

# The MSB Journal

An online publication for model ship building enthusiasts



**Seasons Greetings**

**December 2009**

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



## **The MSB Journal**

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On the Cover

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## Editors Notes

Hi Everyone,

The first thing I wish to do is wish everyone a Merry Christmas to everyone who celebrates the Christmas season. May you and your family have a safe and happy time. To me there's no better time of the year that I like to spend time with friends and family.



Sorry for being so late getting out this issue. I was working on finishing up a couple of ongoing projects and completely lost track of time. :-)

As always, things are busy as ever around here. Lots of new projects in the works and hopefully I'll be able to bring some of them to you in the early part of the New Year.

I did want to send out a special thank you to some people who have been helping out over the past year. Most notably, Gene Bodnar who has continued on again this year in providing content for not only every single issue of the MSB Journal but also at both the Model Ship Builder and Navy Board Models websites where he has been working tirelessly on various projects.

Thanks also to Jeff Staudt for developing and running the online Battle Station build at the Navy Board Models website. Jeff was also responsible for being able to make the Matthew Drawings available to you. In fact he just finished making some minor revisions to the drawings which will be published to the site this week, including making the drawings available at 1/4" scale. He is also currently working on another project which I hope you may get to see from him some time in the new year. I've had a sneak peak and its looking great!

Next I'd like to thank Mike Pendlebury for providing us with the build logs of the various RNLB boats that he's been building. They have made for interesting viewing and reading. Mike is another who has contributed to every issue of the Journal this past year.

There are so many other people I'd like to thank as well but the list is much longer than I have time to type. Just know that I appreciate all your help and look forward to working with you in the new year too!

Seasons Greetings Everyone

Winston Scoville  
[www.modelshipbuilder.com](http://www.modelshipbuilder.com)

# Shanghaied!

by Gene Bodnar

The term "shanghai" means to kidnap a sailor by coercive tactics, including trickery, intimidation, or even violence. It is similar in meaning to the term "impress," but the latter term refers specifically to the Royal Navy's practices. "Shanghai" is synonymous with "crimp." Both of these terms became part of the American lexicon around the mid-1850s, when shanghaiing, or crimping, became a source of labor for American merchant ships.

There are several causes for the rise of shanghaiing. When a sailor signed up for a tour of duty, it was illegal for him to leave the ship before the end of the voyage. During the mid-1850s, a source of labor became extremely scarce, mainly because of the mass movement caused by the California Gold Rush. Boarding masters, who were hired to provide crews for ships, were paid by the body, which meant that the more bodies he recruited, the greater his pay, which was called "blood money." As a result of these factors, boarding masters resorted



to any means possible to more and more bodies aboard ships, including trickery, intimidation, or violence. One of the most common methods was to knock the victim out cold, forge his signature on the documents, and put him on the ship before he woke up.

Many crimps made a lucrative living by employing underhanded tactics in any way they could. One crimp on record averaged \$9,500 a year, the equivalent of nearly a quarter of a million dollars in today's dollars. Some crimps got directly involved in politics. Joseph Franklin and George Lewis, two long-time crimps, were elected to the California state legislature, where they ensured that no anti-shanghaiing laws could be passed. Some crimps, such as "Bunco" Kelly, threw elaborate birthday parties for themselves, where they attracted enough suckers to crew no less than three merchant vessels in one evening. This same crimp once passed off a wooden cigar store Indian as a necessary crewman for a desperate ship's captain.

The practice of shanghaiing eventually came to an end, but it took a series of legisla-

tion over a period of nearly fifty years. In 1868, New York

cracked down on sailors' boardinghouses. In 1871, Congress revoked licenses of officers found guilty of mistreating seamen. In 1872, sailors had to sign on to a ship in the presence of a federal shipping commissioner. Finally, the Seamen's Act of 1915 made crimping a federal crime, which put an end to the practice. Of course, steam-powered vessels also helped to end the practice, because there was no longer a need for unskilled labor.

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*My Christmas wish for you, my friends  
Is not a simple one  
For I wish you hope and joy and peace  
Days filled with warmth and sun  
  
I wish you love and friendship too  
Throughout the coming year  
Lots of laughter and happiness  
To fill your world with cheer.*

Seasons Greetings Everyone

Winston Scoville  
[www.modelshipbuilder.com](http://www.modelshipbuilder.com)



## **The RNLB Thomas McCunn**

**An Ongoing**

**Project by**

**Mike Pendlebury**

The past month Mike has only been able to make a little progress on the RNLB Thomas McCunn. It being the time of the year, he's been busy working on a couple of projects for his grandchildren for Christmas.

I have managed to make the tubes that drain the water from the fore and aft cockpits and out of the scuppers along the hull of the boat. There are two draining the Fore Cockpit and four draining the Aft Cockpit on each side.



The walls of both cockpits have been drilled out to take the tubes and they are now secured in place. When the planking has been completed they will be cut off flush with the hull and the one way flap covers added to the outboard ends.





The inside ends have had their collars added and are ready for the next stage when their insides will be painted grey and the walls of the cockpits finished in mahogany



We may or may not see an update from Mike in the January issue, depending on the progress of his Christmas projects. Certainly though, another will come in February.

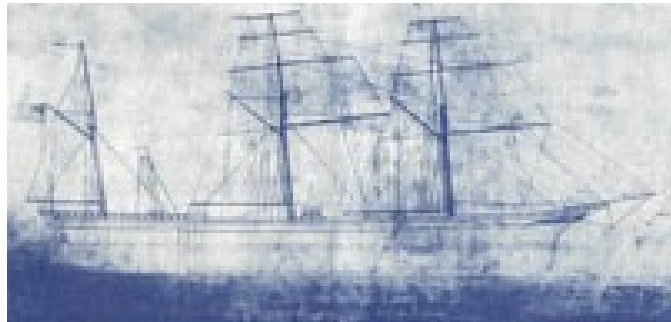


MSB is a Charter Member of the  
Vessel Research Team

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

### **SS Blackbird**

Built for Grice Sumner & Co Melbourne she was rigged as a three- masted barque & fitted with a two-cylinder,direct-acting engine which gave 80 horsepower. She was placed briefly on the Adelaide-Melbourne run. Most of her arrivals at Melbourne were from Newcastle. Her major inward cargo was coal although she also carried passengers. She was originally classified 9A1 at Lloyd's having been built under special survey. SS Blackbird was surveyed at Sydney during October 1873 & registered there during 1874 being granted official number 48,407 & port number 54.



The SS Blackbird

She was sold to "Sydney interests" these being Captain A. Campbell & others. Black-

bird underwent repairs & refitting between 1866 & 1870 during which she was fitted with a new screw & shaft, new pistons & a new propeller which increased her speed by one knot.

