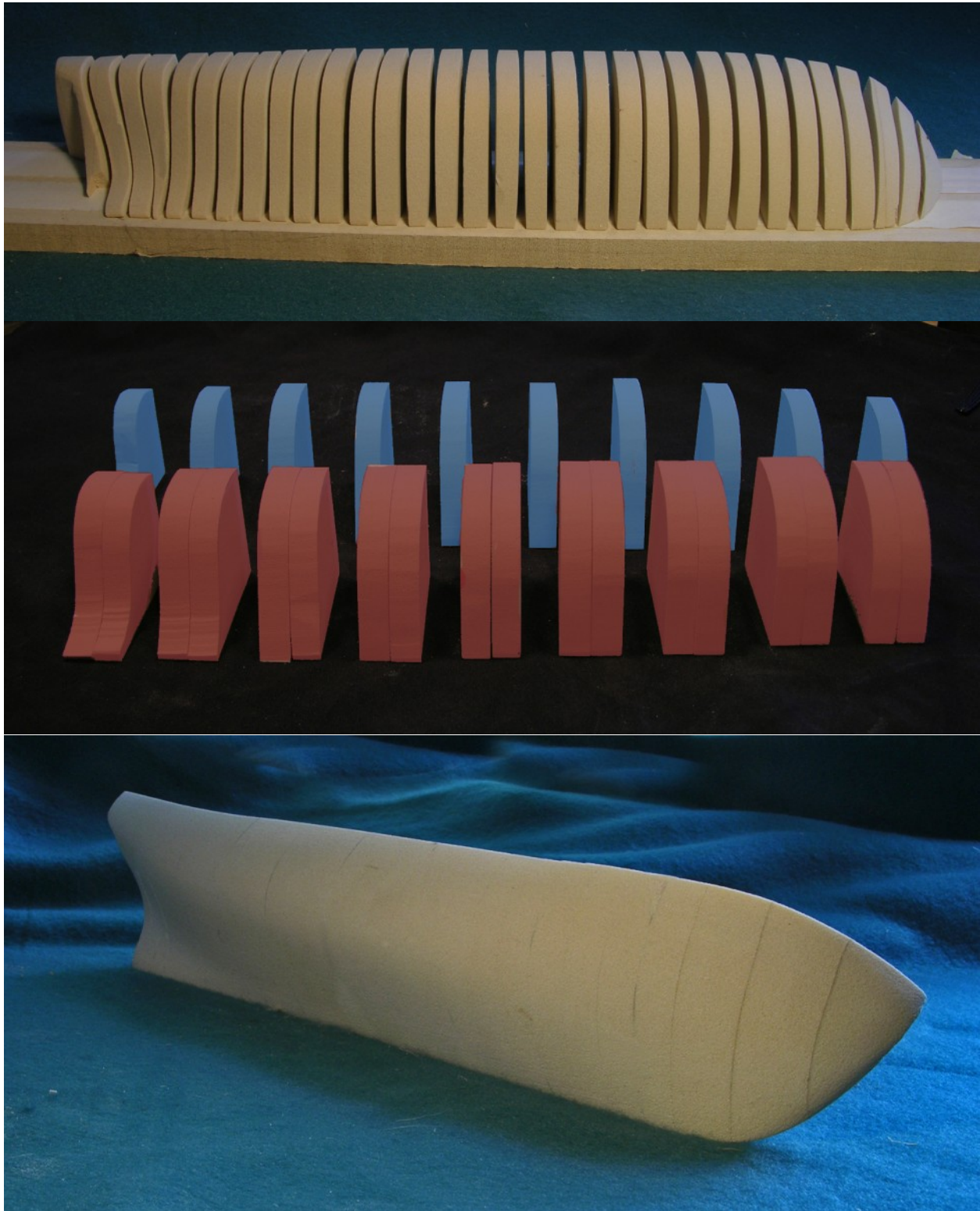


The MSB Journal

An online publication for model ship building enthusiasts



August 2010

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Table of Contents

The Pirates Code	3
The General Hunter: Part 3	4
From the Files of ShipWreck Central: Rosalie Moller	10
Badges: Heraldry of Canadian Naval Ships	13
The Book Nook	14
Custom Corner	15
Gene's Nautical Trivia	16
Modeling Clubs	20

The Pirates Code

By Gene Bodnar

Piracy on the high seas has existed ever since the seas have been used for commerce. The first recorded incident of piracy occurred in the 13th century B.C., when the Sea Peoples threatened the Aegean and Mediterranean. Piracy continued throughout history and reached a sort of heyday in the 1600s. By the 1650s, pirates themselves saw a need to establish a code of ethics among themselves, so buccaneers began to operate under a set of rules called the Chasse-Partie, or Charter Party, which even held weight in the Jamaican court system for a time.



The pirate code of conduct later became the Articles of Agreement, commonly known as the Pirate's Code, which basically explained the standard operating procedures for all pirates involved. For a pirate to join the group meant that that person signed the articles and agreed to abide by the membership rules.

One of the major elements of the Pirate's Code was who was voted the Captain of the ship, especially if the ship owner was not among them. All of the crew members voted to decide who would be their captain – very democratically. The Code also established the area in which a particular pirate ship could search for fortune. Of course, when the ship captured plunder, the division of the plunder among the crew members was also enumerated in detail.



The Pirate's Code also provided for intolerable behavior among crew members. Fighting and gambling were strictly prohibited, and punishments were described for all broken rules. In addition, if a crew member lost an eye, arm, or leg, he was compensated for the disability. A right arm or right leg was worth more than a left arm or left leg, because more pirates were right-handed.

