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On the Cover

Bald Eagle

© Wayne Tripp 2014

Photo of a bald eagle perched in a branch on Campobello Island.
Happy Canada Day and Forth of July

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Tidbits from the Past by Gene Bodnar



Cats on Ships



Sailors have taken cats on board ships for many centuries, not only as pets but also for their usefulness in predicting the outcome of sea voyages, or so they thought. Sailors believed they could determine this by watching the actions of the cat. A playful cat meant that the voyage would be a good one filled with gusty winds. However, if a cat licked its fur against the grain, there would be a hailstorm; if it sneezed, then severe rain was definitely on its way. If the cat meowed loudly, it would be a very difficult voyage, fraught with danger.

Sailors believed that a poorly fed cat could start storms through magical abilities that it stored in its tail. Thus, cats were always well fed. Sailors never threw a cat overboard because disaster was sure to follow. Fishermen's wives kept black cats during their husbands' absences, believing that they would keep their husbands out of harm's way.

Many ships' logs mention cats aboard ships. A cat named Convoy that was aboard the HMS Hermione was given his own tiny hammock, where he slept. He went down with his ship, along with 87 of his crew mates, when the ship was sunk in 1942 by a German submarine. Felix, a cat aboard the Mayflower II, was given his own little life jacket, and he once suffered a broken paw in 1957, which was treated by the ship's surgeon. Peebles, a cat on board the HMS Western Isles, was noted for shaking hands with anyone who entered the wardroom, and he delighted crew members by being trained to jump through hoops on command.

Mrs. Chippy was on board Shackleton's "Endurance" during one of his expeditions to the Antarctic. Unfortunately, when the ship was lost, Shackleton ordered the cat shot, deciding that the animal could not endure the arduous journey ahead.

Another cat, Unsinkable Sam, was aboard several different ships and became so famous that he spent his elderly years in the Home for Sailors. His portrait currently hangs in the National Maritime Museum.

In 1975, the Royal Navy banned all pets from all ships on the ocean for hygienic reasons. Yet, the lore of cats on ships remains a permanent part of history.



Convoy



Peebles



Mrs. Chippy

Model Ships of the Royal Museum Greenwich



Full hull model of an American lake paddle steamer (circa 1840) fitted with a steam engine. The hull is copper plated below the water line and is painted black, red, and cream above. The paddle boxes have been made in metal and are painted cream, and the metal paddle wheels are painted red. The wooden deck has been scored to resemble planking. There are numerous deck fittings including a windlass, a working wheel that operates the rudder, and a large grating that can be removed to gain access to the boiler and steering gear. The foremast has two yards and the mainmast is gaff rigged. There is also a short bowsprit. The tall copper funnel is placed aft of the grating. A plaque is inscribed: "Model of American lake steamer".

Scale: Unknown

Overall model size: 1814 x 1675 x 774 mm; Base: 130 x 1725 x 334 mm

Source: Royal Museums Greenwich



The Steamship Beaver



The Steamship Beaver about 1870

Beaver was the first steamship to operate in the Pacific Northwest of North America. She made remote parts of the west coast of Canada accessible for maritime fur trading and was chartered by the Royal Navy for surveying the coastline of British Columbia. She served off the coast from 1836 until 1888, when she was wrecked.

Construction

Beaver was built in Blackwall, England of British oak, elm, greenheart and teak, and was copper fastened and sheathed. Her length was 101 feet (31 m), and the beam over her paddle boxes was 33 feet (10 m). She was launched at Blackwall Yard on 9 May 1835 and left London on 29 August under the command of Captain David Home, and with the company's barque, Columbia, built at the same time and commanded by Captain Darby. Beaver was outfitted as a brig for the passage out, paddles unshipped, and came out via Cape Horn under sail alone. After calling at the Juan Fernández Islands and Honolulu, she arrived off the Columbia River on 18 March 1836 and anchored off Fort Vancouver on 10 April. Here the paddles were shipped and boilers and engines connected.

Source: Various

Service

Beaver served trading posts maintained by the Hudson's Bay Company between the Columbia River and Russian America (Alaska) and played an important role in helping maintain British control in British Columbia during the Fraser Canyon Gold Rush of 1858-59. In 1862 the Royal Navy chartered her to survey and chart the coast of the Colony of British Columbia. She also provided assistance to the Royal Navy at Bute Inlet during the Chilcotin War.

Initially she had a rectangular boiler, generating steam pressure at under 3 psi, and was fed by seawater. Boulton and Watt engines are not pressure engines, rather they are vacuum engines. (Salt water feed was common in the early days and could be done with low pressure and frequent boiler blowdowns to prevent salt scale build up on the plates.) The salt water played havoc with the boilers as the salinity rusted the wall thickness of the boiler, which would rot out. *Beaver* had to have a new boiler every seven years or so and went through multiple installations over her career. Over time the boiler pressure was upped, and 36 inch diameter cylinders replaced the original 42 inch cylinders.

Beaver played roles in the establishment of coal mines at Fort Rupert, and later in 1853, Nanaimo. She helped the Hudson's Bay Company establish Fort Victoria as a post in 1843. She would also ferry dignitaries such as the Governor back and forth between the Colony of Vancouver Island and the mainland, which until 1858 and the establishment of the Colony of British Columbia had come to be known as New Caledonia after the Oregon Treaty of 1846. In her later life *Beaver* burned coal and would hire young men of the Skwxw7mesh (Squamish) people of North Vancouver to work the holds as coal passers. The Hudson's Bay Company finally sold her in 1874.

Loss

A consortium that became the British Columbia Towing and Transportation Company in 1874 purchased her and used her as a towboat until 25 July 1888. On that day an inebriated crew ran her aground on rocks at Prospect Point in Vancouver's Stanley Park. The wreck finally sank in July 1892 from the wake of the passing steamer Yosemite, but only after enterprising locals had stripped much of the wreck for souvenirs. The Vancouver Maritime Museum houses a collection of *Beaver* remnants including the boiler and two drive shafts for the paddle wheels, one raised in the 1960s and the other returned from a collection in Tacoma, along with the boiler. A plaque commemorates the site of the sinking. Divers surveyed the wreck in the 1960s. However, when the Underwater Archaeological Society of BC did so in the 1990s, they found she had mostly disintegrated due to rot and currents.

The Lumberyard

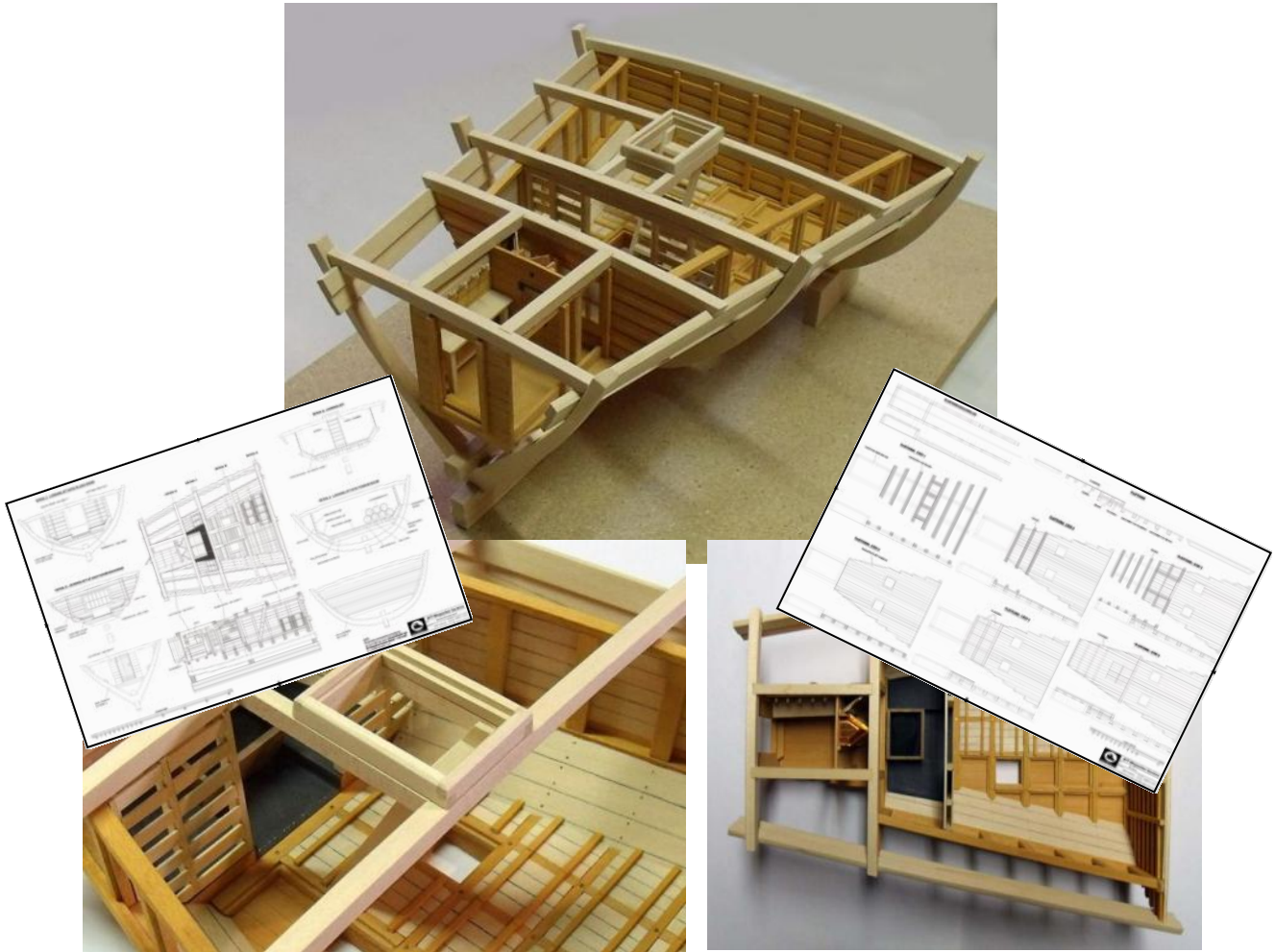
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To Build A Hatch

