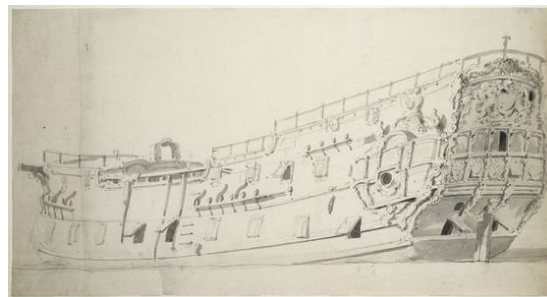
Samuel Plimsoll was honored by having a dashing new clipper ship named for him. On its bowsprit rode a man in a frock coat and a top hat – the figurehead of the champion reformer. ♦

“The HMS Sapphire”

A New Project Update

A Navy Board Models POF Project

www.navyboardmodels.com



Dartmouth—A period ship

Another project which has started up recently at the Navy Board Models site is the HMS Sapphire. This project will be of interest to anyone who likes to do research from the ground up on a modeling project.

This project is based on the HMS Sapphire, a fifth rate designed and built by noted ship builder Sir Anthony Deane in 1675 at Harwich shipyard. The ship was scuttled by her Captain (Capt. Thomas Cleasby), in Bay Bulls Harbour in Newfoundland in 1696 to avoid capture by a squadron of French ships which had chased her into the harbour . Her remains were found during the 1970s.

The eventual goal of the project is to design and build a scaled model representative of the fifth rate based on known information about the ship using Deane’s Doctrine of Naval Architecture as a guide.

Currently the project is in the research phase where information is being filled in regarding all aspects of the ship including constructional details, historical background (time-line), information about her Captains and all other relevant information about the ship.

Test draughts are being created and discussed based on Deane’s Doctrine in anticipation of the actual draughting of plans for the ship.

This is a very interesting project for anyone interested in a unique building opportunity. While there has been research conducted on ships of this period, little has been compiled in any given place and even fewer reports have been written about the finds from the archaeological community.

This project is just getting off the ground so if you’d like to get involved from the start now is the time. We welcome all visitors and contributors!

www.navyboardmodels.com

Settee Rigged Red-boat (pinnace)

By Leigh Smith, City Beach, Perth, Western Australia

In a recent article on making treenails with a rotary tool [Volume 2, issue 4] I wrote that I had used over 2000 in a pinnace that I was constructing – well here she is. The hull is based on the plans shown in Peter Goodwin's "The 20-gun ship Blandford" in the Conway Maritime Press series *Anatomy of the Ship*. The rigging is loosely based on that shown for the plans of a pinnace in Karl Marquardt's "Captain Cook's Endeavour" in the same series. From these sources I drew up a full set of plans making modifications where I felt they were warranted. Some of the interior design; rope lockers, forward anchor well, and stern locker are my additions.



The Red Boat Pinnace

Apart from the published rigging plans being in a very small scale so that the finer details are difficult to determine, some details were not shown. I have used my judgement and sailing experience to modify the rigging in a fashion that I believe makes for a sailable boat (although difficult with fewer than 6 crew). Such details as I was able to glean from the internet in respect of the settee rig were not overly helpful. The major reference gave all the spar's dimensions as proportions of main mast without specifying definitively how that was proportioned – a circular description. When I mocked up a rig on the drawing board to these proportions using the stern mast height based on the hull-to-mast ratio for the Endeavour pinnace it all looked way too top heavy. The mast and spar proportions I finished up using were close to those in the Marquardt diagram.



Bow view showing spar and sailing rig

When the boat is tacked the sails and spars need to be shifted to the new leeward side. I have rigged the sails and spars so that each spar is held by a snatch block and the foot of the sail by a hook through which the restraining sheet passes. When the sheets through



Stern view showing lockers and masting step



Mast head showing stays, uphaul (through mast) and topping lift

these are released the spar and sail can be manoeuvred by pulling the spar sternwards around the mast; something like an oversized dipping lug on a lug-rig, and then reattached on the opposite side. The stays on the leeward side can be eased to more readily accommodate the spar. This is the rationale for the stays being attached to blocks rather than lashings. This I am assured by Ross Shardlow was standard practice in British ship's boats of the period. I have seen large traditional settee rigged boats built in India and these have un-stayed masts, however, their masts are proportionally shorter, and much thicker, while the spars and sails are also proportionally smaller. Given the dimensions of the sails on this pinnace and the fact the masts and sails were often removed, together with a less robust stepping arrangement, the masts need the support of stays.