Each member would be required to sign (or make his mark) and then swear an oath of honor, with his hand placed on either a Bible, crossed pistols, or a human skull, or while sitting on a cannon.

Punishment for breaking the rules was always swift and without exception. The quartermaster implemented the punishment, which was determined by the captain or by a vote of the crew members. It might involve putting the legs in irons for a time, or flogging, or keel hauling. More serious crimes were punished by marooning or even death.

The Pirate's Code helped groups of violent men to live under their unique social contracts. The Pirate's Code contained elements of equality, rules, decisions by group vote, just punishments, and divisions of power – the framework upon which democratic nations would soon be built.

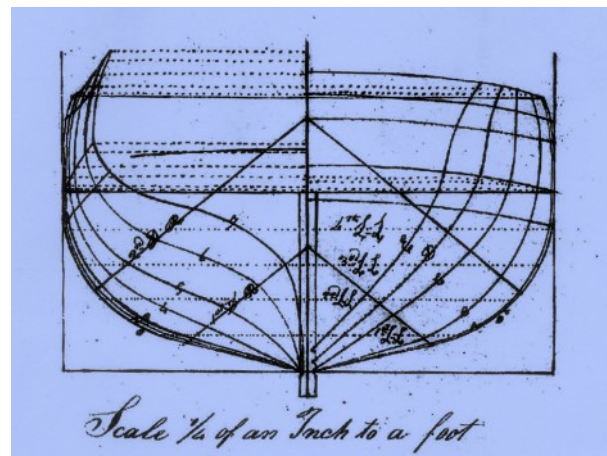
GENERAL HUNTER

PART 3

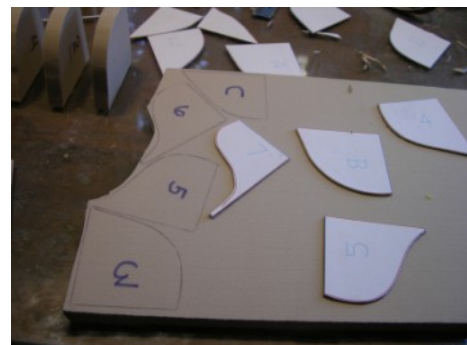
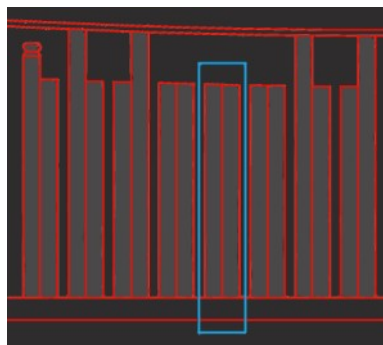


In the museum at Fort Amherstburg there is a display of a half model of the General Hunter. The plaque under the hull says *Ship half models such as this were used as the pattern from which full size hulls were built. This half model of the General Hunter is a reproduction.*

Rather than trying to loft the frame shapes from hull lines it is much easier and far more accurate if we used a half model of our own. Starting with the bodyplan we will use the main frames as a pattern. This bodyplan is a drawing done by William Bell and taken direct from his drawing of the General Hope.



Layout of the half hull needs to be planned out so when the hull is sliced it will provide the shape of all the frames. Half hulls can be made of a soft wood or in this case a foam board called sign board was used, this type of board is also called high density polyurethane board or HDU board. For shaping out a half hull this material has got to be the best ever.

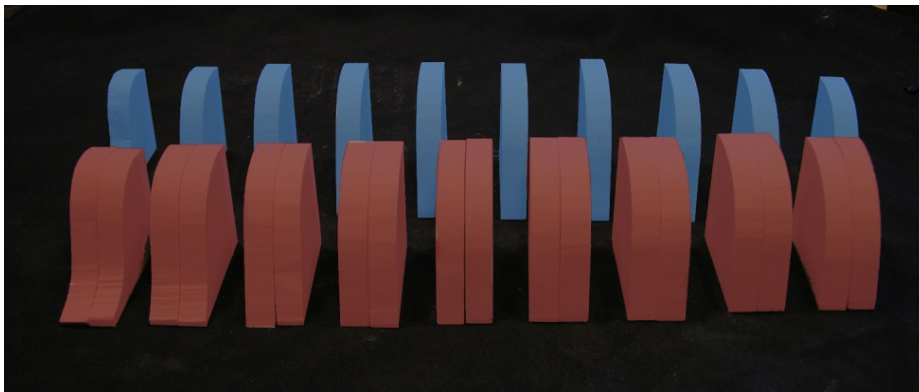
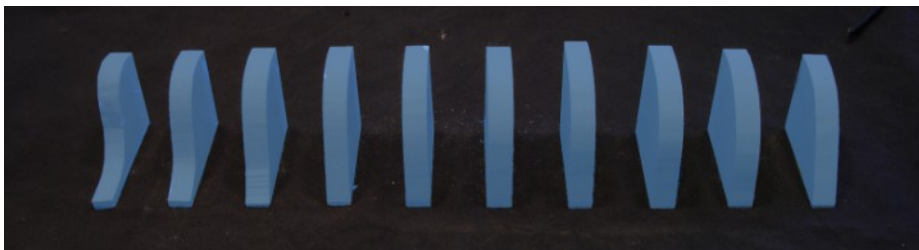


This half hull is being made vertical rather than the horizontal lift method type hull. Thickness of each block is figured from the center of the space between each frame, this is referred to as "room and space" which is the room taken up by one

frame plus the space between a frame. The blue box is one foam block. Sign board is available in all sizes and thickness, I happen to have $\frac{3}{4}$ thick board on hand so it was run through the thickness sander to bring it down to the required thickness of $\frac{1}{2}$ inch.

