



The MSB Journal

A publication for model ship building enthusiasts

November 2009

www.modelshipbuilder.com



The MSB Journal

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On the Cover

The USS Constitution
See the Contributors Pics Section for more.

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Table of Contents

The Sailors Ditty Bag	5
From the Files of ShipWreck Central—The USS Cyclops	6
The RNLB Thomas McCunn	8
The Book Nook	10
On the Workbench	11
The Schooner Bluenose—Project Update	12
Badges—Heraldry of Canadian Naval Ships	13
The Great Lakes—The French Frontier	14
Contributors Pictures	21
Nautical Trivia	24
Modeling Clubs	29



Editors Notes

This past month has been a very busy one around here. I've finally managed to get back into the workshop and working on a model again. Needless to say, every minute I can spare is spent in the workshop.

After many years of threatening to do so, I have finally started a family genealogy website. Although interested in our families history since I was very young it wasn't until I was in my twenties before I started compiling information. Here we are now some 25 years later and I have accumulated a ton of information. I thought there was no better way to share this information with my family and relatives than to organize it and put it on a website. If you'd like to drop by and have a look go to www.scoville.ca. There's not much there yet, but it won't take long.

I've also received a substantial amount of content for upcoming issues of the MSB Journal. For the most part the material deals with the Great Lakes. As you know from the last issue there was an article on the Great Lakes. That continues this month with some more historical background. Next month will be the start of a series of articles on the development of plans and the building of ships. From what I have read so far I think you will enjoy them.

As always, I'd like to invite you to submit any content that you think other readers would find interesting or helpful in their modeling endeavours.

That's all!

Happy Modeling

Winston Scoville

www.modelshipbuilder.com





THE SAILOR'S DITTY BAG

by Gene Bodnar

The sailor kept small tools and personal articles in a small bag that was usually made of duck canvas about 14 inches long, with an average diameter of about six inches at the top. Of course, the size and quality of the ditty bag could vary widely, but most sailors considered owning one an essential part of his sea-going wardrobe, so much so that almost every sailor hung one up at the clew of his hammock.

The contents of a typical ditty bag varied little from that of the sewing basket of a frugal housewife on shore, with the exception of sea-going paraphernalia. In fact, a sailor referred to his ditty bag as his "housewife." A typical ditty bag in the Royal Navy contained beeswax, a variety of needles, different kinds of buttons that were common on clothes of the period, pins, tape, thimble, brown and black thread, and scraps of duck canvas. The ditty bag also contained personal items. A sail maker's ditty bag usually contained tools of the trade, including such items as beeswax, a marlinspike, a fid, needles, palms, a pricker, seam rubber, sail twine, and a serving mallet. The needles were drawn through a block of beeswax to make them move more smoothly through the heavy canvas. The fid was used to pull knots apart when repairing or replacing them. The palm was a device that protected the palm of the hand when applying pressure to the needle to penetrate the canvas sail. The seam rubber was a device used to flatten and even out the tension on a length of finished stitching.



Bluenose II Ditty Bags

Interestingly, the first job of an apprentice sail maker was to make a ditty bag, which had to be made according to a strict set of rules. To be made properly it had to contain five flat seams, and the bottom had to be put in with a flat seam. The apprentice not only learned the techniques of seaming but also learned to make twine grommets and how to make sewn eyelets for the lanyard. Once the apprentice learned to make a proper ditty bag, he was ready to make a sail.

How the ditty bag got its name is obscure. One theory states that it came from Scotland or northern England, where it is derived from the word "duddies" or "duiddies," meaning working clothes. Another theory states that it was originally called a "ditto bag" because it contained at least two of everything – two needles, two spools of thread, etc. – and with the passing years, the "ditto" was dropped in favour of "ditty."

Some time before World War I, the American Navy issued ditty boxes to sailors instead of ditty bags. They were made of wood and were similar to foot lockers. They carried a sewing kit, personal gear, and some of the sailor's clothing.

Today, the ditty bag is still issued to new recruits, and it still contains a sewing kit, along with other useful items, such as toiletries, writing paper, and pens. Ditty bags are likely to be around for many years to come.