S.S. Blackbird left Newcastle on Thursday 30th May in good sailing conditions & made an average of 10 knots for most of the voyage. She passed Rams Head at 9.30 pm on Friday when the wind changed to SW by S with heavy squalls of rain until noon on Saturday when the wind veered to SSE. At 3am on the Sunday morning LaTrobe Island light was sighted inside Port Albert Entrance but was mistaken for the light on Wilson's Promontory by Captain McConachy. Blackbird went aground immediately afterwards, probably near the seaward end of the east bar at the entrance. The engines were reversed at full speed & the fore topsails put aback which freed the ship from the sand. The Captain then came on deck & ordered the helm to be put hard down to back the steamer off into deep water. Blackbird continued to go astern for 10 mins before orders were given to go full ahead & make sail, steering north of the supposed reef. In less than quarter of an hour the Blackbird was heading straight for the beach on Clonmel Island. Despite engines being put full astern & helm hard a-port she struck the beach swinging broadside on to the breakers & became stuck where she now lies with her bow facing east.



# The Great Lakes

In our continuing series of articles on the Great Lakes this issue we have a look at reconstructing early British ships. If you'd like to discuss this article with others, be sure to drop by the Model Ship Builder Discussion Forums.

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## **A Reconstruction Of Early British Ships**

When it comes to the reconstruction of a ship I will first quote from the Ship modelers Shop notes published by the Nautical Research Guild and from an article published on their web site.

The article by Howard Chapelle titled (The Ship Model that Should not be Built )

*"to begin with, all that is known of a ship outside of her operational history is her dimensions and class. With this can one "reconstruct" her appearance? The answer is a decided NO and anyone who attempts it is fooling himself and others. Now any well-made model presents many hours of hard work. Suppose that reconstruction is attempted and some research done and the model is then built. Is the builder going to be happy when the time arrives in which the plans of the ship are found? Does not such an event make the model a complete waste of time?"*

The article goes on giving various examples and once again a direct quote

*"One ought to remember that accuracy in a model is of far more importance in giving a value than fine workmanship alone. Actually, of course, the two should go together, but there are many well made models built to poor plans or none at all which represent nothing more than a complete waste of time, materials and labor."*

Now quoting from the book Colonial Schooners by Harold Hahn

*"Another approach to the establishment of plans for building a model is an attempt to reconstruct the subject where no authentic design exists. The purist may shun such models, but they do perform a useful purpose in bring to life ships of special historic significance where there is no hope of recreating a true representation. Those models are reasonable approximations of the size and general appearance of their prototypes."*

Well, it seems we have two very distinctive and opposite views on what models to build and how they should be built. On one side we have the purest philosophy, *"if you do not have a complete set of historic drawings don't bother, your wasting your time"*. Then there is the artistic approach of, *"so what I am going to build what I want and the way I want to, because I enjoy what I am doing"*.

If you have a complete set of plans and all the building specifications, half the work is already done. On the other hand, building a reconstruction would be a greater challenge as you would have to do research, gather data and draw your own plans which requires far more work.

It would seem a daunting task of reconstructing a ship when the only thing you have are four numbers 70, 45, 18 and 7 and actually that is all we are starting with, the basic dimensions. The first armed ships on the lakes were the Oswego, Ontario and the Mohawk, all built about the same time, in the same place and most likely by the same shipwrights. For all practical purposes we can consider them sister ships.



From Admiralty records we know Commodore Augustus Keppel was ordered to construct vessels on the borders of the lake. He was to use what stores he had at his command to build vessels of about 60 tons. Even though the Admiralty authorized the use of Admiralty supplies to build and fit out the ships they did not supply the manpower to build the vessels.

The governor of Massachusetts and commander in chief of British forces in North America Major General William Shirley supplied the shipwrights and ship carpenters employed at colonial shipyards along the Eastern seaboard. We will then assume the ships first built on the lakes were the same type built in colonial America along the Eastern seaboard. There are several plans in the Admiralty collection of colonial schooners we can use as a reference. Harold Hahn's book *The Colonial Schooner* is another source of information as well as several Masters Thesis on shipwrecks of the time.

From insets on a map drawn during the period in question there are sketches made of the French and British squadrons on Lake Ontario. From these insets on the map we can narrow down the type of vessels built as the Bermudos, which a drawing can be found in F H Chapman's *Architecture Navalis Mercatoria*.

Supporting the map drawings is a painting in the National Maritime Museum showing different views of this type of vessel. It would seem logical this type of vessel was built on the lakes as it was utilized by the Royal Navy for inshore and coastal operations.

Turning our attention south to the mouth of the Mississippi river and coast of Florida a re-

quest was made by the commander in Chief of the Jamaican station for schooners to be built to navigate the Mississippi river and the region of the newly seized territory from Spain. Port Royal in Jamaica became the haven for pirates and Naval schooners were needed to control the situation. It was Sir William Burnaby's suggestions that vessels be built of about 100 to 50 tons and draw 10 feet of water for the Jamaican station. It was also Burnaby's suggestion to have the vessels built in New York or New England, which now brings us back to the Eastern seaboard shipwrights.

The Admiralty directed Captain Kennedy in New York to contract for the building of the two schooners for the Jamaican Station. In August of 1767 Captain Kennedy wrote to the Admiralty to inform them the two schooners set sail for Jamaica and he was sending a set of plans of their hulls. Marked on the plan was "Marble Head schooner built in New York 1767". This plan was identified as the two schooners Sir Edward Hawke and Earl of Egmont. Arriving in Jamaica the schooners were examined by the master shipwright and he reported they were of about 70 tons and two very fine complete vessels. The photos show the Sir Edward Hawke built from the Marblehead schooner plans. The model was built by Harold Hahn.



These early ships on the lakes were not built from plans and under strenuous conditions. In order to reconstruct these lake ships it is necessary to pool together a number of



sources. In order to reconstruct the first ships on the lakes we will take a look at what was

being built in the American colonies along the eastern seaboard. The colonial schooner can be considered a class of ship of specific size and design. From the few plans that exist we can see in the list their sizes were very close.

#### **Ships Built in the American Colonies Along the Eastern Seaboard**

| <b>Ship</b>  | <b>Tonnage</b> | <b>Length</b> | <b>Breadth</b> | <b>Depth of Hold</b> |
|--------------|----------------|---------------|----------------|----------------------|
| Chaleur      | 90             | 56'6"         | 20'            | 8'                   |
| Sultana      | 52             | 50'4"         | 16'            | 8'4"                 |
| Halifax      | 83             | 58'3"         | 18'3"          | 8'10"                |
| Hannah       | 78             |               |                |                      |
| Edward Hawke | 70             | 57'9"         | 17'4"          |                      |

#### **Ships Built on the Great Lakes**

| <b>Ship</b> | <b>Tonnage</b> | <b>Length</b> | <b>Breadth</b> | <b>Depth of Hold</b> |
|-------------|----------------|---------------|----------------|----------------------|
| Oswego      |                |               |                |                      |
| Ontario     | 70             | 45'           | 18'            | 7'                   |
| Mohawk      |                |               |                |                      |
| London      |                | 60'           | 21'            | 7'                   |

Next we need to take a look at the design of the hulls. Taking the midship lines from the known plans of colonial built schooners we can compare the general shape. At the two extremes, we have the Bermuda sloop with its high rise of the floors, being the prime prototype which all the others were patterned after. At the other extreme is the Chaleur with its flat floors. The Chaleur was built as a merchant sloop and purchased by the Royal Navy in Boston. This would account for the flat floors as she would be able to carry a larger cargo. The dotted line of magenta and blue is interesting as they are exactly the same. One is the Sultana a schooner purchased at Boston in



1768 by the Royal Navy to be employed in cruising against smugglers. The Sultana was taken to Deptford yard in England and a complete survey was done and plans drawn. The vessel was noted as a good sailor and well built.