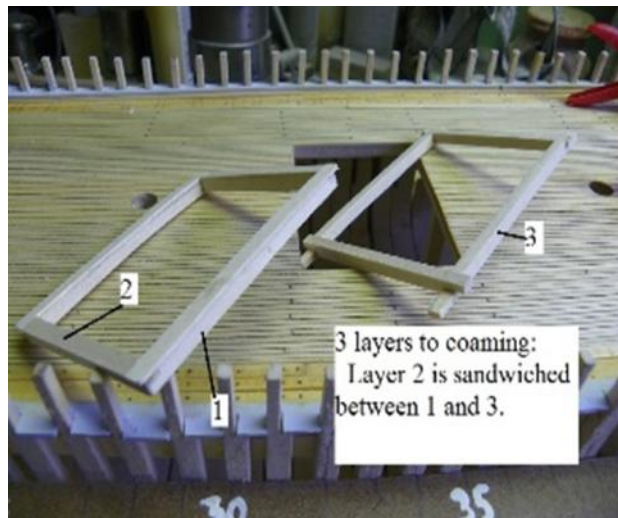
by Gene Bodnar

This article will describe how to construct a highly detailed hatch for a typical American schooner of the late 1800s and early 1900s. The particular hatch that will be used for a demonstration is the North American 4-masted schooner "Bertha L. Downs," which was launched on the Kennebec River in Maine in 1908 for use in the lumber and coal trade. She made a profitable living and was finally broken up in 1950 after 42 years work under five flags.

The primary reference for building the hatch is a book from the Anatomy of a Ship series named "The Schooner Bertha L. Downs," by Basil Greenhill and Sam Manning, which contains an incredible amount of details for all aspects of the ship. Three hatches of the exact same size were required for the model, which can be viewed in progress at www.modelshipbuilder.com.

HATCH COAMING.

Let us assume that we already have completed the deck planking and that the hatch opening in the deck is ready to accept a hatch. Begin construction with the hatch coaming itself, which is 5/16" in height for this model. It consists of two layers of beams and carlings, with each measuring 9/64" in height. A 1/32" header is sandwiched between the two layers. The beams are shaped to the camber of the deck, but the carlings are straight, running fore and aft. Both ends of the beams and carlings are fitted together with interlocking joints, and they are fitted directly over the hatch openings. Round the outer corners slightly.



The header is made of 1/32" basswood and is placed all around the top of the lower hatch beams and carlings. Note that it is level with the inner edges of the beams and carlings but protrudes slightly at the outer edges.

IRON STRAP FACING

This piece protects the top edge of the coaming from damage. On the model, it is a 1/8" strip of card that has been painted black and glued all around the top edge of the coaming.

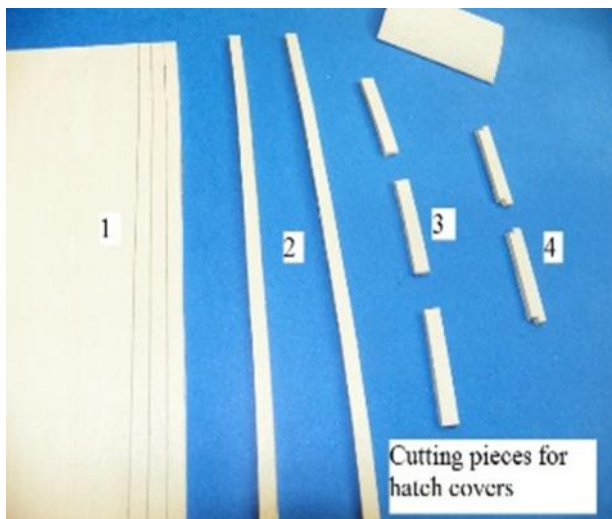


RIDGE BEAM

This is a 1/8" by 5/16" piece that is glued in the exact center horizontally between the two hatch carlings and acts to separate the two groups of hatch covers on either side of the hatch. Paint the top edge with white acrylic paint.

HATCH COVERS

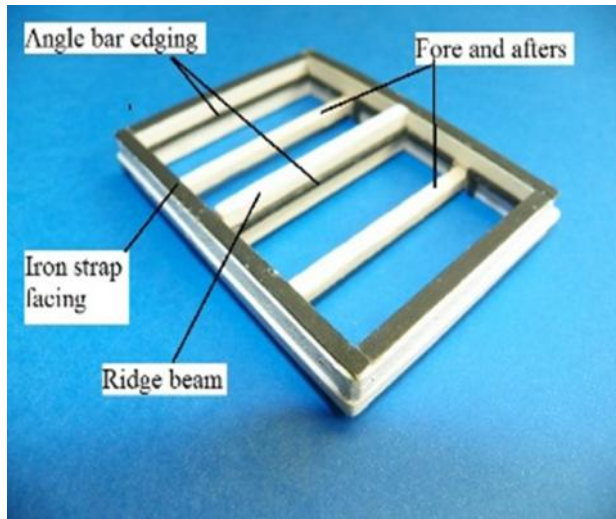
Before continuing work on the hatch coamings, we must build the hatch covers. Using the hatch assembly already completed, make a precise pattern of the planked portion of the hatch covers. Each of the six groups of hatch covers will be very slightly different, so it's important to keep them in some kind of order. For each of them (a total of six), I cut out a rectangle from 1/32" basswood, scoring it with a very dull X-Acto knife to represent 18 planks. Mark each piece in thirds for the location of each hatch cover, but do not cut them yet. On the underside, draw a pencil line for the location of the 3 hatch covers.



Make three small beams for each individual hatch cover, as shown in the photo. Each beam will be cut with the deck camber in mind and will contain a small notch at either end so that it will fit into the angle bar edging, which will be installed shortly. The photo shows the 4 steps in cutting these pieces. Glue three of these notched beams onto the underside of the hatch cover, two at each edge and one in the center between the other two. Clamp them in place and let them dry.

Using a straight edge and a single-edged razor blade, slice off each of the three hatch covers in each group. Keep them in specific order so each can be easily be identified as to location. They can now be spray painted with white enamel.

ANGLE BAR EDGING

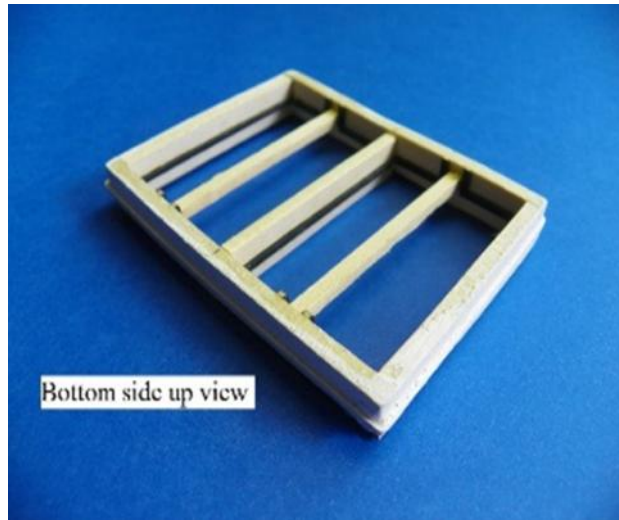


This edging holds the hatch covers in perfect position so that they are even with the top edge of the hatch coaming. I used 1/16" by 1/32" basswood painted black to represent iron. Turn the hatch coaming up-side down, and then place three of the hatch covers within it. Cut a length of angle bar edging to fit into the notches in the hatch cover beams, and then add a small amount of glue and then press it against the side of the hatch carlings, making sure that it does not stick to any part of the hatch cover. Repeat this for the opposite side. Do not add the edging to the hatch beams until the fore and afters have been installed, which is the next step.

FORE AND AFTERS

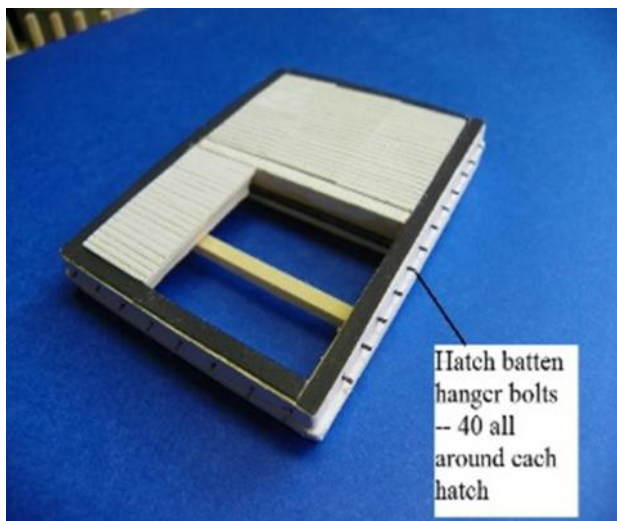
This piece of timber measures 1/8" square, and it locks the three hatch covers in position at their lowest level. Cut the piece to fit snugly between the hatch beams. Using a bit of glue on each end, center it and press it in place right up against the hatch cover beams. As you can see, the angle bar edging and the fore and after holds the hatch cover in place.

