

# **The MSB Journal**



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**On the Cover**

Aug. 22, 2014 USS Constitution sets sail in Boston Harbor during the ship's first chief petty officer heritage week underway demonstration of 2014. More than 150 chief petty officer selects and mentors assisted Constitution's crew with setting the ship's three topsails during the underway to conclude a week of sail training aboard Old Ironsides. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Benson/Released)

**How to Contact The MSB Journal**

By email: [winston@modelshipbuilder.com](mailto:winston@modelshipbuilder.com)

By Snail-Mail

**Canada**

The MSB Journal  
c/o Winston Scoville  
2 St. Charles Place RR5  
Clinton, Ontario, N0M 1L0  
Canada

**Article / Content Contributions**

Please submit all article and content contributions to:

[winston@modelshipbuilder.com](mailto:winston@modelshipbuilder.com)  
Or  
[rosalie.tripp@att.net](mailto:rosalie.tripp@att.net)



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## Tidbits from the Past *by Gene Bodnar*



### “Flogging Round the Fleet”



Most of us are familiar with flogging as a form of severe corporal punishment in the days of sail, in which a man was lashed on his bare back with a cat-'o-nine-tails. Before 1750 in the Royal Navy, there was a much more severe variation employed for the gravest offenses, like sedition and mutiny. It was known as flogging round the fleet.



Frequently for such offenses, penalties of hundreds of lashes would be imposed. Normally, somewhere between 250 and 500 lashes would kill a man, so the surgeon accompanied the offender during the procedure, stopping it if he thought the man would die. However, this was a temporary cessation; when the offender recovered sufficiently, the remainder of the lashes would be administered at a later time.

Flogging round the fleet meant that the number of lashes would be distributed evenly by the number of ships in port at the time. The offender, who was secured to an upright timber, and the surgeon would be rowed in an open boat between the various ships, pulled alongside each gangway, and the bosun's mate of each ship would enter the boat to administer the number of lashes, and of course, each ship's crew would be required to witness the punishment. This would continue for as long as the surgeon allowed. It was common for sentences of large number of lashes to take months or even years to complete. For added effect, the offender's boat was accompanied by a few other boats, each with a drummer beating a drum roll on this solemn occasion.

At the completion of a flogging-round-the-fleet session, the sailor's lacerated back would be doused with brine or saltwater, which gave rise to the expression "rubbing salt into his wounds." This was meant to be a crude form of antiseptic rather than an additional form of punishment, but sometimes infection caused death anyway.

By the 1750s, flogging sentences were limited to a maximum number of twelve. All forms of flogging were abolished by the USA in 1850, and by Great

## ***Model Ships of the Royal Museum Greenwich***

Foudroyant (1798); Warship; Second rate; 80 Guns



**Object ID** SLR0594

**Description** Scale: 1:48.

A block model of the 'Foudroyant' (1798), an 80-gun, two-decker ship of the line. A block model was much simpler to make than the typical Georgian model of the period, and therefore more useful in having the principles of the design approved. The figurehead is left as a block, the gunports and ales are painted on the sides and the lower part of the hull is painted white. Some of the stern carvings are reproduced, and the timber heads, which are used to attach rigging lines, are shown round the forecastle. The 'Foudroyant' was built at Plymouth and named after a captured French ship. It became a gunnery training ship at Plymouth in 1861 and in 1890 it was sold to become a boys' training ship. It went on a fundraising cruise round Britain but was wrecked on Blackpool Sands in 1897. Many parts of the wreck were sold as souvenirs.

**Date made** Circa 1798

Object Details: Materials: Carved; laminated; paint; varnish; wood  
Measurement: Overall 398 x 1381 x 327 mm

Source: Royal Museums Greenwich





## Royal Tar

By: Rosalie Stewart

While doing some web surfing for information on shipwrecks off the coast of Maine, I came across the story of the **Royal Tar**. The **Royal Tar** was a coastal steamer with a length of 160 feet and a beam of 24 feet. A side wheeler built of wood; she was built at Saint John, New Brunswick, Canada in 1836 and lost that same year. I found the story to be interesting enough to dig a bit further into the story of the **Royal Tar**.

The story that caught my eye was published in *The Fisherman's Voice* in January 1999:

*"The **Royal Tar** was a new Canadian-built steamer carrying a circus, menagerie, a brass band and passengers. It was bound from St. John, New Brunswick to Portland, Maine in October 1836, with a cargo of animals which included horses, camels, lions, an elephant and a tiger. En route the Royal Tar sought shelter at Eastport and later behind Fox Island in Penobscot Bay. On October 25, while anchored two miles off Fox Island Thoroughfare, a series of decisions and events would compound the problem those on board would face that day. The pilot's son found the boilers dry, but he was not believed by the second engineer. While it seems like it would be worth checking out, he didn't and ordered the boilers fired up. An empty boiler heated to red hot and started a fire in the elephant stall. The fire was soon out of control.*

*The stern boat was lowered, loaded with men and then blown to a distant shore. The revenue cutter Veto in the area, sent a gig to rescue passengers, but the pilot in charge, seeing people dangling from ropes over the side and leaping overboard, feared getting close to the burning ship and fled. A group of men constructed a raft out of deck boards and managed to launch it. But just as they were about to push off from the ship, the elephant appeared above them. Struggling to maintain its balance it tumbled over the rail, smashing the raft and drowning the men.*

Source: Various

*Meanwhile Captain Reed of the Royal Tar took over the revenue cutter whose regular captain was not on board. Its captain had feared bringing the cutter close to the burning ship because there was gunpowder stored on deck. Captain Reed brought the cutter close enough to rescue passengers, saving many. Thirty-two of the nearly 100 on boards died. All the animals perished. The Royal Tar continued to burn and finally sank."*

Never one for letting a good tale stand on its own, I dug a bit further, especially since being knocked off a raft by an elephant falling overboard during a shipwreck, is certainly an unusual occurrence. I found a newspaper article, published at the time of the wreck, which contained statements from Captain Reed as well as 2 other survivors of the wreck of the *Royal Tar*. It is interesting to note how different the accounts reproduced below are from that of a story in *The Fisherman's Voice* written over 100 years later.

**The Courier.**

SATURDAY, October 29, 1836.

Dreadful Disaster – Steamer Royal Tar

Burnt! – Thirty-two Lives Lost!