A pattern was cut for each of the body lines, then they were laid out on the sign board.

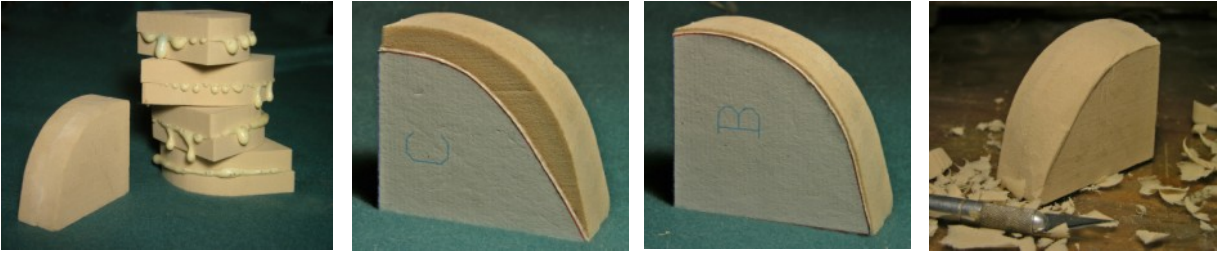
With all the body lines cut out we now have the general shape of the hull. Going back to the second part of this article each one of these blocks are the blue frames shown in the framing on the wreck. Between each of these frame blocks are two more frames, which were the red tinted frames.



Trying several types of glue the one that seemed to work the best was Gorilla Glue, after gluing and clamping the 2 blocks together I got a little worried when the glue oozed out of the edges. It didn't take much at all to sand off the extra glue so each set of blocks were cleaned up before assembly of the half hull.

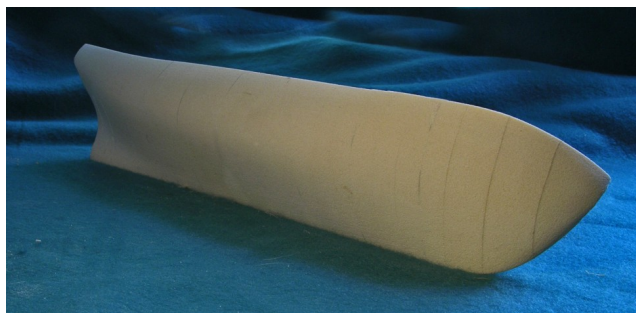
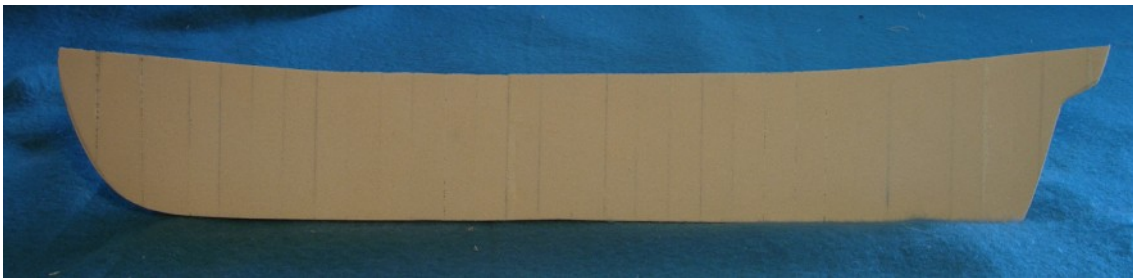
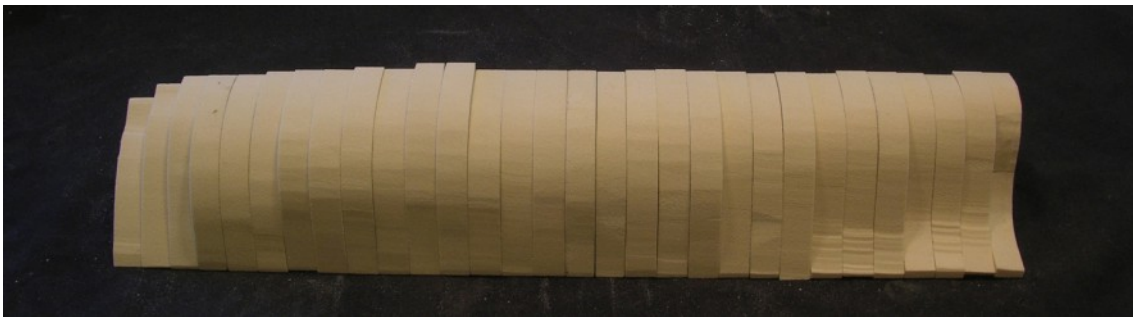
The first two sets of blocks at the bow and stern that fit between the blue main frame blocks were roughly pre shaped before the half hull was assembled. For the first block at