November 2009



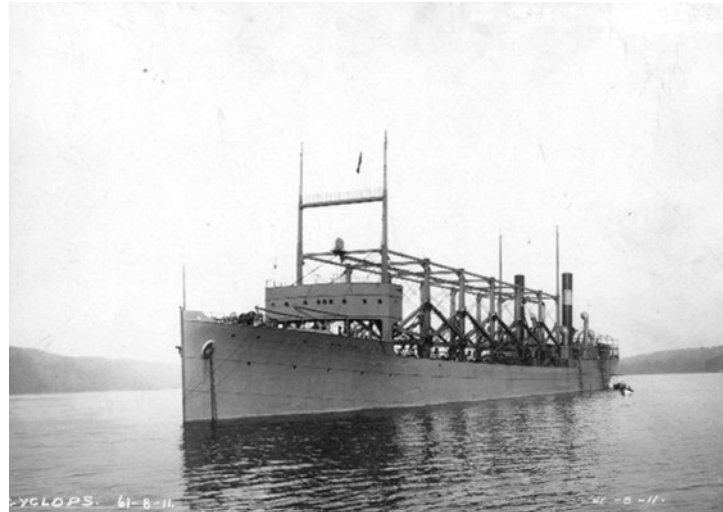
MSB is a Charter Member of the
Vessel Research Team

From the Files of ShipWreck Central

USS Cyclops—Coal Collier

The Cyclops had a full load displacement of 19,360; length 542'; beam 65'; draft 27'8"; speed 15 knots.; complement 236.

The Cyclops, a collier, was launched 7 May 1910 by William Cramp and Sons, Philadelphia, Pa., and placed in service 7 November 1910, G. W. Worley, Master, Navy Auxiliary Service, in charge. Operating with the Naval Auxiliary Service, Atlantic Fleet, the collier voyaged in the Baltic during May to July 1911 to supply 2d Division ships. Returning to Norfolk, she operated on the east coast from



Newport to the Caribbean servicing the fleet. During the troubled conditions in Mexico in 1914 and 1915, she coaled ships on patrol there and received the thanks of the State Department for cooperation in bringing refugees from Tampico to New Orleans.

With American entry into World War I, Cyclops was commissioned 1 May 1917, Lieutenant Commander G. W. Worley in command. She joined a convoy for St. Nazaire, France, in June 1917, returning to the east coast in July. Except for a voyage to Halifax, Nova Scotia, she served along the east coast until 9 January 1918 when she was assigned to Naval Overseas Transportation Service.

She then sailed to Brazilian waters to fuel British ships in the south Atlantic, receiving the thanks of the State Department and Commander-in-Chief, Pacific. She put to sea from Rio de Janeiro 16 February 1918 and after touching at Barbados on 3 and 4 March, was never heard from again. Her loss with all 306 crew and passengers, without a trace, is one of the sea's unsolved mysteries.

From Clive Cussler: "No clue turned up until 1968 when master navy diver, Dean Hawes, descended on a large hulk lying in 180 feet of water about 40 nautical miles northeast of Cape Charles. Hawes was stunned. He found himself standing on a vessel unlike any he'd ever seen. The bridge sat on steel stilts above the deck and huge arms stretched upward along the main deck into the liquid gloom." Hawes finally surfaced with the intention of going down again with his dive team, but bad weather forced the navy salvage ship to abandon the wreck and sail back to Norfolk. The dive exer-





cise was rumoured to be a searching for the then missing nuclear submarine, Scorpion that was later found on the bottom west of the Azores, and the navy felt no need to spend unnecessary time investigating the wreck further.

"Years later, Hawes happened to read an article on the mystery of the Cyclops. Included was a picture of the ship, exactly what Hawes had explored.

"Hawes managed to convince the navy to return and check out the site again, but a different wreck was located and nothing resembling the Cyclops was found."

The US Brig Niagara



The original Niagara was sunk in 1820 in Misery Bay on Presque Isle, Pennsylvania for preservation. Owned successively by Benjamin H. Brown of Rochester, New York, and Captain George Miles of Erie, Niagara was raised but found to need such extensive restoration that she was again allowed to sink. She was raised again on March 6, 1913 and restored by the Perry Centennial Commission, which towed her from Buffalo, New York to Chicago, Illinois for exhibition at all the larger towns of Lakes Huron and Michigan during the commemoration of the Battle of Lake Erie. Returning to Erie on September 21, 1913, she was cribbed up just out of the water, deteriorating until 1929, when restoration was begun by the Niagara Association of Erie, aided by the Pennsylvania Historical Commission and the Commonwealth of Pennsylvania. The project halted for lack of funds in 1934, but was finally completed in 1963 for the sesquicentennial of her great victories.

