

The MSB Journal

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The Coastal Vessel Baccalieu

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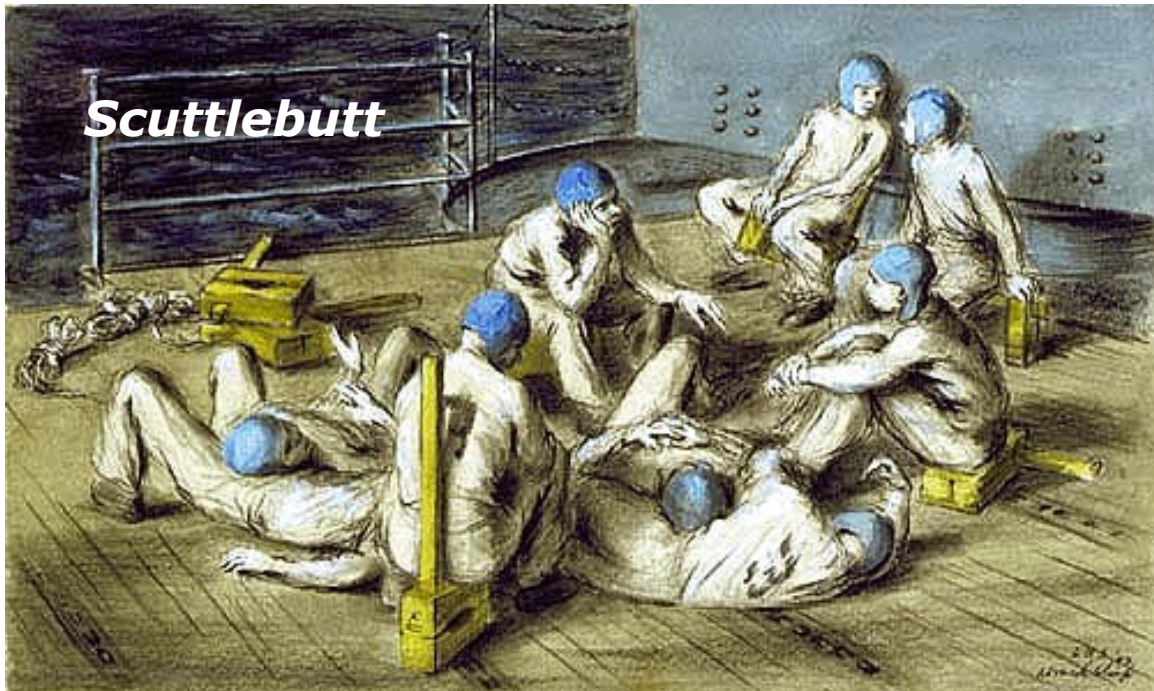
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I was following along with the General Hunter build but haven't seen any progress over the past couple of months. Is this project still going ahead?...Bob F

Hi Bob, yes, this project is still very active behind the scenes. You should see some updates in the very near future...MSBJ

I really like the images on the front page of the site showing the rebuild of the Bluenose II. Thanks for posting them...Dave S

Hi Dave, glad we can bring them to you. Its not often we get a chance to follow the build of a wooden ship these days so when I was contacted about the rebuild I was more than willing to post the images. In fact, these two images actually update on a regular basis. They are from the feed of live web cams...MSBJ

Just wanted to send a special thank-you

to all who are posting to build logs on the site. I find them very helpful...D.King

Yes, I find them quite helpful myself. Its always nice to be able to view models under construction. You never know when you are going to learn something new...MSBJ

Do you plan on running any online builds where your members can get involved? I am just finishing up on the Bluenose model that you had run the online build on your other site Navy Board Models and look forward to starting a new build...Fred

We sure do Fred. There will be some coming up later this year. But, with the summer months coming up, they will most likely not start until some time in the fall, unless we see a large interest before then. Summer months are usually pretty quiet for model building...MSBJ

Send your comments & questions to info@modelshipbuilder.com

Tidbits from the Past *by Gene Bodnar*



“Hip, Hip, Hooray!”



In George Jones’s “Sketches of Naval Life,” a book written in 1829, he records the cheering given to Lafayette as he departed from the U.S.S. Brandywine as he went ashore in France after his last visit to the United States. In the same book, Jones records the three cheers given when Captain Patterson received command of the U.S.S. Constitution.



Not long afterwards, the cheering became a command called “Manning the Yards and Cheering.” It

consisted of three separate orders. At the order, “Lay aloft,” all hands would spring up the rigging, gather round the tops, crosstrees, and topgallant masthead. At the second command, “Lay out upon the yards,” the men would support themselves by means of life lines that were fastened to the lifts and masts. Finally, the order “Cheer” is issued. The men would then take off their hats and wave them while shouting three cheers.

Manning the rail and cheering is a very old custom recorded as early as 1596. At the sounding of the master’s whistle, men would give “a marvelous shout, with as much mirth and rejoicing as they can.”

On the other hand, the U.S. Navy Regulations of 1920 state that “Cheering shall not be given any officer.” Instead, officers are saluted.

Today, national salutes are based upon the equality of sovereign states, but in times gone by, the weaker saluted the stronger, and the stronger usually saluted the country which claimed jurisdiction over the waters he entered.

The old English Navy demanded respect from foreigners and English merchantmen. In 1638, the captain of the H.M.S. Nicodemus was given severe punishment for not having enforced a French ship of war to salute him. In another instance, an English merchant ship was fined 500 pounds for now lowering its topsails to Charles’ fleet.

Cheering and saluting have long been a maritime customs of respect. ♦

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 the present and the past from around the world.

Navy Island - Royal Naval Shipyards

During the French colonization of New France, Navy Island was known as *Île de la Marina*. The French build four ships here that they used to service the Great Lakes. New France was ceded to the British in 1763 and the British set up a Naval yard there..

The Royal Navy used the shipyard for their Lake Erie fleet during the War of 1812. However, shortly after that it was abandoned by the Royal Navy. It was formally acquired by Canada in 1822.

Today the site is a National Historic site and managed by Niagara Parks Commission. It is also the only Canadian owned island on the Niagara River.