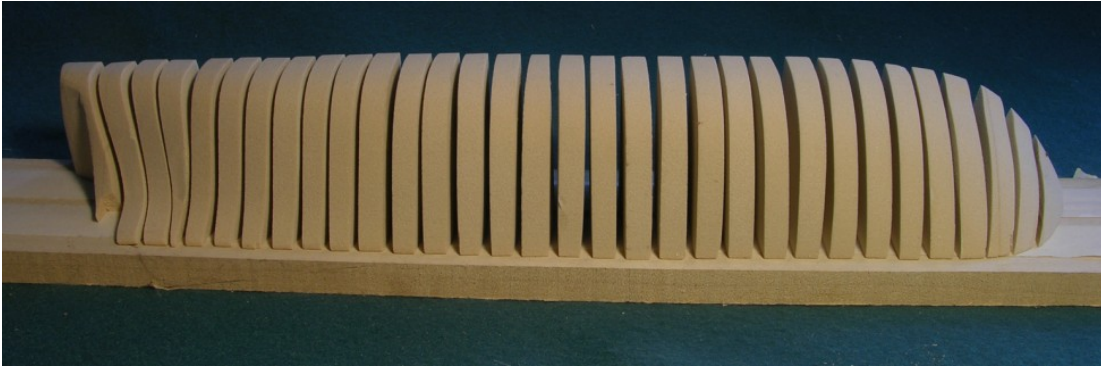
the bow the template was used for frame B to cut out the block. Then template C was used to shape the forward side of the block.



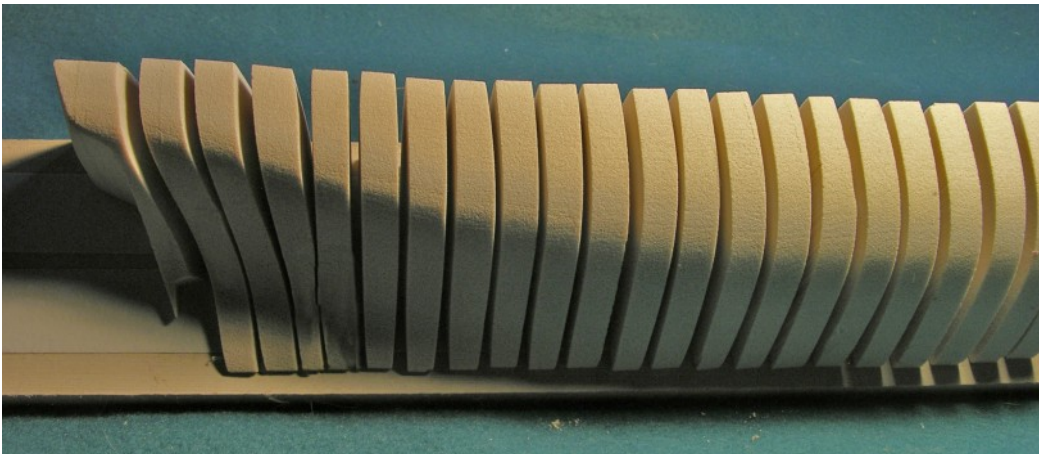
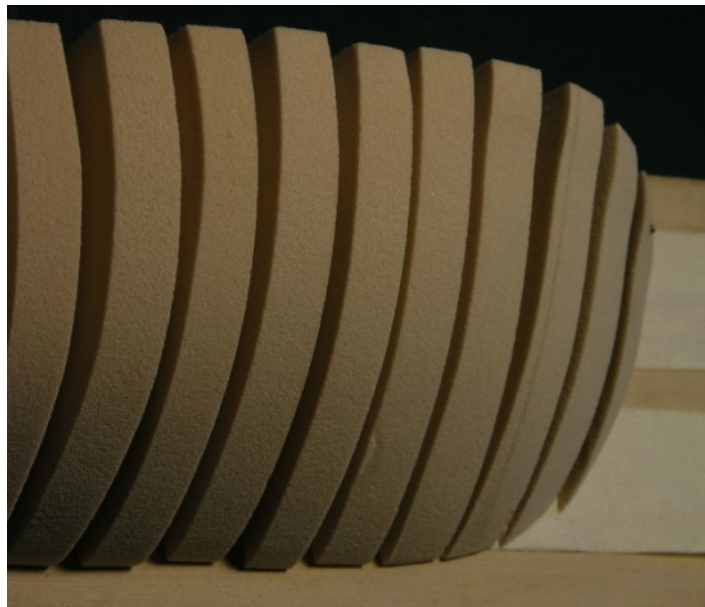
Once all the blocks were roughly shaped three cant frame blocks were added to the front, then bow and stern blocks were added. The trick to get an accurate hull is to first shape the sheer line from the side and from the top.

Once you have the sheer set, go ahead and shape the hull.





When the hull has been shaped it is sliced apart using the seam lines as a guide. This seems like a lot of work to go through to get the shape of the frames. I have lofted frames from plans as well as using the half hull method. With the half hull all the bevels are there and the curves and hull lines can be seen. A photo with the shadow is an example of the hull lines you do not see when drawing individual frames. The half hull gives you the exact location of a hull line on every frame. No matter how good you get at drawing frames you still need to go back and forth refining your frame shapes, the half hull insures you have the correct shape without having to build a framed prototype.

