

The MSB Journal

An Online Publication For Model Ship Building Enthusiasts



April 2009

www.msbjournal.com

www.modelshipbuilder.com



The MSB Journal

ISSN 1913-6943

Volume III, Issue I

April 2009

© 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

On the Cover

A Clipper Ship in Pen & Ink
by Richard C. Moore, A.S.M.A

How to Contact The MSB Journal

By email: editor@msbjournal.com

By Snail-Mail

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

Article / Content Contributions

Please submit all article and content contributions to:

editor@msbjournal.com

Table of Contents

<u>Editors Notes ...</u>	4
<u>US Brig Eagle Project Update ...</u>	5
<u>Treatments for Battle Injuries ...</u>	6
<u>The HMS Sapphire Project Update ...</u>	7
<u>The RNLB Helen Wycherly ...</u>	8
<u>What is it? ...</u>	11
<u>On The Cover ...</u>	13
<u>Battle Stations! Battle Stations! ...</u>	14
<u>On the Workbench ...</u>	18
<u>The MSB Booknook ...</u>	19
<u>Contributors Pictures ...</u>	19
<u>Badges: Heraldry of Canadian Warships ...</u>	23
<u>Entertainment and Trivia ...</u>	24

Editors Notes

Another couple of months has come and gone already. Finally, around here it looks as though the snow is gone for another year. Of course I shouldn't say that too loudly, because you know what happens when you do! :-)

I'd just like to note as always, that we are looking for people wishing to contribute content for the Journal. If you like writing about model building we'd love to hear from you. Just send us an email to editor@msbjournal.com.

The new site is up and running now. You can still access the MSB Journal at the Model Ship Builder website if you prefer or at our new home www.msbjournal.com. Any comments or suggestions you have for the new site we'd love to hear them as well. Just leave us a message through the contact form there.

A new project is under way at the Navy Board Models website. Its based on a 17th century naval gun and carriage and looks to be quite interesting. Also of note, is a follow-up project to that, coming in the near future of a 17th Century Battle Station. The proto-type model is currently under construction. I suspect this project will be available in a month or so.

Well, that's all until the next issue.

Happy Modeling!

Winston Scoville
Editor—The MSB Journal
www.msbjournal.com



“The US Brig Eagle”

Project Update

A Navy Board Models POF Project

www.navyboardmodels.com



The US Brig Eagle Proto-type Model

The proto-type build of the US Brig Eagle plank-on-frame Navy Board model is now completed.

That’s not to say the project has come to an end though. Currently the practicum for the build is being moved over into the Project pages area where future modelers who wish to build this nice brig can access all the information from one page including over 100 construction pictures.

We have a special update in the project to make you aware of. A set of updated drawings of the Eagle will soon be available for download on the site. So the modeler has the option of building the model using the plans in

the Kevin Crisman thesis or his updated drawings which are now available on one page versus the two in the thesis. He made some minor modifications to his plans (which will not affect the build).

Also of note, some of the discussion forum material relating to this build is being moved to a closed forum. You can still access it for reading but the posting option will not be available. All future discussions should take place in the main Eagle build forum area.

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

Treatments for Battle Injuries

By Gene Bodnar

Battle injuries were numerous and consisted of many different types. The most common injuries included powder burns, musket or pistol shots, and broken bones. All injuries were treated in the best known methods available for the times.

Probably the most common battle injury was the flash burn, which was caused by gunpowder being ignited. The usual treatment for such a burn was to cool the burn in water or urine (a sterile solution in itself), and then apply butter or linseed oil. Sometimes, limewater, olive oil, or a compress of cold vinegar would be used. Oddly, there is no recorded instance of using salt water for burns.

Pistol shots would be removed from the flesh by the use of a bullet extractor – a metallic device that was pushed into the wound and clamped around the shot, held firmly, and then extracted. The patient would be given a piece of leather to hold between his teeth during the gruesome ordeal.



