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How to Contact The MSB Journal

By email: editor@msbjournal.com

By Snail-Mail
ModelShipBuilder.com
c/o Winston Scoville
2 St. Charles Place RR5
Clinton, Ontario, N0M 1L0
Canada

Article / Content Contributions

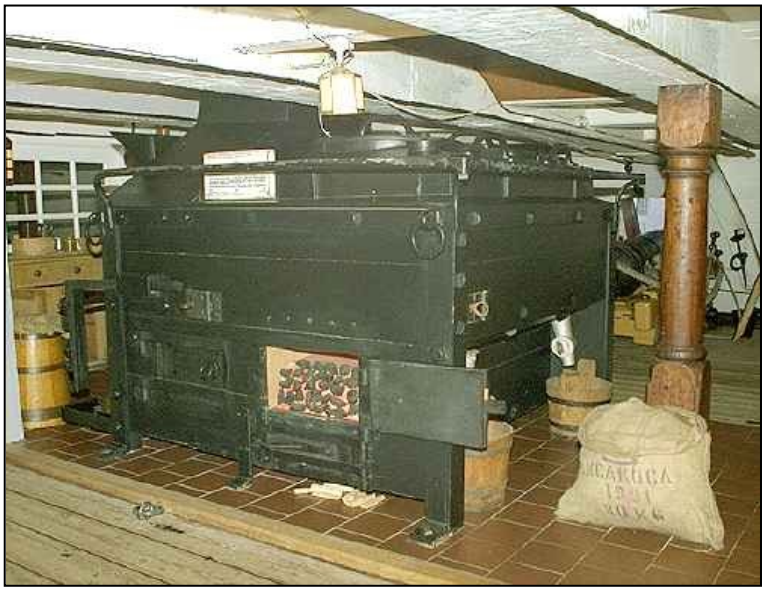
Please submit all article and content
contributions to:
editor@msbjournal.com

Table of Contents

IN THE GALLEY

By Gene Bodnar

Hot meals have always been important to sailors, and they could expect to eat at least one hot meal a day, except in rough weather or during battle. Rough weather could easily cause a fire in the galley, so cooking during such times was avoided.



Stove on HMS Victory

The galley, usually located near the foremast on the gun deck, provided the cooking facilities for the entire crew, which sometimes numbered 800 or 900 men. In reality, the galley was a very small area, especially when one considers the number of men it fed. The seamen's food would frequently be boiled in two very large kettles; however, facilities were also available for roasting and other methods of food preparation, especially reserved to the captain and the officers, who ate much better meals that the general crew.

Early stoves were made of brick. Iron stoves were introduced about 1750 and became widespread by the early 1770s. The Brodie stove was probably the most popular of all types of stoves; it was generally square in shape, with the size varying according to the type of ship. It was easy to disassemble for cleaning or replacing parts. The Brodie stove aboard the HMS Victory contains two large boilers over an enclosed firebox. It contains a spit large enough for roasting a pig, and it was capable of baking 80 pounds of bread in a single batch.

Another advantage of the Brodie stove is that it kept the inside of the ship warm and dry, which was important to ships that sailed in humid or cold climates, where it was common to keep the Brodie stoves constantly burning.

The members of the crew usually ate in groups of 8-12 men called messes. A different member of the group would take his turn at the cook for the day. A typical diet of seamen consisted of salted beef and pork, along with biscuits, oatmeal, sugar, butter, and cheese. The prepared food was taken to the galley to be cooked by that day's mess cook, who was also responsible for cleaning up the eating area immediately after a meal. He also carved and served the meal. The mess cook usually got an extra issue of rum.

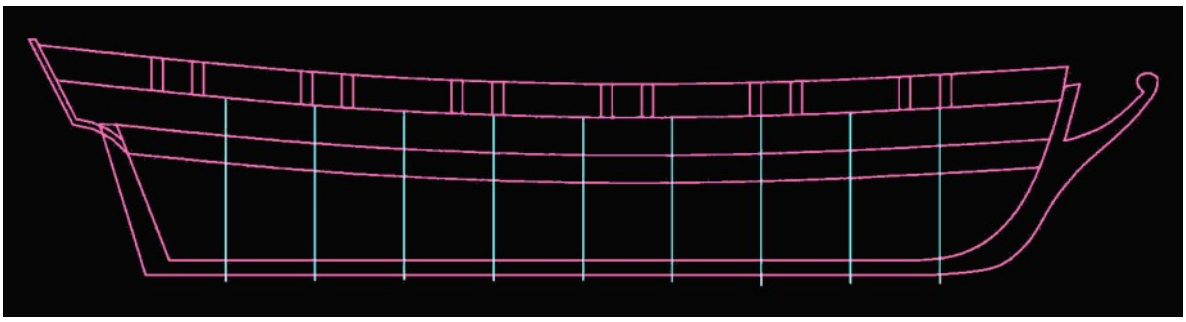
On certain days, raisins were issued, along with flour and suet. When the mess cooked this concoction, it was required that he whistle while he prepared the steamed pudding, called duff, so he couldn't sneak a few of the raisins into his mouth.

The Brodie stove went out of fashion about 1810, and it was replaced by the Lamb and Nicholson stove, which was much more fuel efficient. It contained three boilers instead of two, which means that the potatoes could always be boiled separately from the meat and soup. The Lamb and Nicholson stove could be found aboard Royal Navy ships at late as the 1940s.

The General Hunter

Part 2

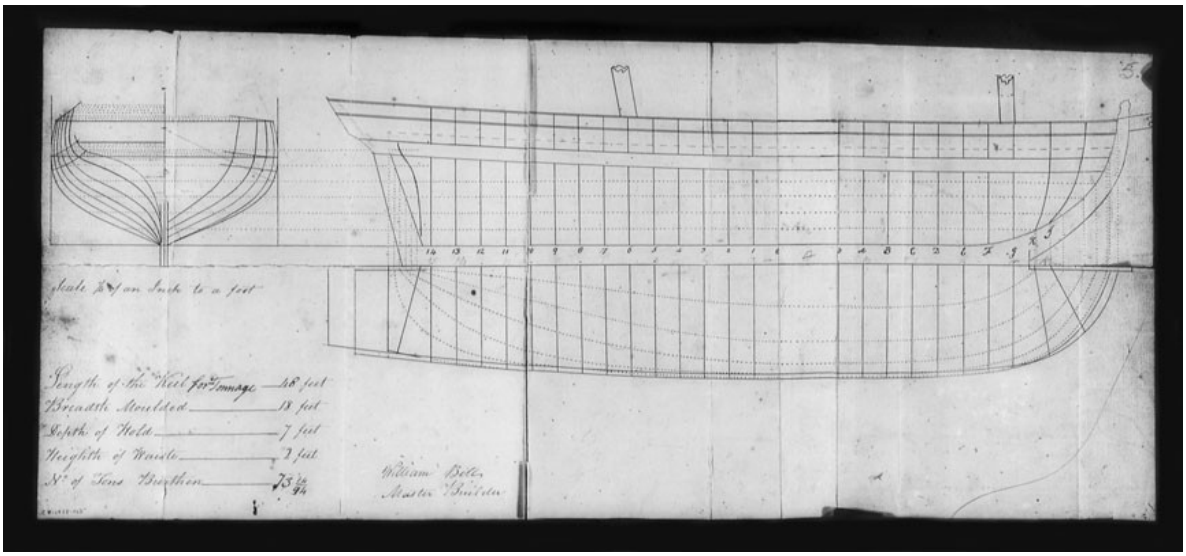
By Dave Stevens



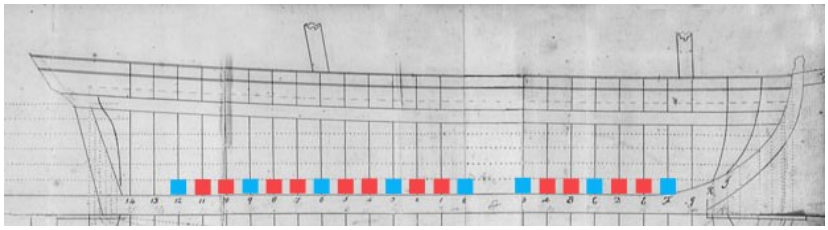
From a composite of the Munn plans and the Bell plans we now have a profile for the General Hunter. The blue lines were taken from the original plan drawn by Bell and are the station lines, which are also the location of the main frames or bends.

