

The MSB Journal

An online publication for model ship building enthusiasts



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The MSB Journal

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On the Cover

The Cannon Shot
An oil painting by
Williem van de Velde, the Younger

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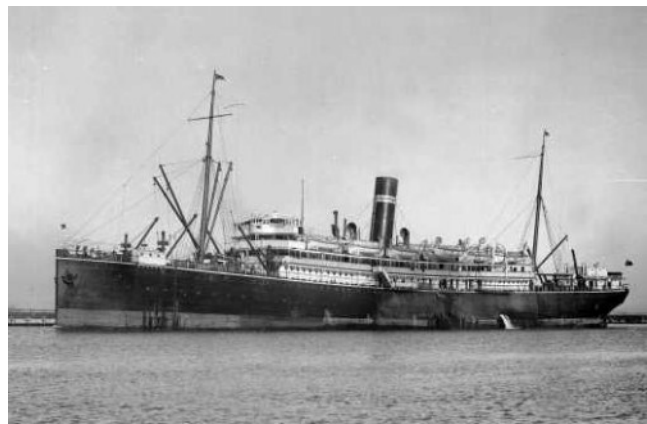


MSB is a Charter Member of the
Vessel Research Team

From the Files of ShipWreck Central

TSS Kanowna

Built by W. Denny and Brothers of Dumbarton in 1902, to ply the Sydney- Fremantle route. Kanowna also travelled between various Australian & Asian ports. In August of 1914 she was requisitioned as a Trooper, and carried troops to New Guinea, next, she went off to England to be fitted out as a 452 bed Hospital ship. She served in the Gallipoli campaign in the Dardanelles and ferried wounded Australian troops and medical staff from Turkey back to Australia. At the end of her service there she returned to the Sydney - Fremantle (Tas) service.



Undated Photo of the Kanowna

The ship had on a voyage from Cairns in Queensland had left Sydney & was heading for Melbourne when it hit Skull Rock on a foggy night. The ship was reported to have suffered a "glancing blow". Survivors are said to have remembered an almighty crash & the ship shuddering from end to end, then lurching". By 10pm the 141 passengers had abandoned ship being picked up by the nearby SS Makarra. A young girl broke her leg, a man fell off the gangway but all survived apart from a dog, a cat & a race-horse that had been loaded in Sydney. The cargo which was valued at 200,000 pounds was un-salvaged. The Master was deemed to be guilty of an error of judgement by a Court of Enquiry for not slowing down.

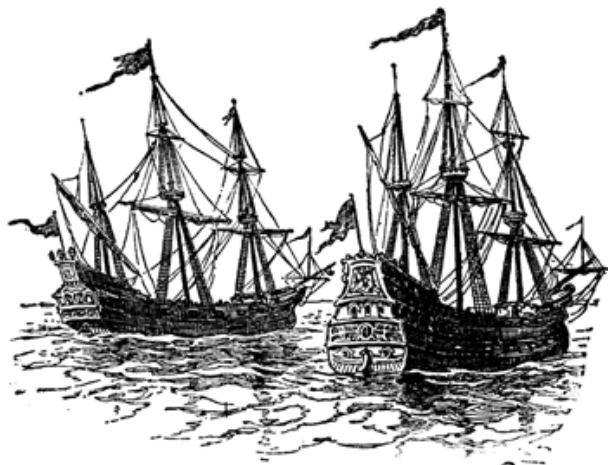


Members of the Southern Ocean Exploration dive group explore the shipwreck of TSS Kanowna



PRIZE MONEY

by Gene Bodnar



Before 1708, all monies captured belonged to the Crown. The "Cruizers and Convoys Act of 1708" allowed the distribution of all monies gained by the seizure of enemy ships to the captors themselves. The purpose of the Act was to provide "better and more effectual encouragement of the Sea Service." Unfortunately, all ships within sight of the capture were entitled to equal shares, and furthermore, the Admiral responsible for the capturing vessel was also entitled to a share, even if he wasn't in the vicinity of the capture. Thus, most captains liked to sail under direct Admiralty orders. In these cases, no single Admiral was in command; therefore, all the prize monies were distributed directly to the crew.

Captured monies included the value of the ship when condemned by the Admiralty court, any cargo it carried, and a small bounty on enemy seamen taken as prisoners. The proportion of monies shared out in 1808 one-eighth to the Flag Officer; two-eighths to the Captain(s); one-eighth to the Captains of Marines, Lieutenants, Masters, and Surgeons; another one-eighth to the Lieutenants of Marines, Secretary to the Flag Officer, Principal Warrant Officers, and Chaplains; a further one-eighth to Midshipmen, Inferior Warrant Officers, Principal Warrant Officer's Mates, and Marine Sergeants; and finally, the remaining two-eighth to all the rest.

Of course, lots of money could be made by the capture of a vessel, but it usually didn't occur often, and when it did, it was much like hitting today's lottery – a slim chance indeed. The record-holder is the capture of the Spanish frigate "Hermione" in 1762 by the British frigate "Active" and sloop "Favourite." Carrying treasure, its value was so great that even the common seaman received 485 pounds (in the days when a seaman made less than a shilling a day), with its two Captains receiving 65,000 pounds each! Probably the single individual who earned the most prize money was Sir Hyde Parker, who admittedly gained 200,000 pounds when he was in command in the West Indies.