Surgical Instruments Use on the HMS Victory

Men frequently fell from the rigging during battles, and many falls resulted in painful broken bones. If it was a simple fracture, the bones would be eased back into position and splinted. However, if it was a compound fracture, it was far more complicated and amputation always became the solution. The patient would be strapped or held down to the operating table, given the usual piece of leather to hold between his teeth, and the limb would be removed with knives for the flesh and saws on the bone. The arteries and veins would be tied off and the flesh sutured. Remember that there was no protection against infection, and anesthetics were unknown. The remaining stump was treated with oil of turpentine. Hot tar was used as a last resort. In those times, it took the surgeon only a minute and a half to perform an amputation.

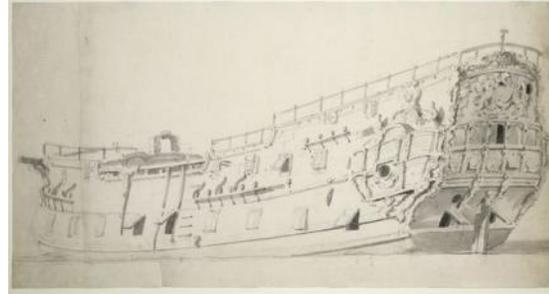
On many occasions, the treatments used for any of the above injuries led to infections or shock. Infections usually led to death, and shock frequently led to what was known as "mortal derangement," which was commonly declared a cause of death. ♦

“The HMS Sapphire”

Project Update

A Navy Board Models POF Project

www.navyboardmodels.com



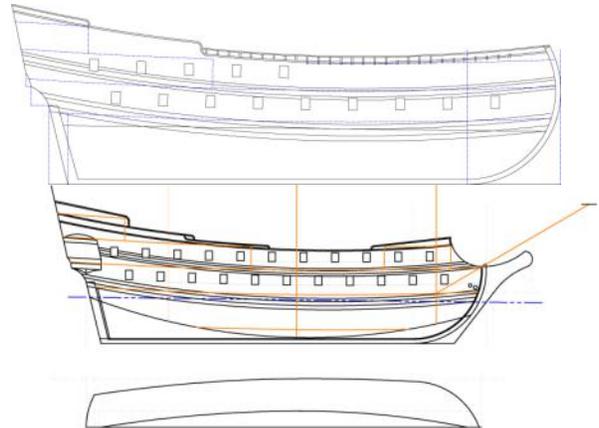
Dartmouth—A period ship

The HMS Sapphire project is moving along. Various members of the project are actively involved in the research process at the moment, gathering all the information they can find on the ship.

As well, two members are currently working on drawings for the ship. These drawings are based on Sir Anthony Deane’s “Doctrine of Naval Architecture” and provide two different interpretations of Deane’s work. Both are a work in progress.

The main purpose of these drawings at the moment is to acquaint the drafter with the process Deane used in developing a draught of a ship. A further study of existing models and ship building methods of the period still has to be conducted before work on the drafts begin in earnest.

The group has also collected a rather extensive amount of information and material about the HMS Sapphire to date. Most of which is available for viewing from the HMS Sapphire Project page.



Two Test Draughts in the works

We welcome all visitors and contributors!

www.navyboardmodels.com

The RNLB Helen Wycherly

An ongoing project by Mike Pendlebury

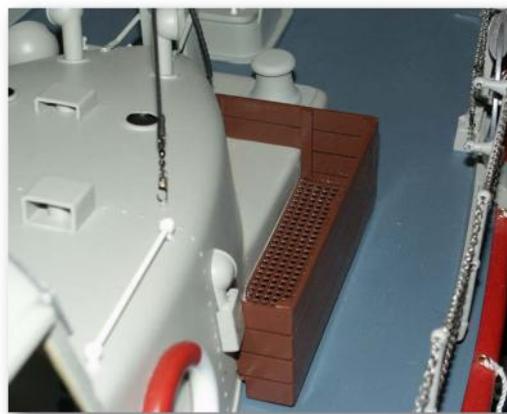


As I said last time the boat now just needs some of the small details adding. Firstly the engine control panels in the wheelhouse have been made and fitted along with the warning signs.



The masts now have their radio aeri-als and support stays fitted. These are made from thin black elastic to allow the masts to fold down. The handrails and small ventilators on the casing have also been made and fitted in place.