In 1988, a more extensive reconstruction was undertaken to restore the ship to sailing condition. The ship was completely rebuilt from the keel up, by Melbourne Smith, using period ship-building techniques. Some of the original wood was retained, but only in non-structural areas, leading many authorities to classify the current Niagara as a replica rather than a reconstruction. The National Park Service, however, considers the vessel to be a reconstruction of the original.[3] Today's Niagara is built to be "modernly historic," having the appearance and feel of the original, but meeting modern Coast Guard regulations, with water-tight bulkheads, modern emergency equipment, and twin diesel engines. On March 20, 2008, the Niagara's yellow pine mast was replaced with one made of Douglas fir.[4]

Today, the Niagara is used to educate the public on the War of 1812 and the Battle of Lake Erie. She serves as the flagship of the "Niagara Fleet", with a crew of professionals and volunteers joining her on many of her voyages to distant ports.

She typically flies a War of 1812-era United States flag, the state flag of Pennsylvania, and Perry's famous "Dont [sic] Give Up the Ship" flag.



The RNLB Thomas McCunn

An Ongoing

Project by

Mike Pendlebury

A small update from Mike this month.



The internal walls of the engine room and the survivors cabin have been planked along with the deck.



The inspection hatch on the port side of the deck has been made removable to allow for the fitting of the switches that will control the motors, lights etc.



The walls of the rear cockpit have been built and are ready for the addition of the external planking.



The forward cockpit has also been built up and the turtleback over it planked and varnished.



And finally, a view along the boat from the stern.

The Royal Navy Lifeboat Institution

The Royal National Lifeboat Institution (RNLI) is a charity whose aim is to save lives at sea around the coasts of Great Britain and Ireland, as well as inshore. It was founded on 4 March 1824 as the National Institution for the Preservation of Life from Shipwreck, adopting the present name in 1854.

The RNLI operates over 230 lifeboat stations, strategically placed around the coasts of the United Kingdom and Republic of Ireland. Since 1980, lifeboat rescues have doubled; the RNLI rescues an average of 22 people each day.

The charity also employs lifeguards on beaches in the south west, south Wales and Norfolk. In 2008, this service will be expanded to cover 107 beaches.

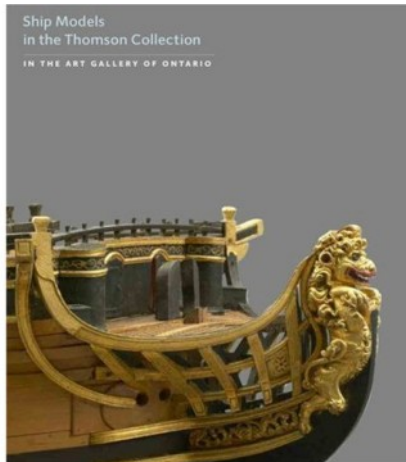
The RNLI is funded entirely by voluntary donations and legacies (together with tax reclaims), and has an annual budget of £130m.

Originally many lifeboat crew members came from maritime backgrounds, but with the decline of many maritime industries only one in ten volunteers now has a professional maritime background. Volunteer crews are more likely to be teachers or shop keepers than fishermen.





The Book Nook



Ship Models: The Thomson Collection at the Art Gallery of Ontario (Paperback)

by **Simon Stephens**

Paul Holberton Publishing (August 31, 2009)

ISBN-10: 190347082X ISBN-13: 978-1903470824

Available at the

Model Ship Builder Amazon Bookstore in the Book Nook Section)

Spanning some 350 years, the Thomson Collection of ship models contains examples of exquisite workmanship and some of the masterpieces of the genre. Foremost in the Collection are rare late 17th and 18th century British dockyard models, made to scale for the Royal Navy and wealthy individuals. There is also a large number of models made by some of the 120,000 prisoners of the Napoleonic Wars. These models - made from wood and bone, with rigging of silk and human hair - were often produced by teams of highly skilled craftsmen and sold to local British collectors who gathered at the prison gates.

The shipbuilder's models extend from the mid 19th century to the Second World War, representing a diversity of both model style, as well as ship types ranging from tugs, dredgers and trawlers to cargo vessels, passenger steamers, private yachts, corvettes, battleships, cruisers, torpedo boats, destroyers and two aircraft carriers. The Collection is an important three-dimensional resource for students of maritime history and the naval architecture of ships, accurately recording vessels that no longer exist.

The author considers in detail the rich history and artistry of model-making. New photography captures the breathtaking mastery - the carving, casting, gilding and stitching - that such 'ship building in miniature' demands.



