

# The MSB Journal

Helping preserve the art of model ship building  
and the Age of Sail for new Generation



**January 2011**

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

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



## The MSB Journal

ISSN 1913-6943

January 2011

© www.modelshipbuilder.com

All rights reserved.

This is a joint publication from the owners of www.modelshipbuilder.com and Tall Ship Modeling Down Under.

"Comments and opinions are that of individual authors; The MSB Journal claims no responsibility thereof."

Published by  
www.modelshipbuilder.com

On the Cover  
The Gun Deck

### How to Contact The MSB Journal

By email: [editor@msbjournal.com](mailto:editor@msbjournal.com)

By Snail-Mail

#### Canada

The MSB Journal  
c/o Winston Scoville  
2 St. Charles Place RR5  
Clinton, Ontario, N0M 1L0  
Canada

#### Australia

The MSB Journal  
c/o Marty Cord  
13 Lukela Avenue  
Budgewoi, NSW  
Australia 2262

### Article / Content Contributions

Please submit all article and content contributions to:

[editor@msbjournal.com](mailto:editor@msbjournal.com)

## Table of Contents

From the Editors	3
Scuttlebut	5
Tidbits from the Past	6
Historic Naval Dockyards	7
The Gunners Tools	9
The Mayflower—Rex Stewart	10
The Great Lakes Series	12
Fiddly Bits	21
The Model Shipwrights Apprentice	28
Tall Ship Modeling Down-under	31
Badges: Heraldry of Canadian Naval Ships	33
Around the Workshop	34
The Book Nook	35
Contributors Pictures	37
Gene's Nautical Trivia	39
Modeling Clubs	43
Our Sponsors Page	44



# From the Editors

Hi everyone! Well, its good to be back at the helm. For a while there I thought things would have to be closed down indefinitely. Fortunately, Marty Cord was able to step in and help out by publishing a couple of issues of the Journal for us. Big thanks for that Marty. You did a great job all things considered.

Marty and I have been discussing matters over the past few months and I'm happy to say that Marty will be staying on with us here at the MSB Journal and we will be collaborating on future issues for you. I look forward to working with Marty. We hope that this collaboration from opposite ends of the world (almost literally) will bring you some interesting reading for the upcoming year.

Of course, it's the new year and it wouldn't be proper to not acknowledge the people who have been working hard with us in providing you with articles and material each month for the past year. As always, one of the backbones of the MSB Journal is Gene Bodnar. Gene has been providing us with interesting articles each and every month as well as being responsible for generating all the content for Gene's Nautical Trivia section.

Dave Stevens has been working hard on the Great Lakes series. Most notably, this past year were his series of articles on the development of a model of the Royal Navy ship the (HMS) General Hunter. This project is currently ongoing and we are about to start discussions with the archaeological team that is responsible for the General Hunter wreck site. We believe that through our mutual collaboration we'll be able to bring you another fine model to build. We are currently in the process of building multiple proto-type models. In fact you can follow Daves' build at the Model Ship Builder website in the forum area. This is a unique online build log in that it is mostly video taking one through the process of building the model from a kit that is being developed. In the near future we'll be issuing both plans and kit of the General Hunter. We'll let you know as soon as they are available. Dave is already working on two other possible projects for the upcoming year.

Though no articles have appeared here in the Journal about one of our main ongoing projects, I would like to make special mention of Mr. Jeff Staudt. Jeff has developed a set of drawings for one of our projects which just recently became available, The Bomb Vessel Cross section plans. These are perhaps the most detailed set of drawings I have ever seen for a model since I started building models back in 2005. His three-dimensional perspective drawings pretty much eliminate the need for any instruction manual to explain how to build this model. Everything you need is encompassed in the drawings. And to show that this model can be built by novices like me, Mike Rohrer, another novice builder has built the proto-type model. You can see it at the Model Ship Builder website in the forums area (the Journal cover is a picture from that collection). You'll find more information on how to obtain a set of plans for this model later in this issue. Keep your eyes open, as a timbering kit is also being developed for those who do not wish to build the model from scratch. Jeff is also already hard at work on another set of drawings for the

coming year. This set will be for a POB model of one of if not the last existing great lakes workboats from the age of sail, the Helen McLeod II, which, incidentally is currently also going through a major rebuild in Bayfield, Ontario Canada where she was originally built. I'm sure this will be another interesting model to build.

Though there's not enough room here to comment on every article that has come to us over the past year, one I would like to draw your attention to is Jack Nodwells article on making sails in the March 2010 issue. I was never a fan of sails appearing on models in the past, however, Jacks model certainly gives a good example of where they are most definitely appropriate.

Jeff Sillick has been doing a great job this past year. Jeff has been indexing the Journal for us so that we can find information in past issues. There's a link to the index on the MSB Journal main page at MSB. Jeff has also agreed to take on a few more projects at the website, so be sure to keep your eyes open for new content there.

A special thanks to all who have helped out with the MSB Journal over the past year.

In the upcoming year we hope to bring you some new columns in the Journal that we hope become regular. And on that note...lets get on with it already! :-)

By the way, we have a very open door policy here and we'd love to hear from you with your comments, suggestions and yes, for those with the desire to submit it, content for future issues. The best way to preserve this wonderful hobby is to share it with others, so be sure to let as many people you know about the Journal as you can and we'll continue to do our best to bring you an interesting and informative publication.

All the best to you and your families in the New Year!

PS: Be sure to drop by and see Marty Cords new website:

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

---

**Marty Cord**  
Tall Ship Modeling Down Under  
[www.tallshipmodeling.com](http://www.tallshipmodeling.com)

**Winston Scoville**  
Model Ship Builder  
Home of TheMSB Journal  
[www.modelshipbuilder.com](http://www.modelshipbuilder.com)

---

## Scuttlebutt

I have been lurking in the forums now for a few months watching some of the builds. I must say, I'm very impressed with Dave's video log of the General Hunter. First time I've ever seen this sort of thing online. I can certainly see how it would be a great help to modelers, especially us newbies. Keep up the good work....Greg H.

*Thanks Greg. Dave's been working very hard on this project. Be sure to drop by and say hi to Dave in the forum area. We hope to be able to bring some more projects with videos in the future....MSBJ*

---

Hi Winston, I recently noticed that your other site (Navy Board Models) is now a private membership site. Is it going to open to the public again? Though not an active member in terms of posting I really enjoyed reading through the various projects there.....Arte Sneldgrove

*Unfortunately, thanks to the wonderful world of website hackers I was forced to close that site. There's no plans in the immediate future to reopen it to the general public. I'm currently rebuilding the site for purposes of private research and projects....MSBJ*

---

Just wanted to send in a special thanks to Marty Cord for keeping the Journal going in your absence, as brief as it was....Gary B.

*I'll be sure to pass that note on to Marty Gary. He has been a great help. I'm looking forward to collaborating with Marty on future issues of the MSB Journal...MSBJ*

---

This past summer my family and I were fortunate enough to be able to visit the HMS Victory. It was impressive to say the least. I used to build models 20 or so years ago but having a new family kind of put my building on the back burners. Recently I

came across your website and it has really inspired me to get involved in building models again. Now that the family is grown and for the most part out on their own I should have lots of free time. Keep up the great work...Daniel W.

*Some day I hope to be able to see the Victory myself. Its one thing to build a model of her but to actually be able to visit the ship would certainly be awe inspiring to me. :- ) Hope to see you in the forums at the site, and be sure to start a build log there so we can see your models...MSBJ*

---

---

# **Tidbits from the Past** *by Gene Bodnar*

---



## ***“RATS AND CATS ABOARD”***



Wherever people go, rats are there, too. This has been true for hundreds of years. When Christopher Columbus was on one of his voyages, he complained of the rats infesting his food supplies. When the Age of Exploration began, it was quite common for rats to hitch rides aboard sailing ships. Soon after European settlers arrived in New Zealand, for example, the island became rapidly populated with rats – so quickly that one New Zealander rubbed his eyes and thought he saw his birch tree filled with apples; however, when he picked up a long pole and poked one of the apples, “It squeaked, and all the fruit ran away!”



Rats are masters of reproduction. A single pair of male and female rats can produce up to 15,000 descendants in one year.

In general, all sailing ships had rats living on board. They could easily be found in the ship’s hold and in the bilge, nesting there quite comfortably. After all, most ships carried huge stores of food, which represented an unlimited supply for the rats. This was especially true of ships carrying grain, where the rats found “rat heaven.” Of course, rats like to eat almost anything besides food as well, including such items as ropes, cables, and woodwork – in other words, anything that was chewable. Thus, rats not only infested the food supplies but they could be extremely destructive to the ship itself. Furthermore, they were known to be carriers of a variety of diseases.

The best way to deal with the rat problem at sea was to try to prevent it from happening in the first place. Wherever there are rats, cats are not far behind. Cats were considered to be a good solution, because of their ratting ability and their affinity for snacking on rats. A few cats carried aboard a sailing ship could make the difference between having a decent meal for the crew or for the crew going hungry, especially on an extended voyage. It is a well-known fact that sailors consider cats to be good luck. Of course, by killing rats, cats not only protected at least some of the food supplies but they also slowed down the spread of the diseases carried by rats. Therefore, it was common for ships’ captains to allow a few cats aboard, especially for long voyages. However, it should be pointed out that the British Royal Navy banned cats from ships in 1975 on the grounds of hygiene.

You’ve heard the expression “like rats leaving a sinking ship.” Do rats really leave a sinking ship? It is a fact that ships tend to leak. The bilge may fill with water and need pumping out. If the leak is too severe, the water level inside the ship starts to rise. Likewise, it is common for rats to be seen rising to higher levels as well, perhaps even up to the main deck. Indeed, there have also been a number of shipwrecked sailors who reportedly have seen rats leaving the ship just before the ship sank. They join the sailors in swimming for their life, keeping their heads above water while doing a sort of dog paddle. ♦

# Historic Naval Dockyards

A new section in the MSB Journal over the upcoming year we hope to bring you a little background on some of the important Naval Shipyards from around the world. We're starting out in this issue with the Halifax Royal Naval Dockyard.

## Halifax Royal Naval Dockyard

Created in 1758, under the supervision of Captain James Cook, the Halifax Royal Naval Dockyard was the first Royal Dockyard in North America and served as the principle depot for the British North American squadron until 1819 when it was replaced by Bermuda (though it remained the main rendezvous point for both the West Indies and North American squadrons).

Between 1760 and 1815 Britain was almost constantly at war and the Dockyard grew steadily in size to keep up with the requirements of the Royal Navy.

In addition to supplying and refitting the British North American squadron, after the American Revolution and the loss of the timber resources in the American Colonies the dockyard played a vital role in supplying masts and spars to the entire Royal Navy. Masts cut all over British North America were collected and stored at Halifax Royal Navy Dock Yard. During wartime they were shipped out to other dockyards under heavily escorted mast convoys.



HMS *Asia* at the Halifax Royal Naval Dockyard, 1797.  
Watercolour by George Gustavus Lennox, who was a Lieutenant aboard *Asia*

Though a supply and refitting dockyard, ships were also built at the yard such as the well known schooner HMS Halifax (formerly *Nova Scotia Packet*) built in 1765 for merchant service and bought by the Royal Navy for patrol service in 1768. It is believed to be one of the best documented schooners of early North America.



Picture taken during the 350th anniversary celebrations of the Halifax Royal Naval Dockyard

The Naval Yard was initially defended by its own large blockhouse, three redoubts and a fortified stone wall. These defences were enhanced and later replaced by the large network of Army fortifications whose main purposes was to safeguard the Naval Dockyard including nearby Fort Needham, Fort George, the Halifax Citadel; York Redoubt; Fort Charlotte on Georges Island, Fort Clarence in Dartmouth; five forts on McNabs Island and extensive batteries at Point Pleasant.

