

# The MSB Journal

An Online Publication For Model Ship Building Enthusiasts



**June-July 2009**

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## The MSB Journal

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On the Cover

The RNLB Thomas McCunn  
an ongoing project by Mike Pendlebury

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## Editors Notes



Well, it took a while, but its finally here. Sorry for the late release. After battling many technical issues with both the site and the software I use to put this together I've finally made some progress.

For the foreseeable future, The MSB Journal will only be available from the Model Ship Builder website. I have decided to put the MSB Journal website on the shelf for a while. I just wasn't able to incorporate all the features I would like to have in the site I set-up. In fact it was kind of odd, because some of the basic features I didn't even pay any attention to when selecting a software for the site because I thought they were so basic that they'd be included in the package. Well, that was another lesson learned the hard way! :-)

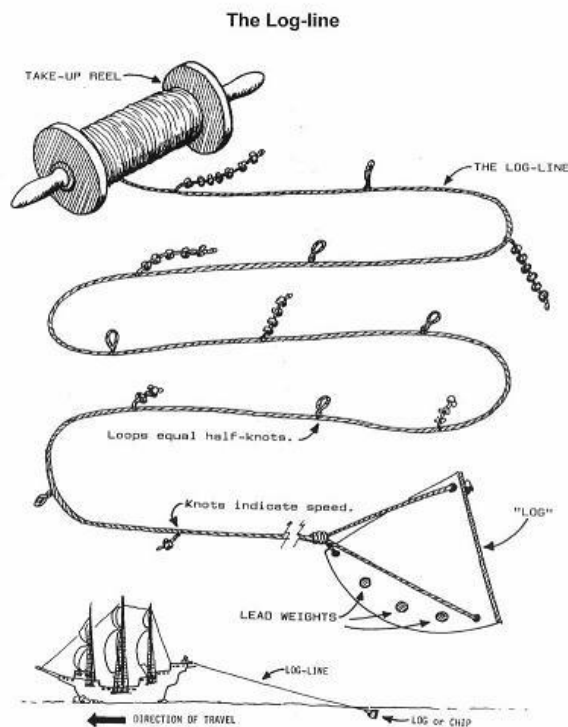
I also decided to drop a couple of other sites that I was working on so that I could make more time for working on the Journal as well as my original site Model Ship Builder. I have completely revamped the site and it is now open for registration for those modelers who wish to partake in various sections of the site. I've received a lot of positive comments on the new look and layout. Hopefully, that's an indication that I'm on the right track. :-)

As always I would just like to mention that we are always on the lookout for any content that you the readers would like to submit, be it short articles, how-tos, pictures of your models etc. You can simply send them to [editor@msbjournal.com](mailto:editor@msbjournal.com), or if you wish to send them via regular mail, please contact me and let me know and I'll give you the address to send them to.

That's all for now.

## The Log-Line

The log-line is an old navigation tool used by mariners to determine the approximate speed of a ship through water. The log-line was also known as a common log, a ship log, a chip log, or simply a log. The log-line consisted of a flat piece of wood (the log) shaped like a quarter circle, which contained several lead weights at the bottom edge so it would float upright in the water. The lead weights provided for more resistance in the water and a more accurate measurement of the speed. Attached to the bottom-side of the log is a bridle made of three lines connected to the vertex and to the two ends of the quarter-circle arc. Below the bridle is the log line itself, which was simply a 150-fathom (900 feet) length of rope that was wound on a large spool, or take-up reel. On the log-line, knots were tied at intervals of 7 fathoms (42 feet), and loops were tied halfway between each pair of knots. The log-line was marked with a piece of white bunting called "the duck," which was the start of the measuring.



It required three seamen to determine the ship's speed: one to hold the reel, a second to heave the log-line over the ship's stern, and a third to watch a 28-second time glass. A seaman would drop the log over the stern of the ship. The log would remain roughly in place while the ship moved away. The log-line was allowed to run out for a fixed period of time, and a seaman would count the number of knots that passed over the rail in a period of 28 seconds. That gave them the approximate speed in knots. Incidentally, the name of the unit "knot," for nautical mile per hour, was derived from this method of measurement.

Of course, this was a crude way of measuring speed, but it was the best method available for the times. In later times, sailors used a 28-second glass for speeds under 8 knots, and a 14-minute glass if the speed exceeded 8 knots per hour. But in earlier times, ships were much slower. For example, the Mayflower wouldn't have traveled faster than between 4 and 6 knots.

The log-line, as it is described here, was in use for many years, but it was not the first device used to measure the speed of a ship. The

precursor of the log-line was the Dutchman's log, which was a floating object thrown overboard. It was frequently a brass tobacco box of rectangular shape with rounded ends, with tables printed on it to convert log timing to speed. The time it required to pass between two points on the deck was measured with a sandglass. The first reference to a Dutchman's log is in 1623.