Now remove the hatch covers through the top of the hatch. Finish installing the angle bar edging.



HATCH BATTEN HANGER BOLTS

The hanger bolts can be simulated by using fine black wire, preferably 28-gauge or smaller, inserting them in pre-drilled holes, along with a smidgen of CA glue. Drill appropriate-size holes all along the outer edges of the hatch coaming, noting that there 12 hanger bolts on each beam and 8 on each carling, with each spaced equidistantly apart. If you plan on covering any part of the hatches with a tarpaulin, do not install the hanger bolts until the tarpaulin is in place. It will be much easier to add hanger bolts after the tarp is in place.

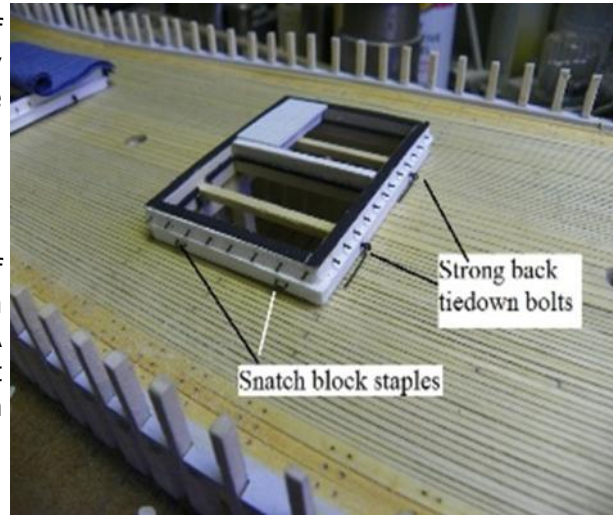


SNATCH BLOCK STAPLES

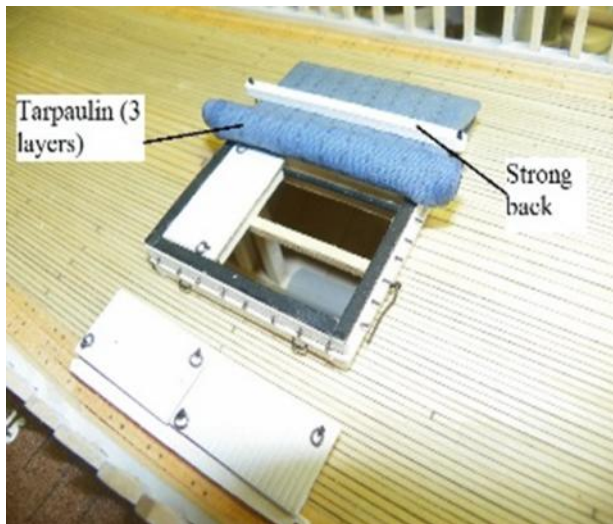
These are made of small pieces of 28-gauge annealed black wire, and they are glued in place with CA glue. There are two located on either side of the carlings.

STRONG BACK TIEDOWN BOLTS

There are two bolts on either side of the hatch beams. Each one consists of a tiny eyebolt glued into a hole with CA glue, and another piece of fine wire that hangs loosely. If you expect to install a tarpaulin, this tie down bolt is inserted into a strong back.



TARPAULIN



I made only one tarpaulin that will cover only one-half of a hatch. Three pieces of material should be cut, as a minimum, because the tarps employed on this vessel used three tarps on each hatch for battening down the hatches in summer, and five tarps in winter. I used pieces of blue fabric, cutting it 3/16" larger all around than the measurements of the hatch itself, with two of its corners snipped out to create a fold over the edge. The extra 3/16" will be folded down over the sides of the hatch and secured onto hanger bolts and hatch battens. I used a 4B pencil to suggest that several pieces of fabric

were stitched together to form a single tarpaulin. Form the tarpaulin into a roll that will cover half of a hatch. Use a touch of CA glue to hold in firmly in place, and then proceed to install the hatch battens.

HATCH BATTENS

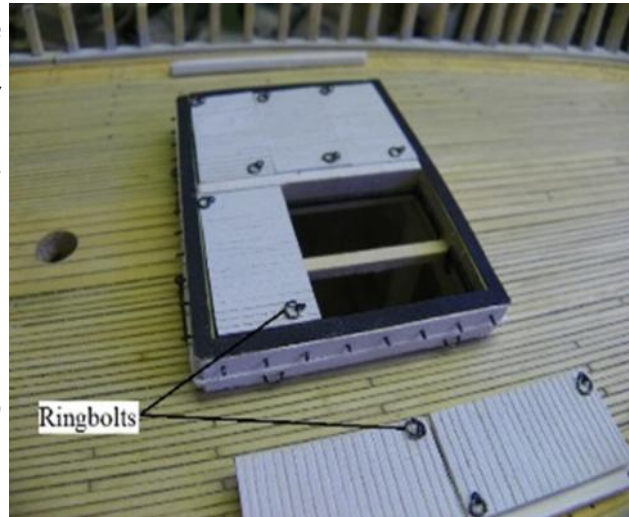
On the real ship, the hatch battens were strips of iron only 1/2" thick by 3" wide. I used 1/32" by 1/16" basswood strips. Since they were iron, I painted the strips black. Fold the tarpaulin down over the side of the hatch coaming, hold a hatch batten in place, and then install hanger bolts at measured intervals, just as you did previously without the tarp.

STRONG BACKS

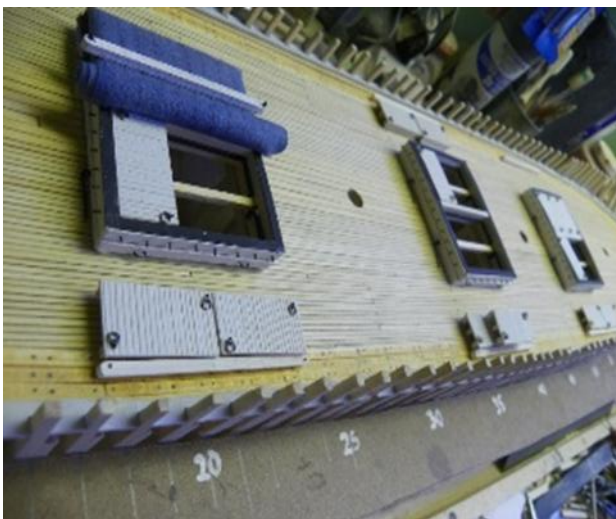
The strong backs were secured to the tops of the tarpaulin by passing a tie down bolt through a hole in each end of the strong back and bolting it in place. Each hatch requires two strong backs, and each one is centered across each group of three hatch covers. If you don't intend on using tarpaulins, the strong backs should still be made and stored on the deck adjacent to the stanchions in the bulwarks. I used 1/8" square basswood, rounded at each end, and pierced with holes at each end. Pass the tie downs through the holes and install the bolts, or at least suggest them.

LIFTING RINGBOLTS

Each hatch cover requires two lifting ringbolts. Each ringbolt consists of two parts, an eye and a split ring. The eye is a very fine piece of wire twisted to form an eye, which is then set into a hole drilled in one corner of the hatch cover. The split ring is made of 28-gauge annealed wire. The wire



is turned tightly several times around the shank of a 1/16" drill bit. The spring-like structure is then removed from the drill bit. Using a set of small wire cutters, nip off one ring at a time. Place the split part onto the eye in the hatch cover and form it into a nice ring with a pair of needle nose pliers.



FINISHING THE HATCHES

The hatches can now be glued in place over the hatch openings. The arrangement of the hatch covers, tarpaulins, and strong backs can be varied for each hatch for added interest. The hatch covers and strong backs that are not installed on the hatches should be placed along the bulwarks in a place that does not interfere

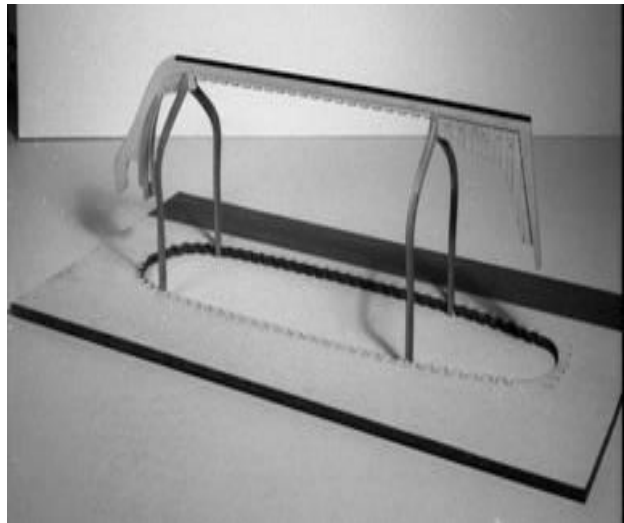
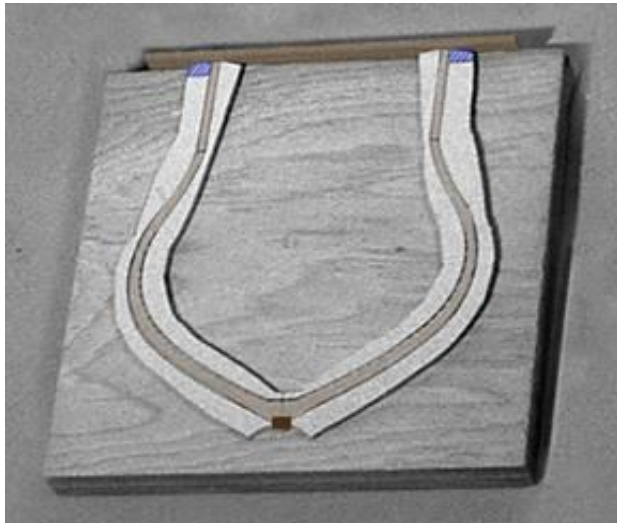
with other fittings. Leaving some of the hatch covers off will be especially effective if the interior of your model can be seen.