Usually, only frigates were capable of taking prizes, mainly because of their speed. Ships of the line were far too ponderous to take part in a chase.

The Naval Prize Act of 1918 changed the distribution of prize money to a system where the prize money was paid into a common fund from which a payment was made to all naval personnel, regardless if they were involved in the action. This was further changed in 1945 to allow RAF personnel who were involved in the capture to get a share.

The last American sailors to receive prize money were the crewmen of the "USS Omaha" for taking a German blockade runner on November 6, 1941, although the money was not awarded until 1947.



The Half Moon

a work in progress By Maritime Artist Rex Stewart

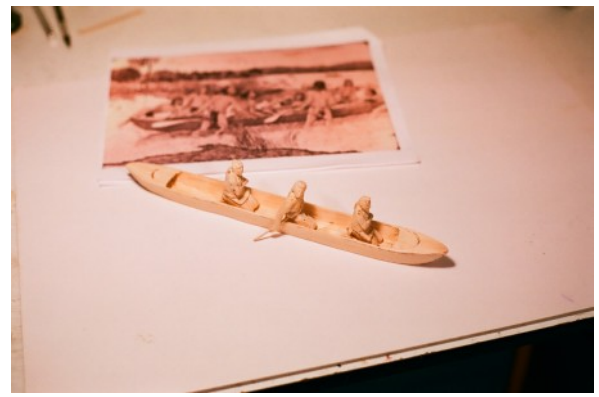
The Half Moon, (originally called the Halve Maen), was commissioned on March 25, 1609 for the Dutch East India Company. The company hired Hudson, an Englishman, to search for a passageway between the Atlantic and Pacific oceans. He thought he had found that passageway when he sailed up the river that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

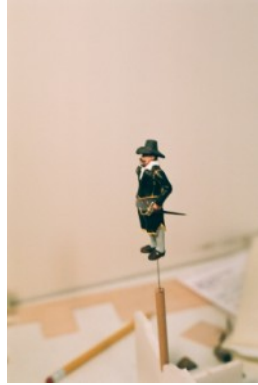
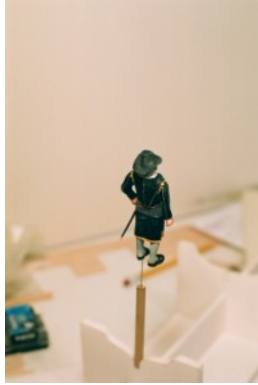
In making his trip up the river, Hudson claimed the area for the Dutch and opened the land for settlers who followed. His voyage came 10 years before the Pilgrims landed at Plymouth Rock.

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.

Here in this final update is the finished model.







This concludes the Half Moon build and we look forward to seeing future builds from Rex.

The Great Lakes

For over 300 years the French & English and then the English & Americans fought wars over possession of the Great Lakes region of North America, building some of the most advanced designed war ships of their day as well as the largest wooden First Rate 120 gun warships ever built.

The sheer diversity and amount of ships designed and built on these waters are unparalleled anywhere on earth. While our primary object is necessarily learning of matters concerning the ships that plied the Great Lakes and their environs, an historical perspective on just how ships first came to these lakes is certainly an interesting story and will set the stage for a look into the men and the ships built here.

That perspective, as one might expect, closely parallels the history of discovery of the new world. Thus our history begins with the first Vikings longboats that sailed west out of Iceland and Greenland to Vineland around 1,000 AD. Today only the Viking site of L'Anse aux Meadows in Newfoundland has been located and stands alone as a reminder of Norse occupation of the new world.

No extensive written records have come down to us today on the Viking travels along the North American coast, but historians agree that they probably traveled south to present day New England and southwest up the St. Lawrence river towards the Great lakes. The first historically documented trips that explored the St. Lawrence were those of Jacques Cartier whose three expeditions (1534, 1535-1536 and 1541-1542) helped set the exploration of the great lakes region.



Grand Hermine built in 1967 for display at Expo 67 in Montreal

The 1534 expedition was composed of two ships of about 60 tons each, manned in all with 61 men. Cartier was looking for the Northwest passage to the Orient and its lucrative trade markets. Upon his return to France after the first journey he was able to excite a great

deal of interest in his new world findings. On his second expedition (1535-1536) Cartier sailed with three ships: THE GRAND HERMINE THE PETITE HERMINE and THE EMERILLION.

The flag ship GRAND HERMINE was a ship of about 100 tons and the accompanying ships were of 60 and 40 tons. At the request of Parks Canada and the Department of Indian and Northern Affairs Ecole Polytechnique de Montreal built a replica of the Grand Hermine and displayed it at Expo-67 in Montreal. After the 1967 explosions the replica was permanently displayed at the mouth of the Lairet River in Cartier-Brebeuf National historic Site near Quebec city.