The on deck rope stowage bins have also been made and fitted, these hold the working ropes and fenders that are used on a daily basis.





As with all my larger scale life-boats I fit a real working compass just in case the helmsman gets lost!



These picture above and to the left show the boat finished and ready to sail.



Now the final stage, on the water at last!

If you 'd like to see the final test of the RNLB Helen Wycherly, check out this short video that Mike took and posted on You-Tube

[Click Here](#)

Mike has more projects in the works so maybe we'll hear from him again in the near future.

Great Job Mike! I'm sure she'll feel right at home when she gets to the boat house!

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*

Visit us Today!

What is this? from the last issue



Pair of flintlock dueling pistols owned by Captain William Waller (active 1794-1807). The stock is made of walnut with chequered grips and rounded butts. Fitted with two silver ramrod pipes both containing ramrods. Silver trigger guards which are engraved and end in pineapple shaped finials. Each has a flintlock, both containing flints. The lockplates are engraved with a leaf design. The barrels are octagonal and browned with narrow gold bands near lock. Fitted with rear and foresights. The calibre is 0.75in. The pistols are in a mahogany box lined with green baize which contains a cleaning rod, 22 lead balls, two patches and a small brooch in the form of a grotesque mask (possibly an escutcheon). There is also a handwritten note in the box as follows: 'Pair of exceeding good hair Trigger Pistols best Twisted Barrels Patt British, roller, swivel and freed Locks. Golds bands Patt-holes. Silver escutcheons and Nose cap in a good Mahog Case'. A label in the box reads: 'Samuel Nock, Gun Maker to His Majesty, 180 Fleet Street, London'. Engraved on the lockplate and barrels is the name: 'H NOCK'. Engraved on the box is the name: 'Capn W Waller RN'.

William Waller was promoted to Lieutenant 8 August 1793, Commander 12 June 1799 and Captain 1801. He commanded the Sea Fencibles in Dover in 1807. ♦

On the Cover



On the cover of this issue of the MSB Journal is a pen and ink sketch of a clipper ship by maritime artist Richard C. Moore, A.S.M.A.

You can see more of Richards work at his website: www.ship-paintings.com

Salty Sayings

by Harry Campbell

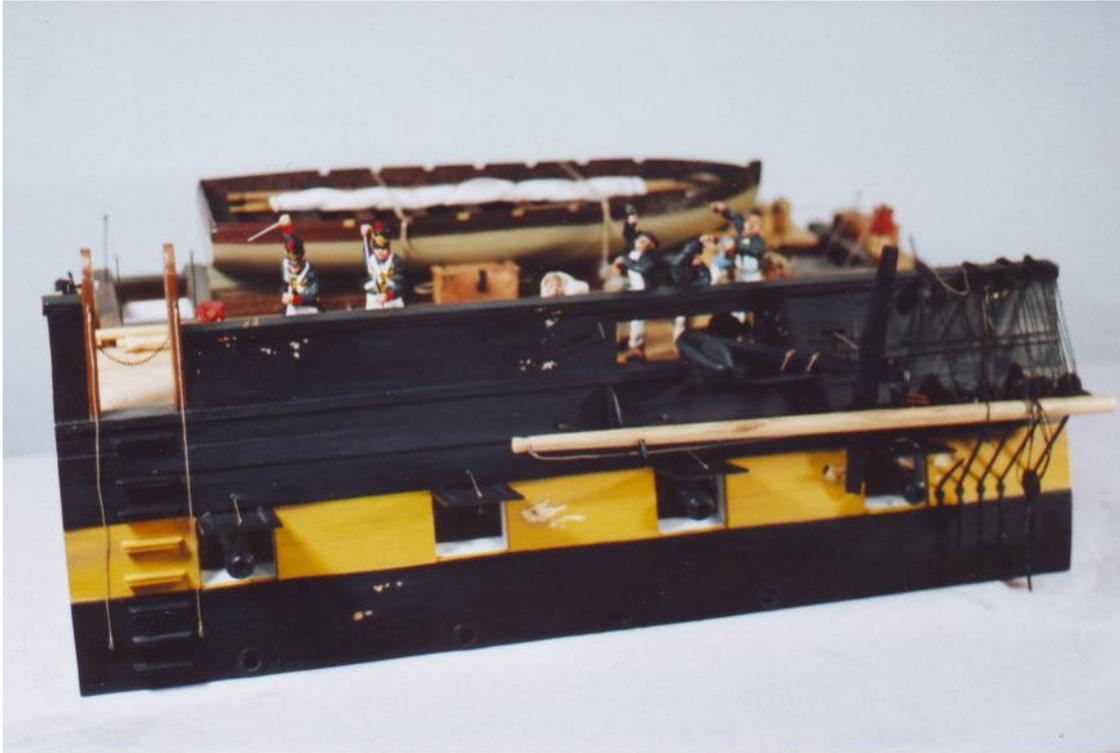
Son of a Gun: In the old Royal Navy, the wives of seamen were frequently allowed on board when the ship was in harbor, and sometimes at sea as well. If a woman went into labor while on board, the only place where she could give birth was in the spaces between the guns on the gun deck. Thus, a male child born in this manner was called "a son of a gun."