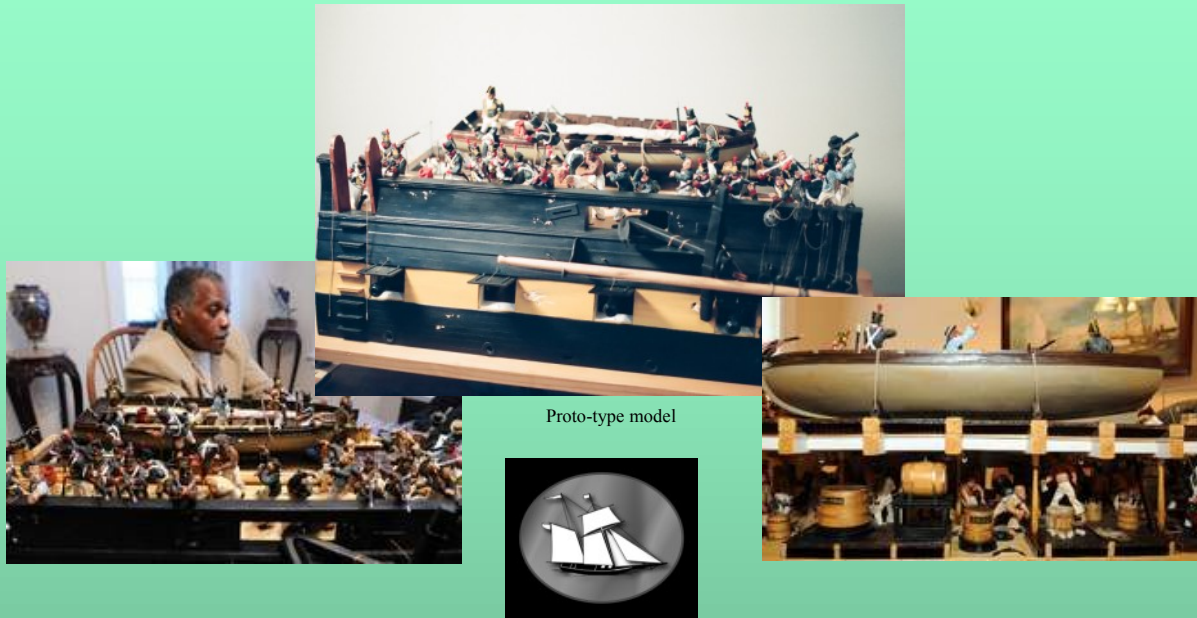
Navy Island was proposed to be the new World Peace Capital and headquarters of the United Nations by an international committee in 1945 and 1946. The island was considered to be an ideal location as it lay on the boundary between two peaceful countries. It was later voted down in favour of the United Nations current location in New York due to its accessibility.

The following is a list of ships built (two sloops and three schooners), repaired, stationed or known to have defended the base:

- *Huron* - schooner 1761
- *Michigan* - sloop 1762
- *Royal Charlotte* - sloop 1764
- *Boston* - schooner 1764
- HMS *Victory* - schooner 1764
- *Gladwyn* - schooner 1764
- *Newash* - schooner 1815
- *Minos* - steam vessel 1840
- HMS *Tecumseth* - schooner 1814
- HMS *Detroit*
- HMS *Hunter*
- HMS *Chippewa*
- HMS *Queen Charlotte*
- HMS *Lady Prevost*
- HMS *Little Belt*



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



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 plank-ing 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. ♦





In the last two issues we covered plans and pointed out to you some information that you can derive from them when building your model. In this issue we're going to jump out of the pot and into the fire as the old saying goes.

We're going to start you right into a project. This project was originally posted on our other site (www.navyboardmodels.com). However, the online project was lost due to the closure of that site to the general public. It was a very popular project which I receive emails on weekly so we thought we could resurrect it here. So, without being long winded lets get right too it. I hope you enjoy the build. If ever there was a time to get your hands wet with a scratch build this is certainly the time to do it. Jump right in and have fun. If you have any questions on the build be sure to post them at the site forum. I'm sure that either Gene (the original project leader) or others who have built the model will be happy to answer any questions you may have.

The intention of this practicum is to provide the scale model builder with detailed instructions, supported by numerous illustrations for building a model of a whaleboat on a scale of $\frac{3}{4}'' = 1'$ (1:16). The finished model, without its davits or rigging tackle, will look like the photo below.



The finished whaleboat.

In order to participate in building the whaleboat, you are going to be required to purchase a set of 6 plans (3 sheets printed on both sides) for the vessel, along with a 150-page book entitled "To Build a Whaleboat" by Erik A. R. Ronnberg. Both the plans and the book may be purchased from Model Expo. For obvious copyright reasons, no plans for the vessel will be published here in the MSB Journal or on the MSB site.

The plans consist of the following sheets:

- Sheet 1 – The lines of the whaleboat.
- Sheet 1A – Construction Mold Set-Up.
- Sheet 1B – Patterns.
- Sheet 2 – Hull Construction.
- Sheet 3 – Whaling and Boat Gear.
- Sheet 4 – Davits and Cranes; Sail Plan.

I recommended that you study the plans thoroughly before diving into the project. Read Mr. Ronnberg's notes on the plans, and also skim over his book to get an idea of the general construction methods that are required for the project.

A Brief History of the Whaleboat Lagoda—the mother ship

In his book, Mr. Ronnberg provides a fairly comprehensive history of whaleboats. He also tells us that the particular whaleboat that we will be building in this project actually originated from the whaler "Lagoda."

The "Lagoda" was built in 1826 as a merchant ship, not as a whaler. Originally intended to be named "Ladoga" after Lake Ladoga in Russia, the letters "d" and "g" were accidentally switched and, due to the superstition that correcting the name of a vessel would bring bad luck, it remained as the "Lagoda" The ship was a three-master constructed of oak.



The Whaler "Lagoda"

In 1841, it was purchased by Jonathan Bourne of New Bedford who converted it into a whaling vessel by adding a trywork - an onboard hearth to convert blubber into whale oil.

In 1860, the ship was converted to a barque rig in order to reduce the crew needed and to allow the ship to sail closer to the wind.

In 1871, the Lagoda was among 40 ships whaling in the Arctic. Toward the end of the season, the ice began to surround the ships, and crushed 33 of them. The Lagoda narrowly escaped and, with the remaining ships, picked up some of the 1200 survivors.

In total, the ship made almost \$652,000 of profit for Bourne until he sold the ship in 1886. It sailed from the United States in 1889 and worked as a coal hulk, being used to fuel steamboats in Yokohama, Japan until it was sold again and eventually broken up in 1899.

In 1915, Jonathan's daughter Emily donated the Bourne Building to the New Bedford Whaling Museum in memory of her father, and the Museum commissioned shipwrights to build the half-size model of the Lagoda (shown on the previous page) in 1916 with funds also provided by Emily. At 89 feet in length, it remains the largest whaling ship model in existence. You can visit the museum and see the model at this website:

<http://www.whalingmuseum.org/exhibits/lagoda.html>

Principles That Apply to All Modeling

1. First and foremost, take your time. If you haven't completed the first section of the project before the next part begins in the next issue, don't worry about it. Take your time and complete it to the best of your ability then move on to the next section.
2. If something goes awry, do it over. Do not settle for a second-rate model. The second time around will be much better.
3. Do not make a difficult thing simple, and do not make a simple thing difficult. Think it through first, then build.
4. Use tools that you are comfortable with. Many different kinds of tools can be substituted for those used in this practicum.
5. Enjoy yourself and have fun. This is the ultimate goal of our hobby.
6. You do not have to religiously follow every step of this practicum. Think for yourself. It quite common that each modeler finds ways and methods that work better for them.. So, with every step, think things through and if you find a way that works better for you, do it your way. While this practicum contains detailed instructions on how to build the model, it is first and foremost a guide to keep you on track.