As a result of the early explorations of the Great lakes region the French began to colonize the St Lawrence and continued to push westward to the Great Lakes and the headwaters of the Mississippi river. The slow French colonization of the region continued and 124 years after Jacques Cartier first sailed into the St. Lawrence river a French explorer Rene Robert Cavalier Sieur de La Salle set the stage for a rapid colonization of the Great lakes. At the time of La Salle the region was known as New France or the French frontier.



Robert La Salle

La Salle was the youngest son of a wealthy merchant living like French nobility. At the age of 15 La Salle entered the Jesuit novitiate and two years later began teaching. Being a bit impatient and something of a problem to superiors, Robert was described by the fathers of the Jesuits to be extremely vibrant with intense, contained energy. Un-

able to teach, Robert left the Jesuits in search of adventure.

Robert La Salle's older brother Abbe Jean Cavalier was a priest at the Order of Saint Sulpice in Montreal Canada. A letter from his older brother describing the mysteries, adventure and danger of Canada proved irresistible to the 22 year old Robert who was possessed with a tremendous drive so seek his fame and fortune. Besides the adventure, the church was making large land grants to anyone willing to settle the wilderness, so in 1666 Robert sailed to New France.

Upon arrival to Montreal Robert La Salle was granted a large track of land where he cleared land and built a house. After just three years living in Montreal Robert mastered the language of the Iroquois as well as seven other Indian tribes. The Indians would tell stories of a river larger than the St Lawrence which flowed into the great river they called the father of all rivers the Mississippi, which in turn flowed to the sea. Selling pieces of his land and with a grant of money from the church at Saint Sulprice Robert La Salle bought supplies, hired men and set out to explore the Great Lakes and find the father of all rivers.

In the year 1672 Louis de Buade, Comte de Frontenac, Governor of Canada arrived to as-

sume his duties of New France. La Salle quickly arranged a meeting with the governor to outline his plan. La Salle told the governor he had explored the Great Lakes from end to end and discovered the great river the Indians called Mississippi.

He descended the Mississippi to the 36th degree of latitude before turning back, but he was certain the river would lead to the Gulf of Mexico. The plan presented by La Salle was to build an interlocking chain of forts from Montreal down the St Lawrence, across the Great lakes to the headwaters of the Mississippi down the Mississippi to the Gulf of Mexico and then to colonize the entire area.

As a result of the forts and colonization of the west, France would protect the place from the Spanish to the south and block the westward expansion of the English on the eastern seaboard, eventually pushing the English into the sea and the entire plan would result in a huge commercial enterprise.

The governor Louis de Buade though it was a great idea and backed La Salle to the hilt and built the first stone fort at what is now Kingston to be the starting point westward.

To proceed, all that was needed was the approval from the king of France. La Salle sailed from Quebec to present his proposal to King Louis XIV.

The portfolio given to the court praised the bounty of New France from the dense forests to the meadows and rivers. The country was abundant in fish and game which would support flourishing colonies. He spoke of the wild cattle (buffalo), which, instead of hair were covered in wool, which was used for making of clothing. Vast meadows answered to farming needs where Hemp and Cotton grew naturally.

La Salle went on to say the Indians were of a social disposition and would add to the prosperity of the new colonies, as they will adapt themselves to us, and imitate our ways of life as soon as they taste the advantages of our friendship and of the goods we will bring them. Within a few years the Indians will add many new subjects to the church and king.

The petition to the king went on to describe the hardships involved in planting the colonies and the cost of provisions, men, munitions and the danger from the Iroquois and the rivalry of the English also wanting of the lands.

It didn't take long for a reply to reach La Salle; Louis, by the grace of God king of France we have received your petition to labor at the discovery of the western parts of New France; we have willingly entertained this proposal as we have nothing more at heart than the exploration of this country to which a way may be found to Mexico. For this and other causes we permit you to labor at the discovery of the western parts of New France and to build forts at such places as you think necessary and enjoy possessions thereof. It is our will that they be executed according to their form and tenor; on conditions that you finish the enterprise within five years; failing, these presents shall be void. That you carry on no trade with the savages called Ottawas or with other tribes who bring goods to Montreal.

That you do the whole at your own cost and that of your associated to whom we give sole rights of trade in buffalo hides. Given at St. Germain en Laye, this 12th day of May 1678 and of our reign the 35th year.

La Salle asked originally for 20 years to complete this enormous task of colonizing New France but with only five years La Salle immediately assembled men and supplies. He borrowed money from family and friends, hired ship carpenters, bought material for two ships to be built in New France. One ship was to be built on the Niagara river above the falls and a second ship to be built on the Mississippi river.

On the 14th of July La Salle set sail for Quebec with thirty men and a priest Father Louis Hennepin. Once back at Fort Frontenac La Salle organized an advanced party to go to Lake Michigan where they were to trade with the Indians and collect a store of fur, which was to be loaded aboard the new ship when she arrived. A second party was sent to a location above the falls to build a vessel of 45 ton burden. Plans for the new ship Griffon was to shuttle supplies to points along the Great lakes and bring furs on the return voyages. Sales of the furs would pay off loans and finance future enterprises. The Griffon was launched and set



Only known picture of the Griffon is a Sketch of the Griffon under construction

sail to meet up with the advanced party sent by La Salle to collect furs. On arrival the Griffon was loaded with a cargo of furs and La Salle sent his ship and crew back to Niagara.