Poodle Faking: Whenever a sailor got a chance to go ashore when a ship was in harbor, one of his favorite pastimes was meeting the young ladies. He was going "poodle faking."

Sucking the Monkey: When the urge struck the daring sailor, he would sneak spirits from a cask by sucking it through a straw. He was said to be "sucking the monkey." Originally, rum would be placed in a coconut, whose end was said to resemble a monkey's face.

Zobbing Match: To "zob" was to moan in a whining kind of way. When two sailors made a duet of their moaning, it would become a veritable concert of moaning, which was called a "zobbing match." This term also referred to argument between two seamen who argued just for the sake of having an argument.

Battle Stations! Battle Stations! All Hands on Deck!



In this issue we bring you the USS Constitution Gun Deck, a model from Model Builder and New York—New England artist Rex Stewart. Mr. Stewart's belief is that the world is universal and its present day, as well as the history, should be documented in truth and not by man's fictional admonition as many artists are so bound.

This model is the result of some thirty years of research on Mr. Stewart's part and is truly an inspiring piece. Everything you see, including the hand carved figures have been hand made by him. Each figure is hand carved and painted and amazingly detailed. The model gives us a much better idea of what a gun deck would look like during a period of action. It gives the term "close quarters" a whole new meaning.

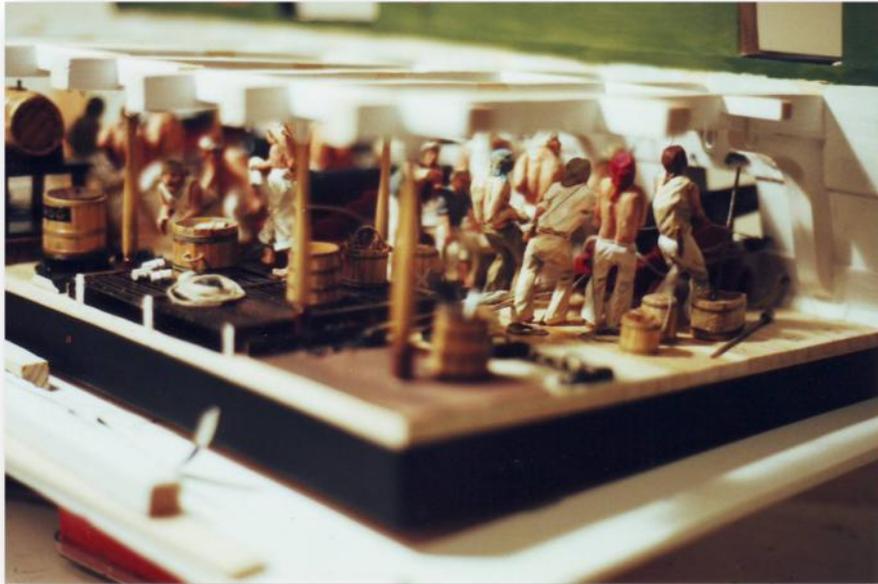
You can view more of Rex Stewart's works at his website www.rexstewartoriginals.com.

