

# **The MSB Journal**

**An online publication for Model Ship Builders**

**April 2010**

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



## **The MSB Journal**

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# *Cabin Notes*

Another month has come and gone. Seen my first robin a couple of weeks ago, confirming the fact that spring is just around the corner. We've been pretty spoiled in the past month having seen summer like weather already. But! I'm always aware that another snow fall could be just around the corner! :-)

Just a couple of quick announcements I wanted to make before you get into this issue.

First I'd like to announce that site member Jeff Sillick has joined the MSB Journal group. Jeff has taken over the responsibility of creating, editing and updating a centralized online index of the MSB Journal. So, if you are looking for something from a past issue, you can now find it without having to read through each issue. A link to the MSB Journal Index can be found by going directly to the MSB Journal section of the website.

Next, as mentioned previously the plans for the Bomb Vessel Cross section model are in and construction of the Proto-type was to be built over the past month. In case you haven't seen, this has had some minor setbacks in the timeline. I'm hoping to get back to work on this in the very near future so that we can finalize the plans, making any necessary changes, and then make them available.

Also be sure to participate in our special draw (see page 11 for details)

This issue was a bit late getting out so I won't delay things any longer.

Happy Modeling everyone!

Winston Scoville

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

# The Boatswain

by Gene Bodnar

The rank of boatswain originates with the Royal Navy, and it is its oldest rank, dating back to the year 1040. However, today the rank no longer exists, with the Royal Navy's last official boatswain, Commander E. W. Andrew, retiring in 1990.

In the year 1040, five English ports furnished warships and their crews to King Edward the Confessor. The crews included officers holding titles of Master, Boatswain, Carpenter, and Cook. They were responsible for maintaining and sailing the ships, and they were the standing officers of the navy, who were later "warranted" by the British Admiralty.

Disciplining the crew members was the responsibility of the quartermasters and quartermaster's mates, and they used a rattan boatswain's cane on boys or a rope's end on adults. In a large crew, the discipline was frequently delegated to the boatswain's mates, who might alternate giving the required number of lashes. The boatswain was in charge of the ship's anchors, cordage, colors, deck crew, the ship's boats, and the ship's rigging while the ship was in dock.

The word "boatswain" entered the English language about 1450. The phonetic spelling "bosun" has been around since 1868, and it was Shakespeare who used this spelling in *The Tempest* written in 1611. Other spellings include "bo's'n" and "bos'n." The term originates from a combination of Old English and Old Norse from words that mean "a young man" or "follower" of the "boat."



BOATSWAIN  
About 1829

In more recent days, the boatswain acted as the foreman of the unlicensed deck crew on a merchant ship. Of course, the boatswain's tasks have been modernized with the advent of steam engines. He is generally highly skilled in all matters of seamanship required for working on the deck of a seagoing vessel, and he is generally responsible for planning, scheduling, and assigning work. When the work is completed, he checks the work for compliance with approved operating procedures. He is also responsible for cleaning, painting, and maintaining the vessel's hull and deck equipment, cargo rigging, winch operations, working aloft, and many other duties during deck operations.

Today's boatswain is not licensed; however, he usually must possess an Able Seaman Certificate. At sea, a watch-standing boatswain will stand watch for four hours and is off for eight hours, seven days a week. Many boatswains are unionized, and they are usually hired through union halls by shipping companies. The halls themselves are typically found in major seaports.



MSB is a Charter Member of the  
Vessel Research Team

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

### **L-26**

The L Class were the first submarines to carry some of the normal fuel stowage in external tanks. Although only about 20 tons of fuel was carried in two lightly constructed tanks, this started the practice, which was developed in the 1920s, of carrying a large amount of fuel externally.



With WWII on the verge of ending, British Naval Staff suggested that 2 older L-class subs (L26 and L-27) be turned over to crown assets for disposal. In Halifax, Nova Scotia plans were made to sink the submarines and use them as targets. One would be sunk off Halifax and the other in the Bay of Fundy. The L-26 was the only one sunk and it was put down near St. Margaret's Bay, Nova Scotia.

#### Last Voyage

On September 25th 1946 the L-26 was sunk near St. Margaret's Bay, Nova Scotia for use as a target.

In 1998 Swiss Air Flight 111 tragically crashed in to the Atlantic. During the search and salvage efforts a long cylindrical object was discovered on the seabed. Initially thought to be a section of the fuselage, it turned out to be unrelated to the aircraft and was of unknown origin. This turned out to be the long forgotten submarine L-26.