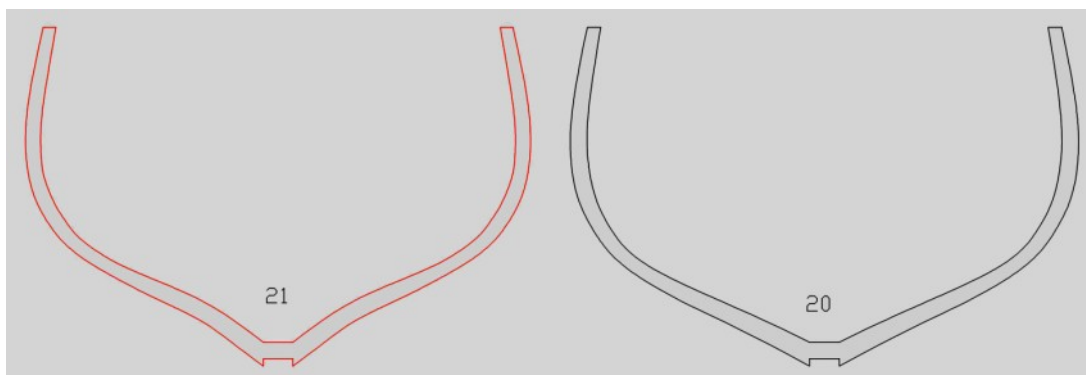
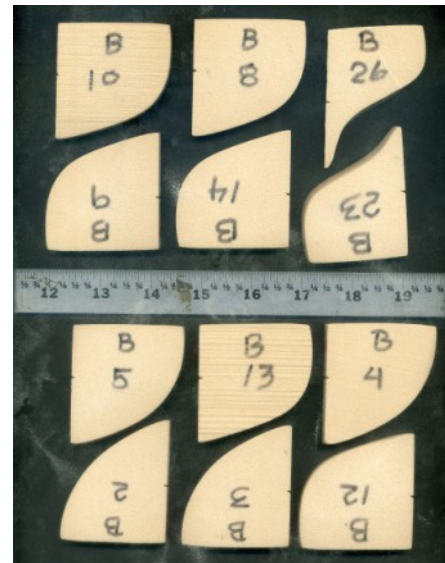
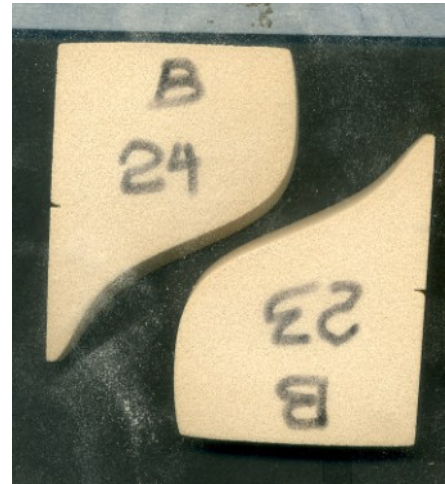


As an example of having the bevel lines from a half hull, looking closely at the frame slices of 23 and 24 you can see the edges of the bevels. A scan is made of both sides of the slice then lined up. The tick mark you see on the flat side is a groove I cut into the back of the half hull to be used to line up the drawings. All the frame slices are placed on a flat bed scanner and scanned. Once scanned the file is imported into Auto Cad and traced.

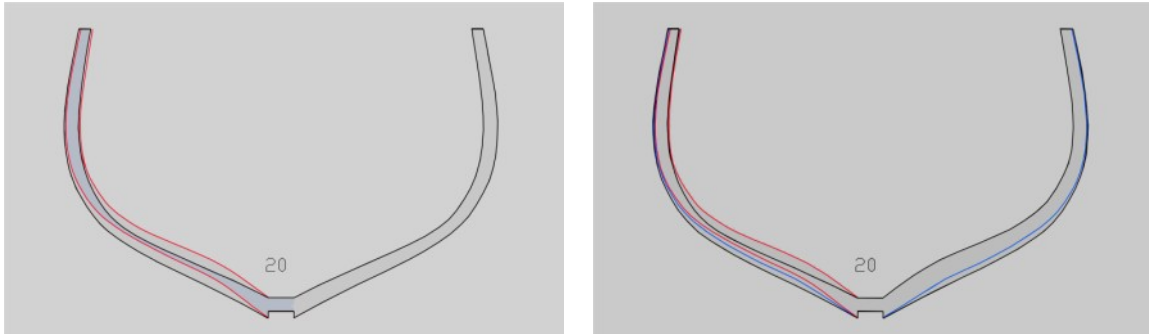
Notice the white dust in the scan, this is from the signboard as a result of sanding. Even after cleaning the slices and vacuuming the area this dust does not go away. The dust is like a very fine sandy grit that clings to everything. There is no doubt using this material for making half hulls is just wonderful, but I strongly suggest you do the sanding outdoors and away from your work area.

When all the frame slices are scanned and traced the next step is to draw the inside edge of the frames. This step has been discussed in previous articles in the great lakes series, so there is no need to go over the procedure again. For bevel lines you can trace them directly from the frame slices or draw them in. Bevel lines are actually not needed as part of a frame drawing unless you plan on cutting in the bevel on each frame before installing them into the hull. In actual ship building there might be a lot of material to remove so it may be more practical to rough in a frame bevel and after the frame is in the hull finish the bevel by a process called "dubbing" or making the face of the frame smooth. In model building it would be better to install the framing

"proud" or full without cutting a bevel. Once all the frames are in, then by giving the hull a final sanding the bevels will form automatically and fare one to the other smoother and much more accurate than trying to form them separately on each frame. Figuring out the bevels on the frame drawing is not to locate the bevel and its shape to cut them but rather to insure there will be enough material on the frame for the bevels once the hull is shaped.



Steps to adjust a frame for bevels we will use frame 20 as the example. First step is to take the next frame which is 21 and overlay it over frame 20. If you do not adjust the frames for a bevel by the time frame 20 is shaped and faired into the hull all that would be left of it would be the darker gray area. By overlaying frame 21 on frame 20 the inside red line is showing where the forward edge of the hull is when looking aft. Material has to be added to frame 20 to enable it to fare into the hull. Looking forward at frame 20 the outer



most black line is the hull at the forward face of frame 20 and the space between the outer black line and the red line is the amount of material that will be cut away by the bevel. The blue line is the actual bevel as traced from the frame slice and as you can see it falls slightly short of the red line of frame 21. As for the inner red line the same applies and the true frame edge will fall slightly shy of that line. For the sake of having a little more material to work with we will use the inner red line and add it to the final shape of frame 20 which is on the right side of the drawing.

