



The MSB Journal

An online publication for Model Ship Builders

February 2010

www.modelshipbuilder.com



The MSB Journal

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On the Cover

Ed Marple Workshop Display
Ventura County Maritime Museum

Photo by: Robert Collin

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Cabin Notes

Well, its hard to believe but another month has come and gone and the first month of 2010 has gone into history.

I'm not sure about you, but its nice to get Christmas and New Years out of the way and somewhat back to normal again.

Its been another busy month behind the scenes here at Model Ship Builder. We've been looking at new options for hosting the MSB Journal. Still lots of research to do there though.

Also, we've been busy with the Bomb Vessel project. All the drawings are now almost complete and we are about to start building the proto-type to verify everything is correct. I'm sure Jeff's eyes must be going crossed by the amount of drawings he's been working on. Anyone who gets a set I'm sure will be very impressed.

Next month we hope to announce the start of another online build if not sooner. But I won't let the cat out of the bag yet. :-)

Well I'll keep this short as I have to get busy!

Happy modeling everyone!

Winston Scoville
www.modelshipbuilder.com



Preparing for a quick descent from the fore castle of the Matthew in 2007

FIGUREHEADS

by Gene Bodnar

The *Illustrated Oxford Dictionary* defines "figurehead" as "A carving, usually a bust or full length figure, at a ship's prow." Figureheads have long been a constituent part of sailing and oared vessels from time immemorial, with the earlier examples dating back to the ancient Phoenecians more than three thousand years ago. They adorned their row galleys with a wide variety animals, birds, deities, and even serpents. Then, as in more recent times, sailors believed that figureheads would bring good luck to the ship as well as its passengers. Later, the Egyptians and the Chinese painted large eyes, called "oculi," on the bow of their vessels, believing that they would assist them in finding a safe passage across the ocean.

From about 1400 to 1600 A.D., many nations, including Spain, Portugal, France, Holland and England, employed intimidating figureheads, especially on their warships. During the Spanish Armada, Spain and other Catholic countries used Christ and the Virgin Mary as figureheads.

Ship's figureheads were often emblematic of the name of the ship, and many of these works of art were larger than life. For example, Sir Francis Drake's vessel, the *Golden Hind*, contained a gilded deer at her bow. In the reign of Henry VIII the lion became the general British figurehead, and, with few exceptions, remained popular until the end of George II's reign. It was borne by such famous ships as the *Great Harry*,

Elizabeth's *Victory* and Sir Richard Grenville's *Revenge*.



Figurehead of Great Republic

and the *Champion of the Seas* sported a colorful sailor. Many of his figureheads had outstretched arms, which had to be stowed away as soon as the ship got to sea to avoid any risk of damage.

By the end of the 1800s, the clipper stem disappeared in warships and nearly all merchant vessels, and so did the figurehead. An attempt was made to restore the figurehead on more modern vessels, or at least find a substitute. However, the idea was soon abandoned. Nowadays, the figurehead is almost confined to the few surviving sailing ships. A few vessels still contain small figureheads, but they are rare exceptions. The only places to admire these works of art today are in museums around the world.



Figurehead of HMS Victory



MSB is a Charter Member of the
Vessel Research Team

From the Files of ShipWreck Central



Blockade Runner "Nola"

aka. Gloria, Paramount, and Montana

Nola was built as a blockade runner that travelled between the confederate states and Bermuda. Europe supplied the vast majority of goods and cargos ranging from weapons to tools to jewellery and silks. These goods were brought from Europe to Bermuda where they were transferred to blockade runners for trips to confederate port. Nola was also alleged to have transported luxury items brought in to feed the black market.

Nola crashed into reefs around Western Blue Cut at the west end of Bermuda Island in heavy seas.

She sank in December of 1863. She now lies in 30 feet of water, still partially intact. The wreck is marked by two steam boilers and two paddlewheel frames lying on their sides.

You can learn more about this and other ships at

www.shipwreckcentral.com



www.modelshipbuilder.com



The RNLB Thomas McCunn

An Ongoing

Project by

Mike Pendlebury

The main bulkhead between the engine room and the aft cockpit has been made and fitted in place and the engine controls replicated.



The roof beams for the cockpit roof have been bent, laminated and fitted ready for the double diagonal planking.



The main casing over the engine room and the survivors cabin has been built and is made removable to allow viewing of the interiors when the boat is finished.



The portholes have also had their reinforcing bars fitted, the bases for the air vents added and the hatch openings cut out.



I have also made the vents as they are not available commercially in this style and size. As with many RNLI lifeboats the vents were brass and the crew tended to keep them polished rather than painted. To produce this effect on the built up vents I have given them a coat of 22carat gold leaf . This means that the model ones will not need polishing for many years!!



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The Great Lakes

In our continuing articles on ships of the Great Lakes, in this issue we are going to look at Drafting Plans using our half hull.

Drafting Plans

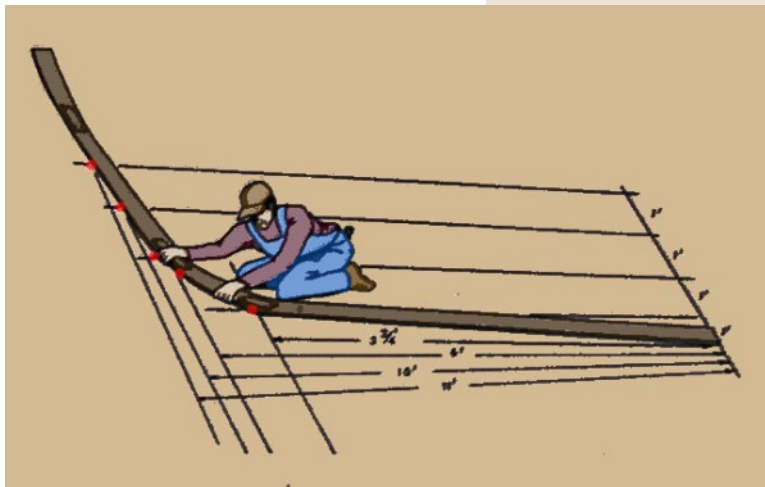
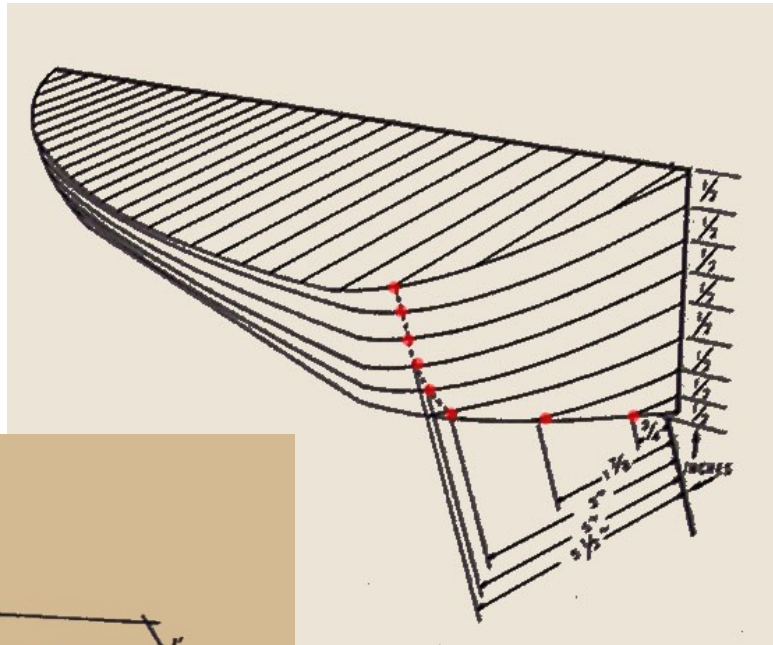
This part of the series on the great lakes was to be about drafting a set of ship plans using the first two sister ships Ontario and Mohawk. The holy grail of model ship builders is to find or draw that detailed set of plans in order to build the perfectly detailed model ship. With over forty years involved in this hobby I have yet to find that original set of plans for a wooden sailing ship with every detail. As a matter of fact there seems to be a curious lack of plans in general when compared to the enormous amount of wooden ships that were actually built. Maybe model ship builders have the process backwards, perhaps a set of plans are not the first step but rather the final and last step in the process after the model or ship was built.