You can learn more about this and other ships at

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



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

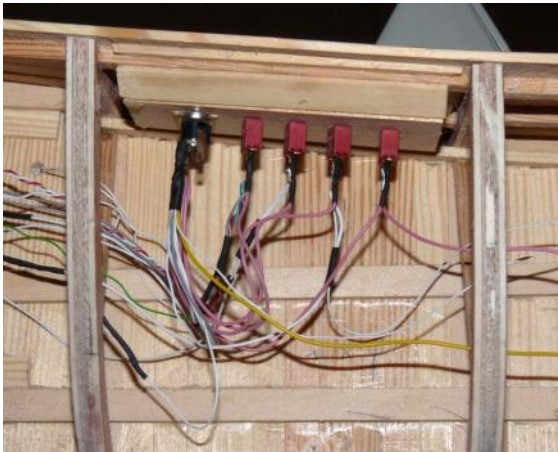


# The RNLB Thomas McCunn

An Ongoing

Project by

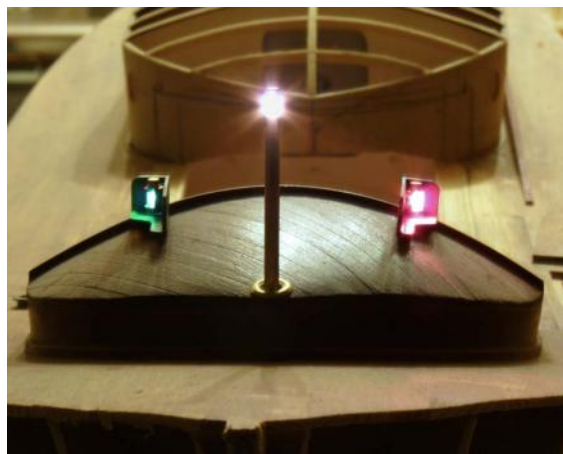
Mike Pendlebury



The wiring for the interior and navigation lights has been routed around the hull of the boat and wired up to the switches via a birds nest!



The switches themselves will be accessed via the port side cover that on the full size boat gives access to the petrol tanks.



Great news !! All the lights, both interior and navigation, work as they should. The hull can now be planked and a boat like structure produced.



The hull was diagonally planked, as per the original, and any low/high spots corrected on this under layer of planking. The prop tunnels will be planked at a different angle as they need to bend in several planes at once and will be done later in the build.



The original Watson Class Lifeboats had an unbleached layer of calico between the planks and this I have fitted using a pure cotton bed sheet (don't tell my wife!!) which was fitted and stretched over the hull wet and secured to the hull by stippling pva glue though the weave, just like making a grp hull!



When the glue had dried the excess was trimmed off and the hull is now ready for the top layer of planks. These will be fitted in the opposite orientation to the first layer. This three layer system gives the boat strength and flexibility, both qualities needed in a boat that had to survive in horrendous weather conditions when all other boats were trying to reach safety.



## *On The Question Of "To Paint, Or Not To Paint"*

by Gene E. McClure

**To Paint or Not to Paint** is an excerpt from Chapter 9 of Gene McClure's second edition book "**HMS Victory, How to Build a Masterpiece in 1:96 Scale**". Twenty-five years ago Gene documented his journey through 6,403 hours of radically modifying a Mantua kit. The book is certainly not a kit-bashing attempt, but rather an example to demonstrate what can be achieved by simply using a kit as a starting point. Only 10% to 20% of the kit was actually used in Gene's masterpiece. Everything else was scratch built. A standard and deluxe version of the book is due for release this month. For further details and availability, contact Vaughn Pyne at [VPyne@msn.com](mailto:VPyne@msn.com)

Some would have you believe, we have now desecrated our workmanship with paint. Well, I don't buy that at all. At first I was not going to mention anything about this controversial subject, but have had a change of heart. At any rate, if you are really a died-in-the-wool non-desecrator, then nothing I say will have any effect, so to each his own. However, for those who may not have completely made up their minds about the subject, let me continue. Mr. Longridge first coined the phrase "desecrate your craftsmanship with paint" sometime prior to 1939, and during the intervening 50 plus years, there have been those who quote him as if like Shakespeare. He had made a profound statement for all time to come, and it is not easily dismissed. I would ask those who continue to insist on using this unfortunate choice of words, how is it possible for one to desecrate that which is not sacred? Craftsmanship hardly qualifies as the necessary religious connotation implied. While I am well aware the debt owed Mr. Longridge and his work, I would take exception with him on this one point most vigorously. I may not have disagreed in 1939 at a time when common house paint was about all one had. However, with the advent of our fine modern paint for model work, I think his original statement should be reappraised with regards to both content and meaning. How can one look at the beautiful 1/4" scale model of the *Victory* built by Mr. H.S. Spalding during the mid 1960's which painted, and think it could look as well unpainted?



Now let me approach the question from yet another direction, that of authenticity. Dock yard models aside, those who sometime profess a leaning toward any degree of perfection and realism must only do so in jest if there is no paint. Where, when and what ships were launched with no paint as a matter of routine during modern times? We could almost say

case closed right there but someone may point out that rare instance where some ship or other had put to sea in an emergency without paint, which of course is not the point. The point is, are you going to build one of those abnormal cases or perhaps depict one still on the ways in dry-dock and half finished? If so, then no paint required I suppose, after all it may be missing a lot more than paint.



On the other hand, if your model is going to be completely finished and ready for work, then I can see no way around this paint business. Authenticity *requires* paint, even though it may not be a personal choice.

I have seen some meticulously well constructed models almost true to their prototypes to a fault, with one large and glaring exception. No it wasn't a belying pin here or a spike there missing which really prevented the model from being a true miniature replica of the real ship. What was really missing was that

someone had forgot or simply chose to overlook the fact that most all ships are *painted*. This is no small matter, failing to paint an entire ship. If your primary objective is to show some miter joints, or that you have used every species of wood known to man, or wish to make a treenail stand out like a sore thumb, or simply be in a hurry and just can't be bothered with painting all those pieces, then obviously a painted model is not for you. If a modeler has said that he does not paint his models because that's the way he personally likes it, then of course I respect his wish and would be wrong to try and impose my likes or dislikes on him or her. But if you have not painted your model because you wished to be in vogue, then remember, what is today, may not be tomorrow. I would hope this no-paint thing is a flash in the pan and will pass in due time. Also I would hope you will not use the Admiralty models as an excuse as that is another story altogether.

