

*The* **MSB Journal**



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## The MSB Journal

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On the Cover  
10 Gun Brig (c1825)  
Photo-National Maritime Museum

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## Table of Contents

Fighting Warship 10 Gun Brig	3
Kathleen and May	4
Peter Easton—Scourge of the Western Atlantic	16
The Book Nook	19
Historic Naval Dockyards	20
Badges: Heraldry of Canadian Naval Ships	22
What's up at MSB?	23
Wrecks of the World	25
Gene's Nautical Trivia	26

## Fighting Warship, 10 Gun Brig (1825)

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A contemporary full hull model of a 10-gun brig (circa 1825) built plank on frame and fully rigged with original masts, spars and modern rigging. This model probably represents one of the large 'Cadmus'-class of brigs built from 1808 onwards, the last being 'Termagant' of 1837. This highly detailed model is complete with a variety of fittings such as a capstan rigged with bars, deck hatches and gratings, the large riding bits in the bow and a finely carved wooden figurehead on the beakhead. Notice also the large square gunports fitted with lids that are hinged in the middle for the use of the short but powerful carronades.



Overall model Dimensions: 1560mm x 2035mm x 660 mm

Source: National Maritime Museum, Greenwich, England

# Kathleen and May

The Last 3 Masted Topsail Schooner Still Sailing in UK Waters

A quick history by Alan J McKendrick

## Merchant Schooners

**M**Y INTEREST IN THESE WAS PIQUED when I moved to Fylde coast in Lancashire. On one side I have Lytham St Annes, a small town, and on the other Freckleton, a village. However, both supported boatyards (small yards for pleasure craft still exist there) and have in the 19<sup>th</sup>/early 20<sup>th</sup> Century built many vessels, including sailing vessels up to 3 masted square rigged. Unfortunately, it's proving a task to track down documented history on these, especially with photos. The reason for this, it would appear, is that this ship building was so common place as not being worthy of note (similar to today's supermarket. Take away TV advertising and in 100 years would you expect a documented history of these?). Anyway, there are some excellent reference books on the subject as a whole, with bits of reference to these particular localities.

Think of the infrastructure at that period. Roads were for the most part dirt tracks. The railways and canals joined points of manufacture to large towns and cities with large docks for the import of raw materials and the export of goods to the colonies and the rest of the world. So there was a huge area of the country not served by a system of easy access for buying and selling of these goods. Hence the coastal trading vessel way of life developed, transporting small quantities of goods around the country as required, for onward journey by mule and cart.

These vessels were built in most small coastal towns, sometimes by just one family. Some were built on the Eastern Seaboard of the USA and Canada (lots of wood) and then sailed across the Pond.

There were many variations of the basic pattern (a lot were built without drawings, and to cope with a peculiarity of local waters). However, they all had long flat sections to provide cargo carrying space, and a flatish bottom so they could be laid on the ground either on a beach, or at a jetty on an estuary, at flood tide, would stay upright at ebb tide to enable them to be offloaded/ loaded and refloated as the tide flooded.

## Torridge Estuary

**T**HIS AREA IS FAMOUS FOR ITS SHIPBUILDING THROUGHOUT HISTORY, notably in the towns of Appledore, Bideford, and Barnstaple with Appledore being noted for its Merchant Schooners and is constantly mentioned in reference books.



In the mediaeval and early modern periods this would have been carried out on the foreshore as was usual at that time, but by the 19<sup>th</sup> Century purpose built shipyards were coming in to use. The area also supplied ships and sailors which played a big part in the defeat of the Spanish Armada. In the 16<sup>th</sup> Century, Bideford was Britain's third largest port.

Local merchants also imported vast quantities of wool during the reign of Charles I and had so great a share of the trade with Newfoundland that, in 1699, they sent out more ships than any other in England apart from London and Topsham.

More recently the yards specialised in building full sized replicas and these have included Viking Longships, Roman Galleys and Sir Frances Drake's Golden Hind.



**Figure 1: - A hulk on the Torridge Estuary**

Sadly, that industry is now in decline and the major ship building at Appledore has now come to an end but there is still plenty of activity there.

Basically, it's a whole area of history that has been forgotten, although there is a lot of archaeological evidence in the shape of hulks half buried, rotted away in estuaries, an example is shown in Figure 1.

## The Kathleen and May

FIRST HEARD OF THE KATHLEEN AND MAY EARLY IN 2010 when the European Association of Bottle-ships (of which I am a member) decided to hold it's biannual convention in Barnstaple, Devonshire. This was also to include a day on the Kathleen and May, moored in Bideford, (pronounced 'Biddyford') a short journey from Barnstaple, (Barns-tap-l) with a display of Bottle-ships and demonstrations for the public. The map below in Figure 2 shows the locations of these two towns on the Torridge Estuary. I've also shown Appledore, mentioned above, and I was looking forward to attending to see the areas I had read about.



**Figure 2- Barnstaple, Bideford and Appledore, Devonshire**

It is tradition at these conventions that they are held a maritime location with historical ship to visit – the ship becomes the subject of a competition for the best Ship in a Bottle model of it. Hence, I set about research on the

Kathleen and May.