In 1753 when the first armed British ships were built on the lakes there were no government run naval dockyards in North America nor were there formal schools for Naval Architecture. In North America the ship building industry was totally in the hands of the privately owned shipyards where the master shipwright owned and operated the business. In order to become a shipwright you would need to serve a seven year apprenticeship under a master shipwright at a private shipyard.

When you think about it a shipwright was able to walk off into the wilderness of the great lakes and without so much as a pieces of drafting paper and no "mold loft" to layout the frames, with nothing more than a clearing in the woods he could build a ship. This would lead one to believe a set of plans were not necessarily needed to build a ship and that another method was used to fabricate the parts that make up the hull. To find that method used to build a ship without the use of plans, we look way back to around 1716 where we find an order sent from the Navy board in England to all the dockyards. This order requested all master shipwrights to submit a "solid" (a "solid" could mean a half hull or a fully carved hull) with the load waterline, height of decks, wales and gun ports indicated on the model. Pushing the date farther back we find the shipwright Phineas Pett in 1599 used models for his preliminary design for ships. In maritime museums all over the world you will find collections of half hull models, at museums around the great lakes you will even find the wooden half model for modern day steel bulk freighters. Why aren't we up to our chins in models? Before the model itself evolved into an art form the master shipwright, to take off the line, cut them up.

Plans we see today in museum collections could be the basic archival record drawn to preserve what the shipwrights were building in the ship yards and not really the means by which the ships were built, it is all about the model.

You will not find sheets of frame drawings among plan collections because such drawings were not needed. Sometimes measurements were taken directly from the model to the framing stage. Or the shipwright would record the measurements taken off the model in a table of offsets.





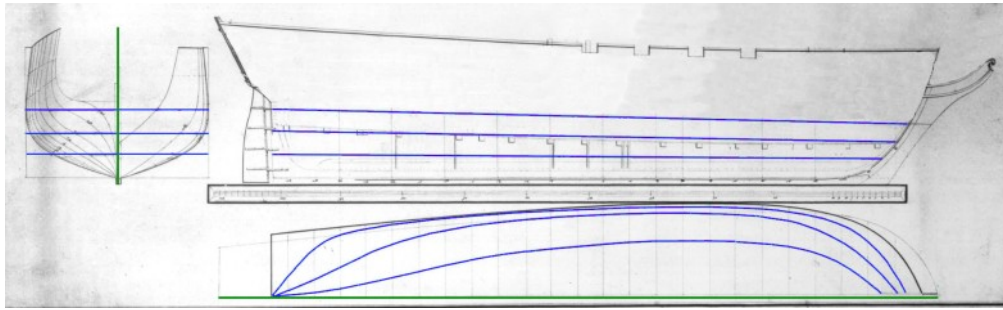
There are two way to use the model, one way is to slice it vertical. By slicing the hull vertical you can trace the shape of every floor and timber in the hull. This method destroys the model in the process of tracing the timber shapes. If the shipwright wants to save the model then the process of cutting templates for each frame or using a soft lead bar and bending it to the shape of the hull can be used. A third way is to cut slits in the hull and slide a pieces of paper in the slit to trace the timber. This vertical method is well suited for the mold type of framing.



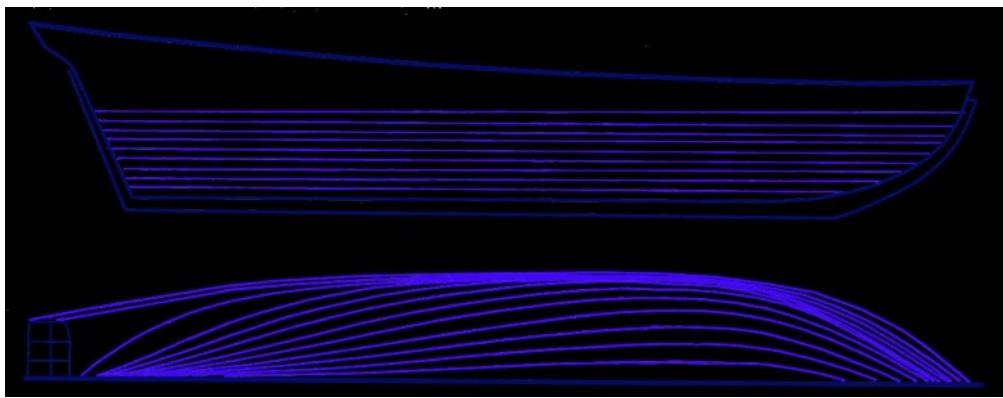
The second method of recording the shape of the hull is the lift method or slicing the hull horizontal. This method is done by laminating boards together and once the hull is shaped the boards are taken apart and the waterlines are traced.



The lift method is more for recording the shape of the hull as apposed to being used to construct a hull. In general ship plans have three or four hull lines, which makes lofting frames a tedious and interruptive job.

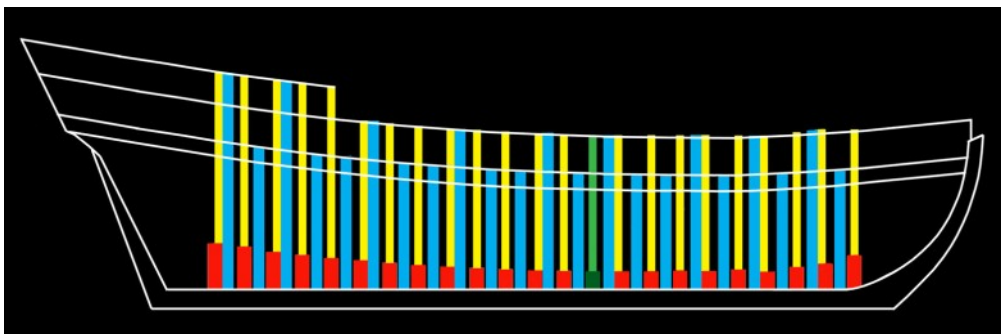


If the model used a lot of lifts then closer hull lines can be traced and a more accurate rendering of the hull can be done.