The exterior of the model is finished with spray-can car paint rubbed back to remove the gloss. This is a good method for painting models as a very fine spray can be achieved giving a thin coat which

maintains the

scale of the paint finish. Although it is not obvious in the photos, you can see the carvel planking in vivo. The range of colours available is broad and you can generally find something that is a good match for original hues. However, you have to imagine what the colour will look like when it is de-glossed.

The interior wood work and spars have been given three coats of 50/50 pure tung oil and raw turpentine. This shows off construction details. Some of the larger treenails can be seen in the interior shots.

My thanks go to Scooter who volunteered some of his bedding for the background of the pictures. ♦



Scooter

February Dates in Naval History

1779 - John Paul Jones takes command of the Bonhomme Richard

1959— Keel laying of the USS Enterprise, first nuclear aircraft carrier

The Modeling Plans of Philip Eisnor

Philip Eisnor is perhaps best known for his building of models of the Schooner Bluenose, which are to be found in various museums across North America and around the world.

Quite a number of years ago, I am told the curator at the Maritime Museum of the Atlantic in Halifax, Nova Scotia stated that Mr. Eisnor's model of the Bluenose was perhaps the most accurate representation of the ship he had ever seen.



Model Ship Builder Philip Eisnor
working on "Three Sisters"
A ship his grandfather helped build

His model and plans were based on many years of research which included speaking with ship builders involved in the building of the Bluenose, many Haskell photos and a lone lines drawing of the ship located at the Nova Scotia Archives.

Mr. Eisnor used to sell his drawing through the Model Ship Builder website, but sadly he passed away last February and due to the uncertainty of their availability their sales came to an abrupt halt.

We are happy to say that we have made arrangements with Mike Eisnor, Mr. Eisnor's son to make them available again. In addition to the Bluenose plans we are also able to make available a few other sets of Mr. Eisnor's plans that were as meticulously researched and drawn.

1. The Pinky Pilot Schooner 'Dove'
2. The Columbia—famed schooner that raced against the Bluenose
3. And the Brigantine 'Maggie Bell'

On the next page or two you can see some sample pictures of the plans along with Mr. Eisnor's comments on the ships.



The Bluenose



Built in 1921 at the Smith & Rhuland Shipyard in Lunenburg, Nova Scotia, in its time, the fishing schooner Bluenose dominated the International Fishermans Trophy Cup and retired undefeated after 18 years, the only ship to do so.

Philip's model of the Schooner "Bluenose" may be perhaps the most accurate representation of the "Bluenose" as she was in 1921 when she was launched. He spent many years in researching this project.

Much of his time was spent in the Nova Scotia archives and talking with people in the Lunenburg area who sailed on the "Bluenose" along with some of the shipbuilders who were responsible for building her and were also involved in the building of the "Bluenose II". Because only a single tattered sheet of the original drawings were found some invaluable sources of information regarding her deck arrangement included pictures from renowned marine photographers Wallace R. MacAskill and John Knickle, whose combination of pictures left not doubt as to the arrangement of the "Bluenose's" deck furniture, equipment rigging etc.

Philip's Schooner "Bluenose" drawings are available for sale in two scales, the first set is drawn at $1/4" = 1'-0"$. This set of drawings is highly detailed and shows the vessel as she was in 1921; the set contains seven sheets of constructional drawings, two sheets with details etc. to build a Plank-on-Frame model. This set will allow you to build a Museum Class model having a total length of 44 inches.

Price for this set is \$85.00 (CDN), plus shipping & Handling.

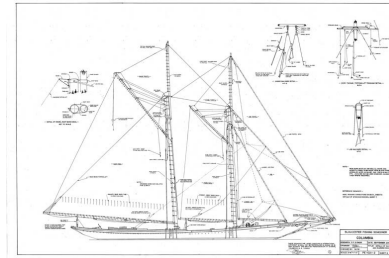
The second set is of the same quality and are drawn at $3/16" = 1'-0"$. These drawings are for the construction of a Plank-on-Bulkhead scale model having a total length of 33 inches, the set is comprised of six highly detailed sheets, which will give you a beautiful model suitable for the average home or office.

