The MSB Journal

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

February—March 2011

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On the Cover
Bomb Vessel Model
Mike Rohrer

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From the Editors

It's been a quick month...again.

Those of our regular readers will note that this issue is a little late in getting out. There were a number of unforeseeable issues which prevented this. The most notable being that the Model Ship Builder website had some technical difficulties which took me a while to resolve and ate up most of the time I would normally have spent working on this issue. Well, all things seem to be back to normal now at the site.

From across the ocean Marty also had some unexpected issues come up there that he had to handle. He asked me to pass on his apologies for not being able to contribute his normal content for this issue but said that if all goes well for the next little while things will be back to normal for next issue.

I just wanted to add a quick note on the release of our newest project the Bomb Vessel Cross Section plans. They are now available at the Model Ship Builder website. You will see some more information on them later on in this issue. Any one looking to do their first scratch build won't be disappointed with these plans. They are outstanding. Jeff Staudt did an amazing job on them and Mike Rohrer did an outstanding job on the prototype model as you will see.

Jeff is hard at work on another set of plans as I write this. He just finished his proto-type of the model and we'll be posting some pictures in the near future to the site and plans will be available soon after. (he's already got another project waiting in the wings). We're really looking forward to Jeff's upcoming projects. A lot are going to be focused on the War of 1812.

The General Hunter project is on temporary hold. I will be meeting with the archaeologists on the 25th of this month to gather the information that we need to proceed. Unfortunately, a lot of the information that we need is not in digital format, otherwise the project would be moving ahead at a much faster pace. One piece of information I can let you know is that there have been some major developments in the project which were unknown to us when we started. I'm sure Dave will be providing us with some background information on this in upcoming issues of the Journal as the project proceeds.

Check out the forum area at the site. There's a number of great build logs starting up. Your's truly has started one on the build of the US Brig Eagle, a project I had to sit aside a while ago due to moving and storage of my larger power tools. Should be an interesting build at 1/2"=1' scale! That's about it for now. Enjoy this issue and we'll see you next.

Marty Cord
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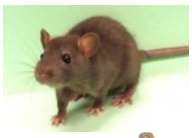
Model Ship Builder
Home of TheMSB Journal
www.modelshipbuilder.com

Tidbits from the Past *by Gene Bodnar*



"The Albatross"

The albatross is the largest of all the sea birds, with some specimens having wingspans of up to 20 feet. Some varieties of the albatross are capable of circumnavigating the globe, spending only about 10% of its time on land. It is quite common for an albatross to follow a sailing ship for weeks on end, and it is reputed that it can even sleep on the wing.

Sailors gave the albatross its name. Its name is derived from the Portuguese word "alcatraz," which originally meant "any large sea bird." Over the years, it has been given many uncomplimentary names, including "mollymawk," which means "stupid gull" in the Dutch language, and "gooney," which is derived from an Old English word for a "stupid person."

The albatross's reputation for stupidity probably derives from the fact that it is an extremely clumsy bird on land. First of all, it waddles along quite awkwardly, and it has a habit of tripping over its own feet. When the bird comes in for a landing, it usually crashes into its breeding colony, turning several somersaults before finally coming to a halt. When it takes off, it runs like a dog with stockings on its feet before getting into the air. On the other hand, once it's in the air, it is a beautiful sight to behold, gliding about effortlessly and flapping its huge wings slowly and gracefully.

Sailors commonly regard the albatross as a harbinger of severe winds and storms, and they also believe that the albatross is the reincarnation of a sailor who was washed overboard and drowned. Therefore, it was considered bad luck to kill an albatross, which is so well stated in Coleridge's "The Rime of the Ancient Mariner."

Woe be the sailor who slew the albatross, though, for this bird was thought to be the restless soul of a dead sailor.

'God save thee, ancient Mariner!
From the fiends, that plague thee thus! --
Why look'st thou so?' -- With my cross-bow
I shot the albatross.

And I had done an hellish thing,
And it would work 'em woe:
For all averred, I had killed the bird
That made the breeze to blow.

There was only one thing that could save them, according to the poem. It was required that they tie the carcass of the albatross around the murderer's neck and then lash him to the mainmast, keeping him there without food or water until the storm subsided.

Coleridge's poem is not the only recorded incident of its kind. In October, 1718, topman William Cammell of the "Speedwell" was aloft, furling the mainsail. The rigging was coated with ice at the time. Cammell lost his grip and fell into the sea, where he drowned. Mr. Hatley, the mate aboard the vessel, spotted an albatross shortly after Cammell drowned. Believing it was a bad omen, Hatley shot the bird. Hatley was imprisoned and never heard from again. Undoubtedly, it was bad luck for Hatley.

On the other hand, not everyone believed it was bad luck to kill an albatross. Captain James Cook recorded several killings during his famous voyages. He not only shot an albatross but on January 26, 1769, he also ate one. "The albatrosses proved very good eating," he wrote. ◈

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.

Gosport Shipyard—Norfolk Naval Shipyard

In 1794, United States Congress passed "An Act to Provide a Naval Armament," allowing the Federal Government to lease the Gosport Shipyard from Virginia. In 1799 the keel of USS Chesapeake, one of the first six frigates authorized by Congress, was laid, making her the first ship built in Gosport for the U.S. Navy.

The federal government purchased the shipyard from Virginia in 1801 for $12,000. This tract of land measured 16 acres (65,000 m²) and now makes up the north eastern corner of the current shipyard. In 1827, construction began on of one of the first two dry docks in the United States. Additional land on the eastern side of the Elizabeth River was purchased in 1845.

American Civil War

In 1861, Virginia joined the Confederate States of America. Fearing that the Confederacy would take control of the facility, the shipyard commander Charles Stewart McCauley ordered the burning of the shipyard. The Confederate forces did in fact take over the shipyard, and did so without armed conflict through an elaborate ruse orchestrated by civilian railroad builder William Mahone (then President of the Norfolk and Petersburg Railroad and soon to become a famous Confederate officer). The Union forces withdrew to Fort Monroe across Hampton Roads, which was the only land in the area which remained under Union control.

In early 1862, the Confederate ironclad warship CSS Virginia was rebuilt using the burned-out hulk of USS Merrimack. In the haste to abandon the shipyard, the Merrimack had only been destroyed above the waterline, and an innovative armoured superstructure was built upon the remaining portion. The Virginia, which was still called the Merrimack by Union forces and in many historical accounts, engaged the Union ironclad USS Monitor in the famous Battle of Hampton Roads during the Union blockade of Hampton Roads. The Confederates burned the shipyard again when they left in May of 1862.

