

# *The* MSB Journal

June 2012

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## **The MSB Journal**

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On the Cover  
The Authentic (1833)  
Photo-National Maritime Museum

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## **Table of Contents**

Note from the Editor	3
The Main Magazine	4
HMS Royal George (1756)	6
Book Nook	10
Badges: Heraldry of Canadian Naval Ships	13
Photos from MSB	14
Wrecks of the World	15
Gene's Nautical Trivia	17

## Note from the Editor

The MSB Journal is back....sort of. Its not back with a vengeance yet, but its back! It will probably take a few issues to get back into the full swing of things, so bear with me for a bit. This is a somewhat abbreviated issue to get my feet wet again.

I would like to get some input from the readers on suggestions for content for upcoming issues. That is one of the biggest stumbling blocks for me. When I first started the MSB Journal it was simple. I was a novice so I figured anything that would be of interest to me would probably be of interest to others as well. So far that ideology has held true. But I don't wish to take things for granted. If there's a something you'd like to see, or a regular section you'd like to see every month just let me know. I can't make any promises but I will do all I can to make it happen.

That being said. If you would like to take on a regular column in the MSB Journal I would also love to hear from you. Whether its an existing one, one from earlier issues or something new. If you think it would be of interest to other modelers contact me.

If you're not already a member and would like to become part of a great online modeling community, but sure to drop by the site: [www.modelshipbuilder.com](http://www.modelshipbuilder.com)

Okay, enough rambling. Happy modeling.

Winston Scoville  
winston @ modelshipbuilder . com







## THE MAIN MAGAZINE

By Gene Bodnar



Warships in the age of sail carried substantial amounts of gunpowder, which was stored in 90-pound barrels. The amount carried by a typical ship grew by leaps and bounds as the size of the warships grew. By 1800, it was common for a large warship to carry an average of about 480 barrels. The HMS Victory carried 784 barrels at the time of the Battle of Trafalgar.

Gunpowder was extremely hazardous to store on board any ship. It could easily be subjected to fire, which would cause explosion, or to water damage, which would render it useless, or to careless handling by crew members. Therefore, it was always carried deep within the hold, where it could not be penetrated by enemy fire, and only a select few of its crew members had access to the area, and every precaution was taken to prevent water damage. In British and American ships, it was carried in the bow of the ship because the ship was much wider here than in any other area in the hold.



**Main Magazine of the HMS Naiad**

A magazine is basically a warship's store-room in which gunpowder and any other form of explosive is kept. First- and second-rate warships frequently contained more than one magazine, with the largest called the main magazine. The main magazine consisted of three distinct areas: the pallating flat, the filling room, and the light room.

The pallating flat was the aftermost part of the magazine. It consisted of a series of small hatch-like holes in which pallets formed the deck. The covers of the pallating flat were portable to allow loose powder to be removed easily. The barrels of gunpowder were stacked in the pallating flat with pieces of leather between them, so that the barrels would not rub together, reducing the likelihood of sparks that would cause explosion. The barrels themselves contained copper or wood hoops to



**Top View of Main Magazine of the HMS Naiad**

avoid potential sparks. The only access to the pallating flat was through a scuttle located in the orlop deck.



**Filling room of the HMS Victory**



**The light room of the HMS Victory**

Cartridges were made in the filling room, which was located just forward of the pallating flat but on a slightly higher level, thus providing the cartridges with more protection from bilge water than the barrels were given. There was no bulkhead between the pallating flat and the filling room so that the gunpowder barrels could be passed easily between the two areas. These areas also shared a common light source. Gunpowder was emptied

into a lead-lined oak bin located in the filling room, and copper scoops were used to measure out the size of the charges. By the early 1700s, the filling room contained a series of shelves onto which the cartridges for the 32-pounder cannons were stored, with smaller-size cartridges stored in a smaller magazine located in the aft area of the hold. By 1800, the filling room was completely sheathed with copper, which not only reduced the chances of sparks but also kept the powder dry. As a further precaution against sparks, the gunner and his mate were required to wear felt slippers when using the filling room. An even more important reason for the copper sheathing is that it kept the rats out, thus preventing the rats from covering themselves with gunpowder and spreading it throughout the ship.