Today, the most accurate means of measuring a ship's speed comes from Doppler measurement. It is derived acoustically by the use of Doppler Sonar or radio interferometrically by Doppler measurement of satellite signals such as those from Global Positioning System (GPS).

# Joseph Henry

## Mississippi Side-wheeler of 1880

The "Joseph Henry" is a side-wheeler lighthouse tender that plied the Mississippi from 1880 to 1904. She was built in 1880 at Jeffersonville, Indiana, probably at the Howard Shipyard. Her dimensions were 180' on a 4' waterline, 32' breadth of beam, and 5' 8" depth of hold amidships. Her gross tonnage was 340 and she had a nominal horsepower of 209. She was assigned to the Fifteenth Lighthouse District until 1887 at which time she was reassigned to the newly organized Sixteenth Lighthouse District, with headquarters in Memphis, Tennessee.



She was sold at auction on January 5, 1904. She subsequently became the "Louisiana," and then the "Pattona."

"Joseph Henry" was named after the prominent American mathematician and physicist, Joseph Henry (1798-1878) who became the first director of the Smithsonian Institution after being a professor at Princeton University.

The model is constructed almost wholly of basswood and is built on 1:48 scale (1/4" = 1'). She took 220 hours to build.





## *From the Files of Ship Wreck Central*



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Member of Ship-  
Wreck Central

# The USS Varuna



The USS Varuna, a 1300-ton screw steam gunboat, was purchased by the US Navy in late December 1861, while under construction at Mystic, Connecticut, for civilian use. After conversion to a warship, it was commissioned in February of 1862. She was soon after sent to the Gulf of Mexico for service.

The Varuna fought a famous running battle with the Confederate gunboat the *Governor Moore*. They lie grounded a few hundred yards apart on the east bank of the Mississippi. The Varuna rests against and under the northeast shore about a mile above Ostrica Canal.

The Varuna was present when Federal warships confronted Confederate-held Forts Jackson and St. Philip on the lower Mississippi River. On 24 April 1862, as the Union fleet boldly steamed past those fortifications to attack New Orleans, Varuna was closely engaged and rammed by the Confederate ships *Governor Moore* and *Stonewall Jackson* (identified in one contemporary print as the *General Breckinridge*). The fatally-damaged Varuna's gun crews continued firing on the enemy until their ship sank.



*You can learn more about the USS Varuna and other ship wrecks at:*



[www.shipwreckcentral.com](http://www.shipwreckcentral.com)





## **The RNLB Thomas McCunn**

**An Ongoing**

**Project by**

**Mike Pendlebury**

I have been researching my next major build , a 1/12th scale model of the RNLB Thomas McCunn, a 45ft 6in Watson Class Lifeboat. This boat served at Longhope in the Orkneys from 1933 to 1962 (one of the longest services at a single station in the RNLI). She was sold out of service in 1972 after another 10 years in the relief fleet. She was gutted and converted to a private motor yacht until being returned to the Museum at Longhope in 2000 where they are restoring her to her original "in service" condition. Although in a Museum she is still regularly launched down her original slipway and used in films etc.



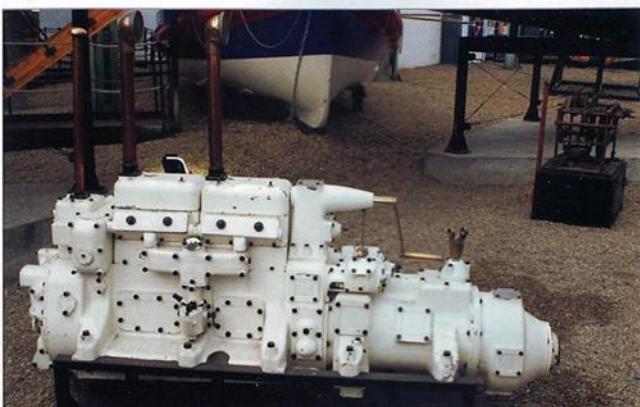


I have been asked to produce a 1/12th scale model to be exhibited alongside the full size boat in the museum showing her in her "in service" state.

This is a picture of her in 1933 on her builders trials.