November 2009



On The Workbench



With a little imagination I'm sure you can figure out many ways to make use of sanding drums. Whether its your rotary tool, desk top drill press or hand held drill there are many uses for these handy little gadgets.

They come in varying lengths and sizes.



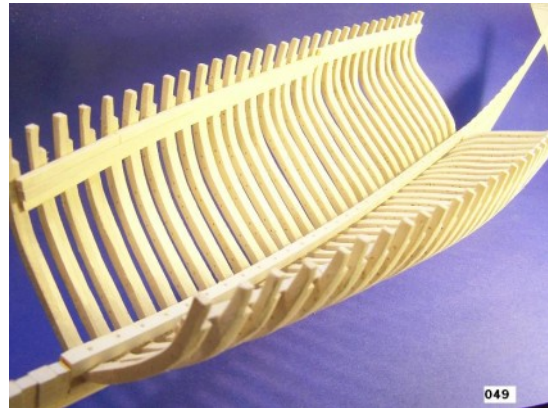
Check out the collection at [Lee Valley Tools Website](http://www.leevalley.com)



The Schooner Bluenose

Project Update

www.navyboardmodels.com



The Schooner Bluenose project is moving right along.

In our last update the framing was being laid. Over the past month Gene has made excellent progress. The framing was completed as well as the interior structure.

Gene has decided to build his version in the Navy Board style and has left the planking off the lower hull to show the detail work.

At left is a picture of his most recent progress. He is currently working on the deck furniture and fittings.

This project is based on the 1/4"=1' scale plans of late Mr. Philip Eisnor of Coldbrook, Nova Scotia whom spent many years researching the ship and her history. While only a few years of intensive research had gone into the development of his plans, he spent a lifetime building models of the famous schooner, with each one being a little more accurate than the last. Some museum curators have stated that they believe that Mr. Eisnor's model is perhaps the most accurate representation of the ship as she was readied for her first season on the Grand Banks in 1921 (A requirement for ships wishing to enter the International Fisherman's Trophy Cup race).

If you'd like to learn more about this project be sure to drop by the Navy Board Models website.

www.navyboardmodels.com

www.modelshipbuilder.com



Badges:

Heraldry of Canadian Naval Ships



HMCS Calgary



Description:

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

Significance:

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

Motto:

Onward

Colours:

Gold and Blue



The Great Lakes

"The French Frontier"

In our continuing series on the Great Lakes we have a brief look at the hardships encountered in settling the region by the French through the words of a French soldier taken from Journals, Letters and Documents.

It has been eight months since we have been preparing for the campaign to the Niagara frontier. Loads of supplies have been arriving from Quebec, and we have been packing the bateaux. Finally, tomorrow I leave with the voyagers, to the frontier my father told so many stories about. My name is Daniel de Joncaire and I was born here in Montreal. My father and mother arrived in Quebec in 1734 and by ox and cart made their way to Montreal. My father was a fur trader later to become a scout for the military. My mother worked in the infirmary and cared for the sick and injured sent back from the hostile wilderness that lay beyond the Niagara.

At the age of 14 I joined the military and now I am old enough and strong enough to go on this expedition. We were each given one hat, one pair trousers, two shirts, one blanket, one sash, 2 pair of sealskin shoes and a pack. In addition we were also given one pipe with tobacco and 8 days ration of dried peas, corn and salted pork, a rifle and of course I will take my journal. There are 512 men and officers under the command of Mitchel Jean Hughes Pean, the richest man in all of Canada so I am told. He has been an officer since 1735 and well respected by the men under his command. The purpose of the expedition is to go from here to the headwaters of the Ohio, building forts and storehouses, gain the friendship of the natives tribes and warn off or arrest any English traders. As for English military we were to take as many prisoners and send back to Quebec only the most distinguished officers. From here we will go to Fort Frontenac leaving only enough provisions as to re-supply and no more than needed. The rest we will take to the Niagara portage, unload the supplies and carry everything including the canoes and the bateaux to little Fort Niagara 22 miles above the falls. Here we are to meet Chevalier Le Mercier an engineer, and captain Pierre Paul Martin and 250 men. This advanced party was sent out a year ago to scout the Ohio valley for a site to build a fort and storehouse. As the sun sets on the last day in Montreal I sit here looking over the flotilla of 25 bateaux and 26 great canoes. On shore are 40 regular soldiers, 480 militia and 45 Indians. Such is the situation on this day the sixth of April 1753.