*It is with no ordinary feelings of regret we this day announce the above melancholy intelligence, brought to this City at an early hour this morning, by the schooner Ploughboy, from Eastport, in which Capt. Reed and some of the crew of the ill fated **Royal Tar** returned to St. John. The **Royal Tar**, having been detained by the stormy weather, started on Friday the 21st instant, with a number of passengers and the animals, omnibus, [waggons], and some of the horses belonging to the **Menagerie**, which has lately been travelling in this Province and Nova-Scotia. The weather at the time had a promising appearance, but in the evening the wind increased, and for several days blew with great violence from the westward, which delayed the Boat at Eastport and Little River. At about 2 p.m. on Tuesday last, when crossing Penobscot Bay, near the Fox Islands, they again had occasion to come to anchor, the wind blowing hard from the north west.*

*For the details of the melancholy occurrence which followed, we refer to the annexed extracts, furnished by actors in, and witnesses of, the awful scene. The first is from Capt. Reed's statement: -*

*"The Steam being down, after we had been at anchor about half an hour, the Boat was discovered to be on fire immediately over the boiler, under the deck; the cable was [slipped] instantly, and the fire engine set to work, but in five minutes the men could not stand at the pump, which was below, the smoke nearly suffocating them; at this awful juncture, there was a rush for the boats, there being only two; sixteen of the passengers and crew took the largest boat, and went away before the wind, which blew so hard that they were afraid to bring her to. I got possession of the Jolly*

Never one for letting a good tale stand on its own, I dug a bit further, especially since being knocked off a raft by an elephant falling overboard during a shipwreck, is certainly an unusual occurrence. I found a newspaper article, published at the time of the wreck, which contained statements from Captain Reed as well as 2 other survivors of the wreck of the *Royal Tar*. It is interesting to note how different the accounts reproduced below are from that of a story in *The Fisherman's Voice* written over 100 years later.

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*The subjoined is extracted from a letter written by Mr. Stinson Patten, of this City: --*

*"No doubt you will feel great surprise at hearing of the sad disaster that has befallen our ship's company. We arrived in the "Royal Tar" yesterday about noon at this place (Penobscot Bay), when the boilers were found to be dry; - Captain Reed immediately brought the Boat to an anchor about 1 ½ miles to leeward of Fox Island, the wind then blowing a gale from the N. W. - the pumps were set to work in order to fill the boilers, and in about half an hour afterwards the Steam boat was found to be on fire, and she had but two boats capable of landing about 30 passengers only; the cabin passengers rushed for the quarter boat, and cut her away, which I perceived just in time to jump off the quarter into her as I stood, which made up the number of 16, amongst whom were Messrs. A. Garrison, John Ansley, George Eaton, of Magaguadavic, the Engineer, and Capt. John Hammond, formerly of Saint John. We succeeded in getting to land with much difficulty, at about 9 miles distant from the Steam-boat, where we now are comfortably entertained at Esquire Kimball's, upon little Isle of Holt [Haut], and expect to proceed to Portland tomorrow. We have lost all our baggage and goods, which is but trifling considering the circumstances. Captain Reed took charge of the stern boat, with two men, and kept her off the steam boat, which was a very fortunate circumstance, as it was the means of saving from 40 to 50 persons, and to him all credit is due for his deliberate and manly perseverance throughout the whole calamity. It is impossible to describe the appalling spectacle which the whole scene presented -*

*the Boat wrapped in flames, with nearly 100 souls on board without any hope of relief, rending the air with their shrieks for help – and what rendered the scene still more distressing, the caravan of wild Beasts were on deck, ready to [.....]. The amount of money and property lost by this disaster cannot be less than 25,000. The whole scene, I think, was fully equal to the loss of the "Kent," East Indiaman."*

Mr. Fuller, one of the Managers of the Caravan, writes as follows:

*"Before you receive this, you will probably have heard of the terrible accident that has happened. On Tuesday the 25th inst. about 2, p. m. the steamer **Royal Tar** was discovered to be on fire. Being sick in my berth, it was some time before I was aware of the fact; when I came on deck, the flames reached from the quarter-deck to the foremast, - both boats filled and gone, - the Long Boat, with 16 heartless fellows, had rowed off and was soon out of sight; Capt. Reed, in the small boat, lay to near the Steamer. We made a signal, which was fortunately discovered by the United States Cutter Veto, from Castine, then about four miles distant; she bore up for us, the wind blowing a gale, and fortunately arrived in time to save a great number, Capt. Reed, in the small boat, carrying them from the burning wreck to the Cutter. I was the last to leave the quarter-deck, and was driving off by the fire, and after hinging nearly three hours in the water, was taken off in the last boat that went from the stern. Five boat loads were afterwards taken from the bows, the last about ½ past 5, p.m.; there were about 30 persons lost, 4 of our Company. It was owing to the exertions of Capt. Reed, that any, excepting those in the long boat, were saved, and had they been as diligent, nearly all would have been. The camels, elephant, [poney], and some of the horses were thrown overboard, and we hope reached shore; I have sent to ascertain. Every trunk was lost. I must not forget to mention that the pilot, Mr. Atkins, the mate, Mr. Black, and the steward, Mr. Drown, used every exertion throughout this terrible scene."*

There were 72 passengers on board the steamer – the crew numbered 21 – in all, 93. Total Lost. – Passengers 29, Crew 3, -- 32.

Nearly all those who perished were strangers in a strange land, far from their homes and kindred. While we commiserate with their friends and families, we cannot help noticing a peculiar circumstance in the cast of Capt. Reed, which renders his return to his home, at this

moment, doubly afflicting. Since he left his family a week since, one of his children, a fine boy, seven years old was taken suddenly ill, and died after an illness of only forth-eight hours; -- and to his personal and pecuniary sufferings, is thus added a far greater pang, that of beholding one of his offspring sleeping the sleep of death!

The Royal Tar was a new vessel of 400 tons, and had been fitted up at a great expense, having cost about £10,000. She was owned as follows: one half by Mr. John Hammond, and the other half equally between Mr. D. J. M'Laughlin and Messrs, Mackay, Brothers & Co. of this City. We understand she was not insured. The loss, therefore, to these enterprising gentlemen must be very great. We learn that there were large amounts in specie and bills on board, belonging to different persons, beside the expensive Menagerie establishment, &c. The whole loss, therefore, cannot be far short of £25,000.



**WE** the undersigned, being part of the surviving Passengers saved from the Steam Packet "**Royal Tar**," at the time she was destroyed by Fire, on her passage from St. John to Portland, hereby tender our grateful thanks to CAPTAIN THOMAS REED, Master of said Steam Boat, for his extraordinary exertions and perseverance in saving the lives of his passengers, while in such imminent danger, while said boat was on fire: the wind blowing a severe gale at the time, and Capt. R having but one of her small boats left, it was with great difficulty and [hazzard] that he succeeded in saving so many of his passengers from the burning vessel, and conveying them on board the Castine Cutter, which fortunately cause to our assistance.