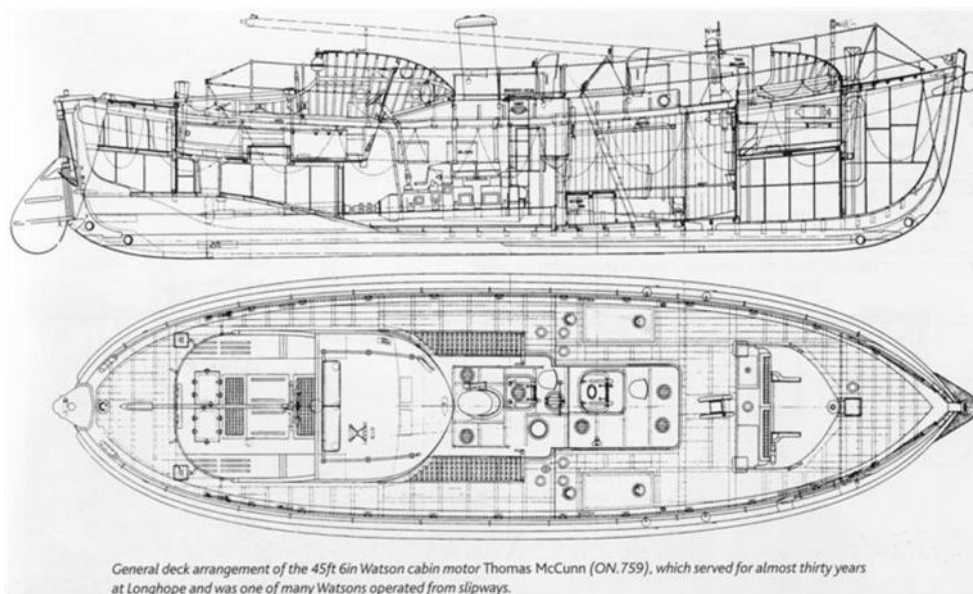
Longhope Lifeboat: 45 ft. 6 in. twin-screw (Watson type) *Evening News, London*



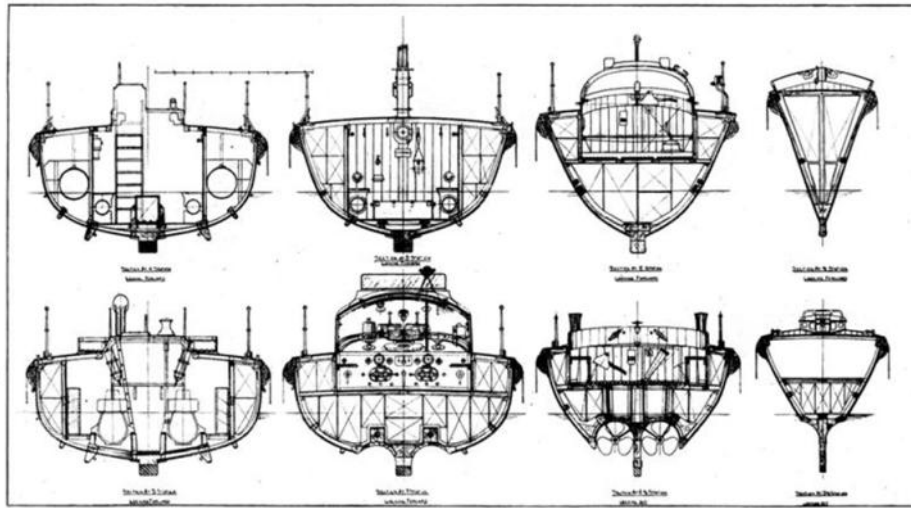
The Weyburn C4 Engine on display at Chatham, with THLV mechanism in the background

I have also been asked to produce the model with full interior details of the engine room and the forward survivors cabin as all these details were lost when she was in private hands. Luckily there exists one of her original Weyburn C4 petrol engines in the RNLi National Collection in Chatham Dockyard.

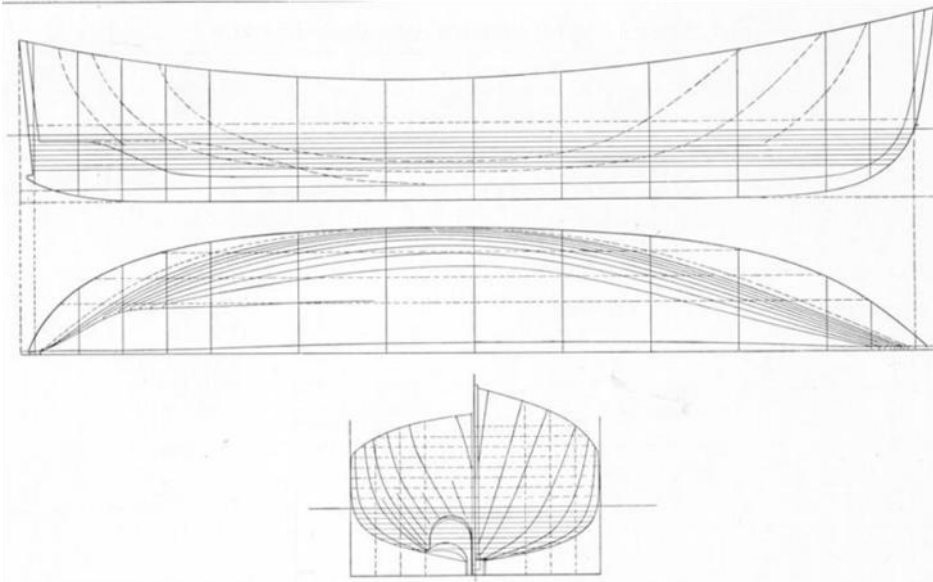
I also have sourced the GA drawing, cross sections of the boat as well as the lines for the hull so will be starting the build in the near future.