It took us four days to reach Fort Frontenac, twelve hours a day we would row the bateaux



tinue to Fort Niagara, 150 men will remain behind with Pean, make repairs and await arrival of the men and supplies from Montreal. Our journey from Fort Frontenac took us to the south shores and we would pass insight of the English fort at Oswego. Nothing was done except the English would raise their flag to let us know we have been sighted.

Niagara was reached by the end of April. We found the fort was built part in wood, and in part of stone, well fortified on the land side and surrounded with ditches, with bastions supplied with 18 pieces of cannons, a drawbridge and 80 men in the garrison. It will be ten days before Pean and his men arrive so we began to unload the bateaux and re supply the fort's storehouse.

Here is when I heard the stories from the Indians of the sacred place and the great falls. They told of the spirit that roamed the forest and lived in the falling water. When you ascend the three mountains you can put your hand to the ground and feel the power of the spirit and the saplings in the forest shake from the thundering falls. At this time, myself and 10 men and an Indian guide marched to see this wonder. As we ascended the three mountains we found a space of flat rock, very smooth and even, where we rested, two leagues from the last mountain we began to hear the thunder of the falls. You can see the leaves on the Beech saplings fluttering from this thunder and feel it beneath your feet. Nothing could have prepared me for what I saw, the water fell over the edge into the cataract below with such force it takes your breath away. At great risk of live and limb, we climbed down into the gorge, spent all day in exploring it, we regained the upper earth thoroughly drenched and deaf. It took two days for our hearing to return from the thunder of this falls.



The Great Falls

Pean had arrived with more men and supplies as well as Chevalier Le Mercier and captain Pierre Paul Martin from the Ohio and of the original 250 men only 60 survived. Pean at once began the job of moving the supplies along the portage. We have 18,000 pieces to carry each to weight 80 pounds along with moving the bateaux and canoes. This task at hand seemed beyond the abilities of mortal man, but yet piece by piece it was carried. It took us from April until the end of September to finish at the cost of many lives. At the start there were 2,500 men at the finish we had but 700 who survived. Movement of supplies and men carried on day and night



never to stop, within weeks the portage trail became a mire of mud, the men sank half a leg trying to carry the loads on their backs. Pean ordered another portage to be cut along side the one in use. As we carried supplies up, on the way back we cleared brush and trees for the new path. Myself and another carried a 120 pound box of copper nails one man at each end. On our backs we each carried 80 pounds of ax heads and other tools. We would lift the box and walk perhaps 50 feet then drop the box to catch our breath pick it up again and move forward another few feet. We did this for 23 miles day after day for six months carrying all sorts of goods and supplies. Then the rains came, it rained for days on end. Pean called us all together and told us now is the time to move the bateaux. The men protested saying they were 16 feet wide and 54 feet long and a weight of 20 tons, they had no idea of how to do such a task. The officers Mercier, Martin and Pean were smart men and planned the moving of the bateaux. The portage road turned into a river of slick mud from use and the heavy rains. We used long rope with block and tackle. Thus we lashed block and tackle to trees ahead then with rope we moved the bateaux along the river of mud. One after another the bateaux moved through the mud slick path leaving behind a smooth flat road. After the rains of April and May the rest of the supplies were carried along the now dry flat portage. For those of us who survived the spring rains another plague beset us, the black flies and mosquitoes. These insects were so bad we made hoods of burlap to cover our heads. We looked like condemned men standing on the gallows as we marched on. A story was told to us of a man who removed his hood and sat down to rest. First there was one then so many mosquitoes on his face you could not see him. Many men began to die of scurvy and gripped by the fever. Men were dying at such a rate we could only bury them in shallow graves along the portage. Men also dropped their packs and walked off into the wilderness willing to brave the dangers there, as to die on this path.



Fort Presqu'Isle

With great haste the bateaux were loaded with supplies and we set sail for the place Chevalier Le Mercier selected for the new fort. He named it Presqu' Isle. This place he said was the "finest spot in all of nature, the bay itself was deep and amid the dunes were ponds and beautiful wooded shores". In the fall we built a stronghold 15 feet high and about 120 feet square with a log house in each square to spend the winter. This stronghold was built of square timbers and set with 12 cannons we brought with us. A second fort was also begun 15 miles inland. Little could be accomplished until the arrival of the rear de-



tachment which was not only bring tools for the work and arms for protection, but also the stores of supplies. We now have a continuous chain of forts and a supply line that reached from Quebec to Presqu' Isle in the Ohio valley. Along with us came a shipwright and 150 ship carpenters. Over the winter, trees were felled and planking cut for the building of Bateaux in early spring when 6,000 troops will be sent here to continue on to Detroit. Indians and fur traders began to settle here and the place became like a small colony. I was pressed into service to build the bateaux, which I found to be a pleasant work as their building was of interest to me. Before I begin to tell you how these vessels were built I will first tell of a curious and amusing hunting of wild turkey that I have seen here. This hunting is done by moonlight, by two or three hunters. The turkey has a habit of always perching in flocks in the treetops, in order to take flight. They perch high in the trees side by side on thick branches as much as the branch will hold. Sometimes 150 of them will be in a tree.