In building a ship model, so many compromises must be made that it doesn't make sense to compound the situation needlessly, and least of all simply to make a gaudy show of wood joinery or a piece of rare wood. These things are not what model ship building is all about. Since real ships were not constructed for these purposes, the more we strive toward them the further we stray from the real ships. Remember this is not a stick of furniture that you can interpret or build to suit your fancy. It is supposed to be a reproduction in miniature of a real ship that does or did exist.

What we are after is a scale model ship, so let's make it look like one, nothing more, nothing less. The way I look at it is this, if the paint was good enough for the real ship, then it's good enough for my model. I have never seen a model ship in the buff that did not look as

if something was missing. A very, very small amount of artistic license may be permitted only if there is no other way out, but if you are to remain true to the original ship you should not express your personal opinion in your work, when contrary to evidence of an obvious nature.

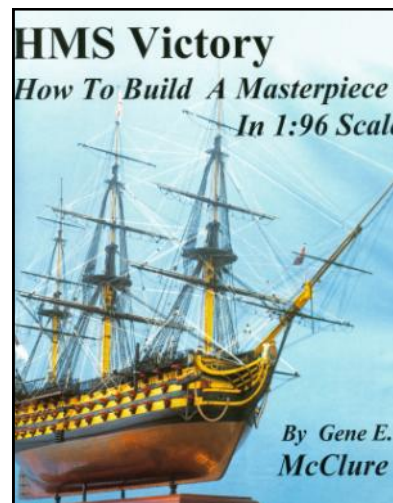
We should be absolutely ruthless in eliminating any thing which resembles a personal touch. There is no room on board a ship for your personal touch, and everything on board needs to be there. This leaves us no room to add nor subtract anything (including paint), so build the ship as it was. This simply means that where paint is found on the real ship, there is where we should find paint on the model. It means we will have to cover some nice treenails, miter joints, scarp joints and rare wood with paint, no matter how much work you did to produce them.

Here of late there has been a tendency to drift from realism toward artistry or impressionism. When in fact, our job is to *copy* in miniature, not interpret. We have already drifted so far from our original purpose that some model contests now award extra points based on the amount of exotic wood found in the model. We hear time and again, good model builders mention these rare woods, ebony, cherry, rosewood, teak, jelutong, tanganyka, etc., having been stuck on their models as though by this act alone you should have a better model ship. As for myself, while I do appreciate a fine piece of wood as well as the next person, if it can add nothing to the accuracy of the model, then I have little use for it. If it adds nothing to utility, then I have no use at all for it.

There is however, a place for display for these rare woods, i.e., cabinet work, furniture, etc. But a scale ship model will hardly fit the scheme of things as a proper vehicle to use, never did, never will. So to sum up, while Longridge may have had a legitimate reason for not painting his model, today we have none.

**Enter Our Draw**

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**To enter, simply email [hmsvictory@modelshipbuilder.com](mailto:hmsvictory@modelshipbuilder.com)**

**Winner will be announced in the next issue**

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# GREAT LAKES MODEL BOAT ASSOCIATION



## MODEL BOAT EXPO 2010

HOSTED BY THE  
GOLDEN TRIANGLE  
MARINE MODELERS

KITCHENER CITY HALL  
KITCHENER, ONTARIO  
CANADA

**JULY 3 & 4, 2010**

### HIGHLIGHTS

- **SCALE JUDGING CATEGORIES**

- NAVAL BOAT
- PLEASURE BOAT
- WORKING BOAT
- RACING
- MINIATURE
- SAIL
- SUBMARINE
- MORE CATEGORIES WILL BE  
ADDED AS NEEDED

- **SCALE JUDGING CLASSES**

- SCRATCH BUILT
- SEMI-SCRATCH BUILT
- KIT

- **BEST OF SHOW AWARD**

- **PEOPLES CHOICE AWARD**

- **BEST ANIMATED BOAT AWARD**  
- SPONSORED BY MCD

- **NARRATED SCALE RUNNING  
EXHIBITION.**  
-SATURDAY AND SUNDAY

ALL FIRST PLACE WINNERS - INCLUDING PEOPLE CHOICE WINNER WILL ALSO WIN A RADIO  
( COURTESY OF GLMBA)

THE BEST OF SHOW WINNER WILL ALSO WIN A RADIO AND SPEED CONTROL

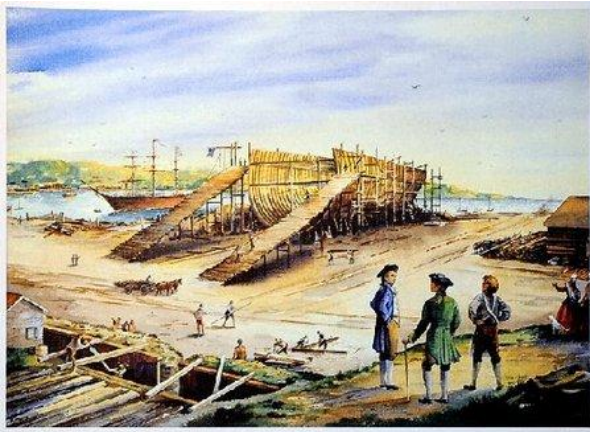
FOR MORE INFORMATION PLEASE CONTACT JACK KIPFER @ 519-884-0960  
OR JEFF KIPFER @ [glmba@rogers.com](mailto:glmba@rogers.com)