General deck arrangement of the 45ft 6in Watson cabin motor Thomas McCunn (ON.759), which served for almost thirty years at Longhope and was one of many Watsons operated from slipways.



45 FT. 6 IN. TWIN-SCREW MOTOR-LIFEBOAT (WATSON TYPE)—CROSS SECTIONS



*This looks to be another interesting Build Mike. We'll be looking forward to your progress.*



## “The US Brig Eagle”

### Project Update

A Navy Board Models POF Project

[www.navyboardmodels.com](http://www.navyboardmodels.com)



The US Brig Eagle Proto-type Model

The US Brig Eagle Plank on Frame project is still moving forward.

Gene finished up his online build project just prior to the last issue of the MSB Journal.

Currently, all the information from the forum area is being copied and organized on the Eagle Project Page so that members can find the information they need a lot quicker than having to browse through the forums to find it.

The plans tutorial has been completed and about half of the build practicum are done. Because of the pure amount of information and pictures it's a slow process. So if you happen to stop by and don't see all the information you need, you'll have to dig around in the Eagle forum for now. We hope to have the rest copied over in the next month or so.

As well, as mentioned in the last issue of the MSB Journal updated drawings of the Eagle are now available from the Eagle Project page. These are drawings were updated by Professor Crisman in the intervening years since his thesis was written. They are based on his thoughts and new information he has found since then.

If your looking for a unique project to work on check this one out at

[www.navyboardmodels.com](http://www.navyboardmodels.com)



## On The Workbench



### Pin Vise

This drill holder, made of lightweight anodized aluminum that has been knurled for grip, measures just 3-3/4" long and allows considerable fingertip control. The hollow barrel holds a selection of 12 Swiss-made HSS drills ranging from #75 to #52 (0.021" to 0.064").

A well-made unit ideal for drilling rigging holes

### Small Holes

At less than \$5.00 (CDN), this economical twist drill set is ideal for your smallest modeling requirements.

The high-speed steel bits are suitable for use in wood, plastic and soft metals, and come in a metal index case.

Set of 20 covers drill sizes #80 to #61 (0.0135" to 0.0390").



I purchased the above items at Lee Valley tools in London Ontario, one of my favourite woodworking stores. You can also order them online from the Lee Valley Tool website. But I warn you, you may totally forget what you went there for once you start looking around! :-)

## "17th Century Battle Station"

**New Project Underway**  
[www.navyboardmodels.com](http://www.navyboardmodels.com)



A new project is underway at the Navy Board Models website ([www.navyboardmodels.com](http://www.navyboardmodels.com)).

The Battle Station Project is based on information from Sir Anthony Deanes' "Doctrine of Naval Architecture" and is representative of a 17th century ships gun and main deck. The lower deck containing two long guns and the upper one gun.

With it being available in two different scales (1:32 and 1:24) it appears to be gathering a following with some 30+ members signing up to join the build at the time of this writing.

Project plans and proto-type were designed and drawn by Jeff Staudt a member at the site. This is Jeff's' first time running an online build and he's really looking forward to it.

While the main tutorial of the build is based on the 1:32 scale plans, half of the members are building the model at the 1:24 scale, so there should be lots of support for whichever scale a modeler would like to build at.

In total there are 18 pages of plans to go with the build with more to be developed for miscellaneous apparatus to be included (i.e. barrels, rammers etc.)

If you wish to join in on the build drop over to: [www.navyboardmodels.com](http://www.navyboardmodels.com). If not already a member, membership is free so sign-up and add your name to the growing list of participants.

We'll be brining you future updates on this build in the next issue.



## Up-coming Project at NBM

# ***"The Whale Boat Practicum"***



The intention of this practicum is to provide the scale model builder with detailed instructions, supported by numerous illustrations and personalized assistance, as needed, for building a model of a whaleboat on a scale of  $\frac{3}{4}'' = 1'$  (1:16). The project will begin on or about July 1, 2009. The finished model, without its davits or rigging tackle, will look like the photo to the right.