The hunters go noiselessly to the tree where they are, then they fire, bringing down four or five turkeys. Aroused by the noise the birds scream out, hearing no noise they once again fall asleep. Again the hunters fire, bring down more birds. When enough is had the hunters load them in the canoe. The birds are much too heavy to carry back as they weigh as much as 60 pounds each. The turkey is not hunted by day because they can not be pursued on the ground. They are far too heavy to take flight but can out run even the fastest dogs.

Very few in this place could read or write so I was selected as one to work in the boat yard because I could read and measure. The first job was to fell White Oak trees, these were very large trees with trunks measuring 40 to 60 feet in length and as much as three feet round. When the tree is on the ground gangs of men go among the branches selecting curved pieces for the ribs of the vessel. The selected branches were lashed together and dragged by horse back to the boat yard. The massive trunks were hauled to the boatyard by sleds over the ice and snow. As gangs of men cut trees and planking other gangs began to set up the keels along the shoreline one next to the other sometimes 10 or 15 at a time spaced 25 feet apart. It was now mid summer and in six weeks we built the hulls for 15 bateaux.

One night as we finished a days work Sieur de Cresse' the master shipwright asked me to join him in his cabin that evening. He is a well distinguished looking man in his late 50s. a big man with very large hands. He asked if I liked working in the boatyard, said I have a natural ability for building boats. Word has come, he continued the English are building a force and war may come soon to this frontier. He continued to say he has been directed to return to the shipyard on Lake Ontario. Here he is to make ready ships of war.

The hardship of the frontier and age has slowed him down and he wished to pass the trade of shipwright to a young man willing to learn. I can see from working in the yard the shipwrights and carpenters are well looked after and well paid. A job one should not pass by if offered. Should I accept this post I will return with him to the shipyard and he will teach and pass on to me his books, notes and drawings, these are things well protected by the



master shipwright.

The main purpose of this series on the Great lakes is to introduce modeling subjects to the community of model shipwrights. Up to this point in the history of the Great Lakes the subjects for a model shipwright are few. The first ship the Grand Hermine as a modeling project can begin with the replica built by Parks Canada. The only scrap of historical information on La Salle's ship the Griffon is her tonnage of 45 tons and a sketch drawn by the Jesuit priest Louis Hennepin. In 1955 the marine draftsman and architectural engineer Rowley Murphy drew a set of interruptive plans of the Griffon. Much better luck with La Salle's ships he sailed to find the mouth of the Mississippi. Of the four ship he left France with the La Belle was found and excavated. Jean Boudroit did an excellent set of modeling plans and model.



Looking at a 1756 map we can see where we are on the North American continent. In the upper far right the red dot is Quebec 254 miles down the St Lawrence is Montreal then from Montreal to Fort Frontenac is 300 miles and onward to Niagara Falls 400 miles away. From Niagara to the red dot on the southern shore of Lake Erie 120 miles away is Presqu' Isle. Moving westward 250 miles we reach Detroit the last fort on the lakes. The trek from Detroit to Fort Crevecoeur where La Salle starting building his second ship is 450 miles. French forts stretched 1,750 miles westward from Quebec. The trip down the Mississippi made by LaSalle was another 900 miles one way.

The map is not quite in the correct proportions and shape of North America, but in 1756 it's not to bad. As you can see from the map if La Salle found the mouth of the Mississippi



November 2009

on his return expedition and accomplished his mission of building a chain of forts from Quebec to the Gulf of Mexico France would have had control of North America. The black dot is the British settlement of Oswego and it is at this point where the downfall of New France began.

New Scotland is drawn and identified on the early map. There doesn't seem to have been anything of a power struggle between New Scotland and its two neighbours. New Scotland was a concentration of immigrants and a point of entry into North America rather than a colonization of the territory. An interesting note is many of the ship carpenters were Scottish as well as the two major master shipwrights who designed and built the fleets during the war of 1812.

In the next part of the article we will take a look at reconstructing one of the British ships in this first fleet from the keel up.

