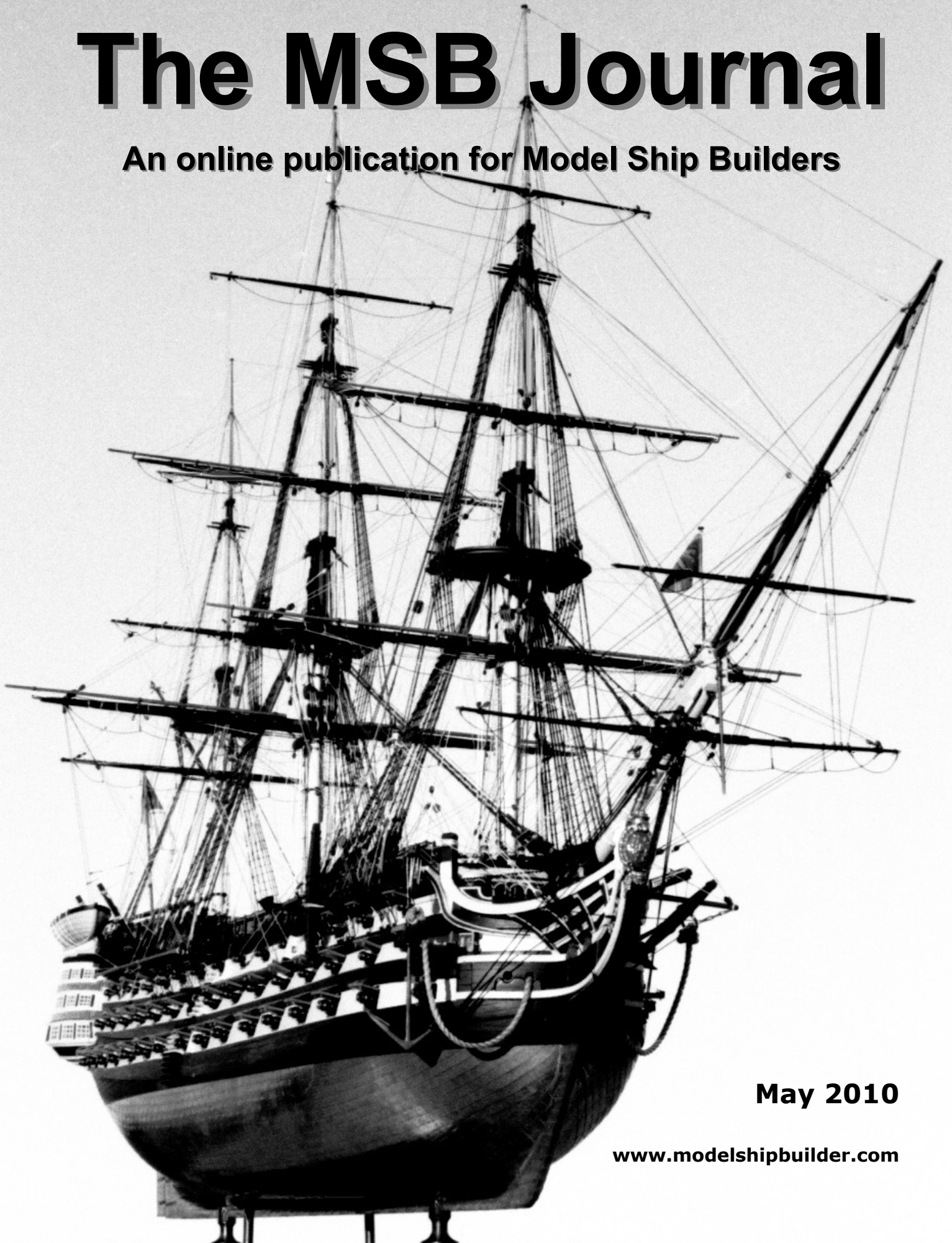


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CANNON FODDER

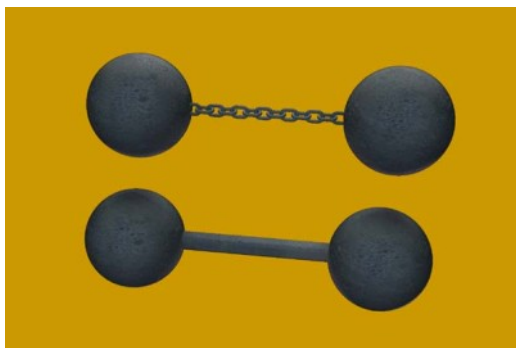
by Gene Bodnar

Cannonballs weren't the only things that could be fired from a cannon. Many different types of shot could be fired, and each type had a different purpose. A few examples are grape shot, chain shot, bar shot, bombs, hot shot, star shot, canister shot, and just about anything else that could be loaded into a cannon.

A common alternative to the cannonball was grapeshot, which was a mass of loosely packed metal slugs stuffed and tied into a canvas bag. When assembled properly, the small balls resembled a cluster of grapes; hence, the name. When grapeshot was fired from a cannon, the small balls spread out at high velocity, giving an effect quite similar to a shotgun, but on a much larger scale. Grapeshot was particularly effective at short range, destroying everything and everybody within its range, making it an effective anti-personnel weapon.