[Click Here](#) for more information

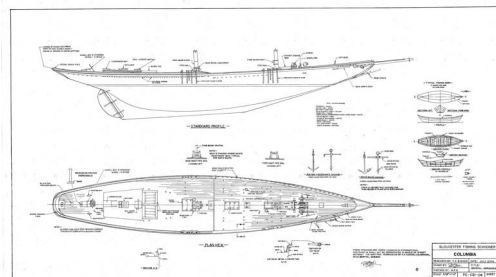
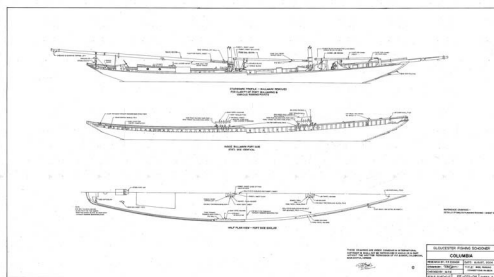
The Schooner Columbia



The schooner "Columbia" of 1923 is one of the competitors that raced against the schooner "Bluenose". The drawings for this fine schooner are drawn at $3/16" = 1'-0"$ having the same quality and detail as the "Bluenose". The model is Plank-on-Bulkhead construction; the drawings consist of eight highly detailed sheets giving you a model about 33 inches in length.

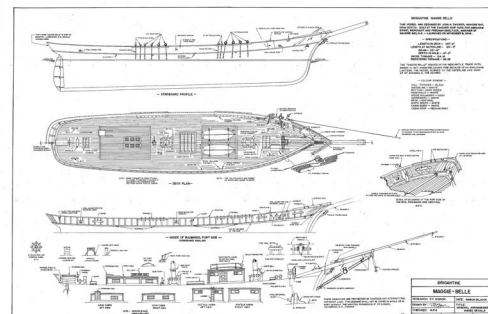
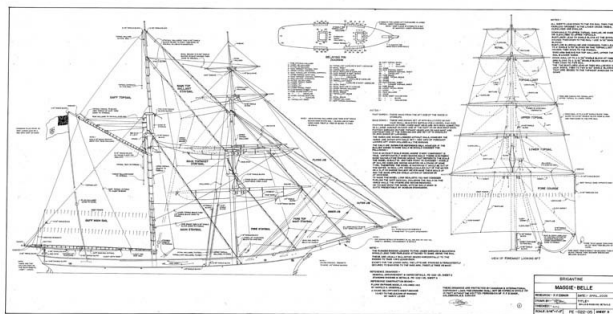


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[Click Here](#) for more information

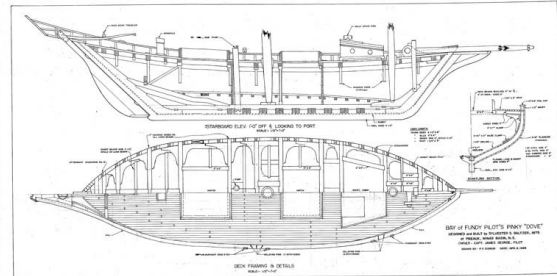
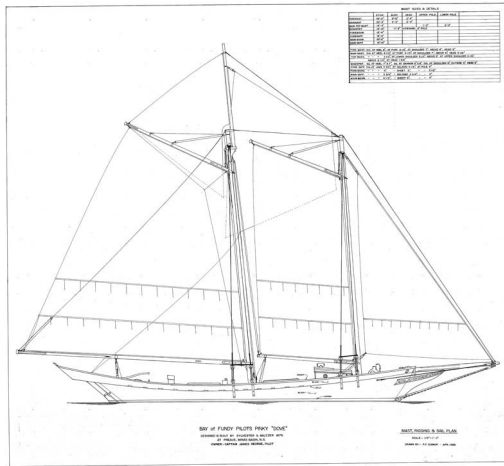
The Brigantine 'Maggie Belle'



The Brigantine "Maggie Belle" is one of those lovely ships designed and built in Mahone Bay by John H. Zwicker, Mahone Bay, N.S., the ship was launched on November 8, 1904. She sailed from Lunenburg for many years however, on March 17, 1917 she caught fire and was lost at sea off the Azores. The model makes a nice representation of ships of that period, the drawings are a highly detailed set of five (5) sheets drawn to a scale of $3/16" = 1'-0"$ and is a Plank on Bulkhead model.