The second blue part of the dotted line is interesting because it is of the Sir Edward Hawke and the Earl of Egmont which were twin schooners contracted to be built in New York for the Royal Navy to serve at the Jamaica station. As was the Sultana, these schooners were also built for cruising against smugglers.

The red line is that of the Halifax, another colonial built schooner. A survey of her was done in 1768 at Portsmouth dockyard and drawing produced. Note her midship section follows very close to the shape of the dotted line.

Lastly is the green line of the Hannah, she is a reconstruction but the back round adds valuable information. This reconstruction is based on the lines of a typical fishing schooner built at Marblehead in 1785. The design of these colonial schooners had a noted reputation with the British admiralty as fast and seaworthy vessels.

We now know colonial shipwrights from the eastern seaboard built the first armed ships on the lakes, we know the general size of these ships and the general shape of their hulls.

At this point in the reconstruction we are going to take the known facts and cross the line into the art of the shipwright.

Imagine yourself back in colonial America as a ship builder. You heard the rumor the British admiralty is seeking to hire shipwrights to build a fleet of ship on the lakes. As a shipwright you are well aware of the schooners being built along the seaboard and their popularity and reputation with the admiralty.

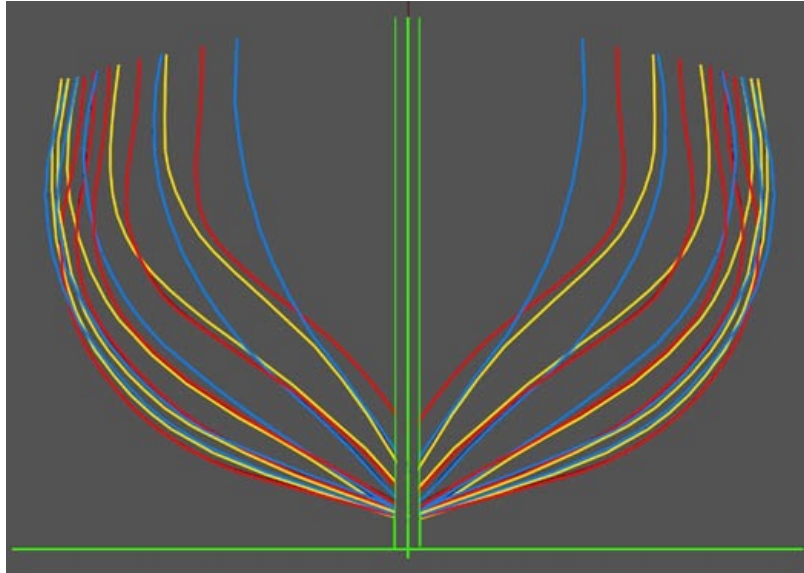
Schooners for service on the lakes will not need to carry a large supply of provisions as their sea going counterparts who are out to seas for perhaps months at a time. The schooners design will need to be fast, handle well and with a shallow draft to navigate sand bars and close to shore.

Being in business as a shipwright and having a ship yard you do not want to risk any radical design that may prove to be less than seaworthy and end up ruining your reputation as a ship builder.

What you do is to take the proven design of the colonial schooner known as the Marblehead class and just tweak the design enough to draw attention to your work and perhaps ensure future contracts.

This is exactly how we will now proceed.

Looking at the body plan you may wonder what the heck is this? The body plan is the Hali-



fax, Sir Edward Hawke and the Sultana all super imposed on one another. By using all three body plans we can create a body plan for the lake schooners. The process begins by separating each station of the hull and using the lines as a reference for drawing.

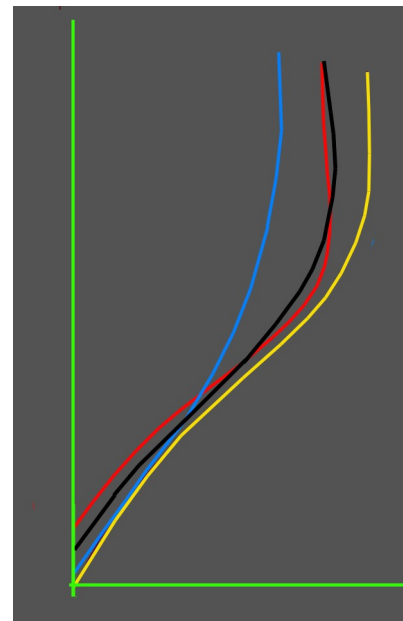
The first three lines are the bow station, the blue line being the Edward Hawke, which has a narrow V shaped bow. Looking at the blue lines it is clear the Sir Edward Hawke was built for speed.

The Halifax (red line) has a pronounced flair and then a tumblehome as the hull reaches the cap rail.

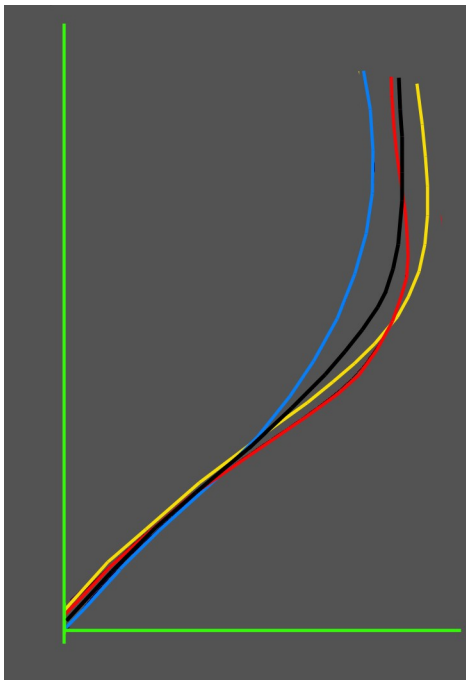
The Sultana (yellow line) has a much more rounded full bow.

The black line is the new bow line, the curving upper section of the Halifax was reduced and an average between the Hawke and Sultana was used.