Hopefully, this article will give you some ideas on the details you can include in modeling your hatches. Of course, not all hatches will contain the specific details modeled here, but if your model is built on a scale of 1:64 or larger, you should incorporate as much accurate detail as possible.

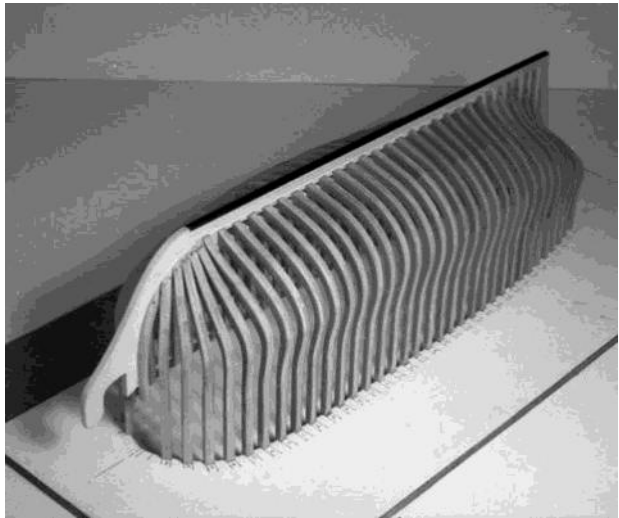
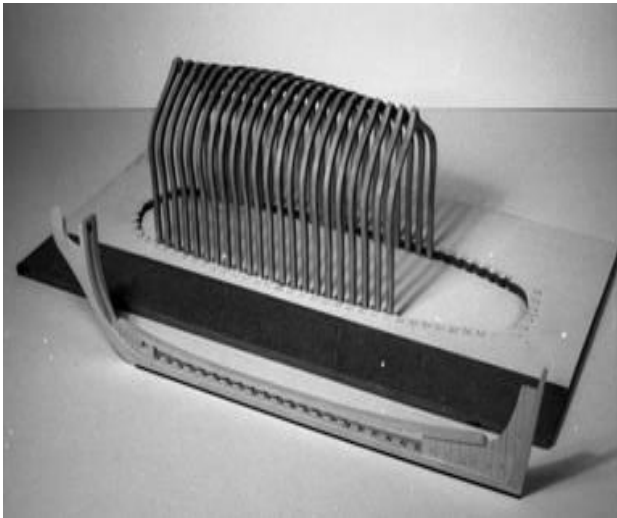
General Hunter Prototype Build Part 3—Framing up the Hull

By Dave Stevens

In model ship building, using a jig to set up the hull framing was introduced by Harold Hahn which became known as the upside down building method. The system worked except for the fact the frames were set up first and the keel was added after the framing was in place.



In order for this system to work correctly the frames themselves needed to be built in a jig. As you can see in the photo a strip of wood was glued along the top edge of a piece of wood then a block was set in place for the keel location where the frame notch fit. With this method of hull assembly it is critical the length of the extensions at



the top of the frames were perfect, otherwise the frame would sit too low or too high in the jig causing the keel not to seat properly in the notches.

Over time model builders came up with variations on the jig method but the basic concept is the same. The idea is to set the frames correctly in their location and hold

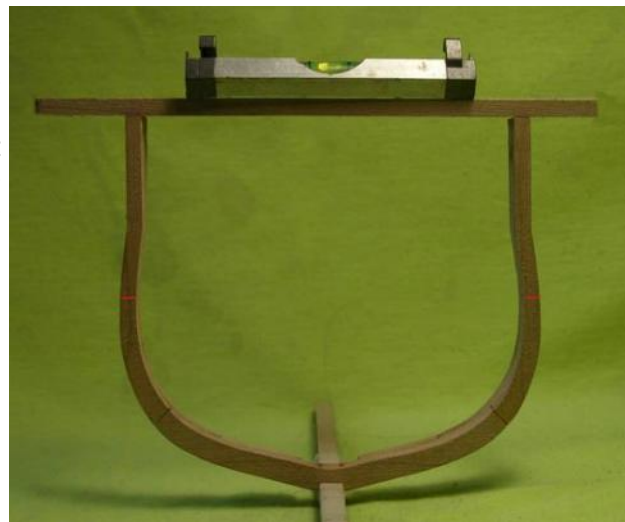
them there to produce a ridged hull structure. There are some model builders who construct their hulls upright without the use of a jig, there is no practical reason for building this way except for the idea of wanting to build your model like the real ships were built. This method can cause a myriad of unnecessary problems and an analogy of this would be in the circus where the flying trapeze and high wire acts are performed without a net.

You have invested time and materials into the project up to this point so why take the risk and build without a jig?

Let's take a little time here and explore the inherent problems and ways so solve them with setting up hull frames. The two pictures below show the problem of setting frame level from side to side, in the left photo the frame are leaning at random, what we want is the frames to look like the right photo where they are all in line.



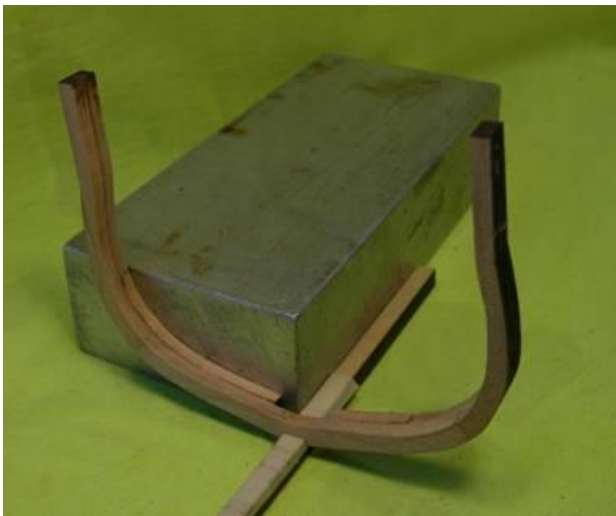
A method of solving the leaning of the frames from side to side is to level them. Each and every frame would need to be set level, as long as the right and left side of the frame is exactly the same. Lets say one side is slightly longer, no matter what you do the frame won't set level. Also the surface you are building on has to be dead level. One way to avoid an uneven frame is to strike a line at the deck level and move the leveling stick to the lines.



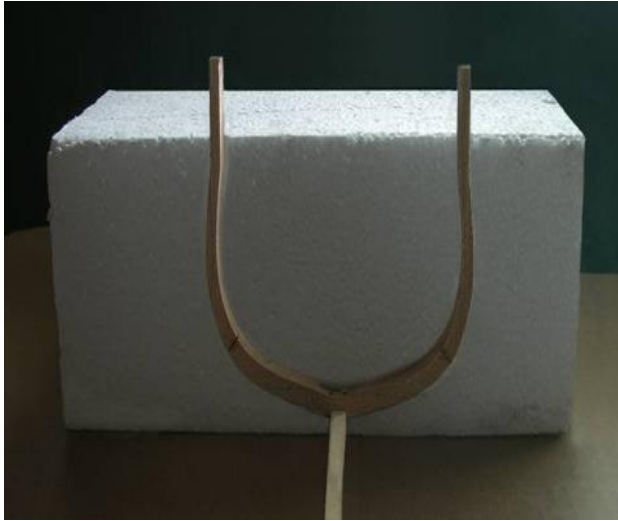


Our next issue is the problem of frames leaning forward or backward like the first frame on the left. There are two reasons this could happen one is the way the frame is set on the keel, the second reason is a distortion or warp in the frame. No matter how dry the wood is or if you built the frame on a flat surface, wood will acclimate itself to the environment. If it wants to move it will, so don't fall for the story that if your wood has been milled in a controlled environment it will be stable. As soon as it leaves that environment it will adjust itself.

The last problem with setting up frames is making sure they are square to the keel. Looking down at the next frame setup you can see the second frame from the top is slightly out of square and the next one below it is way out of square.



Both these problems can be solved by using a square block with one side placed along the keel and the front of the block is used against the frame.