CAPT. E. WAITE  
J. T. SHERWOOD  
J. H. FOWLER  
GEO. EATON  
S. PATTEN  
JOHN ANSLEY  
A. GARRISON

H.H. FULLER  
A.R. FULLER  
JAS. HETHERBY  
E.N. RAHLMAN  
WM. A. KIPP  
C. FULLER

Isle of Haut; October 26, 1836

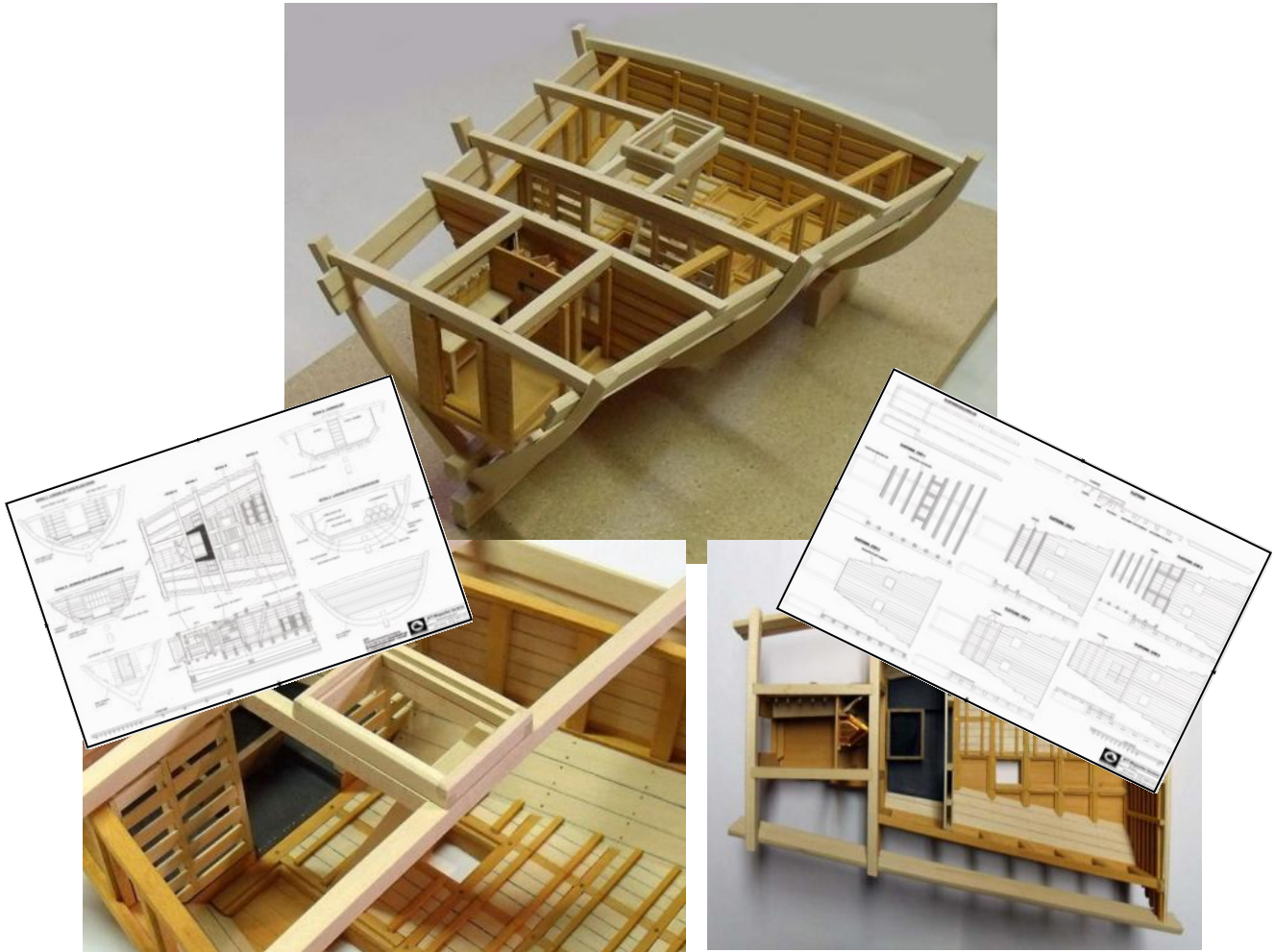


THOMAS REED, Master of the late steamer **Royal Tar**, begs to tender his sincere thanks to Captain HOWLAND DYER, commanding the United States Cutter **Veto**, and his Crew, for their great exertions in saving the survivors from the Steamer, when on fire in Penobscot Bay, on the 25th October, and also to Capt., William Barker, Capt. George Kimbal, Capt. William Yeaton, Mr. Nathan Sawyer, Mr. Samuel Turner, Mr. Eben Sawyer, and Mr. William Staples, all Inhabitants of the Isle of Haut, for their humane attention to the suffers.  
St. John, N. B. 29th October, 1836.

Source: <http://archives.gnb.ca/Documents/IrishPortal/Newspapers/0461.pdf>

# ***Aft Magazine Section Model Plans***

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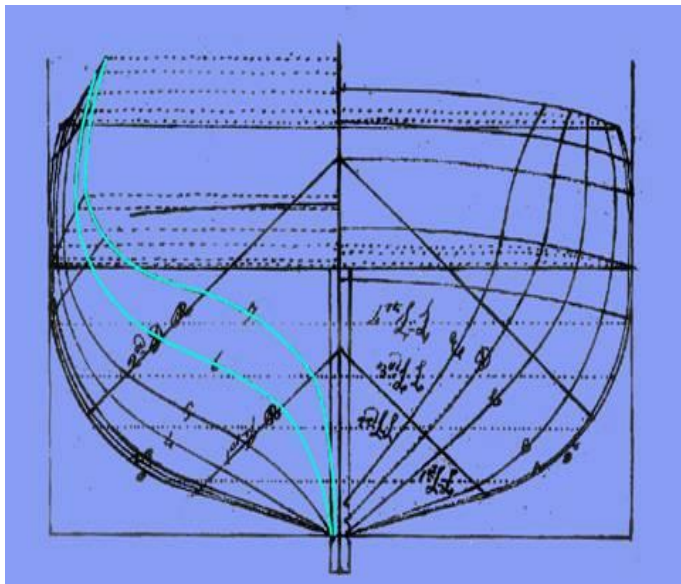
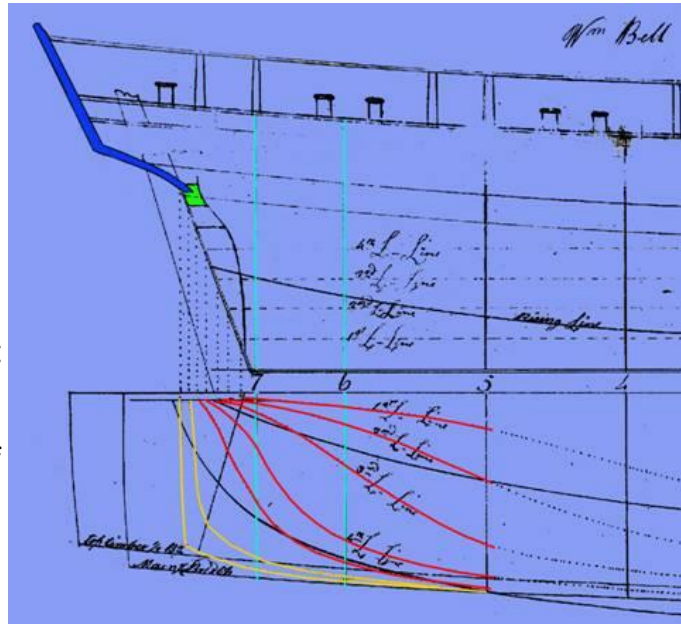