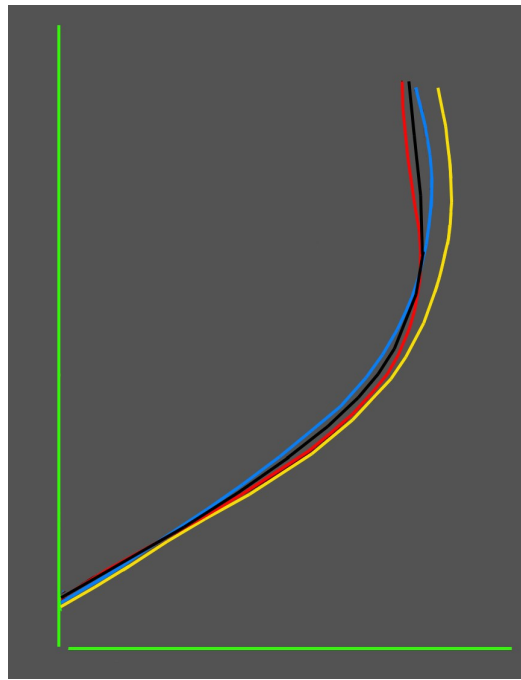
The Halifax has nice hull lines but the curving of the top timbers will require more shaping of timbers. With the hull being built out in the wilderness of the Great Lakes a simpler design would be more practical. By tweaking each station of the hull from the bow to mid-ship we come up with a new set of hull lines



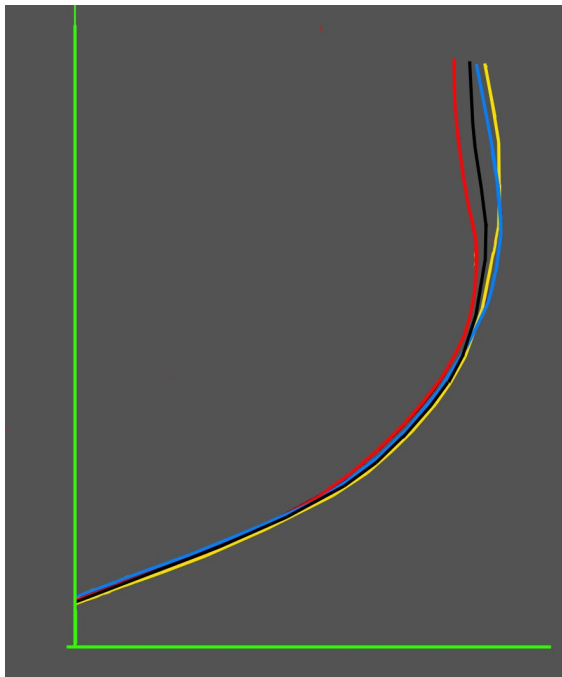




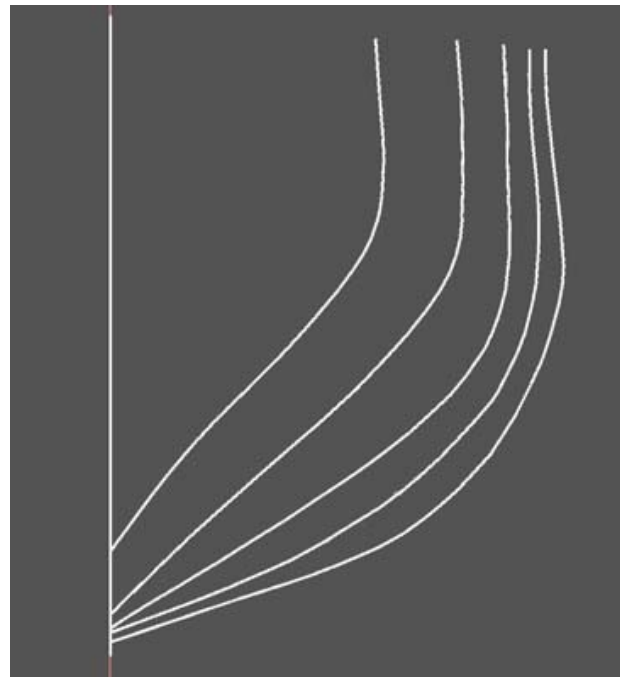
Station Two



Station Three

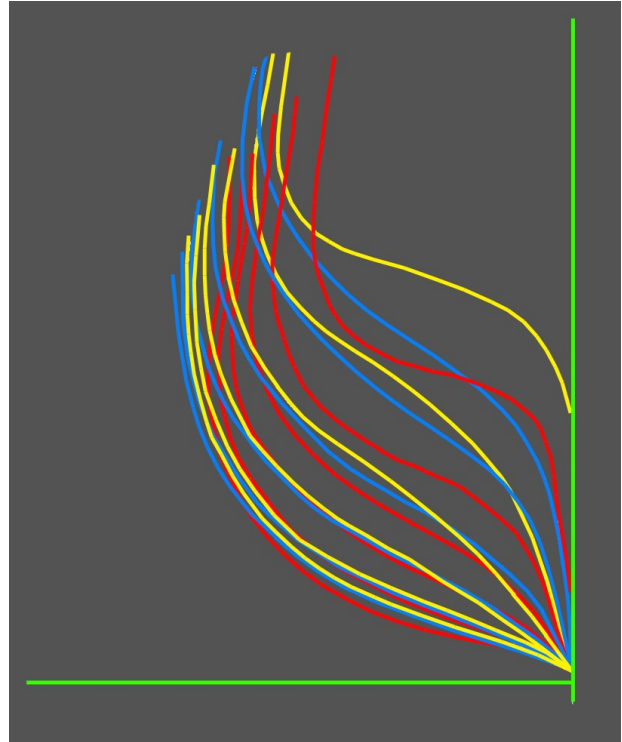
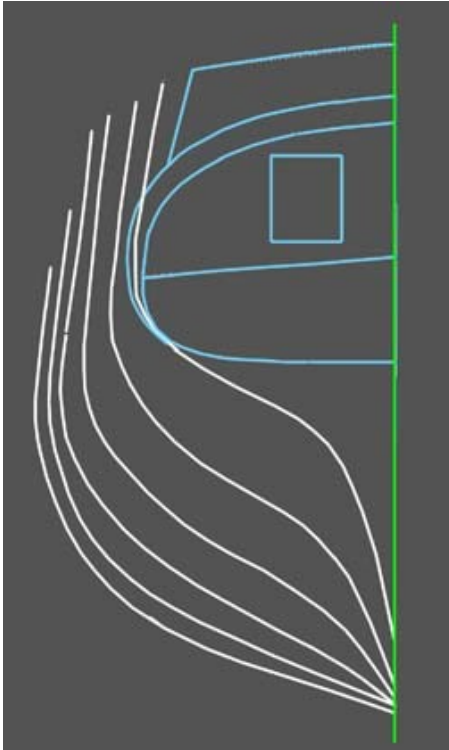