SALTY SAYINGS

By Harry Campbell

SAILOR'S BLESSING: Any curse.

SAILOR'S CHAMPAGNE: Beer.

SAILOR'S FAREWELL: A parting curse.

SAILOR'S FRIEND: The moon.

SAILOR'S WEATHER: A fair wind and just enough of it.

WET AS A SCRUBBER: Foolish or daft.

WHITE RAT: A lower-deck spy for the authorities.

STONE FRIGATE: A shore establishment.

OLD AND BOLD: An elderly officer from the lower deck.

MUDHOOK: The anchor.



MSB is a Charter Member of the ShipWreck-Central

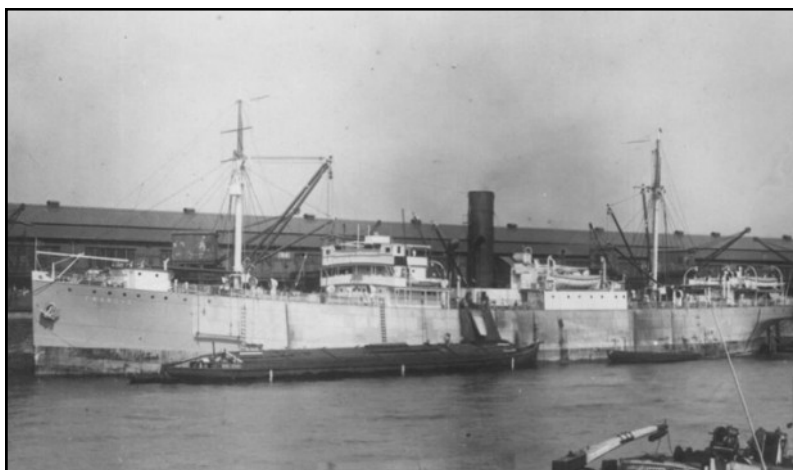
Vessel Research Team

From the Files of ShipWreck Central

Rosalie Moller

The Rosalie Moller was built in Glasgow by Barclay Curle & Co, she was launched as the "Francis" in January 1910 and went into immediate service with the Booth Shipping Line. She was a smart ship for her day - which after all, was at a time when the much loved sailing ship was barely a thing of the past. She was 108.2m long and displaced 3,960 tons. Her triple expansion engines produced a very credible 10 knots.

In March 1931 she was sold to the Lancashire based Moller Line and re-named "Rosalie Moller." Up to this point the vessel had plied British and European Coastal waters, but Messrs Moller soon had the gallant little Cargo ship operating in China between Shanghai and Tsingtao.



By the late thirties, of course, war was looming and the more it became inevitable, the more people consolidated their financial position. The Moller Line, like any other shipping line, was only too aware that if war was declared, they would probably never see many of their ships again, and "Loss or Damage due to War Causes" is still an exclusion clause on almost all Insurance Policies. The options, therefore, were simple; either they recalled their vessels, and assisted their country at a time of great need, or they risked financial ruin by losing their ships.

By 1940, the Rosalie Moller was, therefore, back in Liverpool and was under command of Captain James Byrne, a very experienced Master Mariner. Byrne was a rather brash Australian who's Trademark was his bush hat. He was also a man who ran a tight ship and hated "Jerry" with every fibre of his body. The Rosalie Moller was, however, an old ship by any standards and her Chief Engineer spent his time nursing her engines from crisis to crisis in order to get the very best from them. By now this was only 7 knots - yes 7 MPH!, but even so, she was ideal for collier duties and was soon making a significant contribution by transporting anything up to 4,500 tons of best Welsh coal to whichever port the Royal



Navy demanded.

In July 1941, the Rosalie Moller's engines were given a thorough overhaul before being assigned the task that would prove to be her last. At the end of that month she took on 4,680 tons of "Best Welsh" and her Master was ordered to sail independently for Alexandria. With the Mediterranean route out of the question, the only safe passage was via South Africa.

It was a long and uneventful journey and on 11 September she slipped her moorings in Durban before sailing up the east coast of Africa. After another brief stop at Aden, the Rosalie Moller finally entered the Red Sea and, on reaching the Gulf of Suez, was assigned "Safe Anchorage H" to await further instructions. The Master let out the starboard anchor and some 200m of chain as the gentle current pushed the vessel back. This was "good holding ground" and, at long last, the engine was closed down. All they could do now was wait.

On the night of 7th October 1941, Captain Byrne and his crew were blissfully unaware that at 2258 hrs two more twin-engine Heinkels had crossed the north Egyptian coast and were heading Southeast, straight for them. Even if they had been forewarned, there was nothing they could have done.

Captain Byrne had a bunk on the Bridge of his ship and, awoken by the noise of Aircraft engines, stepped outside. Unable to defend his ship, the Master of the Rosalie Moller could only watch as one of the aircraft spotted his vessel and came in for a low level attack. Characteristically, he shook his fist in a last gesture of defiance as the aircraft passed close above him and released her bombs.