The foremost part of the magazine was the light room. Obviously, no flames were allowed near the gunpowder, and the only source of light deep in the hold could be from lanterns. Thus, there was a sealed partition between the filling room and the light room that consisted of a series of windows that passed light from lanterns in the light room into both the pallating flat and the filling room. The light room was built around the foremast and contained two large lanterns housed in light boxes. In later years, the glass-paned windows were covered with a copper-wire mesh as a further precaution. The only access to the light room was by way of a scuttle located in the orlop deck. Thus, the filling room and light room were completely separated from each other and could only be accessed by their own scuttles on the orlop deck.

For a superb example of how the main magazine can be modeled at its best, it is recommended that you view Ed Tosti's building log of HMS Naiad at [www.modelshipworld.com](http://www.modelshipworld.com). His narrative is highly detailed and well-written, and he has kindly granted permission for the publication of the following two photos of his finished main magazine.

## HMS Royal George (1756)



HMS Royal George, right, shown fictitiously at the launch of HMS Cambridge in 1755. Right: Stern view of the Royal George Model at National Maritime Museum.



HMS Royal George was a 100-gun first-rate ship of the line of the Royal Navy, built at Woolwich Dockyard and launched on 18 February 1756. The largest warship in the world at the time of launching, she saw service during the Seven Years' War including being Admiral Sir Edward Hawke's flagship at the Battle of Quiberon Bay and later taking part in the Battle of Cape St Vincent. She sank undergoing routine maintenance work whilst anchored off Portsmouth on 29 August 1782 with the loss of more than 800 lives, one of the most serious maritime losses to occur in British waters.

### Service

Ordered on 29 August 1746, she was laid down at Woolwich Dockyard in 1746 as Royal Anne, and built to the draught specified by the 1745 Establishment. She was renamed Royal George during building and launched on 18 February 1756.<sup>[1][2]</sup> At the time of her launch in 1756, she was the largest warship in the world. She served in the Seven Years' War, commissioning under her first commander, Captain Richard Dorrill in October 1755, and after being completed, joined the Western Squadron or Channel Fleet under Admiral Sir Edward Hawke in May 1756.<sup>[3]</sup> Dorrill was succeeded by Captain John Campbell in July 1756, who was in turn succeeded by Captain Matthew Buckle in early 1757.<sup>[3]</sup> Royal George was the flagship of Vice-Admiral Edward Boscawen at this time, and flew his flag in the Raid on Rochefort in September that year.<sup>[3]</sup> Captain Piercy Brett took command in 1758, during which time Royal George became the flagship of Admiral Lord George Anson. Brett was succeeded by Captain Alexander Hood in November 1758, though Royal George's former captain, Richard Dorrill, was back in command the following year, until being invalided out of the ship in June.<sup>[3]</sup> Dorrill's replacement was another former captain, John Campbell, who commanded her in the blockade of the French fleet at Brest.<sup>[3]</sup> She became Sir Edward Hawke's flagship in early November of that year, when his previous flagship, Ramillies, went into dock for repairs. Hawke commanded the fleet from Royal George at the Battle of Quiberon Bay<sup>[2]</sup> on 20 November 1759, where she sank the French ship *Su-perbe*.





Top: Starboard view of Royal George Model Ship at the National Maritime Museum. Bottom: Port view  
Model built by Thomas Burroughs circa 1772-77

Royal George was commanded by Captain William Bennett from March 1760, and she was present at the fleet review at Spithead in July that year.<sup>[3]</sup> John Campbell returned to command his old ship in August 1760, though Bennett was captain again by December. Royal George joined Admiral Charles Hardy's fleet in the Autumn of 1762, and was then paid off on 18 December that year.<sup>[3]</sup> She was laid up at the conclusion of the Seven Years' War, undergoing a large repair at Plymouth between 1765 and 1768. The outbreak of the American War of Independence generated a need for more ships and Royal George was fitted at Portsmouth for service in the Channel between May 1778 and April 1779.<sup>[3]</sup>