## GENERAL HUNTER PROTOTYPE BUILD—Part 5 BUILDING THE STERN

I have heard it said many times by model ship builders you need a good set of detailed plans in order to build a ship model. Reading accounts of actual ships being built you realize the ships were not built from well detailed plans and in a majority of cases plans were not used at all. This makes one ponder the thought that something else must be going on, and that something else is: ships were built from half models and tables of offsets and rarely from plans. In ship building there are two confusing terms. The first one is "lofting". A model builder will use this term when describing the process of drawing the shape of the frames from the hull lines which, in a general loose sort of way, holds a shred of truth in it. In ship building lofting is the process after the shape of the hull and frames have been established either in a table of offsets or a half hull, "lofting" means drawing full-sized patterns for the molds used to build the hull, so called because it was often done in a large, lightly constructed loft above the shop floor.

The method I use when building a model ship hull is called lines-taking a process wherein measurements of an existing hulls shape are made and used to create the various shapes needed. In actual ship building this is referred to as taking off the lines when the shape of a hull is recorded.

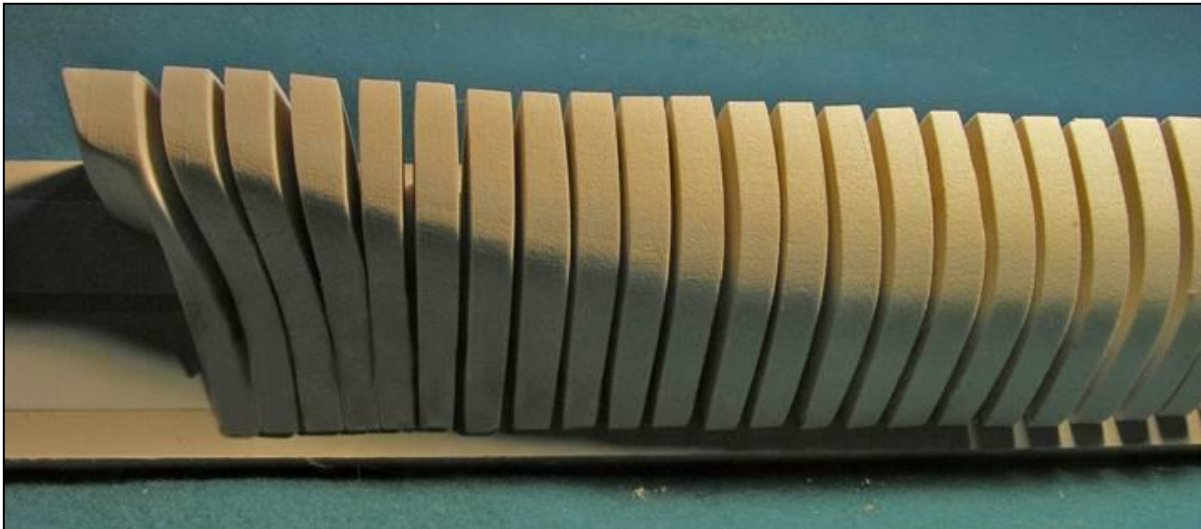
When laying out the stern for a model it can be done on the drawing board using the basic information found on the plans. The key lines and meas-





measurements are the red hull lines which give the shape to the stern frames, the yellow lines which give shape to the stern from the bottom view, the blue area giving shape to the stern from the side view, the green area giving the location of the wing transom and finally the light blue lines giving the location of the body lines 6 and 7.

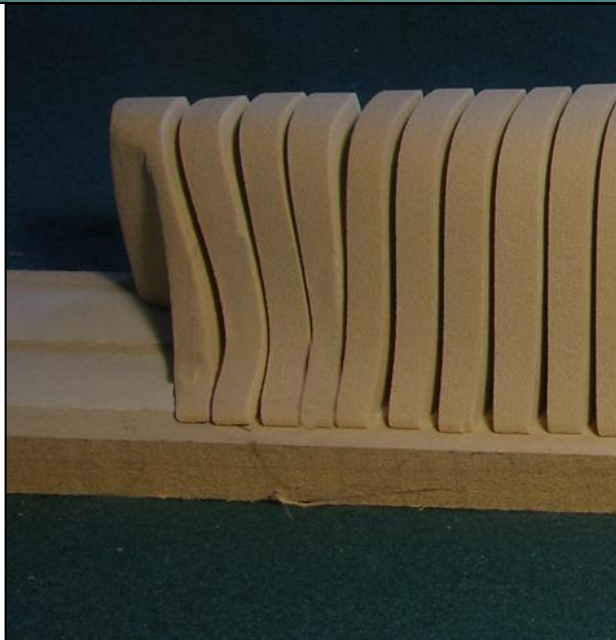
What information is lacking on the drawings is the location of the stern frames, the angle for the cant of the frames, the shape of the deadwood, the shape of the missing frames between frames 5, 6 and 7, the bevel of the frames and the location of the last full frame. As the drawing develops from the basic