As La Salle stood on the shore watching his ship sail away little did he know the Griffon sailed into oblivion. His ship, its cargo and his crew vanished into history never to be seen again.

The loss of the Griffon was surely was a major set back, however La Salle's relentless nature pushed him on to the Illinois River where he and his men built a small fort named Crevecoeur and began construction on the Griffons sister ship to be used to sail down the Mississippi river.

Short of men and supplies La Salle decided to walk back to fort Frontenac to procure the needed materials and to bring back men to finish the ship. Arriving at Fort Frontenac La Salle learned his supply ship from France was wrecked at the mouth of the St Lawrence and everything was lost. Adding to misfortune La Salle also got news when he left Fort Crevecoeur the men he left behind to finish the second ship abandoned the post.

Refinancing his venture La Salle set out for the third time to explore the Mississippi river.

Reaching Fort Crevecoeur he found it destroyed and no sign of the men he left behind to

finish the ship, with all the supplies were gone as well as the Indians had removed the nails in the ship and made off with them La Salle decided to abandon the construction of the second ship and explore the Mississippi by canoe.

Finally in April of 1682 La Salle and his men reached the Gulf of Mexico and fulfilled his petition to the King. Now he can build forts and colonize the vast wilderness in the name of France. The exploration party turned around and paddled against the strong current of the Mississippi and went back to Quebec where La Salle then returned to France to give the news to the king of the discovery.



Model of La Belle based on historic and archaeological evidence

With permission from the king La Salle organized a marine expedition which was to sail to the Gulf of Mexico and begin setting up a colony at the mouth of the Mississippi. Leaving France with a 36 gun naval ship the Amiable, an armed ship the Joly, a ketch the La Belle and a supply ship. This expedition consisted of an army of 100 soldiers and a large group of colonists. The first in a series of events, the exploration party missed the mouth of the Mississippi and landed 400 miles too far west at the Trinity river. The men knew the river they landed at was much too small and could not be the mighty Mississippi. The naval ship Amiable set sail back

to France leaving the expedition vulnerable to Indian attack.

Next to leave was the Joly taking members of the group back to France. Men who stayed behind were pushed by La Salle northward along the Trinity river. On March 19, 1687 a shot pierced the wilderness and Rene Robert Cavalier Sieur de La Salle fell dead from a gun shot to the head. The assassins yelled "Te voila grand Bacha, te voila" stripping him of his scarlet jacket his body was kicked into the sawgrass for the buzzards and wolves. As for the last of the exploration party, the Indians didn't take kindly to their encroachment into their lands and all were killed. The last ship La Belle sank at the Trinity river. So ended the plan to colonize the Mississippi and build a network of forts in New France.

With La Salle now gone the French continued their presence on the Great Lakes and the lucrative fur trading operation. It wasn't long before the English established a colony and ship building at Oswego on lake Ontario.



The RNLB Thomas McCunn

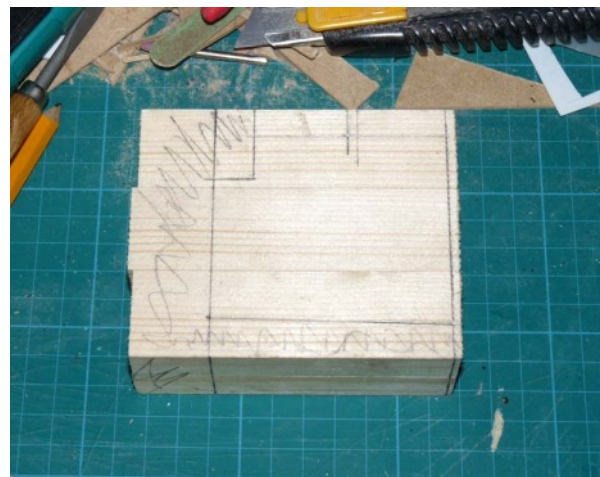
An Ongoing

Project by

Mike Pendlebury

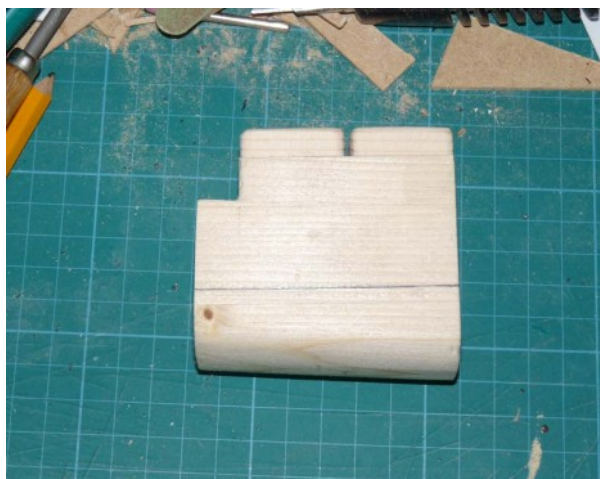
In this update Mike shows us the process of how he built the motors.