We hope you enjoy the pictures. If you have any questions or comments please pass them on and we'll forward them to Rex for you. Alternatively, you can contact him through his website. Rex loves to correspond with people when he can find the time.



There's not a lot of words I can use to express Mr. Stewart's work, so I'll let the pictures say it all! :-)







To learn more about Rex, his models and his other work be sure to drop by his website.

www.rexstewartoriginals.com



On The Workbench



Another very handy thing to have on your bench to tackle those hard to file grooves holes and slots that some files just can't do are abrasive cords and tapes such as pictured above and to the right.

I recently purchased a couple of rolls from Lee Valley Tools to help sand scuppers on my Schooner Blue-nose model.

They come in 50' rolls in different abrasives. Listed on their site are the following.

- A—#51 Cord - 0.055", 120x
- B—#53 Cord - 0.040", 180x
- C—#54 Cord - 0.030", 200x
- D—#56 Tape - 3/32", 180x
- E—#58 Tape - 3/16", 150x



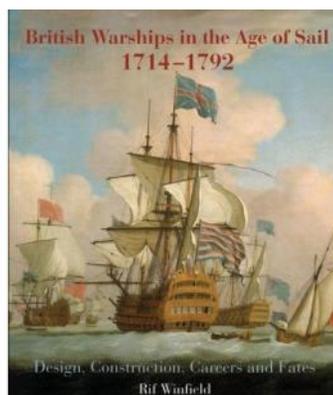
They also have a number of other tools etc that you may find useful. We'll show them here as we come across them.

Visit their site. You can spend hours there just looking! :-)

www.leevalleytools.com

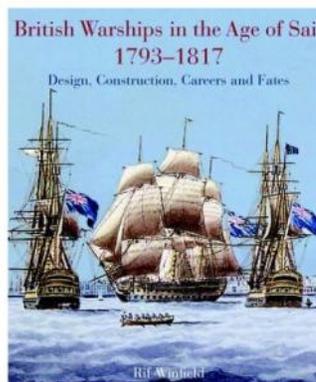
The MSB Booknook

Reviews by Bob Friedman



BRITISH WARSHIPS IN THE AGE OF SAIL 1714-1792,
Design, Construction, Careers and Fates, by Rif Winfield

Seaforth Publishing, 2007, ISBN 978-1-84415-700-6,
10"x11", 384 pages, hardcover with jacket, monochrome
illustrations.



BRITISH WARSHIPS IN THE AGE OF SAIL 1793-1817,
Design, Construction, Careers, and Fates by Rif Winfield

Seaforth Publishing, Second Revised Edition. ISBN 978-1-
8445-717-4, 10"x11", 400 pages, hardcover with jacket,
monochrome illustrations

Two new books have come across my desk that are significant additions to the research materials available to model builders and historians.

First to the author because his credentials are very important in judging the scholarship of these two books. Mr. Winfield has shown his abilities in *THE FIFTY GUN WARSHIP*, published by Chatham, 1997, and his co-authorship of *THE SAIL & STEAM NAVY LIST*, also published by Chatham, which he completed after the death of David Lyon. He is obviously a man whose meticulous research and organizing skills are exceptional. I think that experts are really going to have to dig to find fault here. All of the information comes from primary sources in the British Admiralty.

The scope of these books can be compared to the books *THE NAVY SAILING LIST* and *THE SAIL & STEAM NAVY LIST*. Those two books, which have become staples in researching British warships, have 718 pages of facts covering 201 years while the two new books concentrate on 101 years of facts with 66 more pages. Every ship built, purchased, or captured that fought for the Royal Navy from 1714-1817 is covered. Without trying to reinvent the wheel here is how the publisher describes the scope of information on each ship.

"The books are organized by Rate, classification and class, with outline technical and building data, but followed by a concise summary of the careers of each ship in every class. This includes commissioning dates, refit periods, changes of captains, the stations where they served (and when), as well as details of any noteworthy actions in which they took part."