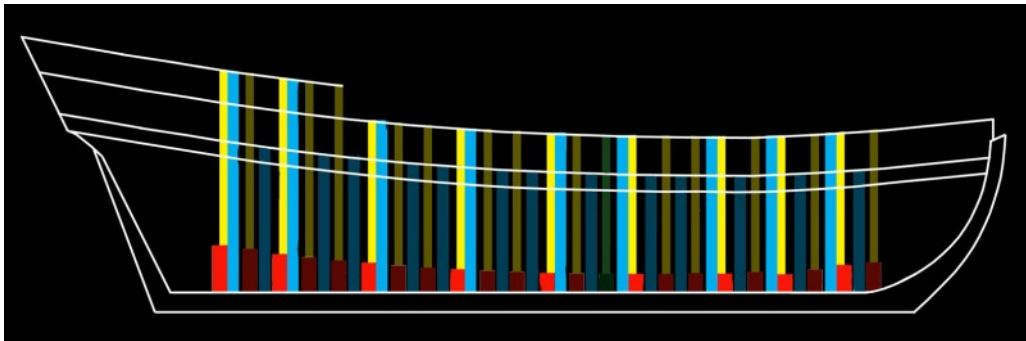
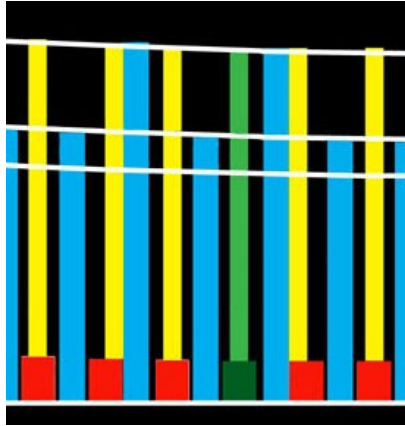
As these working models evolved into works of art they went from block models called solids to the lift half hull made up of finer woods often alternating colors to accent the waterlines. Over time the humble block model was decorated with the upper works, carvings and the solid block hulls were cut out to show the framing

OLD SCHOOL



The framing system we will be using for the little schooners is the mold frame. This system uses mold frames along the hull and between the molds filler timbers were installed. The graphic below show the double mold frames. Once these frames were in place the rest of the floors were set on the keel and the hull was planked to the floor heads. Next the first futtocks were wedged between the floors being held in place by the planking. Floors and

futtocks of the mold frames were held together with treenails while the filler timbers floated free of one another.



Size and spacing of the timbers were taken from three archaeological studies of colonial period ship wrecks. The wrecks indicated the timbering was not cut to standard sizes and varied in their dimensions. For the model 10 x 10 inch floors on 22 inch centers with a 12 inch space between floors is used. First futtocks are 9 x 9 and the second futtock timbers are 6 x 6. To draft a set of plans for this framing system would require taking off the shapes of the molds, then creating a half breadth plan and a body plan. Once we have the hull lines drawn then it is a process of lifting off the shape of all the timbers and going back and forth between the body plan and the half breadth plan until the shapes are refined. Rather than do all that, we are going old school here and cutting up the model to make templates of all the timbering.



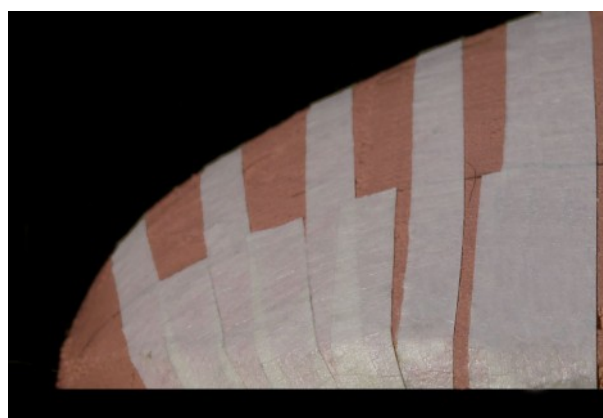
When Harold Hahn did his work on the colonial schooners he used a framing system of all sistered frames. There could have been a shipyard or two in colonial America building hulls with this type of framing. There is no doubt by 1790 such framing was being used in

North America. With this type of framing it is possible to build a model of a framed hull leaving off the planking. Using the older method of mold frames poses a problem of building a framed model because it is the hull planking that holds the structure together. Nonetheless it could be done so we are sticking to the old school of framing as apposed to setting up the hull with double frames.



Start by taping off the hull with the framing system. You may be wondering if it is not easier to just draw the framing rather than carving a half hull, laying out the framing and cutting the hull to trace the timbering. I have done it both ways and the model method is fool proof and quicker. Besides the model method provides a pattern for the cant frames and all the bevels, which are difficult to draw. At the bow, the first futtocks come to a point at the bottoms and fit between the floors. Another advantage to the model is getting the lines for the wales and rising line of the floors just right. Looking at the full hull the rising line is the tops of the floors as they form a curved line from bow to stern.

There are a few ways of taking off the timbering shapes. The fastest and simplest way is to slice the hull. Either start at the bow and slice then trace the timber as you go or mark all the timbering and slice the entire hull. Don't worry about cutting the hull exactly on the edge of the tape. The difference would be so slight in the shape of the frame



any difference will be taken care of once the hull is sanded smooth.

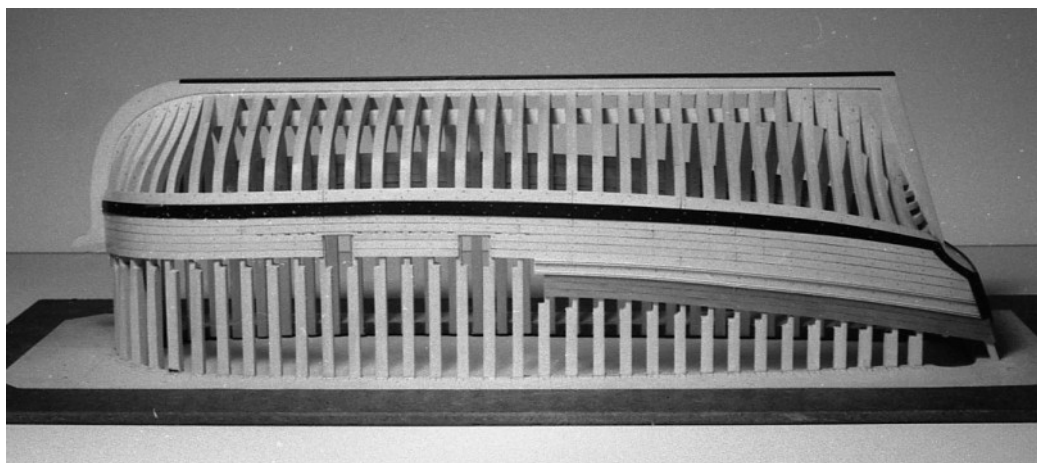
Another method is to carve out the space between the frames thus keeping the hull intact. Softwood is used for the hull so carving is fast and easy.