Before we begin drafting a set of plans for the General Hunter lets explore the work of William Bell.

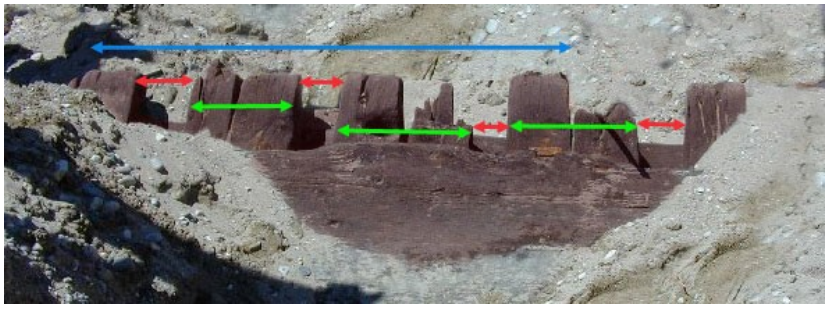
The next plan is of an unknown vessel and they are not dated so they only serve as an example of his work in general. William did go to Quebec after the war to work in his brother's yard but didn't stay long before he retired as a farmer. This could be a ship built in the Bell shipyard in Quebec, but considering the sharpness of the hull it does not seem to be a merchant ship, this hull is designed for speed. We can see on the plans William Bell signed them as master builder, so we know it is his drawing. This ship is to small for any of the ships William built at Amherstburg but the breadth of 18 feet and the depth of 7 feet do match the General Hope and the General Hunter, it is the length which differs from 54 feet to 48 feet. Looking at the plans, William left a gap in midship, possibly, so a few more frames could be added. What makes this plan interesting is Bell drew in all the frame locations on the profile.



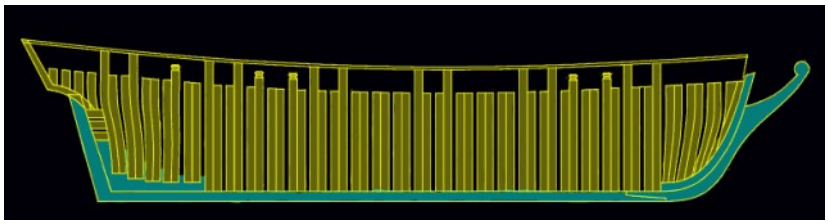
When we take the blue lines from the plans of the General Hope and lay them on to the second plan they line up exactly, shown as blue blocks in the graphic . Going a step further the frames between the blue main frames were also drawn in, shown as red blocks on the plan, giving us the framing pattern which William Bell seems to have used in a number of his hulls.

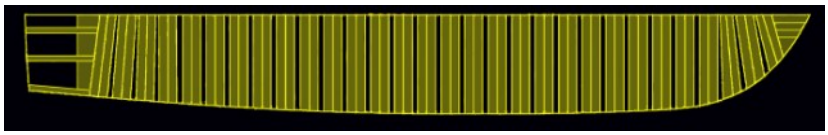


Going to the wreck site we have the data for the size and spacing of the frames. The red arrows are a space between frames of 5 to 6 inches, the green arrows are frame Timbers from 8 to 10 inches which gives us a full frame of 18 inches. The long blue arrow is from center of one frame bend to the center of the next one, which are the station lines. When the math is done we have a match of the framing at the wreck site to the two drawings of William Bell.

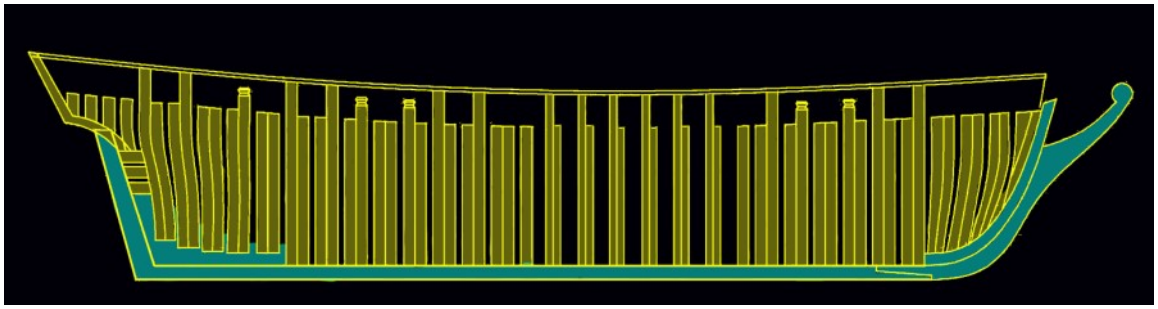


The last photo shows the framing pattern with the frames tinted showing the main station frames in blue and the two red frames between stations. Keep in mind the ship carpenters were working from a general room and spacing dimension for the framing, but in actual construction the timbers would vary as well as the spacing.