[Click Here](#) for more information

The Pinky Schooner 'Dove'



Another nice little schooner is the Bay of Fundy pilot boat, she's the Pinky schooner "Dove" designed and built by Sylvester S. Baltzer in 1875 and built at Preaux, Minas Basin, Nova Scotia. The owner – captain was James George, pilot. This vessel served as a Pilot Vessel for many years finally she was sold and served as a fishing vessel operating in the Bay of Fundy. The vessel has been heavily researched , drawings are done at a scale of 1/2" = 1'-0", the set comprise of three detailed sheets and the finished model would make an excellent small Radio Controlled schooner of the late 1800's. Note: R/C installation not shown

[Click Here](#) for more information

Troopboat



Scale: 1:24. A contemporary full hull model of a flat-bottomed troopboat (circa 1758), built in the Georgian style. The model is decked and equipped. It contains 65 figures (including 20 oarsmen). This is one of a series of contemporary models showing how troops were transported for landing.

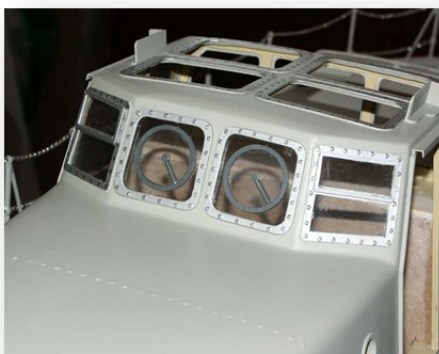
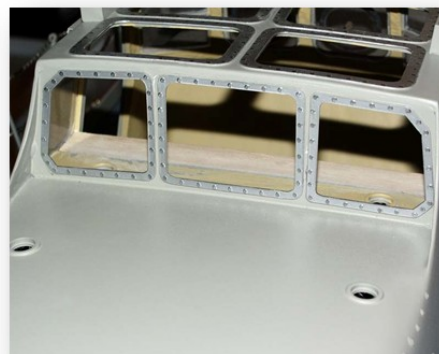
See more at the [National Maritime Museum](#) website.

The RNLB Helen Wycherly

An ongoing project by Mike Pendlebury



The sliding doors for the wheelhouse have been made and the tracks added to the sides of the superstructure.



I have also made all the window frames and added the bolt details to their surrounds. The front wheelhouse windows have had their rotating clear screens fitted in place.



The details on the forward casing have been started and the unique waterproof cowl vents used by the RNLI at this period made and fitted as well as the emergency escape hatch from the engine room fitted.

The main access hatch to the engine room from the wheelhouse has been built and hinged in place on the forward bulkhead along with the engine controls



The main access hatch to the forward survivors cabin has been built and hinged onto the casing which helps keep out the water in rough weather and is now ready to fit onto the deck.



The main mast and tabernacle has been made ready to fit to the deck. This mast not only held the radio aerial wires but was also the exhausts from the engine! The black square is the fitting that is fastened onto the front of the casing and into which the exhaust system plugs when the mast is raised.

Finally for now an overall view of the boat ready for the small details to be fitted.



She's really shaping up now! More to come in the next issue!

What is it?

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



This medicine chest was owned by Sir Benjamin Outram KCB (1774–1856), Surgeon RN, and is said by his descendants to have been used at the Battle of Copenhagen (1801). The medicine chest is fitted with a lock and carrying handle, and opens to reveal drawers and compartments containing scales, bottles for drugs, pestle and mortar, and other medical equipment.