# The Great Lakes

## FRONTIER SHIPWRIGHTS

In the last part of the Great Lakes series we left off with the building of the British gunboat Caustic. The building of this model can possibly be either a separate article here in the MSB Journal or possibly an on line build at the Model Ship Builder site, as this current series of articles deals more with the presentation of historic subjects for the model shipwright. In this issue of the series we will take a look at the life and times of the frontier shipwrights.

After the American Revolution, North America had a new American navy and the establishment of the Provincial Marine in Canada. As for the Great Lakes, a rapid expansion of settlements began to take hold and there were more private shipyards appearing along the shores. This expansion was mainly due to companies such as the Pennsylvania Population Company and the Holland Land Company (both of whom were organized by Philadelphia capitalists), which sold land to settlers in upper New York, north-west Pennsylvania and west to the Ohio Valle. By the year 1798, approximately 150,000 acres of land were sold.



A print of a painting by artist Frank Kraft of the construction of the USS Oneida is on display at the H. Lee White Maritime Museum in Oswego.

As the population increased so did the demand for goods and supplies. Some of the settlers started businesses and developed markets, which in turn stimulated the need for cheap transportation. When Connecticut ceded its land to congress, Moses Cleveland of the Connecticut Land Company purchased land from the Indians in Ohio known as the Western Reserve and by 1800 thirteen hundred settlers moved to the reserve. The area of the western reserve created a commercial link connecting to Detroit which had been established as a settlement, fort, shipyard and trading center since the days of La Salle. Land travel from east to west was extremely difficult, so shipping on Lake Erie became an important means of transportation.

Up until 1785 private vessels were prohibited on the lakes and all vessels belonged to the Provincial Marine, which was a transport and patrol service that monopolized all shipping on the lakes. But, by 1789 merchants made such a fuss the government eased restrictions and granted licenses to private firms to build and sail ships.

One of the first companies to build vessels was the Population Company. Judah Colt, who worked for the company, brought a team of surveyors, carpenters and blacksmiths and a shipwright names Eliphalet Beebe to the lakes along with a land owner Daniel Dobbins. The team built the Washington a 30 ton sloop and another vessel the Harlequin which was lost with all hand shortly after her launch.

Disasters such as the Harlequin had a discouraging effect on financial backing from investors for building vessels so the entire lake fleet of merchant ships was perhaps a dozen

ships.

The ship builders were often the captains and owners of the vessels and formed a cliquish group of rough and tough frontiersmen.

In Erie Pennsylvania, Beebe, Rufus Reed, William Lee and Daniel Dobbins built and sailed the Good Intent, the General Wilkinson, the Ranger and the Salina establishing a service between Buffalo and Detroit.

The most important article in early lake commerce was salt, which expedited the construction of lake vessels more than any other commodity. When Dobbins became master of the 90 ton schooner Charlotte he renamed her Salina because her main cargo was salt. At the source in New York's Onondaga salt works a barrel of salt sold for .60 cents on the frontier it sold for \$13.00 a barrel. Salt on the frontier was as good as cash.

On the lakes there are no plans or records of the ships in the early commercial fleet around this time period. A total reconstruction would have to be done starting with the design of a hull as was done with the first armed ship Ontario. A majority of the settlers were from Connecticut and New York and there are records and plans of ships built in New England and New York shipyards so it could be reasonable to assume ships built on the lakes would be somewhat of a reflection of those ships.

One of the prominent shipwrights on the lakes in the pre war of 1812 period was William Bell Master Shipwright and ship designer and his brother John Bell a ships carpenter. Born January 12, 1777 in Fifeshire Scotland William Bell came to Canada where he secured the position as Master Shipwright in the Provincial Marine and began his career at Amherstburg in upper Canada. Through letters we can follow the life and times of this frontier shipwright. On arrival of William and John Bell at Amherstburg, William sends a letter to His Majesty Services Major Curry Deputy Quarter Master General Nov 28, 1804

*Sir*

*In consequence of finding difficulties to obtain comfortable quarters for the winter I thought it best to state my case to you. There is a small house near the dock yard that was built by the Marine Department for the foreman and apprentice, this house is now out of repair and Mr. Reynolds applied to the Major to have some small repairs made to it that I might be lodged there for the winter, the place I at present occupy is a small log hut, too small for myself and my brother who is a carpenter in the dock yard. The major said to Mr. Reynolds he could not authorize any repairs. I then waited on the Major, to request he would allow some repairs to be made to the house, his answer was, I was not entitled to quarters, and if I wanted any other, I might hire them, I have therefore to request you will be good enough to inform me what I am to expect, as builder and foreman in the dock yard at this post.*

When Bell came to Canada he worked at a shipyard in Quebec before being employed by the Provincial Marine, I suspect he was use to living in an actual house with a suitable degree of comforts. Sent out to the frontiers of the Great Lakes he found himself having to fend for himself with little to no help from the government as we see in another letter sent by Bell.