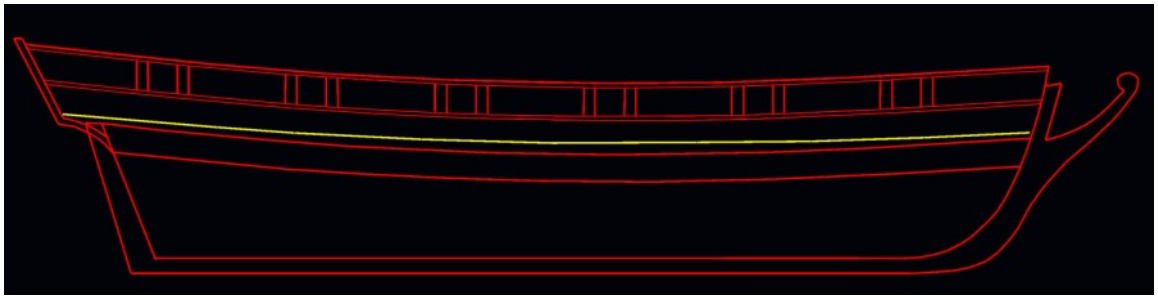




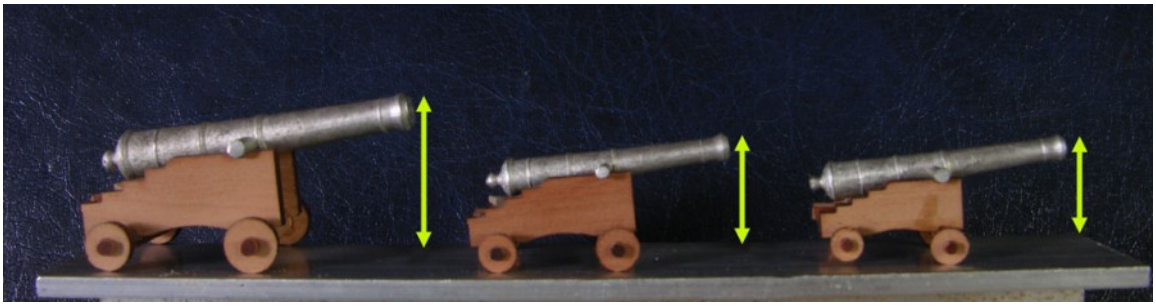
Working from what data we have, a framing plan was created. At this point we do not have information as to how many square frames and how many cant frames there are at the bow and stern in the wreck. Actually the graphics you see in the article are first drawn in CAD then exported as a graphic for publication. This method gives the ability of going back to the original CAD drawing and making corrections. As new data comes to light the drawings will be adjusted before the final set of modeling plans are finished.



Once the framing is drawn it becomes clear the hull is practically a solid wall of timber, this is very typical for war ship construction. For comparison the framing in the midship section was adjusted to the typical framing used in construction for a schooner built after the war of 1812.



The next line we need to draw is the deck line, considering the Hunter is being built as an armed transport we need to know the height of the cannons so they fit under the rail. There are a few conflicting sources as to exactly what the armament was. The Hunter carried 4, 6 and 12 pound cannons so checking their height the 12 pounder is .960 to the muzzle, the 6 pound cannon is .700 and the 4 pounder is .650, also sources say the Hunter carried 2 carronades and 2 swivels guns.



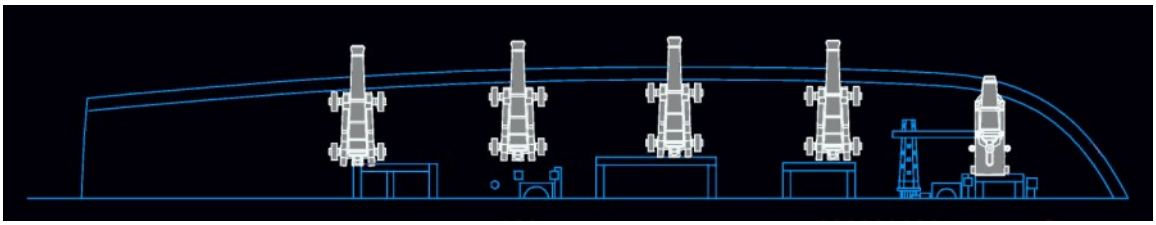
We now know the bottom of the rail has to be 4 feet from the deck so the 12 pound cannon can fit. It would be really hard on the railing if the 12 pound cannon hit the railing on its recoil. The deck cannot be to low or the smaller 4 pound cannon could not fit over the bulwark. Lets take a look at the cannons on board the model at the museum. Notice the front wheels on the carriages, the 12 pound gun the wheel is almost at the top of the cap rail while the 6 pound gun the wheel is only about half way. In the

next photo the 6 pound gun just clears the cap rail while the larger gun is more than half way up in the gun port.

A problem arises when the 12 pound cannon is elevated up and the gun muzzle will not fit under the railing. To correct this either the railing has to be raised or the deck lowered, but in doing so the smaller 4 pound gun will hit the cap rail.

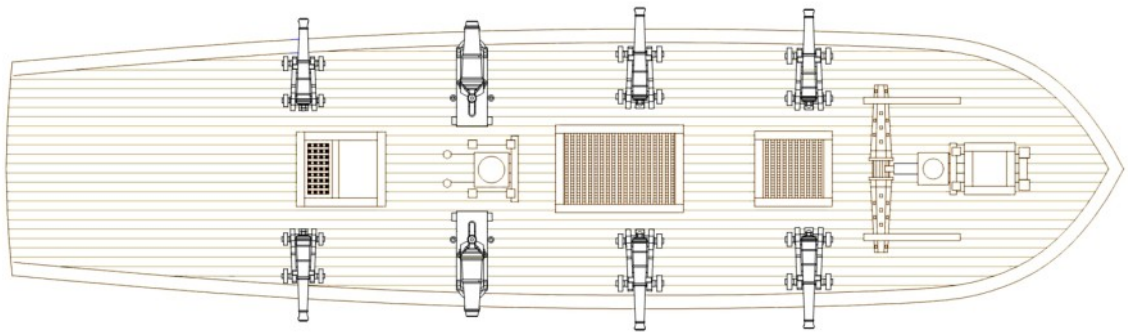
Before going any further lets take a look at real cannons. Cannons are very big and heavy items, here is a 24 pound cannon. The next photo is me standing next to a 6 pound cannon and behind a carronade.

On the next graphic a scale 12 pound cannon was placed on the deck of the General Hunter in all the possible locations. It is clear to see a 12 pound cannon will not fit on the deck without it hitting the hatch coamings. There would be no room to operate the gun and the recoil would smash against the hatches. At the stern the deck is to narrow and you could not place two 12 pound guns across from each other. At the bow the carronade hits the forward hatch and windlass knee.



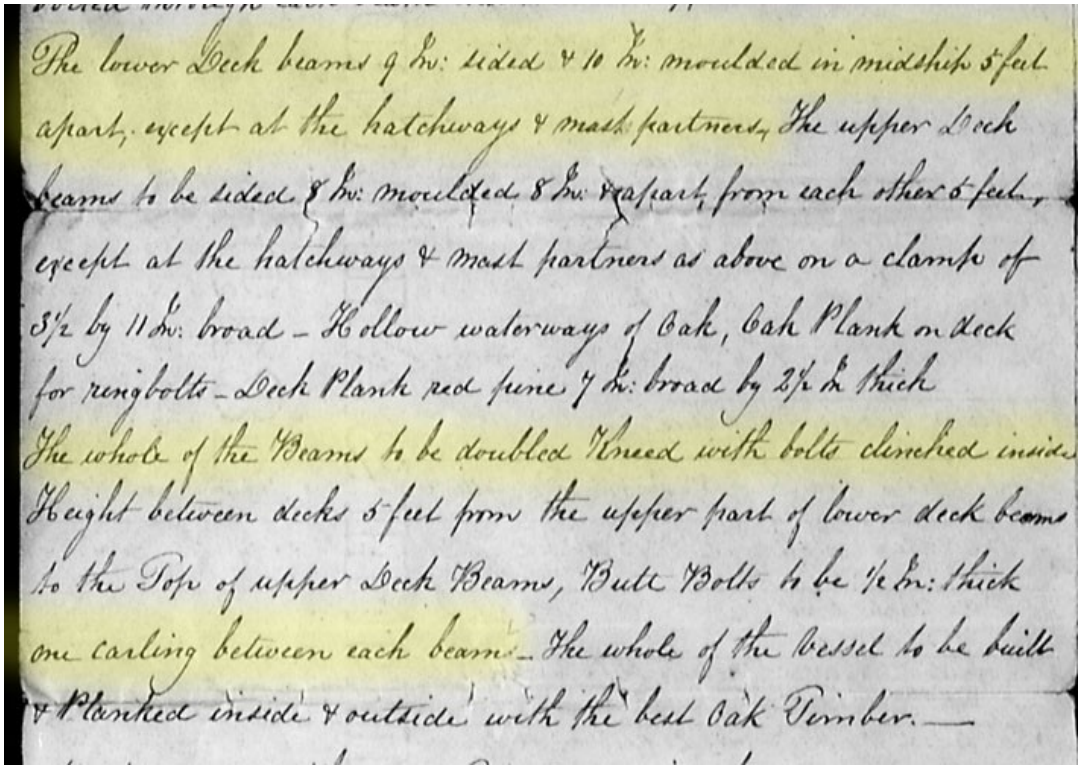
On the museum model the photo shows two carronades at the bow, but once the deck is drawn to scale and two scale carronades are placed at the bow they do not fit. Placement of the carronades on the museum model are set a little farther back and are about even with the forward mast. In the graphic the carronade is placed forward, even with the hatch. The reason for the difference in placement is due to the frame top timbers. The museum model is a solid hull so placement of the timbers of the gun ports may not be exactly accurate. In the framed hull the gun port timbers are places according to the frames, which places the forward gun port slightly forward. On the Munn plan a windlass is drawn in but on the museum model there is no windlass. No doubt the reason is lack of room because the carronade would hit the knees as shown in the graphic. Regardless of a windlass the carronade would still not fit in the bow.