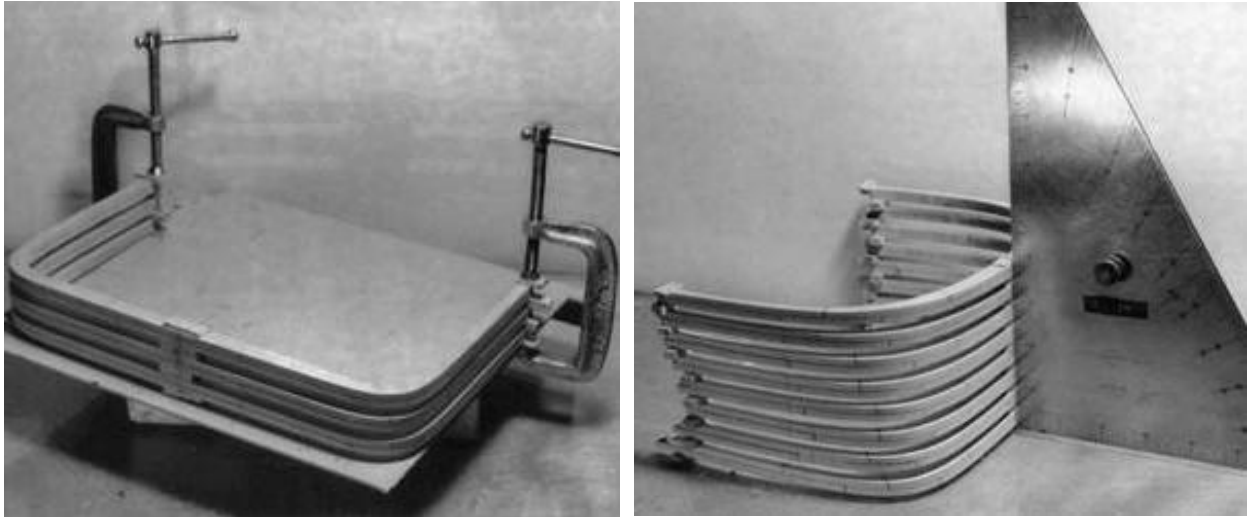


Another method for setting the frames is to use a block of high density Styrofoam or Polystyrene and cut a slot in the bottom square to the face of the block to fit over the keel. Place the block over the keel and set the frames flat against the face of the block. This idea works for two out of the three setting of the frame. It squares the frame and sets the frame perpendicular to the keel, what it does not do is to set the frame level from side to side. Another issue with building the hull with this method is it sets the frame but once the block is removed there is nothing holding the frame in position. The upper part of the frame is free to flap in the wind unless

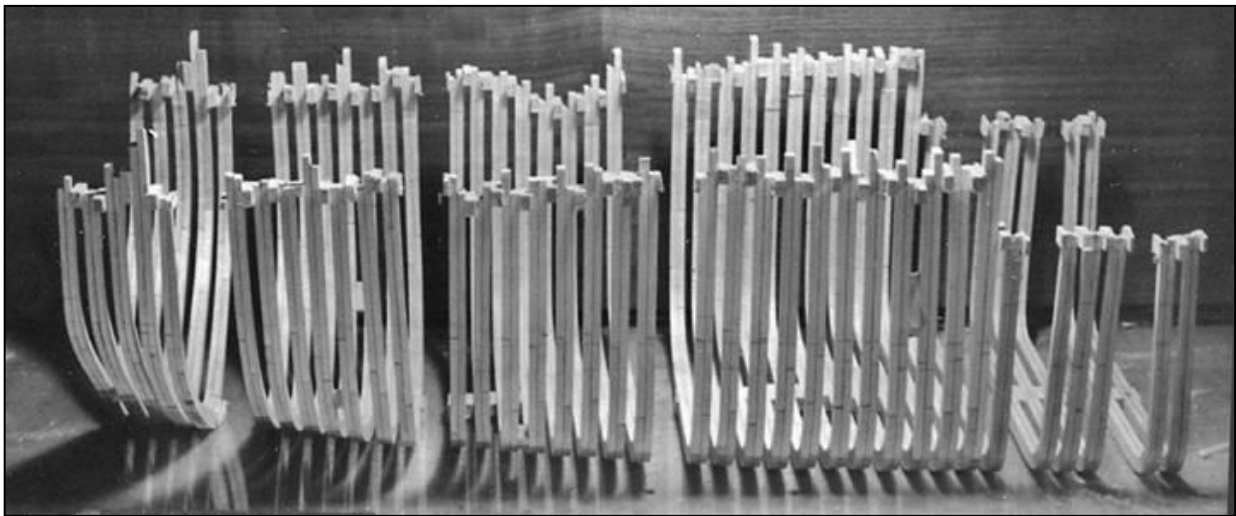
you tie it to the frames next to it with either blocks between the frames or short sticks of wood glued to the outer edge of the frames. Each frame would have to be taken to its final finish because this method produces a very fragile hull unable to be sanded as a unit.

Next lets take a look at some alternative methods of framing up a hull, this first idea worked for building a 56 inch long hull. Starting with one frame, spacer blocks are glued at the notch and one at both top ends. A second frame is glued on top of the first and the process is repeated for a third frame.

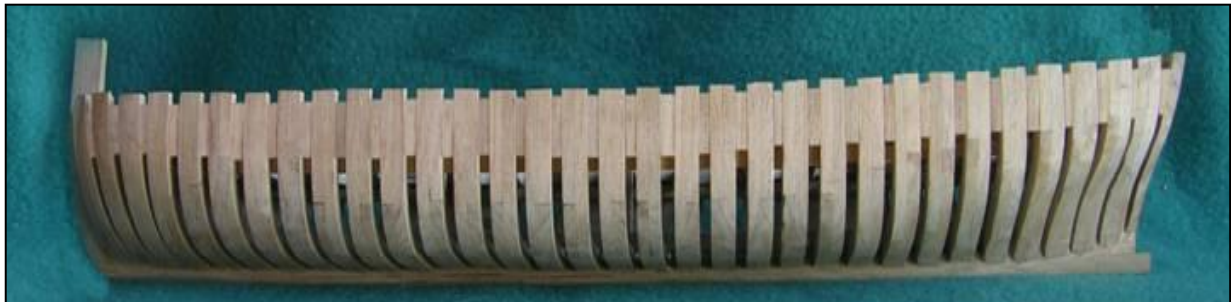




As sections were built up of three or four frames each section was glued together using a square to insure everything lines up. When enough sections were built they were lined up and the missing two or three frames between the sections were added connecting the hull into one final unit.



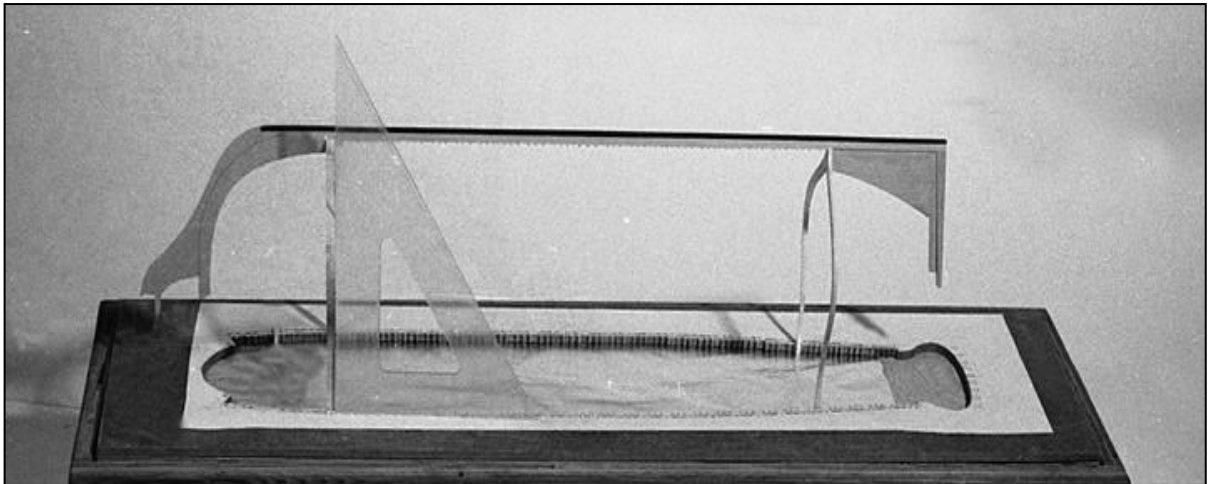
Another method that works is to put spacers between the frames. When the wales are installed on the outer side of the hull and the bulwarks are planked inside and out the spacers are covered.



There is one draw back to using the spacer method, if all the spacers are not exactly the same thickness or if the same pressure was not applied when the frames were pressed against each other, an ever so slight difference in the space between the frames will occur. Even the amount of glue used to glue in the spacers might make a difference. The notches in the keel will maintain the same space between frames but the tops of the frames will chance causing a progressive slanting of the frames. To avoid this every frame has to be checked when it is set into the hull.