He was later reported in the War Diary (now declassified) as stating: Two bombs released, one striking No 3 Hold at 0045 hrs. Vessel sank 0140 hrs 8 October 1941, two Crew missing. (Middleton)



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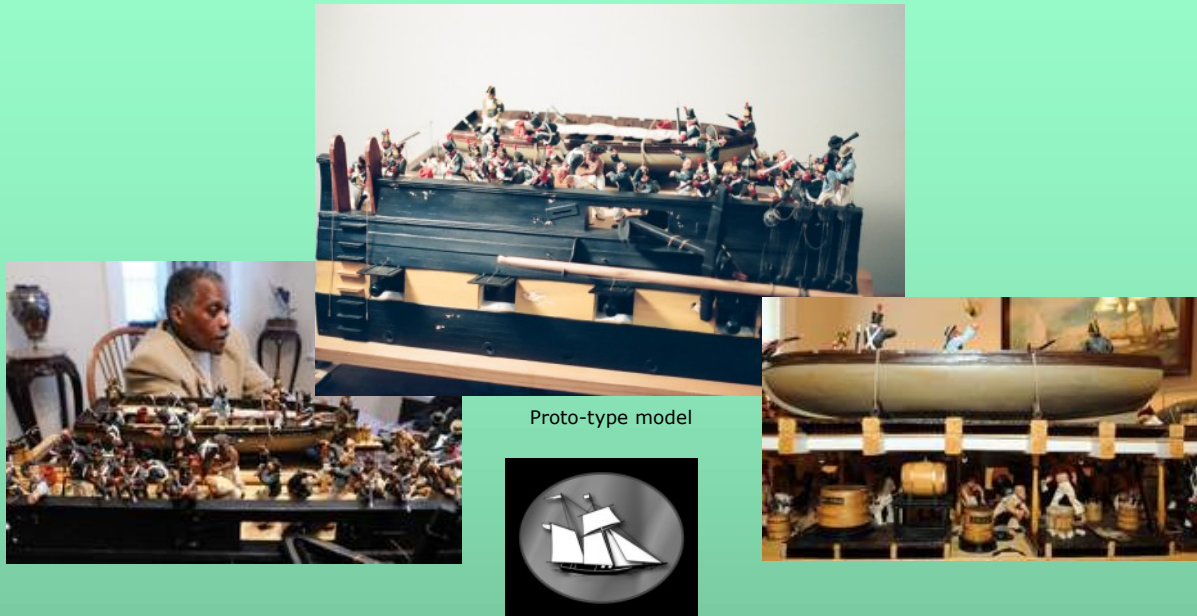
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The goal is to build a 1:24 scale cutaway model of the USS Constitution which will measure over 5 ft in length. Will also include hand carved figurines.

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

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Badges:

Heraldry of Canadian Naval Ships



BLAZON:

Or, a bend wavy azure charged with a like bendlet argent. In front across the centre of a bow stringed fess-wise, and arrow point upwards in pale, both sable.

SIGNIFICANCE:

The gold is representative of the fertile grain fields of the "bend wavy" indicative of the Bow River which flows through Calgary. The bow is an acknowledgement of the Natives of the area.

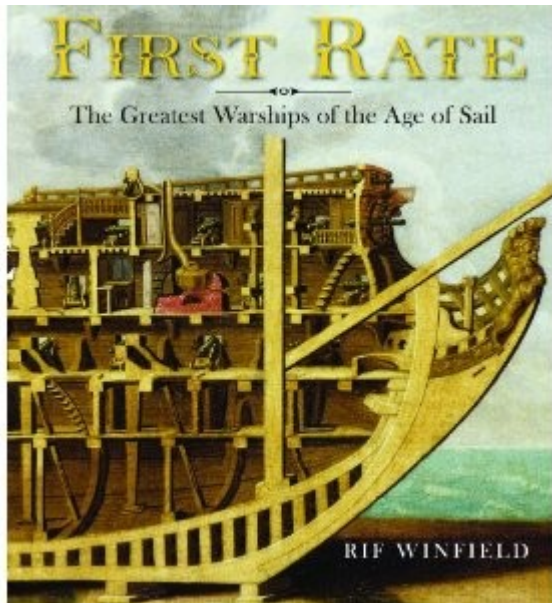
MOTTO:

HMCS Calgary's motto is "ONWARD."

SHIP's COLOURS:

Gold and Blue

The Book Nook



First Rate (The Greatest Warships of the Age of Sail)

By Rif Winfield

Naval Institute Press
ISBN-10: 1591142644
ISBN-13: 1591142645

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

In the sailing era, the warships called First Rates were the largest, most powerful, and most costly ships to construct, maintain, and operate. Built to the highest standards, they were lavishly decorated and given carefully considered names that reflected the pride and prestige of their country. They were the very embodiment of national power, and as such drew the attention of artists, engravers, and printmakers. In this first history of the major ships in the Royal Navy during the Age of Sail, virtually every British First Rate from the Prince Royal of 1610 to the end of sail is represented by an array of paintings, drawings, models, or plans. This spectacular collection of illustrations, many in full color, is a celebration of these magnificent ships, combining an authoritative history of their development with reproductions of many of the best images of the ships, chosen for their accuracy, detail, and sheer visual power in an extra-large format that does full justice to the images themselves. It also includes comparative data on similar vessels in other navies, so it is a book that all with an interest in wooden warships will find both enlightening and a pleasure to peruse.

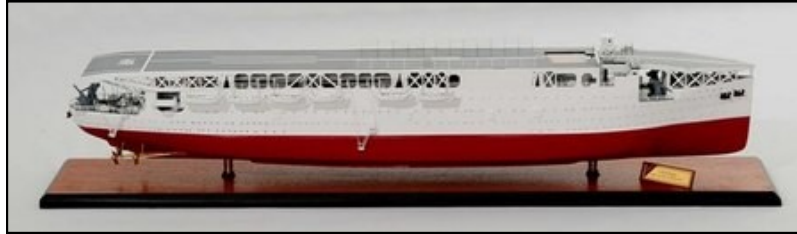
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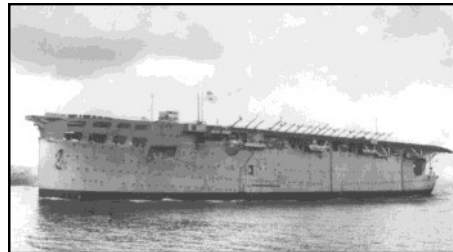
All purchases made through our Amazon Store go to support this publication and Model Ship Builder website.