This update is about the model engines that will be fitted into the Thomas McCunn. As I said in an earlier update there exists one of the Weyburn C4 engines of the type used in the Thomas McCunn in the National Lifeboat collection based at the Chatham Historic Dockyard in Kent. I had the engine photographed from all sides and angles so that I could reproduce the pair I need.

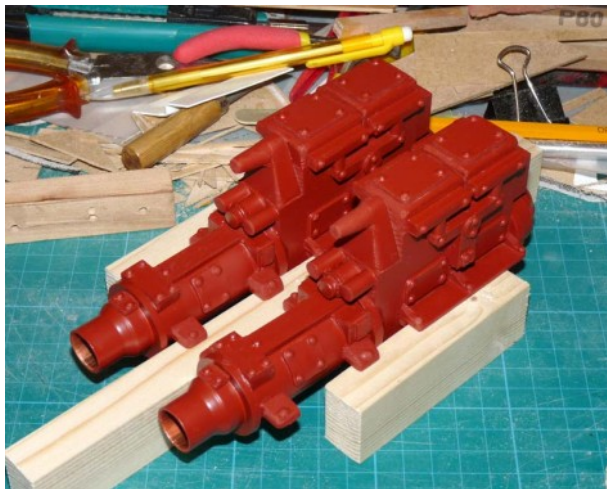


After much measuring and sketching a block of wood was laminated and the basic shape of the engine block marked out.

This was then cut and sanded to make the shape required.



The scrap box was raided to find blocks, rods, tubes and pipe fittings which were glued in place onto the basic blocks.

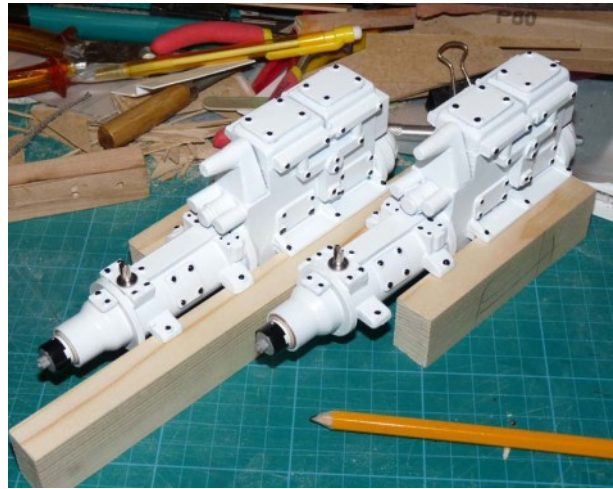


After more sanding and adding of parts they were then given several coats of primer and allowed to harden off.

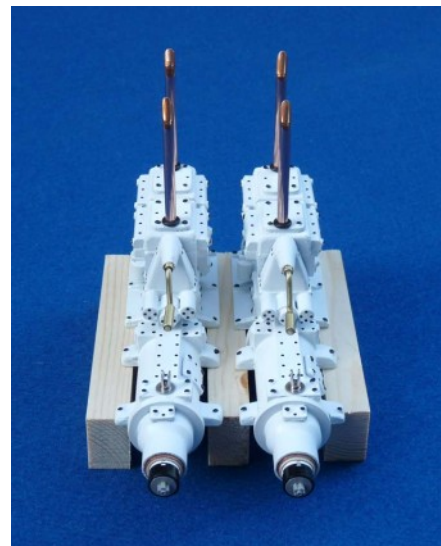
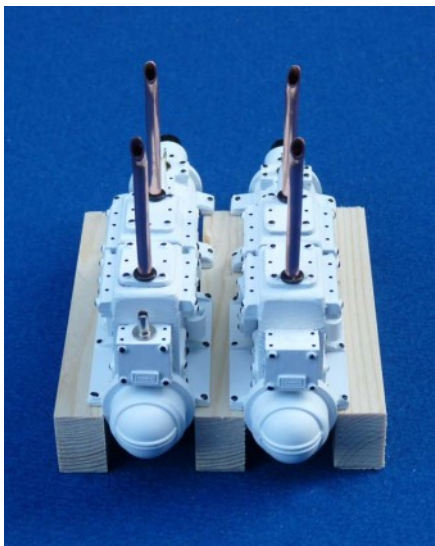
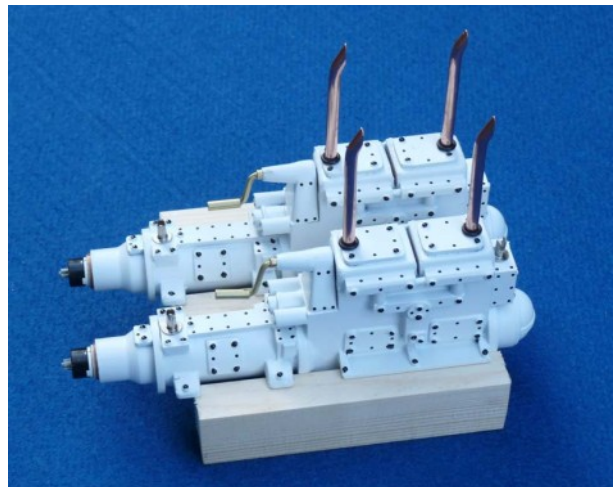
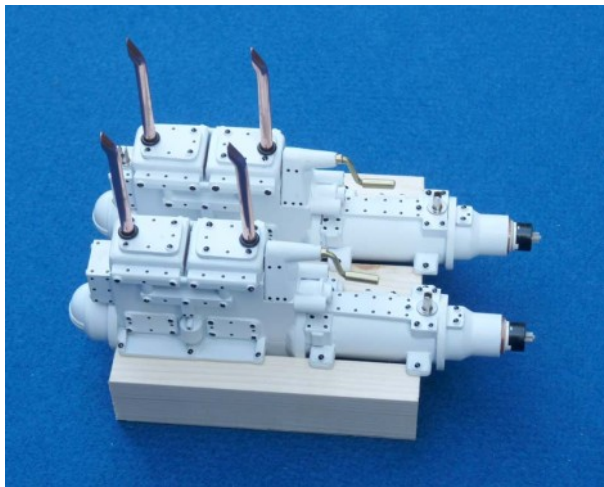
Whilst the engines were hardening the micro motor/gearboxes that will be used to slowly rotate the propellers on the model were sleeved to fit into the ends of the fittings that form the main gearboxes of the Weyburns.