After the American Revolution, Halifax Dockyard became by default the oldest military harbour in British North America. Occupied by the Royal Canadian Navy, it retained its active military function

and was pivotal to strategic defence in the American Revolution, the War of 1812 and the First World War. Although numerous new buildings were added to the site during the First World War, the explosion of the Mont Blanc in Halifax in 1917 destroyed many of the structures. Under the control of Maritime Atlantic Forces (MARLANT), the Halifax Dockyard continues to be used by the Canadian navy today. ♦

## SALTY SAYINGS

by Harry Campbell

**WHERE AWAY?:** A request for a precise bearing.

**AWAY ALOFT:** Order to hands to climb aloft preparatory to handling the sails and rigging.

**OFF AND FAIR:** Instruction to remove a damaged part, repair it, and put it back in position.

**SWAY AWAY:** Order to hoist an upper yard.

*The Lumberyard*

*for Model Shipwrights*



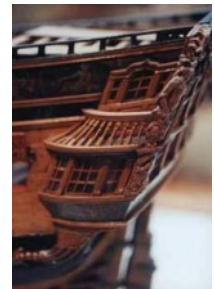
*Fine select woods for the hobbyist*



*We are proud to be your supplier of rough lumber, milled sheets and strips, plank on frame hull kits, model ship kits and more...*

Visit us today!

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







# The Gunners Tools

Tools of the gunner's trade (not to scale). The sponge, moistened with water, extinguished sparks in the bore after firing. The worm cleaned unburned fragments of cloth powder bags from the bore. Ladles were originally used to load powder; after cartridge bags came into use, they were used to extract loads from muzzle-loaders without firing. The rammer sealed cartridge and ball in place; the scraper and searchers were used to clean the gun and to find damaged spots in the bore. The handspike helped to move the gun carriage and to raise the gun breech so the wedge-shaped quoin could be moved to adjust the gun's elevation. The priming wire pierced the powder bag to make sure that the flame of the primer would ignite the powder charge, while the tompion kept the bore dry while the gun was not in use. (From Albert Manucy, *Artillery Through the Ages* (Government Printing Office, 1949).)



---

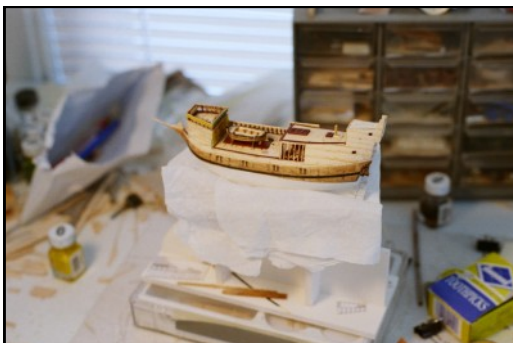
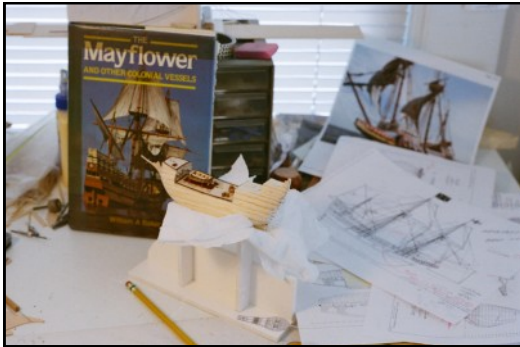
# The Mayflower (1956)

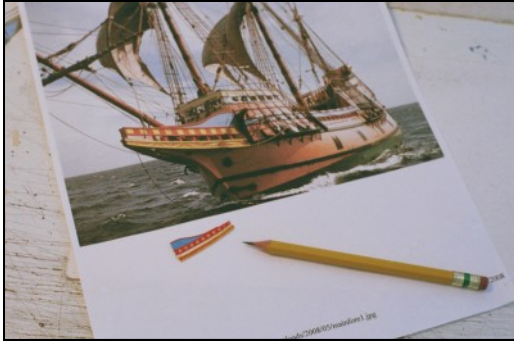
A pictorial log of a 1:200 scale miniature of the Mayflower replica built in 1956  
By model ship builder Rex Stewart

---



Rex hard at work





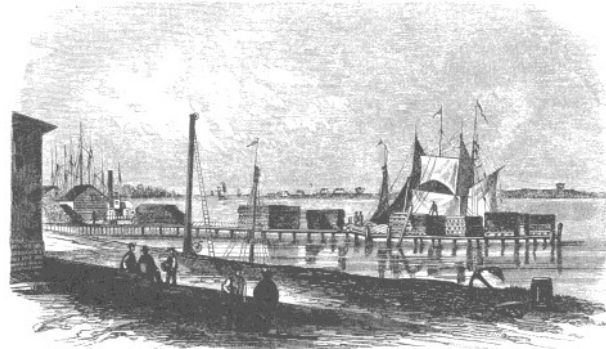
Learn more about Rex Stewart at his website:

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

# The Great Lakes Series

## Naval Shipyards

By 1806 the Provincial Marine Department had been allowed to deteriorate so Lieutenant Colonel Pye was appointed to create an efficient naval service. January of 1809 Pye began the repairs of the ships Camden and General Hunter and began the construction of a large war ship to be built exclusively for fighting that would be capable of maintaining command on Lake Erie. Final authorization for the new vessel came in October of 1809 and was to be built on the same model and approximate dimensions of the Royal George built on lake Ontario, when built the 400 tons the Queen Charlotte was the largest war ship built on the upper lakes. Amherstburg became the major center for ship building when orders were received to send without delay all materials and stores for the construction of the new war ship. Spike nails, oakum and ordnance were sent as well as carpenters that were employed at the Royal Dockyard in Kingston were sent to Amherstburg to work until the new vessel was finished. Meanwhile at Amherstburg private contractors were hired to cut Cedar timber from Pelee Island and Oak was purchased from the Indian Reserve. After building the Queen Charlotte William Bell worked for the next three years building the 230 ton Lady Prevost, two gunboats the Eliza and Myers and the last vessel to be built at the Amherstburg yard the 490 ton Detroit which was launched on July 12, 1813.



Naval Shipyard at Amherstburg c1830

While shipbuilding reached its peak at Amherstburg, on the southern shores of lake Erie at a place called Presque Isle a frontier mariner names Daniel Dobbins and a master shipwright and designer from Buffalo Ebenezer Crosby began the construction of gunboats and two sister brigs the Niagara and Lawrence.

On September 10, 1813 the fleet of ships built by William Bell was surrendered to the United States and the residents of Amherstburg along with three thousand native warriors gathered at fort Malden to fight off the American attack. When General Procter decided to retreat rather than fight, the British forces burned the fort, warehouse, barracks, shipyard and any private property considered useful to the invading Americans which included the private rope walk owned by William Mills. Upon the Americans entering Amherstburg

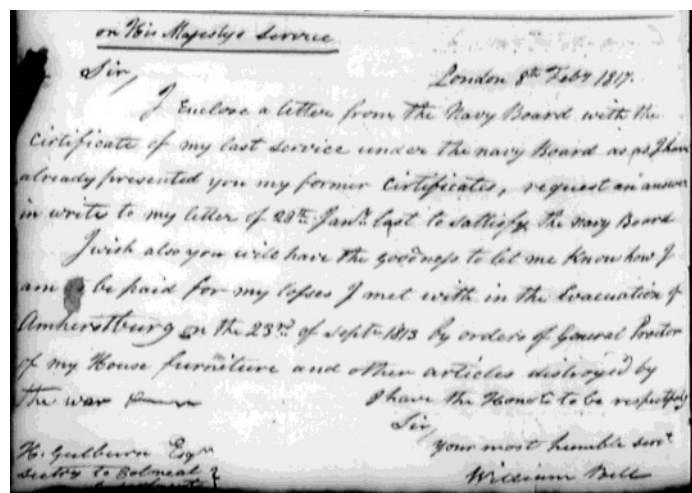


fig.1

General Harrison confiscated and destroyed all property of those who left to follow the British retreat. William and his brother John Bell owned a large track of land in Amherstburg and from a letter ( fig.1) William seemed to have followed British retreat and evacuated Amherstburg on Sept 23, 1813 later to ask for compensation for losses of personal property (fig.2).

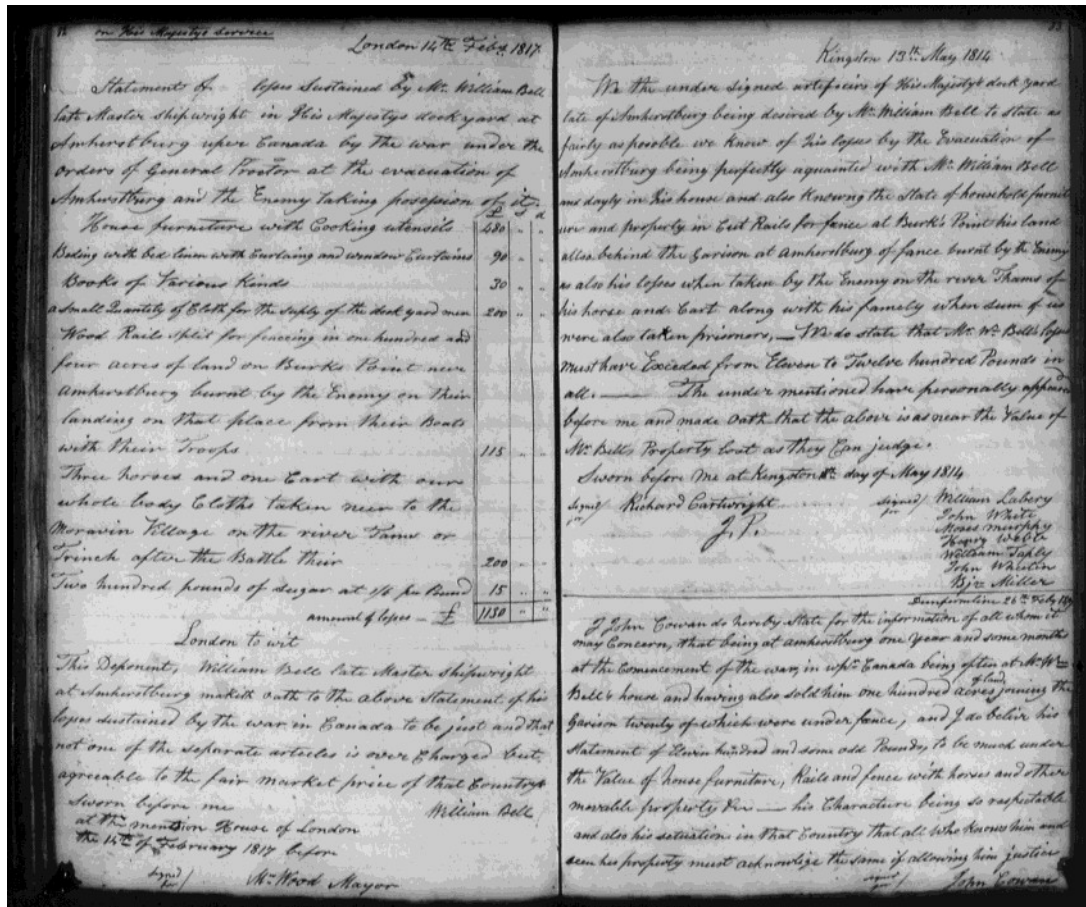


Fig.2

Reports coming from Amherstburg said much damage was done by the American troops and everywhere there was nothing but dirt, the streets were in disgusting condition, and everything reflected distress and poverty. It didn't take the town long to bounce back and by the summer of 1818 it was reported Amherstburg was comparably the best harbor on Lake Erie with fine warehouses lining the banks and a lively commercial shipping business carrier on by numerous sailing vessels and the steamboat Walk-in-the-Water making regular trips between Buffalo and the town.

