

September 2009

# The MSB Journal

A publication for model ship building enthusiasts

*Navy Board Model  
Project updates*

*From the Files of Shipwreck Central  
The Christobol Colon*

*Superstitons in the Days of Sail*

*The RNLB Thomas McCunn*

*The Half Moon*

*Cuttyhunk Linen Fishing  
Line for Rigging*



## **The MSB Journal**

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On the Cover

The Bremen Cog  
a model by John Curry  
(See more pictures in the Contributors pics section)

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## Table of Contents

Editors Notes	4
From the Files of ShipWreck Central—The Christobol Colon	5
Superstitions in the Days of Sail	6
The Whaleboat—Project Update	8
The RNLB “Thomas McCunn”	9
The Half Moon	11
17th Century Battle Station Member Builds	13
Cuttyhunk Linen Fishing Line for Rigging	15
The Book Nook	22
On the Workbench	23
The Schooner Bluenose—an upcoming project at NBM	24
Badges: Heraldry of Canadian Naval Ships	25
Contributors Pics	26
Trivia	27
Modeling Clubs	32

## Editors Notes

In the past month we've been really busy at the Model Ship Builder website.

The Matthew POB Plans are now available. Although no plans were intended for an online build, we're pleased to announce that Dave Stevens of the "The Lumberyard" has stepped up and taken on the job of running an online build for the Matthew. In fact, he's also looking at the potential interest of members in a POF build of the Matthew.

For the most part, the Matthew POB build will be based on the articles as they appeared in the MSB Journal. The content is currently being edited, revised and updated for presentation in webpage format. The first few sections are already available.

So if either projects are of interest to you be sure to stop by the Model Ship Builder website and sign up for each build.

We've also added a tools section to the site. You'll find a link to it in the Resources section. In this area modelers can view and learn about the various tools used in model building. If you'd like to help contribute to this, the process is simple. Send me a picture or pictures of any given tool with a short write up on what its used for. Email them to editor@msbjournal.com.

I'd also like to bring to your attention to a build that is about to begin at the Navy Board Models website. The modeling subject is the original Schooner Bluenose. You can learn more about it on page 24.

If you haven't noticed it already, we've also added a Projects page to the site. There you can find out about the various projects currently available as well as upcoming projects at MSB.

As always, I'd like to send out an invitation to anyone interested in submitting content for either the MSB Journal or the Model Ship Builder Website. A website is only as good as its member base. So, the more input you make and content you can contribute the better the site will be for all modelers.

Well, that's the end of my babbling for this month!

Happy Modeling Everyone!

Winston Scoville  
www.modelshipbuilder.com



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ShipWreck Central

## ***From the Files of ShipWreck Central***

### **The Christobol Colon**

On June 22nd, 1898, American troops were landed on Daiquiri beach, just east of Santiago. It had been secured by Cuban forces lead by General Calixo Garcia. From there they fought their way west to Spain's primary stronghold outside of Santiago San Juan Hill. It was here that Teddy Roosevelt and his Rough Riders made their famous



charge. And here, U.S. and Cuban troops captured the highlands overlooking Santiago harbour. The Spanish fleet was now within range of American artillery. Cervera was ordered to take desperate action. He was to steam his fleet out of the harbour and directly into the teeth of the blockading American battleships.

Cristobol colon was the third ship out of Santiago Bay on July 3rd, 1898. She took advantage of the confusion of battle and her speed, and for a while it appeared she may escape. Soon, however, the COLON's fireboxes had used up the last of her high-grade Cardiff coal and when the stokers were forced to switch to inferior coal obtained in Cuba her speed dropped off dramatically. The COLON's commander, Capitan de Navao Emilio D'az Moreu, also made a serious tactical error, hugging the coastline instead of heading for the open sea. Just before 2 PM the American fleet came within firing range and the Captain, deciding not to fight, turned his undamaged ship for the rocks, opened the sea cocks to scuttle the ship, and hauled down his flag. He was about 75 miles west of Santiago. An American salvage crew quickly went aboard, but later that evening the inexplicable decision was made to tow the CRISTOBAL COLON off the rocks although watertight integrity had not been restored. She quickly capsized and sank, a total loss.



## ***SUPERSTITIONS IN THE DAYS OF SAIL***

by Gene Bodnar

Sailors who sailed aboard the old wooden ships were probably the most superstitious group of people on earth. Practically every activity was associated with some kind of superstitious belief.

There were literally hundreds of ways to avoid bad luck on a voyage. For example, a ship never started a voyage on the first Monday of April or the second Monday of August. In the former case, this was the day that Cain killed Abel, and in the latter case, this was the day that Sodom and Gomorrah were destroyed. It was also bad luck to start a voyage on December 31, because this was the day Judas Iscariot hanged himself. The best possible day to start a voyage was Sunday, because it was the day of Christ's resurrection.

A sailor never said good luck or allowed someone to say good luck to him on the start of a voyage. It was sure to bring bad luck. The sailor believed that the only way to counter this potentially bad omen was by drawing blood, so he could reverse the curse by punching the greeter in the nose. It was thought to be sufficient.

Another way to avoid bad luck on the start of a voyage was to pour wine on the deck as an offering to the gods. Never throw a stone over the vessel that is putting out to sea, which was considered a disrespect of the sea. Of course, a sailor never got on board a ship with his left foot first. That would cause disaster.