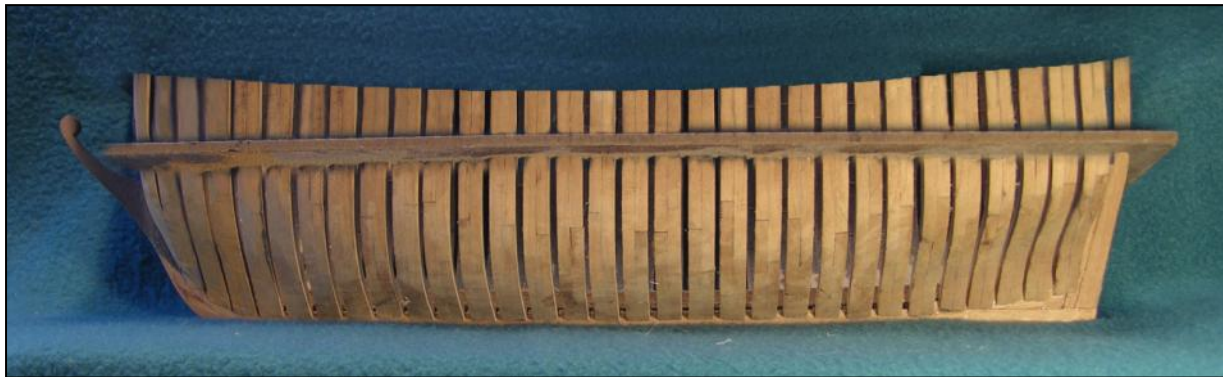
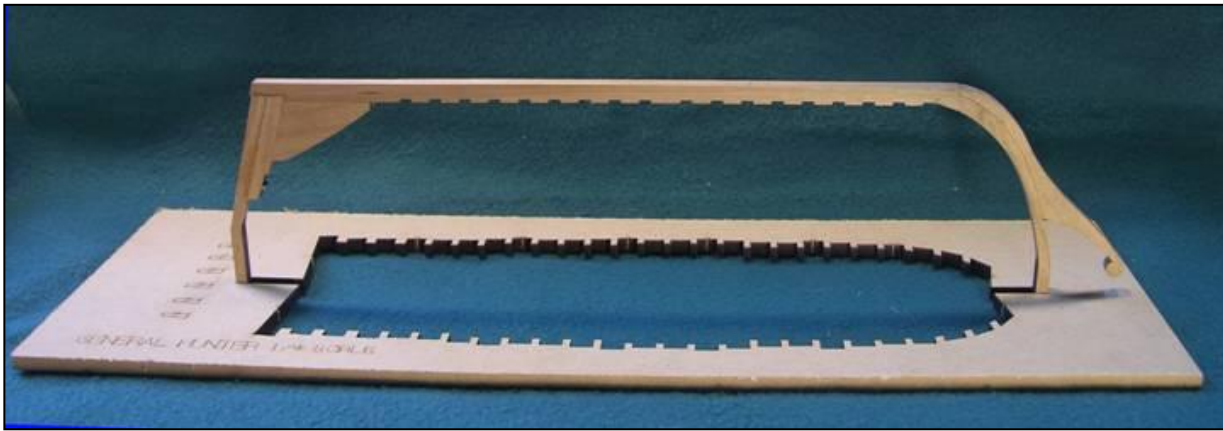
This pretty well sums up the possible pitfalls when framing up a hull and presented possible methods to avoid the problems. When designing the kit for the General Hunter the main priority is to make framing the hull as foolproof as possible. The best over all method to frame the hull is the one designed by Harold Hahn with a little added tweaking.



Notice with this method of setting the frames the keel is floating freely and not part of the jig system. Each frame has to be set in the keel notch and squared to the base. Once the square and keel are removed the only thing holding the frame is where it was glued into the jig notch. When the keel assembly is not part of the jig system, lining up the notches in the frames from side to side and keeping them level can become a problem.

Designing of the General Hunter kit, the keel assembly was integrated into the jiggling up of the frames by adding an extension to the stem and sternpost. The ends of these extensions fit into their own notches, thus lining up the keel notches with the notches in the jig. A big difference with this method is flipping the hull right side up and sliding the frames down into the hull and seating them in the keel notches. As each frame is glued into the hull it is held in place at the notch in the keel and at the two

upper extensions in the framing jig. This holds the frames in their proper place and prevents any movement.



Some model builders will move the jig to fit along the hull sometimes to cut down on material used for the extensions of the frames. This setup will work just fine but for the General Hunter kit the jig is above the hull and extensions are added to the frames. The reason for doing this, first when you look at the left side in the photo you will notice the frame bevels have to be done before the frame is set in the jig, this is fine and some model builders will finish each frame before adding it to the hull. In the case of the General Hunter the final shaping of the hull will be done after all the framing is set up. Looking at the right side in the photo the jig can be set up so the frames can be installed without the bevels.

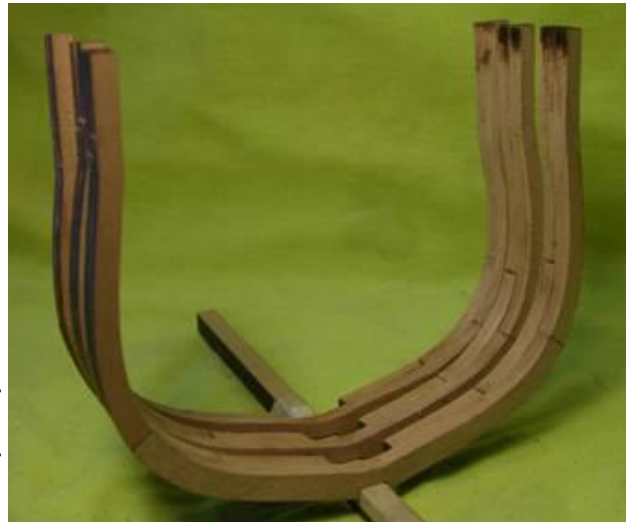


Only problem here is you can not shape the hull because the jig is in the way. You have to remove the jig first and that defeats the purpose of the jig holding the frames in place

before the hull framing can be secured. By placing the jig above the hull it gives an unobstructed access to the entire hull inside and out to shape the hull and add the bevels. This also provides extra material above the frames to cut the shape of the sheer rather than trying to built it into the hull as you go.



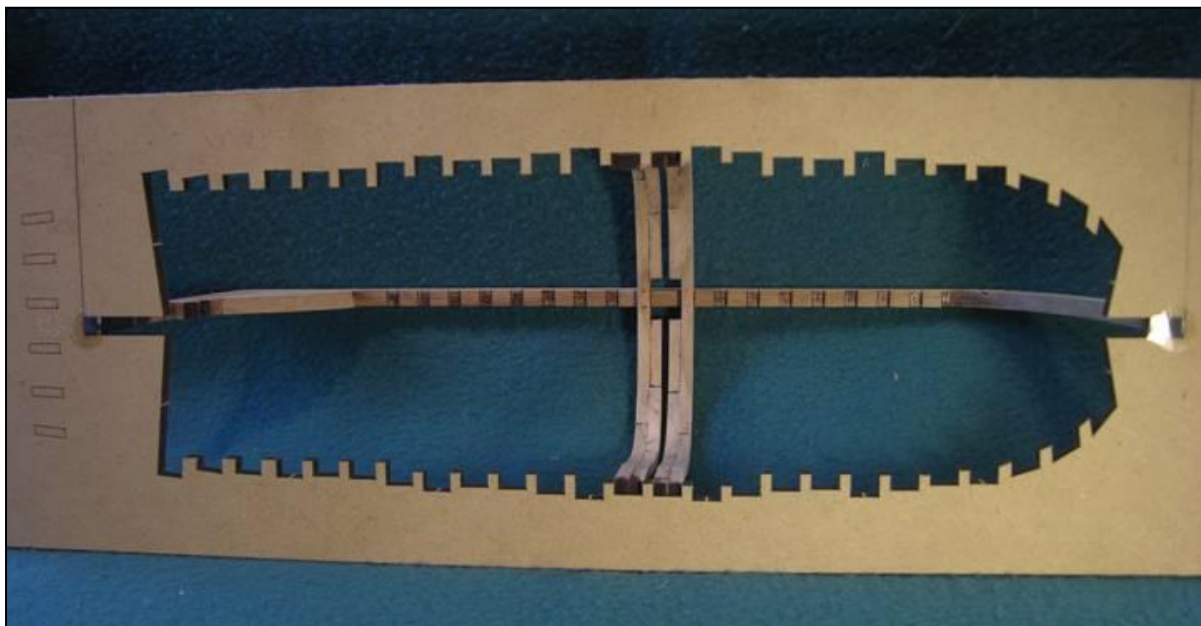
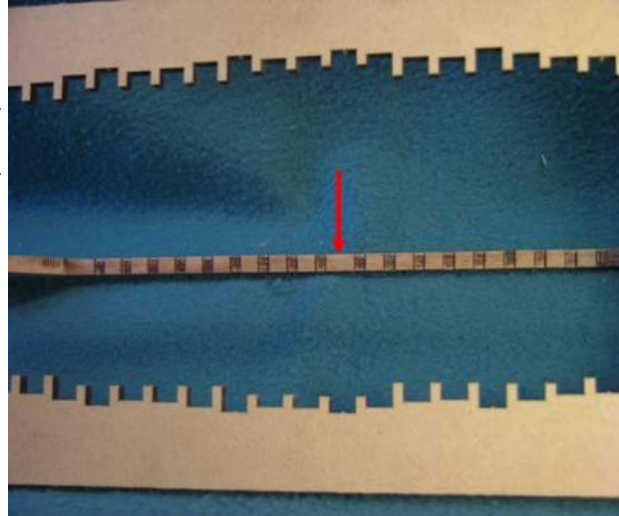
The first step in framing up the hull is to clean the inside of the frames. I do this because it is easier as individual frames rather than trying to get down inside the hull once all the frames are in place. The first pass is with a homemade sanding disk, made from a soft rubber cut from a kneeling pad found in the garden section of any DIY store. Notice the sandpaper is bigger than the disk, this is because I want the sandpaper to roll up the edge as shown in the photo. Do not use the thin paper-backed sand-paper because that will just rip itself apart. Use the heavy duty cloth backed sand-paper like the stuff sanding belts are made of. After the disk sanding, I will use a fine grit drum to finish off any missed spots.