In order to participate in building the whaleboat, you are required to purchase a set of 6 plans (3 sheets printed on both sides) for the vessel, along with a 150-page book entitled "To Build a Whaleboat" by Erik A. R. Ronnberg. Both the plans and the book may be purchased from Model Expo for a cost of \$23.99, plus shipping and handling. No plans for the vessel will be published on this site.

The plans consist of the following sheets:

Sheet 1 – The lines of the whaleboat.

Sheet 1A – Construction Mold Set-Up.

Sheet 2 – Hull Construction.

Sheet 2A – Patterns.

Sheet 3 – Whaling and Boat Gear.

Sheet 3A – Davits and Cranes; Sail Plan.

It is recommended that you study the plans thoroughly before diving into the project. Read Mr. Ronnberg's notes on the plans, and also skim over his book to get an idea of the general construction methods required for the project.

### **Brief History of the Whaleboat**

In his book, Mr. Ronnberg provides a fairly comprehensive history of whaleboats. He also tells us that the particular whaleboat that we will be building in this project originates from the whaler "Lagoda."

The "Lagoda" was built in 1826 at a merchant ship, not as a whaler. Originally intended to be named "Ladoga" after Lake Ladoga in Russia, the letters "d" and "g" were accidentally switched and, due to the superstition that correcting the name of a vessel would bring bad luck, it remained as the "Lagoda" The ship was a three-master constructed of oak.

In 1841, it was purchased by Jonathan Bourne of New Bedford who converted it into a whaling vessel by adding a trywork - an onboard hearth to convert blubber into whale oil.

In 1860, the ship was converted to a barque rig in order to reduce the crew needed and to allow the ship to sail closer to the wind.

In 1871, the Lagoda was among 40 ships whaling in the Arctic. Toward the end of the season, the ice began to surround the ships, and crushed 33 of them. The Lagoda narrowly escaped and, with the remaining ships, picked up some of the 1200 survivors.

In total, the ship made almost \$652,000 of profit for Bourne until he sold the ship in 1886. It sailed from the United States in 1889 and worked as a coal hulk, being used to fuel steamboats in Yokohama, Japan until it was sold again and eventually broken up in 1899.

In 1915, Jonathan's daughter Emily donated the Bourne Building to the New Bedford Whaling Museum in memory of her father, and the Museum commissioned shipwrights to build the half-size model of the Lagoda in 1916 with funds also provided by Emily. At 89 feet in length, it remains the largest whaling ship model in existence (see photo below). You can visit the museum and see the model at this website: <http://www.whalingmuseum.org/exhibits/lagoda.html>



**The Whaler Lagoda**

If you wish to learn more about this online build  
go to

[www.navyboardmodels.com](http://www.navyboardmodels.com)

## The Schooner Columbia Plans



The Schooner Columbia  
(Photo by W.R. MacAskill 1923)

The schooner "Columbia" was designed by the short-lived partnership of Burgess and Paine. She was officially measured on October 27th, 1923 just before her controversial race with the "Bluenose" by Raymond J. Milgate, a marine surveyor of Halifax, N.S. Her measurements are as follows:- racing length...141.2 feet, load waterline...110.0 feet, beam...25.5 feet, draft @ 110.0 LWL ranged from 15.4 to 15.7 feet. Sail area as shown:- 10,290 square feet. Note:- "Columbia's" racing length was taken from the after edge of the main rail cap at the stern to the junction of face of the stem and underside of the bowsprit.

The life of the "Columbia" was not a happy one as she had many happenings that caused some serious troubles. During her launching her rudder stock was heavily damaged through carelessness in the ship yard and the damage was not discovered until the schooner lost a series of races. She was launched without proper bracing of her rudder and when she came down the ways the rudder swung hard over to one side which caused a split in her rudder stock.

In July, 1923 which was just before her first race with the "Bluenose" she was laying at anchor when she was run down by the French steam trawler "LaChamplain". Her port rigging and rail plus her bowsprit were carried away. She was towed in a sinking condition into St. Pierre, Miq. A badly split rudder stock and a break in the heel of a Sampson Post was overlooked. With these defects and a crew that was not used to her caused her defeat in her first race with the "Bluenose" on October 29th, 1923. The second race on November 1st was marred by charges of the "Columbia" being fouled by the "Bluenose" by cutting a bouy short. The "Columbia" on one race was 3/4 of a mile ahead of the "Bluenose" when the race committee called the race off, then came the charges and counter-charges. Many arguments later both skippers agreed to disagree with the Race Committee because of their changes in their interpretation of the rules. Both vessels sailed for their home port and nothing was settled as to which vessel was better.