Things to see at Mystic Seaport Museum

River Sloop Experiment



A model of the Hudson River Sloop EXPERIMENT

Rigged model of Hudson River sloop EXPERIMENT; 1/4" to 1' scale, by Charles G. Davis. White bottom, black hull, green bulwarks, brown stained decks. EXPERIMENT, blt. Albany, New York, 1783 as packet boat between New York City and Albany. Sailed for China December, 1785, Captain Stewart Dean.

Source: Mystic Seaport Museum



Contributors Pictures

This first set of pictures comes to us from Mike Draper of his build of the USS Constitution. About his model Mike says . . .

"This Model Shipways Constitution took nearly 7 years to complete balancing work and raising a family. While most of its stock, I did replace the deck planks with milled holly as well as replaced the blocks for the tackle on the deck carronades. I also added sails to her to give her a different look from most of the Constitution kits that are out there. "





November 2009



These next set of pictures are from Mike Sanderson. The "Half Moon". With it being the 400th anniversary of her trip he thought it only fitting.





November 2009

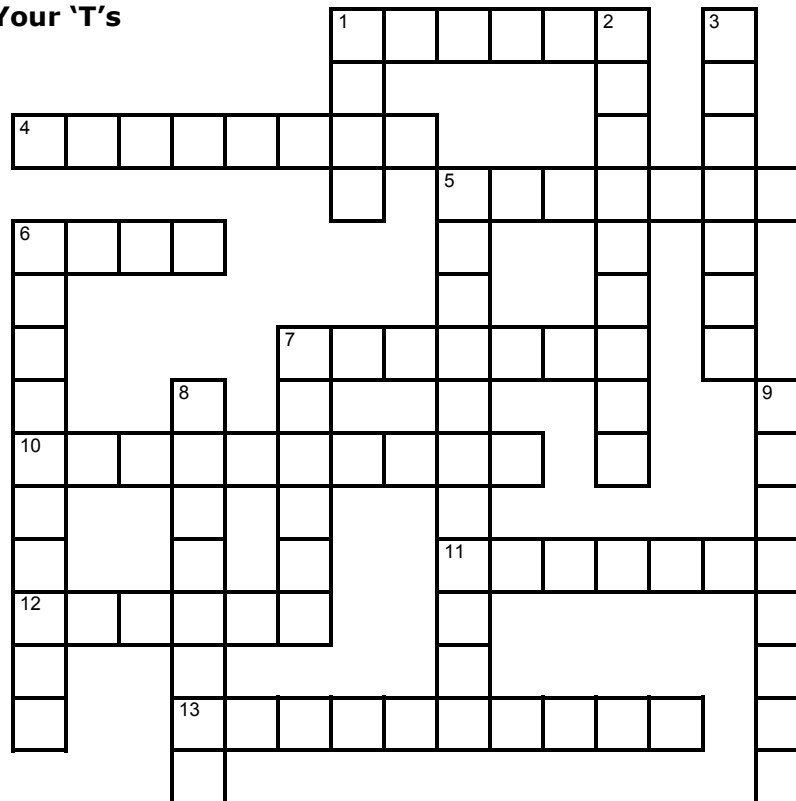




Nautical Trivia

by Gene Bodnar

Crossing Your 'T's



Across

- 1** Interior plank on a small boat leading from one side of the boat to the other
- 4** Rail across the top of the transom
- 5** Hem of a sail
- 6** Any change of course of a vessel to one side in order to take advantage of a side wind
- 7** Gaff sail on the mainmast
- 10** 3-sided square casing in which a mast is stepped and clamped
- 11** On deck
- 12** Steering stick attached to the rudder
- 13** Inward slope of the topsides of a ship

Down

- 1** Adjust a sail's angle
- 2** Short strings of yard attached to the shrouds as indications of wind direction
- 3** Aftmost board at the stern
- 5** Timbers placed parallel to the centerline on each side of a mast
- 6** Capsize completely
- 7** Small boat used to go to and from shore
- 8** Pattern used to check the shape of a hull
- 9** Wooden peg used in lieu of a nail to fasten a plank



MAY DAY, MAY DAY

by Gene Bodnar

Which of the following ten signals is an internationally recognized way for calling for help, according to the International Convention for the Safety of Life at Sea? Place check marks in the blanks for those that are acceptable.

- _____ 1. Orange smoke.

- _____ 2. The slow raising and lowering of outstretched arms.

- _____ 3. An explosive signal, such as a gun, fired at one-minute intervals.