**Albatross Host of a dead sailor's soul**

Animals played an important role in superstitions. A dog seen near fishing gear was an omen of bad luck. On the other hand, black cats were considered good omens, guaranteed to bring a sailor home safely. Various types of birds could bring good luck or bad luck. Seeing a swallow, a bird not normally associated with the sea, was thought to bring good luck, but seeing a curlew or cormorant would bring bad luck. Sailors believed that the albatross and the gull hosted the souls of dead sailors, and therefore killing one would obviously bring doom to the killer. It was also believed that the feather of a wren slain on New Year's Day would protect him from dying by shipwreck. If a shark followed a ship for any distance, it was believed that it could sense those near death; therefore, the ship was doomed. On the other hand, if a dolphin followed a ship, its presence indicated that the ship was under its protection.

If a sailor saw a red-headed person before going on board a ship to start a voyage, he believed that bad luck could only be averted by speaking to the red-head before the red-head spoke to him. Otherwise, bad luck was sure to follow. Like red-heads, flat-footed persons must always be avoided before beginning a trip; however, he could speak to him first to avert disaster.

Once the voyage began, sailors never looked back at the port, because it would bring bad luck to the ship as well as himself.

Priests were definitely not lucky to have aboard a ship. They wore black and performed funeral services, and anything that made one think of death was a bad omen. Of course, flowers usually appeared at funerals; therefore, it was believed that flowers on board a ship would bring death. If a sailor heard church bells at sea, someone on board the ship would die. St. Elmo's fire seen around a sailor's head meant that he would die within a day.

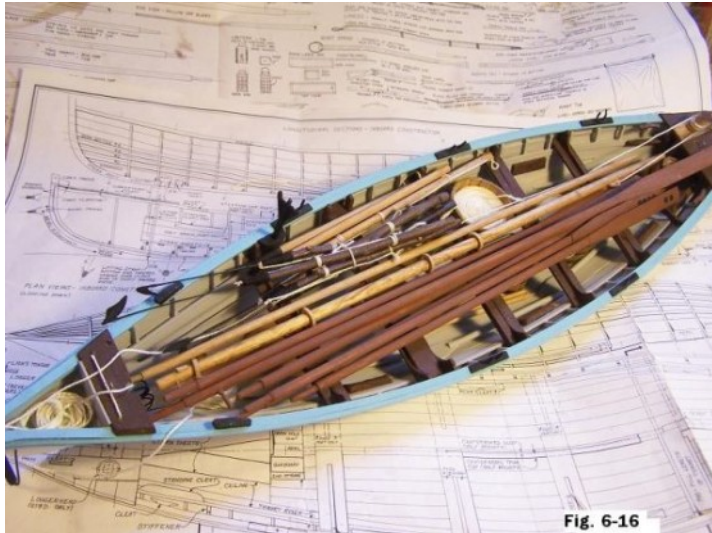
Flags were the subject of superstition, too. Never hand a flag through the rungs of a ladder; it

would bring bad luck to both the hander and handee. Repairing a flag on the quarterdeck was an omen of bad luck.

Have you ever wondered why most old-time seamen are portrayed with long hair? It was considered bad luck to cut your hair or cut your nails at sea, because it would bring the wrath of Neptune who would become jealous if these offerings were made while in his kingdom.

A stolen piece of wood mortised into the ship's keel was believed to make the ship faster. A coin placed under the masthead would ensure a successful voyage. Turning over a hatch was an invitation for the hold to fill with seawater.

Finally, a sailor never used the word "drowned" while at sea.



## **“The Whaleboat”**

### **Project Update**

A Navy Board Models POF Project

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

Gene Bodnar’ has wrapped up his Whaleboat practicum at the Navy Board Models website. Anyone looking for something a little different to do that sinking your teeth into a full scale ship model, this may be a nice project to tackle and it has lots of detail.

The model is built on the scale of  $3/4"=1'$ . All the accoutrements that accompany the whaleboat, including such items as oars, paddles, harpoons, buckets, boat hook, knives, mast, etc are also built.

The project was based on New England Whaleboat plans acquired from Model Expo a book by Erik Ronnberg.

Gene further added to the build by mounting his model on Davits to show its affect in a diorama setting.

If you’d like to learn more about this project go to Navy Board Models  
([www.navyboardmodels.com](http://www.navyboardmodels.com))





## **The RNLB Thomas McCunn**

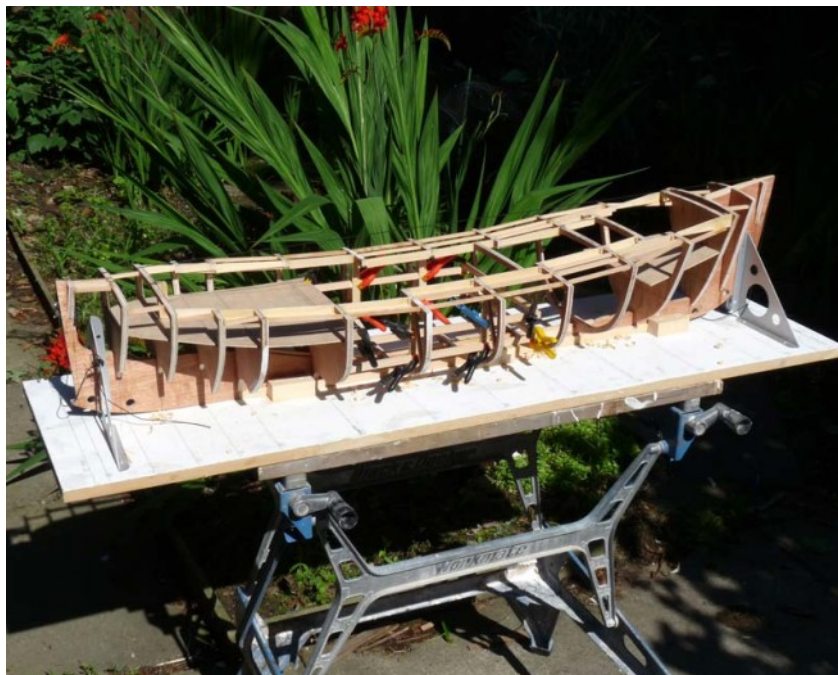
**An Ongoing**

**Project by**

**Mike Pendlebury**

This month Mike has a small update for us on his build of the RNLB Thomas McCunn. This is a little different a build than normal in that he is building it from the inside out. All the interior cabins will be built before he starts planking the hull, thus allowing him to install all the wiring for the lights and engine out of sight between the walls.