Tools And Supplies You May Find Helpful

Cutting tools:

1. Jig saw or band saw.
2. X-Acto knives, especially a #11 blade.
3. Razor saw.
4. Single-edged razor blades.
5. Small chisels for cutting rabbets.
6. Small pair of sharp scissors.

Files and Sandpaper:

1. A set of needle files.
2. Hand files.
3. Medium and fine grit sandpaper.
4. Sanding sticks.

Clamps:

1. Spring clothespins.
2. "Bulldog" clamps
3. Rubber bands.

Boring Tools:

1. 1/16" drill bit.
2. #60-#80 set of drill bits.
3. Pin vise.

Miscellaneous Tools:

1. Tweezers.
2. Miniature pair of pliers.
3. Soldering iron, with solder and flux.
4. Thread for sail and rigging.
5. Beeswax (for thread)
6. Masking tape.
7. Assortment of paint brushes.

Supplies:

1. Primer.
2. Paint.
3. Sanding sealer.
4. Stains.
5. Varnish.
6. White glue.
7. Cyanoacrylate (CA) glue
8. Wood filler.

Construction Materials

Mr. Ronnberg recommends cherry or maple wood for the hull planking, with woods of contrasting color for other parts. For metal parts, he recommends photo-etched nails, brass straps for the mast hinge, turning and photo-etchings for rowlocks, castings for the compass bowl and the whaling gun, and various wire and copper shim.

HOWEVER, as with everything else, substitutes may be chosen by each modeler himself, based on his own personal preferences. For this practicum, the only wood employed on the model will be basswood, which can be stained to look like any other wood one chooses. If one chooses to avoid working with metal, many metallic parts can be constructed of wood and treated to look like metal. Various options will be discussed throughout this practicum as the need arises.

***MSB Note:** If you order your wood may I suggest that you contact Dave Stevens at The Lumberyard for Model Shipwrights (www.dlumberyard.com) and check out his offerings. I 'm sure that The Lumberyard will be able to provide you with all the wood materials you need to build this project.*

Stage 1: Building the Mold

The "mold" is the framework upon which the whaleboat itself is built. The mold is affixed on top of three "horses" for support, and the horses are pinned and glued to a baseboard that is slightly longer and slightly wider than the whaleboat. The mold, horses, and baseboard are temporary structures that allow you to build the whaleboat. All planking is shaped, fitted, and installed in upside-down fashion upon the mold.

Step 1: Laying Out the Parts on Basswood Sheets

Using 1/8" basswood, carefully lay out all the required parts of the mold found on Sheet 1A of the plans. All the parts are 1/8" thick, and you will need about a sheet and a half of 6" x 24" basswood for all of them.

How do you get the lines on the plans onto the basswood? Here are several suggestions:

- If you are lucky enough to have 6 separate sheets of plans, you can merely cut out each part and rubber-cement it to the basswood.

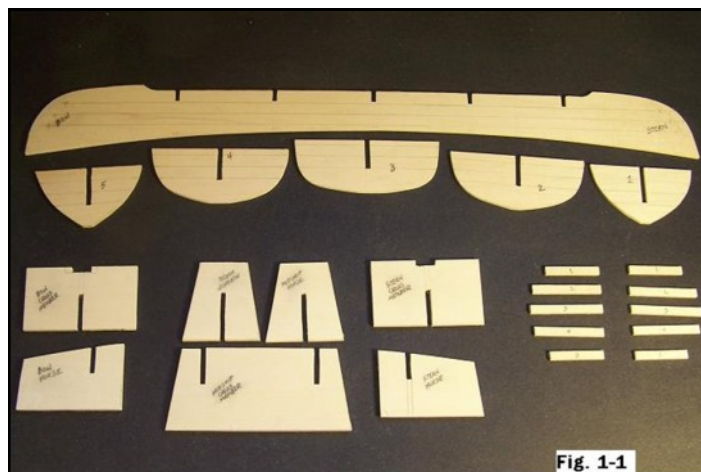
- If you don't wish to destroy your set of plans, you can duplicate each part with your copier and then cut it out and rubber-cement it to the basswood. Beware of this method, however, because many copiers do not copy at 100% of the original size; 99% or less is common. Test your own copier before using this method.
- Alternatively, you can trace each part onto another piece of paper or the basswood itself with carbon paper.

As you lay out each of the following parts, make sure you include the lines described below for each part, where noted, especially if you are tracing with carbon paper:

- Profile Mold – This is the “backbone” of the mold. Use the inner line of its shape on the plans for laying it out for cutting. Do NOT include the Profile Mold Cap Strip, the stem post, or the keel. You should definitely include the bow and stern bevel lines that receive seam battens. Locate and draw Waterlines 2, 3, and 4 on at least one side of the mold. Note that the cutaway of the bottom of the Profile Mold follows Waterline 1.
- Section Molds #1-#5 – Do NOT include the Cap Strips in your layout. Note that the slots that will be cut out will only extend to the solid line, not the dashed line.
- Bow Horse
- Bow Horse Cross Member
- Midship Horse
- Midship Horse Cross Member – Note that 2 are required.
- Stern Horse
- Stern Horse Cross Member
- Cap Strips of varying sizes (10) – Each Section Mold requires 2 cap strips. The length of each pair is measured from the edge of the Profile Mold Cap Strip to its outer edge shown on the plans.

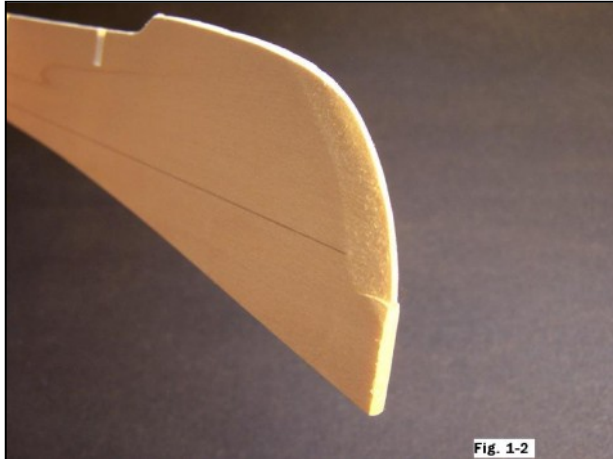
Step 2: Cutting Out All the Parts

You can use either a band saw, jig saw or coping saw to cut out the parts. The more accurately you cut out each part, the more accurate the resulting model will be. Stay just outside the lines when you make your cuts. Sand all cuts smooth. Figure 1-1 shows most of the parts cut out and sanded smooth.