Outram joined the naval medical service in 1794 and was promoted to surgeon in 1796, serving in 'Harpy', 'Nymphé' and 'Boadicea'. He was surgeon of the 'Superb' in the victory over the French and Spanish fleets off Cadiz of 12 July 1801, and was later surgeon to the 'Royal Sovereign' yacht. He was the author of a pamphlet, 'Suggestions to Naval Surgeons previous to, during and after a Battle', and became Inspector of Hospitals and Fleets in 1841. The Museum also acquired his naval uniform with the medicine chest. ♦

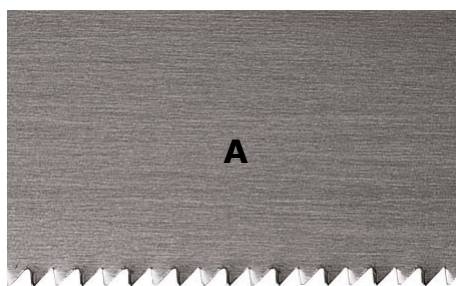


**A sketch by
William Van de Velde,
the younger**

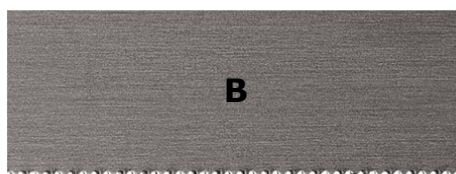
Possibly the capture of Tobago, 19 [OS]/29 December 1672. It may represent a landing made in Great Courland Bay. It depicts a broadside view of an English fourth-rate (maybe the 'St David', Capt Poole) anchored bow and stern firing on a Dutch fort beyond. On the right is a smaller fort attacked by a sixth-rate and several boats and shallops.



On The Workbench



Close-up of saw teeth.

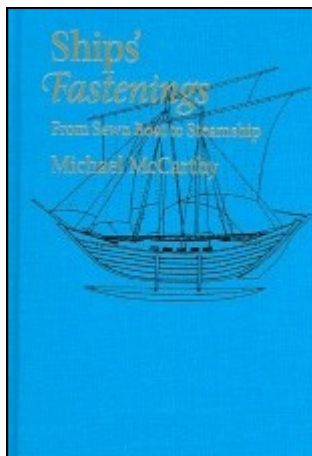


Close-up of saw teeth.

Usually associated with model-making, these fine-tooth stiff-backed saws are useful for any detailed work. They cut a variety of materials, including wood, plastic and brass. Both have quick-cutting ripping teeth that are so fine they leave a satin-smooth finish regardless of grain direction. Their alloy-steel blades have minimal set, but do not bind because they cut on the pull stroke.

The general-purpose saw has a 6-1/2" long by 1-1/8" deep blade with 24 tpi and cuts a 0.014" kerf. It has a comfortable lacquered maple handle. At 52 tpi, the ultra-thin saw has teeth that are twice as fine for especially delicate work. Its blade is 4-1/2" long by 7/16" deep and produces a kerf of only 0.010".

The MSB Booknook



Ships' Fastenings: From Sewn Boat To Steamship (Ed Rachal Foundation Nautical Archaeology Series)

Review

"...a valuable guide to take into the field for archaeologists involved in shipwreck studies or ethnographers studying traditional shipbuilding. Ship's Fastenings provides a good overall synopsis for historians, ethnographers, archaeologists, shipbuilders, ship modelers, and for those individuals actually interested in such particularities." -- The Ina Quarterly, Fall 2006

"...an exceptional addition to the literature." - James P. Delgado, Editor, Encyclopedia of Underwater and Maritime Archaeology"

. . . represents an important and long-overdue addition to our knowledge of shipbuilding technology. I would recommend it to anyone wishing to learn more about the methods and technology of ship construction." -- Technology and Culture, October 2006, vol. 47

Without effective and durable hull fastenings, boats and ships - from the earliest days of seafaring through the twentieth century - could not have plied the seas. In "Ships' Fastenings", this central element of boat construction receives its first detailed study. Author Michael McCarthy offers a fascinating, thorough description of a range from sewn-plank boats of the ancient world and Micronesia to Viking ships, Mediterranean caravels, nineteenth-century ocean clippers, and even steamships. Along with the comprehensive account of ship fastenings, McCarthy provides a history of many of the discoveries and innovations that accompanied changes in the kinds of fastenings used and the ways they were secured. He discusses copper sheathing, metallurgy, the advent of Muntz metal, rivets of all types, welding in the ancient and modern sense, and the types of non-magnetic fastenings needed on World War II minesweepers. He even takes a glance at the development of underwriting and insurance, because the registries kept by Lloyd's and others were not only guides to the suitability of a particular ship but also dictated the form and method of fastening. "Ships' Fastenings" will prove of value to shipbuilders, historians, and archaeologists. It is also written for the enthusiast and amateur boat builder.