- _____ 4. A square flag with anything above and below that resembles a ball.

- _____ 5. Flames on the vessel, such as burning tar or oily rags.

- _____ 6. The continuous sounding of a foghorn.

- _____ 7. Morse Code SOS transmitted by any means available.

- _____ 8. International Code flags NC (flag N above flag C)

- _____ 9. A red parachute flare or a red hand flare.

- _____ 10. Rockets or shells that throw red stars fired one at a time or at short intervals.



MATCH-UPS

by Gene Bodnar

Match the person in the first column with his ship in the second column by placing the appropriate letter in the blank.

- | | |
|---|---------------------|
| 1. _____ Ship in which Benedict Arnold fled to England in 1780 | A. Matthew |
| 2. _____ One of Oliver Hazard Perry's two flagships at the Battle of Lake Erie on September 10, 1815. | B. Roosevelt |
| 3. _____ Blackbeard's flagship. | C. Vulture |
| 4. _____ Ship on which Robert Peary sailed. | D. Carpathia |
| 5. _____ Henry VIII's flagship. | E. Victoria |
| 6. _____ Ship commanded by Henry Hudson on his voyage to North America in 1609. | F. HMS. Bellerophon |
| 7. _____ Whaler on which Herman Melville sailed before becoming a writer. | G. Lawrence |
| 8. _____ John Cabot's ship on his 1497 voyage to North America. | H. Half Moon |
| 9. _____ Jason's ship in Greek mythology. | I. Queen Anne's |
| 10. _____ Ship on which Napoleon surrendered on July 15, 1815. | J. Acushnet |
| 11. _____ Ship that rescued survivors of the Titanic on April 15, 1912. | K. Argo |
| 12. _____ One of Ferdinand Magellan's ships to circumnavigate the earth. | L. Mary Rose |

THE ACCIDENTAL NAME

by Gene Bodnar

In 1934, Sir Thomas Royden, the director of the Cunard line, met with King George V with the intention of getting the king's permission to name his new ship *Queen* _____.

Royden asked the king if he could christen the vessel "after the greatest queen this country has ever known."

The king replied, "That's the greatest compliment ever paid to my wife. I'll ask her."

Of course, the queen assented, and Royden has to conceal his original plan.

What was the name intended by Royden?

What was the ship's final name?



FINDING NAUTICAL WORDS

by Gene Bodnar

Can you unscramble the letters in these everyday words to find nautical words?

1. ACTED

2. FLOAT

3. NICHE

4. WASHER

5. MATRONS

6. RELATES

7. VERSING

8. CLINGER

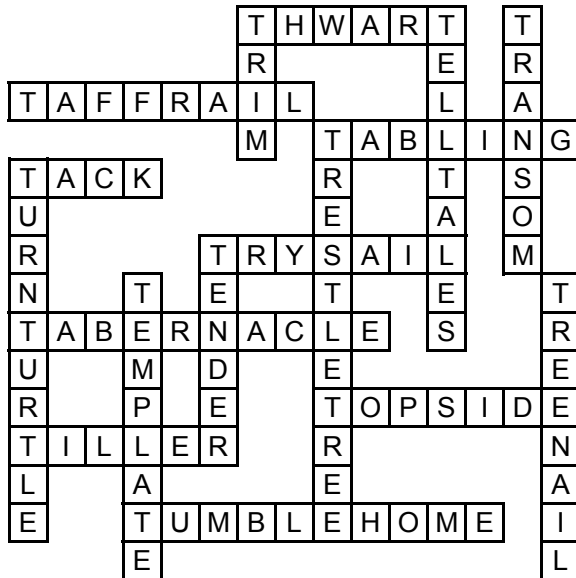
9. UNDOINGS

10. ETAGERES



Nautical Trivia Answers

Crossing Your 'T's



MAY DAY, MAY DAY: All ten items should be checked.

MATCH-UPS: 1-C, 2-G, 3-I, 4-B, 5-L, 6-H, 7-J, 8-A, 9-K, 10-F, 11-D, 12-E

THE ACCIDENTAL NAME: Royden intended to name the ship *Queen Victoria*. The ship became known as *Queen Mary*.

FINDING NAUTICAL WORDS:

1. CADET
2. ALOFT
3. CHINE
4. HAWSER
5. TRANSOM
6. STEALER
7. SERVING
8. CRINGLE
9. SOUNDING
10. STERAGE



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.

www.tbsms.org

Contact: George Shaeffer
georgeshaeffer@gmail.com
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