In this first picture you can see that I have erected all the frames onto the keel and added the main longitudinal deck beams that outline the openings that give access to the interior details. When the deck has been added the whole structure will be rigid and can be removed from the slip when needed.



The supports for the interior walls that separate the engine room from the wings that are full of air cases for flotation in the real boat have been fitted ready for the interior planking to be done. The false floors for the fore and aft cockpits have also been fitted.



And finally a view from the bow showing the typical sheer and shape of a Watson designed lifeboat.



Well Mike, the main structure is starting to take shape now.

I'm definitely going to have to learn more about R/C modeling. :-)

# The Half Moon

a work in progress By Maritime Artist Rex Stewart

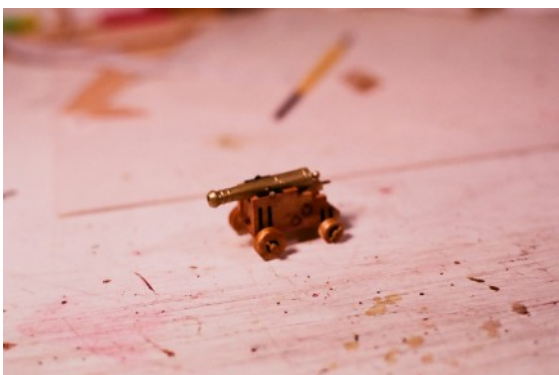
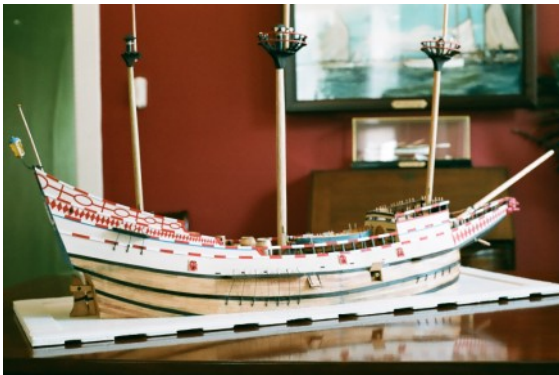
The Half Moon, (originally called the Halve Maen), was commissioned on March 25, 1609 for the Dutch East India Company. The company hired Hudson, an Englishman, to search for a passageway between the Atlantic and Pacific oceans. He thought he had found that passageway when he sailed up the river that was later named for him.

In making his trip up the river, Hudson claimed the area for the Dutch and opened the land for settlers who followed. His voyage came 10 years before the Pilgrims landed at Plymouth Rock.

With the 400th anniversary of this trip upon us this year we are happy to bring you some pictures of a build of the Half Moon in progress by renowned maritime artist. Rex Stewart. Over the next issue or two we'll be bringing you pictures of Rex's model in progress as he is able to make pictures available to us.

Here are the second set of updates that Rex has sent in. Things are really starting to take shape here.





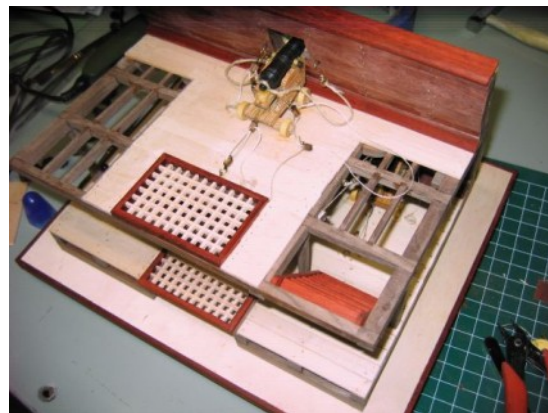


## "17th Century Battle Station"

Some Member Builds in Progress

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

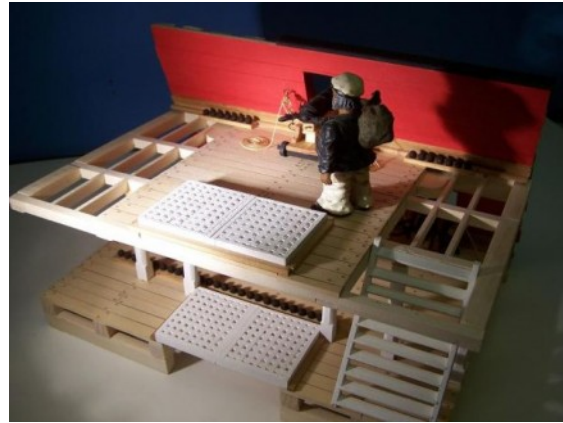
The following are some of the member builds of the 17th Century Battle Station an online project at Navy Board Models. Some in progress some finished. As you can see each member really is able to make this project unique to them. A great scratch build project for the first time scratch builder.



**Mike41**



**DrDull**



**Gene Bodnar**



**Winston**

### **SALTY SAYINGS**

by Harry Campbell

**CLEAN SLATE:** In addition to the compass, the binnacle box contained a special slate on which the quartermaster recorded the current orders issued by the officer of the watch. When a new voyage began, or when the ship was at anchor in a harbor, the slate was wiped clean.