When William Bell evacuated the shipyard at Amherstburg he went to work at the Kingston naval yard where he found two large frigates under construction and the work force in total shambles. Lake Ontario is now the scene of a building race between the Kingston yard and Sackets Harbor where powerful warship were being built the largest is the Superior to carry 58 guns. A major problem at the Kingston yard was lack of ship carpenters so little progress was made on the two frigates. To try and solve the labor problem French ship carpenters were hired out of Quebec under the supervision of a Quebec shipwright John

Goudie. John was to bring 400 ship carpenters but arrived with 100 then left and went back to Quebec leaving his master builder Patrick Fleming in charge of the design and building of the first frigate the Prince Regent. John Goudie returned with a second gang of builders to construct a second frigate the Princess Charlotte but before the keel was even laid the French ship builders refused to work until they got pay advances and better housing conditions. When these demands were met the ship builders on government payroll struck and refused to work for less pay than the contracted shipwrights from Quebec. The temperament of the ship carpenters and their persistent dissatisfaction with housing caused many to walk off the job and return to Quebec leaving the yard short handed. Those who stayed realized they were in high demand so they demanded outrageous pay. As a result of the labor problems the government shipwrights and the privately contracted shipwrights refused to work together to complete the two frigates. Commissioner Richard O'Connor hoped to solve the labor problems by putting William Bell in charge of both projects. Whatever Bell did he managed to unite the work force and in O'Connor's November report he stated "work in the yard goes on very satisfactory and he has hopes of completing the work by spring", both the Prince Regent and the Princess Charlotte were launched on the same day April 14, 1814 along with three gunboats. There are two letters dated

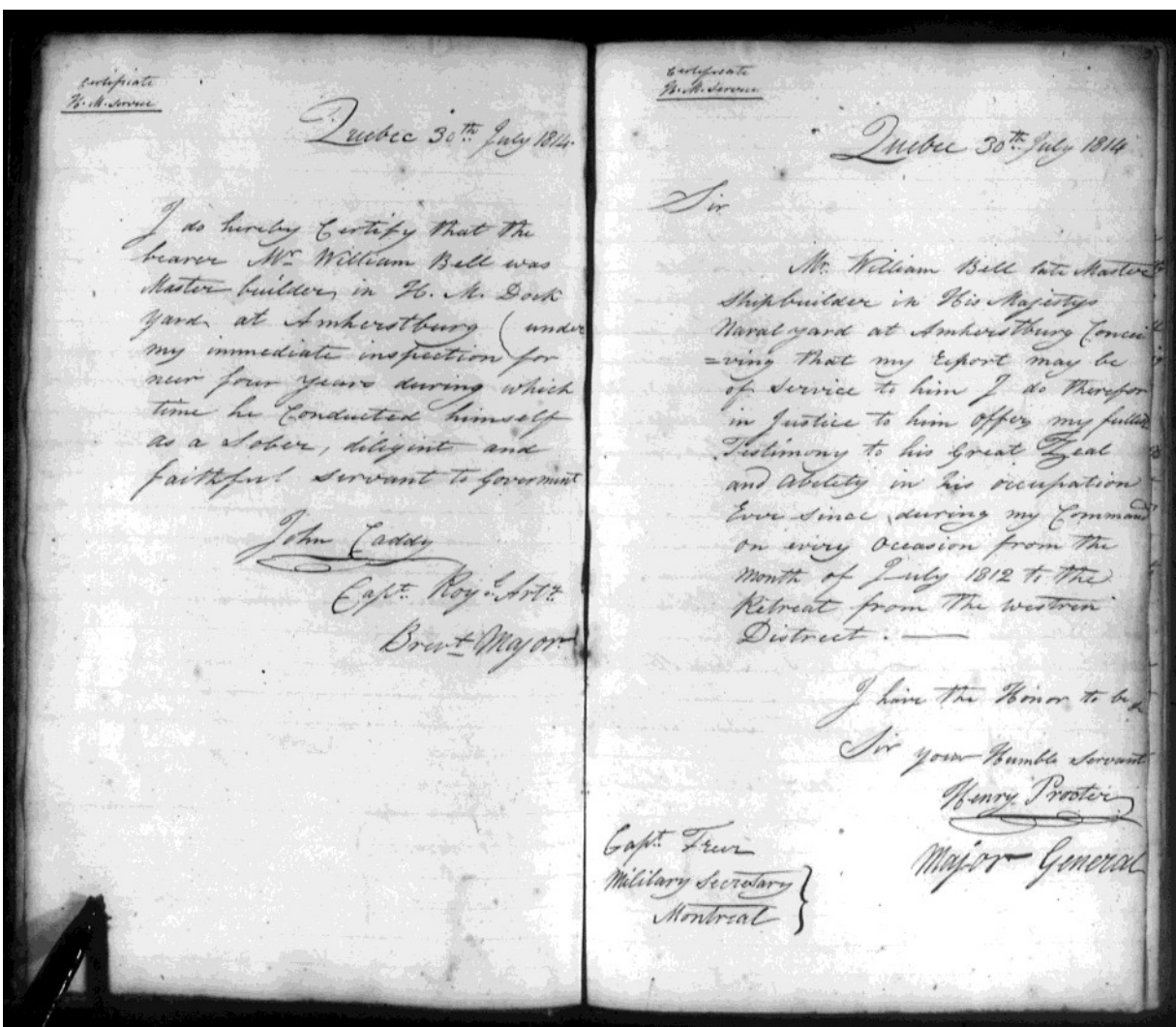


fig.3

July of 1814 recommending William Bell to the post of shipwright at Kingston. (fig.3)  
 On October 22, 1814 William Bell was appointed as assistant to master shipwright Strickland. (4)

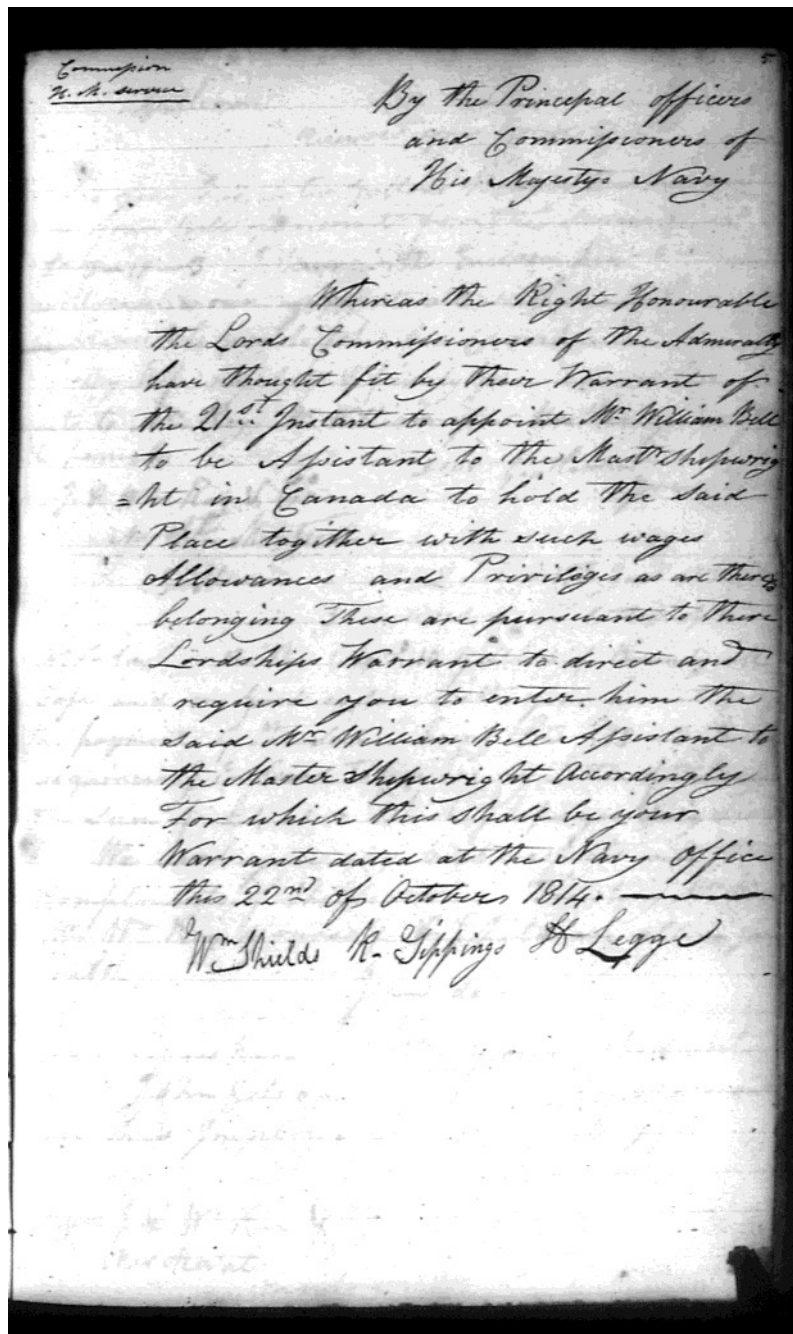


fig.4

As soon as the two frigates were set to launch the keel for a third ship was laid down. This ship was the three deck St Lawrence designed by William Bell. Within a month after the keel was laid work was grinding to a halt due to the lack of a labor force. Soldiers were recruited from the 104th regiment as well as all available carpenters from Quebec were contracted to work on the massive ship. While the St Lawrence was under construction, at

Chatham dockyard in England 2 brigs and 2 frigates were being fabricated, to be sent to Kingston in frames as kits to be assembled. A board of officers at Kingston considered the idea impractical, as there wasn't enough manpower to assemble neither the ships nor where they're any means of transporting the timbers from Montreal to Kingston. Faced with direct orders from England Robert Hull sent Bell to Montreal to over see the building of the prefabricated ships. (5)

*His Majesty's Service* Kingston 28<sup>th</sup> June 1815 45

By Sir Rob<sup>t</sup> Hall Acting Commissioner of the Navy to Canada It having been determined upon to set up by contract at Montreal the Brigs Goshawk and Felibre laying in frame there

you are therefore hereby required and Directed to proceed to Montreal for the purpose of inspecting the Building of the said Brigs and of seeing that they are set up and finished in a Workman like manner and agreeable to Contract a Copy of which will be furnished you by the Naval Storekeeper at Montreal, you will send to my Office a Weekly Report of the Progress of the works performed on the said Brigs, and as you are held Responsible for the Brigs being put up and finished in the best possible state you will immediately Report to me any defects in works you may observe insisting at the same time that the Contractor alters or amends such work;

Given under my hand  
at Kingston dock yard  
28<sup>th</sup> June 1815. -

Rob<sup>t</sup>. Hall Commissioner

Mr. William Bell  
Builder Assistant  
Naval yard  
Kingston

Fig.5



Bell's report back to Hull stated he could not estimate the construction of the ships because all the timbers were mixed up in piles. Bell also included the opinions of ship builders Goudie and Munn the cost to assemble the ships by contract would be 14 pounds per ton. At this time Bell was on hold until orders came to sell the timbers. (fig.6)