Step 3: Finishing the Profile Mold

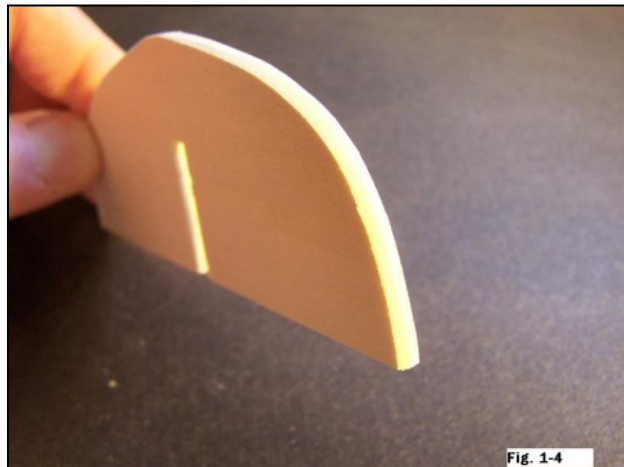
- Bevel the bow and stern areas that you marked previously for the seam battens. There should be a maximum of 1/16" between Waterlines 2 and 4. The area between Waterlines 1 and 2 will taper gradually to its 1/8" width. This can be seen in Figures 1-2 and 1-3.



- If you haven't already done so, make sure you mark Waterlines 2 through 4 at least on the bow and stern areas.
- Using the top drawing on Plan Sheet 2 as your guide, mark the locations of the plank laps and seam battens on the edges of the Section Molds. These marks will help guide you to the approximate placement for all planking on the whaleboat. Do this at both the bow and stern areas of the Profile Mold.

Step 4: Finishing the Section Molds 1-5

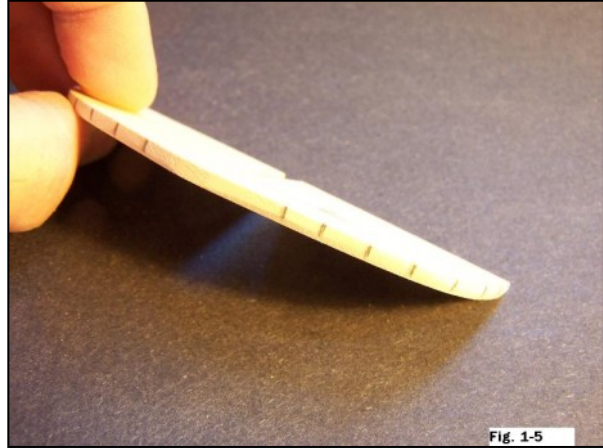
- Bevel the edges of Section Molds 1, 2, 4, and 5, as shown in Figure 1-4 and as shown in the Top View of Plan Sheet 1A. Note that only one-half of the edge requires a bevel, and the required bevel is on the same side that points either to the bow or stern. In other words, Section Molds 1 and 2 will be beveled on the side facing the bow, and Section Molds 4 and 5 will be beveled on the side facing the stern. Note that Section Mold 3 requires no bevels.



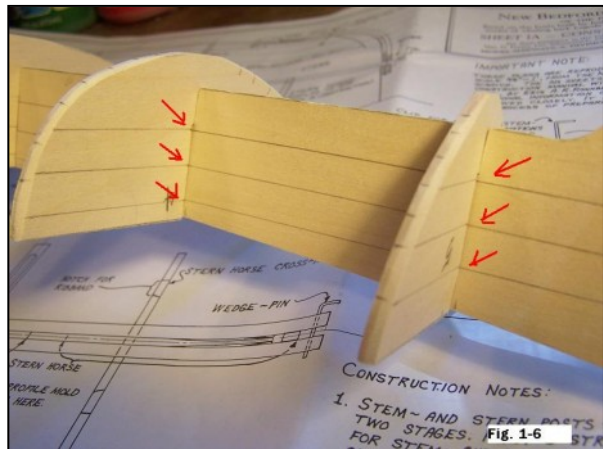
- Mark Waterlines on at least one side of each of the Section Molds. These lines are found on the bottom right-hand drawing of Plan Sheet 1.
- Mark the locations of the plank laps and seam batten on the edges of all five Section Molds. These are found on the same drawing as the above Waterlines. Mark them

on the port and starboard sides of each Section Mold. They provide the approximate location for all planking for the whaleboat. An example is shown in Figure 1-5.

- Next, fit the Section Molds to the Profile Mold in their proper slots, but do not glue them in place yet. Check to ensure that the Waterlines on the Section Molds align with the Waterlines on the Profile Mold. See Figure 1-6.

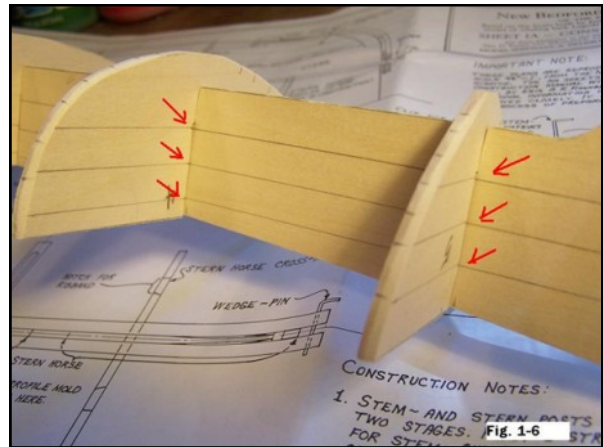


- While the Section Molds are still inserted in their slots on the Profile Mold, note that the top edges of Section Molds 1, 2, 4, and 5 require a slight bevel so that they follow the sheet of the top edge of the Profile Mold. This requirement can also be observed in the Side View Plan on Sheet 1A. Using a file or a sanding stick, bevel these areas carefully. Section Mold 3 has no bevel.



- Next, fit the Section Molds to the Profile Mold in their proper slots, but do not glue them in place yet. Check to ensure that the Waterlines on the Section Molds align with the Waterlines on the Profile Mold. See Figure 1-6.