Chain shot was formed of two small-caliber balls, or two half-balls, chained together. When fired from a cannon, the components of the shot would twirl and tumble in the air with the connecting chain fully extended. It was common to use chain as much as six feet long, so the device would sweep through to its target, effectively snapping off a mast or yard, or cutting through shrouds or other rigging. Of course, chain shot was less accurate than grapeshot, so it was usually employed at shorter ranges.

Bar shot was similar to chain shot, but the two balls were joined together with a bar instead of a chain. It had about the same effectiveness as chain shot.



Chain Shot and Bar Shot

Bombs were quite effective, too. Bombs were simply balls filled with gunpowder. Containing a primitive form of fuse, it was set to detonate at an approximate time after firing, preferably as soon as it reached its target.

Hot shot consisted of small iron balls heated to a glowing red hot. When fired upon an enemy, the hot shot would start fires on the enemy ship, especially in the sails. Hot shot was comparatively dangerous to fire from a cannon, because it would frequently cause the cannon itself to explode.

Another form of ball was the star shot, which consisted of a ball with four hemispheres connected by chain. When fired from a cannon, the chains would break and the balls would fly apart and spin wildly, cutting through wood and flesh with equal ease.

Another form of anti-personnel ammunition is the canister shot, which is also called case



Grapeshot

shot. It was similar to grapeshot, and it was about as effective as a giant shotgun shell. Canister shot consists of small lead or iron balls packed with sawdust into a closed cylindrical metal container, which was usually made of tin. The sawdust added more solidity to the mass of balls, and it also prevented the balls from crowding each other when the canister was fired. Of course, when the supply of lead or iron balls was at a premium, things like scrap iron, wire, or nails could be substituted for the balls. When fired, the canister itself disintegrated and its shards, along with the projectiles, formed a conical swath of destruction.

Almost anything that could be stuffed into a cannon barrel could, and would, be used as a substitute. Bits of scrap metal, knives and forks, shattered glass, nails -- you name it -- as long as it caused devastation to the enemy.



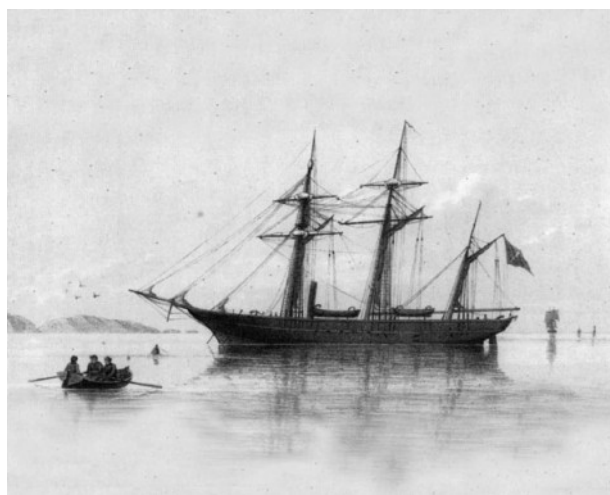
MSB is a Charter Member of the
Vessel Research Team

From the Files of ShipWreck Central

Fox

The wooden-hulled, 1 screw steam yacht Fox was built in 1857 by Alexander Hall & Co., in Aberdeen Scotland.

Sir Richard Sutton made one voyage to Norway in the Fox and then sold the ship Lady Jane Franklin for the sum of 20,000 pounds, part of which she used to give the luxury yacht a refit, fortifying the hull and enlarging the steam boilers to convert her into a tough Arctic explorer. Outfitted with supplies donated by the British admiralty, the Fox was prepared for one last search the remains of Sir John Franklin's HMS Erebus and Terror, which had been missing since 1848.



The Fox

Lady Jane Franklin put the ship under the command of Arctic veteran Captain Francis Leopold M'Clintock. Fox sailed from Aberdeen on July 1, 1857, and became icebound in Melville Bay in northwest Greenland. During the winter she was pushed south through Davis Strait to Cumberland Sound in southern Baffin Island. In April 1858, she resumed her journey, calling at Godth'b and Beechey Island. From there, M'Clintock intended to descend through Peel Sound between the Boothia Peninsula and Prince of Wales Island, but ice conditions forced him south into Prince Regent Inlet (between Baffin Island and Somerset Island), and then west through Bellot Strait between Somerset Island and the Boothia Peninsula. From winter quarters at Port Kennedy, sledging expeditions traced the southern shore of Prince of Wales Island from Franklin Strait in the east to McClintock Channel in the west, as well as the western shore of the Boothia Peninsula and King William Island.