Mid Ship

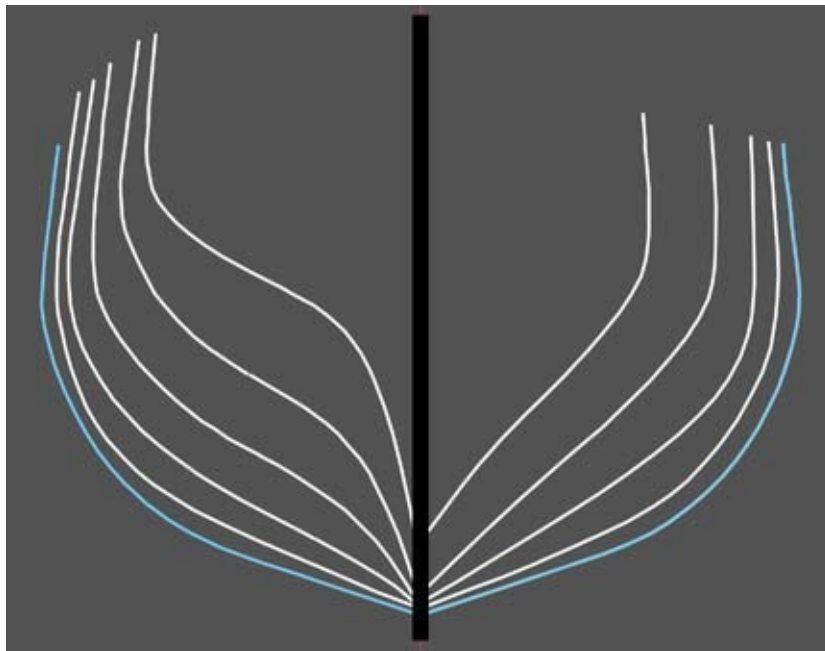


The final drawing is the body plan from midship to the bow using the Halifax, Sir Edward Hawke and Sultana body plans as a reference.

The same is done with the midship to the stern. The steps are the same as we just did so

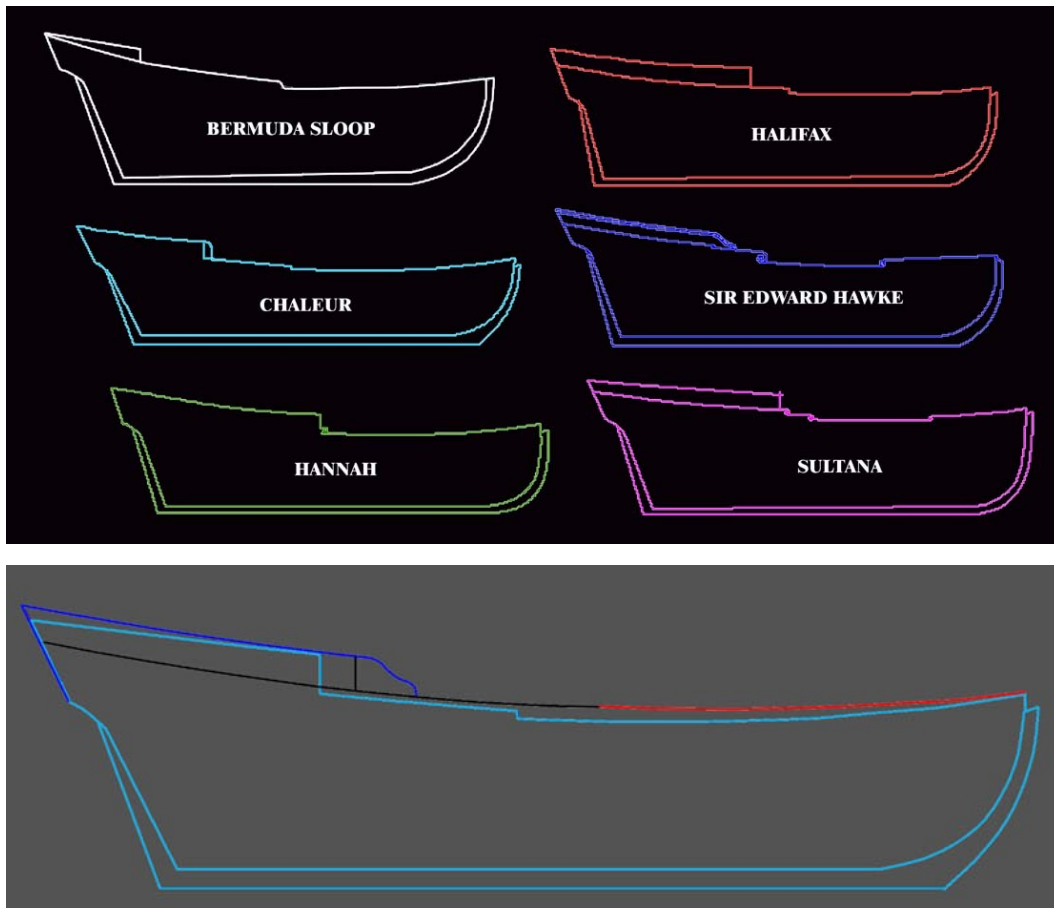


there is no need to repeat the process. The final stern lines will look like the drawing.

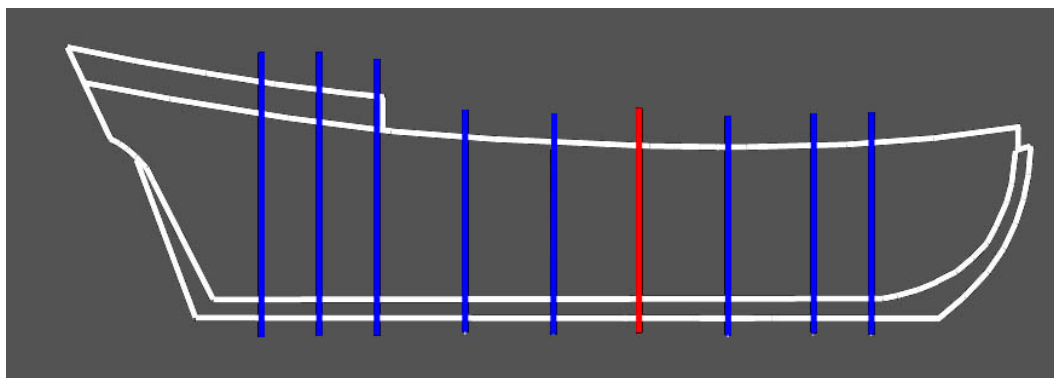


The final body plan is complete and the general hull shape for the three sister ships built on the Great lakes is finished.

Next is the profile, the general appearance can be derived from paintings and drawings on maps of the time of the lake schooners. Comparing all the profiles of known colonial schooners the same process is used to create a body plan.