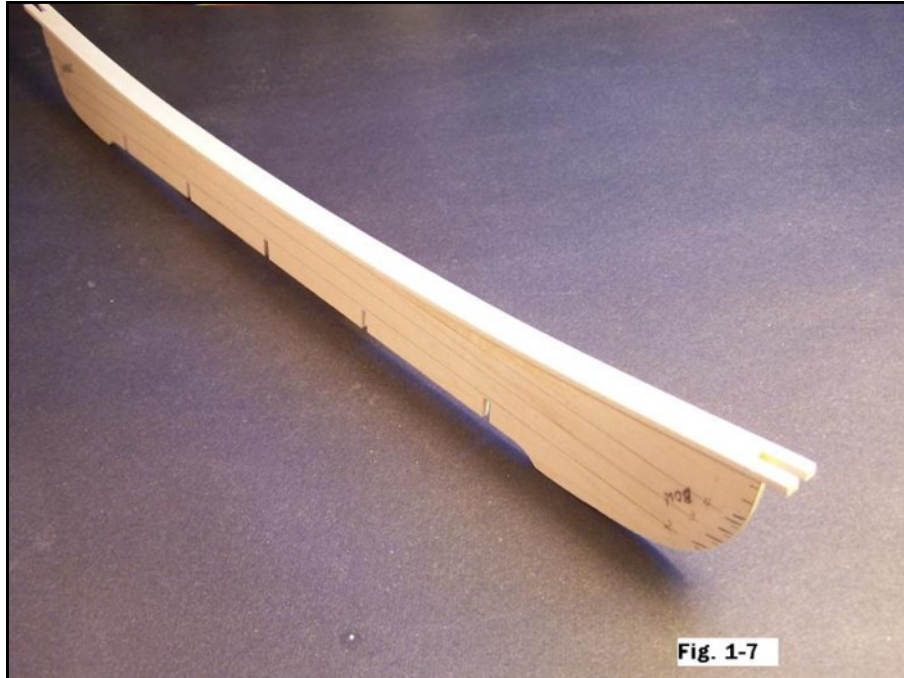
- While the Section Molds are still inserted in their slots on the Profile Mold, note that the top edges of Section Molds 1, 2, 4, and 5 require a slight bevel so that they follow the sheet of the top edge of the Profile Mold. This requirement can also be observed in the Side View Plan on Sheet 1A. Using a file or a sanding stick, bevel these areas carefully. Section Mold 3 has no bevel.



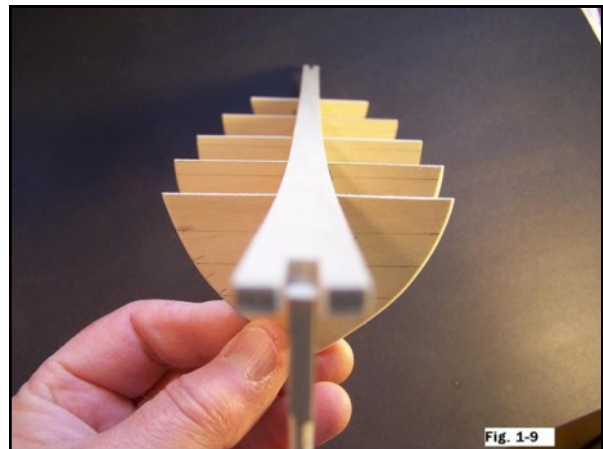
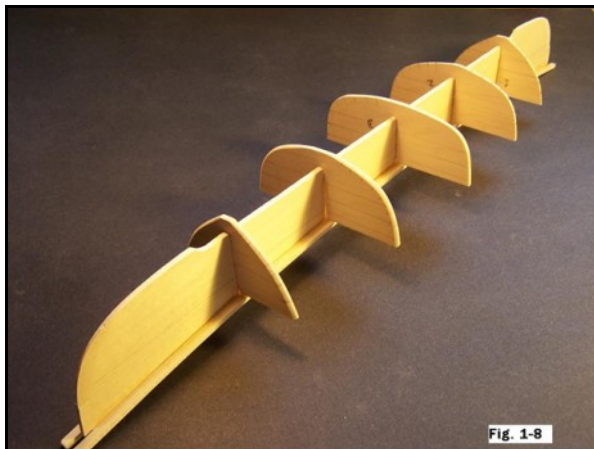
Step 5: Finishing the Mold Assembly

- Cut out the Profile Mold Cap Strip shown in the Top View of Sheet 1A. Note that it, too, is cut from 1/8" basswood and has a 1/8"-wide notch on each end.

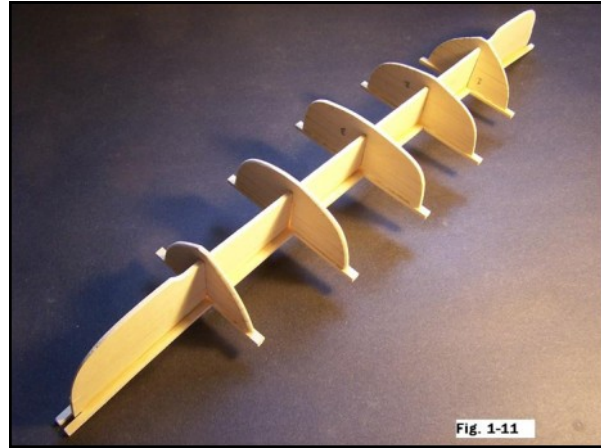
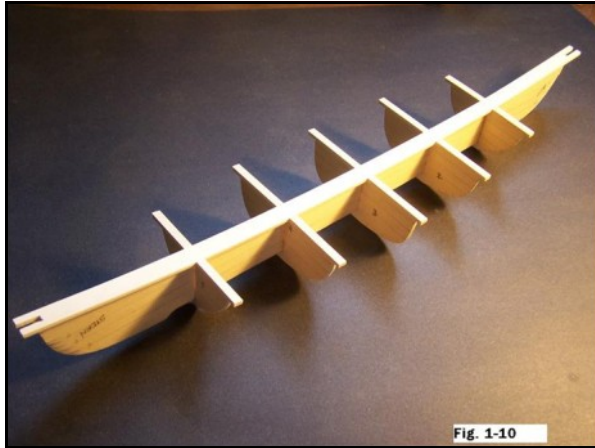
- Glue and pin it in place on the top edge of the Profile Mold directly in the center, as shown in Figure 1-7. Make sure that it is perfectly perpendicular to the Profile Mold and that the notches at each end will be exposed to accept the keel material. Allow the glue to dry thoroughly.



- Next, test the fit of each of the five Section Molds, ensuring that Water-lines are still aligned. Also be sure that the top edges of each Section Mold reaches the bottom edges of the Profile Mold Cap Strip. If everything is properly aligned, glue the five Section Molds in place, checking to ensure that each mold is perfectly perpendicular to the Profile Mold. This is shown in Figures 1-8 and 1-9.