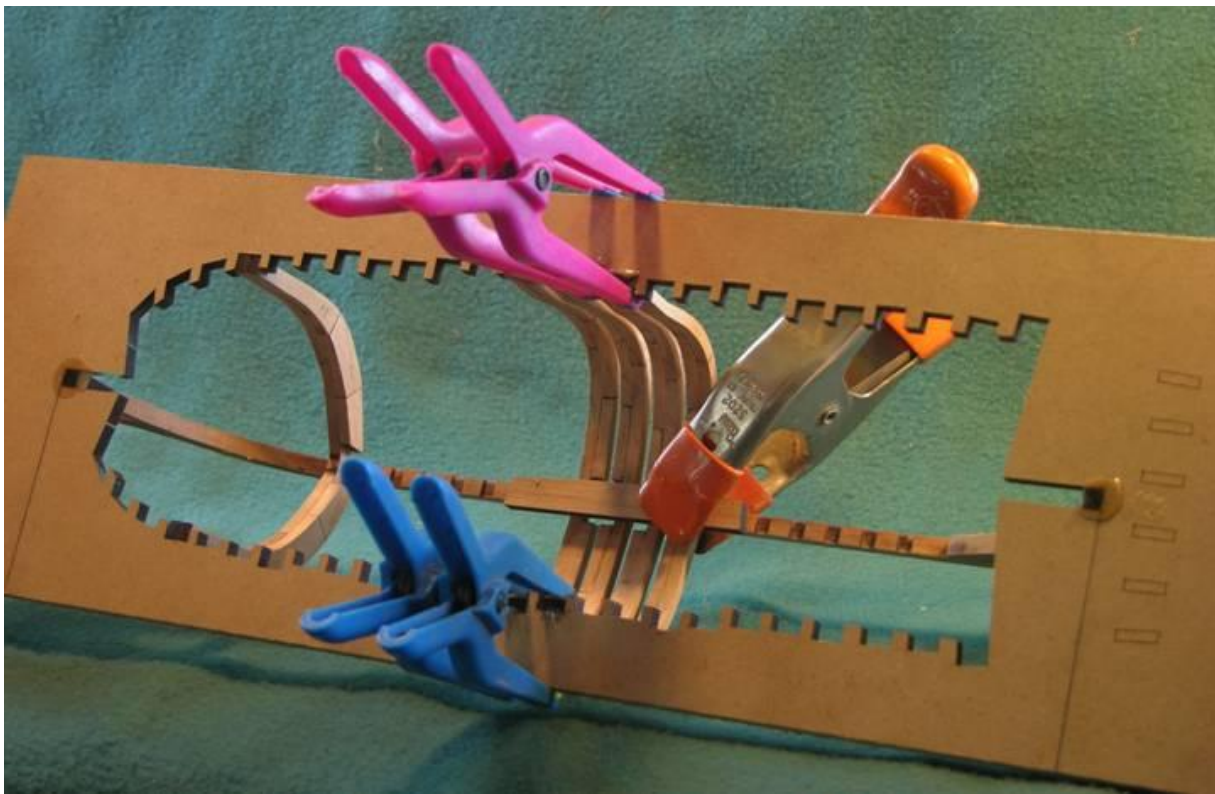
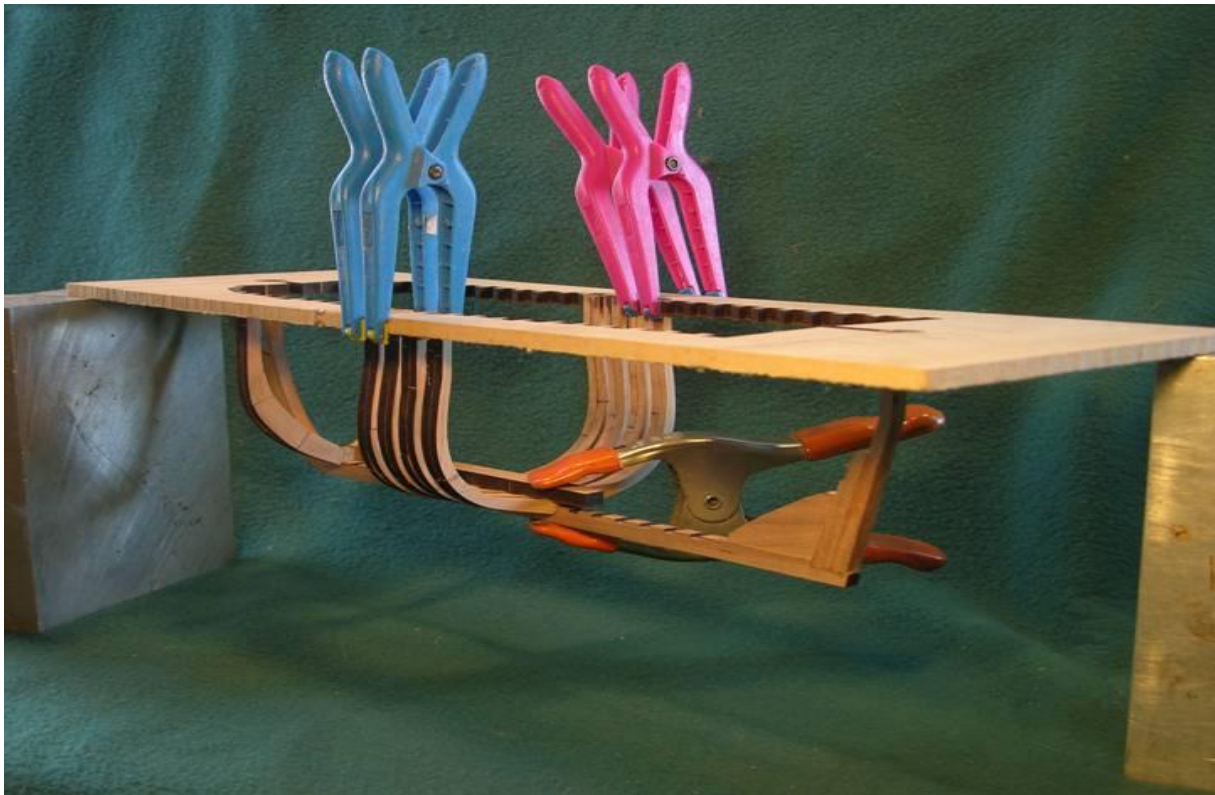
For the last sanding operation, I will tape a sheet of sandpaper to the work table and sand each face of the frames.

Before setting the frames in, notice the wider space by the red arrow. This is midship where the forward and aft frames come together. The General Hunter's framing had the first futtocks fall short of the keel so forward of midship the floors were forward of the first futtocks and aft of midship the floors were aft of the first futtocks. At midship the first futtocks face each other.

The photo below shows the two midship frames in place.



It is a little tricky, but the frames can be slid into the jig on an angle. The frames do have a little flexibility so you can slightly bending the tops into the notches. Make sure the tops of the frame are even with the top of the jig and clamp everything secure.



In part 4 of the build, I will take you through step by step designing and building the bow and installing the half frames at the stern.

The Bomb Vessel Cross Section Model

An exclusive Model Ship Builder
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A 1:48 scale model based on Peter Goodwin's "Anatomy of the Ship—Bomb Vessel Granado and original Bomb Vessel drawings by Thomas Slade.

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

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

Plans: \$57.50CND set + Shipping/Handling

Available at www.modelshipbuilder.com

Rijksmuseum acquires oldest known engraving of a herring buss

By Jeroen van der Vliet, Curator of Maritime Collections, History Department

The Rijksmuseum has acquired an extremely rare engraving of one of the oldest known depictions of a herring buss (Dutch: 'haringbuis').

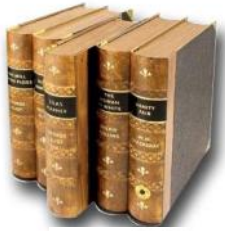


The print dates from about 1480, making it one of the earliest engravings from the Low Countries. It is attributed to the goldsmith Willem Vanden Cruce, also known by his monogram as Master W with the key. For centuries, the herring buss was the symbol of the great herring fisheries of the North Sea. In fact, the day on which the herring fleet set out to catch the first herring of the season, 15 June, was traditionally called 'Buss Day'.

Early depictions of fishing boats are highly uncommon. The print is a realistic portrayal of a herring buss, a type of ship from the late Middle Ages that was developed by the beginning of the 15th century to capitalise on the growing demand for fish. The herring buss is larger than other fishing vessels; a crew of around 20 could use a series of long drift nets (called a vleet in Dutch) to make larger catches, which were already gutted, salted and packed in barrels at sea, considerably extending the storage life of the fish. As a result, by the Golden Age, North Sea herring had become a major export.

Willem Vanden Cruce (working in Bruges, c. 1465-1490) produced a series of nine extremely detailed depictions of ship types at the end of the Middle Ages. At the time, the town of Bruges where he lived was a major port, visited by ships from throughout Europe, which undoubtedly served as inspiration. Around 1480, there were an estimated 400 herring busses operating in Flanders and Holland.

The purchase of this engraving of a herring buss was made possible through generous donations from the Waller Fund and the Scato Gockinga/Rijksmuseum Fund.



The Book Nook

Books of interest for the Model Ship Builder
and ship building enthusiasts

SHIP MODELS
How to Build Them



With 173 illustrations
Charles G. Davis

Title: Ship Models How to Build Them

Author: Charles G. Davis

Publisher: Marine Research Society,
Salem MA 1925; Dover Reprint 985

Hardcover, 139 Pages B&W illustrations

ISBN-10: 0486251705

ISBN-13: 978-0486251705

Originally published in 1925 with the following description:

B/W plates, ills. xii, 139 pp. "A standard account, with plans for *Sea Witch* in a 'reconstruction' by Davis, the conjectural deck layout of which has served to influence many other clipper plans."