The closest profile to match the paintings is the Chaleur in light blue, taking the sheer line of the Halifax (red line) and the stern of the Edward Hawke (dark blue line) and combining all three, a final profile is created.



We now have a body plan to give shape to the hull and a profile. In the next issue we will make a half hull model and lay out the framing and deck.

## ***Badges:***

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

### **HMCS Montreal**



**Blazon:** A coronet of fleur-de-lis and maple leaves superimposed upon a stylized mountain which borders a river.

**Motto:** Ton Bras Sait Porter L'Epée (an extract from "O CANADA" meaning, "Ready to Fight").

**Colours:** Blue and Silver

---

The Badge honours the city of Montréal, the ship's namesake city. The river depicted is St. Lawrence and the mountain is Mount Royal, so named by Jacques Cartier in 1535. The dominant fleur-de-lis recognizes the city's role as the leading metropolis of the province of Quebec, just as the maple leaves attest to the city's national importance as well as the ship's status as a Canadian ship of war.

## *The Schooner Bluenose 1921*

Project Update  
www.navyboardmodels.com

The Schooner Bluenose 1921 online build project has now come to its completion. For anyone wishing to build the model you can order plans at the Model Ship Builder website. The practicum has now been compiled into a single PDF document which can now be downloaded from either the Navy Board Model or Model Ship Builder websites.

For anyone wishing to build this model, plans can be purchased at the Model Ship Builder website.

This project was 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).



We're now reviewing potential future projects.

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

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

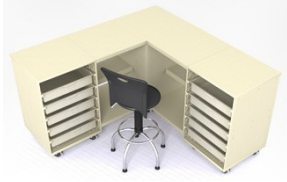
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**Please Note:**  
**CHRISTMAS IS CANCELLED**

**Apparently, YOU told Santa that  
you have been GOOD this year ...**



***He died laughing***



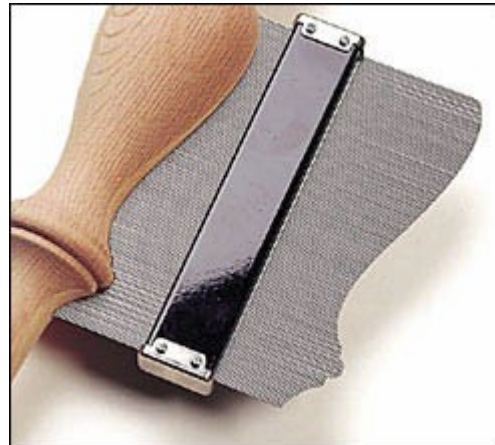
## ***On The Workbench***



### **Stainless Steel Tracing Profile Gauge**

Here's a handy tool for replicating curves. Especially useful for taking lines from half hull models.

With nearly twice as many fingers per inch (26 versus 15) as traditional plastic models, this gauge gives you smoother curves and finer details



### **Block Plane and Chisel Plane**

These small instrument planes are great for model making.

The Block Plane has a footprint of 3-1/8" x 13/16"

The Chisel Plane has a footprint of 2-15/16" x 1/2"

You can see these and more great tools at my favourite woodworking store

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

# The Book Nook

This past month I stumbled across a new website (to me), "The Internet Archives". I came across this site quite by accident while doing some family history research. I had learned a number of years ago that the US branch of our family ancestors from which our line descended had a hired a researcher in the early 1900s to research our family history back in England. Subsequently he wrote and published a book on his findings. I had heard recently that this book was now available online.

To make a long story short, I managed to locate a digital copy of the book at "The Internet Archives". Little did I realize though what a gold mine I had stumbled across.

Internet Archives Website

I haven't done any searches for model building, so I don't know if there's anything available in that area, but I did do some searches on matters of Historical background (i.e. Naval Battles of the War of 1812) and was quite surprised at the results. There are more books there that one could read in a life time.

So, while the site may not be helpful to the average model builder, I mention this site here for all those who wish to do research on their modeling subjects and people around them.

Most books from what I have seen are available for viewing either online or in a downloadable format of some kind (I'm familiar with Text and PDF but not with the others mentioned).

The website address is: [www.archive.org](http://www.archive.org)

Once there simply select "Text" from the menu and start your search.

**Happy Reading!**

## Custom Corner

*This is a new section in the MSB Journal. It features custom built models that were ordered through Model Ship Builder by clients from around the world.. They may or may not be historically accurate models as all models were built to the specifications of the client. I hope you like it. All models were built by our associates Premier Ship Models in the UK. Model Ship Builder is their representative in Canada. Recently, a client placed an order for two of these models as Christmas gifts. I have to figure a way to get my name on their Christmas list! :-)*

### The HMS Victory Bicentennial Model



**This original custom built model of the HMS Victory was the centerpiece for a bicentennial anniversary of the Battle of Trafalgar**

Original specifications of HMS Victory: 1st rate 100 (3m), L/B/D: 69m \* 15.8m \* 6.6m, Hull: Wood, Complement: 850, Armament: 2 \* 68 pdr, 28 \* 42 pdr, 28 \* 24 pdr, 28 \* 12 pdr, 16 \* 6 pdr, Designer: Sir Thomas Slade, Built: Chatham Dockyard; 1765.

The HMS Victory was launched in 1765, but was not commissioned until 1778. When France signed a treaty of cooperation with the U.S., HMS Victory was made flagship of Admiral Sir Augustus Keppel's Channel Fleet.

In July 1778, she took part in an indecisive battle off Ushant, Brittany, where thirty-five of her crew were injured or killed. In December of that same year, she captured a French convoy off Ushant bound for America. In 1782, HMS Victory was Lord Howe's flagship in the relief of Gibraltar. Paid off at Portsmouth the following year, HMS Victory remained in ordinary for eight years.



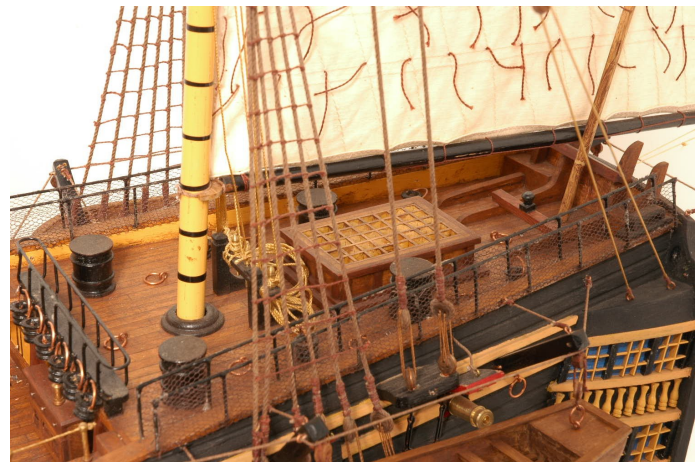
In 1792, HMS Victory became the flagship of Vice Admiral Sir Samuel Hood's Mediterranean Fleet, which occupied Toulon and captured Bastia and Calvi (Corsica).