She recommissioned under her first new commander, Captain Thomas Hallum, in July 1778, with command passing to Captain John Colpoys in November that year. Royal George was at this time the flagship of Vice-Admiral Sir Robert Harland, with the Western Squadron.<sup>[3]</sup> Harland struck his flag, and in his place Vice-Admiral George Darby briefly raised his in June 1779, though from August 1779 until December 1781 she was the flag-

ship of Rear-Admiral Sir John Lockhart Ross.<sup>[3]</sup> Meanwhile Captain Colpoys was replaced by Captain John Bourmaster in December 1779, and she joined Admiral Sir George Rodney's fleet in their mission to relieve Gibraltar. Under Bourmaster, and flying Ross's flag, Royal George took part in the attack on the Caracas convoy on 8 January 1780, and the Battle of Cape St. Vincent on 16 January 1780, before going on to successfully relieve Gibraltar three days later.<sup>[2][3]</sup>

Royal George returned to Britain with the rest of the fleet, and had her hull coppered in April 1780. She returned to service that summer, serving with the Channel Fleet under Admiral Francis Geary, and then George Darby from the Autumn.<sup>[3]</sup> Both captain and admiral changed in late 1781, Bourmaster being replaced by Captain Henry Cromwell, and Ross striking his flag for Royal George to become the flagship of Rear-Admiral Richard Kempenfelt. She served as part of Samuel Barrington's squadron from April 1782, with Cromwell replaced by Captain Martin Waghorn in May.<sup>[3]</sup> Royal George then joined the fleet under Richard Howe.<sup>[3]</sup>

## Loss of the Royal George

On 28 August 1782 Royal George was preparing to sail with Admiral Howe's fleet to relieve Gibraltar. The ships were anchored at Spithead to take on supplies. Most of her complement were aboard ship, as were a large number of workmen to speed the repairs. There were also an estimated 200-300 relatives visiting the officers and men, 100-200 'ladies from the Point [at Portsmouth], who, though seeking neither husbands or fathers, yet visit our newly-arrived ships of war', and a number of merchants and traders come to sell their wares to the seamen.<sup>[4]</sup> The exact number is unknown but is estimated to be around 1,200.<sup>[4][a]</sup>



A depiction of the sinking of the Royal George on 28 Aug 1782

At seven o'clock on the morning of 29 August work on the hull was carried out and Royal George was heeled over by rolling the ship's guns on one side into the centreline of the ship. This caused the ship to tilt over in the water.<sup>[2]</sup> The ship was heeled over too far, passing her centre of gravity. Realising that the ship was settling in the water, orders were given to move the guns back into position to restore the ship's balance. During these operations the lower deck gunports were not properly secured, causing an inrush of water. At the time of the sinking a lighter was alongside, loading barrels of rum in through the open lower gunports.<sup>[4]</sup> The ship rolled on to her side, saved from sinking immediately by the presence of the lighter, which was pushed under the water by the weight of the Royal George's masts.<sup>[4]</sup> Royal George quickly filled up with water and sank, taking with her around 900 people, including up to 300 women and 60 children who were visiting the ship in harbour. 255 people were saved, including eleven women and one child. Some escaped by running up the rigging while others were picked up by boats from other vessels.<sup>[4]</sup> Kempenfelt was writing in his cabin when the ship sank; the cabin doors had jammed due to the ship heeling and he perished with the rest. Waghorn was injured and thrown into the water but he was rescued.<sup>[2]</sup>

Many of the victims were washed ashore at Ryde, Isle of Wight where they were buried in a mass grave that stretched along the beach. This land was reclaimed in the development of a Victorian esplanade and is now occupied by the streets and properties of Ryde Esplanade and The Strand.<sup>[5]</sup> In April 2009, Isle of Wight Council placed a new memorial plaque in the newly-restored Ashley Gardens on Ryde Esplanade in memory of Royal George. It is a copy of the original plaque unveiled in 1965 by Earl Mountbatten of Burma which was moved in 2006 to the Royal George Memorial Garden, also on the Esplanade.

A court-martial failed to attribute blame for the tragedy and acquitted the officers and crew (many of whom had perished), blaming the accident on the 'general state of decay of her timbers' and suggesting that the most likely cause of the sinking was that part of the frame of the ship gave way under the stress of the heel.<sup>[2]</sup> One of the few survivors was the man perhaps most responsible for the loss, Lieutenant Philip Charles Durham, the offi-