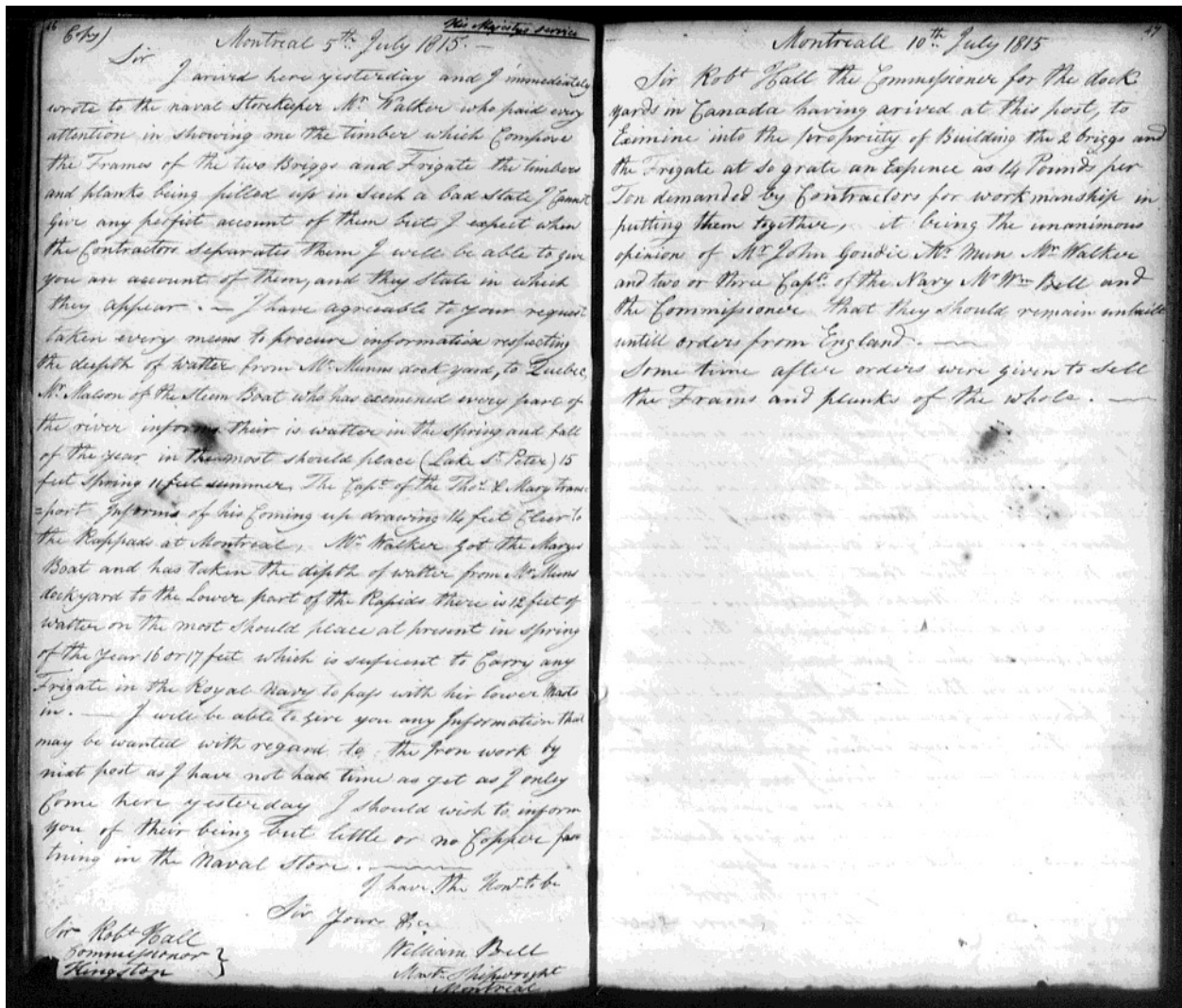


fig.6

Orders came down not to build the ships so Bell requested to return to Kingston. (fig.7) Thomas Strickland arranged for the transport of the timbers for the Psyche to be sent to Kingston where he laid the keel. Strickland died as a result of falling from his horse so a request from Bell to the Admiralty asking to act in Strickland's place stating the work he has done over the last 16 years. (fig.8)

During the war years on the Great Lakes only a few ship plans exist, there are no plans of the ships built at the Amherstburg yard or at Sackets Harbor the only plans are those drawn by Thomas Strickland of the ships built at Kingston. Remains of the Jefferson built at Sackets Harbor were found and an archaeological survey was done and a reconstructed set of plans drawn. The bones of three of the war ship are still at the bottom of Deadmans

50 on the Regimental Service Montreal 13<sup>th</sup> July 1815

Sir

The Commisnere Sir Robt Hall has thought proper to give over the Building of the Two Brigs of war, which he sent me from Kingston to this place to Superintend. -

In consequence of them not being built, I am at present doing nothing, at this place untill I receive your orders, whether I am to remain here in this place, or to return again to Kingston

I have the Honor to be yours &c

William Bell

Edw. Laws Esq<sup>r</sup> }  
 Naval Storekeeper }  
 Kingston }  
 Canada }

fir.7

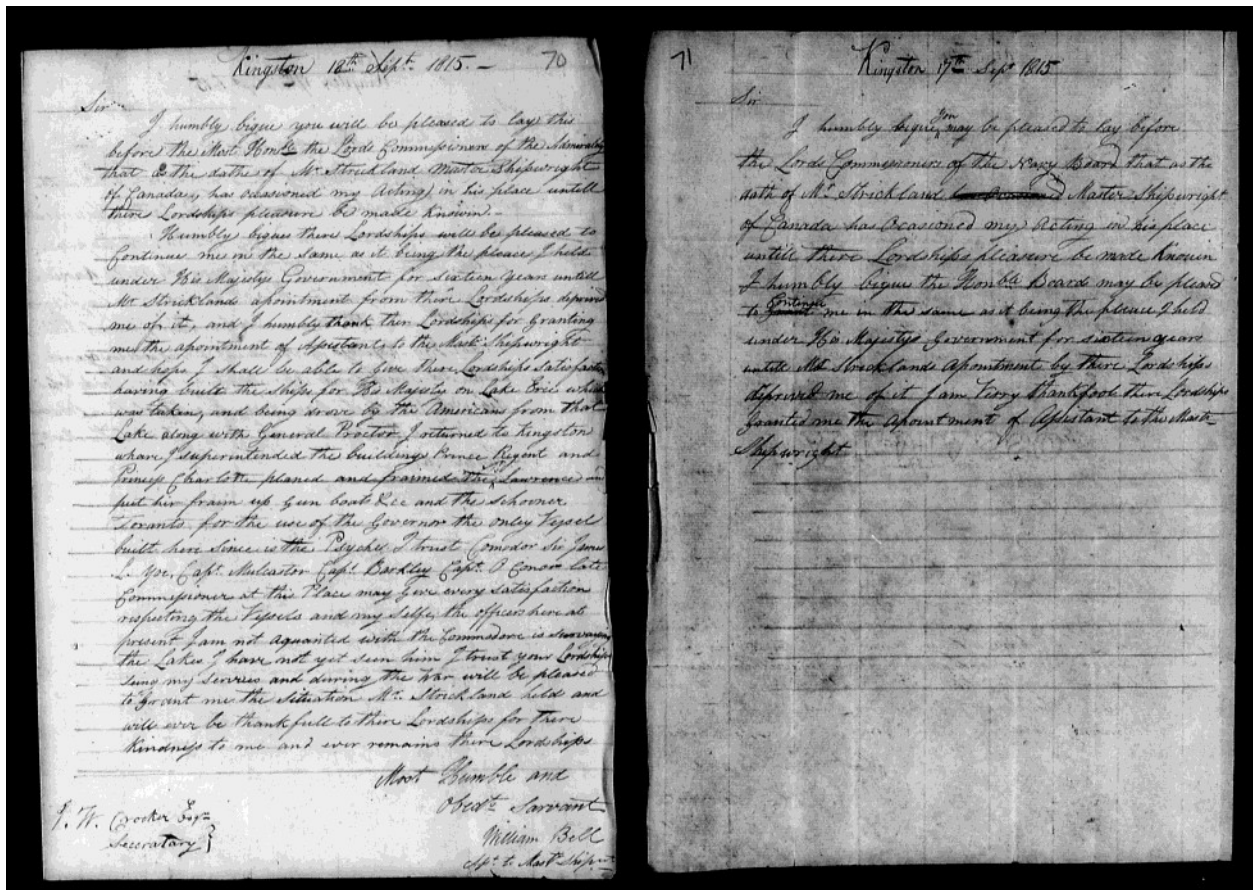
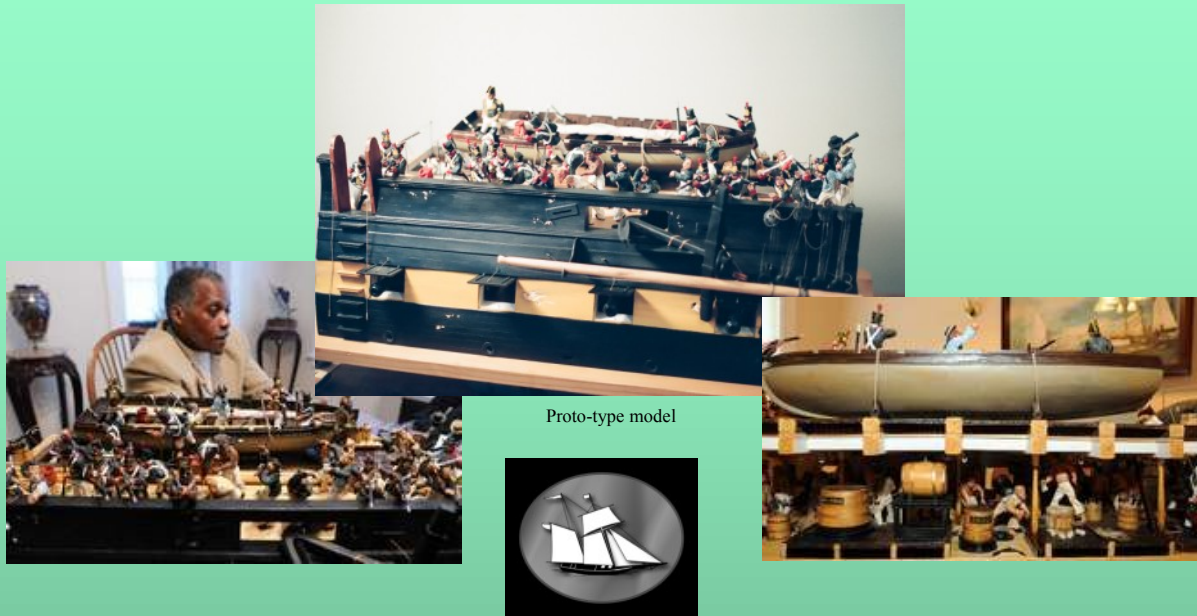


fig.8

Bay in Kingston, which were thoroughly studied. The three war ships built at Kingston were contracted out and built by French shipwrights so construction did not follow the typical English methods. The Psyche was designed and built at Chatham dockyard and reassembled at Kingston so its construction was of the English system of framing.

Before the war of 1812 the Great Lakes were a wild frontier where only a handful of mariners sailed the waters. The war brought men by the thousands to work in the government shipyards. All the sawmills, lumberjacks, transport services and supporting businesses grew to meet the demands of the war effort which ushered in a new era of growth. ♦

## **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 contact Rex through his website:

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



## Fiddly Bits Supply Rigging Part 3

by Danny Vadas

Hi All and welcome to Part three of Masting and Rigging on the 1773 Establishment, being the one that Supply was rigged to in 1786. The AL kit I'm building (and Jotika's too) are rigged to the 1745 method, which was way out of date by Supply's build date in 1786. In part two, we looked at how to replicate Wooldings, Hoops and the beginning of rigging the Bowsprit. This month we take a look at the Bowsprit Shrouds, how to replicate servings without a serving jig, wrapping deadeyes and then we move on to lanyards and the prototypical way to thread them.