Building a solid hull then carving out the frames is no a new idea, it was the method used to build the framed Admiralty models. Taken from the book *Navy Board Ship Models* by John Franklin is a description of the method. "There may have been several methods in use, at least in the initial stage of building the hull, but from a close examination of numerous models, it seems that in all cases, the spaces between the futtocks and top timbers were

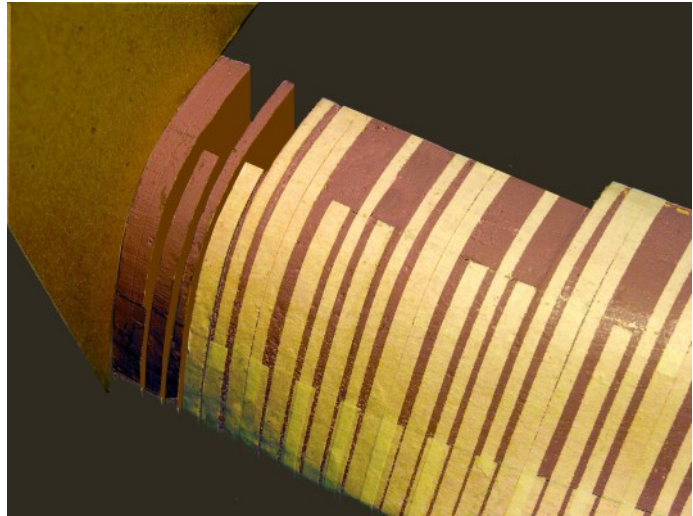


cut out after the hull was built up, shaped and smoothed to a final finish. There are several reasons for suggesting this. On many models it can be seen from tool marks that the shaping of the hull was achieved by working fore and aft across the grain of the wood. On some models the hull is left with a finish produced by a fairly coarse rasp. In all cases the edges of the futtocks are clean and sharp, which could not have been achieved unless the framing was entirely filled with timber. Small frame saws may also have been used to remove the waste wood, as traces of holes bored through the hull at the ends of the timbers are sometimes evident, almost certainly for the introduction of a thin saw blade."

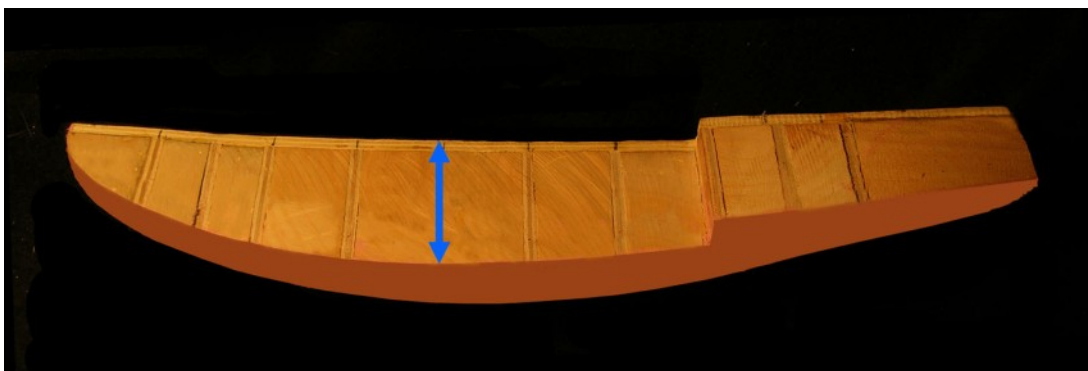
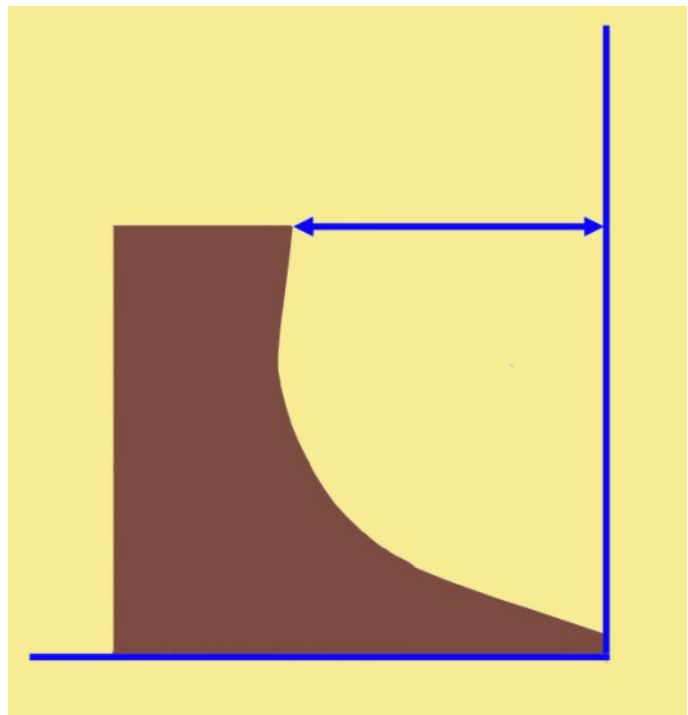
A major problem with building a framed model is keeping the hull shape from distorting. By building a solid hull then cutting out the frames as was done with the Navy board models, solved the problem. Harold Hahn solved the problem by building his hulls in a framing jig.

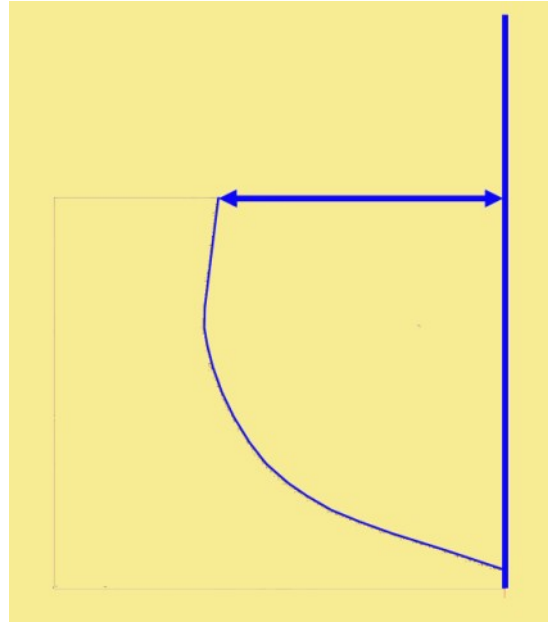
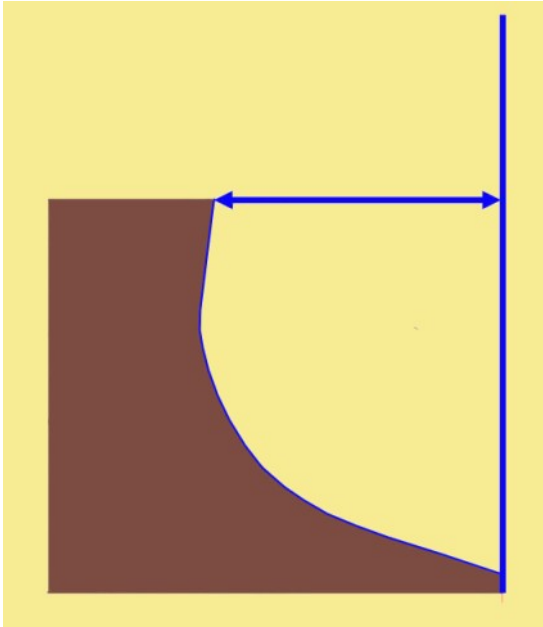


Regardless of what you do to the half hull to take off the lines, either cutting the hull like a loaf of bread or cutting out the wood between the frames the objective is to trace the timbers.