As it happened, events conspired to prevent me attending the convention as well as having to put the competition attempt on the back burner. A couple of weeks ago I took myself off to the Liverpool Maritime Museum (heavy on the Titanic and the slave trade to the exclusion of other things – a personal view) and you can imagine my delight to find the Kathleen and May moored alongside in the basin. It wasn't open to visitors, but I did manage to get a number of photos, even if it was a dull day.

### **The Kathleen and May**

The Kathleen and May, later to become famous as the last merchant schooner registered at a home port in the United Kingdom to earn her living at sea carrying cargoes, was built at Ferguson and Baird's yard at Connah's Quay, Flintshire, Wales, on the River Dee, near the border with England (close to Chester), for Captain John Coppack of Coppack Bros. and Co., one of the town's leading ship owners, and was launched in April 1900, and at that time, was named 'Lizzie May' after the Captain's two daughters.

She cost £2,700, is a three-masted topsail schooner of 136 tons gross (99 tons net), with a registered length of just under 100 feet, breadth of 23, feet and a hold 10 feet deep. She could carry about 250 tons of cargo.

Planked with 3 inch thick seasoned pitch pine, laid on heavy doubled frames of oak and fastened with treenails and iron bolts. She was employed in the general coasting trade and in her first 8 years she sailed nearly 40,000 miles, carrying such bulk cargoes as coal, china clay, cement, bricks, fertilisers and various cargoes of over 24,000 tons total from Oban (West Coast of Scotland) to the Channel Islands, London and Ireland.

In 1908 she was purchased by Martin J Fleming of Youghal in the Irish Republic, registered at Cork, and renamed the Kathleen and May after his daughters. She became part of the owner's fleet of coal ships, trading between the Bristol Channel ports and Youghal for over 20 years.

The schooner had been built with all three topsail yards of almost the same size, but her new owner added a longer lower yard sometime before the First World War. At a later date a martingale was fitted to the bowsprit but this was removed in 1947.

The original reefing gear fitted was the first known example of Appledore roller reefing, the sail being reefed by a ratchet lever that engaged the cogs on the gaff boom thereby winding the sail around it and then locked to prevent the sail unwinding from the boom. This has all now been fully restored. She also was fitted to unload in small harbours with no cranes.

In 1931 she was sold again to Captain William Jewell of Appledore in North Devon, who was in partnership with his son Captain Tommy Jewell. The trip to her new home was to be her last journey under sail alone. She was given a refit, and her yards, except for the fore-yard, were sent down and she was fitted with a semi-diesel engine. She sailed in the Irish trade. She also carried coal from Mersey to the south coast and she continued trading right through the war. A new engine was fitted, her hatches were enlarged and her masts poled off to give her an efficient and handsome sail plan as a motor vessel with sail assist.

In 1945 William Jewell died and the schooner was left to his son Tommy, who continued

the commercial success of the Kathleen and May. In 1960 he retired the Kathleen & May from active service.

During 1968, the Kathleen and May was discovered in bad repair by the Duke of Edinburgh who created the Maritime Trust in London to help preserve her, and was bought by them in 1970. They began restoring her as a typical West Country schooner, as she was the only remaining example of these trading schooners. After the Maritime Trust failed to secure a £2 million lottery bid, Mr Steve Clarke from Bideford in Devon bought her in 1998. She was towed back to Bideford and moored at a disused coal wharf where restoration work began.

Restoration required more than 60 tons of oak, 3500 feet of larch planking, and tropical hardwood decking.

Kathleen and May is now based in Liverpool, and has just passed her 5 year out of water MCA inspection with 100% compliancy, with the invaluable help of all the volunteers along with the amazing gift of the dry dock and a lot of help from that the Cammell Laird Ship Yard kindly donated to her.

She was moored at the head of the Avenue of Sail for HM the Queen's Diamond Jubilee on the opposite bank to the Royal Barge.

From there she sails to the Brest 4 year International Festival where she is one of 12 ships sponsored by the French Government out of the two and a half thousand ships that will be there.

She will be expected back in Liverpool around the 24th of July.

#### General Facts and Figures

<b>Function:</b>	Cargo Vessel
<b>Type:</b>	Topsail Schooner
<b>Length Overall:</b>	98.30 feet
<b>Gross Cargo Tonnage:</b>	250.00
<b>Net Tonnage:</b>	99.00
<b>Depth Hold:</b>	10.16 feet
<b>Maximum Breadth:</b>	23.15 feet
<b>Builder:</b>	1900, Ferguson and Baird,
<b>Location:</b>	Connah's Quay Liverpool
<b>Current use:</b>	Private / Operating

Figure 3 shows a basic sketch of the sail layout of a Topsail schooner, and Figure 4 shows the lines of a schooner very similar to the Kathleen and May.