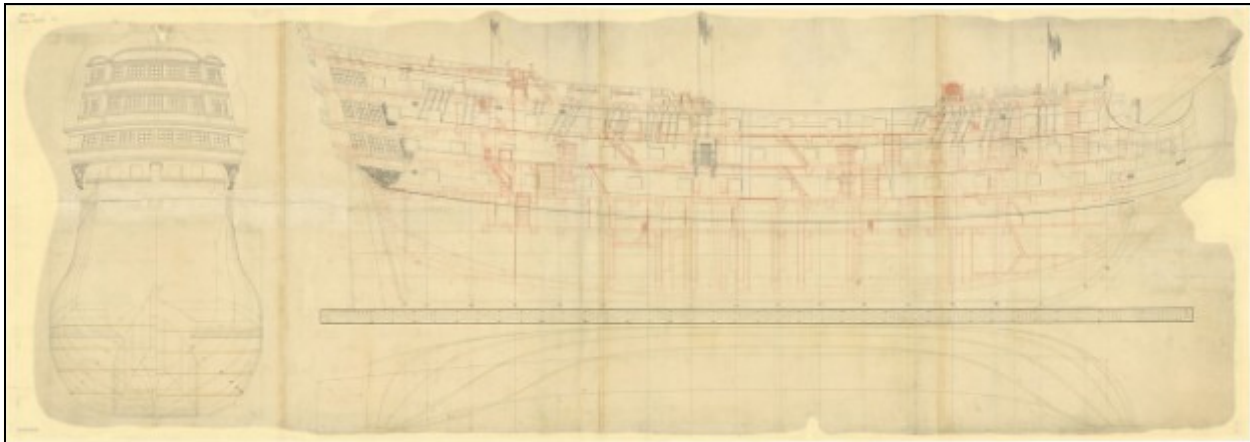


cer of the watch at the time of the sinking.<sup>[6]</sup> Naval historian Nicholas Tracy stated that Durham had allowed water to accumulate on the gundeck. The resulting free surface effect eventually compromised the ship's stability.<sup>[6]</sup> Tracy concluded that an 'alert officer of the watch would have prevented the tragedy...'<sup>[6]</sup> Durham was one of the officers investigated at the court-martial, and was acquitted with the surviving officers in the verdict that decided that the cause of the accident was the state of the timbers.<sup>[6][b]</sup>

A fund was established by Lloyd's Coffee House to help the widows and children of the sailors lost in the sinking, which was the start of what eventually became the Lloyd's Patriotic Fund.<sup>[4]</sup> The accident was commemorated in verse by the poet William Cowper:

*"Toll for the brave  
The Brave that are no more,  
All sunk beneath the wave,  
Fast by their native shore."*

William Cowper, The Loss of the Royal George, 1782



#### Citations

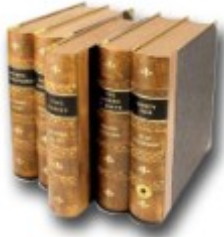
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3. Winfield. British Warships in the Age of Sail. P5.
4. Adkins & Adkins. Jack Tar. pp.161-3.
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- Winfield, Rif (2007). British Warships in the Age of Sail 1714-1792: Design, Construction, Careers and Fates. Seaforth. ISBN 978-1-84415-700-6

#### Media

Wikipedia.com  
Royal Museums Greenwich



## The Book Nook

Books of interest for the Model Ship Builder

In the fall of 1997 after years of intensive research and planning a group from Utrecht, The Netherlands, laid down the keel and stempost of what was to become the Statenjacht Utrecht, a reconstruction of a Dutch States Yacht. Many provinces and cities in Holland built these vessels from the 17th to the 19th centuries to transport and entertain VIP's.

The plans for the reconstruction were found by Ab Hoving in the archives of the Maritime Museum of Rotterdam. They had been drawn by Pieter van Zwijndregt in 1746. Armed with this great treasure and the experience of shipwrights who had built many large wooden ships, including the replica of Amsterdam II of 1749, the reconstruction of the VOC ship Batavia 1628 and Seven Provinces of 1666, construction began. Every step from then on was documented, and hence, this book.

After almost 6 years of construction by over 150 participants, at 14:00 hours on May 23, 2003 the Utrecht was launched.

This book was first published in Dutch by Uitgeverij Van Wijnen in 2008 and chronicles the building launching and sailing of Utrecht in full color. It contains many many pictures of the construction process allowing us to see some of the detail work that's required to build such a treasure. It is beautifully designed by Emiel Hoving. As a bonus, in this book, but not included in the original Dutch version are 13 sheets of plans at 1:50 scale. They were created by Cor Emke, a noted modeler and draftsman who also contributed chapters to the book.