Get your copy today in the Model Ship Builder Store

Look under The Book Nook category.

Badges:

Heraldry of Canadian Naval Ships



HMCS CALGARY

Description:

Or, a bend wavy azure charged with a like bendlet argent. In front across the centre of a bow strung fess-wise, and arrow point upwards in pale, both sable.

Significance:

The gold is representative of the fertile grain fields of the "bend wavy" indicative of the Bow River which flows through Calgary. The bow is an acknowledgement of the Natives of the area.

Motto:

Onward

Colours:

Gold and Blue

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 as you use them. Each letter is used one time only. When you have filled in all the missing letters, a quotation by Samuel Johnson will appear from left to right starting at the top left-hand corner of the diagram.

	O		A	N	W	I			E	A		A	
I			R	W	H			A	S	T		E	C
O		T		I	V	A			E		O	G	E
	H	I		S	E			I		T	O		A
	L	F			B	E	I				N	A	S
H	I			I		B	E	I			N		A
I		W	I	T		T				H	A		C
		F	B	E	I					O	W		E
D													

B C C D E E F G G G H H H H

I I I J J L L L L L M M

N N N N N N N N N O O O O

P R R R T T

FAMOUS SEA CAPTAINS

by Gene Bodnar

Can you match the description of the famous sea captain in the left-hand column with his name in the right-hand column?

___ Captain of "HMS Pearl" who is most famous for defeating the pirate Blackbeard in battle.

___ British Admiral of the Fleet who took part in the capture of Canton in 1857

___ English captain who was the master of the sailing clipper "Cutty Sark."

___ English navigator who is believed to be the first Briton ever to reach Japan

___ Master mariner who scuttled his ship and was sentenced to 20 years transportation in Australia

___ Portuguese navigator regarded as the first European discoverer of the sea route

___ Captain of the "SS Great Eastern," which laid the transoceanic telegraph cables in the late 1800s.

___ American naval hero of the War of 1812 who is known for his dying command, "Don't give up the ship!"

___ Captain of the "RMS Titanic" when it sank in 1912

___ British officer killed by a cannon ball at the Battle of Trafalgar.

- | | |
|-------------------|--------------------|
| A. Edward Smith | F. Edward Seymour |
| B. William Adams | G. Richard Woodget |
| C. Robert Maynard | H. James Berwick |
| D. George Duff | I. Robert Halpin |
| E. James Lawrence | J. Pedro Cabral |

5-LETTER WORDS

by Gene Bodnar

Fill in a 5-letter word in each row by rearranging the five letters in that row. Four of the five letters in each word will be placed on the dashes, but one letter will be placed between the two bars allowed for that letter. Place the letters between the two bars in the diagram using the number/letter combination in the rows as a guide. For example, the first letter between the two bars in 1A will be placed in the box in the diagram where 1 and A intersect. If more than one 5-letter word can be made, your words are correct only if the completed diagram reveals three 5-letter words reading from top to bottom and three 5-letter words reading from left to right. All words are nautical words.

	A	B	C	D	E
1					
2					
3					
4					
5					

- 1A. SWLAP _ _ _ | | _
- 1B. UINOQ _ | | _ _ _
- 1C. LOFRO | | _ _ _ _
- 1D. USFRS _ _ _ | | _
- 1E. KTACS _ _ _ _ | |
- 2A. GSILN _ _ | | _ _
- 2C. FTIDR _ | | _ _ _
- 2E. CUKTR | | _ _ _ _
- 3A. SEREF _ _ _ | | _
- 3B. EVKLE _ _ _ _ | |