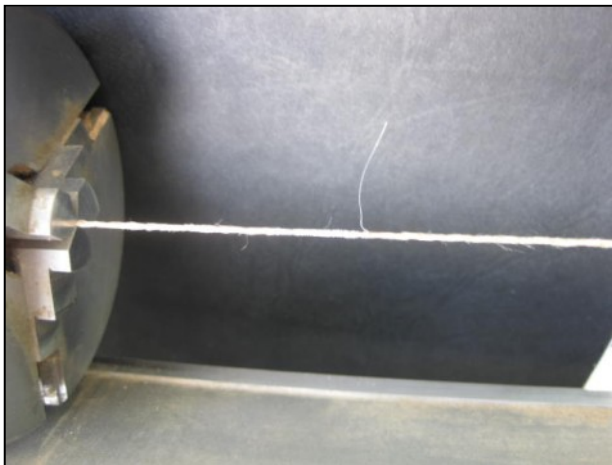


Bowsprit end of shroud



Bow end of Shroud Rope

The above photo's show you each end of the bowsprit shroud. These were pretty straight forward to do using reference books and pictures to copy from. Some techniques I used, such as tying a Deadeye to a Shroud with appropriate Seizings, are explained later in this article. In rigging of any tall sailing ship, there are a lot of technical terms used in full scale that relate to models. To a beginner they are strange and can be a little intimidating if you don't know what experienced modellers are talking about. If you are one of these people, I would like to try and set your mind at ease and explain what the terms are and what they do in real life, and if possible show you a picture of what I'm talking about as well. (My apologies to experienced modellers who may find this a little boring)



First up, I tried my hand at replicating "serving". Normally this can be done on what's called a Serving Jig however not having one, (someday I'll build one) I tried using my Lathe to turn the rope. For those who don't know what rope serving is or what it was for; serving a rope consists of

---

wrapping a complete layer of marline or cord around a large diameter rope to protect it against chafing, for example, where the rope runs around a block. It also adds some strength.

On full scale ropes, the rope is usually wormed or wormed and parcelled before serving. Worming is a process that involves filling in the valleys between the strands of a rope with marline (cord). The marline should run with the lay of the rope giving a more consistent surface when serving it. Some ropes that may end up being submerged in water will also be parcelled. This process involves wrapping straps of canvas dipped in tar, around the rope and marline with the upper edges overlapping similar to shingles. This helps to protect the rope from wet rot.

Lucky for me though, to replicate the above process in scale was a lot simpler. I set my lathe at the lowest speed it will go (about 70rpm), put one end of the rope in the chuck, and tied the other end off on the tailstock. Using some of the 0.08mm fishing line I use for my Seizings, I tied and glued one end of the fishing line to the rope and turned the machine on while holding my breath.

I only needed a piece of Serving about 15mm long for the sling I'm making, so I gave it about 50 turns and switched off the lathe. Then I glued the tail end of the fishing line to the rope to finish it off.



The result is not perfect, in fact it's not even very good, but it will suffice for where it's going on the ship which is nearly hidden anyways.

I don't think I'd try this method on anything but a fairly short length of serving. The speed is not the problem; the main thing is to have something to tie off to at the other end that rotates at the same speed as the machine is turning. This was only a "quick fix" for one particular piece. There are a few very good looking Serving Machines and Jigs available and maybe after I've experimented with a few different ones I can recommend the best I find. You can do a search if you're interested. They're in "Wooden Tips and Tricks" on ModelShipWorld.com or do a general Google search on Model Rope Serving Machines.

I had a brief look at Underhill's books on rigging. They are truly excellent but they describe the rigging of ships in the late 19th century, not the 18th century. There were many changes in rigging practice between the *Supply* and the period about which Underhill writes. I still prefer Lees 'The Masting and Rigging of English Ships of War' or Marquardt's 'Eighteenth Century Rigging' instead. Both of these books can be rather expensive, but

they are very good.

I have fitted out all the blocks to the Foremast and installed it. If you're wondering how on earth I got a seizing around the eye on the Fore Stay tackle while it was already on the mast, the answer is, "WITH GREAT DIFFICULTY" but it is possible I assure you.



Dead eyes, Seizings and Lanyards are all ship terms used in real life. First we will look at Seizings. Seizings, in nautical terms, is a binding of two separate pieces of equal or non equal sized ropes using a smaller rope or cord. There are different Seizings for different operations in rigging and they are named according to their location and use; such as throat or eye seizings, round seizing, flat seizing, etc. Seizings are also used to secure Scotchmen to rigging, cleats, davits, etc. For now we will focus on Eye Seizings as pictured on the previous page.



Rope Seizing



Lanyard and chainplate set up on the Endeavour Replica

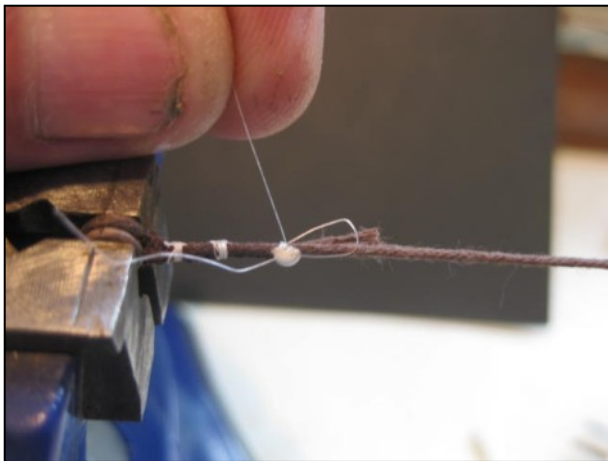
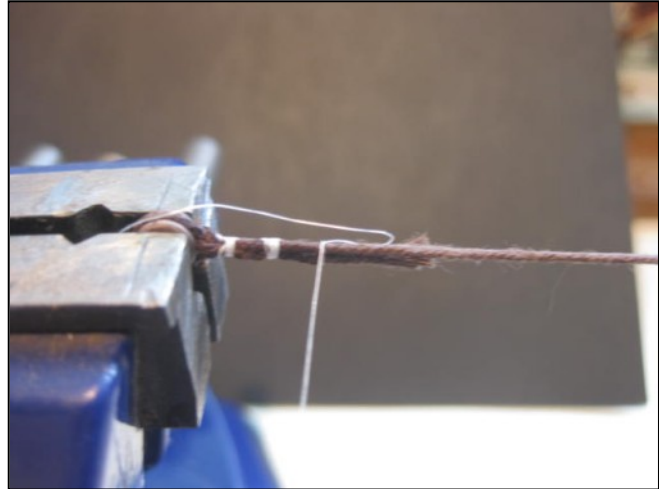
Next comes the term, Lanyards. Please do not confuse this with the term Lanyard as they are different on a ship. The term Lanyard (singular) is the name given to the length of rope used to secure an object such as a "knife-lanyard" used to prevent a knife falling when aloft. The term Lanyards (multiple) is what we recreate in modelling and they are a short piece of rope roved (threaded) through the dead eyes, connecting the rope stays to the side of vessel. (Pictured left).

Last but not least, the Dead Eye is a solid oblate or flat circular piece of hard wood, having three holes drilled through it for threading the lanyards. The lower dead eye is attached to, what's called, a chain plate, the upper one is seized to the rope shroud or stay. A single piece of rope is then threaded between the two Deadeyes thus forming the lanyards. The

reason for lanyards being used is to create a three-fold purchase on the shroud or stay in setting up the standing rigging (mast).

When it comes to recreating the Lanyards and tying dead eyes with appropriate Seizings for models, there are lots of different methods out there that look pretty good, here is just one method which I have found works best for me.

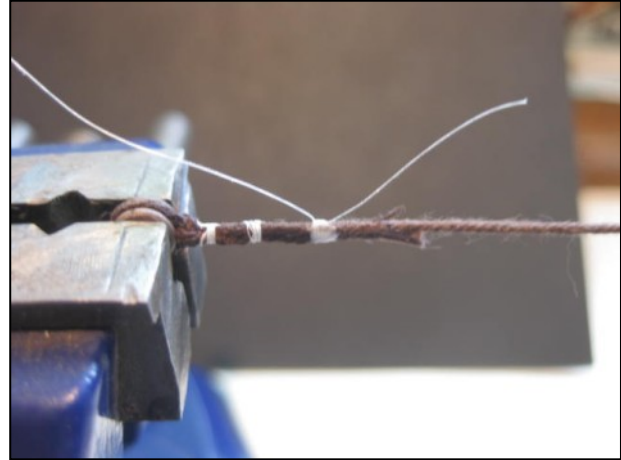
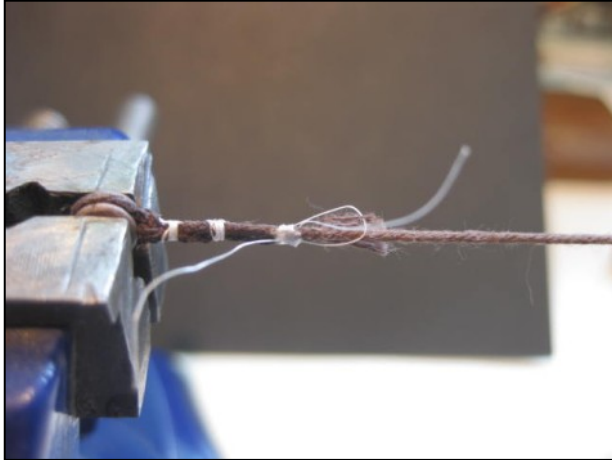
**Step 1)** Clamping the deadeye in a vice, with the centre hole to the outside, the other end of the shroud is held in another vice and pulled fairly tight. Then I wrap the shroud line around the dead-eye and put in a single half-hitch. A spot of PVA on the half-hitch before pulling it tight will prevent the rope from coming loose around the deadeye while working on the seizings. Next I paint the length of the shroud that will actually be covered by the seizings and its tail with diluted PVA and let it dry for a half a minute. This stops the rope from spreading and becoming messy as they can sometimes become. NOTE - I know the half-hitch is not the way it was done in full scale, but it makes this job a lot easier when replicating it in scale. Once the first seizing is done it can't be seen anyway and there's still the tail of the lanyards to cover it as well once complete.



**Step 2)** Using some 0.08mm fishing line, I begin the first of the seizings, by tying a half-hitch knot tight against the half-hitch created in the shroud against the dead eye. Make a loop facing down the length of the shroud. (Pictured above). I'm actually on the 3rd seizing in these pictures, however the process and result is the same for all three. I put a spot of PVA on the half-hitch made in the fishing line to hold it in place and wind the other end around the shroud, its tail, and the loop while the glue is still wet. I hold the tail of the loop with my left thumb while doing this. The result is in the picture to the left.

**Step 3)** After about 8 turns I place the end of the seizing line through the loop created in step 2. Pulling both ends tight completes the seizing. This needs to be done with two good sets of tweezers. The line is extremely thin (but VERY strong) and slippery.





**Step 4)** Then I trim off the ends of the seizing and the remains of the tail of the shroud with a very sharp pair of nippers once the PVA is totally dry. A touch-up with dark brown Acrylic (they don't seem to make fishing line in dark brown) completes the job nicely and you will finish up with a nice looking, seized dead eye ready for creating Shrouds, or Lanyards. You may have also noticed this process for seizing is very similar to my Wooldings recreation except on ropes. One of the major benefits of doing a seizing this way is that IT ACTUALLY WORKS in holding the end of a line and it's not just there for decoration. None of my knots ever come undone when I do it this way. One question I was asked was about the acrylic paint sticking to the nylon line without flaking off over time. It seems quite OK for nylon line this small; I don't know how it would work on something bigger, you may need to experiment.



Picture 1

Fitting the shrouds and threading the Lanyards is something that should be done with great care as mistakes are easily made. (Even when researching properly) On my first attempt, I had completed two or three stays, complete with Lanyards only to find I had threaded the Lanyards wrong. I was sent a very clear picture that showed the correct way for the era I am recreating, so, removing what I had done I began again.