When she arrived in her home port she was hauled from the water and inspected it was discovered why she was so slow to come about and wouldn't go to windward as she should have with the dam-



aged rudder stock and area. She was repaired and in October, 1926 she raced against the schooner "Henry Ford" in which the "Columbia" had won easily.

The end of the "Columbia" was not a happy one as she was lost with all hands on August 24th, 1927 off Sable Island during the worst hurricane that Nova Scotia experienced in many years. She was in company with several other schooners at anchor fishing when the storm struck. The Canadian schooners were the Una R. Corkum and the Joyce Smith from Lunenburg, N.S. Note:- My fathers eldest brother was lost with the sinking of the "Una R. Corkum", having over twenty men and boys on board. None of

them were ever seen again.

On January 3rd, 1928, a large Canadian beam trawler working off Sable Island fouled her gear, and in attempting to clear herself in the darkness she raised the wreck of a large schooner to the surface. Turning her search light on the wreck the vessel could be seen plainly and many of the crew of the trawler was certain it was the wreck of the "Columbia". In a few moments the trawl cable broke and the wreck settled beneath the surface.

### **The Plans**

Philip's plans for the Schooner Columbia are available in the 3/16"=1' scale. He spent a number of years researching the ship. There are eight sheets of detailed plans in this set. Building at this scale will provide a model of approximately 33" in length and would make a wonderful display piece in the office or at home.

Hull Lines, Sections & Details  
Hull Construction and Details  
General Arrangement  
Inboard Profile-CL, Bulwarks and Deck Furniture - and Details  
Misc Rigging Connections on Deck  
Masting and Assoc Detail  
Details of Standing Rigging  
Details of Sails and Running Rigging

You can view the complete set of plans at the Model Ship Builder website



## ***What is this?***



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and model ship kits*

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*What is this? From the last issue.*



**A 17th Century Gunners Quadrant**

This Gunner's quadrant is used to help determine the elevation of a gun barrel. It is fitted with a spirit level and five hinged sights. The front is signed 'Dominicus Lusueg F Romae Anno 1695'. The reverse has an adjustable mounting for a support pole and is inscribed 'Pro Elevatione Bombardae'.



### **Salty Sayings**

by Harry Campbell

**Doctor:** This word is a nickname for a ship's cook. It derives from the days when the ship's cook was in charge of the ship's medicine chest as well as his duties as a cook.

**The Quack:** This term is the affectionate name for a ship's doctor.

**Colonel:** This term was used for anyone, military or not, who provided hospitality ashore.

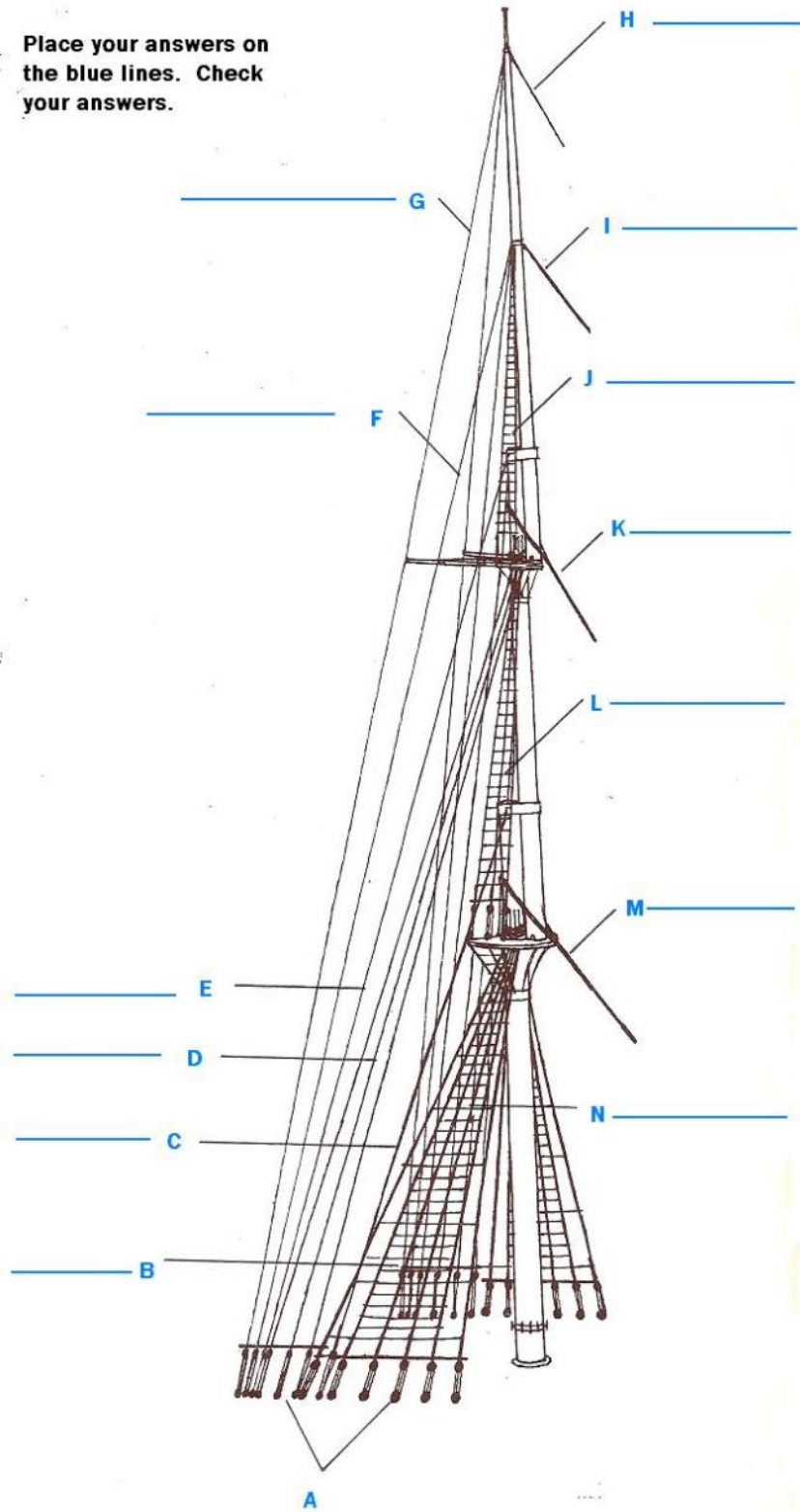
**Jack Nastyface:** This term was reserved for any sailor who was particularly disliked by his shipmates. The term originates from the early nineteenth century Royal Navy. The seaman who exposed bad conditions in the Royal Navy wrote under this pen-name.