**IN THE DOLDRUMS:** Between the trade winds of the northern and southern hemispheres lies the Doldrums, a belt of calm or variable winds. When a sailing ship passed into the Doldrums, it was usually becalmed in sweltering conditions.

**DEVIL TO PAY:** The seams of the hull of a ship were caulked ('payed') with hot pitch to make them watertight. An especially difficult seam to caulk was "the devil" – the junction of the covering board that capped the ship's sides and the deck planking. The full saying among sailors for a formidable task for which they were ill-equipped was, "The devil to pay, and no pitch hot!"

# Cuttyhunk Linen Fishing Line for Rigging

## A short Introduction:

**Charlie Pipes, SMA Member 1980-1986**

My start into model ship building came early in the 1980 period when I was lucky enough to fall under the tutorship of Mr. Ted Pugh who I met at the San Diego Maritime Museum. Just prior to this I had tried to build a model kit of the Essex produced by Model Shipways which I am sure is a good kit but was beyond my ability and tools. Ted advised me to give up on the kit as I had pretty well botched it to the point of no return and instead convinced me to purchase a set of Harold Hahn's plans of the *Oliver Cromwell* for my first project. At the time this appeared as a sane concept. His argument of cutting out one small piece of the ship at a time made better sense than carving the whole thing from a large block. I have never regretted this decision.



Dusting off the Oliver Cromwell after 15 years

At about this time I discovered the SMA at a bank in Fullerton, I remember my first meeting as being Jack Elam's birthday and that as I walked thru the door two young ladies in playboy costumes were singing happy birthday to him. Right away I knew this had to be a fun bunch. To this day I must give all credit to those members that were there that night for keeping me going in those early days. They went out of their way to meet me, find out my interest and as the years went by nurture me along. I bought my first saw for cutting the frames from Armand Veronico and framing material from Lloyd Warner at the October Auction. I worked on the *Oliver Cromwell* thru 4 overseas tours to Japan. I still am working on it.

Later Ted showed me a photo of the *Royal George* that Ed Marple had built telling me that when I started getting big headed to look at the photo to come back down. I would later meet Ed at a meeting and spent three years working as his apprentice. He and his wife Dorothy pretty much adopted me and gave me moral support over the years. Ed passed in October 1993 and will always be remembered as a humble man who really had no concept of his greatness. His 9 models and workshop are on display At the Ventura County Maritime Museum. Dorothy and I have remained close to this day.



Harold Hahn's Hannah in Swiss Pear

I left California in 1986 letting my model ships slide by the wayside and letting life get in the way. From 1989 to 1995 I worked at the

North Carolina Maritime Museum as a working exhibit letting people watch me work in a small model shop located in the watercraft center. Having retired from the Marine Corp in 1995 I now live in Northern Alabama just below Nashville Tennessee. Here it is 2005 and a friend has brought me back to the fold. My *Cromwell* is dusted off, the shop is cleaned up, and to get me started I am attempting a model of the Hannah based on Harold Hahn's work. I started cutting frames in July 2005 and hope to finish it by Christmas 2006.

### So begins a search for the elusive Cuttyhunk line.

From my first days in this hobby when the discussion turned to materials to rig a model with, it always ended with the statement that "Cuttyhunk linen fishing line is the best material to use, but it is no longer available". Those that have used it, tell me that linen does not rot like cotton or stretch like nylon. When looking at the models in various museums I had to admit it really does look like scale rope.

Having always heard that statement that the best material was "Cuttyhunk linen fishing line" I assumed that this was the manufacturer's name. Over a period of time I have come to the conclusion there may never have been a company named "Cuttyhunk" that made fishing line. I have been unable to locate any information to substantiate such a company. I am still looking for a history of the term Cuttyhunk and where it originated.

What I have found is a large number of twine and fishing line manufacturers who produced a "**cuttyhunk linen fishing line**". (A list of known manufacturers I have found is located in Annex A)



Cuttyhunk can be found on cards or spools depending on the manufacturer.

It appears that linen fishing line having been popular from the mid 1800's fell by the wayside in the period shortly after World War II. On their web site Ashaway Line & Twine Mfg. Co state that they introduced a Nylon fishing line in 1939. This may have been the beginning of the end.

How does one find Cuttyhunk linen fishing line?

For years I combed through antique shops looking for it before coming to the realization that while they may sell old lures, rods and tackle, the line was not really considered by antique dealers as a collectible. Also linen line was predominately a fly fishing line. In ten years of looking I came across two spools in shops. Both times the purchases were overpriced.



I have since discovered E-bay. It is a web based auction site where the bidder places his highest bid and the bidding is automatic till you either win or are out bid. You are notified at the end of the auction whether you win or loose. In the last three months I have located and purchased over 20 spools or cards of various manufacture, size and color of the elusive cuttyhunk linen fishing line. It tends to show up sporadically in different colors, weights, packaging and ages. Not a week has gone by that I have not found something listed. Everything I have bought has been new on the spool or Card. The majority being 50 yard cards with a few 150 yard spools.

Many people I have spoke to are leery of trying E-Bay. I have purchased over 40 items on it now and have only had one bad experience due partly to my own ignorance and assumptions. If in doubt ask questions. The best way to learn the ins and outs of E-Bay can be found on line on the website.

Finding what you want to by on this multi million item auction site is a study in itself. The biggest challenge I faced (besides having enough cash to pay for it when I did locate it) was learning how to use the search engine. Simply typing in "Cuttyhunk" only provided hits that led to two purchases. As time went on I started finding new words and phrases that sellers use to list the line. It has become a challenge just to think of new wording to use in the hunt.