This is yet another wonderful book from Sea Watch Books.



### The Statenjacht Utrecht 1746

Ab Hoving (editor)  
Cor Emke (Plans)  
Harry Kosat, Paul Fontenoy (Translators)

ISBN: 978-0-08375532-1-6

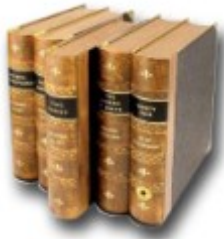
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## The Book Nook

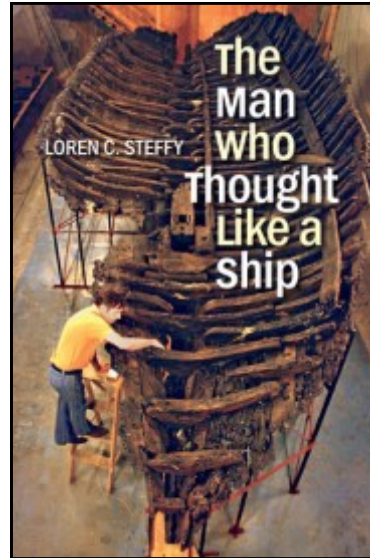
Books of interest for the Model Ship Builder

J. Richard "Dick" Steffy stood inside the limestone hall of the Crusader castle in Cyprus and looked at the wood fragments arrayed before him. They were old beyond belief. For more than two millennia they had remained on the sea floor, eaten by worms and soaking up seawater until they had the consistency of wet cardboard. There were some 6,000 pieces in all, and Steffy's job was to put them all back together in their original shape like some massive, ancient jigsaw puzzle.

He had volunteered for the job even though he had no qualifications for it. For twenty-five years he'd been an electrician in a small, land-locked town in Pennsylvania. He held no advanced degrees—his understanding of ships was entirely self-taught. Yet he would find himself half a world away from his home town, planning to reassemble a ship that last sailed during the reign of Alexander the Great, and he planned to do it using mathematical formulas and modeling techniques that he'd developed in his basement as a hobby.

The first person ever to reconstruct an ancient ship from its sunken fragments, Steffy said ships spoke to him. Steffy joined a team, including friend and fellow scholar George Bass, that laid a foundation for the field of nautical archaeology. Eventually moving to Texas A&M University, his lack of the usual academic credentials caused him to be initially viewed with skepticism by the university's administration. However, his impressive record of publications and his skilled teaching eventually led to his being named a full professor. During the next thirty years of study, reconstruction, and modeling of submerged wrecks, Steffy would win a prestigious MacArthur Foundation "genius" grant and would train most of the preeminent scholars in the emerging field of nautical archaeology.

Richard Steffy's son Loren, an accomplished journalist, has mined family memories, archives at Texas A&M and elsewhere, his father's papers, and interviews with former colleagues to craft not only a professional biography and adventure story of the highest caliber, but also the first history of a field that continues to harvest important new discoveries from the depths of the world's oceans.



### **The Man Who Thought Like a Ship** by Loren C. Steffy

ISBN: 978-1-60344-664-8

ISBN: 978-1-60344-058-5

Texas A & M University Press

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The Model Ship Builder Book Store





# Historic Naval Dockyards

## Kings Wharf—Royal Navy Dockyard



King's Wharf - also called the Royal Naval Dockyard (map) is located in Bermuda's Sandys Parish, on Ireland Island.

After the American War of Independence, the British were no longer able to use ports in their former American colonies, so they chose this site on hilly Ireland Island at the western tip of Bermuda as their 'Gibraltar of the West.' It served as a dockyard facility and re-supply depot for ships heading between Nova Scotia and the British West Indies. The fort was built between 1814 and 1863 by nearly 10,000 convicts who were quartered in unspeakable conditions on prison ships stationed in the deepwater cove. The fort is built of limestone blocks in Georgian style and was first used by the British navy as a base to launch their raid on Washington, DC, in 1814. It later served as a North Atlantic base during both World Wars but was abandoned as a costly outpost in 1951.