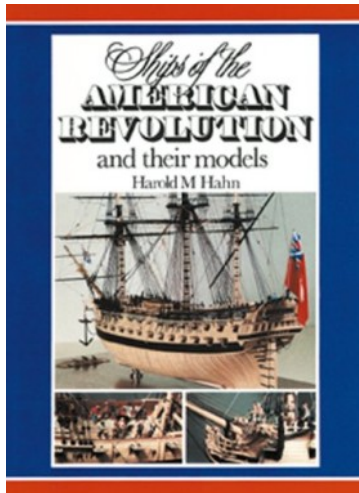
After more sanding the engines were given their final coats of white paint, the main bolt heads painted black and the motors fitted into the gear-boxes.



The copper down pipes for the air intakes were made, polished and fitted along with the brass starting handles and this is the result, two Weyburn C4 petrol engines ready to fit into the engine room of the RNLB Thomas McCunn.



The Book Nook



Ships of the American Revolution and their Models

by Harold M. Hahn

Naval Institute Press

ISBN-10: 0870216538 , **ISBN-13:** 978-0870216534

Available at the

Model Ship Builder Amazon Bookstore in the Book Nook Section)

A representative sample of seven ships from the Revolutionary War--American and British, privateers and regular warships--are fully described in this book by one of the best-known ship modelers in the world, Harold Hahn. Those included are the 44-gun ship HMS Roebuck, the 16-gun sloop HMS Druid, the U.S. frigates Hancock and Confederacy, the U.S. privateer Oliver Cromwell, the 205-ton HMS Pelican, and the 74-gun HMS Alfred. The first half of this book deals with the history of each vessel. The remaining chapters are devoted to step-by-step detailed descriptions of building a model, using the Alfred, the largest and most complex of these ships, as the prime subject. Specially commissioned photographs illustrate every stage of development, and full sets of plans for each ship are provided.



On The Workbench



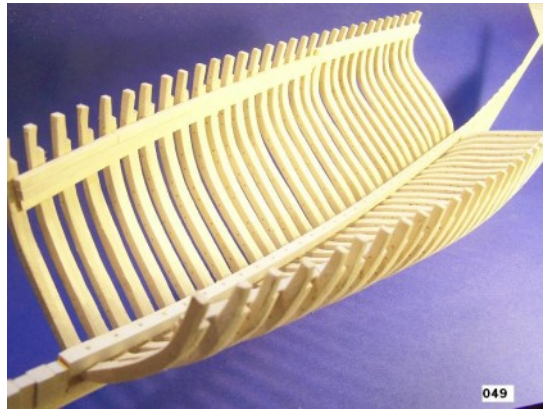
Dremel Minimate



Designed for drilling, sanding, shaping, detailing and other light-duty jobs, this compact, go-anywhere, use-anytime tool can be extremely handy. It features two speeds and can be used with any Dremel accessory bit with up to a 1/8" shank.

I have one of these sitting in the top of my tool box and find it quite useful for quick jobs. Due to space restrictions I have my power tools packed away unless I plan on using them for an extended period of time. Being able to quickly grab my mini-mite for quick jobs I don't know how I'd work without one of these now. Great for sanding, drilling and shaping.

If you can't find one of these at your local hobby shop or hardware store be sure to ask if they can bring one in for you. You can also order one from the [Model Ship Builder's Amazon Store](#). In fact, they are often on sale there.



The Schooner Bluenose

Project Update

www.navyboardmodels.com

The beginning of September saw the start of a new modeling project at the Navy Board Models website. The subject, the original Schooner Bluenose 1921.