Following its recapture of Norfolk and Portsmouth (and the shipyard) by the Union forces,

the name of the shipyard was changed to Norfolk after the county in which it was located, outside the city limits of Portsmouth at the time. This choice of name was probably to minimize any confusion with the pre-existing Portsmouth Naval Shipyard in Kittery, Maine near Portsmouth, New Hampshire.

Modern shipyard
For $3, visitors can go aboard the Lightship Portsmouth at the Naval Shipyard Museum

From the Reconstruction Era until 1917, the shipyard was used both for ship repair and construction and for ship stationing; the current major naval base for the region, Naval Station Norfolk, did not yet exist. As such, the then Norfolk Navy Yard served as the official Homeport for ships stationed in the Hampton Roads region.

No major expansion occurred at the facility until World War I when it was expanded to accommodate 11,000 employees and their families. The shipyard was again expanded in World War II, doubling its physical size, and greatly expanding its productive capacity. During its peak, from 1940 to 1945, 43,000 personnel were employed and 6,850 vessels were built.

After World War II, the shipyard shifted from being a ship construction facility to an overhaul and repair facility. Its last two ships, USS Bold and her sister ship, Bulwark, wooden minesweepers, were christened on March 28, 1953 during the Korean War.

Currently, the shipyard is composed of several non-contiguous areas totalling 1,275 acres (5.2 km²). Norfolk Naval Shipyard provides repair and modernization services for every type of ship that the U.S. Navy has in service, which includes amphibious vessels, submarines, guided missile cruisers, and super carriers, although in recent years the shipyard has primarily focused on nuclear ships and nuclear support ships. The Norfolk yard is one of the few facilities on the east coast capable of dry docking nuclear aircraft carriers. Another facility capable of dry-docking such carriers is Northrop Grumman Newport News, located on the other side of Hampton Roads in Newport News, which is the only U.S. shipyard that currently builds and refuels nuclear aircraft carriers. ◈

Help Support the 2012
USS Constitution Cutaway Model

Proto-type model

Your support is requested in making this model a reality. Design and build to be conducted by noted New England Modeler and Maritime Artist Rex Stewart. Over thirty years of in-depth research has gone into its design and development so far.

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

The completed model is to be displayed at the USS Constitution Museum during and after the highly anticipated 2012 bi-centennial celebration of the USS Constitutions entry into the War of 1812.

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

To make a donation contact Rex through his website:

www.rexstewartoriginals.com

Feature Modeler of the Month

A look at ship modeler Dave Stevens and his business The Lumberyard for Model Shipwrights. Follow along with Dave as he tells us about some of his modeling career.

THE LUMBERYARD FOR MODEL SHIPWRIGHTS

The Beginning

My interest in wood began in the summer of 1979 as part of a newly formed modeling group named the Great Lakes Society of Model Shipwrights, which was part of the Inland Seas Maritime Museum. The Society began with me (David Stevens) and four other founding members. Two of the more notable were Bob Bruckshaw and Harold Hahn. The society lasted 22 years until it finally disbanded.

I volunteered at the museums library and helped organize the museums collection of 1,200 ship plans which were being stored at the home of one of the museum directors.

The society began a modest journal, which I was the editor at the time. After just a year, I stepped aside as journal editor and headed a service of researching and providing members of the group with modeling wood.

It was suggested by our club members to buy wood in bulk. However, many lumber companies did not stock some of the more exotic wood model ship builders would like to have used. The main reason for this was because the wood was in such a low demand that it sat around for long periods of time in their stock. So, we thought, if all the members put in an order for wood perhaps we could persuade a local lumber supplier to order the wood for us. Thus was the beginnings of The Lumberyard for Model Shipwrights. I bought bulk and cut the wood down to a workable size for club members.

Collecting

In time, I had many different woods collected and Bob Bruckshaw suggested that perhaps I should take the wood collection to a NRG conference and see if I could it there.

That started a 15-year run of packing up a load of wood and going to NRG conferences. At these conferences I became known as the woodman and my wife as Mrs. Wood. Model builders would wait at the van as we unloaded, looking to grab the best pieces.

As word spread, of the collection of wood we had at the NRG conferences we also began to advertise in the local newspaper, "trees wanted dead or alive". I would go out in my van with a chain saw and bring home all kinds of logs.

I kicked around the idea of going into the lumber business and calling it Dragon Wood because I was always dragging home another log of something or another. But the name

The Lumberyard for model Shipwrights seemed more appropriate.

Milling

In the early years the Lumberyard supplied only bulk wood. Millwork came a few years later. Taking the chance we invested in the necessary machines and built a workshop behind the house. Soon after advertising the availability of milled wood, the demand skyrocketed. Thousands and thousands of milled sheets and strip wood became the major focus of the company.

In the photo on the previous page is a slab of steamed pear wood imported from Germany. Above are American Black Walnut logs being trimmed and prepped to be taken to the sawmill.

At one conference my wife and I met a man (Milt Roth) who started a mail order ship model supply company. Milt and I hit it off and spent the next two years and many hours talking about ship modeling. Milt saw a void between the hobby kits being offered and the serious scratch builders. I told Milt that our club members were buying kits, throwing out the wood and having me mill quality replacement wood. What if a high quality plank on frame kit could be produced?

The Timbering set

Over the years I had always kept in contact with Harold Hahn. The next time I saw Harold, I asked him if I could make a kit from his plans. A problem at hand for a model builder is the lack of machines to mill out the wood. This can be an expensive investment for any modeler.

Another problem is locating wood in small amounts. This gave rise to the concept of a semi-kit. The builder would be provided with the high quality milled wood, laser cut framing jig and a few select parts along with a set of Harold's plans.

Harold agreed with the idea and the timbering set was born. The timbering set started a 20 -year business relation with Harold Hahn his plans and the Lumberyards milled and laser cut wood parts which continues today.

Computer Design

Along with the milling and production of the Hahn timbering sets the Lumber yard's next endeavor was computer design. In conjuncture with Steve Owen at Double O Laser and Jim Roberts of North River Scale Models the concept of a computer generated model was conceived.

Between the three companies we produced the first true plank on frame ship model kit. The concept of computer drafting a hull, then disassembling it into its component parts and create a CNC cutting program was my brain child.

Jim Roberts worked on the creation of the kits and Steve perfected the precision laser cutting that was needed. Two concept kits were under development the Diligence and the Oneida. The untimely death of Jim Roberts put a sudden end to the project.