Since then the buildings have been renovated and given a second life. The dockyard now includes the fascinating Bermuda Maritime Museum, located in the fort's former keep, an atmospheric pub, a movie theatre, a craft market and the Bermuda Snorkel Park. It is the only unrestricted Bermuda Cruise Ship Dock. ♦

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



**HMCS St. John's in New York 2009**

### **HMCS St. John's**

**Blazon:** Gules, issuant a mural crown Or, a rocky Mount Sable, thereon a Lion passant Or langued and armed Azure.

**Colours:** Red and gold

**Motto:** To move forward

HMCS ST. JOHN'S, FFH 340, was built in Saint John, New Brunswick and commissioned in St. John's, Newfoundland. She is the eleventh of twelve HALIFAX Class Frigates and one of the most combat capable warships in the world.

#### **Namesake City and History**

Named after St. John's, NL, a port city intrinsically associated with naval history and heritage, HMCS ST. JOHN'S is the first ship in the Canadian Navy to bear this proud name.

From the first visit by John Cabot in 1497, to the first permanent settlement in 1528, through to the present day, St. John's has been home to the world's seafarers. Over the centuries, the city has changed hands several times, between France and England, until becoming permanently British in 1762 where it served as a naval base, especially important during the American Revolutionary War and in the War of 1812. Equally important was her role during World War II. St. John's harbour was a major port used by ships of the Royal Navy and the Royal Canadian Navy involved in convoy protection. It's value was reflected in the enormous efforts of German U-Boats to mine and torpedo the harbour.



## Photos from MSB

The following photo's are of various builds that are either completed or still under construction at the MSB website. We hope you enjoy them. Be sure to start a build log at the site.



HMS Pandora—Mike Roher



HMS Bellona—Gene Bodnar



The Jhelum—Norman Valentine



Amati Arrows Lake Champlain 1814—Charles Leduc



Bounty Launch—Mario Rangel





## The "PRUDENT"

The Siege of Louisbourg was a pivotal battle of the Seven Years' War (known in the United States as the French and Indian War) in 1758 which ended the French colonial era in Atlantic Canada and led directly to the loss of Quebec in 1759 and the remainder of French North America by the following year.

The Prudent was a French warship of 64 guns, commanded by Marquis des Grouttes. It was one of the largest of the French warships at the Second Siege of Louisbourg. She was boarded at night by boats from the Royal Navy blockading fleet.



This engraving shows the British burning of the warship Prudent and capturing of the warship Bienfaisant during the siege of Louisbourg. Prudent was one of four giant warships sunk in the siege and their destruction sealed the fate of the fortress.

Photo credit: Maritime Museum of the Atlantic, M55.7.1

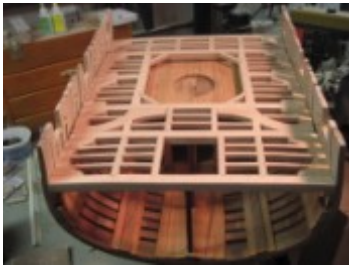
Poorly guarded, Prudent's decks were quickly captured with little loss of life and the crew below surrendered soon afterwards. The officers were taken prisoner and the rest of Prudent's crew were sent ashore.

Discovered aboard the Prudent were 20 English prisoners who were released. As the ship was aground and could not be sailed away, the British decided to set fire to her, by placing combustibles at the foot of the masts and in the gun room. The fire quickly spread into a spectacular, and for the French, demoralizing inferno.

The next day, Louisbourg surrendered.

# ***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 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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you need to know to build this model. As well, it is supported by an online forum  
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Help support the MSB Journal and get your set today



## Gene's Nautical Trivia

In naval architecture, what is the maximum length for a vessel to be still considered a boat? \_\_\_\_\_

Name three ships captained by Sir Francis Drake. \_\_\_\_\_  
\_\_\_\_\_

Which famous navigator discovered Hawaii in 1778? \_\_\_\_\_

When a sailor has sailed around Cape Hope, what right does he earn?  
\_\_\_\_\_

From what language does the word "Mayday" originate? \_\_\_\_\_

What single word describes the following four terms: Spanish Burton, Handy Billy, Jigger, and Luff? \_\_\_\_\_

If a ship sails 10 leagues, how far has she traveled? \_\_\_\_\_

Name the famous navigator who suffered from motion sickness all his life?  
\_\_\_\_\_

What animal is a sign of bad luck on board a ship? \_\_\_\_\_

To a sailor, what are all of the following: Matthew Walker, Cat's paw, Double diamond, and Turk's head? \_\_\_\_\_