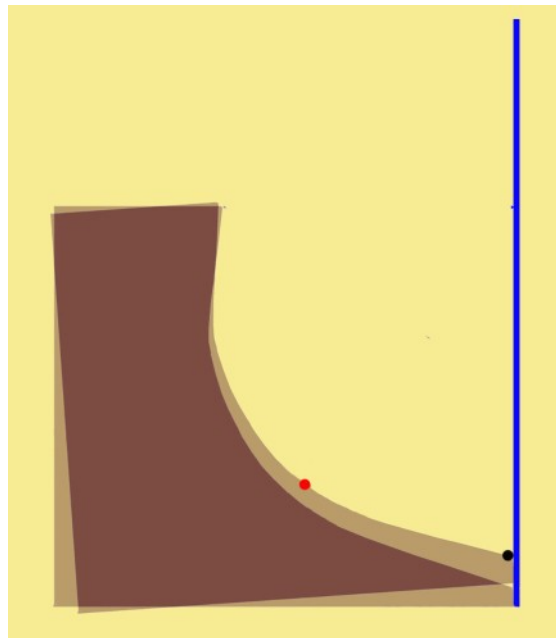
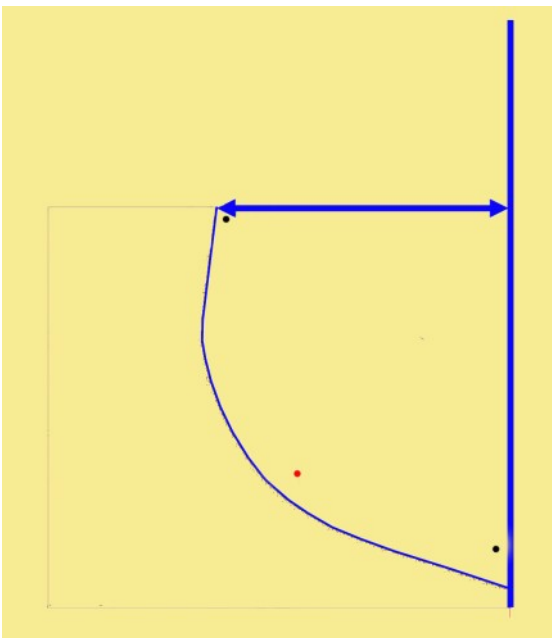


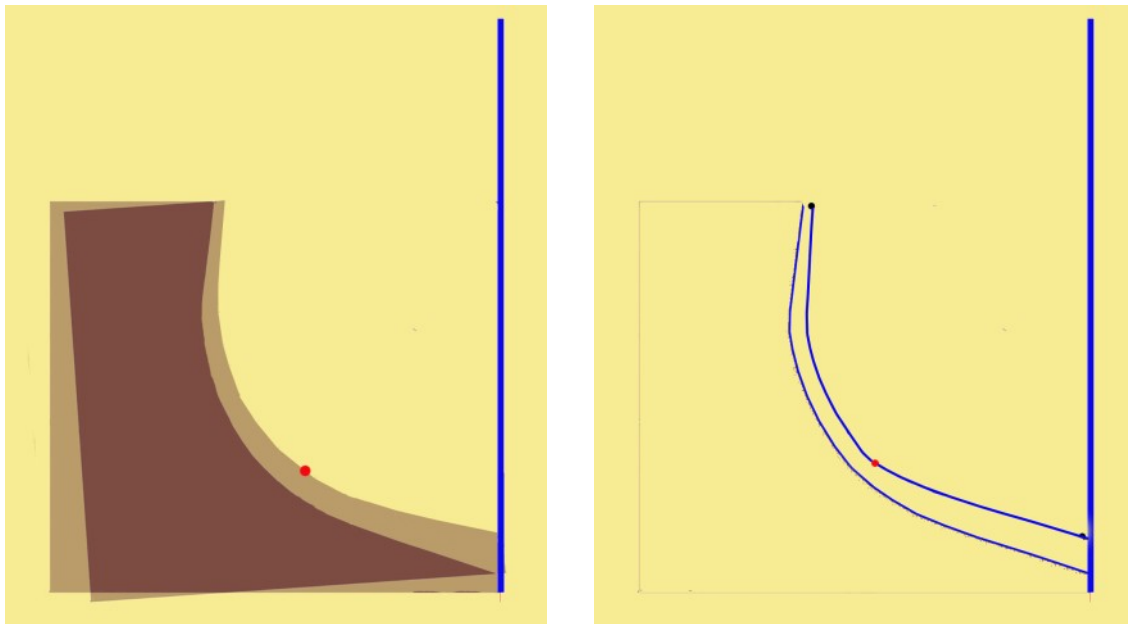
To set up a tracing for the frames you need to draw a base line and a center line. The blue arrow is the distance from the center of the hull to the outside edge. This measurement is important because it keeps the template from slanting in or outward. You can work from a base line but I find the measurement to be more accurate.





Trace the template for the outside shape of the frame. Draw in the red dot at 9 inches scale distance from the frames line. Also draw in the black dots, at the bottom is 10 inches scale dimension of the floor and 5 inches scale dimension at the top timber. By using the same template place it on the red dot, which is used as a pivot point to draw the inside of the frame. Pivot the template until the edge of the template hits the black dot at the floor. Draw the first line from the floor to the red dot. Notice the arc of the template becomes to narrow at the top. This is why the red dot is used to pivot the frame shape. Do the same for the upper section of the frame, pivot the template at the red dot until the top matches up with the black dot. You now have a frame drawing. If your doing this on a computer then mirror the drawing for the other side.

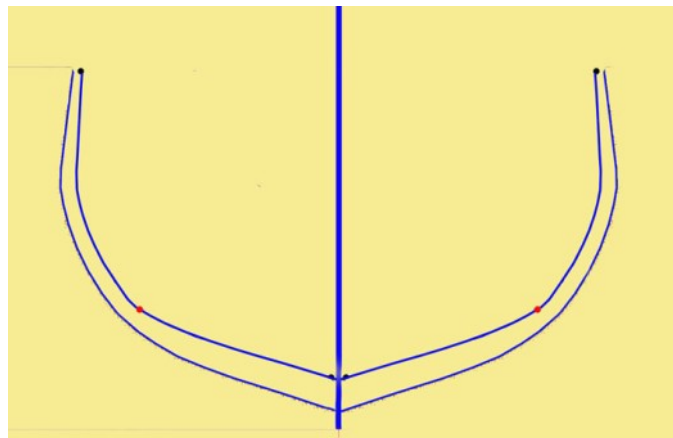




Finished frame drawings are mirrored so both sides are exactly the same.