Full Time

For a long time the Lumberyard remained a part time business while I pursued a 28-year career in commercial art. I began as a glass sculptor then a graphic artist. I was a photographer, a printer, a package designer, a product developer, a draftsmen and an illustrator.

When it all became overwhelming, I left commercial art in the early nineties. My brother Carl and I joined up and started a tree removal business.

Here I found a source for literally tons and tons of logs. Living within the boundaries of North America's hardwood forest and between my wood working knowledge and Carl's horticultural education we were able to identify and select types of wood suitable for fine model building from a literal cornucopia of trees.

As a model ship builder myself, I was able to select wood for its color, texture and properties. I could then introduce to model builders woods they never thought of using.

Rather than cut the trees into firewood, my brother and I got involved in sawmills and logging.

When my brother sold the tree business, I had no desire to get back in the commercial arts. It was time for The Lumberyard to become a full time business.

Continuing to add to the selection of native timbers, the Lumber Yard enlarged its contacts and network of importers and wood dealers from North to South America and across the world.

Development of the plank on frame kit was set on the back burner and attention was directed to logging, sawmill lumbering and millwork.

The Lumber Yard continued to grow into an international business supplying wood to model builders all over the world. Today the company maintains an ever changing inventory of over 120 types of wood. There are those traditional woods that were always associated with ship modeling dating back to the builders of the Admiralty model. These woods such as Boxwood and Pearwood are always part of the inventory and sources are constantly sought after and maintained.

As business grew beyond the ability for one man to operate, my wife jumped in to help. She is my right arm, my left arm, my memory bank. She does all the paperwork, the customer service, the follow-ups. She is the one who keeps the customers coming back. She is the complaint department, the answering service, the bookkeeper. Without her "help" the Lumberyard would be in dire straights.

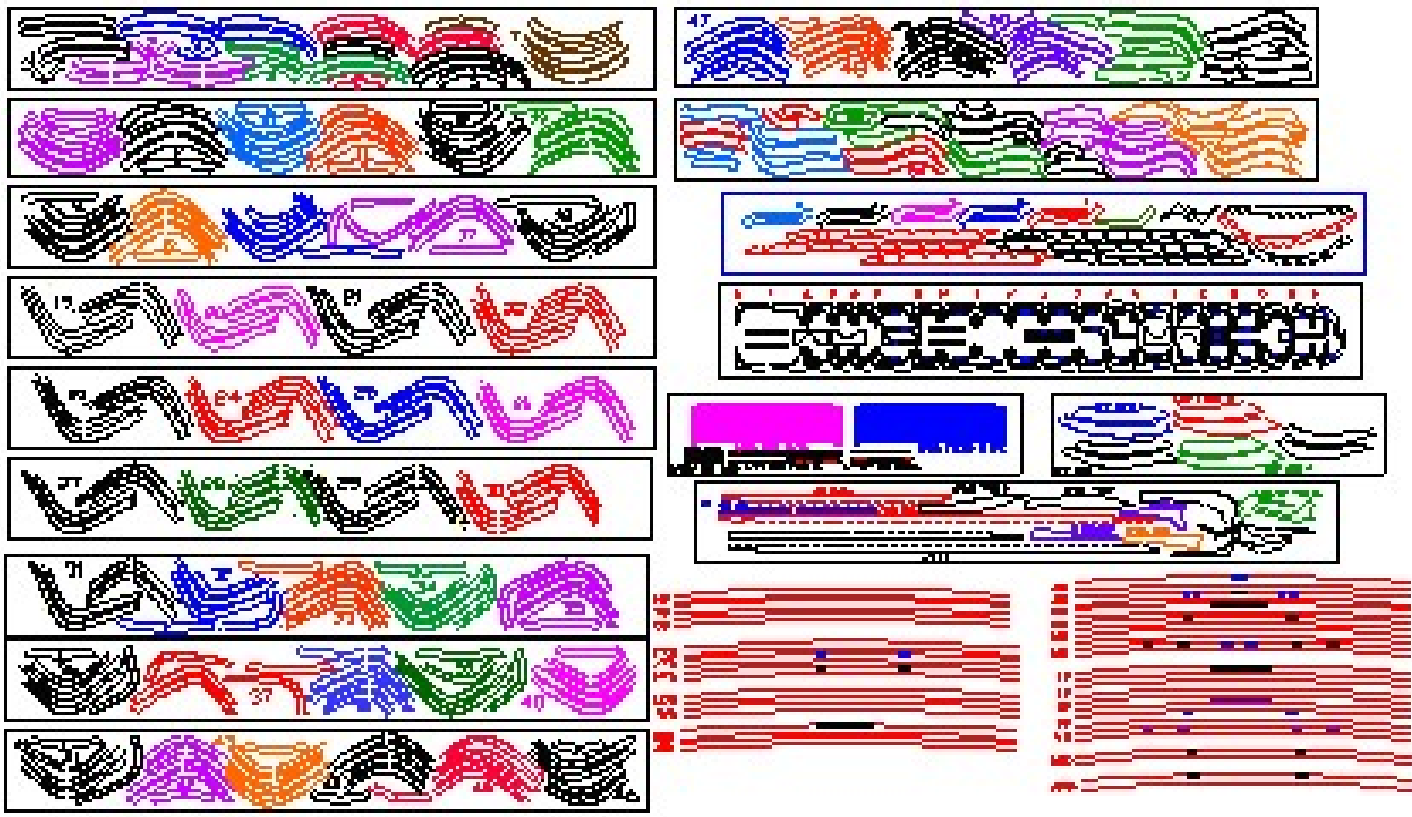
With mrs22wood now running the business I found a little extra time to focus on research and development. The idea of a true plank on frame kit was dusted off and re-examined.

After the development of the prototype plank on frame kit of the Oneida, a typical Great Lakes schooner was developed based on the actual shipwreck of the Alvin Clark. A kit was designed timber for timber just as the actual ship was built.

Back in the days of learning how to draft a set of ship plans with Bob Bruckshaw, by hand, on a drafting table, with the traditional tools of the trade the process was a long and tedious one. The introduction of computer aided drafting took model ship plans to a whole new level. It became apparent an entire ship could be modeled on the computer. Each timber could be separated and laid out into a cutting file for a CNC operation.