In May 1859, M'Clintock's expedition found remnants of the Franklin expedition at Victory Point, in northwest King William Island. A dispatch from Graham Gore dated May 28, 1847, indicated that Erebus and Terror had attempted to sail across what became known as

You can learn more about this and other ships at

www.shipwreckcentral.com



www.modelshipbuilder.com

McClintock Channel but were frozen in off Cape Felix at the entrance to Victoria Strait, in 70°5N, 98°23W. A year later, Commander James Fitzjames annotated the report. The ships had been frozen in from September 12, 1846; Franklin, eight other officers (Gore among them), and 15 men had died; the ships were abandoned on April 22, 1848; and the remaining 105 men under Captain Crozier "start on tomorrow the 26th for Back's Fish River." None survived.



Sir Francis McClintock

McClintock had solved the mystery of the Franklin expedition and had discovered a navigable Northwest Passage. After 76 days of sledging, covering more than 1,400 kilometers, he and his party returned to the security of the Fox. On August 10th, 1859, the tough little ship began the journey home. In London, the explorers were greeted with tremendous acclaim. McClintock was knighted for his achievement, and Hobson was promoted. Throughout the rest of his naval career, Hobson never again volunteered for Arctic service. Lady Franklin, her mind at rest at last, would witness the construction of a monument to her husband's work. Sir Francis McClintock's recounting of his adventures went on to become a Victorian bestseller.

As for the Fox, the sturdy little steam schooner that had carried McClintock and his crew into the ice-packed ocean and back again, she would soon return to the Arctic. She was chartered by the Atlantic Telegraph Company to survey an inner island route for an Atlantic cable. In 1864, the ship was sold to a Danish mining concern and spent the rest of her days sailing in the waters off Greenland. She became well-known as a remarkably safe ship; her hull seemingly impervious to the frequent pounding she received from the sea and pack ice of the Arctic waters. She served as a tug, a recovery vessel, a passenger vessel and a research vessel during her last five decades of service.

At last, in 1912, she ran aground near Atui [s/l], Greenland. She was refloated, but it was determined that more than fifty years of Arctic wear and tear had finally taken a toll of the old hull and she was removed from service. The hulk was towed to this cove and abandoned, becoming part of the landscape for many years after. At some point, she slid from her resting place into deeper water.

View Film footage of the wreck site of the Fox and more ships at

www.shipwreckcentral.com



The RNLB Thomas McCunn

An Ongoing

Project by

Mike Pendlebury



Now that the hull has been planked, sanded and a couple of coats of sanding sealer added, the positions for the bilge and way keels were plotted. These were then built up in situ by laminating the timber to allow the correct shape to be achieved.

The distinctive large deck level rubbing strake was also added by laminating from nine separate pieces and then the hull given two coats of white primer and two coats of white undercoat. Each coat when dry was gently rubbed down. It seems a pity that the nice diagonal pattern is to be covered up but the ghost of the planks will show through the final colour.





The hull was levelled up on a flat surface and the position of the waterline marked around the hull.

The lower section of the hull was masked off and the upper section given two coats of flat colour in the correct blue used by the RNLI at this period. This is a lighter shade than that currently employed on the Lifeboats of today.(Incidentally the very early lifeboats had a very light blue colour.)



When this had hardened off the deck level rubbing strake was painted in its distinctive red and the the whole of the hull given the first three coats of varnish, each rubbed down with 1800 grit paper. The final three coats of varnish will be done after the name of the boat and its station have been added.



The name, flag and station have been added to the hull and varnished over.



The hull has now also been fitted to its display stand. This will help to keep the hull safe from scratching during the rest of the build, I hope!!



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

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OR JEFF KIPFER @ glmba@rogers.com

The Great Lakes

In this issue we had hoped to start a series of articles on building the General Hunter. Unfortunately we are still awaiting authorization to make use of some archaeological data and pictures. So, in the mean time we thought we'd bring you this excerpt from article on ships framing and the issues it presented on the Great Lakes.

Framing

On the Great Lakes, a major concern of the Admiralty was the cost to maintain ships, which was largely due to timbers rotting. Shipwrights noticed that when rainwater leaked through decks, waterways and bulwarks and down into the framing the timber heads rotted. Shipwrights had known for a long time that fresh water rotted wooden ships much faster than salt water.

There were several methods tried by shipwrights to solve this problem of rotting timbers. One was to fill the space between the floors with blocks of wood. They surmised that if there were no space for water to collect then the timbers would not rot. The problem however was that water leaking down from above, hit the exposed end grain of the floor heads and filler blocks. End grain rots much faster. Someone must have noticed where wood touches wood rot accrues.