*Finding myself not provided for in the situation in which I have been placed, as builder foreman in the Marine department at Amherstburg I beg have for your information the following circumstances.*

*First – with respect to stationary, as I have always furnished out of my pay, for the use of the dock yard which takes a good quantity as the men’s time and the different implements are all kept clear of one another for the stores drawn for the different services and for drafting on.*

*Secondly- as for the place I now hold as having no apprentice nor any person to cook my provisions allowed me, I am obliged to pay for a man which I cannot find any person under three shillings per day. Those articles take two thirds of my pay, my barrack allowance is too small. If I had the pay and allowances of the master carpenter of the engineers department I would be well enough content.*

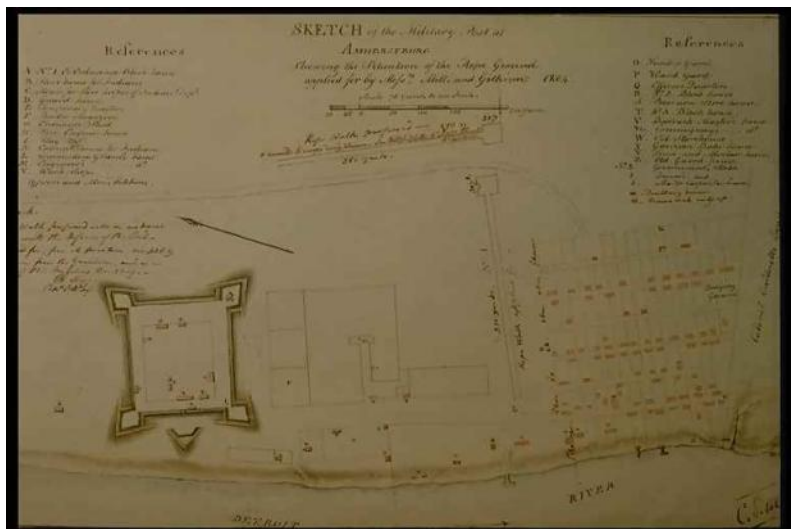
*I also repaired my quarters on my own expense, which cost me seventy three dollars Halifax, as neither a door nor window or even a floor was in them.*

### **AMHERSTBURG**

After the American Revolution the Jay Treaty gave the British two years to evacuate Detroit. Huge rafts were built and supplies were sent down river to a track of land deeded to officers of the Indian Department by the local Indians.

Royal Engineers and 100 of the Queens Rangers were sent to construct a fort here and by 1799 the forts infrastructure was complete and the Kings Navy yard was built with a large storehouse, two block-houses, a timber yard, saw pit and a pier.

The government allowed housing to be built on the military reserve, so lots were laid out on the garrison grounds and a lottery was held to grant the lots to ticket winners. A lot holder had to build a livable house on the lot within one year but ownership of the lot was retained by the crown.



Sketch of the Military Post at Amherstburg, 1804. The fort is on the left, the navy yard at the centre bottom and the town of Amherstburg on the right. Archives Canada.

The first draw of lots went mainly to merchants and traders while the second draw went to carpenters and other artisans who worked in the shipyard.

Location lot number 17 and 18 belonged to William Mills an enterprising businessman and captain of the Nancy who owned a quarter share in the schooner. The remaining three quarters of the Nancy belonged to Forsyth, Richardson & Company, which was later divided and the North West Co. took three eights share. This consortium of merchants owned the schooners Nancy, Caledonia and the Charlotte along with a storehouse, a wharf and a house.

The settlement of Amherstburg was more of an extension of the Kings naval yard and Fort



Fort Malden today

Malden as most of the residents worked in the shipyard or were engaged in supplying the yard and fort. Aside from employment in the shipyard there was a private hemp farm and rope walk that supplied rigging to both private and naval vessels. Other businesses in early Amherstburg included a hatter, shoemaker, tailor, innkeepers and a miller for grinding grain.

One cottage industry that carried on in countless homes was the distilling of alcoholic spirits. Local farmers found this cottage industry quite profitable because, all the

grain they could grow was sold to the distillers.

With a garrison of soldiers at the fort and the constant traffic of fur traders contributing to the economy of the town, the presence of so many taverns created a problem of carousing drunken soldiers, mariners and fur trappers which were described as deplorable public incidents involving property damage, bodily injury and loss of income. It seems the town of Amherstburg was your arch typical Wild West town populated by the toughest and hardest of men.

Fort Malden is still there with the barracks and cannons pointing out to the river. The old merchant schooners and war ships are long gone, now replaced with the giant steel freighters.

## THE SHIPYARD

You would never suspect this was the place where William Bell and his ship carpenters built the ships that fought in the war of 1812. Today the shipyard is a garden and park where visitors walk along the banks of the river.

Along the shore of Amherstburg were moored two ships the Chippewa and the Dunmore, which were declared un-serviceable and left to rot. Later they were hauled on land then stripped of their iron and usable timbers.