Alvin Clark

By using computer drafting and a laser with a + or – of .003 to cut out the parts, you would think anyone could assemble a ship model straight away like putting together a jigsaw puzzle. Not so, by creating absolutely perfect parts there was no room left for assembly error. The very nature of wood is that it will move, expand and shrink. The hand of man also introduces slight errors, which add up and produce a distorted model. A solution to the assembly problem was to make the individual parts a bit oversize giving the builder some latitude so the parts could be shaped or sized to fit into the model at whatever stage of construction the model is presently in.



In this layout of the Alvin Clark every frame, floor and futtock is laid out with the deck beams, keel assembly, deck knees and notched waterways.

CDs

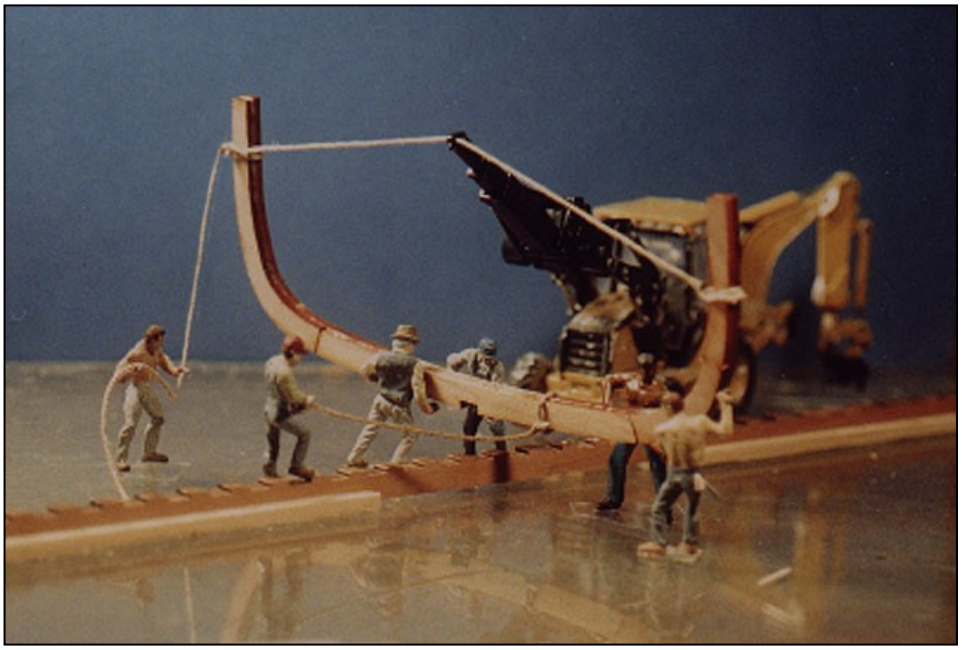
With the bugs worked out of the plank on frame kit, it became clear that instructions would be necessary. This led to a new phase of the Lumberyard, the building instructions CD's. Back in the eighties, while a member of the Great Lakes Society of Model Shipwrights, I had the opportunity to learn from two well seasoned builders, Bob Bruckshaw and Harold Hahn. Bob Bruckshaw tutored me in the fine art of model shipbuilding, and Harold Hahn inspired me with his use of figures and the diorama setting. The first instructions on building the Oneida dealt primarily with the assembly of the model. A second CD on the building of the Alvin Clark incorporated diorama scenes.

To the right are some pictures of Harold Hahns Halifax Diorama.

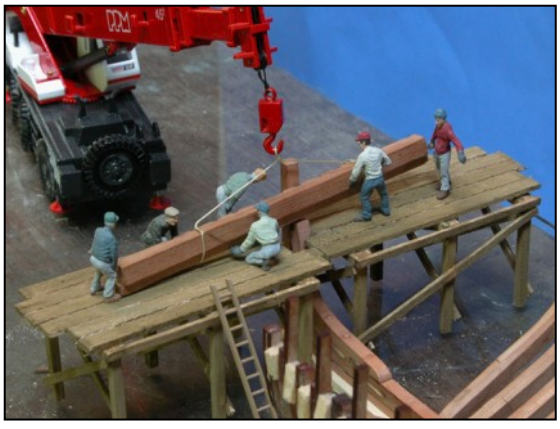
The scenes were not permanent dioramas but merely set up and photographed then taken apart and building of the model would resume. I felt it helped visualize the building of the model.

The following images are my visual aid dioramas.

The first photograph is a crew setting up the first frame of the Alvin Clark. A combination of how to build the model and a diorama of how a frame might have been set if a wooden ship were built in modern times adds interest to the CD. Models are built on a piece of quarter inch plate glass to keep everything flat and level.



Harold Hahn expertly carved his figures. Rather than carve my own or search for period figures, the diorama is set in such a way that any scale figures could be used to demonstrate building a wooden ship. I know this is cheating to you master carvers out there but the focus was to be educational. The dioramas depict the 1840 wooden schooner being built by a crew in 2008.



Note the dark color on the edge of the frames. This is a laser residue left on the surface of the wood as a result of the cutting process. This residue is sanded off quite easily.

In some cases props are built and added to the diorama such as the scaffolding. It would have been helpful to have a crane in 1840 but seeing that the Alvin Clark is being built in 2008, a crane is available to help set the transom timber.

This photo has a crew setting the stern frames. Some of the figures are coaxed into postures so

they look natural in the scene. Arms are bent or cut off and reattached in a different position.

With the small work crews swarming all over the model it became apparent to produce this type of instructional CD required five times the effort and the addition of many more hours of work. It was a lot of fun but too time consuming. I still use the figures in advertising. After the completion of the Alvin Clark project the diorama approach was abandoned for the simpler style of the basic how to build a model.

Hull Construction

A couple of methods were tried to accurately assemble a hull from pre made laser cut parts. One method was to build the hull in a jig system developed by Harold Hahn and another method was to build free form.

The jig method worked up to a point. The jig kept the framing in place but did not guarantee an accurately built hull. Frames still could be slanted fore and aft along with tilting from side to side. The jig method worked to the point where the hull had to be cut loose and all remaining parts had to be fit.

Another method, introduced by Portia Takakjian, was to use what she referred to as packing pieces between the frames at the level of the wales. From an archaeological report of the war ship Jefferson it was noted that additional pieces of wood were fastened between the top timbers making the bulwark a solid wall of timber.

The use of chocks or filler blocks between the frames seemed to be a viable method. A variation to this method is to set your first frame on a flat surface then add a block on top of the frame at the bulwarks and one at the center of the floor. Next, add another frame on top of the block to build up sections of about five frames. These frame sections are then assembled into the hull. Looking at the previous photo of a crew planking the bulwarks, you can clearly see the filler blocks between the frames. Because the bulwarks are not planked on the inside, the filler blocks are set at the level of the deck clamp where the hull planking will cover them.