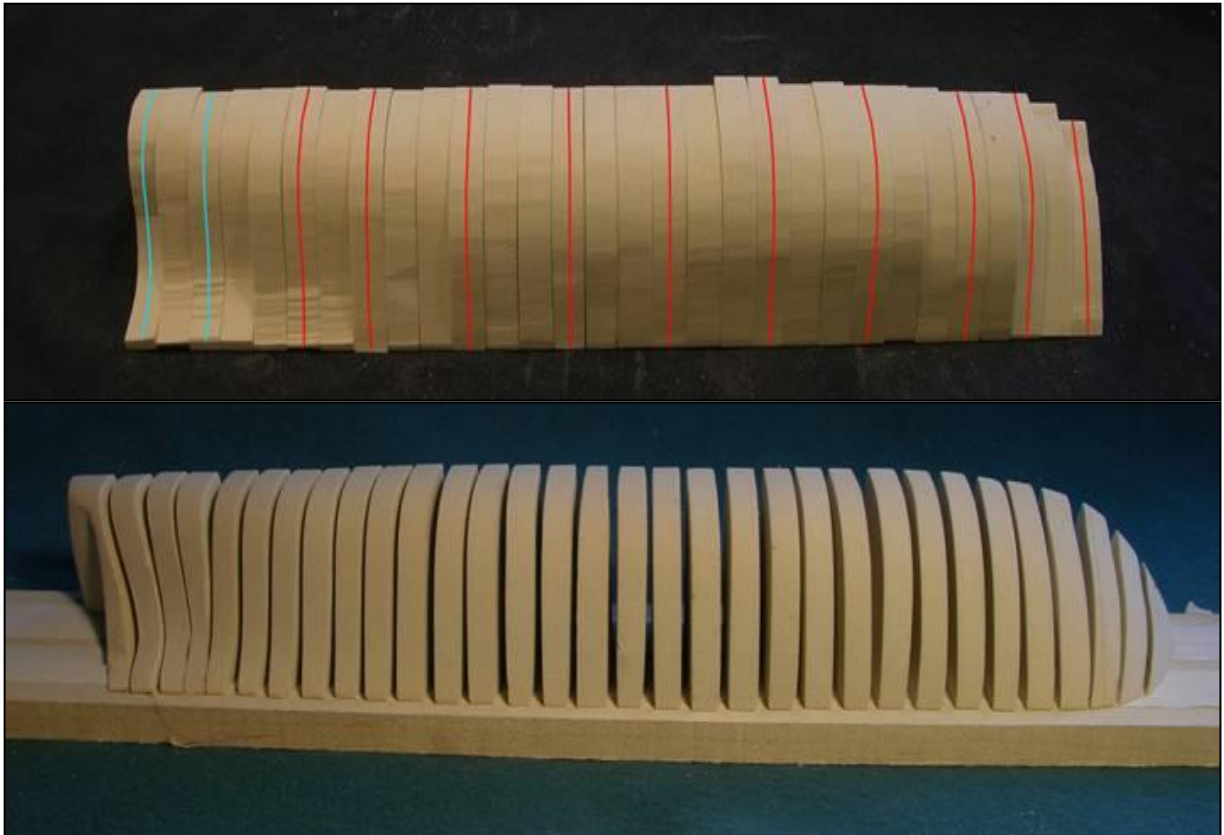


information provided on the plan the missing information is filled in.

When working from a flat drawing it is sometimes difficult to get a sense of the overall shape. Like I did with the bow, I created blanks for the stern. With the over all shape and size of the stern established in a mock up or half hull then I can work from that shape and add the needed information.

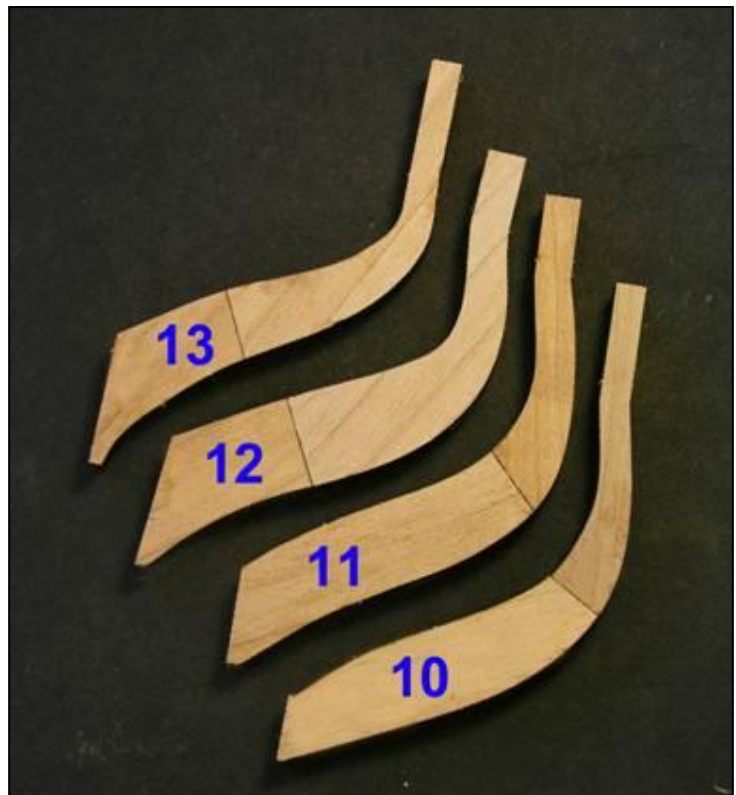
By creating a 3D model of the stern it makes it much easier to see the shape of the hull as it flows to the stern as you can see by the curving shape of the shadow line. Even though this curved line is represented in the flat drawing it is difficult to actually visualize, with a 3D model it becomes quite apparent. Like the bow the outside shape is established then everything else is based off the final shape. There is also no guess work to the shape of the frame





and the bevels because they are automatically part of the shaping process.