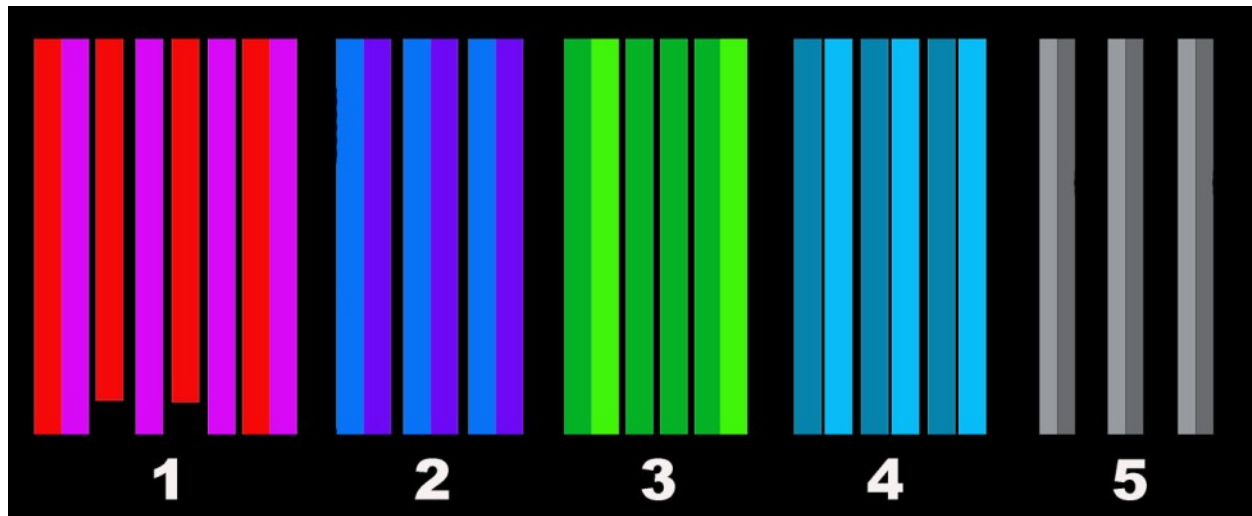
If you can keep wood under water it will help prevent rot, or, if you keep wood under 20% moisture content it also will slow down the rotting process. So an idea was conceived of spacing the frame timbers apart and designing the hull so that air can circulate down and around frame timber, thus helping keep the moisture content down so it would slow down the rotting.

A big factor in the quickly rotting ships in the early days of ship building on the Great Lakes was the fact that there were no well established shipyards. Because of this the wood that was used in the construction of the ships was for the most part, green wood and improperly seasoned. This resulted in a greatly accelerated rate of rotting.

To try to resolve this problem the British decided to establish a post and shipyard on the lakes and send out crews a year in advance to cut timber, allowing for the wood to air dry before building a ship. However, timbers that were 10 by 10 inches would not dry in a year's time so ships built from this timber still rotted quickly.

The Provincial Marine had to replace ships every few years so they tried to put more effort into the preservation of their fresh water fleet. First, they started to stockpile timber giving it enough time to season. Another effort was to search out various woods that were resistant to decay. It was found wood such as Cedar, White Oak, some types of Pine and Walnut were better at resisting decay so the Provincial Marine began to harvest these woods. Sapwood decayed faster than heartwood so it was cut away and not used in shipbuilding. Another practice that was attempted was based on the idea that salt water slowed down rotting. So, the conceived that if you spread out the frame timbers and filled the spaces between the frames with rock salt it should prevent fresh water ships from rotting so fast. It is not clear as to how well the idea worked but it did extend the life of a freshwater ship to a degree. One factor that had to be considered though it that it did add tons of extra weight to the ship.

In the graphic on the next page we have different framing systems that were used on the Great Lakes. Number one is the mold and filler framing used in early colonial America, the two double frames are the molds while the four smaller frames are fillers. With this system the filler timbers were held in place by the planking, so when the planking was removed



Framing Methods

the frame timbers fell out. Notice the two red futtocks are shorter at the bottom; this is because they were about a foot short of the keel.

Number two is the sistered framing where the floors and futtocks are bolted together forming a strong framing system. The size and closeness of the timbering was used in war ships. A problem with this framing system is the frame timbers touching one another and would rot much quicker than the framing system in number three.

This third system was the standard navy board framing used by the English shipwrights. Numbers one and three were the same idea except the framing in number three had complete filler frames joined by either scarf's or chocks at the head and foot of each timber which made the frame free standing and they were not held in place by the planking.