Now What?

The Lumber Yard is not a company with a large staff of employees and multiple departments for research and development, logging and millwork, or design and drafting.

The problem of expansion was solved by the creation of a network of companies, individuals, other websites, and organizations. This results in a symbiotic relationship where everyone involved works as a team to bring to the ship modeling community state of the art ideas and products.

This was first tried with the Lexington project. The creator developed the project then published the historical background in one journal, the building process in a modeling magazine and then created a live on line builder's forum.

The Lumber Yard created the semi-kit. The Lexington project proved to be the first successful multi media project, which combines a magazine, a journal, an on-line builders forum, a laser cutting company and a lumber company.

At this time the Lumbryard works with a number of other companies a laser cutter, an engraving company, a sawmill, a logging operation and a miniature machine shop.

The Lumber yard and its associates will continue developing new ideas, kits and articles in E publishing along with the continued services of millwork.

Our latest venture was the introduction of instructional model building videos published on you tube and highlighted at the Model Ship Builder website.◈

The Yacht Chatham c.1741

From the National Maritime Museum Collection
www.nmm.ac.uk

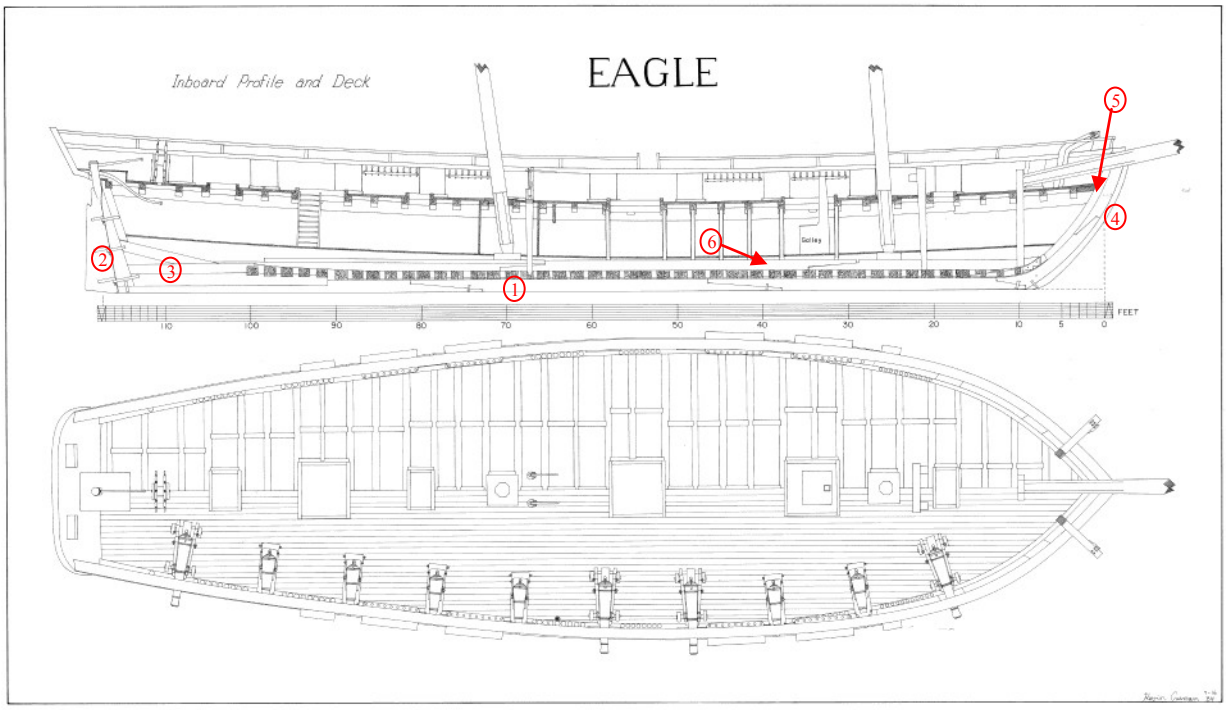
Scale: 1:32. A contemporary full hull model of the yacht 'Chatham' circa 1741, built in the Georgian style. The model is decked and is complete with a variety of fittings. It illustrates well the carved and painted decoration of the mid-18th century models. It is one of a few models in the collection that has the individual hull planking applied onto the wooden core and held in place by small wooden treenails.

The 'Chatham' yacht was launched circa 1741 and measured 59 feet along the deck by 17 feet in the beam. She had a tonnage of 90 and carried six guns. As with most of these state yachts, they were built for the use of the officers of the Dockyards for transport between London and the various yards. Rigged as a single-masted cutter, most of the after portion of the hull was used for the accommodation of the officers. The 'Chatham' underwent a 'large repair' in 1765 and was re-built in 1793. It underwent another refit in 1826 before finally being broken up in 1867.◈

This month we'll have a quick look at another set of plans for the US Brig Eagle from the War of 1812. This set of plans, different than the plans from the last issue (hull lines) shows the Inboard Profile or view of the internal structure of the ship and the Deck layout.