***These are some of the search listings that have worked:***

"Vintage fishing line"	"Hall Brothers fishing line"
"Linen fishing line"	"Shamrock fishing line"
"Cuttyhunk"	"Avalon Bay fishing line"
"Cuttyhunk fishing line"	"Avalon Bay tuna fishing line"
"Vintage fly fishing line"	"Ashaway"
"Zane Grey fishing line"	"Linen line"
"Ashaway fishing line"	"Comorant fishing line"
"Hand laid fishing line"	"Streamlet fishing line"
"Dolphin fishing line"	"Antique fishing line"

***As to what I have found:***

The colors I have found range from black, dark brown, brown, tan and white with green also being prevalent. (I buy the green to dye black using Rit brand dye). The prices I have paid have been from \$4.99 to \$14.00 per spool.

**When buying on E-Bay do not let yourself get sucked into the auction frenzy.**

**Overcome the urge to bid on everything you see.** I would suggest you work up a list of line sizes (diameters), colors and overall length you are looking to purchase. You don't need to pay a large amount of money for # 39 size line if you are working in 1/8" scale. Annex B gives average diameter of the thread sizes in thousandths where Annex C gives conversions to scale diameter from circumference.

**Do not bid on it if it does not look to be factory wound on the original spool.** Do not bid on a description only. A picture is a must. Make sure you can read the information on the spool or card and ensure you can see the line is laid up as rope and not braided. Ask the seller questions if you are unsure. Cuttyhunk can be found on spools or cards. Most cards have 50 yards on them but I have seen some with as little as 50 feet. Single spools are common with 50 yards on them but I have seen up to 150 yards. The U.S. Line spools in the photo below are an example of multiple spools with 50 yards on each spool still connected to each other. I have seen up to 3 spools linked together. Beware of the

statement "Spool contains some of the original line", I have seen this statement twice where the photos did not show the line, only the side of the spool.

**Look at the seller's feedback history.** Don't buy from someone with a history of complaints from people he has dealt with. This information can be located by double clicking on the sellers name and looking at his feedback. I would not deal with someone who has any complaints in the last 6 months.

**AGAIN!!! Do Not Get Crazy.** Set a limit that you will bid to and do not get into a bidding war. I recently bid to 30.00 for a spool of Ashaway Cuttyhunk line on a wooden spool. When I looked back later I saw I had been outbid and right away decided I would not go higher as I was already bidding on two other listings. The two people bidding against me eventually took the spool to \$128.00. I was to say the least at a loss at what was so special about that spool. It turned out they wanted the wooden spool as it had "Zane Grey" on the label. When I checked a history of their purchases it turned out they were collectors of items with the writer's name on it. They had purchased every thing under the sun just because it had Zane Grey on the label. I did not have the heart to tell them that I have over 20 of the Ashaway spools and every one have the western writers name on them. The bottom line is to know what you are bidding on and set your highest bid. Don't let yourself get sucked into a bidding war paying too much battling with someone who wants it for sentimental reasons

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## ANNEX A

Cuttyhunk Fishing line Manufactures List that I have located. There is obviously more out there.



**Ashaway Line & Twine Mfg. Co** founded in 1824 by Capt. Lester Crandall who manufactured fishing line. In 1939 Ashaway produced their first nylon fishing line. Ashaway is still in business today with the majority of their business in racquet ball and tennis racquet strings.

**American Line Co.** No information other than their name.



**Avalon Bay** made by **Diamond Manufacturing Co..**

**Cortland Line Co.** No information other than their name.



**Dolphin Brand** English manufacture



**Gladdings** The B.F. Gladding Co. is the oldest and has traditionally been the largest fishing line manufacturer in the United States. John Gladding began a rope business in Chenango County in 1816. James Gladding was the first to experiment with fishing lines, using cotton, linen and locally grown flax. Gladding went on to manufacture many other sporting goods items such as rods, reels, lures, outdoor clothing, toboggans, water skis, travel trailers, mini motor homes, truck campers, inflatable boats and river canoes among others.



**Hall Brothers** Highland Mills, New York



**Shamrock** made by **Diamond Manufacturing Co.**

**Shurkatch Fishing Tackle Co.** The company originated sometime around 1900 in Providence, R.I. As recently as 1967, Shurkatch employed 50 at its plant on the outskirts of Richfield Springs. Shurkatch still uses the product name but is now owned, and located in Illinois.



**Tennessee Line and Twine Co.** Elizabethton Tennessee



**U.S. Line Co.** Westfield Massachusetts



**X-pert** Irish Manufacture

**Annex B**

As you purchase spools or cards of Cuttyhunk Linen Line you will usually find it list a thread size or Number. It will also give a weight indicating breaking strength. I have found the weight does not help much for our needs as I have 18lb line from different manufacturers with different thread diameters.

Linen Line Product No. or Thread Size with approximate diameter

No.	Thread Size	Approx. Diameter
868	3	.013
869	6	.017
870	9	.025
871	12	.031
872	15	.034
873	21	.040
874	24	.045
875	36	.053
876	39	.058

**ANNEX C**

**DIAMETER OF RIGGING LINE EQUALS**

Actual Circumference of Rope X Scale Inch in Thousandths  
3.1416

1/8" scale...1 ft. = .125"  $\frac{1 \text{ inch} = .125 = .0104}{12}$

3/16" scale...1 ft. = .1875"  $\frac{1 \text{ inch} = .1875 = .015625}{12}$

1/4" scale...1 ft. = .250"  $\frac{1 \text{ inch} = .250 = .020833}{12}$

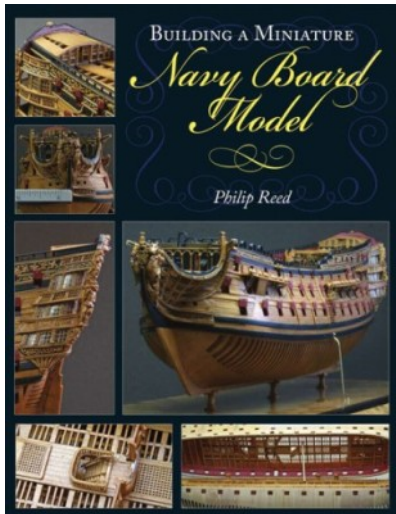
The following are scale **diameters in thousandth of an inch** computed on a slide rule and rounded off to three digits.