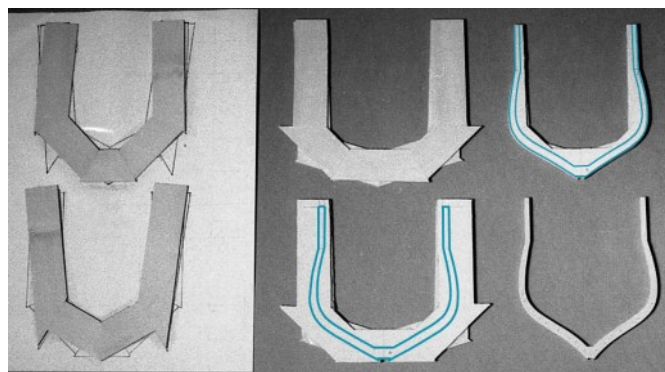
The process we followed was to trace each template then draw the inside of the frame. Another way is to use the slices of the half hull and lay them on a flat bed scanner and scan them.

Once all the mold frames are drawn, they are broken down into the floor, futtocks and top timber. Note the red futtocks stop 12 inches short of the side of the keel.



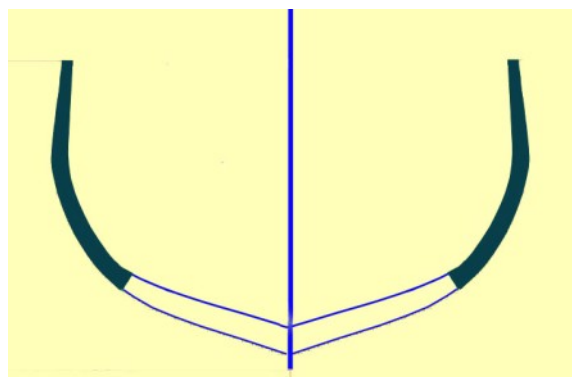
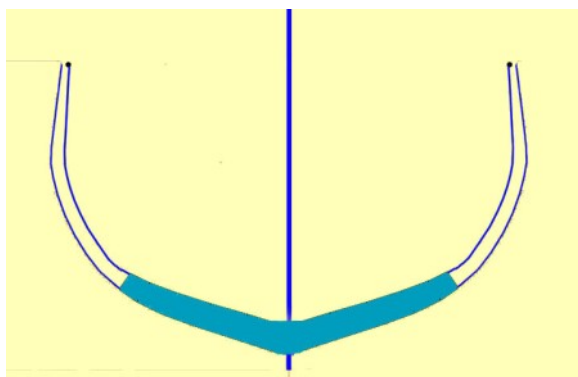
Each shape can be used as a pattern and cut out of wood sheet stock. Or a frames blank can be made and the frame pattern glued to the blank. The entire frame shape is then cut out.

A frame blank will work for the nine mold frames because the parts are fastened together making one solid structure.



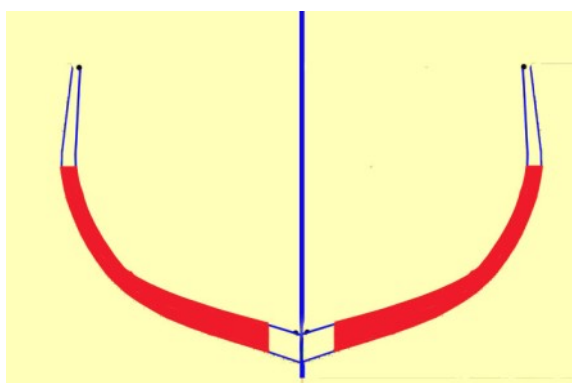
Building a model with this type of framing would make a challenging project and an inter-

esting forum discussion on how such a model can be built.

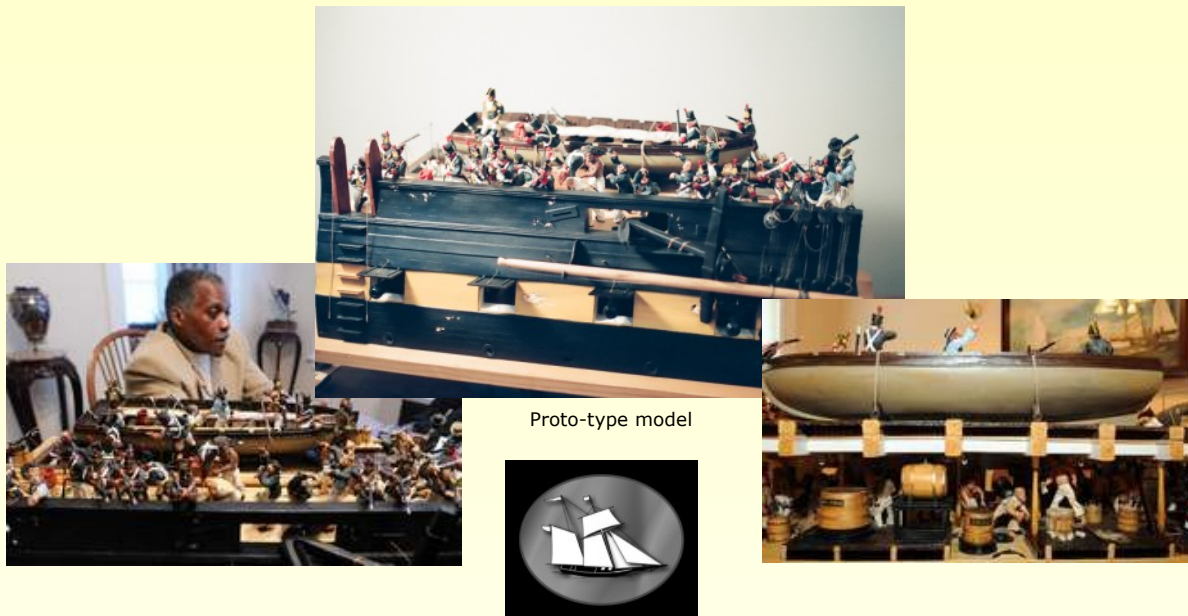


As for this part of the series on the maritime history of the Great Lakes we took a subject, researched it, designed it, built a prototype hull and finally

Went through the steps to develop working drawings for the patterns. Only part left was a drawing of the deck, but there is really no need for a drawing. Any of the subjects that were used as references for the hull design can be used for a deck layout. As a shipwright you can take any of the deck layouts or all of them and come up with your own custom deck arrangement.



Help Support the 2012 USS Constitution Cutaway Model



Your support is requested in making this model a reality. Design and build to be conducted by noted New England Modeler and Maritime Artist Rex Stewart.

Over thirty years of in-depth research has gone into its design and development so far.

The goal is to build a 1:24 scale cutaway model of the USS Constitution which will measure over 5 ft in length. Will also include hand carved figurines.