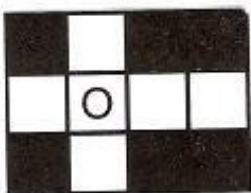
- 3C. PKALN _ _ | | _ _
- 3D. SWROP _ | | _ _ _
- 3E. VERES _ _ _ _ | |
- 4A. HHCIT _ _ | | _ _
- 4C. UOSEM | | _ _ _ _
- 5A. DBNES _ _ _ _ | |
- 5B. HGITB _ _ _ | | _
- 5C. DTECA | | _ _ _ _
- 5D. EFTEL _ _ | | _ _
- 5E. SFRCA _ _ _ | | _

TWO-PART WORDS

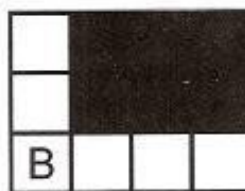
by Gene Bodnar

Fill in the squares of each diagram to form either a compound word or a two-word phrase associated with ships or sailing. One part of the answer reads across, and the other part down. The first part may be in either the across or the down position. Use only the letters provided above the diagram. The letter shown in the diagram is shared by both parts of the answer and is not included in the letters above the diagram.

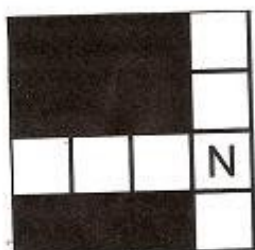
1. B G K L O



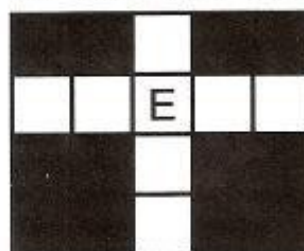
2. I J M O O



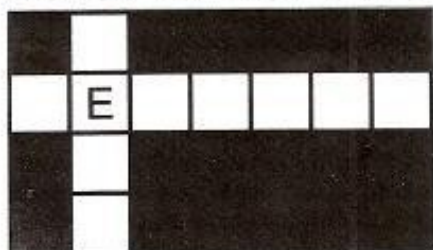
3. D D I O W W



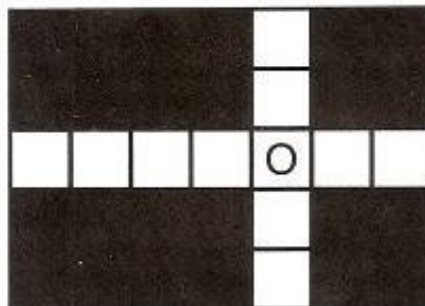
4. B D E H N S T



5. A D E F N N P R T



6. B D E L L N N O S S



ANSWERS:

Find a Quote

N	O	M	A	N	W	I	L	L	B	E	A	S	A
I	L	O	R	W	H	O	H	A	S	T	H	E	C
O	N	T	R	I	V	A	N	C	E	T	O	G	E
T	H	I	M	S	E	L	F	I	N	T	O	J	A
I	L	F	O	R	B	E	I	N	G	I	N	A	S
H	I	P	I	S	B	E	I	N	G	I	N	J	A
I	L	W	I	T	H	T	H	E	C	H	A	N	C
E	O	F	B	E	I	N	G	D	R	O	W	N	E
D													

5-LETTER WORDS:

- 1A. PAWLS
- 1B. QUOIN
- 1C. FLOOR
- 1D. SURFS
- 1E. TACKS
- 2A. SLING
- 2C. DRIFT
- 2E. TRUCK
- 3A. REEFS
- 3B. KEVEL
- 3C. PLANK
- 3D. PROWS
- 3E. SERVE
- 4A. HITCH
- 4C. MOUSE
- 4E. BILGE
- 5A. BENDS
- 5B. BIGHT
- 5C. CADET
- 5D. FLEET
- 5E. SCARF

	A	B	C	D	E
1	L	U	F	F	S
2	I		R		T
3	F	L	A	R	E
4	T		M		E
5	S	H	E	E	R

Famous Sea Captains: 1-C; 2-F; 3-G; 4-B; 5-H; 6-J; 7-I; 8-E; 9-A; 10-D.

TWO-PART WORDS:

- 1. Log book
- 2. Jib boom
- 3. Down wind
- 4. Sheet bend
- 5. Reef pendant
- 6. Nelson's blood