Actual Circum. of Rope in Inches	1/8" Scale	Thread Size	3/16" Scale	Thread Size	1/4" Scale	Thread Size
1"*	.0033		.00498		.0066	
1 1/2"*	.00497		.00746		.00998	
+2"*	.00652		.0099		.0133	3
2 1/2"*	.0083		.0124	3	.0166	6
+3"*	.00994		.0149		.0199	
3 1/2"*	.0166		.0174	6	.0233	
+4"*	.0133	3	.020		.0266	9
+4 1/2"*	.0149		.0224		.030	12
+5"	.0165	6	.025	9	.0332	15
5 1/2"*	.0182		.0274		.0366	
+6"	.0199		.0298		.0398	
+7"	.0232		.0348		.0465	24
+8"	.0265	9	.0398		.0532	36
9"	.0298		.0448	24	.0598	39
+10"	.0331	15	.0498		.0665	
11"	.0364		.0547		.073	
12"	.0398		.0595	39	.080	
+13"	.043		.0648		.0864	
14"	.0465	24	.0695		.093	
16"	.053		.0796		.1063	
18"	.0596	39	.090		.119	

Most used sizes in running rigging.  
+ Most used sizes in standing rigging

This information on converting rigging line sizes given in circumference to a scale diameter was found in Edward Marple's Notes. I have typed it as I found it. (For the younger generation of modelers who did not use a slide rule, it was like a calculator that ran on solar energy and therefore did not need batteries).

## The Book Nook



### **Building a Miniature Navy Board Model**

by Philip Reed

Naval Institute Press, 2009.

**ISBN-10:** 1591140927, **ISBN-13:** 978-1591140924

Available at the

[Model Ship Builder Amazon Bookstore](#) in the Book Nook Section)

Phillip Reed's latest building guide tackles what many regard as the ultimate expression of the ship model maker's art, the Navy Board model. His step-by-step construction of a miniature 1/192 scale model of the *Royal George* of 1715 demonstrates all the conventions of Navy Board framing and planking. With the aid of nearly 400 photographs, he takes the reader through every building stage. Methods of hull and deck framing, internal and external planking, and the construction of the complex stern are all covered. Reed also shows how to render the multitude of decorative carvings on the figurehead, stern, and broadside. This is the first book in many years to cover the well-known and sought-after early eighteenth-century Navy Board models.

#### **Customer Review ...**

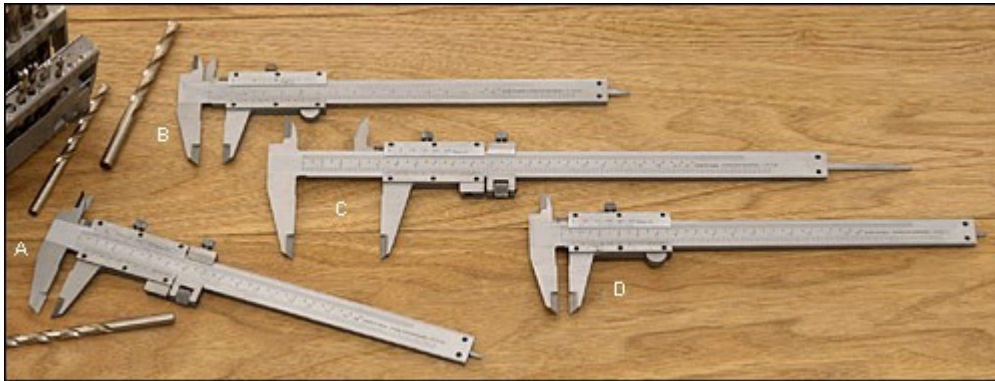
This author holds two skills, obviously a magnificent modeller, but he also has the ability to make a navy Board Model achievable. Step by step (great) photos of the building of a navy board model, make his craft look easy, until you realise the tiny scale of the ship the absolute artistry of his engravings and sculpture shows just how good he is. His manner is by no means arrogant, but properly instructional and he does not miss steps. Not that I am anywhere near producing such a model nor investing in such a large amount of tools (yet) this reference will always be in my collection as the first point of call should I finally undertake such an endeavour. Worth buying? Yes. Worth the money too.



## ***On The Workbench***



### Imperial/Metric Vernier Calipers



Calipers are a very useful tool to have on hand for those precise measurements.

Accurate to 0.001" and 0.02mm, these stainless-steel vernier calipers cover both your Imperial and metric measuring requirements. You can take readings in either system or use the calipers for conversion from one to the other.

Gauges have locking jaws and an integral depth gauge. The fractional caliper will read in increments of 1/128" or 0.05mm. The other three calipers all read in decimal inches and millimetres. The two fine-adjustment calipers have a lower jaw stop that locks in place, allowing fine adjustment by using the thumb wheel. (The 6"/15cm fine-adjustment caliper has a maximum opening of 5-1/2".) Storage case included.