### **SALTY SAYINGS**

By Harry Campbell

**TO BE AT SEA:** To be doubtful, or to be hesitant.

**TO CATCH A CRAB:** To fail to keep in stroke in rowing, which jams and fouls other oars.

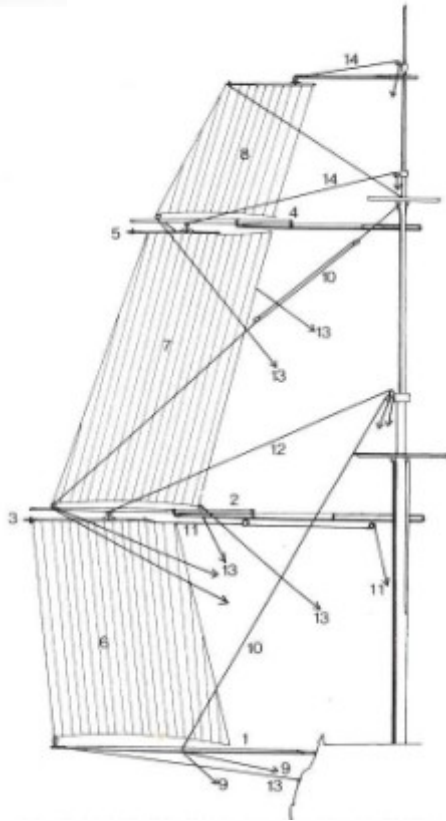
**TO SHOOT CHARLIE NOBLE:** To clean the galley smokepipe of soot and dirt by firing a pistol therein.

**TO KNOW ONE BY THE CUT OF HIS JIB:** To judge character and capabilities by appearance.





## Name the Parts of the Main Stunsails



1. \_\_\_\_\_
2. \_\_\_\_\_
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## TWO-MINUTE MYSTERY

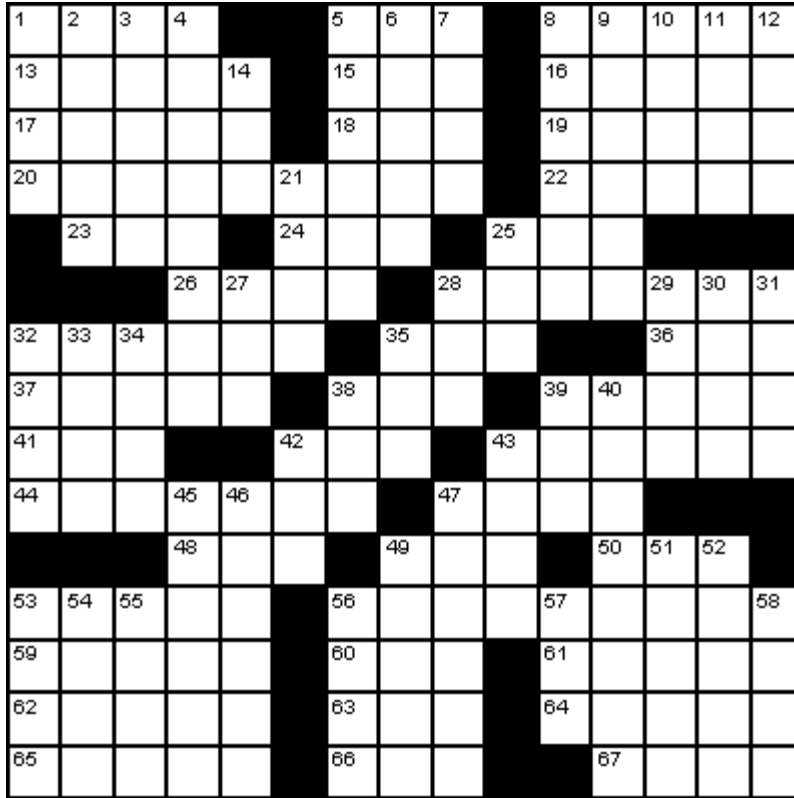
Jeff Sikes, the purser, lay slumped face forward at his desk in his cabin on the orlop deck, an apparent suicide. A marine working in the marine clothing store heard a shot and called Captain Jack immediately.