All of this praise does not mean that I have no quibbles with both books. In what I think was an effort to keep costs down, the paper and binding have suffered. These books are very large and very heavy and are top heavy for their outer planking. If not properly handled the book blocks will try and tear away from the binding. Also, I am not impressed with the illustrations provided, especially in the first book. I guess I am getting tired of poor and often muddy copies of old engravings. A much better job of choosing and reproducing could have been done.

I know that these books are expensive and a strain on a lot of budgets. So if you cannot go out and buy them, besiege your libraries and tell them these books should have a permanent home in their reference sections. If you are building a British warship, you are going to need to reference these books in your notes.

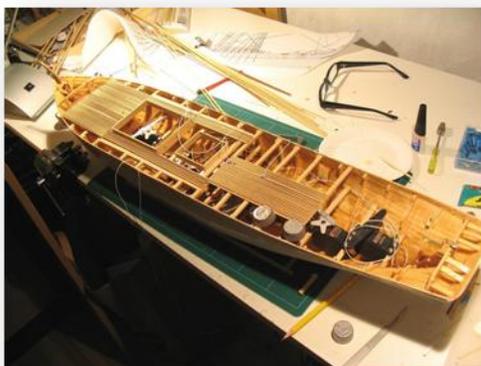
Get your copy today in the Model Ship Builder Store

Look under The Book Nook category.

Contributors Pictures



The first two sets of pictures were sent in by Georg Fleetwood of Sweden. This first one is a scratch build of the ship Sigyn and was built as a plank-on-frame model in 1:60 scale. It contains seven servos (no engine)





This next model by Georg is of a "Skerrycruiser" (a Scandinavian type of yacht). It too is a plank-on-frame model and built to the scale of 1:30 with a length of 40cm.



Badges:

Heraldry of Canadian Naval Ships



HMCS Huron

Blazon: Orange nicotine bloom. Green seed pod and orange stamens.

Significance: The Hurons were known as the Tobacco Indians hence this badge design is derived from that plant and shows the conventionalized representation of the nicotine bloom. This is in keeping with the traditional use of flower and plant forms as fighting emblems such as the Roses Of York and Lancaster; the Thistle of Scotland; the Leek of Wales; the Shamrock of Ireland and Canada's own Maple Leaf.