Final deck layout with cannons, is the use of 6 and 4 pound cannons and two carronades, The Hunter carried 10 guns so two swivel guns could be places either at the stern or bow. Placement of the guns is just guess work and the model builder can arm his model the way he chooses. A windlass was added because the forward gun port was not needed.

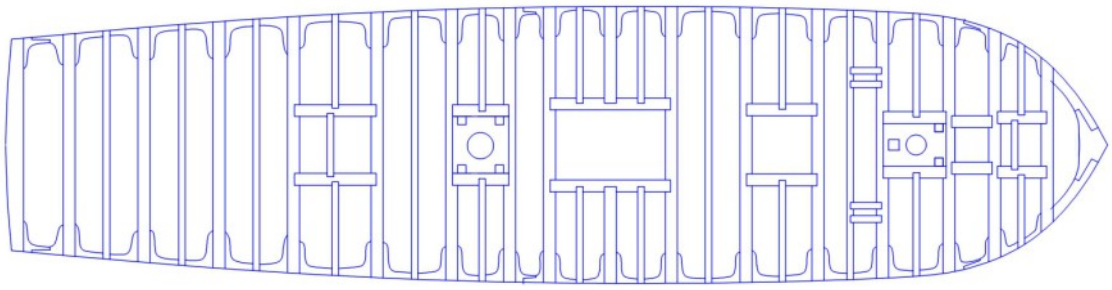


For building specification and timbering sizes we will be using a contract found among the personal papers of William Bell. The specifications are not for any particular ship but they do give us an idea of how William Bell built his ships. High lighted in yellow are the size and spacing of deck beams. It also notes the use of knees and carlings between the beams. We do know from records William Bell did contract private people to supply the ship yard with tree stumps for the use of making knees.

Following the general deck layout of the Munn plan, the armament used on the General Hunter and the specifications of a schooner about the size of the General Hunter the deck layout and framing was reconstructed.



The lower Deck beams 9 In: sided & 10 In: moulded in midships 5 feet apart, except at the hatchways & mast partners, The upper Deck beams to be sided 8 In: moulded 8 In: apart from each other 5 feet, except at the hatchways & mast partners as above on a clamp of 3½ by 11 In: broad – Hollow waterways of Oak, Oak Plank on deck for ringbolts – Deck Plank red pine 7 In: broad by 3½ In thick The whole of the Beams to be doubled Kneed with bolts clinched inside Height between decks 6 feet from the upper part of lower deck beams to the Top of upper Deck Beams, Butt Bolts to be ⅞ In: thick one carling between each beams – The whole of the Vessel to be built & Planked inside & outside with the best Oak Timber. —



This ends this part in the development stage of the model of the General Hunter .

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From the Files of ShipWreck Central

S.S. Selma

The War Effort- The Selma, a 7500 ton reinforced concrete oil tanker built by F. F. Ley & Company in Mobile, Alabama, was launched on June 28, 1919. She was one of several concrete ships conceived and designed during World War 1. Construction was not completed until the war ended. She had a length 420 ft., a beam of 54 ft. and a draft with full cargo of 26 ft.. Her loaded displacement was 13,000 tons. This vessel marked the first use of shale aggregate expanded in rotary kilns for lightweight structural concrete.

Steel was in short supply because of the war efforts and concrete was then proposed as a viable alternative material for use in ship building. Feasibility studies by marine engineers indicated that a reinforced concrete ship would be practical if the concrete had a compressive strength of 5000 psi and weighted no more than 110 lbft.. As a matter of fact, the Selma's average compressive strength at 28 days was 5591 psi and the average modulus of elasticity was 3,306,000 psi, well beyond all expectations.

The hull of reinforced expanded shale lightweight concrete was 5" thick at the bottom, tapering to 4" on the sides. It required 2600 yds. of concrete reinforced with 1500 tons of smooth reinforcing bars. Expanded shale aggregate was supplied in two graduations, fine and coarse. Diatomaceous earth was also used in the concrete.

To obtain proper placement of concrete in the thin hull and throughout the heavy mats of reinforcing steel the concrete mixture was quite fluid. Internal vibration was also used to improve consolidation.

Engineers in charge of the project found it difficult to control the fluid and produce a uniform batches. One of the engineers, Herbert A. Davis, developed an apparatus for controlling consistency. He used a 6 x 12 in. (150 x 300 mm) cylinder mold and an arrangement

of fixed vertical tracks with which to lift the mold. The cylinder was filled with concrete and then lifted. This removed the cylinder from the concrete, allowing it to sag. The distance of the sag was measured and reported as the "consistency drop" in inches. This was the first successful effort to control the consistency of concrete in the field by comparing one batch with the next. This testing and others of a similar nature eventually led to the modern slump cone test.

Last Voyage

Postwar life of the Selma- The Selma served several ports in the Gulf of Mexico quite successfully. Unfortunately she ran aground on the South jetty at Tampico, Mexico on May 11, 1920, creating a sizeable crack about 60 ft. long in her hull. She was towed into Galveston for repairs. Although the damage was repairable, the dry-dock crew lacked the knowledge and had no experience repairing a hull of such material. With no guarantee of proper restoration, the U.S. Government's Emergency Fleet Corporation decided not to gamble.

A channel 1,500 ft. long and 25 ft. deep was dug to a point just off Galveston near Pelican Island's eastern shoreline. After being stripped of all valuable equipment, on March 9, 1922 she was towed out to her final berth, and laid to rest. This left the hull partly submerged, although awash when seas were rough.

Trunnels

By Gene Bodnar

"Trunnels" is sailor-speak for "tree nails." In real life, trunnels are simply wooden pins or dowels about one to one-and-a-half inches in diameter that are used to hold wooden parts together, particularly to hold hull planking to the ship's frames and to hold deck planking to the deck beams. Of course, trunnels can, and are, used by modelers almost anywhere to hold tiny parts together, including frame futtocks, pin rails, and even cabin walls, but trunnels are most frequently used in planking. Hull planking was usually trunneled by using one or two trunnels per frame, and deck planking was usually trunneled by using one or two trunnels at the butt ends of each plank.