The Navy Yard today

In the yard the Ottawa was undergoing extensive repairs. The Ottawa required 4,100 feet of 2 inch Pine planking, 140 feet of Pine timbers, 210 feet of 4 inch Oak planking, 420 feet of 3 inch Oak planking, 930 pounds of various size nails, plus pitch, oakum and paint.

Aside from the repairing of the Ottawa the Deputy commissary at Quebec ordered carpenters from the Kingston navy yard to be sent too Amherstburg, under the direction of John



Moore to build a new vessel which was the Earl of Camden.

In 1803 another vessel was approved for building at the Amherstburg naval yard, which was the first official vessel built by William Bell. The Hope was built as a transport but lasted only two seasons when her captain alleged to be thoroughly drunk ran the Hope into a shoal at the loss of the vessel, its cargo and one crew member.

In 1806 plans were made to replace the Hope with a new schooner the General Hunter. William Bell's first problem was finding the timber needed for the new ship. All the standing timber in and around the fort and town of Amherstburg was gone and great expense was involved in hauling the timber over bad roads to the yard. A decision was made to contract civilians for the timber needed and employ the carpenters over the winter to cut the framing timber. Another laborious and expensive task was providing knees for the ship, this was done by up rooting Oak trees and hauling the massive chunks of wood to the shipyard.



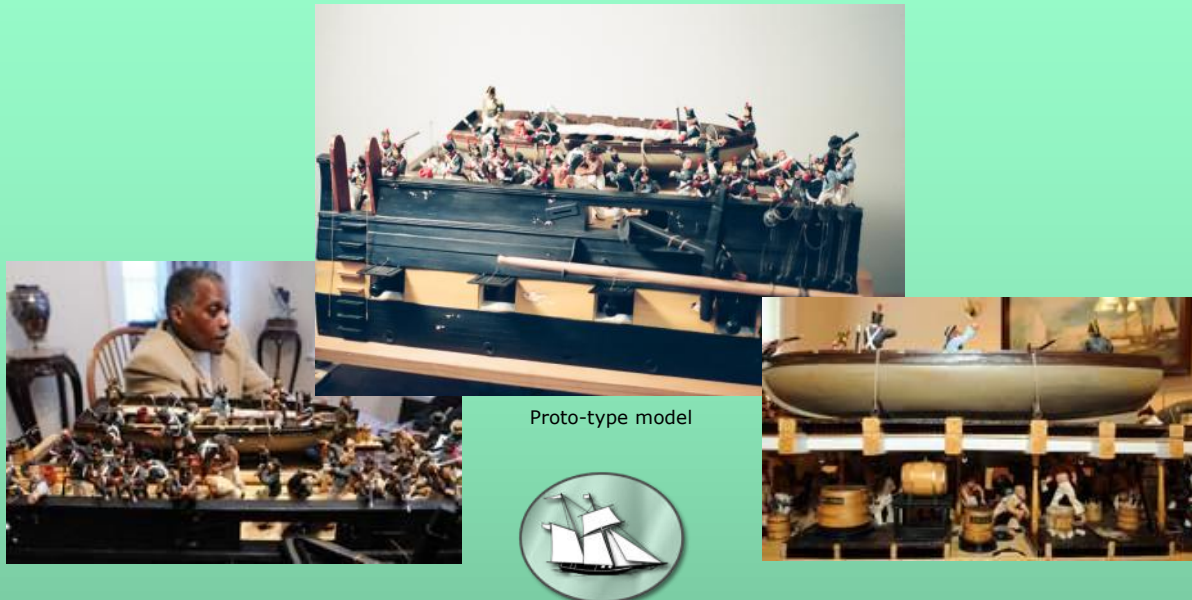
The General Hunter on expedition to Fort Meigs

When launched the General Hunter was an 80 ton vessel with a crew of 45 men and was armed with 4 six pounders, 2 four pounders and 2 twelve pounders. William Bell went on to build the Lady Prevost, the Queen Charlotte, the Detroit and two gunboats the Eliza and Myers. During the war of 1812 William Bell was sent to the Kingston naval yard where he assisted in the construction of the Princess Charlotte, then as master shipwright, built the frigate Psyche and the 120 gun ship the St Lawrence. Before retiring as a farmer Bell also built a schooner for a private owner.

The Nancy and the General Hunter were found and a study was made of the timbers.

In the next part of the series we will begin a model build of both theses vessels based on the archaeological study of the wreck sites.

## **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](http://www.modelshipbuilder.com)

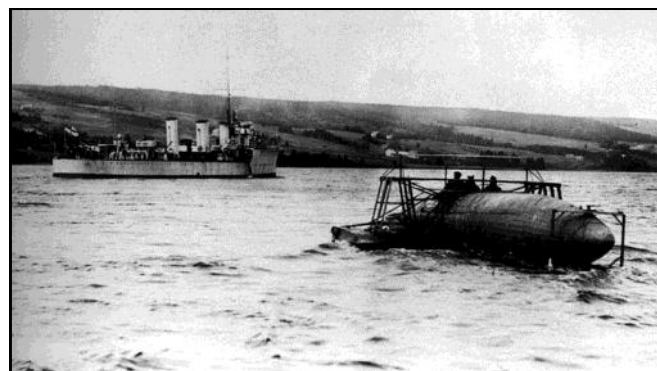
## ***Badges:***

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



## **HMCS Patriot**

The HMCS Patriot, shown in the background from a picture taken in September of 1924 during trials of Alexander Graham Bell's hydrofoil, the HD-4, on the Bras d'Or lakes of Cape Breton, NS. HD-4 was later fitted with two aircraft engines, and trials went quite well, but ultimately no interest was shown and the design was never sold. Photo Courtesy of Corvus Publishing Group / Canada's Navy.