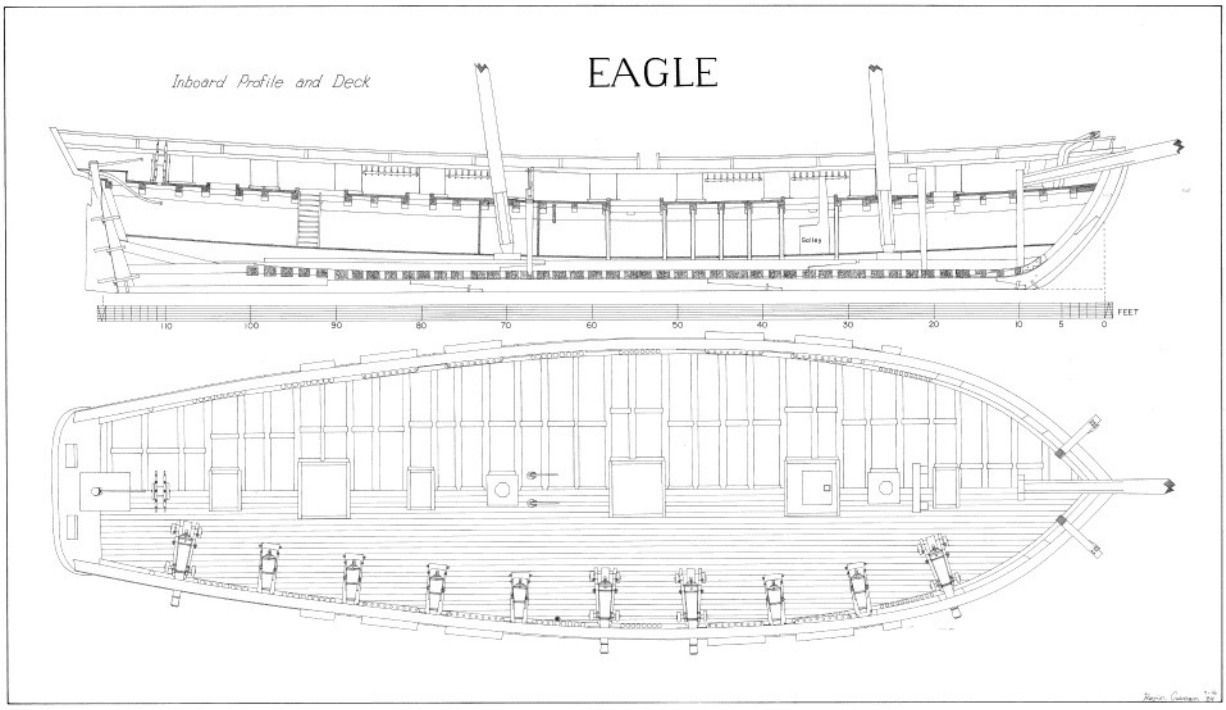
In this set of plans we will see a lot of very important information regarding the internal structure of the ship. For example:

1. The components that make up the keel. In this ship we can see that three pieces of timber were used to build the keel.
2. The Keel and stern post assembly
3. Stern deadwood
4. The stem post assembly



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

We can use this drawing to develop templates for the various assemblies that we need to build for the backbone of our model after resizing to the appropriate scale.



(Of course another helpful tool in building this model is Prof. Kevin Crisman's Master Thesis and or book on the Eagle.)

So what other information can we derive from these plans that we can't from the Hull line drawings?

1. Fore and Main Mast, rake of the masts and mast step locations.
2. Lower Deck.
3. Ladders to lower deck.
4. Galley Stove location.
5. Pin Rail location
6. General deck furniture location
7. Armament
8. Some Steering assembly detail.

This just names some the various bits of information. The thing to remember here is to study any and all drawings you have for a ship before you start building any model. You need to understand how they correlate to each other. Generally speaking, almost all the information you need to build a model can be derived from the plans themselves. For the rest, you will need to do some research. Fortunately there are a number of books available out there which are great reference material. ◈

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

Badges:
Heraldry of Canadian Naval Ships

HMCS Summerside

Blazon: Gules a demi dun in splendour Or issuant in base charged with an island Vert to the sinister an oak tree fructed to the dexter thereof three oak saplings sprouting all proper the island rising out of barry wavy Or and Gules.

Significance: The badge represents the language of heraldry the name of the community which *Summerside* proudly bears. The sun and waves of the sea in red and gold recall the summer, while the description of the island and oak trees as found in the Arms of the Province of Prince Edward Island are placed at the centre of the design.

Motto: *Spem Successus Alit* (Success nourishes hope)

Colours: Gold and Red

Battle Honours: Atlantic, 1941-44, Gulf of St Lawrence, 1942-44, Normandy, 1944, English Channel, 1944-45

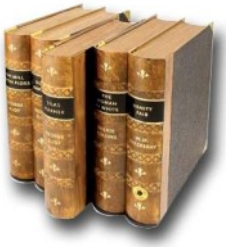
Ligneage

First of Name:

Corvette, Flower Class.
Commissioned 11 September 1941.
Paid off 6 July 1945.

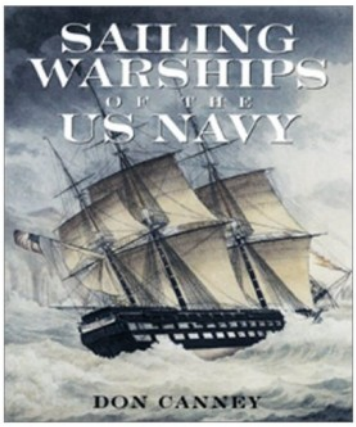
Second of Name:

Coastal Defence Vessel, Kingston Class.
Commissioned 18 July 1999.



The Book Nook

Books of interest for the Model Ship Builder



Sailing Warships of the US Navy
By Donald L. Canney

Naval Institute Press; 1 edition (February 1, 2002)

ISBN-1557509905
ISBN-13: 978-1557509901

Get your copy at the
Model Ship Builder Amazon Bookstore

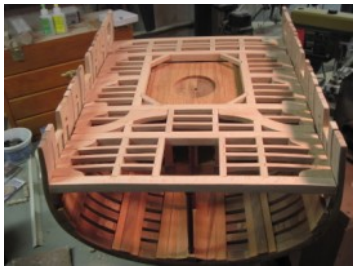
Description

Although the U.S. Navy was a relatively small force during the Age of Sail, the radical thinking and innovative design of its warships impressed larger maritime powers. Until now, however, information about these ships has come from the works of Howard Chapelle, a practical naval architect and amateur historian whose drawings were impeccable but whose information was often inadequately documented. This large-format volume by an American ship authority is the first to look critically at Chapelle's findings and compare them with rare original drafts, many published here for the first time, contemporary paintings, prints, and important documents such as the building specifications for the USS *Constitution*.

The main chapters are devoted to the major ship types, from ships of the line to brigs and schooners, as well as vessels of the Great Lakes. More than 125 half-tones, plans, and drawings accompany the text. Appendixes deal with gunboats, galleys, and revenue cutters. This fresh perspective on the American sailing Navy is a must for any Age-of-Sail bookshelf.

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

Contributors Pictures

Area for displaying submitted pictures by the readers

Some more pictures from John Nemeth of another of his models...the Grosse Jacht

Send in pictures of your model for others to see.