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.



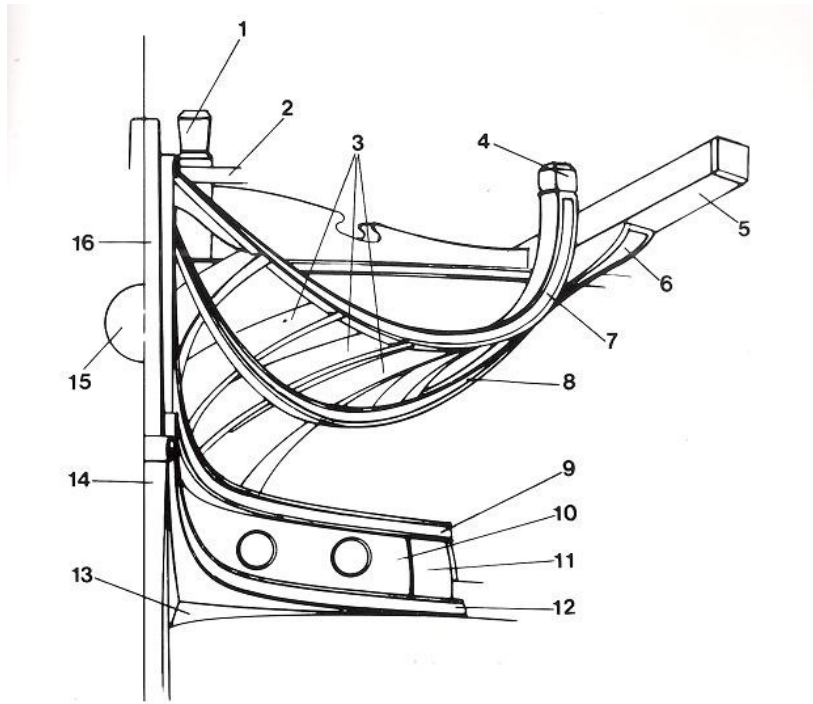
HMS Argus





Gene's Nautical Trivia

NAME THE PARTS OF THE HEAD OF A SHIP



- | | |
|----------|-----------|
| 1. _____ | 9. _____ |
| 2. _____ | 10. _____ |
| 3. _____ | 11. _____ |
| 4. _____ | 12. _____ |
| 5. _____ | 13. _____ |
| 6. _____ | 14. _____ |
| 7. _____ | 15. _____ |
| 8. _____ | 16. _____ |



LOOSE ENDS

Each of the following pairs of nautical words can combine with another word to form still another pair of nautical terms. For instance, if the given words were BACK and JIB, the word STAY could be added to form BACKSTAY and JIBSTAY. Can you supply the missing endings?

1. **HALF and CLOVE** _____
 2. **CLUMP and FIDDLE** _____
 3. **MIDSHIP and CANT** _____
 4. **YARD and GUN** _____
 5. **BOWER and SHEET** _____
 6. **SHROUD and SLING** _____
 7. **EYE and HORSESHOE** _____
 8. **LODGING and HANGING** _____
 9. **BITT and BELAYING** _____
 10. **HAWSE and SHEAVE** _____
-



FIVE QUICKIES

The following groups of boxes contain five separate and unrelated puzzles. Each of the five puzzles contains exactly three (3) answers that may contain single or compound words. Each of the three answers in each puzzle overlap by one or more letters. You must determine the location and overlap for each of the answers. The definitions for each puzzle are listed below.

1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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5	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Puzzle #1: Wooden block used for setting up a shroud; end of a line that leaves a loop for use on a cleat; inside planking of a ship's bottom.

Puzzle #2: The port side; crew member who baits and shoots the lines in a fishing boat; held a ship in place.

Puzzle #3: Small boat; tapered end of a spar on a square rigger; near the center of a vessel.

Puzzle #4: Spar projecting from the stem of a ship; quadrilateral sail held in position diagonal to the mast; channels running fore and aft either side of the keelson.

Puzzle #5: Extension of the bowsprit used on large vessels; triangular sail set over the highest yard; cordage over one inch in circumference.



Answers

NAME THE PARTS OF THE HEAD OF A SHIP: 1-Bollard timber (or Knighthead), 2-Rough-tree rail, 3-Head timbers, 4-Timberhead, 5-Cathead, 6-Supporter, 7-Main rail, 8-Ekeing, 9-Upper cheek, 10-Bolster, 11-Filling piece, 12-Lower cheek, 13-Wash cant, 14-Bobstay piece, 15-Bowsprit hole, and 16-Block.

LOOSE ENDS: 1-Hitch, 2-Block, 3-Frame, 4-Tackle, 5-Anchor, 6-Cleat, 7-Splice, 8-Knee, 9-Pin, and 10-Hole.

FIVE QUICKIES:

1 DEADEYESPLICEILING

2 LARBOARDSMANCHORED

3 DINGHYARDARMIDSHIP

4 BOWSPRITSAILIMBERS

5 JIBBOOMOONRAKEROPE

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 Wednesday 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
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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