Ship's Colours:
Gold and Crimson

Battle Honours:
Arctic 1943-45
English Channel 1944
Normandy 1944
Korea 1951-53

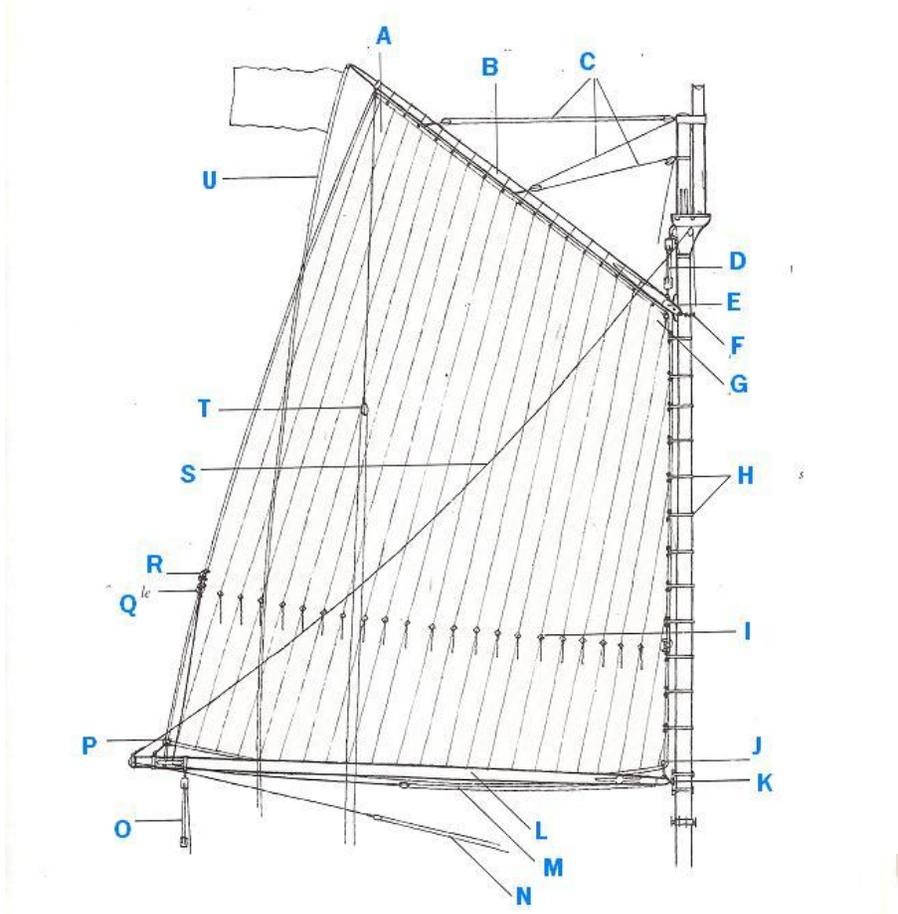
FAMOUS CLIPPER SHIPS

by Gene Bodnar

1. ____ Most famous extreme clipper built by Donald McKay.
2. ____ Her mainmast fell on her maiden voyage due to miscalculation of her constructions.
3. ____ An 886-ton clipper that sank near Calcutta while loaded with salt.
4. ____ She was struck by lightning, caught fire, and sank in shallow water.
5. ____ In a race against the Cutty Sark from Shanghai to London, she won by seven days.
6. ____ Clipper on which Mary Ann Patten took over as captain when her husband collapsed in a coma.
7. ____ She sailed from San Francisco to China in 49 days but lost all three topmasts.
8. ____ She sailed from New York to Liverpool in a little over 13 days, a records which stands to this day.
9. ____ The last clipper built by Donald McKay.
10. ____ Bound from Liverpool to New York, she lost her rudder in a severe gale, then sailed backwards to Fayal.

- A. Blackadder
- B. Challenge
- C. Dreadnought
- D. Flying Cloud
- E. Glory of the Seas
- F. Lightning
- G. Neptune's Car
- H. Red Jacket
- I. Sir Lancelot
- J. Thermopylae

Name the Parts of This Sail



- A. _____
- B. _____
- C. _____
- D. _____
- E. _____
- F. _____
- G. _____
- H. _____
- I. _____
- J. _____
- K. _____
- L. _____
- M. _____
- N. _____
- O. _____
- P. _____
- Q. _____
- R. _____
- S. _____
- T. _____
- U. _____

SHIP PREFIXES

What do these ship prefixes mean?

FOR MERCHANT SHIPS:

SS _____
MV _____
RMS _____
TSS _____
SV _____
PS _____

FOR WARSHIPS:

AMC _____
HMS _____
HMCS _____
HMAS _____
HMNZS _____
HMIS _____
HNoMS?KNM _____
USS _____

Answers

Famous Clipper Ships:

1-D, 2-A, 3-I, 4-F, 5-J, 6-G, 7-B, 8-H, 9-E, 10-C.

Name the Parts of This Sail:

- A. Peak
- B. Gaff
- C. Peak halliard
- D. Throat halliard
- E. Gaff jaws
- F. Parral balls
- G. Throat
- H. Mast hoops
- I. Reef points
- J. Tack
- K. Gooseneck
- L. Boom
- M. Reef tackle
- N. Boom guy
- O. Mainsheet
- P. Clew
- Q. Reef cringle
- R. Reef tackle cringle
- S. Topping lift
- T. Gaff peak vang
- U. Flag or signal halliard

Ship Prefixes:

- SS = Steamship
- MV = Motor Vessel
- RMS = Royal Mail Ship
- TSS = Turbine Steamship
- SV = Sailing Vessel
- PS = Paddle[wheel] Steamer
- AMC = Armed Merchant Cruiser
- HMS = His/Her Majesty's Ship
- HMCS = His/Her Majesty's Canadian Ship
- HMAS = His/Her Majesty's Australian Ship
- HMNZS = His/Her Majesty's New Zealand Ship
- HMIS – His/Her Majesty's Indian Ship
- HNoMS/KNM = His Norwegian Majesty's Ship / Kongelige Norske Marine
- USS = United States Ship