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

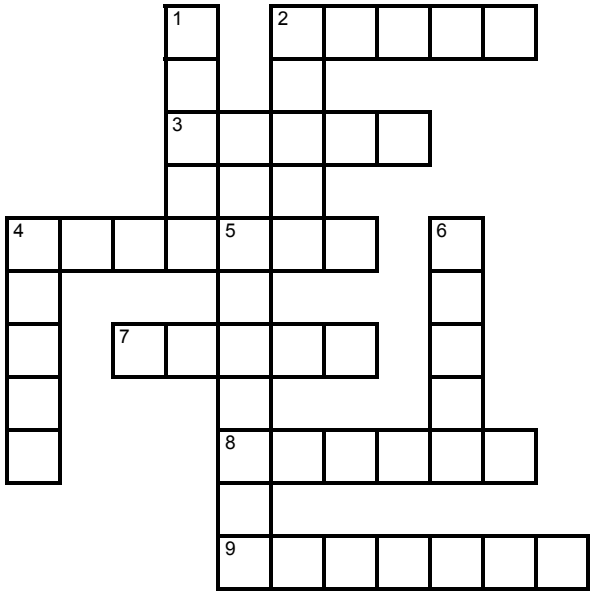
Or you can send images by email to editor@msbjournal.com

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

Gene's Nautical Trivia

ANAGRAM CROSSWORD

Every answer in this puzzle is a nautical word. Just unscramble the anagrams and insert the answers in their appropriate locations.



Across

2 Anagram of SNEAK
3 Anagram of FLOAT
4 Anagram of TROUNCE
7 Anagram of ACERB
8 Anagram of THESES
9 Anagram of MINERAL

Down

1 Anagram of MANIA
2 Anagram of POKES
4 Anagram of CALEB
5 Anagram of MATRONS
6 Anagram of ACTED

ONE MINUTE MYSTERY

Captain Jack was glad to be aboard his frigate again. After fourteen days in port, he had had enough of land. He filled his corncob pipe with latakia tobacco and lit it. Someone had told him that the tobacco was cured in camel dung, but this didn't bother him, for he enjoyed new and different tastes.

Brock, the captain's First Mate, greeted him on the foc's'cle. "Just got back yesterday," Brock said. Brock's hair was sun-bleached; his cheeks were well-tanned; and his chin was bronzed.

"Yesterday, I washed the dust out of my ears and had a real barber shave my six months of whiskers," Brock told the captain. "Then I went out and bought a whole new wardrobe."

"Why? Did you strike it rich?" asked the captain.

"Yes, Captain. I finally hit pay dirt. I can't tell you much about it right now, though, because there are still a few loose ends to tie up."

"So what are you suggesting?" asked the captain.

"Listen," said Brock. "If I can find a good backer, I'll be able to buy a dozen palaces. Of course, I'm not trying to interest you, Captain, but if you know of anybody who'd like to cash in on a sure thing, let me know."

Captain Jack peered at Brock. "Well, Brock," said the captain, "you'd better make some improvements on your story if you want some sucker to invest in your scheme."

WHAT WAS WRONG WITH BROCK'S STORY?

SALTY SAYINGS

By Harry Campbell

BREWING: Storm clouds seen to be developing.

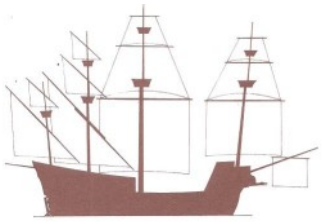
ROLLERS: Swells in shoal water which does not break.

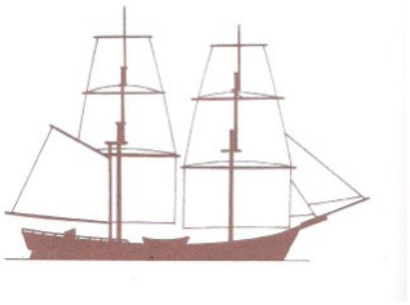
WHITE HORSES: Waves with breaking crests due to wind of force 4 or more.

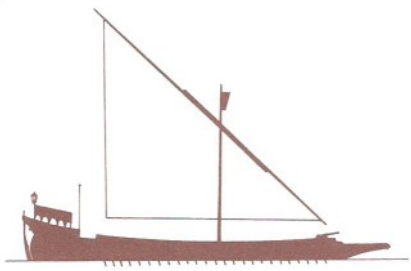
CAT'S PAW: Disturbance on a calm surface due to a passing light air.

SILHOUETTES

Can you identify the following types of ships from their silhouettes?