Why were trunnels used instead of metal nails? Actually, metal nails were used long before trunnels, as can be seen on the old Viking long boats. However, it was soon learned that wooden pins were much cheaper than metal, and furthermore, when metal is exposed to salt water, it tends to promote rotting of the wood. Another reason for not using metal is wear. For example, long ago, iron spikes were used for fastening deck planking to deck beams. Over time, the iron spikes showed as a sort of end-grain and wore much less than the edge-grain of the planks. Thus, the traffic across the deck rapidly grew into hundreds of stumps of iron spikes that impeded movement of the men and any equipment on the deck.

Most ship modelers who build from scratch are probably aware of trunnels. Unfortunately, many scratch builders simply ignore them for whatever reason. Of course, if the finished model will have its hull painted, there is no need to install trunnels because they won't be seen. However, if you expect to leave your hull natural or finish it with stain only, the addition of trunnels will enhance its workmanship and beauty.

No, trunnels do not come with model ship kits. If you want to add authenticity to your kit, it is necessary to make trunnels yourself, which will undoubtedly enhance the beauty of your ship. It certainly takes a lot of time to install trunnels; however, the result is well worth the effort.

DETERMINING THE SIZE OF TRUNNELS

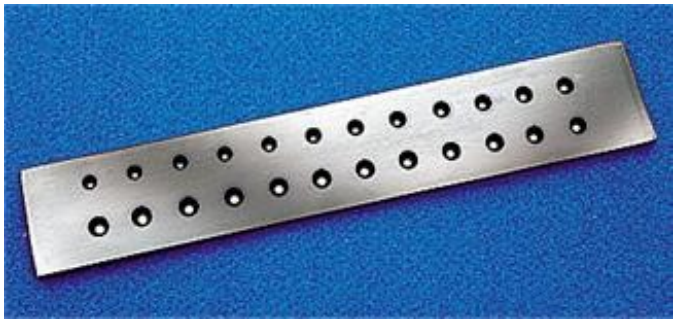
Let us assume that you wish to make your own trunnels for your model ship. First of all, you need to determine the size of the trunnels based on the scale you are building your model. The following table gives you the diameter and drill size you will need for each diameter at various common scales:

Scale:	**1:48 (*1/4" = 1'*)**		**1:64 (*3/16" = 1'*)**		**1:96 (*1/8" = 1'*)**	
Trunnel Diameter	**Scale Size**	**drill**	**Scale Size**	**drill**	**Scale Size**	**drill**
1"	.02083	#76	.015625	#78	.01087	#82
1.5"	.03125	#68	.0234	#73	.0163	#78

BUYING OR MAKING A DRAWPLATE

Now that you have determined the size of your trunnels, you will need a few basic tools: a vise, a pair of pliers, a sanding stick, and most important, a drawplate. Every modeler

possesses the first three, but few modelers own a drawplate. Here, you have two options: you can buy one, or you can make your own. Good quality drawplates are available for purchase on many model shipbuilding internet sites; however, be prepared to pay top dollar for a good one – they are expensive.



If you have access to a drill press, the alternative is to make your own drawplate, which is relatively easy and doesn't take a lot of time. You should start with a 1/8"-thick piece of steel about ¾" to 1" wide and about 6" long. Lay out a centerline on the piece of steel. Then drill a series of 1/16" holes halfway through the steel; in other words, drill dimples only. About 16 dimples are sufficient. Space them evenly spaced apart. Now, at one end of the piece of steel, chuck a #62 drill bit into your drill press, and drill a hole through the center of your first dimple until it comes out the other side. Repeat this with the next size smaller drill bit (#63) in the next dimple. Continue to your next size smaller drill bit until you have exhausted all your dimples. Your 16th hole will be your #77 drill bit.

After you've finished drilling all the holes, you're likely to have burrs on the edges of the holes. Use a miniature file or a piece of sandpaper on a block to smooth off the burrs. Please don't try reaming out the hole, because the goal is to have your holes meet the flat surface with a 90-degree sharp edge. The small hole is where the trunnels are shaved to the given size, so if you try to ream out or taper the holes, this will only compress the wood rather than shave it off.

MAKING TRUNNELS

In my opinion, the best material to use for making trunnels is bamboo. There are many common sources for bamboo: bamboo fishing rods, bamboo place mats, bamboo venetian blinds, and a host of other things. If you go to garage sales, you're quite likely to find them being sold for next to nothing.

Start by splitting the bamboo into pieces that will fit into the largest hole of your drawplate. Foot-long pieces are about the right size. Place your drawplate securely in a bench vise, with the dimpled side facing you. Sit in a comfortable position so that your pulling arm is about the same height as your drawplate. Sharpen one end of the bamboo with a sanding stick, twirling it between your thumb and forefinger until it readily fits into your first hole. Feed the sharpened end through the non-dimpled side (the back) of the drawplate into the first hole. Pull it through in one smooth pull, using a pair of pliers at the sharpened end, if necessary. This shaves off a small amount of the surface of the bamboo, which forms little curls of waste on the non-dimpled side of the drawplate. Simply sweep off the waste with a finger. Repeat with the next size smaller hole. Continue until the desired size is reached. Note that, sometimes, you may need to pass the bamboo through the SAME hole more than once. Note that you should pull the trunnel through the next hole (one size smaller than the drill size you want). For example, if you want a size #76 bamboo trunnel, pass the last pass through the #77 hole. The reason for this is that you will be moistening it with glue, so the trunnel is likely to swell very slightly.

USING TRUNNELS

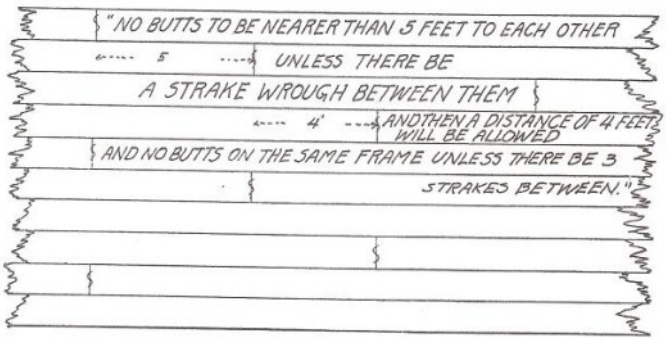
Chances are, you have pulled several pieces of bamboo through your drawplate, but you notice that some of them are not perfectly round, probably because you split the bamboo stock too thinly. That's okay, they can still be used. At this small size, any gaps between the trunnel and the plank will be filled with glue, and the hole itself that you drill IS round; therefore, the final result will also appear to be round.

To use a trunnel, just take a long length of your trunnel, sand one end very slightly to help it fit easily into the hole, dip its end into a small amount of glue (Elmer's Carpenter's Glue works fine), and push the trunnel into the hole firmly. I like to use a pair of toenail clippers to snip off the protruding trunnel flush with the planking. Others, however, simply snap it off and come back later to sand or file or scrape the surface smooth.