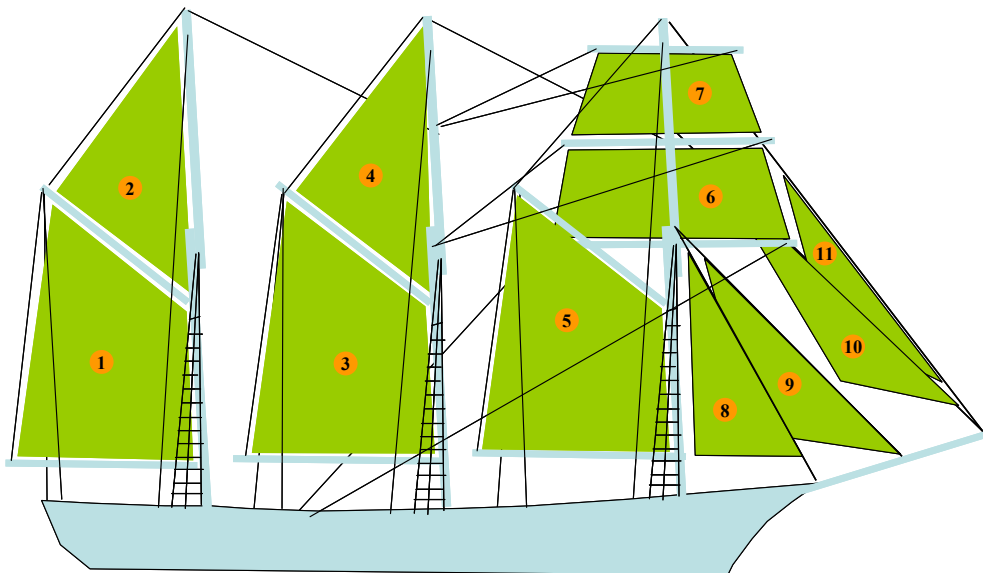
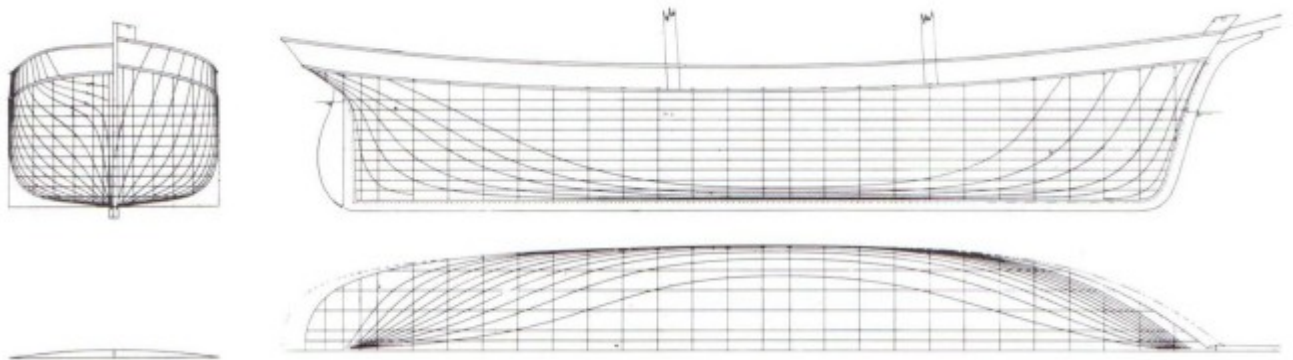


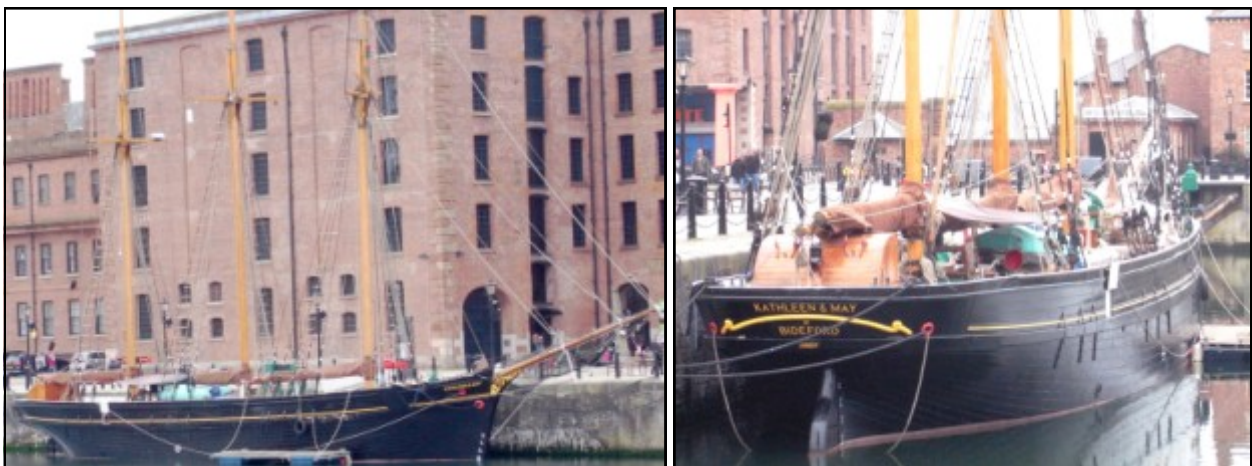
Figure 3: - Sketch of Sail and Basic Rigging

Mizzen mast	Main mast	Foremast
1. Mizzen Sail	3. Main Sail	5. Foresail
2. Mizzen Gaff Topsail	4. Main Gaff Topsail	6. Topsail
		7. Topgallant Sail
		8. Fore Staysail
		9. Inner Jib
		10. Jib
		11. Flying Jib



**Figure 4: Lines of a schooner very similar to Kathleen and May**

I've deliberately shied away from copying and pasting photos from the web owing to possible copyright, however here's the Kathleen and May's website is <http://www.kathleenandmay.co.uk/> so you can have a look. My own photos are below – no problem using these. Some were taken through a window from inside the museum – its not often one is on a level with the top of a mast.