I fitted the first two stays, to the forward starboard on the foremast. (Front right, looking from the stern towards the bow of the ship). I created both with one continuous piece of rope with a dead eye seized at both ends. It is important to remember

here, that you MUST thread the rope around the mast BEFORE creating the second dead

eye and seizing. This is because once the second one is done you may not be able to thread it through the head of the mast. You also might find this is a little awkward to do at first especially if you attach the first Lanyards in place so the best way to go is create your first deadeye seizing as explained earlier, then, thread the rope through the lower mast head (Picture 2) and run it down to where the second Lanyards are going to be.

To get the length of rope required for the two stays, you can make up some bent pieces of brass that fit into the holes of the Deadeyes (picture 3), using one to hold the first set of Deadeyes the right distance apart for the first set of lanyards. Taking another dead eye in hand, wrap the rope around it and hold it in place with a pair of medical forceps or self closing tweezers. This will then allow you to lengthen or shorten the stay until the distance in the second set of Lanyards is the same as the first. Once you are happy with the distances and tension on the stays, you can then unhook the first set of Lanyards and drag the rope through in the direction of the second Lanyards to give you more room to seize the second deadeye in place. To make life a bit easier you can hold the shroud and the tail in a "3rd hand" (picture 1) to keep tension on it while making the seizings as before. Then once the second shroud has been seized you can place another bent piece of Brass into the second set of Lanyards Deadeyes (picture three) allowing you to check your work and hold everything in place ready for threading your lanyards.



Picture 2



Picture 3

Once you have threaded the lanyards correctly and any gluing has dried you can then create another seizing as per described before. This time though you will be tying the two shrouds together at the mast as per picture 2. The stays are created in pairs. The forward starboard pair is first, followed by the forward port pair, then the aft starboard pair, and finally the aft port pair. (Looking from rear of the ship to front the order would be, front right pair, front left pair, rear right pair, rear left pair). All of these are holding the fore mast (front mast).

When it comes to threading the Lanyards, we begin by tying a "Walnut Knot." In full scale it is quite a complex knot, however we, as modellers, can get away with a much



simpler kind that still works well and also has the look we are after. It's just an overhand knot in which I turn the line three times instead of once. As shown in the pictures to the left. A spot of PVA just before tightening and the tail is then snipped off.

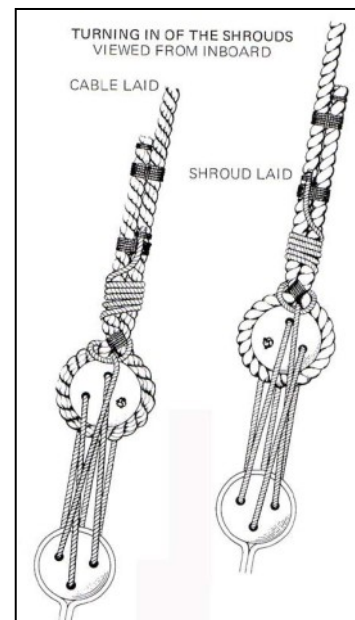


Another handy tip in doing this is to use a needle threader. It might pay you to pick up a few of these as we are using rather large "cotton" and the threaders break easily.

As I said before I had a few goes at trying to thread the Lanyards. I tried to copy from a few books but I just could not see the logic in the diagrams. I even went back and had a look at my Victory diagrams and found even they are wrong. Finally I was sent the correct information I needed with diagrams. I will do my best to describe the process. Please note this description is looking at the

two Dead eyes from land where the diagram is from onboard.

If you have all four pairs of stays rigged up with the brass hook pieces as temporary Lanyards, the tensions should remain while you work. Thread the piece of rope through the right-hand hole of the top Deadeye from the back and pull it through until the "walnut knot" sits firmly against the back of the top Deadeye. Feed the rope through the right-hand hole in the lower Deadeye from the front and again pull it firmly. The rope is then threaded through the middle hole of the upper deadeye from the back and down to the middle hole of the lower deadeye, threaded through from the front. Up again to the upper Deadeye and threaded through the left hole again from the back and down to the left hole of the bottom Deadeye threaded through from the front. To finish it off, it then passes up through the gap under the point where the shroud crosses itself (I use an awl to open up the shroud seizing a bit) and then the tail is seized to the shroud. The picture of this will come later, as for now tying the Lanyards off with a small tail will suffice to allow for adjustments later.



In the picture to the right, you can see the lower mast head with all four pairs of stays threaded through complete with seizings.

This concludes Part Three of rigging. I hope I didn't confuse or lose anyone too badly. It's no wonder we lose our minds when rigging our ships and we have only just begun. In part four we look at Futtock Shrouds complete with catharpins, topgallant shrouds, Forestay and Preventer Stay. ♦



Cheers,  
Danny



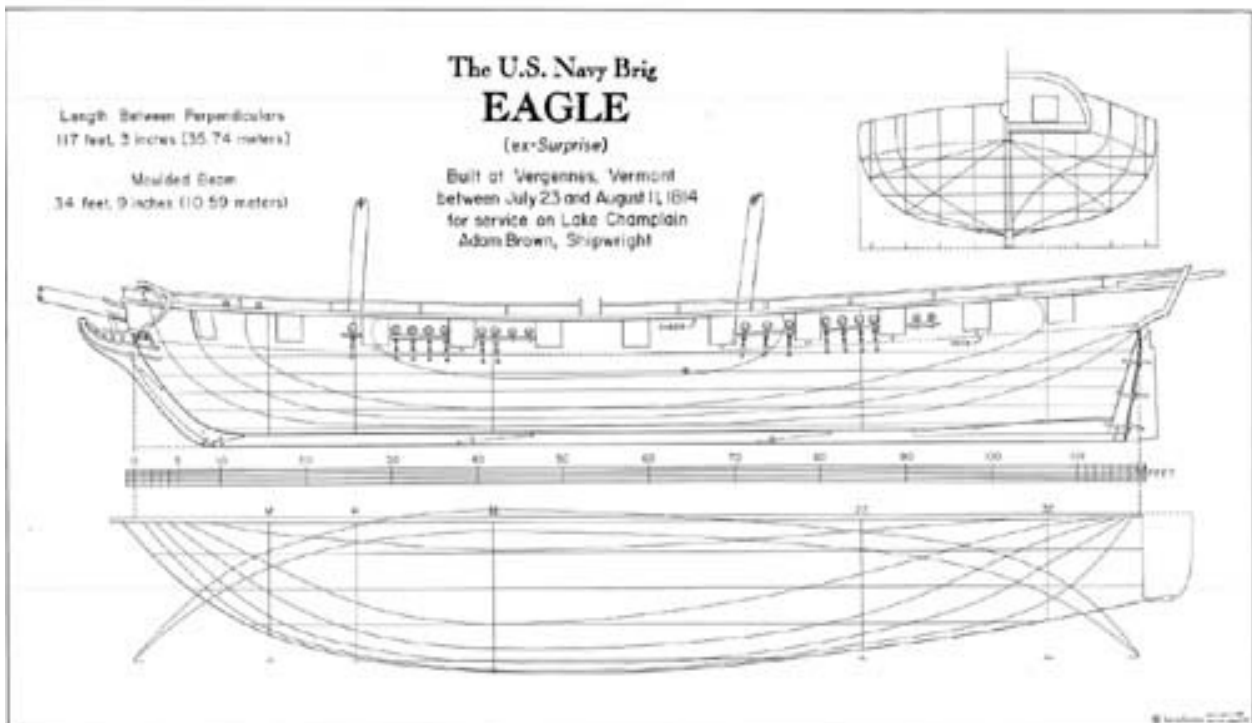
## The Model Shipwrights Apprentice

Information area for novice model builders

In this, the inaugural instalment of the Shipwrights Apprentice we thought, seeing that this was the beginning, it would be nice to start off with looking at ship drawings. For it is the ships drawings that we all work from and we must have a good understanding of the information we can find on them.

### The Lines Drawing or Hull Lines

It is essential that a good set of plans, contain three basic views of your modeling subject: The **Body Plan**, the **Sheer Plan**, and the **Half-Breadth Plan**. It is necessary to have all three of these plans build a three-dimensional model with any kind of precision, for each view shows the ship in a different perspective.



The US Navy Brig Eagle (War of 1812)  
Plans by Prof. Kevin J. Crisman, Texas A & M University

**The Body Plan** (top right of drawing): The Body Plan is sometimes called the **Section Plan** or simply **Sections**. It is divided in half, with one half showing a view of the vessel looking from the bow to the stern of the vessel and the other half showing a view looking from the stern to the bow of the vessel. In your Body Plan, which is called Sections here, the bow view is on the right-hand side of the plan, with the stern view being on the left-hand side. The lines on this plan are comprised of four types that you will use to draw your own frames: waterlines, section lines, buttock lines, and the deck line, each of which will be explained momentarily.

**The Sheer Plan** (center drawing): The Sheer Plan is sometimes called the **Elevation Plan**, or **Hull Profile**. It represents a view of the ship from its side. Note that it, like the Body Plan, contains waterlines, section lines, the deck line, and buttock lines. It also contains many other important pieces of information, including the locations of rails, the deck, and masts.

**The Half-Breadth Plan** (bottom drawing): Sometimes, the Half-Breadth plan is simply called the **Plan View**. It is a view of the ship looking from the top downward. Only one-half of the plan is necessary because the other half will be a mirror image of the former. Like the Body Plan and the Sheer Plan, the Half-Breadth Plan also contains waterlines, section lines, and buttock lines.

Now that we know what each plan represents, let us discuss the individual kinds of lines found on each plan. Let's start with waterlines. **Waterlines** are horizontal lines that pass through the hull at each area shown on the plans. Usually, these lines are designated with numbers from the keel upward starting with 1, and every plan will show the same waterline number.

Note that the waterlines are equally spaced horizontal planes. As you can see, the waterline near the midsection of the hull on the Half-Breadth Plan will be wider and slightly longer than the waterline below it. The Load Waterline (LWL), which corresponds with Waterline #4, is the place where the ship will rest at the water when it is fully loaded with cargo. The LWL is also a critical line necessary for lofting the frames of the ship. (**Lofting** means determining the shape of the various parts of the ship and then drawing them on paper.)

**Section lines** are lines that pass perpendicularly in a vertical plane through the hull. These lines define the basic shape of the hull much more graphically than other lines. In fact, the Section lines are the lines commonly used for developing a plank-on-bulkhead (POB) model, and they define the shapes of the bulkheads for such models. Section lines are especially important for building the frames for a POF model. Any given section line on the existing plan may be an exact placement for a frame, but you will be required to develop many more section lines yourself when drawing the frames for a POF. Usually, section lines on plans start with a centerline somewhere near the midpoint of the ship (in other words, at its maximum beam). Moving away from the centerline toward the bow, the section lines are labelled A, B, C, and so forth. From the centerline toward the stern, they



The US Navy Brig Eagle Model based on plans from previous page.  
by Gene Bodnar

are identified numerically. Of course, the Body Plan, the Sheer Plan, and the Half-Breadth Plan will all have the same identifying letters and numbers.

Next are the **buttock lines**, which are sometimes called **Sheer Lines** or **Profile Lines**. These are the lines that pass through the hull in a position that is parallel to the centerline. The Hull Profile Plan shows their true shape. On the Sections Plan, however, the buttock lines appear as 11 vertical straight lines, and on the Half-Breadth Plan they appear as horizontal straight lines. Although the buttock lines are rarely used in constructing the model itself, they will be quite useful in verifying the section line shapes.

Each of the above four major types of lines will be used in creating your own POF plans. Of course, there are a few other lines on a set of plans that are important to the scratch builder. They will be discussed as the need arises.

Each of these four types of lines is intimately related. If the hull lines are drawn properly, all of the lines must check with one another. If one line is changed minutely, a corresponding change must be made to all the other lines. The point is that the modeler cannot look at a single type of line and expect to find a true shape of the hull.