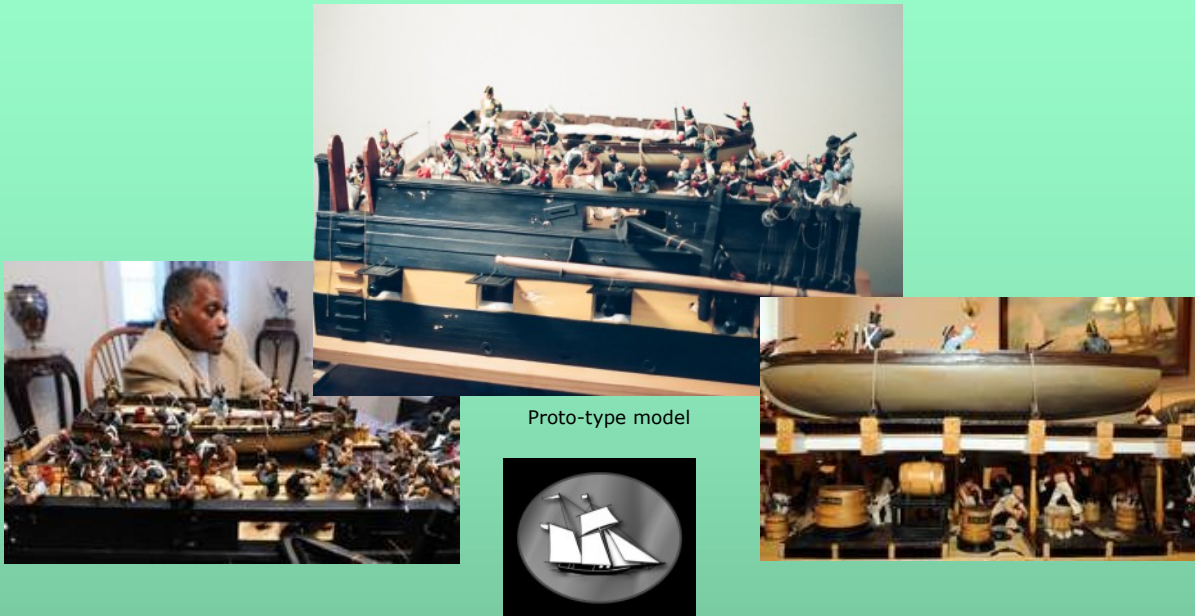
The next system is a hybrid of two and three used by the English. With this system spacers were used between the two halves of the sister frames to create an air space, rather than use single filler frames double frames were used.

Finally the last system of framing was in common use for merchant ships and used in the lake schooners. This type of framing produced a light hull thus you would get better speed. The down side is the timbering was too small to carry the weight of heavy cannons for a war ship and the hulls tended to warp and hog.

So, as you can see there were many different methods of framing used by the Admiralty on the Great Lakes.

This excerpt was taken from a build of the ship Caustic, an upcoming project here at MSB.

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 Preserver

Description: Azure a life preserver Argent cabled Or charged on the centre chief point with a maple leaf slipped Gules and within the ring a starburst also Argent.

Significance: The life preserver is a rebus on the ship's name and with the red maple leaf gains Canadian identification. The starburst in the centre symbolizes the flare that is automatically ignited when the life preserver touches the water.

Motto: The heart of the fleet

Colours: Blue and White

Affiliation: HMCS Preserver has been granted an affiliation with the 1st Canadian Division. This affiliation cannot be transferred to new construction.

Lineage: First of Name, Base Supply Ship. Commissioned 11 July 1942. Paid off 6 November 1945

Second of Name: Operational support ship, Protecteur Class. Commissioned 7 August 1970

Operational History

The Second World War. Preserver served as a Fairmile motor launch base supply ship off of the East Coast with 'Newfoundland Force'

Seats of Ease is an excerpt from Chapter 6 of Gene McClure's second edition book "HMS Victory, How to Build a Masterpiece in 1:96 Scale". The Deluxe edition of Gene's book includes a DVD containing highly detailed photos. (All the large JPEGs would not fit on a standard CD!) All pictures and diagrams used in the book are on the DVD. Using Windows Photo Viewer, or some other photo viewing program, the modeler can pan and zoom each photo for bright and detailed visual reference. Most black and white photos are 1-3 meg JPEGs. Many color photos are as large as 20 to 70 megs. For further details and availability, contact Vaughn Pyne at VPyne@msn.com

Seats of Ease

Refer to *Anatomy of Nelsons Ships* plate 72 and 73 for the two double-seaters and plate 43 for the two single wedge-shaped seats attached to the roundhouses. Pay particular attention to how the top of the seats overhang the sides and how the moldings at the lower end rest on the deck/grating.

The plans have little to say about the two wedge-shaped seats, but that doesn't matter since they'll be constructed from scratch. They are so simple to make with the above information that I will add just one word of caution. Before you glue them in place, run a small wire rod through the holes in the seat tops to make sure the waste sewerage will have a clear fall between the third and fourth timberheads and the middle and lower rails (then by gravity into the sea) for the two double-seaters, and between the main and ekeing rail for the two single-seaters. This information will be found on page 132 *ANS*.