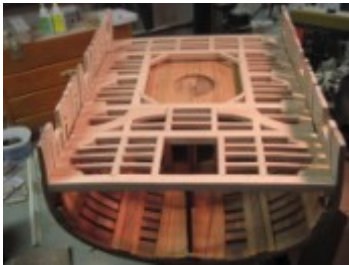






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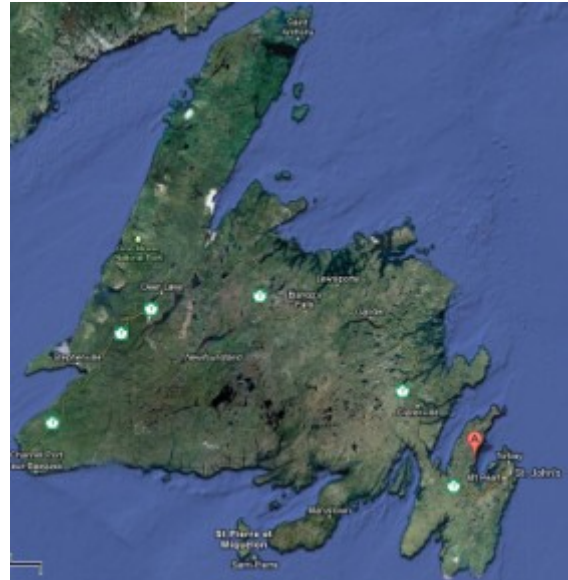
## Peter Easton

### Scourge of the Western Atlantic

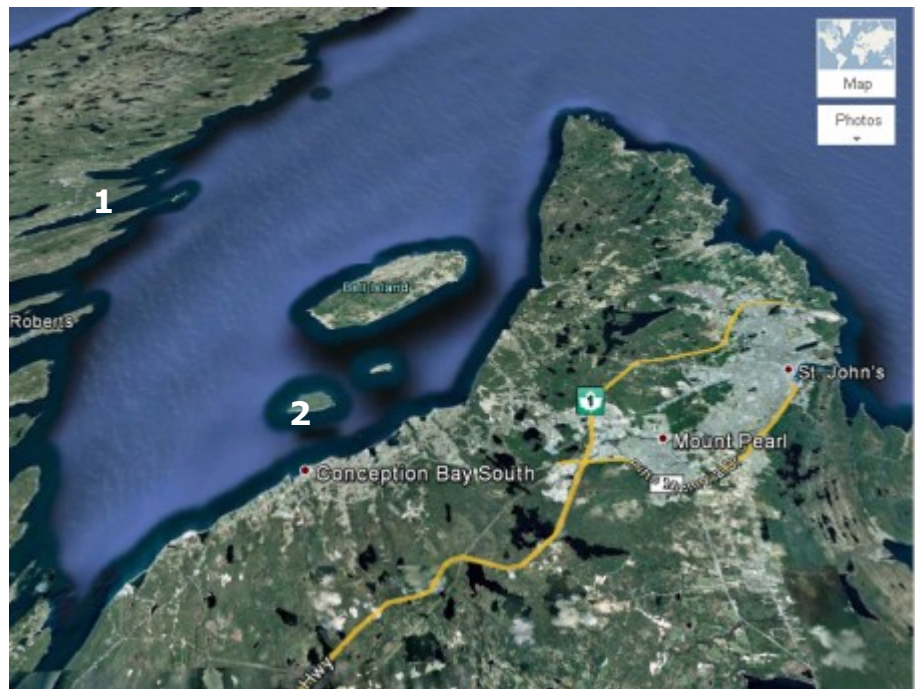
Of the various pirates who lurked along the wild, sparsely inhabited coasts of Newfoundland in the 16th and 17th centuries, Peter Easton was among the elite, most successful and best known. His plundering, which ranged from Newfoundland and the Grand Banks south to the Caribbean and Spanish Main, made him the scourge of the Western Atlantic for more than a decade.

Easton was born of an old and respectable English family and grew up to serve in Queen Elizabeth I's navy as a privateer. In 1602 on his way to Newfoundland escorting an English fishing convoy, Easton captured a Dutch pirate ship and found she carried prisoners from an Irish ship sunk by the Dutchmen. Among them was the daughter of the King of Connaught, a young lady named Sheila. Legend has it that Princess Sheila married Easton's top lieutenant, Gilbert Pike, and on arriving in Newfoundland the couple settled at Mosquito, now known as Bristol's Hope on the western shore of Conception Bay. When Easton returned to England, he found that Queen Elizabeth had died and her successor, King James I, had disbanded the navy. So the privateer decided to become a pirate, preying on merchant ships plying the western approaches to the English Channel.

His fleet was said to number 40 vessels by the time the king bowed to pressure from Easton's victims and sent a squadron under a young captain Henry Mainwaring (who later also turned to piracy) to put a stop to the plundering. Tipped off to this, Easton took his ten best



Newfoundland



1. Harbour Grace  
2. Kellys Island



ships and crews and fled to Newfoundland, settling at Harbour Grace, just south of Mosquito. There he built a fort and settled down to some serious raiding.