The next year, Admiral Sir John Jervis broke his flag in HMS Victory. With only half as many ships of the line as the French and Spanish combined fleets, Jarvis consolidated his force at Gibraltar. On February 14, 1797 he sailed with 15 British ships to intercept a large Spanish convoy guarded by 27 ships of the line. The British broke the Spanish line and inflicted terrible damage on the Spanish flagships and captured a number of vessels. Their success was due in no small part to Admiral Lord Nelson, then in HMS Captain.

In 1800, it was decided to rebuild HMS Victory, and on May 16, 1803, she became the flagship of Lord Nelson's Mediterranean Fleet. At this time, Napoleon had begun formulating plans for the invasion of England, and Nelson was ordered to contain Vice Admiral Pierre Villeneuve's squadron at Toulon.

Villeneuve arrived at Cadiz on August 21st and was blockaded by Nelson. Daunted by the prospect of an engagement with the British fleet, Villeneuve stayed put until Napoleon relieved him of command, but on October 21st, he turned back to face Nelson.

As the British lines approached the combined fleet (eighteen French and fifteen Spanish Ship of the line), Nelson ordered his most famous signal run up HMS Victory's masts; "England expects that every man will do his duty". HMS Victory was engaged by a number of French vessels including Bucentaure, Redoutable, and Neptune. Nelson had insisted on wearing his full allotment of medals and decoration and at 1325, and he was wounded by a French sharp shooter. Nelson was



taken below and at 1630, having been informed of capture of fifteen of the enemy ships, the hero of Copenhagen, the Nile, and now Trafalgar died.

Towed to Gibraltar by HMS Neptune, HMS Victory sailed for England on December 22, from where Nelson's body was carried to St Paul's Cathedral for a state funeral. His death was not in vain, for he had destroyed the French and any threat of a Napoleonic invasion of Britain.



After a refit at Chatham, in 1808, HMS Victory re-entered service as the flagship of Sir James Saumarez's Baltic fleet, which blockaded the Russian fleet and kept open the supply of naval stores from Sweden. She remained in the Baltic until paid off in 1812.



Since 1824, HMS Victory has served as the flagship of the Commander in Chief at Portsmouth. In 1922, she was dry docked and opened as a museum.

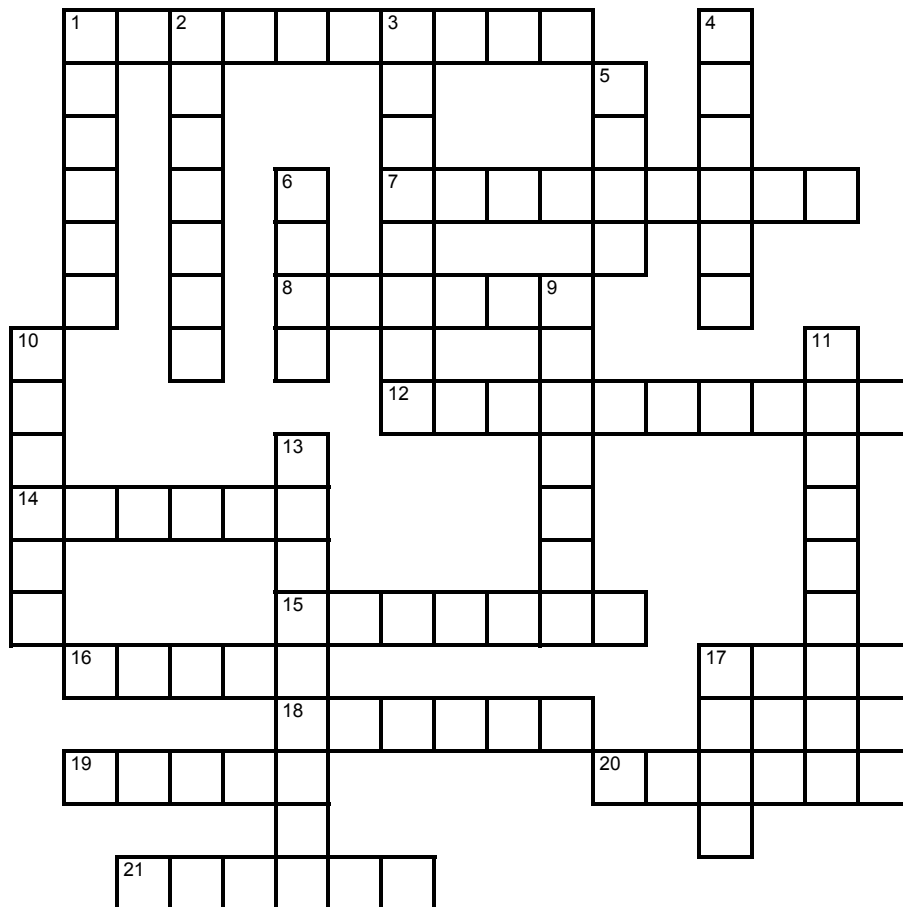
Ironically, she received her last battle wound in World War II, when a German bomb exploded in her dry-dock.

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If you know anyone who would like to have a special custom model built, be it of a historical ship or perhaps of their own boat, by all means pass on our contact information and we'll do what we can for them.

## CAPSTANS, WINDLASSES, AND CABLES

by Gene Bodnar



### **Across**

- 1** Fitting running through the cable bits and projecting on either side, to keep the cable in place
- 7** Rope passing around a capstan with its ends lashed together to form an endless line
- 8** Projections along the surface of a capstan barrel which provide a better grip for a rope or cable
- 12** Strong two-pronged hook used to fit into and hold a chain cable
- 14** Short length of rope used to temporarily secure a hemp anchor cable to a messenger when heaving in the anchor
- 15** Rope with a cut splice halfway along it and a thimble at one end
- 16** Strong wooden uprights used for securing heavy ropes such as anchor cables

- 17** Hinged hook with a quick-released line, used to hold a rope or cable which may need to be freed instantly
- 18** Turn of the anchor cable about the bitts
- 19** To slacken a rope or cable suddenly, allowing it to run out or render around a capstan
- 20** Iron bearing in which the capstan spindle turns
- 21** Short wooden bar, thrust into one of the holes in a capstan to which the anchor cable can be temporarily secured

### **Down**

- 1** Main part of a capstan, cylindrical and mounted on a vertical spindle
- 2** Revolving iron bar fitted with a lever and two curved pins, used to hold the end of an anchor chain
- 3** Top part of a capstan barrel, where the sockets which take the capstan bars are located
- 4** Small tackle composed of a single and double block sometimes used to hold on to the cable when it was being hove into the ship by a windlass
- 5** Horizontal layer of coiled cable stowed in the cable locker
- 6** Short pivoted bar of iron or wood which a shaped tip, hinged at one end to the barrel of a capstan
- 9** Strong iron-shod shaft forming the axis upon which a capstan revolves
- 10** Old term for the attachment of a hemp anchor cable to a ship
- 11** Wooden bar used as a lever for heaving on a windlass when bringing up the anchor
- 13** Heavy section of timber running across the bitts in the bows of a vessel
- 17** To suddenly stop a rope which is running out by taking extra turns