- A. 6"/15cm—Fine Adjustable Caliper
- B. 6"/15cm—Fractional Caliper
- C. 8"/20cm—Fine Adjustable Caliper
- D. 6"/15cm—Caliper

All the above callipers are available from:

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



## ***Queen of the North Atlantic*** ***"The Schooner Bluenose"***

*A New Navy Board Models Online Project*

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

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 ever to do so.

Philip Eisnors 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.

The online build will be headed up by model builder Gene Bodnar and based on Philip Eisnors plans. Anticipated start date is the first week of September.

For more information on this build and plan pricing visit the Navy Board Models website.

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



# ***Badges:***

## ***Heraldry of Canadian Naval Ships***



### **HMCS ASSINIBOINE**



**Description:**

Blazon Or, a bend wavy azure charged with two cotises wavy argent, over al/a bison's head caboshed proper.

**Colours:**

*Black and gold*

**Motto:**

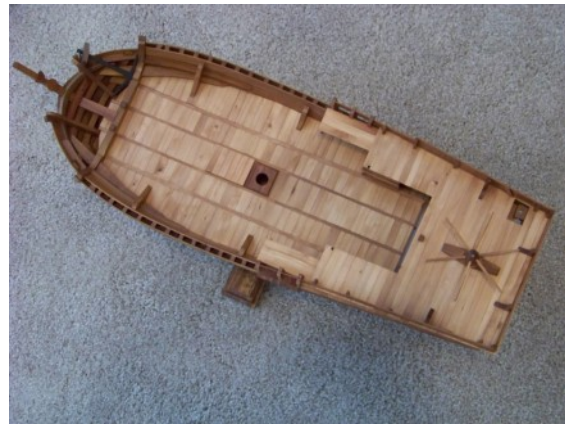
*Nunquam non paratus (Never unprepared.)*

**Battle Honours:**

*Atlantic, 1939-1945; Biscay, 1944; English Channel, 1944,1945.*

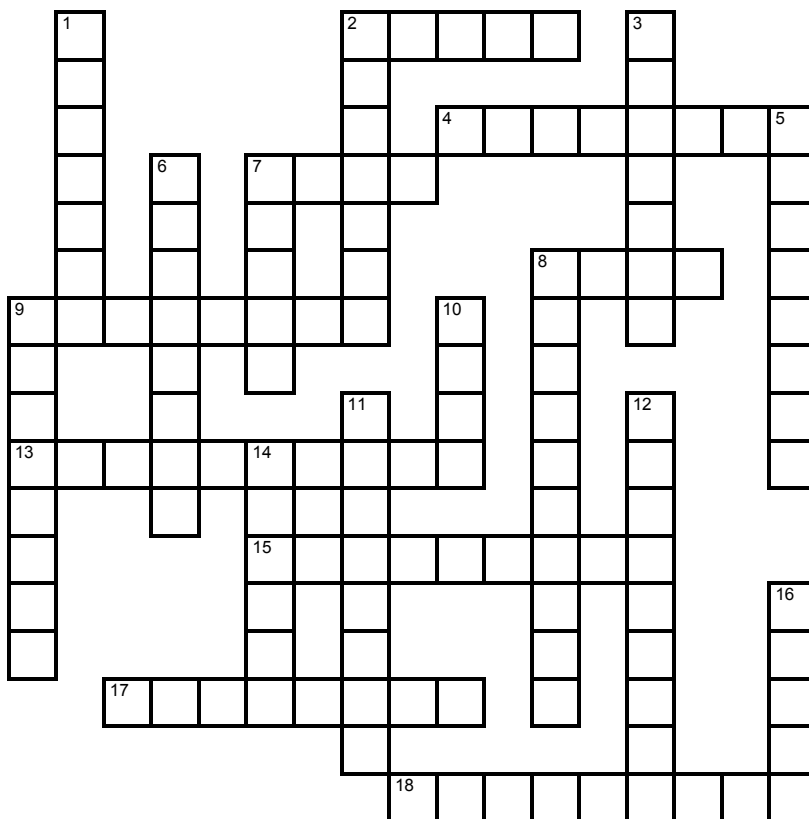
## ***Contributors Pictures***

John Curry has sent in the following pictures of his scratch build model of the Bremen Cog



# On the Deck

by Gene Bodnar



## Across

2. Cabin in the fore part of a boat
4. Place where spare clothing for the crew is kept
7. Deck space between the mainmast and foremast where boats and spare masts and spars are kept
8. The area of a hold or between decks nearest the sides
9. Accommodation forward of the main cabin
13. Space amidships between the after part of the bel-fry and the fore part of a boat when it is stored on the booms
15. Small compartment for stores
17. Largest cargo space beneath the main hatch
18. Storeroom for the ship's provisions

## Down

1. In a man-of-war, a compartment under the lower gun-deck where the wounded were attended to by the surgeon during battle
2. The galley, or any confined space
3. Short piece of timber ranging fore and aft between beams
5. Storeroom on a man-of-war in which gunpowder and any form of explosive is kept
6. Gutter along the wide of the deck, forming a channel for the water to run off into the scuppers
7. Point where the forecastle and the poop rise from the main deck
8. It contains the binnacle and other navigational equipment
9. Inverted knee mounted above the deck instead of beneath it, with the vertical arm pointing upwards
10. Ship's lavatory
11. Officers' general mess room
12. Place where the upper deck meets the side of the vessel
14. Main accommodation for passengers in a passenger-carrying vessel
16. Piece of timber installed between beams athwart ships to provide additional support for the deck