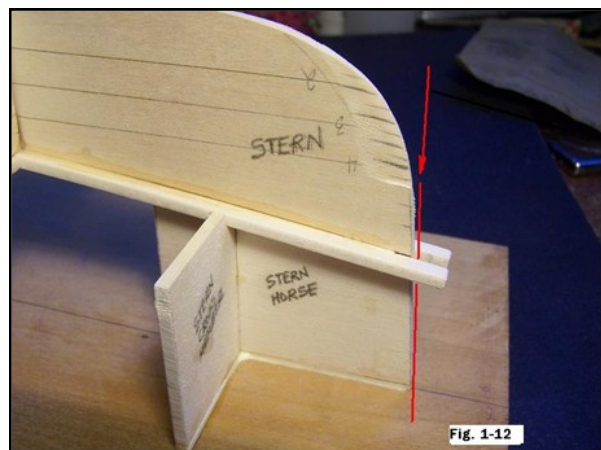
- Finally, install the Cap Strips by pinning them and gluing them on the top edges of the Section Molds, abutting them to the Profile Mold Cap Strip and centering them as neatly as possible. Note that they protrude about $\frac{1}{4}$ " beyond the edges of the Section Molds. This is shown in Figures 1-10 and 1-11.



The "mold" upon which the whaleboat will be built is now finished. Next, we will build the horses upon which the mold will be affixed.

Step 6: Installing The Horses on the Construction Board and Finishing the Mold

- Assemble and glue the 7 parts for the three Horses that you have previously cut out. Remember to cut out notches on the Bow and Stern Horses before assembling them permanently (see the Top View on Sheet 1A). Make sure that the cross members are perpendicular to the Horse parts when you glue them together.
- Prepare a Construction Board, which is a piece of wood measuring 7" wide by 23" long. Its thickness should be a minimum of $\frac{1}{4}$ ", but $\frac{1}{2}$ " or $\frac{3}{4}$ " is better, and it should be free of any warp. Draw a pencil line directly down the full length of the Construction Board. Draw another centerline ($11\frac{1}{2}$ " from one end) perpendicular to this one. The Midship Horse will rest on this latter line.
- Glue the Midship Horse to the Construction Board, centering the Horse perfectly.
- Position the Bow and Stern Horses at their approximate locations, as seen from the Top View on Sheet 1A, but do not glue them in place yet.
- Place the assembled Mold upside down on the Horses, with the Midship Mold centered over the Midship Horse. Now, while keeping the Midship Mold perfectly centered, align the Bow and Stern Horses by shifting them slightly until the ends of the Profile Mold are in alignment with the ends of the Horses at both ends. Make sure that both are perfectly aligned, because the trueness of the whaleboat planking depends on it. This is shown in Fig. 1-12 to the right.



- Mark the locations of both Horses on your Construction Board with a pencil. Remove the Mold and glue the Horses in place at your markings. See Fig. 1-13.
- Now place the Mold back on the Horses. Does the Mold rest comfortably on the Horses without any rocking motion? If not, gently file the Horses down a bit in appropriate areas until the Mold makes contact with all three Horses. Perfection is not necessary here – only good contact is required.
- Finally, SPOT-GLUE the Mold onto the Horses. Only five spots are sufficient, because you want to be able to remove the Mold easily when you begin the framing. First, spot-glue the Midship Horse with a spot of glue at its very center and place the Mold in its proper position. The other four spots require “glue tabs,” as shown in the End View of Bow or Stern Horse on Sheet 1A and in Fig. 1-14 below.

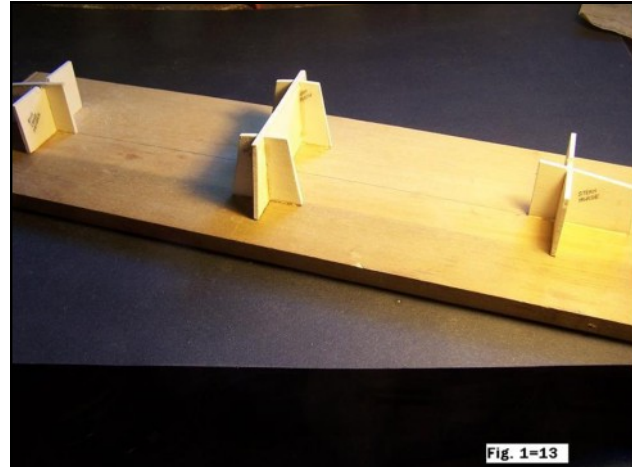


Fig. 1-13

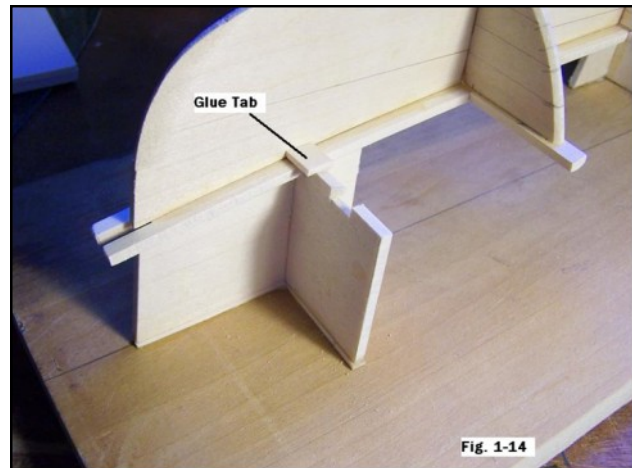


Fig. 1-14

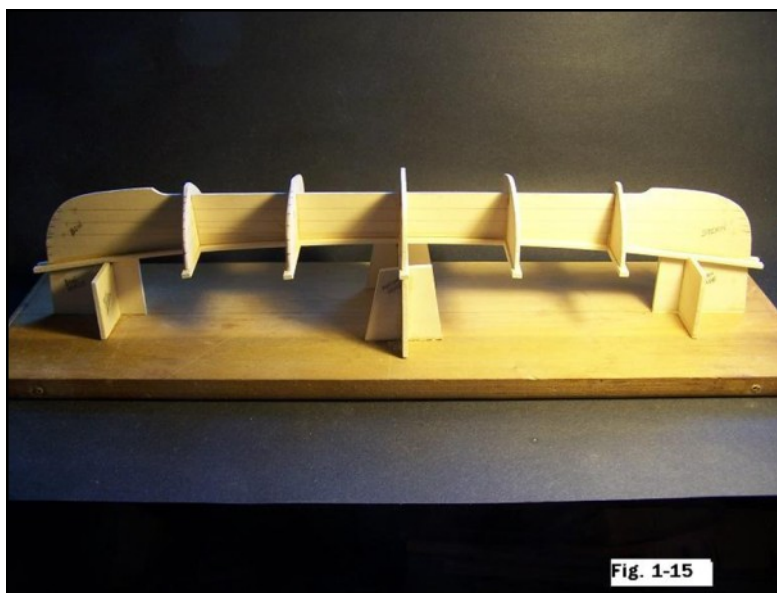


Fig. 1-15

When the glue dries, you will then be ready to begin construction of the whaleboat itself and we'll start that in the next issue. The finished Mold appears in Fig. 1-15. ♦