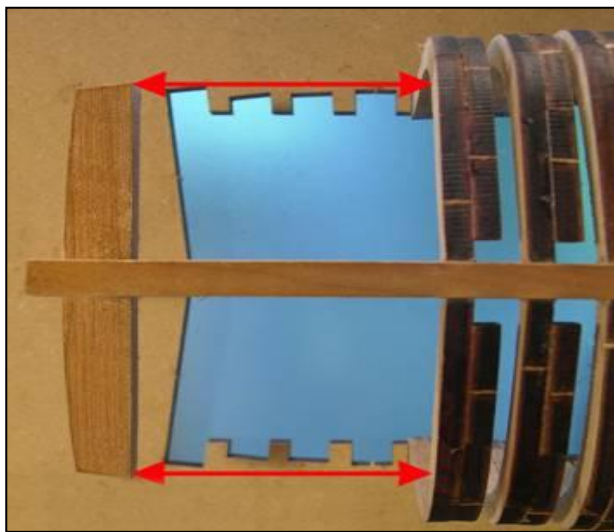
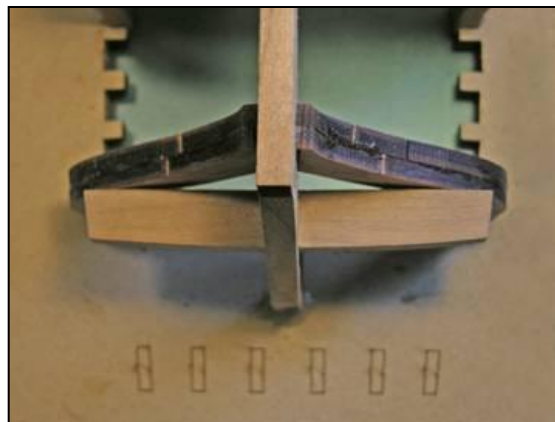
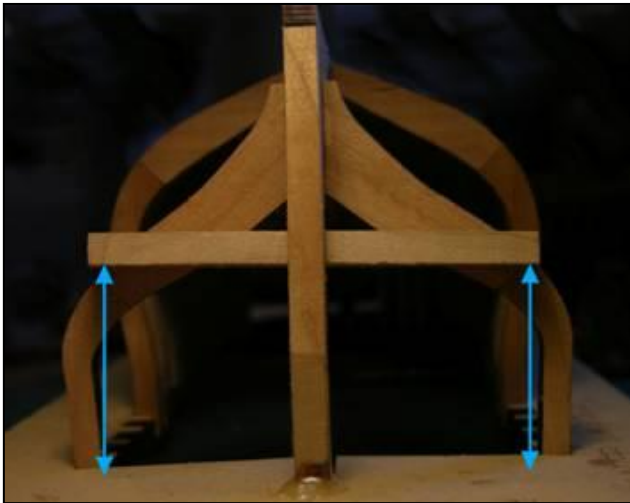
The process of taking off lines requires something to take the lines from. In this case it is the mock up of the hull referred to as a half hull. This is a very simple process of making bulkheads from the bodyplan. Each bulkhead is traced from the bodyplan and extra bulkheads are filled between the station line bulkheads. From here the hull is shaped so the relation of each frame edge flows in harmony with the frames before and after it.



You could say that this is working backwards from the established methods of model ship building which

is to first draw a set of plans and then build a model from the plans. My method is to first create the model and take off the lines from the model to draw a set of plans. Kind of reverse engineering.

The end result is to make a set of frame blanks for the stern section, these are referred to as blanks because they are larger than the finished frame and they do not have the bevels. The idea for the blanks is to provide the kit builder with a starting point for the shape of the stern.



Before installing any stern frames the first piece to go in is the transom which sits on top of the deadwood. Its location has been established on the original plan and is the bright green square. You want to make sure the transom is sitting level to the building jig. Best method to insure it is level is to measure up from the jig to the ends. The framing jig provides notches to locate the tops of the half frames but unlike

the full frames there is no keel notch to line up the foot of the frames. For this reason it is important to establish the location of the transom first.



The last frame or fashion timber aft face will rest on the edge of the transom. Tops of frames 10,11,12 are set into to jig notches.

Once the transom is level with the jig the next position to be concerned with is the transom being square to the last full frame. By leveling and squaring the transom before installing the half frames insures you have defined the area the frames need to fit into.

The framing jig provides notches to locate the tops of the half frames but unlike the full frames there is no keel notch to line up the foot of the frames. For this reason it is important to establish the location of the transom first.

The last frame or fashion timber aft face will rest on the edge of the transom. Tops of frames 10,11,12 are set into to jig notches and the foot of these frames are evenly spaced between the last full frame and the fashion timber frame 13.

The final results are the stern frames set in place with the foot of each frame resting flat on the side of the deadwood. As a construction note, the foot of the cant frames were set into a notch cut into the side of the deadwood.

This is a personal choice of the builder if they want to cut a notch into the deadwood or just set the foot of the frame against it. This is the ole "if you don't see it don't bother with it" on the other side of the coin you have a need of some builders who try to recreate the model as historically accurate as information will allow.



# ***The Bomb Vessel Cross Section Model***

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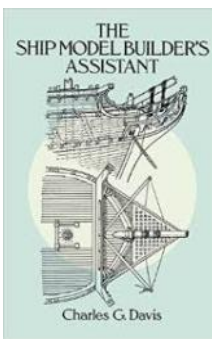




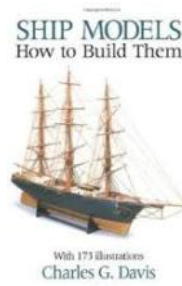
## One Eyed Willys Treasure Hunt



*Welcome to One Eyed Willy's Treasure Hunt!*



This month's Treasure hunt prize is a pair of Charles G. Davis books provided by our regular Book Nook contributor Wayne Tripp's, from his personal collection.



### How to play

As the contest title suggests as part of the Treasure Hunt you will be required to go on a quest.

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In the Subject Field put: September 2014

**Include your full name and mailing/shipping address. Entries not including this information will be disqualified.**

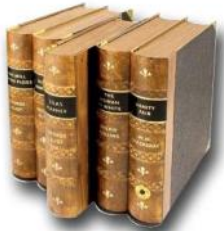
Your quest:

Name the model and builder of the ship that appears on the cover of the December 2007 issue of the MSB Journal.

All entrants with the correct answers will be entered into a draw. The Treasure Hunter whose name is drawn from the list of contestants will be the winner of this month's treasure. The winner will be announced in the next issue of the MSB Journal.

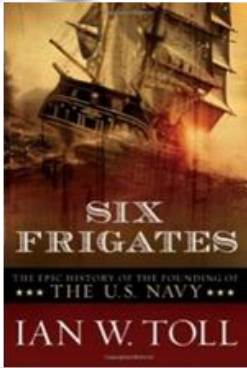


*Good luck to all treasure hunters*



## The Book Nook

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



### **Six Frigates: The Epic History of the Founding of the U.S. Navy**

by Ian W. Toll,  
Published by W. W. Norton & Company. 2006

Softcover, 592 Pages  
**ISBN-13:** 978-0393330328

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From the publisher:

*Before the ink was dry on the U.S. Constitution, the establishment of a permanent military became the most divisive issue facing the new government. The founders—particularly Jefferson, Madison, and Adams—debated fiercely. Would a standing army be the thin end of dictatorship? Would a navy protect from pirates or drain the treasury and provoke hostility? Britain alone had hundreds of powerful warships.*

*From the decision to build six heavy frigates, through the cliff-hanger campaign against Tripoli, to the war that shook the world in 1812, Ian W. Toll tells this grand tale with the political insight of Founding Brothers and the narrative flair of Patrick O'Brian.*

The establishment of the United States Navy during the early years of the nation was a highly contentious and uncertain endeavor. The fledgling navy of the Revolutionary War had been disbanded, the vessels all sold or scrapped. During the early years of George Washington's Presidency, foreign predation on US merchant shipping stimulated a contentious debate over the value and necessity of a standing navy. Ultimately, in the early 1790's, the goal of a navy began to gain traction – with coastal merchants the driving force, and opposition from those seeking a more westward view. As Toll describes in excellent detail, it was in fact under the presidencies of George Washington and John Adams that the decision to form a standing navy was made.