The completed model is to be displayed at the USS Constitution Museum during and after the highly anticipated 2012 bi-centennial celebration of the USS Constitutions entry into the War of 1812.

"This model will truly be one of a kind and the envy of any maritime museum."



To make a donation go to the Model Ship Builder website to learn how.

www.modelshipbuilder.com

Badges:

Heraldry of Canadian Naval Ships



HMCS Fredericton

Description: Vert, a bend wavy argent charged with a like bendlet azure and overall a Bengal tiger prepared to leap.

Significance: The green field of the badge represents the city of Fredericton carved from the virgin forests of New Brunswick. The wavy band bisecting the field symbolizes the Saint John river which runs through the city. The Bengal tiger is a symbol taken from the unofficial wartime badge of the first ship of this name and is crouched for a leap towards prey as an indication that this vessel is a warship.

Battle Honours: Atlantic 1942 – 1945

First of Name: HMCS FREDERICTON (K 245) - *Flower* Class Corvette

Ship's Motto: Stalker of the Seas

Ship's Colours: Green and Gold



On The Workbench



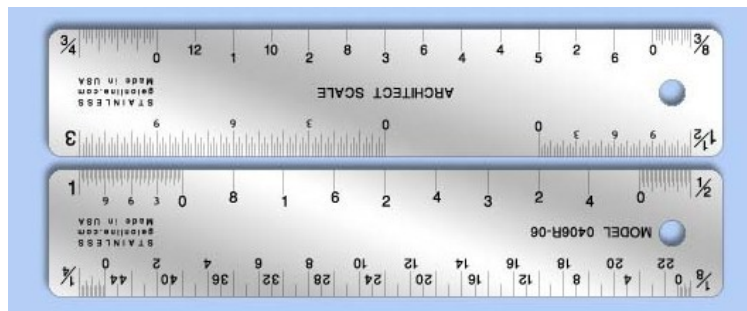
The Architects Rule

Often times when we acquire modeling plans we find that in order to reduce the size of paper needed to print some of the drawings on plans will be provided in different scales. The easiest way to be able to make use of these drawings is with the use of an Architects or scale ruler.

An Architect's or scale ruler is designed for use in determining the dimensions of a distance on a scaled drawing. Most architectural, construction and engineering drawings blueprints and modeling plans are scaled to allow for large areas, structures or items to conveniently fit on a reasonable size of paper.



Before using an architect's scale or ruler, it is important to know the scale of the drawing or item that is being measured. Once the scale of the drawing has been ascertained, select the correct scale on the ruler. For example, 1/8 on the ruler is in fact a scale that converts 1/8 inch on the drawing to 1 foot. This would represent a drawing with a scale of 1/8" = 1 foot. Be careful when selecting the scale on the ruler, there are two scales on each edge. One scale reads left to right and the other right to left.



Line up the zero mark on the scale selected with the beginning of the item you wish to measure. then determine at what point on the scale the end of the item you wish to measure is. Read the number off the scale that is closest to the ending point of the item measured. Mentally note this number and be sure to 'round down' even if you are close to the next number. This number represents the whole feet of the item you are measuring. Then slide the ruler so that the number you noted mentally lines up with the end of the item be-

ing measured. Now if you go back to the zero end of the scale the fractional feet to be measured will be represented by the distance of the start point of the object being measured to the zero point on the scale. Take the reading from this part of the scale (depending on the scale this may be graduated smaller or larger than 1") and add this number to the whole feet you mentally noted earlier.

This procedure seems somewhat cumbersome, however once you have mastered it and understand it's principle, you will be quickly and easily be converting scale drawings to real measurements with no math involved.

Rulers come in varying sizes and shapes from a traditional flat ruler to the more common and popular triangular ruler which can contain up to 12 different scales on a single ruler (both shown on the previous page). This is perhaps the most desirable one to have if you are working with plans that contain sheets drawn at different scales.

In addition when selecting a ruler you need pay special attention to the scales to ensure that the one you get contains the scales you require. Also note that they come with both Imperial and Metric measurements. The standard imperial ruler comes with the following scales: 3/32, 3/16, 1/8, 1/4, 3/8, 1/2, 3/4, 1, 1-1/2, 3, 16.

When you get used to using this type of ruler you will not know how you got along without it. It simply makes taking measurements from your plans and/or model a breeze.

SALTY SAYINGS

by Harry Campbell

SWING THE LEAD: To pretend to be sick in order to avoid one's duties.

QUEEN OF THE ROAD: A vessel close-hauled and having the right of way.

SOOGEE MOOGEE: A mixture of soap or soda and water used to clean woodwork and painted surfaces.

CLEWED UP: Very knowledgeable, especially about work.

MAKE HEAVY WEATHER: To exaggerate the difficulty of a job.

Custom Corner

This is a new section in the MSB Journal. It features custom built models that were ordered through Model Ship Builder or Premier Ship Models 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.



Asgard II

This model of the Asgard II was built for a customer in Bermuda and based entirely on pictures supplied by the client

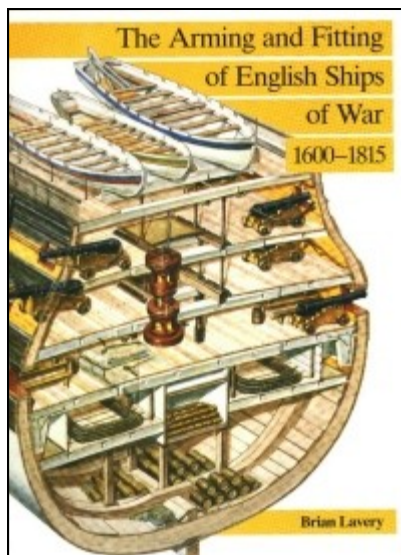




The Asgard II was the Irish national sail training vessel, and the replacement for the previous Asgard. A brigantine, she was designed specifically for service as a sail training vessel by Jack Tyrrell, and built in Arklow, County Wicklow. She was commissioned on 7 March 1981.

Owned by the Irish state, and operated by Coiste an Asgard (a founding member of Sail Training International), The vessel had a traditional figurehead in the form of a carving of Granuaile. The ship sank in the Bay of Biscay, 11 September 2008.

The Book Nook



The Arming and Fitting of English Ships of War 1600-1815

By Brian Lavery

US Naval Institute Press

ISBN-10: 0870210092

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Customer Review

This book contains is a vast collection of information, fully illustrated with photos of models and contemporary engravings, outlining developments as they were made in the English man-of-war. Lifestyles, customs, and fighting tactics, and their relationship to changes in architecture and fittings, are also covered. A must have for your library.

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Contributors Pictures

This first set of pictures was sent in by John Curry. You may remember a few issues ago a picture of his model still in the construction phase was on the cover. Here the Bremen Cog is finished and in her display case. She looks great!