This model is being built based on the research and plans drawn by Master Model builder Philip Eisnor. The project is headed up by model builder Gene Bodnar.

At the 1/4"=1' scale this Plank-on-Frame project takes the modeler through the entire process of a build, from interpreting the plans, developing framing plans through the construction of a Plank-on-Frame model of the famous schooner. Unlike almost all models we see of the Bluenose that show the ship at some time through her racing career, this model will give the modeler a model representative of the Schooner as she was built and readied for her first season on the fishing banks.

If you'd like to participate in or learn more about this project you can learn more at either the Navy Board Models website (www.navyboardmodels.com) or at the Model Ship Builder website (www.modelshipbuilder.com) in the projects area.

This is Gene's third modeling project at the Navy Board Models website. Gene's first two builds included the US Brig Eagle, a US naval ship that was built on Lake Champlain during the War of 1812 and participated in the Battle of Plattsburg Bay and a New England Whaleboat.

Badges: Heraldry of Canadian Naval Ships



HMCS Stettler circa 1942-3



HMCS Restigouche circa 1945



Contributors Pictures

On the cover of the last issue was a model of the Bremen Cog under construction by John Curry. John sent in an update. Here's the finished model.

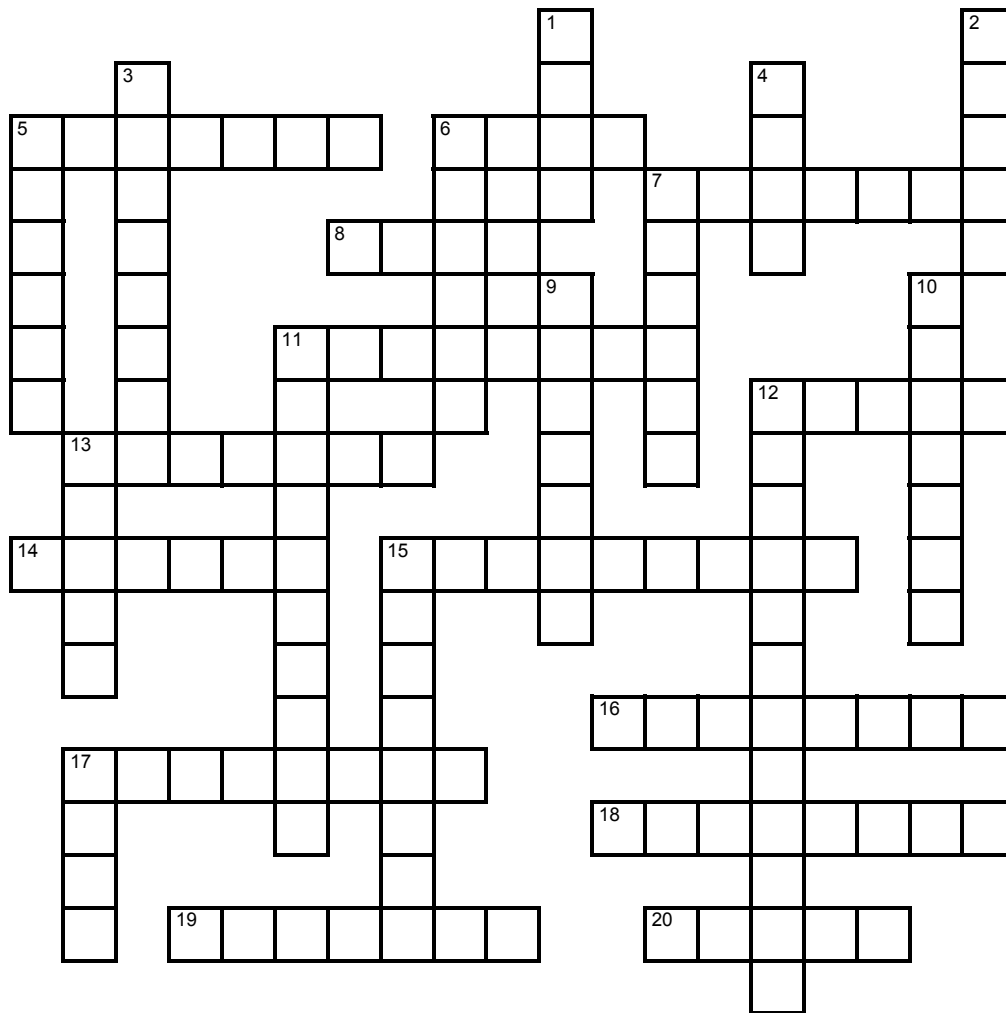


These next two pictures were sent in by Bill Caesar. They are pictures of a model built by a WW II Prisoner of War in Ontario, Canada. Apparently there are a couple of more models in the collection and hopefully Bill will be able to forward more pictures in the future.