Of course, the Body Plan shows the true shape of the hull of each section of the hull, but it is the combination of the three types of lines that give us the whole picture. ♦

---

*We hope you enjoyed this inaugural instalment of the Model Shipwrights Apprentice and look forward to future columns.*

*In an effort to bring you information you can use we are hoping that you the builder send in your comments, suggestions, questions or recommendations for future content. The only way we know we're on the right track is to hear from you the reader. Simply send us an email at [info@modelshipbuilder.com](mailto:info@modelshipbuilder.com)*

---



**"...huge photos...the new reference tool..."**

Imagine the photo at the left in its actual size of 14,299 by 14,411 pixels! 1200 dpi! 155MB JPEG!

Zoom in to any area. Pan left to right. Up and down. Zoom in again. Imagine the available detail for reference.

*There are even four JPEGs with over 300 MB each.*

2 DVDs contain 5.89 GB of content

**HMS Victory**  
**How to Build a Masterpiece in 1:96 Scale**  
**by Gene E. McClure**

Now available in 2 formats:  
 Printed 264 page book with glossy photos and DVDs,

Or, DVDs only, including book in PDF

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

# Tall Ship Modeling Down-under

by Marty Cord

Welcome back to another information packed, new look MSB Journal for 2011. I hope you all had a great Christmas and a safe and happy new year.

As all you dads out there could appreciate, Christmas is a very busy and hectic time for us all. With four young kids running around it has been difficult to get near my computer to do the research and work on the website, however do not despair, I got a brand new computer for Christmas from Santa and

## THE NEW TSMD WEBSITE HAS BEEN LAUNCHED!



Many of you by now will know this and have already registered on the new site. All my thanks go to Phil Wyatt from Tassie, Australia for all his hard work. Over three gruelling weeks leading up to Christmas he worked nearly non-stop making changes to the design and layout of the website for me and he has done a brilliant job. The cosmetics of the site are far from finished though, but I am happy that everything works as it should, just not happy with the look.

I am returning to study this year to do courses in CMS web site design, Building and running a research business and maybe Journalism if I can find the time. Lowering the amount of work I am putting into the MSB journal (thank you Winston) will help a great deal to get the website to where it is meant to be.

The first major difference on the site is a member's only menu that drops down under the main menu when you log in. I had a few people contact me, once the site launched, saying they could not find things like on the old site. I simply asked if they had re registered and then logged in. I had planned to bring all the registrations over from the old site and set a temp password however it was not possible.

The second difference is MSB Journal is now available to download from the site. I am working on getting all the archived issues up there too. Once you click on the link to the Journal a nice looking cover of the current edition is presented. Click on the cover to open it in Adobe Reader. Underneath the current issue is the last five month edition links; again if you click on these it will take you to the cover of the month you click on. For older issues than five months you will need to click on the



Archive sub menu that drops down with the Journal link is open. I have also added a brief summary, above each months edition cover, of what is in that issue.

The look of the galleries and how they work I am really not happy with so they will change to give you bigger and clearer pictures to look at. I am still learning different extensions, (the gallery is an extension) so when i come up with one that looks good I'll update it.

There are many more things to look at while visiting the site and will only get bigger and better with time. Thanks to this new website updates feature in the Journal, I won't be sending out newsletters to members anymore; instead I'll just do updates here for everyone.

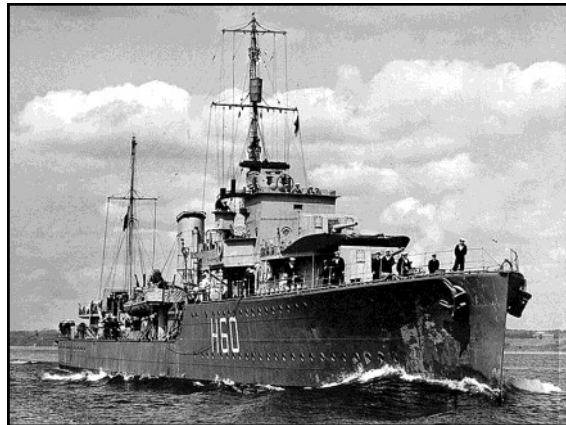
So many ships to research, so little time. ♦

Cheers, Marty

---



## ***Badges: Heraldry of Canadian Naval Ships***



### **HMCS Ottawa**

Two ships held this name during WWII  
Shown above is (H60) formerly HMS Crusader. The Second was (H31), formerly HMS Griffin

#### **BLAZON:**

Gules, a bend wavy argent charged with two cotises wavy azure, over all a beaver, the sinister forepaw resting on a log of silver birch proper.

#### **SIGNIFICANCE:**

This design is derived from the unofficial wartime badge of the first HMCS OTTAWA, (H-60): a beaver on a log of wood. The white and blue wavy "bend" represents the Ottawa river upon which the city grew. The red field is intended to refer to the Native peoples - the Outaouasis or Ottawas - who travelled this river and region and from whom its name was derived.

#### **SHIP'S COLOURS:**

White and red. Normally, according to the rules of heraldry, the two principal colours in the badge - gold and red - would be the ship's colours, but given the ship's namesake is the capital of the nation, the official colours of Canada - white and red - have been used in reference to this honour.

#### **Battle Honours:**

ATLANTIC 1939-1945  
NORMANDY 1944  
ENGLISH CHANNEL 1944  
BISCAY 1944



## Around the Workshop

This area is for short articles on shop tools, jigs etc.

Having a good set of cutting tools in your workshop is naturally very important. However, just having tools is not much good if you don't know how to take care of them.

No sense in owning a good set of chisels if they can't cut, right! Take my case a few years back. I purchased a couple of nice sets of Chisels from Lee Valley Tools. Incidentally this is my personal favourite place to shop for any kind of shop tools. Not only because they have nice quality tools but perhaps more importantly, because they are not local to me otherwise I'd be broke all the time! :-)

To visit the store is literally an all afternoon event for me as there are literally thousands of tools crammed into their showroom and each time I go I discover more!



Anyways, back to the topic at hand. Knowing how to take care of and sharpen your tools properly will help you make the best use of the tools you have. As I was saying, I had purchased a couple of nice sets of chisels but had no idea how to properly sharpen them. I'm the type of person that doesn't learn well by reading alone, so when I stumbled across the above DVD it was like striking gold.

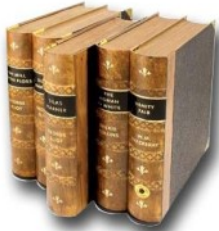
In this DVD (also available on VHS), Leonard Lee demonstrates the principles he developed in his book *The Complete Guide to Sharpening*.

He focuses on basic sharpening principles – the proper edge shape for the tool's purpose, and the range of abrasives used to reach the necessary keenness. His examples include knives, chisels, cabinet scrapers, turning tools and carving tools, including the dreaded "V" tool.

The DVD version can be viewed on television or computer (with DVD-ROM drive). While there is benefit to watching the instruction in sequence, the DVD has the advantage of a menu, allowing you to go directly to a particular topic. The appendix includes photos and descriptions of all the sharpening tools used in the different sections.

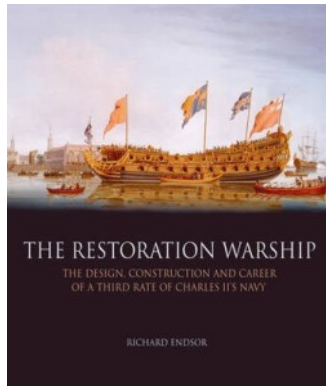
With this instruction, you should be able to achieve the perfect edge with minimal time and cost, from a razor edge on a chisel to a bit of "tooth" on a tomato-slicing knife.

You can learn more about this DVD at your local Lee Valley Tools store if you have one in your area. If not, visit their website [www.leevalleytools.com](http://www.leevalleytools.com).



# The Book Nook

Books of interest for the Model Ship Builder



## The Restoration Warship: The Design, Construction and Career of a Third Rate of Charles II's Navy

By Richard Endsor

Naval Institute Press; 1 edition (July 1, 2009)

ISBN-10: 1591147123

ISBN-13: 978-1591147121

Get your copy at the

[Model Ship Builder Amazon Bookstore](#)

## Product Description

Superbly researched and expertly illustrated, this study offers one of the most detailed building and career histories of a ship ever written, the third rate of Charles II's Restoration Navy. The author focuses on HMS Lenox, a 44-gun two-decker third rate built in 1677 during the Anglo-Dutch Wars and also in response to Louis XIV's massive naval expansion program. After twelve years of research and writing, the author provides a comprehensive history of seventeenth-century ship design and construction techniques and the armament and fitting of the vessel. He offers a broad picture of the day-to-day workings of the Deptford dockyard where the Lenox was built and details of the techniques, trade, and tools of the shipwrights along with a keen insight into the workings of a naval administration under Samuel Pepys. 200 color & b/w illustrations.

## About the Author

Richard Endsor designs computer models for various scientific applications and lectures widely on maritime topics. His skills as an illustrator are evidenced by the high quality of drawings in this volume. He lives in High Wycombe, UK.

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.

# ***The Bomb Vessel Cross Section Model***

An exclusive Model Ship Builder  
Modeling Project



*"...This is the finest set of  
drawings I ever worked with!"*  
Mike Rohrer—Proto-type builder

*"These drawings are amazing! I'm  
looking forward to building this  
model"*  
Daniel Richardson—USA



*"Extremely detailed plans for a model. I have to  
say, I'm very impressed. Great Job!"*  
Alfred Anderson—U.K.

*"Plans arrived today... They far exceeded my  
expectations... Thank you!"*  
Tristan Rockstrom—Canada

## **Plans now Available at the Model Ship Builder web site!**

A 1:24 scale model based on Peter Goodwins "Anatomy of the Ship—Bomb Vessel  
Granado and original Bomb Vessel drawings by Thomas Slade.

Contains 63 pages of detailed drawings and templates of every part of the model.

Numerous 3-dimensional constructional drawings provide you all the information  
you need to know to build this model. As well, it is supported by an online forum  
where you can ask questions, view other builds as they occur and even display  
your build if you wish.

All pages are printed on 11" x 17" stock.

Future plans include a 1:48 scale model timbering kit

**Plans: \$45.00 CND set + Shipping/Handling**

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

---

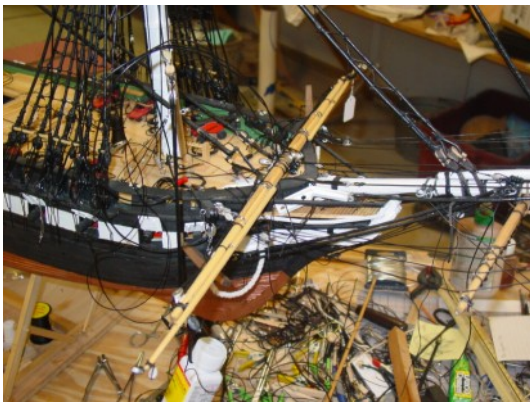
## Contributors Pictures

Area for displaying submitted pictures by the readers



Here's some picture sent in by Jerry Hendrickson of his build of the USS Constitution. Jerry sent us a whole CD of images covering his build from start to finish.

We'll try to post some in each issue for you to see his build in progress. First though here's a look at his model which he built over six years, and a couple of her under construction.



Send in pictures of your model for others to see.

To send hard copy pictures or CD see mailing information on page 2.

Or you can send images by email to [editor@msbjournal.com](mailto:editor@msbjournal.com)

Please note: send high resolution images. Low resolution images may not convert to PDF properly so they may not be able to be used.

---

Here's some pictures from John Nemeth of his model of the Dufyken. Very nice John.