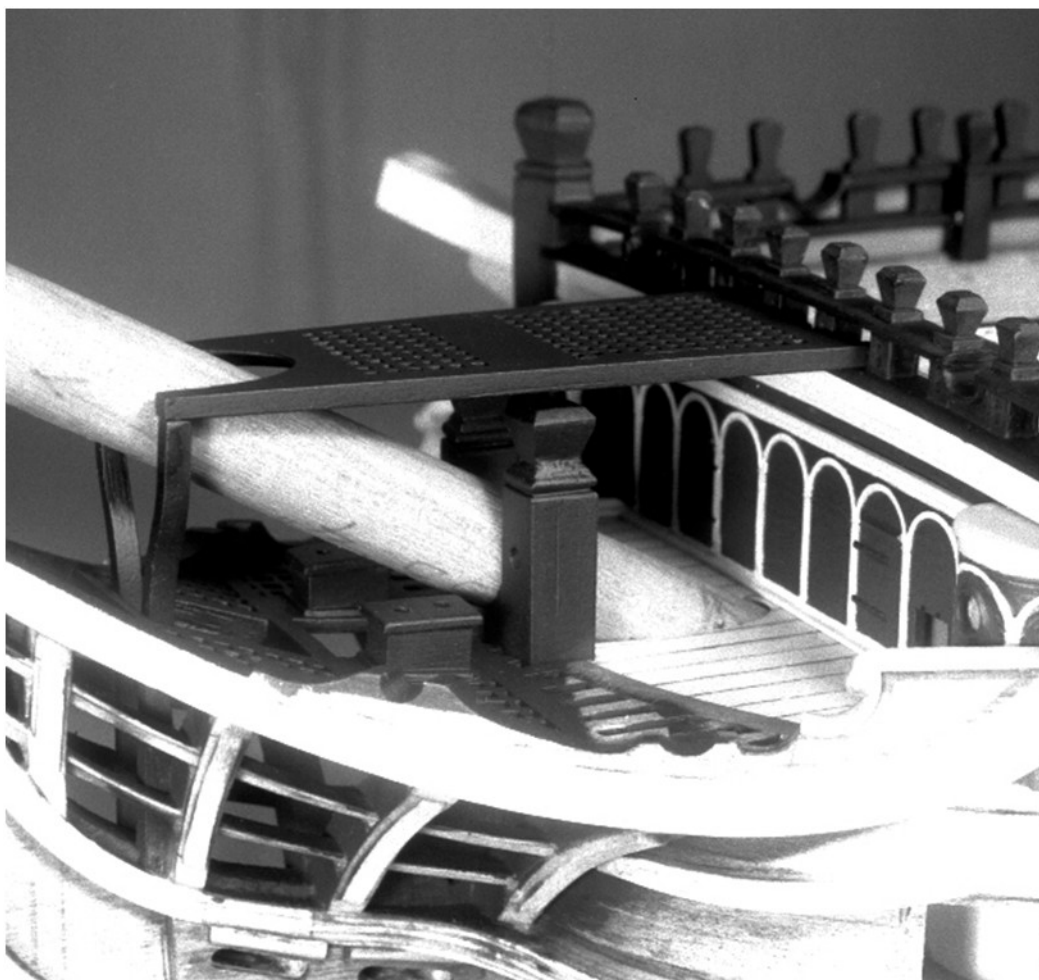
The reason for my concern on these points is that some years ago I had built my first warship, and with what I had thought at the time were wash basins or sinks on the bow. I made two little bowl-shaped depressions in the tops to hold water, not very deep you understand. Just enough to hold a gallon or so of water, to wash up and shave in. Ignorance was bliss for quite some time until one day a spoil-sport guy (who must have been some kind of plumber by trade), was looking at the finished model with an unusual amount of interest, shown in the area about the wash bowls. Finally he asked me, "Say, where does all the sewerage go?" pointing directly at my wash basins.

It was at this juncture I had that uneasy feeling that maybe, just maybe, something was amiss. Not knowing just what it could be, I mumbled something about all that rigging and see all those blocks..... He said "That's nice, but where does all the sewerage go?" I thought to myself, gee whiz fellow, what's the big deal about a little pan of wash water anyway? And with my very best all-knowing look I said "Well don't you suppose they just picked up the pan or bucket and threw it overboard?" In a rolling sea (smirk) with high winds (snicker) that would be unlikely, said he.

Later on I got to thinking about all this and thought, well he could be on to something. Better check with the plans. Sure enough, it was just as I thought all along, the plans

called this a lavatory, which meant to me a place to wash up. So there it was in black and white. Besides, I had sailed on several ships and knew exactly where the head or toilet was (in fact I spent most of my time there).

But then again, there could have been some changes made these past two hundred years. Well come to think of it, just where is that head on these old-timey ships anyway? What I needed was some information here, as could be found in a book that gets down to the nitty gritty. I researched through Davis' *Ship Model Builders Assistant*. On page 40, figure 45, was the faint outline of a man sitting there, right out in the open. The text went on to explain these *seats of ease* were sometimes located alongside the bowsprit. So when a plumber asks, where does all the sewerage go, make sure you have everything according to cricket here.



Looking from port quarter at the bow showing the seats of ease, knightheads, and marine walk temporarily mounted in its correct position. There is a dummy bowsprit in place to show the steeve. The bow's basketwork hasn't been painted yet, but the moldings around the top and bottom of the seats of ease and the bow gratings are about half painted. The knightheads are made of bamboo, as is the head of the main rail on the star board side. Note how marine walk aft end rests atop the planksheer as noted on page 131 *ANS*.

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.