MINDING YOUR Ps AND Qs

by Gene Bodnar



Across

- 5** Draught or scheme of the inboard works
- 6** Flat-bottomed, blunt-nosed dinghy
- 7** Hollow, watertight tank used to give buoyancy
- 8** Ship with a very narrow round stern
- 11** Wrapping of strands of rope woven around a jar to protect it
- 12** Wooden chock used as a wedge to prevent casks from rolling or scraping

against each other

13 Small tapering flat used for identification or communication

14 Elevated guardrail set up at the bow of a vessel

15 Denomination given to the strakes which shut in between the spirketing and clamps

16 Living space for the crew

17 Framework of supporting structures used to support areas where high loads come through openings in the deck

18 Columnar support for the steering wheel

19 Line tied to the bow of a small boat for use in towing

20 Tar boiled to a harder and more tenacious substance

Down

1 Upper corner of a four-sided sail

2 General name for all timber, except fir

3 Opening in a ship's hull for ventilation

4 Small flat-bottomed boat square at either end

5 Stick with a blade in the end of it used to propel a small boat

6 Tapered metal pin that drops into a gudgeon

7 Small wooden pail having one stave prolonged to form a handle

9 Small, two-masted sailing vessel sometimes with oars

10 Give anything a greater curve

11 Timber under five inches square

12 Bunk which runs under the cockpit

13 Perpendicular or upright

15 Fitting at the head of a rudder stock to which the steering chains are attached

17 Bow and forward part of a vessel above the waterline

CRYPTO-GROUP

by Gene Bodnar

The coded words are related to a set of ship's plans. A different substitution code has been used for the letters. Double letters and the frequency of letters used are clues that will help you break the code.

1. S G T C O G T M

2. K A B B O

3. L P Z C J B O

4. I G K B M T C B

5. A G M Q I O B G H J A U M G C

6. A Z M M U O P Q T M B

7. O G I I B J

8. K B L J T P C

9. J O G C K P S

10. X G J B O M T C B

SALTY SAYINGS

by Harry Campbell

ROUND THE BUOY: To take a second helping at meals.

DINGBAT: A small rope mop used for drying the decks.

MONEY FOR OLD ROPE: A very easy job, or something very cheap.

PEGGY: Nickname for a seaman who is assigned to clean the mess room.

WHISTLING PSALMS TO THE TAFFRAIL: Providing advice that will be ignored.

JUMBLES

by Gene Bodnar

Each of the following phrases makes absolutely no sense because the letters have been scrambled. Unscramble the letters to make one- or two-word nautical terms.

1. CAPITAL HEN _____
2. HOUND LAW _____
3. ODDEST PURR _____
4. TONGUE LID _____
5. MEAN CRAFT _____
6. ADORE BIDS _____
7. PENCILLED MAST _____
8. FAROUT WHEEL _____
9. TRACK TOP _____
10. TUB CLUNKER _____

HOW MANY?

by Gene Bodnar

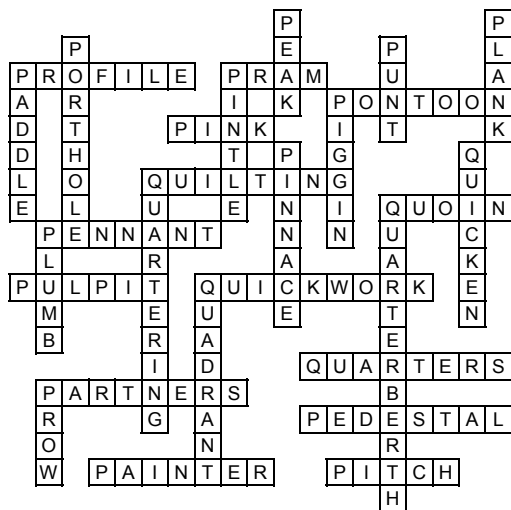
The correct answers to these questions appear in the area below the questions. Plug in your answers in the blanks, and then check your answers.

1. How many sails would be up if a five-masted ship was under full sail? _____
2. How many days did it take for Columbus to sail to America? _____
3. How many loyal crewmen joined Captain William Bligh in his 23-foot longboat when he left the HMS Bounty? _____
4. How many whaling voyages did the "Charles W. Morgan" make? _____
5. How many frigates were employed in the War of 1812 by the U.S. Navy? _____
6. How many British vessels participated in the Battle of Trafalgar? _____
7. How many days did the RMS Titanic sail before she sunk? _____
8. How many guns were carried by the brig-sloop HMS Beagle when she was first built for the Royal Navy? _____

5 8 10 18 31 33 37 48

ANSWERS:

MINDING YOUR Ps AND Qs:



HOW MANY?

1. 48
2. 31
3. 18
4. 37
5. 8
6. 33
7. 5
8. 10

CRYPTO-GROUP:

1. MAIN RAIL
2. SHEER
3. COUNTER
4. BASE LINE
5. HALF BREADTH PLAN
6. HULL PROFILE
7. RABBIT
8. SECTION
9. TRANSOM
10. WATERLINE

JUMBLES:

1. CHAINPLATE
2. DOWNHAUL
3. RUDDER POST
4. LONGITUDE
5. CANT FRAME
6. BROADSIDE
7. DISPLACEMENT
8. FOUL WEATHER
9. PORT TACK
10. TURNBUCKLE

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