Nautical Trivia

By Gene Bodnar

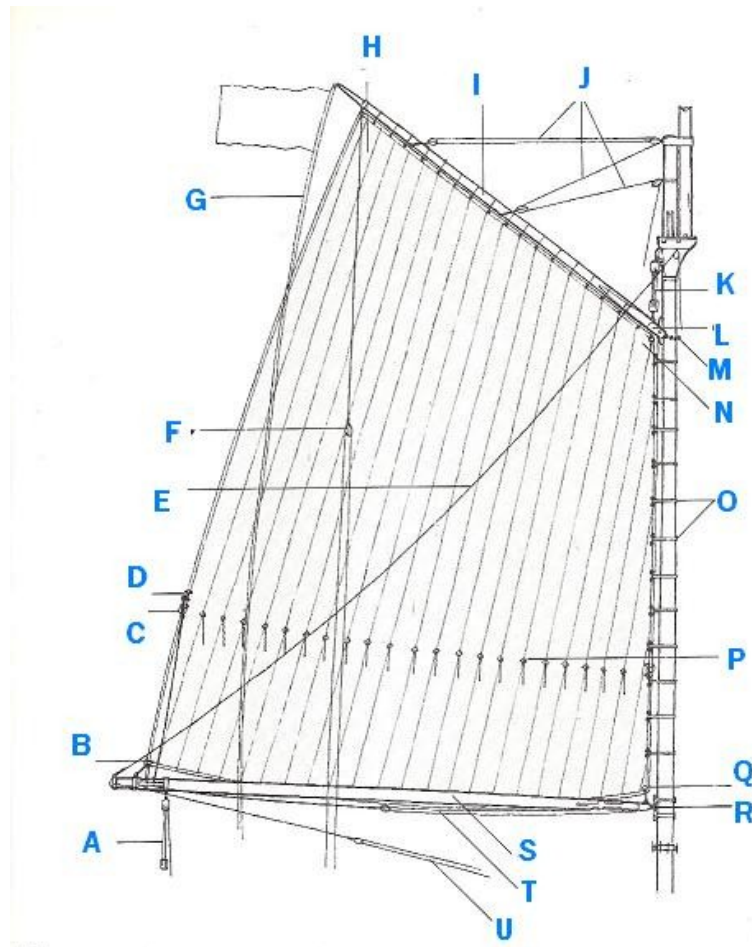


FILL IN THE BLANKS

1. The sailmaker stitched a small rope ring called a _____ around a small hole in the canvas to prevent it from fraying.
2. The sailor inserted a _____ through a hole in the heel of the topmast into the trestletrees.
3. The carpenter's mate installed _____ ranging fore and aft between the deck beams, which strengthened both the beams and the deck.
4. The seaman took out his _____ to look at his personal valuables and mementoes from home, which included a photo of his sweetheart.
5. A group of seamen went to the _____ to eat dinner.
6. A _____ ranks between a cadet and a sub-lieutenant, and he is the lowest ranking commissioned officer.
7. Instead of climbing to the top by using the futtock shrouds, he went through the _____ even though it was frowned on by seamen.
8. The sailor walked along the _____, which had no form of handrail, not even a rope.
9. The seaman filled in the seams to make it water-tight by driving in _____ and then covered it with hot melted pitch.
10. The rainwater pounding on the cambered deck ran off into the _____.



NAME THE PARTS



- | | | | |
|---------|---------|---------|---------|
| A _____ | B _____ | C _____ | D _____ |
| E _____ | F _____ | G _____ | H _____ |
| I _____ | J _____ | K _____ | L _____ |
| M _____ | N _____ | O _____ | P _____ |
| Q _____ | R _____ | S _____ | T _____ |
| U _____ | | | |



COLORFUL NAUTICAL WORDS

The opening letters of each of the following nautical words defined below spell a color, which may or may not have anything to do with the whole word.

1. _____ A small fishing craft.
 2. _____ A sailor of the Royal Navy.
 3. _____ A ratline seized to the foremost shroud of the rigging in order to confine running gear.
 4. _____ Wooden blocks used to protect stowed goods from damage.
 5. _____ A wave with a breaking crest due to a strong wind force.
 6. _____ A flag flown on all British merchant ships.
 7. _____ A nickname for the "Q" flag, the quarantine flag.
 8. _____ A block that is double-sheaved, with both sheaves being in the same plane.
 9. _____ A knob formed on a rope's end by using its strands to make a crown.
 10. _____ The garboard strake in a boat.
-

HOMONYM DAFFYNITIONS

The idea here is to answer a definition with a combination of two homonyms, which are words that sound alike but are spelled differently. All answers, however remotely, will have a nautical connotation.

1. _____ Impose a governmental collection on changes in a ship's course.
2. _____ Youngster who tends to a floating object that conveys navigational information to mariners.
3. _____ A group of countries that share a ship's pulley.
4. _____ Grip the central part of a rope with the teeth.
5. _____ Place on a ship reserved for delivering infants.
6. _____ A warship's belly button.
7. _____ Unable to force a ship at a sloping angle.
8. _____ Pulled an amphibian behind a ship.
9. _____ Spanker auction.
10. _____ Religious decree for 32-pounders.





Nautical Trivia

Answers



FILL IN THE BLANKS:

1-Grommet; 2-Fid; 3-Carlings; 4-Ditty box; 5-Mess; 6-Midshipman; 7-Lubber's hole; 8-Catwalk; 9-Oakum; and 10-Scuppers.

NAME THE PARTS:

A-Main sheet; B-Clew; C-Reef cringle; D-Reef tackle cringle; E-Topping lift; F-Gaff peak vang; G-Signal halliard; H-Peak; I-Gaff; J-Peak halliard; K-Throat halliard; L-Gaff jaws; M-Parral balls; N-Throat; O-Mast hoops; P-Reef points; Q-Tack; R-Gooseneck; S-Boom; T-Reef tackle; and U-Boom guy.

COLORFUL NAUTICAL WORDS:

1-Pinky; 2-Blue jacket; 3-Blackwall ratline; 4-Dunnage; 5-White cap; 6-Red ensign; 7-Yellow jack; 8-Tandem block; 9-Rose knot; and 10-Sand strake.

HOMONYM DAFFYNITIONS:

1-Tax tacks; 2-Buoy boy; 3-Block bloc; 4-Bite bight; 5-Birth berth; 6-Naval navel; 7-Can't cant; 8-Towed toad; 9-Sail sale; and 10-Cannon canon.



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

Southwest Florida Shipmodeler's Guild

Meets at the - City of Bonita Springs Recreation Center
26740 Pine Ave,
Bonita Springs, FL 34135
On the 2nd and 4th Saturday's each month, except December,
at 0900 am

Contact: John Weliver
PH# 239-561-5777
Email: jweliver@comcast.net

Golden Triangle Marine Modelers

The club meet on the second Wednesday of each month at 8:00 pm at the Albert McCormick Arena, 500 Parkside Drive, Waterloo. Their main focus is R/C and static models. During the summer they usually break from their Wednesday meetings to run their boats at the pool in front of Kitchener City Hall, plus, once a week their Sail division travel to the pond in Wellesley to race their sailboats.

Contact: Paul Dreher (Secretary)
101 Harcourt Cres.
Kitchener, Ontario
N2P 1M1

Ph: 519-748-0449
email: pcadreher@sympatico.ca

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