Arab Dhow

This Arab Dhow was built based on drawings supplied by the Dubai International Marine Club for the occasion of the Dubai International Boat Show

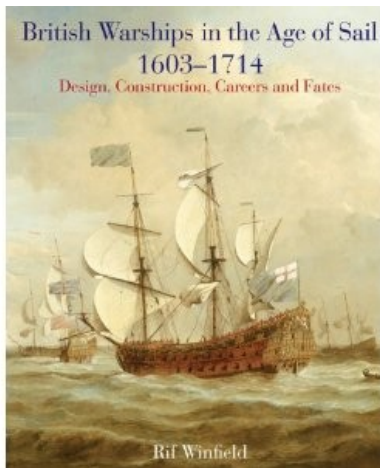




The overall dimensions of this model are: Length: 72" x Height: 75" x Width: 16"



The Book Nook



British Warships in the Age of Sail 1603-1714

By Rif Winfield

Seaforth Publishing
ISBN-10: 184832040X
ISBN-13: 184832040X

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

The seventeenth century saw the transformation of Britain from a minor state on the fringes of Europe into a global economic power, whose interests were protected and promoted by the largest navy in the world. The character of this navy was forged by a bloody civil war, three fiercely disputed conflicts with the Dutch, and the first of many wars with the French. In the process the ships themselves were transformed from the surviving galleons that had defeated the Spanish Armada, through huge prestige vessels like Prince Royal and Sovereign of the Seas and the lightly built frigates of the Commonwealth era into warships that were recognizably ships of the line. These radical developments in the design and employment of warships can be followed in detail for the first time in this comprehensive new reference book, which outlines the history of every ship built, purchased or captured that saw naval service during this era.

Like its companion volumes on the 1714-1792 and 1793-1817 periods, the book is organized by Rate, classification and class, with outline technical and building data, but followed by a concise summary of the careers of each ship in every class. With its unique depth of information, this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era.

Keep your eyes open for Rif Winfield's new book "First Rate" coming this summer.

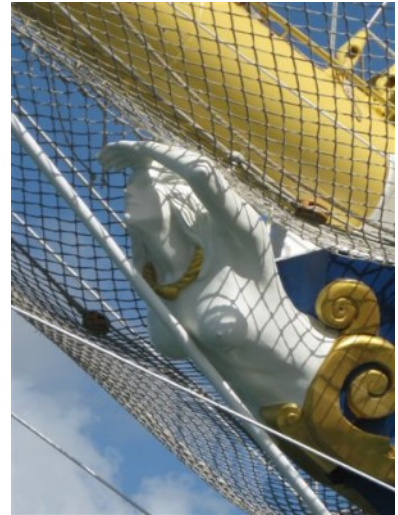
You can find this and more books at the

[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



Some pictures sent in by Erwin Cloeckaert taken on a recent vacation. The Royal Clipper. The Sail is alive and well according to this. What an awesome ship to have seen.



An update of Jack Nodwell's Bluenose Diorama. Keep your eyes open in an upcoming issue for an article on how he developed his water theme.



Nautical Trivia

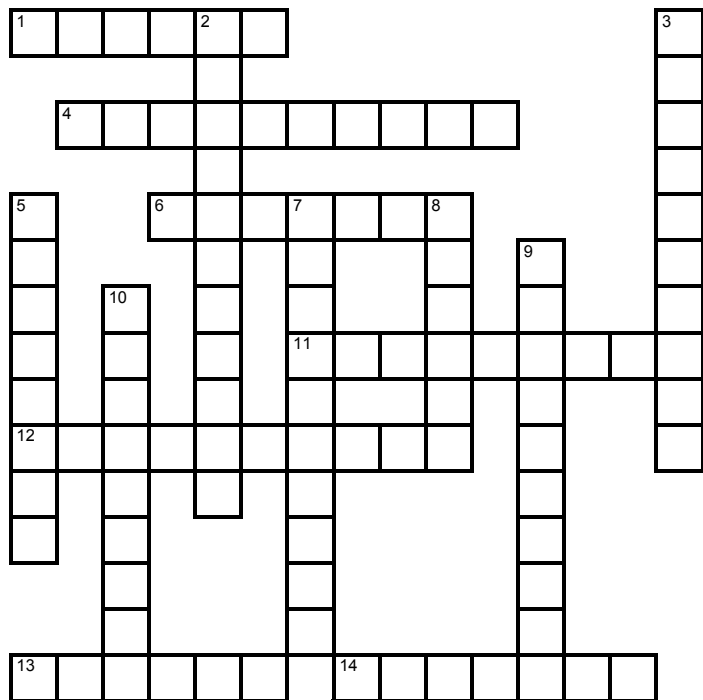
By Gene Bodnar



BRIGS IN FICTION

Across

- 1 Brig in the Horatio Hornblower series
- 4 Another brig in the Horatio Hornblower series
- 6 Brig in Edgar Allan Poe's "The Narrative of Arthur Gordon Pym of Nantucket"
- 11 Brig in Joseph Conrad's "The Rescue"
- 12 Brig in Iain Lawrence's "The Wreckers"
- 13 Pirate brig in Jules Verne's "The Mysterious Island"
- 14 Brig in William Henry Giles Kingston's "The Pirate of the Mediterranean"



Down

- 2 Brig in the film "Pirates of the Caribbean: Curse of the Black Pearl"
- 3 Pirate brig in James M. Barrie's "Peter Pan"
- 5 Brig that appears in the title of a song by Evert Taube
- 7 Brig in James Fenimore Cooper's "Jack Tier"
- 8 Brig in Patrick O'Brian's "Master and Commander"
- 9 Brig in Jules Verne's "A Drama in Mexico"
- 10 Brig in the Nathaniel Drinkwater series



Drop a Line

A SHIP'S WHAT?