## MENTAL AEROBICS

by Gene Bodnar

Each box in this diagram contains one syllable of a two-syllable nautical word. There are 21 two-syllable nautical words. Can you find them?

|              |             |             |              |              |             |
|--------------|-------------|-------------|--------------|--------------|-------------|
| <b>BER</b>   | <b>OM</b>   | <b>FOOT</b> | <b>BAT</b>   | <b>BOL</b>   | <b>EYE</b>  |
| <b>BOOSE</b> | <b>TAB</b>  | <b>AGE</b>  | <b>MAN</b>   | <b>STAN</b>  | <b>SEX</b>  |
| <b>LARD</b>  | <b>GAR</b>  | <b>CEIL</b> | <b>STEER</b> | <b>LUB</b>   | <b>YEO</b>  |
| <b>SCUP</b>  | <b>LING</b> | <b>CA</b>   | <b>BREAK</b> | <b>LAR</b>   | <b>JOG</b>  |
| <b>DER</b>   | <b>ER</b>   | <b>CROW</b> | <b>GER</b>   | <b>GLE</b>   | <b>FATH</b> |
| <b>TEN</b>   | <b>PER</b>  | <b>TANT</b> | <b>LA</b>    | <b>CHION</b> | <b>JIG</b>  |
| <b>ING</b>   | <b>TEEN</b> | <b>FEN</b>  | <b>BOARD</b> | <b>NET</b>   | <b>DEAD</b> |

## **BRAIN TEASER**

Besides the fact that the following seven words are nautical, what else ties these words together?

**ALOFT**

**BATTEN**

**DEADWOOD**

**THWARTS**

**PILLARS**

**STEERAGE**

**UPSTREAM**

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## **SHIPBOARD WATCHES**

by Gene Bodnar

Can you name each of the following shipboard watches?

1. 8 p.m. to 12 a.m. \_\_\_\_\_
2. 6 p.m. to 8 p.m. \_\_\_\_\_
3. 4 a.m. to 8 a.m. \_\_\_\_\_
4. 12 a.m. to 4 a.m. \_\_\_\_\_
5. 8 a.m. to 12 p.m. \_\_\_\_\_
6. 4 p.m. to 6 p.m. \_\_\_\_\_
7. 12 p.m. to 4 p.m. \_\_\_\_\_

## CRYPTO-CLUES

by Gene Bodnar

Here is a list of ten definitions. Solve by entering the appropriate solution in the diagram below. For example, Definition #1 will contain a 3-letter word entered in the first row of the diagram next to the number 1. Then, using the letter/number combination, enter specific letters from the diagram onto the dashes along the bottom. For example, if 6A is beneath a dash, the letter you write onto that dash would be found in Row 6 and Column A in the diagram. When completed, the letters along the bottom will reveal a nautical quotation.

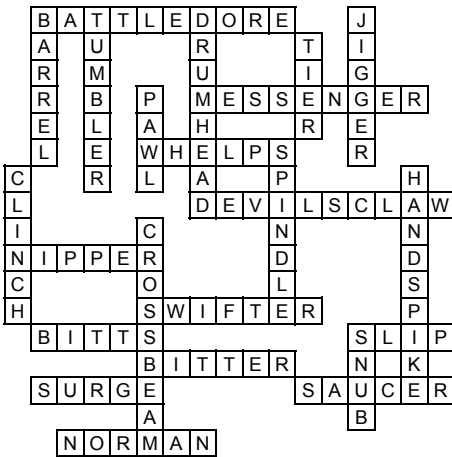
- 1 Slang term for a sailor
- 2 Require
- 3 \_\_\_ the sail (adjust to take advantage of the wind)
- 4 Workers on board a ship
- 5 Pull strongly on a rope
- 6 Piece of rope spliced around a block
- 7 Fore, main, and mizzen, for example
- 8 Type of deadeye
- 9 Rope attached to the clew of a sail
- 10 Direction in which a ship points

|    | A | B | C | D | E | F | G |
|----|---|---|---|---|---|---|---|
| 1  |   |   |   |   |   |   |   |
| 2  |   |   |   |   |   |   |   |
| 3  |   |   |   |   |   |   |   |
| 4  |   |   |   |   |   |   |   |
| 5  |   |   |   |   |   |   |   |
| 6  |   |   |   |   |   |   |   |
| 7  |   |   |   |   |   |   |   |
| 8  |   |   |   |   |   |   |   |
| 9  |   |   |   |   |   |   |   |
| 10 |   |   |   |   |   |   |   |

\_\_\_\_\_  
 9A 10A 3C 6E 7E 1B 8D 10B 1A 6A 5B  
 \_\_\_\_\_  
 4C 9D 7B 6C 2C 6A 3A 6B 9B 10E 10F 10G 7D 6D  
 \_\_\_\_\_  
 2D 3B 8B 10C 7A 4E 8E 4A 5C 9E 5A 4B 2A 4D 7C  
 \_\_\_\_\_  
 9C 5D 2B 1C 3D 8C 10D 5E

**ANSWERS:**

**CAPSTANS, WINDLASSES, AND CABLES**



**MENTAL AEROBICS:** SCUPPER, LUBBER, FATHOM, FENDER, GARNET, CEILING, DEAD-EYE, CROWFOOT, BATTEN, BOLLARD, BREAKER, CABOOSE, SEXTANT, TABLING, STEERAGE, YEOMAN, LARBOARD, JIGGER, JOGGLE, LATEEN, STANCHION

**BRAIN TEASER:** The letter A shifts position in each succeeding word by one space.

**SHIPBOARD WATCHES:**

1. First watch
2. Second dog watch
3. Morning watch
4. Middle watch
5. Forenoon watch
6. First dog watch
7. Afternoon watch

|    |   |   |   |   |   |   |   |
|----|---|---|---|---|---|---|---|
|    | A | B | C | D | E | F | G |
| 1  | T | A | R |   |   |   |   |
| 2  | N | E | E | D |   |   |   |
| 3  | T | R | I | M |   |   |   |
| 4  | H | A | N | D | S |   |   |
| 5  | H | E | A | V | E |   |   |
| 6  | S | T | R | O | P |   |   |
| 7  | M | A | S | T | S |   |   |
| 8  | H | E | A | R | T |   |   |
| 9  | S | H | E | E | T |   |   |
| 10 | H | E | A | D | I | N | G |

**CRYPTO-CLUES:**

Ships are the nearest thing to dreams that hands ever made.



## 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](http://www.tbsms.org)

Contact: George Shaeffer  
[georgeshaeffer@gmail.com](mailto: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