In the preface, the publisher explains WHY they asked Mr. Davis to write this book:

"For many years, there has been an increasing demand for a book on building models of sailing ships. The model yacht and the sailing boat have their manuals but necessary information relating to the various types of square-rigged vessels lies buried, here and there, in the pages of many volumes or remains unrecorded. The practical disappearance of the square-rigged ship and with it the passing of the old-time sailor who might supply the required information, also makes it exceedingly difficult for the builder of ship models to obtain first-hand information on those details so essential in constructing a model to scale and correctly fitted and rigged. It was with great satisfaction, therefore, that the Marine Research Society at last found a man who was not only competent to write a book on model building and make the drawing necessary to illustrate the same, but willing to undertake the task."

This volume supplies complete, step-by-step instruction, including proper tools, equipment, and the progressive steps involved in for building the clipper ship *Sea Witch*. Scale plans for 1846 clipper ship *Sea Witch* are included. This book is an excellent guide for both the novice and the practiced woodworker — from the first steps in selecting proper materials to final task of painting the model. The techniques may seem outdated to the modern reader, but all but the most advanced builders are likely to find something of value in the tips, suggestions and examples in this book. Although the text and illustrations are specific to the *Sea Witch*, the guidance is also intended to be useful for building models of a large variety of vessels. It is an excellent primer for this kind of ship modeling.

Don't forget to check out the [Model Ship Builder Amazon Bookstore](#).

Badges: Heraldry of Canadian Naval Ships

HMCS Algonquin (DDG 283)



Sable a base barry wavy of four Argent and Azure from which issues a Native Canadian's arm embowed proper wearing arm and wrist bands Argent and holding a fish-spear in bend Argent transfixing an eel Or.

Significance: The Second World War unofficial badge was of such excellence of design and appropriateness in suggesting anti-submarine activity that the design was accepted as the official badge.

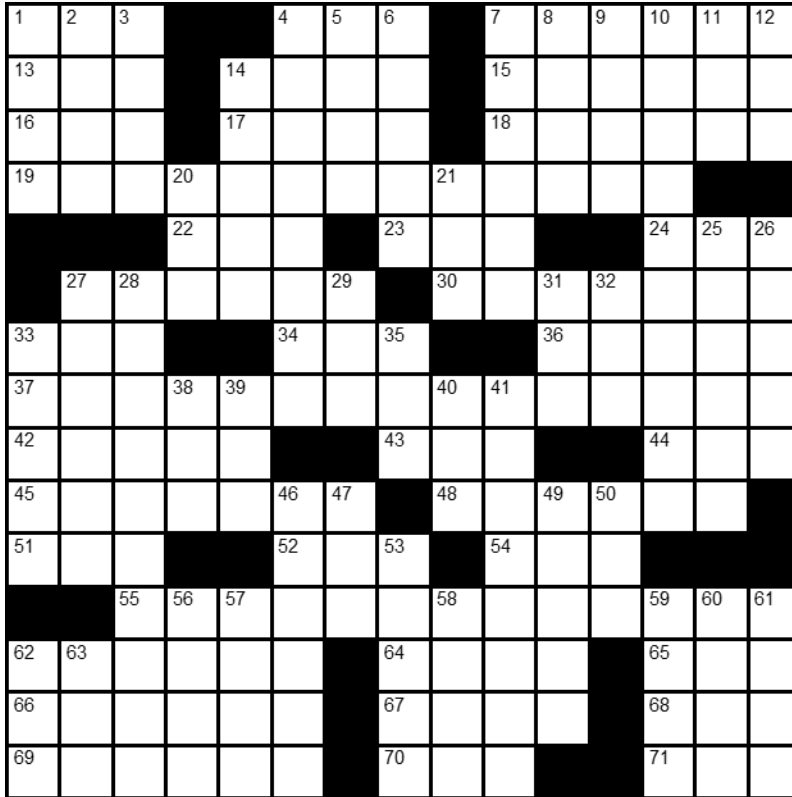


Source: Various



Gene's Nautical Trivia

Famous Admirals



Across

- 1** Not high
- 4** Increase fraudulently, as one's expense account
- 7** Like Sherwood Forest
- 13** Beer alternative
- 14** Toward the bow
- 15** Where France is
- 16** Black or Red
- 17** Seaweeds
- 18** Bullrings and stadiums
- 19** Famous admiral of the United Kingdom
- 22** Not dry
- 23** Superlative ending
- 24** Still
- 27** Outlaw
- 30** Walk awkwardly
- 33** Buntline, the novelist
- 34** Crow's cry
- 36** Radar navigation system, for short
- 37** Famous admiral
- 42** Johnson of the entertainment world
- 43** Formerly, formerly
(continued below)

Across (continued)

- 44** "___ the ram-parts ..."
- 45** Attentive, mindful
- 48** Tributaries of rivers
- 51** Printer's measures
- 52** Obama, for short, for one
- 54** Under the weather
- 55** Famous admiral
- 62** "Anchors ___"
- 64** Kind of dancer
- 65** Ghost's cry
- 66** Chinese tree
- 67** Border on
- 68** Where there was no room, Biblically
- 69** Bear witness
- 70** Sheltered side of ship
- 71** Observe

Down

- 1** Part of a whip
- 2** Margarine substitute
- 3** Change from one tack to another
- 4** The body ___
- 5** Jason's ship
- 6** Silas of early American history
- 7** "The ___ of Nations"
- 8** Not theirs
- 9** Famous dunker for milk
- 10** Scene of uproar and disorder
- 11** Mineral spring
- 12** Aye
- 14** Doomed to destruction
- 20** Bristle-like projection
- 21** Curvy letter
- 25** Overjoys
- 26** Pavarotti, for one
- 27** Appear to be, to Shakespeare
- 28** Teenager
- 29** Nineteenth Greek letter
- 31** ___ carte
- 32** Dad's companion
- 33** Recess or nook
- 35** Slingshot's shape
- 38** Free of
- 39** Clumsy person
- 40** Circle part
- 41** Lemon pie topper
- 46** Final conclusion
- 47** Parcel of land
- 49** "Middlemarch" author
- 50** Street of night-mares, in the movies
- 53** Permissible, in law
- 56** Walk in the woods
- 57** Bacon and ___
- 58** Long enveloping garment
- 59** Sacred bird of the ancient Egyptians
- 60** Don't use that ___ of voice
- 61** Frigid, temperate, or torrid
- 62** Spiritual leader Khan
- 63** Intellectually gifted person



Nautical Trivia Quiz

1. What is a light warm wind on the surface of the sea called?
2. When one sailor tells another that he is exercising the Commodore's privilege, what does he mean?
3. What is the resting place for those lost at sea called?
4. When a sailor has sailed around Cape Horn, what right has he earned?
5. How long does a dog watch last?
6. In the expression, "It's so cold it could freeze the balls off a brass monkey," what is the "brass monkey"?
7. What is the distance from the gunwale to the waterline called?
8. Why was a holystone called a "holystone"?
9. What was the left side of a ship called before it came to be called "port"?
10. What is the nautical unit of length equal to six feet called?

- 1-Cat's skin.
- 2-He's telling him that his fly is open.
- 3-Davy Jones' Locker.
- 4-The right to sit with his right foot on the mess table.
- 5-Two hours.
- 6-Cannonballs stacked up in a pyramid.
- 7-Freeboard.
- 8-Because it's full of holes.
- 9-Larboard.
- 10-Fathom.



NEW AND OLD CLASSICS OF NAUTICAL LITERATURE

Match the literary piece in the left-hand column with the author's name in the right-hand column.

- | | |
|-------------------------------------|----------------------------|
| ___ The Sea-Wolf | A. Robert Louis Stevenson |
| ___ The Rime of the Ancient Mariner | B. Jack London |
| ___ The City in the Sea | C. C. S. Forester |
| ___ Robinson Crusoe | D. Matthew Arnold |
| ___ Kidnapped | E. Captain Patrick Dove |
| ___ Dover Beach | F. Rudyard Kipling |
| ___ By the Sea | G. Samuel Taylor Coleridge |
| ___ Sea Dreams | H. Lord Alfred Tennyson |
| ___ The Odyssey | I. Herman Wouk |
| ___ The Caine Mutiny | J. Daniel Defoe |
| ___ Kon-Tiki | K. Edgar Allan Poe |
| ___ The Cruel Sea | L. Christina Rossetti |
| ___ The Happy Return | M. Nicholas Monsarrat |
| ___ Run Silent, Run Deep | N. Patrick O'Brian |
| ___ South | O. Edward L. Beach |
| ___ The Perfect Storm | P. Sebastian Junger |
| ___ The Voyage of the Dawn Treader | Q. Sir Ernest Shackleton |
| ___ Master and Commander | R. C. S. Lewis |
| ___ Captains Courageous | S. Thor Heyerdahl |
| ___ I Was Graf Spee's Prisoner | T. Homer |

20-E
19-F
18-N
17-R
16-P

15-Q
14-O
13-C
12-M
11-S

10-I
9-T
8-H
7-L
6-D

5-A
4-J
3-K
2-G
1-B

ANSWERS:



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

EDITOR'S CORNER

Rosalie Stewart



Great News! We will be starting our "One Eyed Willy" contest again in the September issue of MSB Journal. The contest will be run quarterly so we don't exhaust the goodwill of those kind sponsors who generously donate items for us to use as prizes.

Let me again make a request or two—if you enjoy the journal, spread the word among your friends and as always, I welcome any and all ideas, comments or articles. This journal has, and always will, depend on the readers to provide content. Do you have a favorite technique you use? Have you come up with a novel use for an item? Send it in— if I get enough I can do a regular column on "tips and Techniques", otherwise I can use them to fill in space at the end of articles.

Please send your articles or ideas for articles to

Winston@modelshipbuilder.com and put "MSB Article" in the subject line.

Until next time,

Ro