## MATCH-UPS

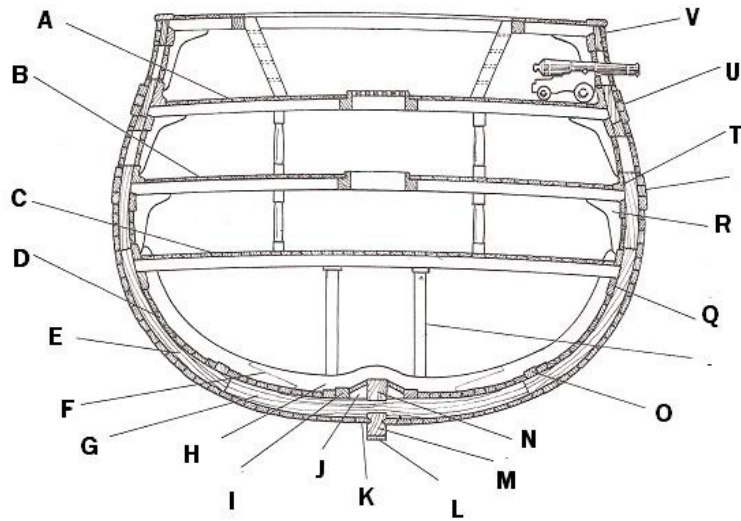
by Gene Bodnar

Match the ship in the left-hand column with where it sank in the right-hand column.

- |                           |                                  |
|---------------------------|----------------------------------|
| 1. ____ Andrea Doria      | A. North Atlantic                |
| 2. ____ RMS Rhone         | B. Off the coast of Florida      |
| 3. ____ General Slocum    | C. British Virgin Islands        |
| 4. ____ Mary Rose         | D. Solent Channel                |
| 5. ____ Monitor           | E. Near Nantucket, Massachusetts |
| 6. ____ Lusitania         | F. New York's East River         |
| 7. ____ Bismarck          | G. Off the coast of Ireland      |
| 8. ____ Edmund Fitzgerald | H. Falkland Islands              |
| 9. ____ General Belgrano  | I. Lake Superior                 |
| 10. ____ Atocha           | J. Cape Hatteras                 |

# NAME THE PARTS

by Gene Bodnar



A \_\_\_\_\_  
B \_\_\_\_\_  
C \_\_\_\_\_  
D \_\_\_\_\_  
E \_\_\_\_\_  
F \_\_\_\_\_  
G \_\_\_\_\_  
H \_\_\_\_\_  
I \_\_\_\_\_  
J \_\_\_\_\_  
K \_\_\_\_\_

L \_\_\_\_\_  
M \_\_\_\_\_  
N \_\_\_\_\_  
O \_\_\_\_\_  
P \_\_\_\_\_  
Q \_\_\_\_\_  
R \_\_\_\_\_  
S \_\_\_\_\_  
T \_\_\_\_\_  
U \_\_\_\_\_  
V \_\_\_\_\_

# **LEAPFROG**

by Gene Bodnar

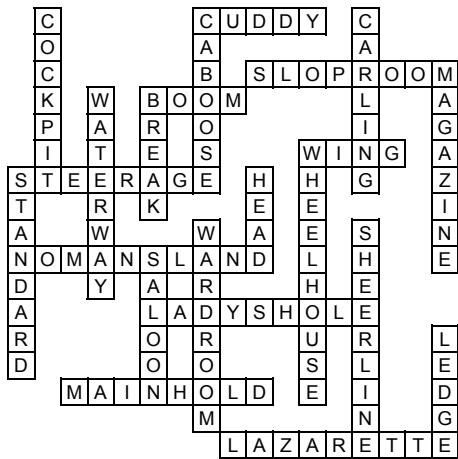
Here's a list of nautical terms. Each term contains two words. Their letters are in the correct order, but they overlap. All you have to do to find them is separate the letters.

Example: **PRISENEARASTIL** = PIN RAIL

1. **TERACHKBORLAORCK**
2. **TORAUENETORSTOH**
3. **MERSOSTDRENCK**
4. **LORNGABORONK**
5. **BRASTTARENODROTHWN**
6. **HENTANDOWISTNOD**
7. **LOUNGSTALIL**
8. **WEARLLSKERNOST**
9. **THOURMBSCOLEAST**
10. **SAQUEASRESKENTOT**

**ANSWERS:**

**ON THE DECK**



**NAME THE PARTS:**

- A. Upper deck
- B. Gun deck
- C. Orlop deck
- D. Ceiling
- E. Second futtock
- F. Scarf
- G. Floor timber
- H. Rider
- I. Futtock plank
- J. Limbers
- K. Garboard strake
- L. False keel
- M. Keel
- N. Keelson
- O. Hold stringers
- P. Hold pillars
- Q. Clamp
- R. Standard knee
- S. Main wale
- T. Spirketing
- U. Upper wale
- V. Plank sheet

**MATCH-UPS:**

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

**LEAPFROG:**

- Tack block
- True north
- Mess deck
- Log book
- Batten down
- Head wind
- Lug sail
- Wall knot
- Thumb cleat
- Square knot

## Modeling Clubs

### **Hyde Street Pier Model Shipwrights**

Meet at the club's model shop aboard the *Eureka*, Hyde Street Pier, a National Park Service historic site in San Francisco on the third Saturday of every month @ 9:30 a.m

Contact: Leo Kane  
Ph: (415) 821-0449  
email: kanebulota@comcast.net

### **Tampa Bay Ship Model Society**

Meet in downtown St. Petersburg, FL on the fourth Tuesday of the month at 7:00 p.m. except December.

Contact: George Shaeffer  
Ph: (727) 798-0943

We'd like to build a database of modeling clubs from around the world.

If you would like to have your club listed here please send me the following details. Note if you have a website, it will be added to our links page too.

Club Name  
When and where you meet  
Club Website URL if you have one  
Contact Person  
Phone/email