Badges: Heraldry of Canadian Naval Ships



1941 Athabaskan



Current Athabaskan

HMCS Athabaskan

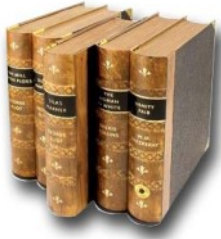
Blazon: On a field of argent a North American Indian clad in buckskin leggings and beaded moccasins but bare to the waist except for a necklace of bear claws and ear ornaments. The Indian wears the full feathered headdress and is mounted bare back upon an indian pony being halted from the trot. The Indian holds a red bow and arrow in the ready position, the latter pointing down. The badge design is based on the one which had been planned by Officers of the original ATHABASKAN, but was not completed before their ship was lost in action.

Ships Colours: White and Scarlet

Motto: We fight as One

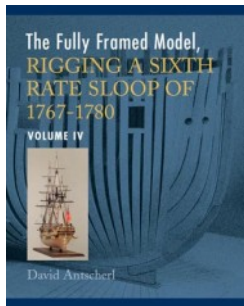
Battle Honours:

- Arctic: 1943-1944
- English Channel: 1944
- Korea: 1950-1953
- Persian Gulf: 1991



The Book Nook

Books of interest for the Model Ship Builder



The Fully Framed Model, Rigging A Sixth Rate Sloop of 1767-1780, Volume IV

By David Antscherl

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

ISBN-978-0-9820579-8-8

Get your copy at
[Seawatch Books](http://SeawatchBooks.com)

In 2005 I started modeling. As with all model builders, struggling through that first model was a major test to my constitution. Not only was building the model a challenge in itself, but learning an entirely foreign terminology was an even bigger challenge to me. In fact it took a few models before I became comfortable with even the basics.

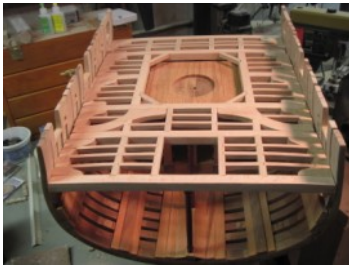
One area however had eluded me for years. That was in the area of masting and rigging. There are numerous books out there on the subject, but to me, they just didn't do the trick. In fact, I came to the conclusion that while they may be great books on the subject, they are only great reference material to people who already knew the subject matter.

This past month a book came across my desk. "The Fully Framed Model, Rigging a Sixth Rate Sloop of 1767-1780, Volume IV" by David Antscherl. I initially thought, oh great another book on rigging to sit on my bookshelf and collect dust. That was until I sat down and cracked the cover.

At over 200 pages and hundreds of photos this is by far the best book I have ever seen on the subject of masting and rigging as it pertains to model building. The author takes you through the entire process fully describing the steps taken, from drafting the mast and spars to tying the final knot. This will definitely be one of the reference books you want in your modeling library, whether you are a novice builder or experienced pro.

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.

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

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Plans: \$45.00 CND set + Shipping/Handling

Available at www.modelshipbuilder.com

Contributors Pictures

Area for displaying submitted pictures by the readers



Here's a picture sent in by Philip Murphy of St. John's Newfoundland of the coastal vessel Baccalieu. He saw our short article on the ships of the Alphabet Fleet. This is a model of one of those ships. The model is located at the Newfoundland Railway Museum in St. John's, Newfoundland (in the period they also owned the ships of the Alphabet Fleet.)



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

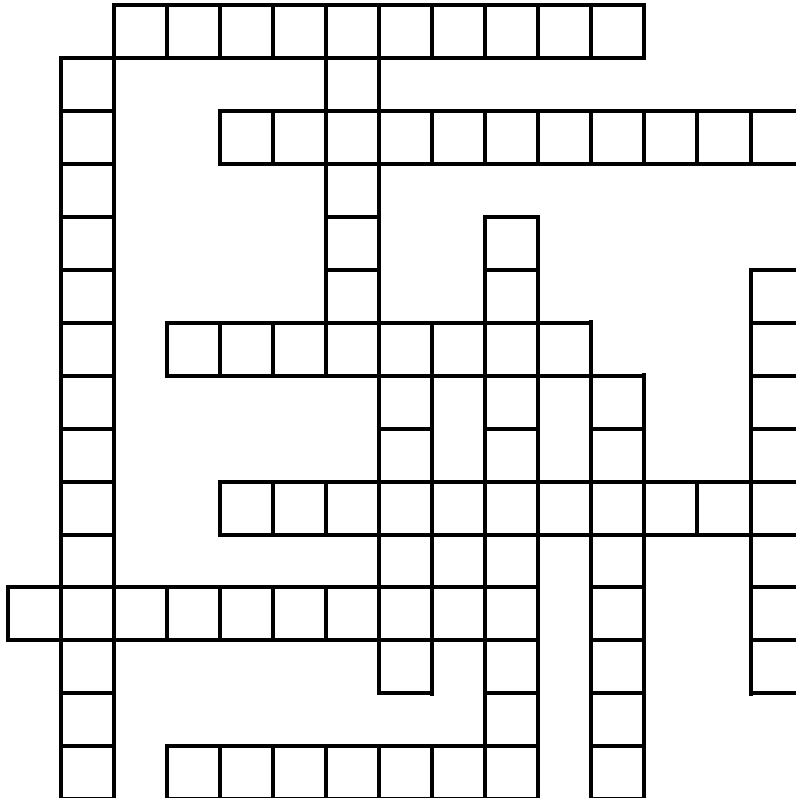
Please note: send high resolution images. Low resolution images may not convert to PDF properly so they may not be able to be used.



Gene's Nautical Trivia

In the Hold

Fill in the blanks in this puzzle grid from the word list provided below the puzzle grid.