If you have more information about the badge and heraldry of this ship I'd love to hear from you. [winston@modelshipbuilder.com](mailto:winston@modelshipbuilder.com)



## On The Workbench



### Pin Vices

#### What Is A Pin Vice ?

A pin vice is really just a handle with an adjustable throat or collet at one end. For the average model builder like myself we use them to perform drilling operations on our models. They are intentionally designed to handle the small drill bits that we use.

However, there are also a variety of other uses for the pin vise that we may not think of. They can be used to hold small reamers for sanding and carving, or holding small wires for intricate bending or twisting.

#### What Features Should I Look For?

Pin vices come in a variety of styles, useful in slightly different ways.



use with smaller bits.

Double ended pin vices, or pin vices with replaceable collets come with a choice of two or four collets. Having more collets that fit your vice, gives you a much wider range of tools which will fit in the vise. If you want to use a pin vice to hold burs, reamers and files, try to find one with collets that allow the use of tools up to 1/8 inch in diameter.

Simple mini drill styles of pin vices often have a single collet fitting the mid range of drill bits, which can be stored inside the handle. These tools do not have the extended use of multiple collet pin vices.



Ball handled pin vices, or pin vices with a swivel head, are designed to be held with the handle of the pin vice in the palm of your hand, while using your thumb and index finger to twist the chuck. These are useful for drilling larger holes in soft stock.

Pin vices or mini drills without revolving heads are more difficult to use one handed, two handed use usually gives better control over the straightness of the drill for

Variety in body shape. Hexagonal, square or long and narrow pin vices are also available for use as blade or needle tip holders where the pin vice can be used to scribe, and extra length, similar to a pen is ,or for situations where you don't want the vice to roll off a work surface, and a square or hexagonal shape stops the vise from rolling.

### **Specialized Pin Vices**

A number of special use pin vices are available from jewellery suppliers. Usually they are adapted to hold particular jewellery parts, such as the mounting arms for gemstones. An Archimedes drill is another specialized form of pin vice, designed to be a miniature push drill for drilling or reaming operations.

Because they are relatively inexpensive, it never hurts to have a selection of vices in your tool box so that you always have the right one on hand to do the job.



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## 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.*

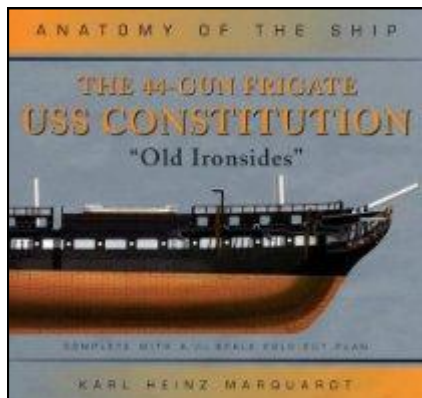


### Kathleen Anne Model Yacht





## The Book Nook



### The 44 Gun Frigate USS Constitution

By Heinz Marquardt

US Naval Institute Press

**ISBN-10:** 1591142504

**ISBN-13:** 978-1591142508

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

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### Customer Review

Reviews of earlier editions of this reference were very negative. I purchased the revised (current) version and could find none of the problems listed in reviews of the earlier editions. I conclude that those problems were resolved in this edition. I have placed this book on my reference shelf beside others of similar sterling quality and will use it as I construct my own model of USS Constitution. I recommend this REVISED reference for any who want detailed plans of this magnificent ship!

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[Model Ship Builder Amazon Book Store](#)

All purchases made through our Amazon Store go to support this publication and Model Ship Builder website.





## Contributors Pictures



For those of you who read the last issue you'll remember Jack Nodwell's article on sails. Jack has since moved on to the next part of his diorama and sent in a progress picture.



Next are some pictures sent in by Richard Traut of his build of the HMS Agamemnon (1781)







# Nautical Trivia

By Gene Bodnar



## Rails, Fixtures, and Ornaments by Gene Bodnar

### Across

**1** Ornament placed on the outside of small ships near the stern, containing either a window or its representation

**6** Length of timber added to a rail in order to strengthen it

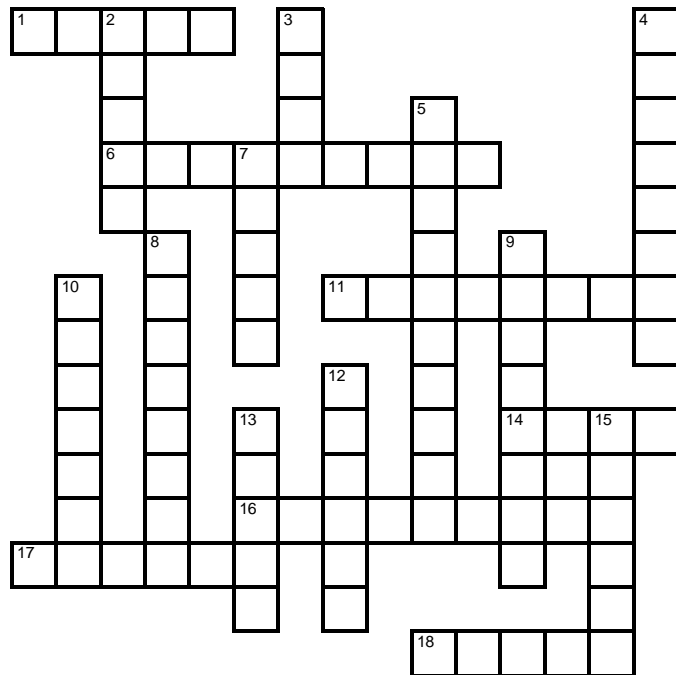
**11** Ornamental mouldings between the windows in a ship's stern