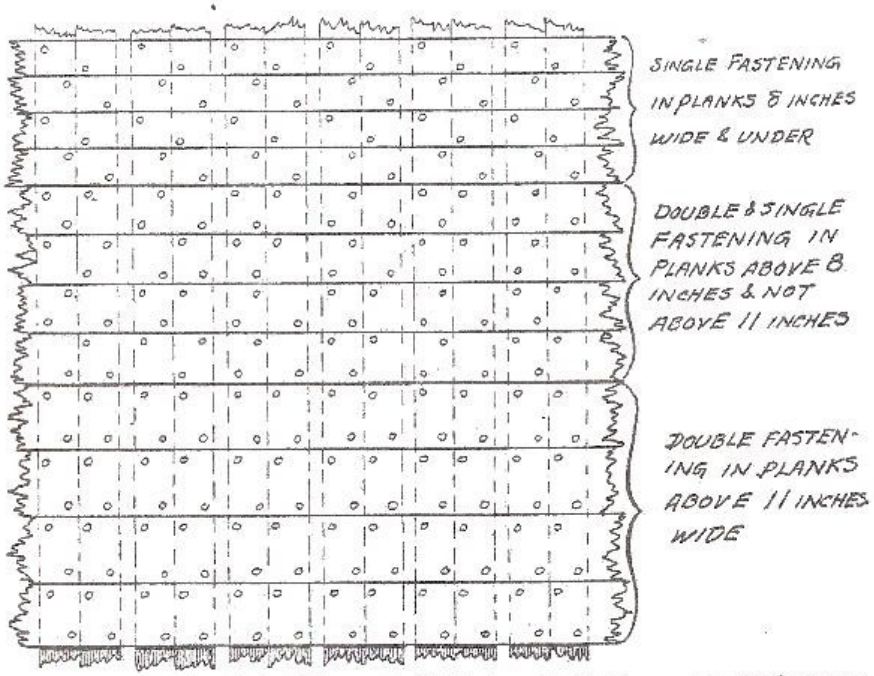
Some modelers prefer to trunnel each plank as it is applied, drilling each hole one at a time and filling it with a trunnel. Others like to trunnel a group of planks, drilling all the holes required first, then inserting the trunnels. This approach has the advantage of being much faster than doing them one at a time.

The trunneling pattern for any given ship will vary with the period of the ship as well as the width of the plank. For example, a 6"-wide plank might have only one trunnel at each frame alternating from side to side, while a 9"-wide plank may alternate between one and two trunnels. Do the research required for your particular ship to ensure that your trunneling is authentic. I mentioned earlier that trunnels are generally one to one-and-a-half inches in diameter, and this holds true to many, many ships. However, Peter Goodwin, in his *Construction and Fitting of an English Man of War,* says that trunnels were anywhere from ¾" to 2" in diameter, depending on the size of the timber being attached. He provides a rule for calculating the diameter of a trunnel: The timber being attached should not be more than three times the size of the trunnel. Even here, he discusses exceptions. Therefore, make sure you do the required research for your own particular vessel.

The following tables illustrate the stringent rules that govern the hull planking in the shipbuilding trade. They were originally published in *The Built-Up Ship Model* by Charles G. Davis.



SKETCH DESCRIPTIVE OF THE REQUIRED SHIFTING OF PLANK.
This sketch shows the principle on which the butts should be arranged, so as to avoid STEPPING, which is deemed bad workmanship. (from LLOYD'S)



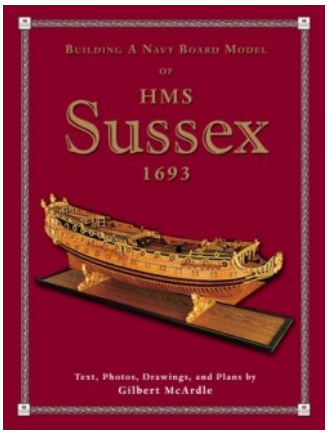
SCHEME OF FASTENING PLANK AS GIVEN IN LLOYD'S RULES.

A FINAL WORD

There are several ways to finish the installed trunnels. After you have installed the trunnels, you may use a small high-speed disk sander, which will tend to burn the trunnels slightly to give them a much darkened appearance, making them stand out dramatically.

If you finish your hull with a natural or other stain, keep in mind that the exposed ends of the trunnels will be stained accordingly. Even a natural stain will darken them slightly.

The Book Nook



Building a Navy Board Model of HMS Sussex 1693

By Gilbert McArdle

Sea Watch Books
ISBN: 978-0-9820579-5-7

This books is available from Seawatch Books
www.seawatchbooks.com

Details

A new book recently came across my desk. "Building a Navy Board Model of HMS Sussex 1693" by Gib McArdle is the latest book by Sea Watch Books. It covers the building of, as the title suggests, a Navy Board Model of the HMS Sussex of 1693.

The model itself is based on a Model of the HMS Sussex in the US Naval Academy Museum. The book details Gibs process of how he developed his plans from measurements taken of the original model describing the methods he used through a detailed process of his building of the model.

Filled with how-tos, tips, techniques and a vast amount of other information, certainly, this book is worthy of a place in your modeling library even if you don't plan to build this particular ship. I've already referred numerous time in relation to a project I'm working on.

The first part of the book covers the information listed above along with a brief on the history of the time when the ship was built. The second half of the book, contains 17 sheets of Gibs 1/4" scaled drawings neatly packed away in a specially designed pocket. Also included are 1/8" scaled drawings of the frames.

I have to admit, I'm looking forward to new publications from this publisher.

Badges:

Heraldry of Canadian Naval Ships

HMCS Corner Brook

Sable between three bends and three bends reversed wavy a pile Or overlaid of another Sable charged with representation of a Viking warrior's helmet Or.

Significance:
Corner Brook's badge incorporates a "V" in reference to the Victoria class of submarine. The golden waves flowing on either side are a reference to the Corner Brook River. The black field represents the depths at which the vessel operates, while the Viking helmet recalls the importance of the discovery of Newfoundland by these famous seafaring warriors.

Help Support the 2012
USS Constitution Cutaway Model

Proto-type 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.

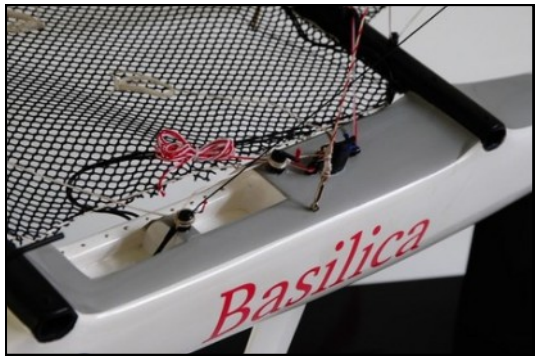
"This model will truly be one of a kind and the envy of any maritime museum."

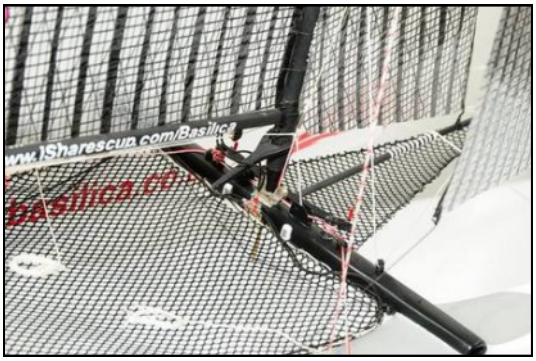
To make a donation go to the Model Ship Builder website to learn how.
www.modelshipbuilder.com

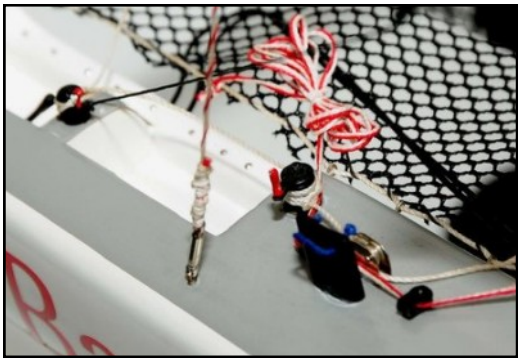
Custom Corner

This section in the MSB Journal 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.