He demanded paid tributes from fishing vessels on the Grand Banks, and built a flourishing trade in captured ships and goods. Among the fishing vessels and shore settlements Easton found a ready source of capable, and often quite willing, crewmen for his fleet.

Not only did the pirate fortify Harbour Grace, the late Newfoundland author Harold Horwood claims Easton also set up another base at Kelly's Island on the far shore of Conception Bay, a place that abounds with lore of buried treasure and is said to even have been named after another pirate who was based there.



Legend claims 47 pirates are buried in the old St. Paul's Church graveyard in Harbour Grace

The Spanish colonies of the Caribbean and their treasure galleons were Easton's favourite victims. He was sailing the *San Sebastian*, one of the richest prizes ever captured by a pirate, back to his Newfoundland headquarters in September, 1611, when he was forced to deal with another of his adversaries.

Ships protecting the French and Basque fishing fleets, in Easton's absence, had raided and captured his fort at Harbour Grace. When they spotted the pirate's fleet entering Conception Bay an intercepting squadron put out from the harbour and the battle was on. With daring and skill, Easton's fleet defeated the Basques and wrecked their flagship *St. Malo* on a tiny islet outside the harbour, then they landed and re-captured their fort. It is said that 47 of Easton's crew who died that day nearly 400 years ago are buried in a graveyard at Bear Cove near the mouth of Harbour Grace. Easton's prize, the *San Sebastian*, eventually was thoroughly looted of treasure then burned and set adrift to ground further up the harbour where her bones may today still lie buried in the bottom.

With this sort of success, Peter Easton became a legend along the shores of Newfoundland. The first official English colony on the island, at Cupids a few miles south of Easton's lair, came to depend on the pirate for protection from raiding Basques and others. But Easton, perhaps still loyal to the crown, began making overtures to King James for a pardon. Having captured the "admiral" of the English fishing fleet, Captain Richard Whitbourne, and kept him prisoner for 11 weeks, Easton released him on condition Whitbourne would petition the King for his pardon. This was eventually given and is documented in British records.

In the meantime, Easton decided to move his headquarters to Ferryland which faces the open Atlantic on the southern shore of the Avalon Peninsula. The pirate fortified the small harbour and continued to terrorize the shipping lanes until 1614. Easton left Newfoundland, presumably with his vast store of loot, and set off with his ships for the Azores to capture another Spanish treasure fleet. His success there led to alliances on the eastern

side of the Atlantic which enabled Easton to amass an even greater fortune. He eventually retired from piracy as one of the world's wealthiest men, settling in Italy and purchasing a peerage as the Marquis of Savoy.

Today in Harbour Grace, the quaint old customs house is built on what is believed the site of Peter Easton's fort (later occupied by Mainwarring). The building houses a museum which devotes an entire room to the legendary pirate admiral and includes models of what his fort and one of his ships, *Happy Adventure*, are believed to have looked like. Easton and his men also left other legacies in Newfoundland.



Old Customs House, today a museum believed to be built on the site of Peter Easton's fort.

His lieutenant Gilbert Pike and his wife Princess Sheila, again according to author Horwood, sired what became one of the oldest and largest families in Canada. Across the bay in Kelligrews (named after the powerful family that originally sponsored Easton's piracy in southwestern England), some of his men remained and adopted their leader's surname when he left Newfoundland. Horwood claims their descendants can still be found in the area. ♦

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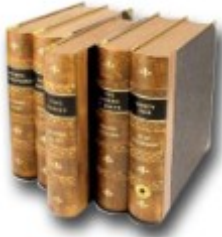


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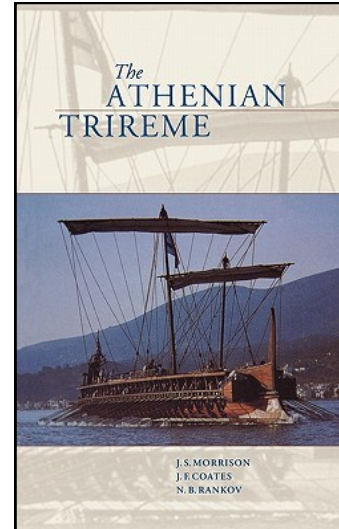
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# The Book Nook

Books of interest for the Model Ship Builder

Shortly before the launch of the reconstructed Greek warship, *Olympias*, the first edition of *The Athenian Trireme* was published, providing historical and technical background to the reconstruction of the ship. Since then, five seasons of experimental trials have been conducted on the ship under oar and sail, and the lessons learned have been supplemented by new archaeological discoveries and by historical, scientific and physiological research over the past fifteen years. For this second edition, the text has been recast and a number of substantive changes have been made. In addition, there is an entirely new chapter that describes the trials of *Olympias* in detail, reports the performance figures, and outlines the changes desirable in any second reconstruction. There are nineteen new illustrations, including eleven photographs of *Olympias* at sea demonstrating features of the design that could be represented only by drawings in the first edition.