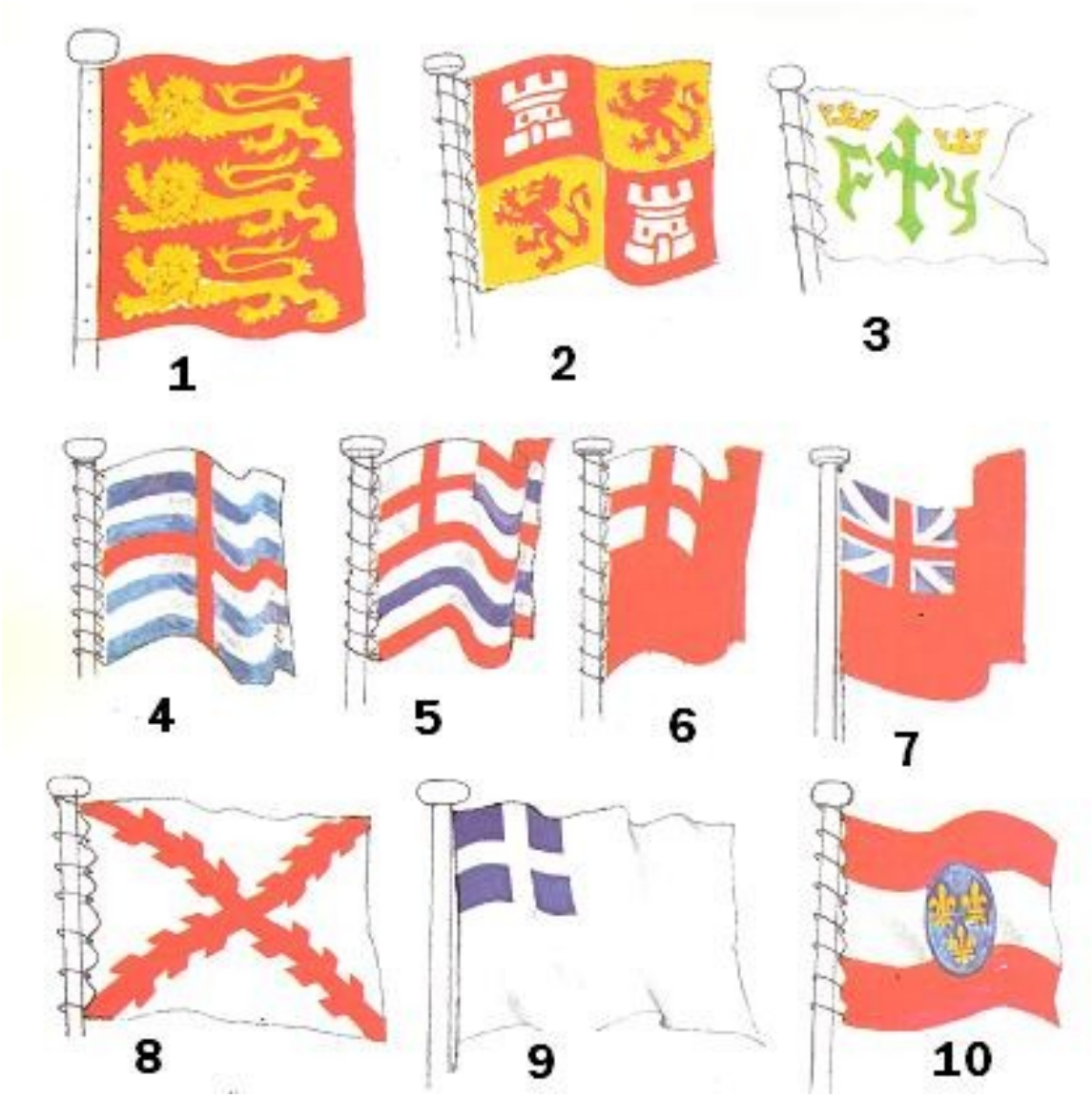






EARLY MARITIME FLAGS

Can you identify the following early maritime flags and their approximate dates?



1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

SEA TERMS

The answers to all of the following definitions begin with the word "sea." How many do you know?

_____ A type of fog created when very cold air moves over open water to produce "steaming" on the surface.

_____ A nation with a navy.

_____ A "passport" for a vessel.

_____ Space adequate for maneuvering a vessel.

_____ An instrument used for getting the altitude of the sun before the invention of the sextant.

_____ A seaman's meal consisting of layers of fish or meat and vegetables between bread crusts or biscuits.

_____ An embankment that prevents erosion of the shoreline.

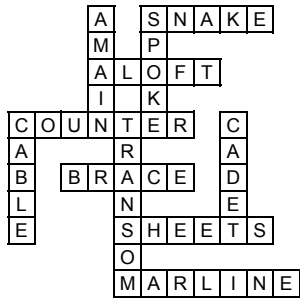
_____ A heavy rope used for maneuvering a ship's boat away from the ship's sides when the boat is lowered while under way.

_____ The average height of the sea's surface midway between tides with no waves.

_____ Consideration for the other vessel. The exercise of good judgment under certain conditions when vessels meet.

ANSWERS:

ANAGRAM CROSSWORD:



ONE-MINUTE MYSTERY: Brock had a barber shave off six months worth of whiskers. Yet, his cheeks were tanned and his chin was bronzed. If he really had gone six months without shaving, his skin should have been snow-white where his whiskers grew.

SILHOUETTES: In order:
English Warship of about 1520.
Merchant Ship of about 1700.
Main Topsail Brigantine.
Snow.
Venetian Galley of about 1560.

EARLY MARITIME FLAGS: 1-English royal arms, 13th century, 2-Columbus's flag, the arms of Castille and Leon, 1492, 3-Another of Columbus's flags, flag carrying initials of Ferdinand and Isabella, 1492, 4-Elizabethan stern ensign, 5-Jacobean ensign, 1618, 6-First Red Ensign, 1621, 7-Red Ensign, 1707, 8-Spanish Netherlands, 15th-16th centuries, 9-France: Dunkirk and Marseille, 17th-18th centuries, and 10-France, galleys, 16th-17th centuries.

SEA TERMS: 1-Sea smoke, 2-Sea power, 3-Sea letter, 4-Sea room, 5-Sea ring, 6-Sea pie, 7-Seawall, 8-Sea painter, 9-Sea level, and 10-Sea manners.

Modeling Clubs

Wish to have your club info displayed? Send an email to 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

Tampa Bay Ship Model Society

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

Contact: George Shaeffer

georgeshaeffer@gmail.com

Ph: (727) 798-0943

Cape Ann Ship Modelers Guild

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

Contact: Tony Ashdon

tony@capeannshipmodelersguild.org

Ph: (978) 546-7222

Golden Triangle Marine Modelers

The club meet on the second Wednesday of each month at 8:00 pm at the Albert McCormick Arena, 500 Parkside Drive, Waterloo. Their main focus is R/C and static models. During the summer they usually break from their Wednesday meetings to run their boats at the pool in front of Kitchener City Hall, plus, once a week their Sail division travel to the pond in Wellesley to race their sailboats.

Contact: Paul Dreher (Secretary)

101 Harcourt Cres.
Kitchener, Ontario
N2P 1M1

Ph: 519-748-0449

pcadreher@sympatico.ca

Southwest Florida Shipmodeler's Guild

Meets at the - City of Bonita Springs Recreation Center 26740 Pine Ave, Bonita Springs, FL 34135 on the 2nd and 4th Saturday's each month, except December, at 0900 am

Contact: John Weliver

Ph: 239-561-5777

jweliver@comcast.net

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

HMS Bounty- HMS Bounty Organization LLC, 20 Cedar Lane, Setauket, NY 11733
Web: www.tallshipbounty.org **Ph**: 631 584-7900 **Email**: tsimonin@tallshipbounty.org

Sea Watch Books - **SeaWatch Books, LLC**
19 Sea Watch Place, **Florence, USA OR 97439**
Web: www.seawatchbooks.com
Ph: (541) 997 – 4439
Email: seawatchbooks@gmail.com

Model Ship World – **Web:** www.modelshipworld.com

Tall Ship Modeling Downunder – 13 Lukela Ave, Budgewoi, NSW, Australia 2262
Web: www.tallshipmodeling.com **Ph**: +61 423 587 564 **Email:**
admin@tallshipmodeling.com

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

Polly Woodside Vol Ass' – Web: www.pwva.org.au **Ph:** 61 395 315 626 **Email:**
jacwroe@bigpond.net.au

Modelers Shipyard - PO Box 150, Blaxland, NSW, AUSTRALIA, 2774
WEB: www.modelshipyard.com.au **PH:** +61 (0) 2 4739 3899 **EMAIL:**
info@modelshipyard.com.au

Byrnes Model Machines - WEB: www.byrnesmodelmachines.com