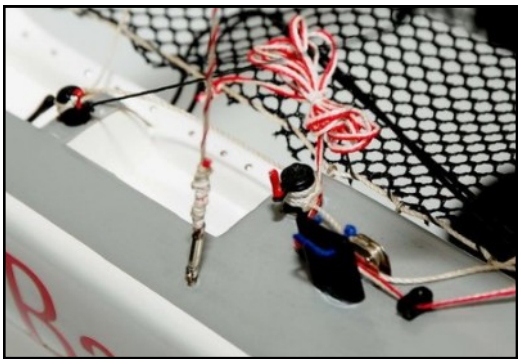
Basilica Catamaran Model







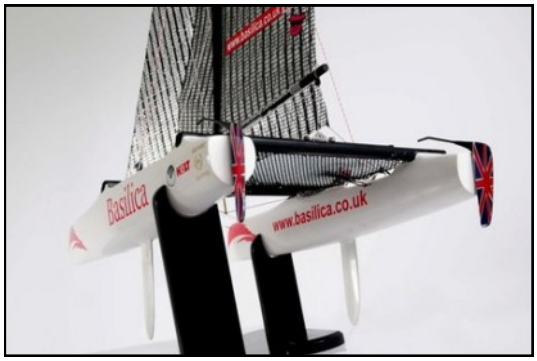

Basilica




HENRI
HOLT
LLOYD


Basilica
HOLT


Basilic


Basilica
www.basilica.co.uk

Contributors Pictures

This set of pictures of an armed Chaloupe was sent in by Glenn Amudsen

This next set of pictures while not of a model, I thought you might like to see. They were forwarded to me by Michael Brown. They of a picture of a Newfoundland Crab boat owned by Ross Petten of Port de Grave Newfoundland. They kind of help put in perspective just how small we humans and our creations are.



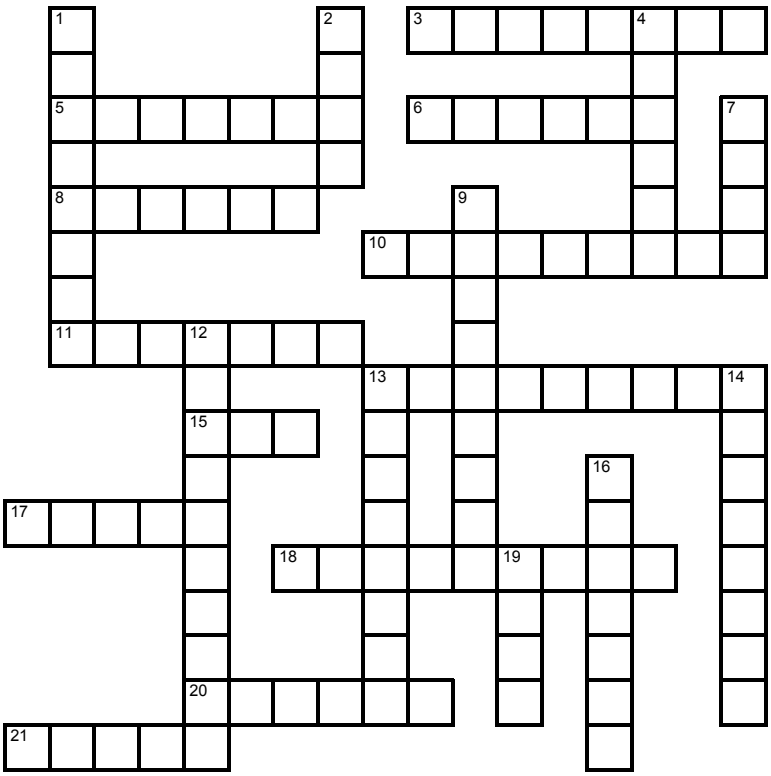





Nautical Trivia

By Gene Bodnar

Fire In The Hole



Across

3 Knob-like projection in the rear of the breech of a cannon
5 Tool used to clean the bore of a cannon
6 The open circular discharging end of a cannon
8 Mop for cleaning the bore of a cannon
10 Kind of ammunition fired from a cannon
11 Wooden stopper, or plus, used in a cannon
13 Another kind of ammunition fired from a cannon
15 Plug used to retain a powder charge
17 Tool used to dump powder into the bore of a cannon
18 Device used to prepare for detonation of a cannon
20 Wooden cylinder used to push home the powder in a cannon
21 Wedge used to raise the level of a cannon

Down

1 Kind of canister used as ammunition for a cannon
2 Hollow area in the barrel of a cannon
4 Part of a cannon behind the barrel
7 Rearmost part of a cascabel
9 Blocks and pulleys attached to a gun carriage
12 Container for carrying gunpowder
13 Mechanical frame on which the cannon is mounted
14 Pin on a cannon forming an axis on which it pivots
16 Best kind of shot for destroying masts
19 Spiral-shaped tool for cleaning a cannon

USE YOUR NOGGIN'

Carrying a bag full of small blocks to the mainmast, Captain Jack decided to test the thinking powers of his two seamen, Tom and Jerry. The captain peered at the men and told them, "This bag contains twelve blocks. They are all identical in size, weight, and color, except for one of them, which is slightly heavier than the other eleven."

The captain handed Tom a balance, stating, "This is a perfectly calibrated balance. I want you and Jerry to take this balance below decks and weigh the blocks to find the one that is heavier than the rest. However, you must conclude your determination in only three weighings – no more and no less. Do you understand? Use you noggin'."

Tom and Jerry replied, "Aye, aye, Captain," took the balance, and headed below decks.

EXPLAIN HOW TOM AND JERRY PERFORMED THIS TASK.