**The Athenian Trireme: The History and Reconstruction of an Ancient Greek Warship** by  
J.F. Coates, R.B. Rankov

ISBN-10: 0521564565  
ISBN-13: 0521564564

Cambridge University Press

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# Historic Naval Dockyards

## Kingston Royal Naval Dockyard



The Kingston Royal Naval Dockyard was a Royal Navy Dockyard from 1788 to 1853 in Kingston, Ontario, Canada, at the site of the current Royal Military College of Canada.

A government wharf was constructed in 1783 on the eastern side of Lake Ontario by Major John Ross of the 34th Regiment. When the Provincial Marine relocated from Carleton Island to Kingston, Point Frederick was established as a naval depot in 1789. The quarter-master-general's department of the army, who had a monopoly on shipping on the Great Lakes, built transport schooners for the Provincial Marine at Point Frederick by 1792. In 1809 a heavily-armed, three-masted square-rigged vessel, `HMS Royal George (1809)` was built and launched in Navy Bay specifically for fighting on the lakes.

Kingston Royal Naval Dockyard was the only Royal Navy base on Lake Ontario, countering the American naval base a short distance away in Sackets Harbour, New York during the War of 1812. During the War of 1812 attacks were launched from the dockyard on the American bases at Sackets Harbour, and Oswego. On 10 November 1812, at the beginning of the War of 1812, the Americans pursued `HMS Royal George (1809)` into Kingston harbour and were held off by the shore batteries.

Commanded by Commodore Sir James Lucas Yeo, the Royal Navy took over operations on the Great Lakes from the Provincial Marine in 1813. A stone building, built around 1813, was used as a naval hospital during the War of 1812 and is now known as the Ordnance storekeeper's quarters. After the Rush-Bagot Treaty of 1817, the role of the dockyard di-

minished. A blacksmith shop, which was built in the dockyard in 1823 is now used by the Royal Military College of Canada. Half of the Royal artificer`s cottages, which were built in 1822, were destroyed by a fire in the 1880s.

The War of 1812 has been known as the ship-builders war. Ships were built on Point Frederick by the successive commissioners of the dockyard, Captain Richard O`Conor and Sir Robert Hall. Under the terms of the Rush-Bagot agree-



Naval shipyard, Point Frederick, July 1815. Watercolour by Emeric Essex Vidal. Commodore's house and two ships under construction, the *Canada* and the *Wolfe*, can be seen in the background

ment of 1817, naval forces on Lake Ontario were restricted to one gunboat. Nevertheless, Sir Robert Hall maintained the ships of the fleet in ordinary until his death in 1818. His replacement, Captain Robert Barrie built a Stone Frigate to warehouse the gear and rigging from the ships, which were dismantled and housed in Navy Bay. After the wood barracks burned down in 1816, the Stone Frigate became the main building on Point Frederick. Captain Robert Barrie was recalled and the war ships, which were by the early 1830s merely hulks, were auctioned off.

Closed in 1835, the dockyard reopened in 1837 in response to rebellions in the Canadas. Captain Williams Sandom and a party of sailors resided in the Stone Frigate warehouse close to the St. Lawrence pier in Navy Bay. Their headquarters was the HMS Niagara, one of the 1812 hulks which had been repurchased. Steamships were hired to transport regulars and militia from Kingston at the Battle of the Windmill, near Prescott. Steam warships operated from the dockyard. An old wooden blockhouse protected the battery at the end of Point Frederick. Four stone Martello towers were built along the shore to defend Kingston's harbour after the Oregon Crisis. One of the towers, known as Fort Frederick was built by Royal Engineers on Point Frederick near the old dockyard. The dockyard closed in 1853.

A wooden commodore`s house, which was shown on a plan dated 1868-70, was still standing when the Royal Military College of Canada opened in the 1876. By the 1860s, only the Stone Frigate storehouse and one wharf were kept in repair. The old hulks of the War of 1812 were hard aground in the mud and broken by the annual freezing and thawing of Navy Bay and Deadman Bay.

The ordnance and admiralty lands in Kingston, which included the dockyard on Point Frederick, were transferred to the Canadian government on the condition it should not be used for anything but naval purposes. An order in council ratified the agreement adding the phrase and for the naval defence of Canada.

The site was designated a National Historic Site of Canada in 1928. ♦

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



**HMCS Sioux**

### **HMCS Sioux**

**Blazon:** Argent, a Sioux Indian head proper facing the dexter and wearing an appropriate feather head-dress of a Sioux Chief

**Colours:** White and Vermillion

**Motto:** Then I will fight

HMCS Sioux (R64) was a V class destroyer of the Royal Canadian Navy that saw service in World War II.

She was launched as HMS Vixen for the British Royal Navy. She was transferred to the Royal Canadian Navy, into which she was then commissioned 21 February 1944 while fitting out, and was completed on 5 March 1944.

Sioux was based with the British Home Fleet at Scapa Flow. Her duties involved escorting convoys to Russia (RA-58/JW-58 in April 1944); raids on German coastal shipping off the coast of Norway; and attempts to sink the German battleship Tirpitz, which was anchored at Altenfjord, Norway. On D-Day, Sioux provided naval gunfire off Juno Beach. In February 1945, after escorting convoy JW-64 to Polyarnoe; she was sent from there as part of a relief expedition to convey 500 inhabitants of a Norwegian island, left without food or fishing boats by the Germans, to safety. On 17 February 1945, she returned with convoy RA-64, fighting both determined JU-88 attacks and Arctic gales, and sailed to Halifax immediately thereafter, to prepare for transfer to the British Pacific Fleet and operations against Japan.