With America's merchant fleet under predation from North African pirates, French privateers, and British warships, an already divided and partisan Congress argued endlessly over the formation of a American navy to deal with the problem. In March of 1794, the House of Representatives and the Senate passed the "Act to provide a Naval Armament." It authorized the President to acquire six frigates, four of 44 guns each and two of 36 guns each, by purchase or otherwise. In addition, it specified how many crew members would be necessary and what their pay and daily rations would be.

In Part One, Toll focuses on the political and social fight over whether the new nation should even have a navy, and the development of the overall design and construction of the frigates. While admiral attention is given to design considerations, perhaps the most valuable information provided concerning the construction decisions is the extensive list of references – both primary and secondary sources – related to the early debates.

Designed primarily by Joshua Humphreys (a debate over who actually had the greatest influence on the final designs – Josiah Fox or Joshua Humphreys – carried on into the 1960's), the ships were intended to be the strongest and most effective frigates afloat, able to hold their own in one on one combat with anything up to a 64 gun ship of the line. Toll provides an entertaining and informative narrative of the conflicts (political and within the small community responsible for building the frigates), challenges, delays (not surprising given the nature of the task and the lack of an established process and bureaucracy!), cost overruns and ultimate launching of the frigates (which brought interesting challenges as well). Part One carries the story through the 1798-1801 Quasi-war with France.

In Part Two, Toll continues the narrative, again weaving in the philosophical, political, economic, technological and military convolutions that were the seed of the U.S. Navy. This portion provides a detailed narrative of actions and events during the Barbary Wars, and in Part Three the focus is the lead up and conduct of the War of 1812 culminating with the capture of the *Levant* and *Cyane* by the *Constitution*. The major actions described are: *Constitution v. L'Insurgente*, *Constitution v. La Vengeance*, *United States v. Macedonian*, *Constitution v. Guerriere*, *Constitution v. Java*, *Shannon v. Chesapeake*, and *President v. Endymion*. Also well addressed are the actions against the Barbary states, including a well-written chapter on the loss of the subscription frigate *Philadelphia*, and the daring exploits of Stephen Decatur to destroy the captured frigate. Toll also examines the major naval figures of the era like Truxtun, Bainbridge, Hull, Decatur, Rodgers, and Barron, effectively converting the names into real life men.

Six Frigates concludes with an epilogue that compares various American and British views of the War of 1812 such as Roosevelt and James. The future of the Navy is briefly addressed, but the majority of the epilogue is truly focused on Roosevelt and the War of 1812. Nice, too, is an Appendix, a

"Chronology of Later Events: 1815-2005," detailing what happened to the six frigates after the close of the War of 1812.

Ultimately, Six Frigates is naval history at its best, readable and well researched, supported with extensive documentation and annotation. This kind of careful research thus affords Six Frigates a level of credibility and respect that deserves to be read. As history, it is a fantastic resource. For the model builder, there is little to be gleaned that is not already available, although the background, people, and events which contributed to the frigates is both interesting to read and contributes to understanding the ships themselves.

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



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for *Model Shipwrights*  
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## ***Badges: Heraldry of Canadian Naval Ships***

### **HMCS Huron (DDG 281)**



Motto: Ready the Brave

Or nicotine bloom Gules seed pod Vert and stamens Or.

Significance: The Hurons were known as the Tobacco Indians. Hence the badge design is derived from that plant and shows the conventionalized representation of the nicotine bloom. This is in keeping with the traditional use of flower and plant forms as fighting emblems such as the Rose of York and Lancaster and our own Maple Leaf.



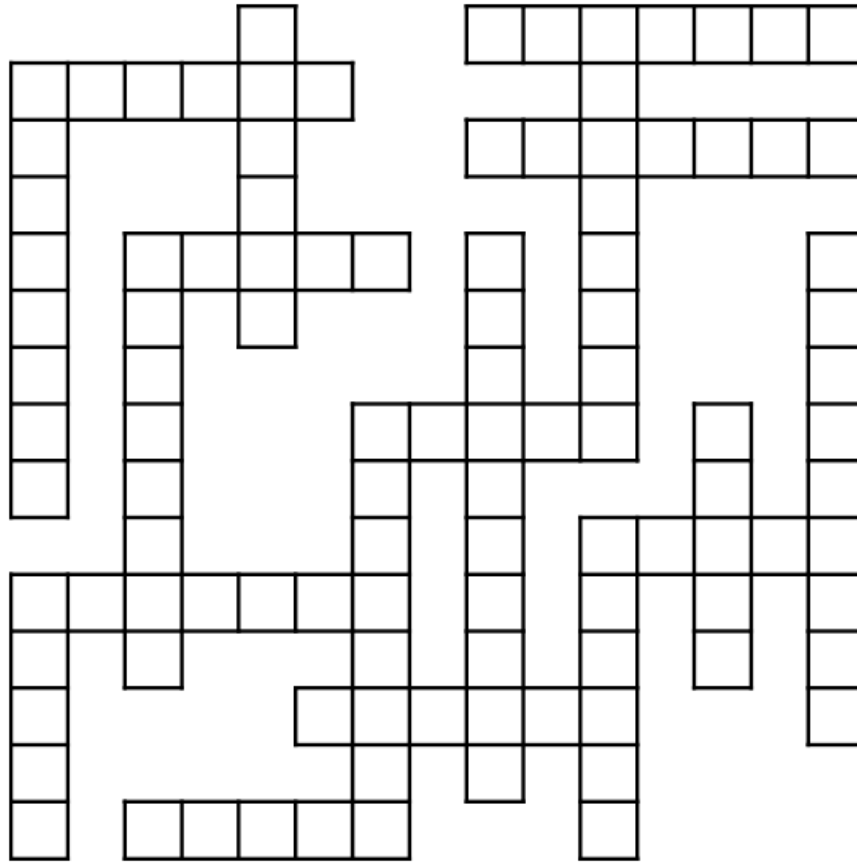
Source: Various





# Gene's Nautical Trivia

## BUSY AS A "B" Fill In



### 5 letter words

BERTH  
BIGHT  
BILGE  
BLOCK  
BRACE  
BRAIL

### 6 letter words

BATTEN  
BECKET  
BELFRY  
BONNET

### 7 letter words

BALLAST  
BOBSTAY  
BOWLINE

### 8 letter words

BACKSTAY  
BINNACLE  
BOATHOOK  
BOWSPRIT

### 9 letter word

BAROMETER

### 10 letter word

BRIGANTINE



## More trivia

### SAILING VESSELS

Each of the following words is the name of a specific nautical vessel. Only the vowels are given for each word. Can you fill in the consonants?