# Puzzles & Things

By Gene Bodnar

## NAME THE STANDING RIGGING ROPES

Place your answers on the blue lines. Check your answers.



## Name That Sloop

1. In 1805, this sloop was commanded by Lord Cochrane. She was a brig-sloop of 14 guns and served in a series of famous exploits in the Mediterranean. She served as an inspiration for the fictional Jack Aubrey's first command, the Sophie.

\_\_\_\_\_

2. In 1805, this sloop brought back news of the British victory at the Battle of Trafalgar.

\_\_\_\_\_

3. This sloop was commanded by Captain James Cook, who made his second and third Pacific voyages. Cook called her "the ship of my choice," and "the fairest for service of any I have seen." \_\_\_\_\_

4. In 1826, this sloop acted as a warship of the Navy of the 1<sup>st</sup> Hellenic Republic under the command of Captain Frank Abney Hastings. She was the first steam warship to see action. At the time the European armadas has no steam warships.

\_\_\_\_\_

5. This brig-sloop is famous as the ship in which Charles Darwin sailed around the world between 1831 and 1836.

\_\_\_\_\_

6. In 1949, this Black Swan class sloop of the Royal Navy became involved in an international incident when she became trapped in the Yangtze River by Communist Chinese shore batteries.

\_\_\_\_\_

7. In 1813, this sloop was dispatched to Fort Astoria at the mouth of the Columbia River during the War of 1812 to seize the post, which as it turned out had already been sold to the North-West Company.