She wore pennant R64 until she was paid off into reserve shortly after the war. She emerged again, fully modernized, in 1950, to participate in the Korean War. She helped provide naval support for the troops that landed at Inchon in September 1950, the first entry of Canadian forces in the war.

She wore pennant 225 until she was finally paid off in October 1963.

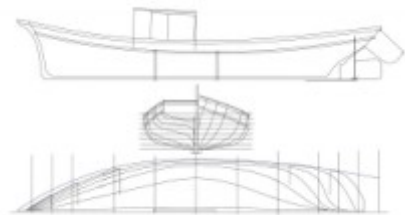


## What's Up at MSB?

It being the summer here when models generally get put up on the shelf, thanks to the reach of the internet you'd never know it with the various projects that are on the go at the Model Ship Builder website.

Thanks to Arthur (aew) there is a new scale converter available for download from the Resources section.

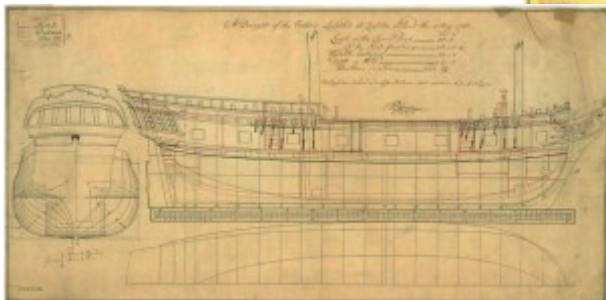
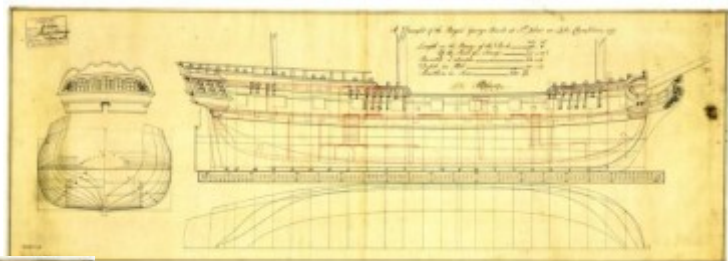
A new project, the Helen MacLeod II is now under way. This project is based on restoration project underway in Bayfield, Ontario, Canada, by the Bayfield Historical Society. They are restoring what is believed to be the last existing sailing workboat from the Great Lakes. A small group of the site members has taken on the project of building a scaled model of the boat. Should prove to be a very interesting project being that the model is based on an actual boat.



You can check out the project progress here: [Helen MacLeod II Project Forum](#)

There are two modeling projects based on War of 1812 ships (HMS Ontario and HMS Royal George) also in the drafting stages. Anyone interested in seeing modeling plans being developed will find these very interesting. To follow along: [HMS Ontario Forum](#), [HMS Royal George Forum](#).

HMS Royal George



HMS Ontario

Anyone who has been at the site for a while have probably been following member RicksbuildII's build of the Bluenose. A little over two years after starting his build log Rick posted some final pictures of the model. Great show Rick.

You can check out RicksbuildII at his [build log](#)



Site member aew (Arthur) updated his build log of his first POB build (Mantua's Astrolab). His original build log was posted at the now defunct Drydockmodels forum. This appears to be a great job for a first!

You can check out aew's [build log](#).



Mike41 has completed his scratch build in the Navy Board style of the HMS Pandora. Nicely done Mike.

Check out [Mike's build log](#). Lots of info there.



Another interesting build log at the site is member Norman Valentine's scratch build of the Jhelum (1849). After driving past the hulk of the ship for 4 years, Norman decided he was eventually going to build a model of the ship. Having found some time to get start you can follow along with him in his [build log](#).



Gene Bodnar is moving along with his 1:144 scale model of the Titanic. He's making amazing progress on this model having started in February. Especially considering he has completed two other model since he started. You can check out his [build log](#).



I'll try to keep you updated every issue with what's happening at the MSB site. I'd like to try to cover everything, but I suspect that will be near impossible as time goes on and we get busier. So, for those who do not see updates on your particular project here, it's certainly nothing personal. It's merely a matter of time constraints.

Hope to see you at the site!!!





## The *Melmerby*

On or about October 1, 1890 approximately five days after leaving Quebec with a cargo of timber MELMERBY began to encounter severe weather. In spite of working the pumps, MELMERBY was in danger of foundering. The order was given to jettison the deck load. Before the crew could accomplish this, the timber got out of control and smashed three of the four lifeboats. On the eighth day the schooner MARY happened upon MELMERBY and the vessel's Captain came aboard to attempt to guide the vessel to Pictou. Shortly thereafter another storm overtook both vessels and MARY became separated from MELMERBY. MELMERBY was demasted and driven onshore near New Glasgow, Nova Scotia. Sixteen men boarded the remaining lifeboat and made for shore. The boat overturned and all but one person perished. Locals who had gathered onshore formed a human chain and managed to reach the one survivor in the water. Two days later two of the six crew remaining on MELMERBY decided to swim for shore. Again a human chain of onlookers helped to pull them from the water. The MELMERBY's lifeboat was repaired and used to rescue the remaining four aboard, including the captain of MARY. The wreck remained visible long enough for the beach to be named after MELMERBY.