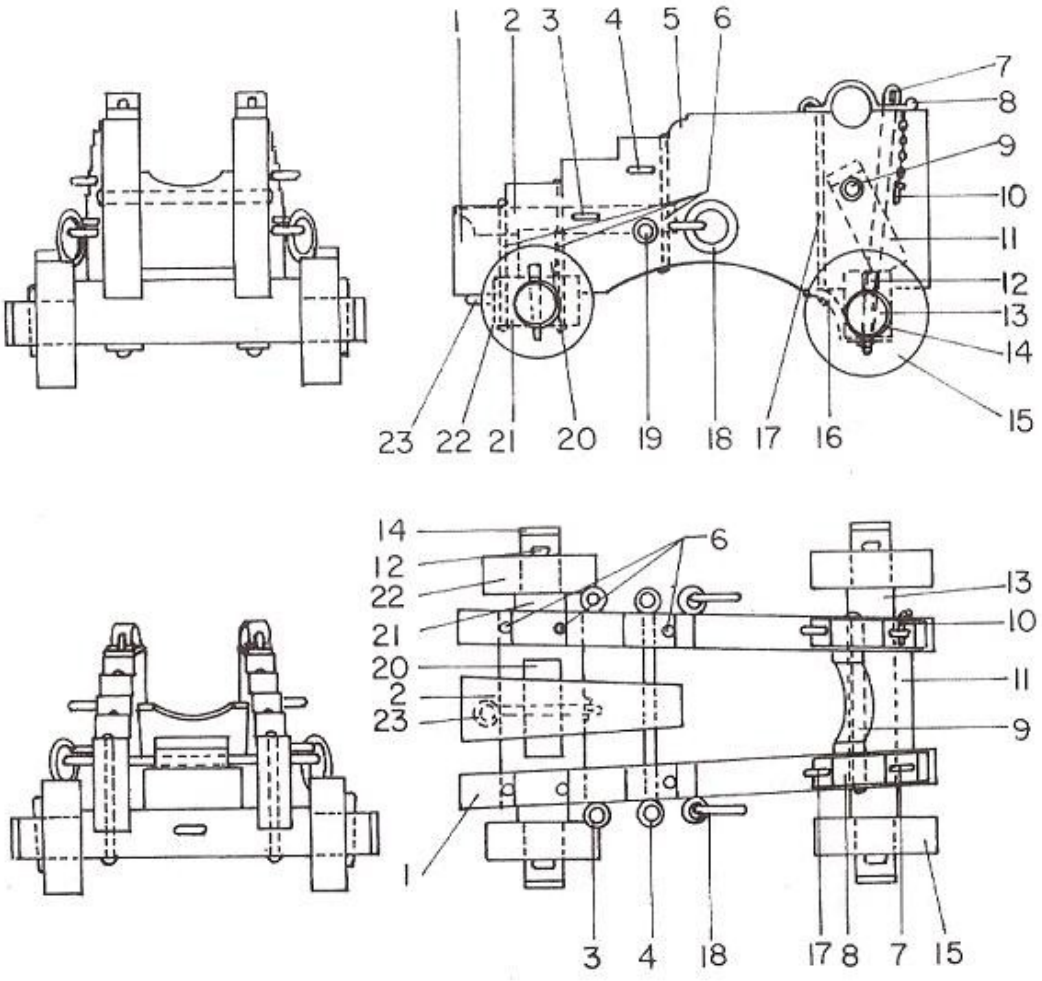
NAUTICAL NICKNAMES

From the list of terms at the bottom of this page, select the correct nickname used for the following nautical folks.

What is the nickname for a whaleman? _____
What is the nickname for a seaman who was born at sea? _____
What is the nickname for a seaman who spins well-embroidered yarns of his experiences at sea? _____
What is the nickname for a seaman detailed to clean the mess? _____
What is the old nickname for a Royal Marine? _____
What is the nickname for the butcher's assistant? _____
What is the nickname for a seaman who is disliked by his shipmates? _____
What is the nickname for the captain of a ship? _____
What is the nickname for a seaman who is swabbing the deck? _____
What is the nickname for the ship's carpenter? _____

JIMMY DUCKS
JACK NASTYFACE
SPOUTER
DAB TOE
SHELLBACK
PEGGY
CHIPPY CHAP
FATHER
SON OF A GUN
JOLLY

NAME THE PARTS OF A GUN CARRIAGE



1. _____ 2. _____ 3. _____
4. _____ 5. _____ 6. _____
7. _____ 8. _____ 9. _____
10. _____ 11. _____ 12. _____
13. _____ 14. _____ 15. _____
16. _____ 17. _____ 18. _____
19. _____ 20. _____ 21. _____
22. _____ 23. _____

ALL HANDS ON DECK!

1. What is the part of the upper deck abaft the mainmast, including the poop deck when there is one? _____

2. What is the deck or part of a deck where the cables are stowed, usually below the waterline? _____

3. What is the deck next below the gun deck, where the hammocks of the crew are slung? _____

4. What is the upper deck on river steamers erected above the frame of the of the hull (deriving its name from the wind that always seems to blow on this deck)? _____

5. What is the deck from which aircraft take off and land? _____

6. What is the open area, typically at or near the stern of a passenger ship, housing the main outdoor swimming pool and sunbathing area? _____

7. What is the principal deck of a vessel? _____

8. What is the "wrap-around porch" found on passenger ships and river-boats encircling the superstructure? _____

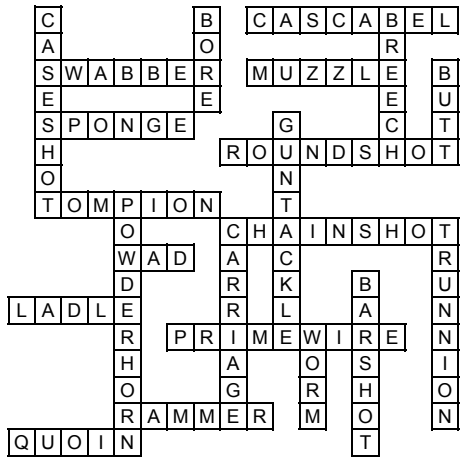
9. What is the deck below the spar deck, on which the ship's armament is carried? _____

10. What is any continuous, unbroken deck from stem to stern? _____

Nautical Trivia

Answers

FIRE IN THE HOLE!



USE YOUR NOGGIN' : First, they weighed all 12 blocks, with 6 on each side of the balance (Weighting #1). Whichever side is heavier, they took those 6 blocks and weighed 3 on each side (Weighting #1). Again, whichever side is heavier, they took those 3 blocks, placing one to the side, and weighing the other 2, one on each side of the balance (Weighting #3). During this weighing, if one block weighs heavier than the other, the answer is obvious, and so too, if they balance perfectly, then the block they put to the side is the heavier block.

NAUTICAL NICKNAMES: 1-Spouter, 2-Son of a gun, 3-Shellback, 4-Peggy, 5-Jolly, 6-Jimmy ducks, 7-Jack Nastyface, 8-Father, 9-Dab toe, and 10-Chippy chap.

NAME THE PARTS OF A GUN CARRIAGE: 1-Bracket, 2-Stool bed, 3-Gun-tackle eyebolt, 4-Gun-tackle eyebolt, 5-Quadrant, 6-Bracket bolts, 7-Ca[square joint bolt, 8-Cap square, 9-Swell of muzzle, 10-Cap square key, 11-Transom, 12-Linchpin, 13-Axtree, 14-Axtree hoop, 15-Fore truck, 16-Axtree stay, 17-Cap square eyebolt, 18-Breeching ring-bolt, 19-Bed bolt, 20-Bolster, 21-Rear axtree, 22-Rear truck, and 23-Train-tackle eyebolt.

ALL HANDS ON DECK: 1-Quarterdeck, 2-Orlop deck, 3-Berth deck, 4-Hurricane deck, 5-Flight deck, 6-Lido deck, 7-Main deck, 8-Promenade deck, 9-Gun deck, and 10-Flush deck.

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
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

Cape Ann Ship Modelers Guild

Meeting at 7:00 PM the second Wednsday of every month at the Veterans Center, 12 Emerson Avenue, Gloucester, Massachusetts.

www.casmg.org
Contact: Tony Ashdon
tony@capeannshipmodelersguild.org
Ph: (978) 546-7222

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
pcadreher@sympatico.ca

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
jweliver@comcast.net