1. A ship's _____ tolls every half-hour to announce the time or to be sounded as needed in a fog or conditions of reduced visibility.
2. The ship's _____ is a petty officer whose duties include opening and securing hatches and cargo ports, the sounding of the bilges and tanks, and the upkeep of wooden masts and booms.
3. A ship's _____ is the record of a vessel's activities from the time it is commissioned until it is decommissioned.
4. A ship's _____ is the owner's representative in managing the business affairs of a vessel who hires the officers and crew and is duly registered by the registering government.
5. A ship's _____ includes any article or substance used on board a vessel for the upkeep and maintenance of the vessel.
6. A ship's _____ is the official document containing a description of the ship, her tonnage, and ownership. It is similar to a deed.
7. A ship's _____ are the documents required by international law to be carried by all ships and that must be available for inspection on demand by government authorities.
8. A ship's _____ on a merchant vessel includes the deck officers, engineering officers, the ship's doctor, purser, and communications officer.
9. A ship's _____ are directives on single subjects signed by the commanding officer, addressed to members of the ship's company, and having the authority of law.
10. A ship's _____ is a well-protected device placed in a ship's rigging, but is now replaced by sidelights and other lights in accordance with the Navigation Rules.



NAUTICAL LOGIC

LOGIC PUZZLE #1:

Captain Jack of the HMS Logic sent two of his deck hands, Tom and Jerry, to fetch exactly one gallon of rum from a hogshead full of rum. He gave Tom a 3-gallon pail, and he gave Jerry a 5-gallon pail.

Tom asked, "Don't you have a 1-gallon pail?"

"Of course not, you idiot!" shouted the captain. "If I had a 1-gallon pail, I would have given you one. Go get the rum, and don't spill a drop of it or you'll be lashed to the grating tonight."

Tom and Jerry went below deck and found the hogshead.

"So how are we supposed to bring back one gallon of rum?" ask Jerry.

HOW DID TOM AND JERRY FIGURE OUT THE SOLUTION?

LOGIC PUZZLE #2:

Captain Jack gave one piece of rope to Tom and another piece of rope to Jerry. Both pieces were of the same length.

The captain told them, "Each piece of rope can burn for exactly one hour. From the precise time you light one piece of rope, I want you to ring the bell exactly 45 minutes later. Failure to ring the bell at this exact time, and you will both suffer the consequences in the brig."

"But how can we do this with two pieces of rope?" asked Tom.

The captain responded, "Just remember that each piece can burn for one hour. Think, man, think! Or else, the brig."

HOW DID TOM AND JERRY FIGURE OUT THE SOLUTION?

LOGIC PUZZLE #3:

Tom baked Jerry a birthday cake in the traditional round layer cake fashion. Captain Jack observed the presentation, listened to the singing and well-wishing, and decided to hassle them a bit before they enjoyed a piece of the cake.

The captain said, "There are 8 of us present." With a smile, he continued, "I want you to cut this cake into exactly 8 equal pieces, but you may use only 3 cuts. If you use any more cuts or any fewer cuts, you shall both suffer the wrath of the cat. Do you understand me?"

"Aye, aye, sir, 8 pieces with 3 cuts. But how is that possible, sir?" chimed Tom and Jerry.

"Figure it out, you idiots!" shouted the captain.

HOW DID TOM AND JERRY FIGURE OUT THE SOLUTION?





Nautical Trivia Answers



BRIGS IN FICTION:

A	M	E	L	I	E																	J		
					N																	O		
		P	O	R	T	A	C	O	E	L	I												L	
					E																	L		
B				G	R	A	M	P	U	S													Y	
L					C		O			O			C										R	
U		H			E		L			P			C										O	
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A SHIP'S WHAT? 1-Bell; 2-Carpenter; 3-Log; 4-Husband; 5-Stores; 6-Register; 7-Papers; 8-Staff; 9-Orders; and 10-Lantern.

NAUTICAL LOGIC #1: Fill the 3-gallon pail, then empty its contents into the 5-gallon pail. Then fill the 3-gallon pail again, and continue to fill the 5-gallon pail until it is full. The rum remaining in the 3-gallon pail will measure precisely one gallon.

NAUTICAL LOGIC #2: First start burning Rope #1 at both ends, and Rope #2 at one end only. When Rope #1 finishes burning (which will take 30 minutes), light the other end of Rope #2. 45 minutes is up when Rope #2 finishes burning.

NAUTICAL LOGIC #3: Make the first two cuts as cross-sections, which will make 4 equal pieces. The third and final cut is made horizontally through the middle, thus making a total of 8 pieces.



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