7 letters
KEELSON
LANTERN
SCUTTLE

8 letters
FOREMAST
MAINMAST
PLANKING

10 letters
BREAST HOOK
GUNNER'S ROOM

11 letters
FILLING ROOM
HANGING KNEE

SHOT LOCKER

13 letters
CARPENTER'S ROOM



NAME THAT SHIP

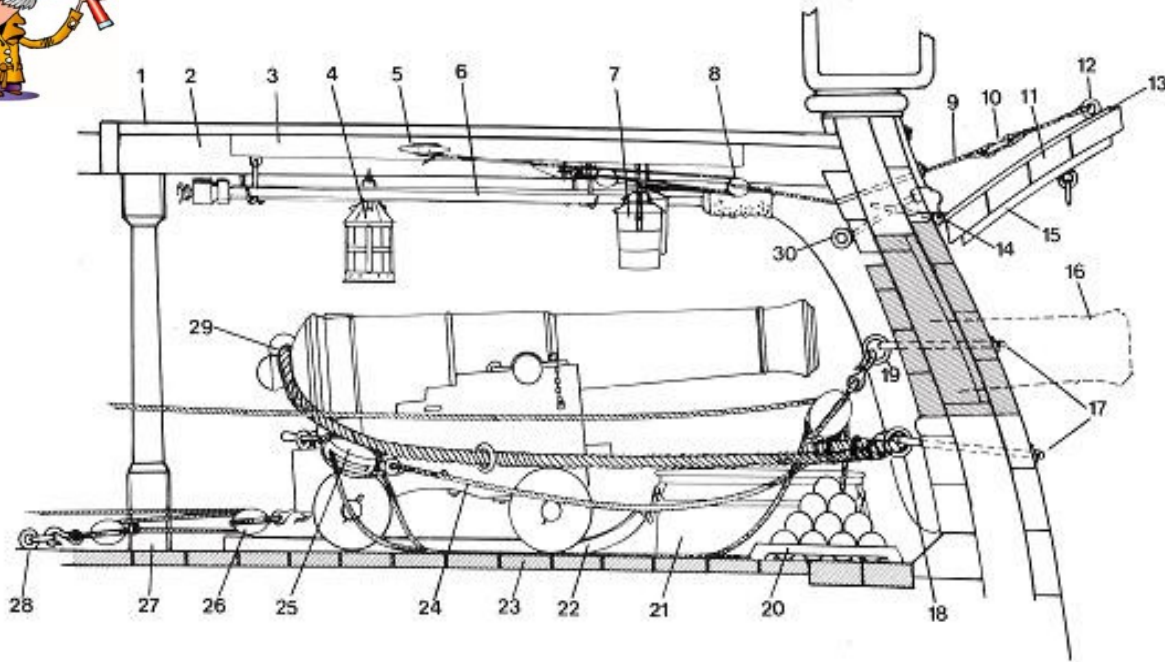
Choose the correct answer from the list of ships supplied at the bottom of this page.

1. _____ Ship sunk by a torpedo in May 1915.
2. _____ Yacht in which Alex Rose sailed alone around the world.
3. _____ Passenger liner destroyed by fire in New York Harbor in 1941.
4. _____ The first nuclear-powered vessel launched by the Soviet Navy.
5. _____ Ship captured and used by the pirate Blackbeard.
6. _____ The first submarine to surface at the North Pole in 1959.
7. _____ Jack London's custom-built yacht on which he lived and sailed from 1906 to 1908.
8. _____ Ship deemed not seaworthy enough to sail with the Mayflower on its 1620 voyage.
9. _____ American submarine that sank itself with its own torpedo in October 1944.
10. _____ Whaling ship in which the first mate, Starbuck, sailed in Melville's "Moby Dick."

- | | |
|-------------------------|----------------|
| A. LENIN | F. SNARK |
| B. QUEEN ANNE'S REVENGE | G. TANG |
| C. PEQUOD | H. LIVELY LADY |
| D. SKATE | I. NORMANDIE |
| E. LUSITANIA | J. SPEEDWELL |



NAME THE GUN TACKLE PARTS



- | | | |
|-----------|-----------|-----------|
| 1. _____ | 11. _____ | 21. _____ |
| 2. _____ | 12. _____ | 22. _____ |
| 3. _____ | 13. _____ | 23. _____ |
| 4. _____ | 14. _____ | 24. _____ |
| 5. _____ | 15. _____ | 25. _____ |
| 6. _____ | 16. _____ | 26. _____ |
| 7. _____ | 17. _____ | 27. _____ |
| 8. _____ | 18. _____ | 28. _____ |
| 9. _____ | 19. _____ | 29. _____ |
| 10. _____ | 20. _____ | 30. _____ |

SALTY SAYINGS

By Harry Campbell

TOP GEAR: A seaman's upper garments.

TOM COX'S TRAVERSE: Tricks of a sailor who gives the appearance of working but in fact accomplishes nothing.

SHONKY: A messmate who will drink but avoid paying his round.

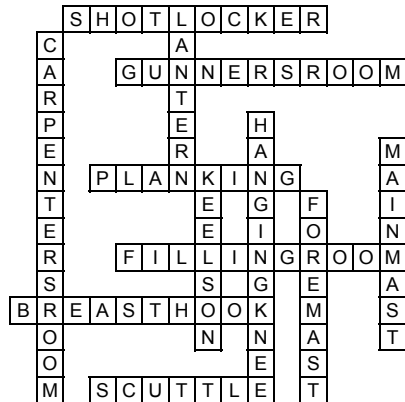
WRINKLE: A smart way of doing something or, perhaps, of dodging it.



Gene's Nautical Trivia

Answers

In the Hold



NAME THAT SHIP: 1-E, 2-H, 3-I, 4-A, 5-B, 6-D, 7-F, 8-J, 9-G, and 10-C

NAME THESE CLIPPERS: 1-Challenge, 2-Cutty Sark, 3-Flying Cloud, 4-Glory of the Seas, 5-Great Republic, 6-Lightning, 7-Red Jacket, 8-Sea Witch, 9-Stag Hound, 10-Thermopylae.

NAME THE GUN TACKLE PARTS: 1-Gangboard, 2-Skid beam, 3-Ledge, 4-Lantern, 5-Port tackle cleat, 6-Gun tackle implements, 7-Fire bucket, 8-Gun port tackle, 9-Port lanyard, 10-Lanyard ring, 11-Gun port lid, 12-Eyebolt, 13-Gun port lid strap, 14-Port hinge, 15-Port lid lining, 16-12-pounder run out, 17-Through hull bolts, 18-Breeching bolt, 19-Gun tackle ringbolt, 20-Shot rack, 21-Sponge tub, 22-Crooked hand spike, 23-Gun deck, 24-Carriage, 25-Gun tackle, 26-Train tackle, 27-Pillar, 28-Ringbolt for train tackle, 29-Breeching rope, 30-Securing eyebolt.

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 Wednesday of every month at the Veterans Center, 12 Emerson Avenue, Gloucester, Massachusetts.
www.casmg.org

Contact: Tony Ashdon

tony@capeannshipmodelersguild.org

Ph: (978) 546-7222

Golden Triangle Marine Modelers

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

Contact: Paul Dreher (Secretary)

101 Harcourt Cres.
Kitchener, Ontario
N2P 1M1

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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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

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Email: seawatchbooks@gmail.com

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

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

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