**14** Frame of wood holding belaying pins

**16** Strengthened opening in the midships bulwarks through which the hawser passes when the ship is moored

**17** Painted decoration along the upper part of a ship's quarter, stern, or bow

**18** Large cleat fixed to a ship's side, used for belaying large ropes



### Down

**2** Break in the sheer rail which ends in a scroll

**3** Rung of a ladder

**4** Another name the a gunwale of a vessel

**5** Short, strong post in the fore part of a vessel used for turning up the cable

**7** Platform hung over a ship's side

**8** Aperture cut in a bulkhead through which small arms could be fired at a boarding enemy

**9** Rack of belaying pins fitted at a ship's side or on the deck around the masts

**10** Channel cut through a ship's side in order to carry water off the deck into the sea

**12** Canopy of canvas extended over a deck for protection from sun or rain

**13** Post which holds the ends of the rails going from the fore end of the poop or the after end of the forecastle to the gangway entrance

**15** Wooden projection serving as a cleat for the tacks and sheets of sails



## Drop a Line

An interesting nautical quotation by Webb Chiles has been fit into the diagram below, though you'll have to rearrange the letters considerably to find it. Looking at each column of letters vertically, distribute the letters in it into the empty squares directly below. The black squares show you the spaces between the words in the quotation. They'll help you decide just which box to use for each letter over it in order to spell out the Drop A Line quotation.

A	N	E	A	E	E	D	I	N	D	S	I
A	S	S	A	I	L	I	I	T	I	W	H
O		T	H	M	T	O	R	U	M		
S				R		W	S				
	■							■			■
		■							■		
			■							■	
	■				■					■	■

## Cryptogroups

The words in each Cryptogroup are related to a single nautical subject. A simple substitution code has been used for each group. Frequently used letters and double letters are clues that will help you break the codes.

### 1. ON THE YARD

D P S M

W I H H I D Y I A V

K I R N L M I X

L M P H H O W

S D T F P L Z Z G H L T

S G G M H G W T

### 2. PARTS OF AN ANCHOR

Z I K D A

L O X R

J X C A G

Z N O H A

Y S X X

D M K B H



## **Book Club**

Fill in each of the blanks in the following book titles with the name of a place.

C. S. Forester's "The Captain from \_\_\_\_\_"

Bernard Cornwell's "Sharpe's \_\_\_\_\_"

Gay Gilpatric's "Action in the \_\_\_\_\_"

Porter Hill's "\_\_\_\_\_ Flyer"

Richard Woodman's "\_\_\_\_\_ Mission"

C. S. Forester's "Admiral Hornblower in the \_\_\_\_\_"

Charles Nordhoff and James Normal Hall's "\_\_\_\_\_ Island"

J. E. MacDonnell's "Eagles Over \_\_\_\_\_"

W. H. Canaway's "The Grey Seas of \_\_\_\_\_"

Patrick O'Brian's "\_\_\_\_\_ Island"

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### **SALTY SAYINGS**

by Harry Campbell

**ZIZZ:** To sleep, particularly between watches.

**OLD MAN:** Nickname for the master of a Merchant Navy ship, regardless of his age.

**ON THE TROT:** Successively; for example, to serve two watches on the trot.

**LUFFED:** Detailed for an unpleasant task.



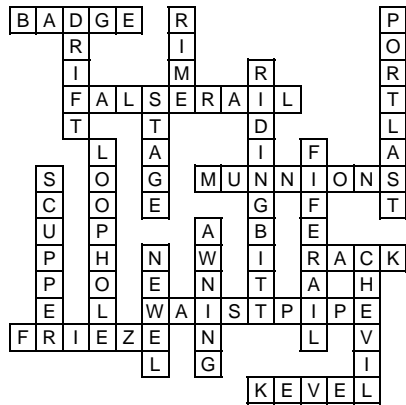


# Nautical Trivia

## Answers



### Rails, Fixtures and Ornaments



**DROP A LINE:** A sailor is an artist whose medium is the wind.

**CRYPTOGRAMS:**

LIFT, PARRAL BAND, JACKSTAY, FLEMISH HORSE, FOOTROPE

STOCK, PALM, FLUKE, SHANK, BILL, CROWN

**BOOK CLUB:** 1-Connecticut, 2-Trafalgar, 3-North Atlantic, 4-China,

5-Baltic, 6-West Indies, 7-Pitcairn's, 8-Taranto, 9-Jutland, 10-Desolation



## 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](mailto: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

### **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](mailto: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](mailto: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