1. \_\_\_ I \_\_\_ \_\_\_ \_\_\_ Y
2. \_\_\_ E \_\_\_ \_\_\_ \_\_\_
3. Y A \_\_\_ \_\_\_ \_\_\_
4. \_\_\_ \_\_\_ E A \_\_\_ \_\_\_ O A \_\_\_
5. \_\_\_ \_\_\_ \_\_\_ O O \_\_\_ E \_\_\_
6. \_\_\_ \_\_\_ I \_\_\_ A \_\_\_ \_\_\_ I \_\_\_ E
7. \_\_\_ I \_\_\_ \_\_\_ A \_\_\_ E
8. \_\_\_ A \_\_\_ E A U
9. \_\_\_ \_\_\_ O O \_\_\_
10. \_\_\_ \_\_\_ A \_\_\_ E \_\_\_

- |     |            |    |           |
|-----|------------|----|-----------|
| 1.  | Dinghy     | 5. | Schooner  |
| 2.  | Ketch      | 4. | Steamboat |
| 3.  | Yacht      | 3. | Yacht     |
| 6.  | Brigantine | 8. | Bateau    |
| 7.  | Pinnace    | 9. | Sloop     |
| 10. | Whaler     |    |           |



## Firing Sequence

Firing a 32-pounder required a crew of 7 men. The barrel of the gun weighed 2.8 tons and had an effective range of about 350 yards at zero-degree elevation, or 1,000 yards at five-degree elevation. Firing a gun required a specific sequence of events from the 7 men. The events are listed below but are not in their proper sequence. Place them in their proper sequence by inserting numbers 1, 2, 3, ... in the spaces provided.

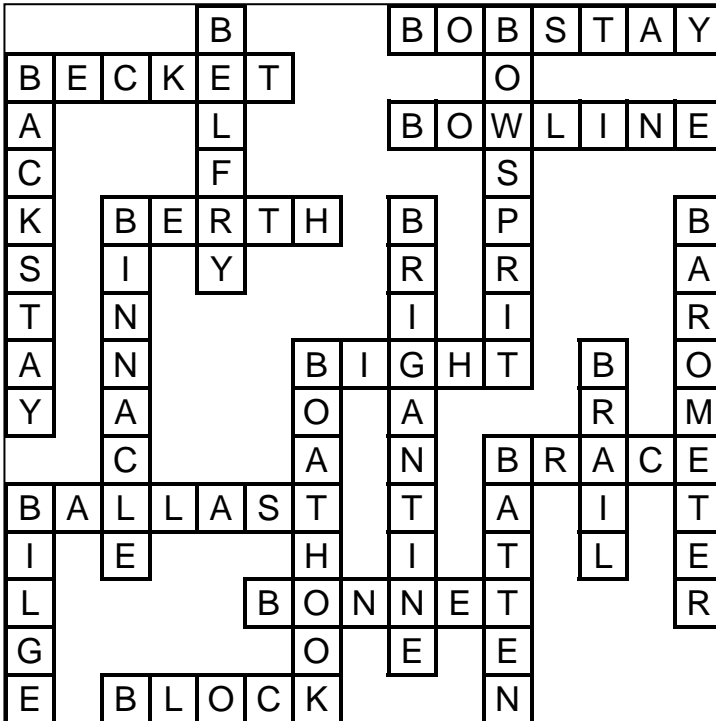
- A. \_\_\_\_ A new cartridge is removed from its container and placed inside the muzzle, followed by a wad.
- B. \_\_\_\_ The cartridge and the wad are pushed down the barrel by a ramrod until the crew captain feels the cartridge touch the priming wire and he calls out "Home!"
- C. \_\_\_\_ The rammer is removed and the round and a second was is placed in the muzzle and rammed home.
- D. \_\_\_\_ The gun is run out, which requires the entire gun team.
- E. \_\_\_\_ At the same time the wad is inserted, the gun captain places the priming wire in the vent and holds it there.
- F. \_\_\_\_ The gun is run back to the extent permitted by the tackle.
- G. \_\_\_\_ The crew stands well clear and the gun captain pulls the lanyard.
- H. \_\_\_\_ The sponge on the end of the ramrod is dipped in water and pushed down the barrel until it reaches the chamber. It is then twisted in order to douse and remove any burning or smoldering remnants from the previous cartridge. The ramrod is then removed, and the sponge shaken and tapped against the barrel to remove any grit.
- I. \_\_\_\_ The gun captain uses the priming wire to prick open the cartridge, then removes it.
- J. \_\_\_\_ The gun captain inserts the quill tube in the vent and cocks the gunlock.
- K. \_\_\_\_ The gun is aimed using the quoin for elevation and handspike to alter the training angle.
- L. \_\_\_\_ The fired gun recoils, and the sequence is repeated.

**ANSWERS:**



ANSWERS:

BUSY AS A “B”:



FIRING SEQUENCE:

- |      |       |       |
|------|-------|-------|
| A. 3 | E. 4  | I. 6  |
| B. 5 | F. 1  | J. 9  |
| C. 7 | G. 11 | K. 10 |
| D. 8 | H. 2  | L. 12 |

## EDITOR'S CORNER

Rosalie Stewart



This month brings back the One-Eyed Willy Treasure hunt. We expect to be able to run the contest every other month, depending on the number of sponsors we can get to donate prizes for us.

In upcoming issues, start looking for the serialized transcription of Joshua Humphreys' day journal, it has been a very long and complex project to transcribe from the original handwriting into an electronic form and then into a single format. We will be publishing them here, along with screen shots of the original journal pages once the General Hunter build series is finished.

As always, we encourage your submissions.

Please send your articles or ideas for articles to:

Winston@modelshipbuilder.com

Or

Rosalie.tripp@att.net

and put "MSB Article" in the subject line.

Until next time,

Ro