Captain Jack examined the body and agreed with the ship's surgeon, who said death was caused by a bullet fired into the purser's right temple at extremely close range. A thirty-two caliber pistol lay on the deck to the right of the purser's body. A note was found on the desk. It read, "I cannot go on like this." The note was unsigned.

Captain Jack then observed an old-fashioned quill pen clutched in the deceased's right hand. A nearly empty antique inkwell rested on the desk. The inkwell was engraved with, "For Jeff on our 20<sup>th</sup> anniversary. Love, Myra."

"Notify the authorities," said Captain Jack. "This suicide note is a fake. Jeff Sikes has been murdered."

ON WHAT EVIDENCE DID CAPTAIN JACK JUDGE THIS TO BE A MURDER?

**Across**

- 1 Kon-Tiki, for one  
 5 Break a fast  
 8 Loop of a rope  
 13 German submarine  
 15 Cut the grass  
 16 Affair  
 17 Congresswoman Abzug  
 18 Sis's kin  
 19 Mushroom's reproductive structure  
 20 Vessels propelled by the wind  
 22 Small child, informally  
 23 Partners of pas  
 24 Swimsuit part  
 25 Aye, aye  
 26 By \_\_\_ or by crook  
 28 Measures of 6 feet long  
 32 Where the writer of a newspaper article is named  
 35 Noah's vessel  
 36 Potato chip accompaniment

- 37 Small magnifying glass  
 38 Minnesota city  
 39 Swelling  
 41 Coffee vessel  
 42 "\_\_\_ we there yet?"  
 43 Determined in advance  
 44 Organized series of boat races  
 47 Adventure story  
 48 Actress \_\_\_ Dawn Chong  
 49 \_\_\_-o'-nine-tails  
 50 Beaver's creation  
 53 Kind of wave  
 56 Association of boat racers  
 59 Sun-dried brick  
 60 Misjudge  
 61 Word used to attract attention  
 62 Enter a computer  
 63 Gorilla  
 64 Choose, as by vote  
 65 Place to secure a rope  
 66 Disencumber  
 67 Legend or folktale

**Down**

- 1 \_\_\_ the wrong way (irritates)  
 2 At right angles to a ship's keel  
 3 Leaves  
 4 High-masted sailing vessel  
 5 Go on board  
 6 Trunk artery  
 7 "Terrible \_\_\_"  
 8 Hoopster's goal  
 9 Mischievous  
 10 Benevolent  
 11 "The Terminator" producer  
 Gale Ann  
 12 Deuce beater  
 14 Pick up the \_\_\_ (pay the bill)  
 21 Mitch Miller's instrument  
 25 Yakety-\_\_\_  
 27 Unique  
 28 Cook quickly in fat  
 29 Lyric poems  
 30 Pantomimist  
 31 Squabble  
 32 Hazy representation  
 33 Yesteryear  
 34 Respiratory organ  
 35 Andy Capp's potation  
 38 Geologic timer period  
 39 Energy unit  
 40 Not even a ripple  
 42 Consumed  
 43 Primrose \_\_\_ (pleasurable lifestyle)  
 45 Asian peninsular country  
 46 Natural endowment  
 47 Worthy of worship  
 49 Wrist bones

- 51 Back street  
 52 Cheat by deceit  
 53 Bathroom powder, for short  
 54 Graven image  
 55 Former magistrate of Venice  
 56 Once around the sun  
 57 Winnie-Pooh tie  
 58 The pair



## Gene's Nautical Trivia Answers

### CROSSWORD:

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

### NAME THE PARTS:

Lower stunsail boom.  
 Main stunsail boom  
 Main stunsail yard.  
 Topsail stunsail boom.  
 Top stunsail yard.  
 Main stunsail.  
 Topsail stunsail.  
 Topgallant stunsail.  
 Guy (one leading forward, one aft).  
 Lifts.  
 Inner halyard.  
 Outer halyard.  
 Sheets (one leading forward, one aft).  
 Halyards.

### NAUTICAL TRIVIA QUIZ:

65 feet (20 meters)  
 Judith, The Golden Hind, and The Revenge  
 James Cook  
 The right to sit with his left foot on the mess table  
 French  
 Tackle  
 30 nautical miles  
 Horatio Nelson  
 Rabbit  
 Knots

**TWO-MINUTE MYSTERY:** The purser could not have fired the pistol into his right temple, because his right hand still held the quill pen.



## 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: (510) 356-4226

[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)