\_\_\_\_\_

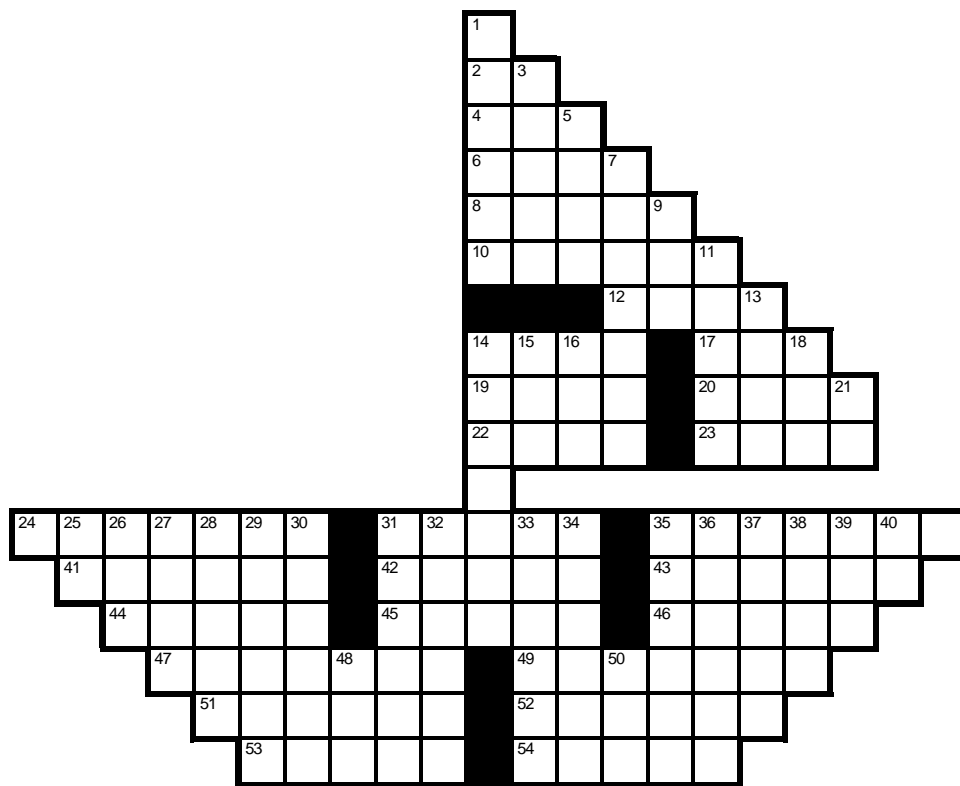


## Drop-a-Line

An interesting nautical quotation by Thomas Fuller, churchman and historian, has been fit into the diagram below, though you'll 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 above. 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.

A	E	E	A	H	A	L	L	V	A	L	L	M	D	A	N	D	E		
E	I	L	R	R	E	T	O	W	E	L	L	S	E	A	T		N		
H	S		T	T	I	U	T		I	O			N	O	T		S		
R	V				P				T	R			U	S					

# Boat



**Across**

- 2 \_\_\_ a hair (minutely) (2)
- 4 Cereal grass (3)
- 6 "Hello, there!" nautically (4)
- 8 Ancient Roman garments (5)
- 10 Flew high in the sky (6)
- 12 Dispense, as cards (4)
- 14 Letter after alpha (4)
- 17 Bird's beak (3)
- 19 Gelatin substitute (1-3)
- 20 Keep in mind (4)
- 22 Student residence, for short (4)
- 23 Kind of log (4)
- 24 Sovereign (7)
- 31 At right angles to a ship's keel (5)
- 35 Windlass (7)

- 41 Closing curtain (6)
- 42 Cellist Casals (5)
- 43 Clever (6)
- 44 Permitted by law (5)
- 45 Fall flower (5)
- 46 Nobleman of Anglo-Saxon England (5)
- 47 Belligerency (7)
- 49 Kinds of missiles (7)
- 51 Boil (6)
- 52 Close-fitting pullover (1-5)
- 53 Deuce beaters (5)
- 54 River in Paris (5)

**Down**

- 1 Warships armed with torpedoes (1-5)
- 3 Hayseed (5)

- 5 Caesar's cloak (4)
- 7 Where a nautical horse is tied (7)
- 9 Envision (3)
- 11 Fashion plate (5)
- 13 Stead (4)
- 14 Item not likely to be repaid (3,4)
- 15 The conscious mind, to Freud (3)
- 16 Jack of the sea (3)
- 18 \_\_\_ paese (cheese) (3)
- 21 "\_\_\_ and My Shadow" (2)
- 25 Son \_\_\_ a gun (2)
- 26 Nothing (3)
- 27 Once again (4)
- 28 Indian music genres (5)
- 29 Red Bordeaux (6)
- 30 Assistant (6)
- 31 Indifference (6)
- 32 Wingdings (6)
- 33 Arouses to a sense of danger (6)
- 34 Glowering (6)
- 35 Ament (6)
- 36 Stick (6)
- 37 Boris Karloff's real surname (5)
- 38 Male relatives (4)
- 39 Connection (3)
- 40 "\_\_\_ ease!" (2)
- 48 Dined (3)
- 50 Phi follower (3)

# Answers

**Name the Standing Rigging Ropes:**

- A - Laniards and Deadeyes
- B - Ratlines
- C - Lower capstan
- D - Topmast backstays
- E - Topmast capstan
- F - Topgallant backstay
- G - Royal backstay
- H - Royal stay
- I - Topgallant stay
- J - Topgallant shrouds
- K - Topmast stay
- L - Topmast shrouds
- M - Lower mast stay
- N - Lower shrouds

**Name That Sloop:** 1-HMS Speedy; 2-HMS Pickle; 3-HMS Resolution; 4-Karteria; 5-HMS Beagle; 6-HMS Amethyst;

7-HMS Raccoon

**Drop-a-Line:** He that will not sail till all dangers are over must never put to sea.

**Boat**