# Gene's Nautical Trivia

## Knots, Hitches & Bends Word Search

C C E T N N T L R K E N B H P A H Q E B M T E  
 R R A E K O M O U S E M E O E N V V E I Q O S  
 R K A R D A O I Q T T O R M N R N A G G N H H  
 E S F R R N E U C O N H C N I L C R O H C N A  
 D E N E F I A B T O Y T G P R D U V A T U H M  
 V N H O R R C O E N M A R L I N E H I T C H R  
 L I T R E E F K N O T T N L N R T H V T A O O  
 K L O K N O O A B R Y H A I H M Y S I T E E C  
 I W N L C K R D N E B S N A M R E H S I F O K  
 N O K N H G N M N I N G N S E N E I F S L E K  
 T B P A B T R I N O B D O P I V F I H L O H N  
 G C I T O A T R Y O K I P L O Y G E A T H C O  
 P R L O W N U A W N H I W L E U E R O O T T  
 H E S N L O S L O A L O C K R T K T W N L I S  
 H D O K I K I T E S B D N E B N O M M O C H S  
 H L P R N N C Y C H A O O E O E H N Y H E F L  
 K S N E E R E H S N M F N T K I P T K E L L E  
 N O T P H C N I L C E D I S T U O G P Y E A E  
 K U H P B U N T L I N E H I T C H S A O R H K  
 I R N O F A H C G E L O P E H K H Q I R E U F  
 O E M T P D U H B H U C B W A A H C H E U N J  
 N O P S N E T O N K E P O R N A M P R O T E I  
 K H O H T H I S H R O U D K N O T I I S T L O

ADMIRALTYHITCH

ANCHORCLINCH

BEND

BIGHT

BOWLINE

BUNTLINEHITCH

CARRICKBEND

CLOVEHITCH

COLLARKNOT

COMMONBEND

FIGUREOFEIGHT

FISHERMANSBEND

FRENCHBOWLINE

GRANNY

HALFHITCH

JURYKNOT

MANROPEKNOT

MARLINEHITCH

MONKEYFIST

MOUSE

OUTSIDECLINCH

OVERHANDKNOT

REEFKNOT

RUNNINGBOWLINE

SHAMROCKKNOT

SHEEPHANK

SHEETBEND

SHROUDKNOT

SLIPKNOT

SLIPPERYHITCH

SPANISHBOWLINE

SQUAREKNOT

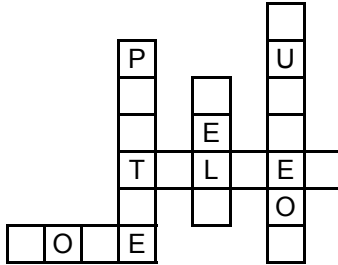
STOPPERKNOT



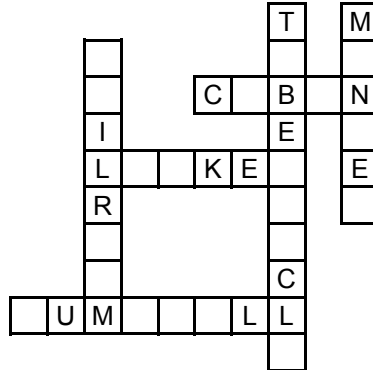
## RELATED NAUTICAL WORDS

Some of the letters of each word in the following puzzles are missing. Based on the subject matter of each puzzle's title, determine what those missing letter are.

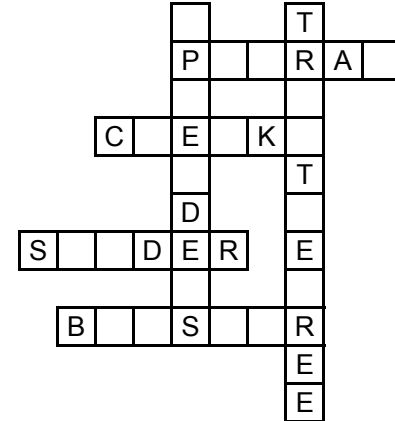
### The Rudder



### Deck Compartments



### Mast Fittings



## ONE-MINUTE MYSTERY



Captain Jack was standing on the foc's'cle, enjoying the wafts of wind and smoking his ever-present corncob pipe. He knew that the wind couldn't be called a sea breeze, for they only occurred on shore between 10 a.m. and sunset, and were caused by land heating up under the sun's rays.

Lieutenant Jacobson and a seaman climbed the ladder to the foc's'le and approached Captain Jack. Jacobson carried several sheets of paper -- apparently a document of some kind -- and was chattering with the seaman.

Jacobson said, "Sir, Seaman Jake Bradley here claims he found his Uncle Mark's last will and testament in his copy of the 'Text-book of Seamanship.' The will bequeaths his uncle's fortune all to Jake Bradley. Take a look at this, Captain." He handed the papers over to the captain.

Captain Jack peered at the papers. "When did your uncle die?" he asked the seaman.

"Last June, not long after I left home," the seaman replied. "I knew he had died, but I didn't know anything about the will, until now."

"And where exactly did you find this will, and more important, why is it tucked into your text-book?"

"I found it tucked away between pages 57 and 58 of my 'Text-book of Seamanship,' sir," he replied. "My uncle must have placed it there the last time I saw him. The text-book was in my trunk, ready for my next sea voyage. He didn't even mention the will to me. He had been ill for quite some time."

"Ummm, I see," said the captain. "The will seems real enough, but I should tell you, young man, that your testimony will not stand up in a court of law. It has a big flaw."

WHAT WAS THE FLAW IN BRADLEY'S TESTIMONY?



## DISASTERS OF THE 20<sup>th</sup> CENTURY QUIZ



1. \_\_\_\_\_ On July 17, 1918, this ship was steaming around the east coast of Ireland when it was torpedoed and sunk by German U-Boat 55. It is also well known for the rescue of Titanic's survivors after she went down in 1912.
2. \_\_\_\_\_ In July of 1956, this ship was struck in the side by the SS Stockholm. Forty-six people died onboard her and 5 were killed on the Stockholm.
3. \_\_\_\_\_ On November 10, 1975, this ship went down quickly in Lake Superior during a fierce storm. Gordon Lightfoot's song made the ship famous.
4. \_\_\_\_\_ On the night of January 30, 1945, this ship was torpedoed three times in the Baltic Sea. It was the worst maritime disaster as far as loss of life since the Titanic disaster.
5. \_\_\_\_\_ On November 13, 1965, this ship caught fire when a mattress was stored too close to a lit light bulb in an unused stateroom. She went down at around 6 AM with 90 people lost.
6. \_\_\_\_\_ On May 7, 1915, this ship was sunk by German U-Boat 20 off the coast of Ireland. She carried with her 1198 passengers which included about 100 children to the bottom.
7. \_\_\_\_\_ This ship was the flagship of the German Navy and is known for sinking the Hood. As revenge for the sinking of the Hood, battleships Rodney and King George V helped to destroy this ship once and for all.
8. \_\_\_\_\_ In 1916, this ship, second of Titanic's sister ships, was in the Aegean Sea and struck an underwater mine. The ship capsized and went down within 55 minutes of the explosion.
9. \_\_\_\_\_ On October 24, 1918, this ship hit a reef but she was not damaged. The Princess Ann was sent to rescue passengers, but the Princess Ann was destroyed in a storm. It is believed that all deaths on the ship that hit a reef were caused by suffocation.
10. \_\_\_\_\_ This 13,581-ton (Cunard) Donaldson liner was sunk on the very first day of World War II west of Scotland by the German submarine U-30. 118 passengers drowned.

### SALTY SAYINGS

By Harry Campbell

**MONKEY ROPE:** Safety-line consisting of a broad canvas belt attached to a long rope, worn by whalers working on the carcasses of whales lashed along the ship.

**CANT PIECE:** A two-foot wide strip of whale blubber, as much as 30 to 40 feet long.

**HORSE PIECE:** Blubber cut to a convenient size for the blubber-mincing machine.

**BIBLE LEAF:** Thin slice of blubber produced by the mincing machine.

## Answers:

### KNOTS, HITCHES, AND BENDS:



### DISASTERS OF THE 20<sup>TH</sup> CENTURY

**QUIZ:** 1-Carthia, 2-Andrea Doria, 3-Edmund Fitzgerald, 4-Wilhelm Gustloff, 5-Yarmouth Castle, 6-Lusitania, 7-Bismarck, 8-Britannic, 9-Princess Sophia, and 10-Athenia.

**ONE-MINUTE MYSTERY:** Bradley could not have found the will tucked between pages 57 and 58, as he claimed. Try putting a piece of paper between those pages in the book nearest you.

---

## Modeling Clubs

Wish to have your club info displayed? Send an email to [info@modelshipbuilder.com](mailto:info@modelshipbuilder.com)

### **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](mailto:kanebulota@comcast.net)

### **Tampa Bay Ship Model Society**

Meet in downtown St. Petersburg, FL on the fourth Tuesday of the month at 7:00 p.m. except December.  
[www.tbsms.org](http://www.tbsms.org)

Contact: George Shaeffer

[georgeshaeffer@gmail.com](mailto:georgeshaeffer@gmail.com)

Ph: (727) 798-0943

### **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](http://www.casmg.org)

Contact: Tony Ashdon

[tony@capeannshipmodelersguild.org](mailto: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](mailto: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](mailto:jweliver@comcast.net)

## Sponsors, Model Shops and Links



**Modellers  
Shipyard**



**POLLY WOODSIDE VOLUNTEERS' ASSOCIATION**



**Australian National Maritime Museum** – 2 Murray Street, Sydney NSW, Australia 2009  
**Web:** [www.anmm.gov.au](http://www.anmm.gov.au) **Ph:** +61 2 9298 3777 **Email:** [info@anmm.gov.au](mailto:info@anmm.gov.au)

**HMS Bounty**- HMS Bounty Organization LLC, 20 Cedar Lane, Setauket, NY 11733  
**Web:** [www.tallshipbounty.org](http://www.tallshipbounty.org) **Ph:** 631 584-7900 **Email:** [tsimonin@tallshipbounty.org](mailto:tsimonin@tallshipbounty.org)

**Sea Watch Books - SeaWatch Books, LLC**  
 19 Sea Watch Place, Florence, USA OR 97439

**Web:** [www.seawatchbooks.com](http://www.seawatchbooks.com)

**Ph:** (541) 997 – 4439

**Email:** [seawatchbooks@gmail.com](mailto:seawatchbooks@gmail.com)

**Model Ship World** – **Web:** [www.modelshipworld.com](http://www.modelshipworld.com)

**Tall Ship Modeling Downunder** – 13 Lukela Ave, Budgewoi, NSW, Australia 2262

**Web:** [www.tallshipmodeling.com](http://www.tallshipmodeling.com) **Ph:** +61 423 587 564 **Email:**  
[admin@tallshipmodeling.com](mailto:admin@tallshipmodeling.com)

**JB Model.eu:** Cothmanstrasse 5-7 Top 22, 1120 Vienna, Austria

**Web:** [www.jbmodel.eu/index.php](http://www.jbmodel.eu/index.php) **Ph:** +43 (0)664 46 16 444 **Email:** [info@jbmodel.eu](mailto:info@jbmodel.eu)

**Polly Woodside Vol Ass'** – **Web:** [www.pwva.org.au](http://www.pwva.org.au) **Ph:** 61 395 315 626 **Email:**  
[jacwroe@bigpond.net.au](mailto:jacwroe@bigpond.net.au)

**Modelers Shipyard** - PO Box 150, Blaxland, NSW, AUSTRALIA, 2774

**WEB:** [www.modelshipyard.com.au](http://www.modelshipyard.com.au) **PH:** +61 (0) 2 4739 3899 **EMAIL:**  
[info@modelshipyard.com.au](mailto:info@modelshipyard.com.au)

**Byrnes Model Machines** - **WEB:** [www.byrnesmodelmachines.com](http://www.byrnesmodelmachines.com)