Melmerby Wreck 1890

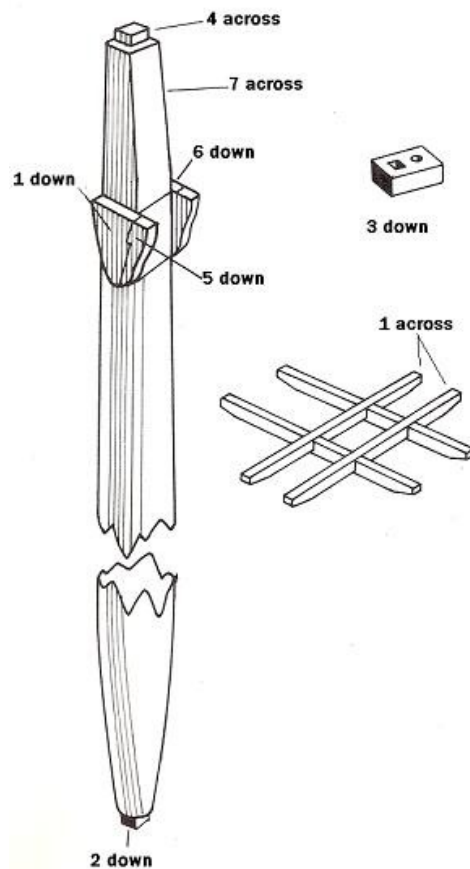
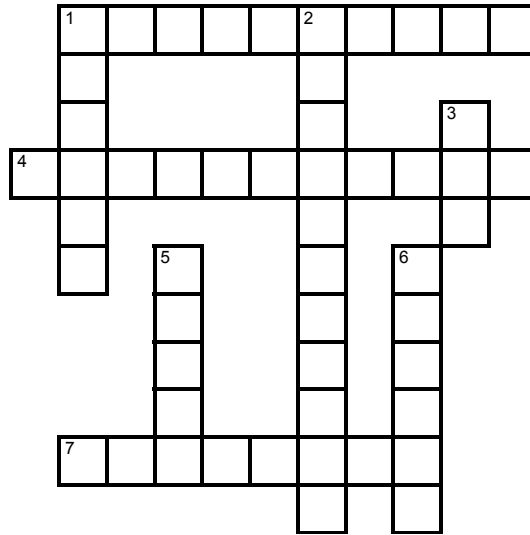


Melmerby Beach, today a popular tourist destination



# Gene's Nautical Trivia

## Masts





## Rigging Quiz

1. \_\_\_\_\_ Piece of leather-covered rope used to fasten a yard or gaff around a mast or topmast.
2. \_\_\_\_\_ Wooden bollard on a ship's deck used to secure ropes.
3. \_\_\_\_\_ Running rope that is used to turn a yard along a horizontal plane.
4. \_\_\_\_\_ Rope that holds the leech of a square sail toward the bow when the ship is sailing by the wind.
5. \_\_\_\_\_ Thick ropes of the standing rigging that steady the masts to the sides.
6. \_\_\_\_\_ Running rope that is used to hold the clew of a sail toward the bow.
7. \_\_\_\_\_ Soft rope used to darn the edges of sails.
8. \_\_\_\_\_ Ropes that seamen stand on while working on the yards.
9. \_\_\_\_\_ Rope that pulls the bottom corner of a sail to stern and holds the sail in right position.
10. \_\_\_\_\_ Rope that secures the bowsprit to the stem.



## Commanders and Their Ships

Match the commander in the left column with the name of his ship in the right column.

- |           |                    |                         |
|-----------|--------------------|-------------------------|
| 1. _____  | Blackbeard         | A. Golden Hind          |
| 2. _____  | Vasco Da Gama      | B. Oxford               |
| 3. _____  | Henry Hudson       | C. Victoria             |
| 4. _____  | Ferdinand Magellan | D. Queen Anne's Revenge |
| 5. _____  | Henry Hudson       | E. Calypso              |
| 6. _____  | Captain Briggs     | F. Endeavor             |
| 7. _____  | James Cook         | G. St. Gabriel          |
| 8. _____  | Francis Drake      | H. Half Moon            |
| 9. _____  | Edward Heath       | I. Mary Celeste         |
| 10. _____ | Jacques Cousteau   | J. Morning Cloud        |

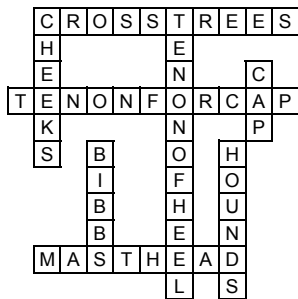




## Gene's Nautical Trivia Answers

### ANSWERS:

### MASTS:



**RIGGING QUIZ:** 1-Parral, 2-Bitt, 3-Brace, 4-Bowline, 5-Shrouds, 6-Tack,  
7-Boltrope, 8-Footropes, 9-Sheet, and 10-Gammoning.

**COMMANDERS AND THEIR SHIPS:** 1-D, 2-G, 3-H, 4-C, 5-B, 6-I, 7-F,  
8-A, 9-J, and 10-E.

## 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)