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Royal Museum Greenwich

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Tidbits from the Past by Gene Bodnar



“Whale Attacks”



While there have been recent stories in the news about whales attacking yachts and other vessels, it is possible that they were accidental collisions, with the whales mistaking the vessels for rivals. However, there are three documented accounts of actual attacks by whales in the 1800s during the heyday of the whaling industry.



The first, and most famous, attack occurred on the “Essex” whaling ship in 1830. About 2,000 miles west of the coast of South America, three small whaleboats were pursuing sperm whales, when one of the boats was damaged by the tail of a whale they had harpooned. The boat returned to its whaleship for repairs. Then the whaleship itself was attacked twice by a bull sperm whale, which sped directly at the vessel, traveling at least six knots. On its second strike there was a cracking and splintering of oak. The whale had struck just beneath the anchor. The collision caused the ship to halt on the forehead of the whale, and the creature used its tail, working it up and down, pushing the ship backward until water surged up over the transom, causing the ship to start filling with water. The ship capsized ten minutes later.

Twenty men salvaged what they could from the wreck and prepared to sail in whaleboats on a journey of thousands of miles back to the coast of South America. During the three-month journey, they ran out of food and had to resort to cannibalism, with only eight

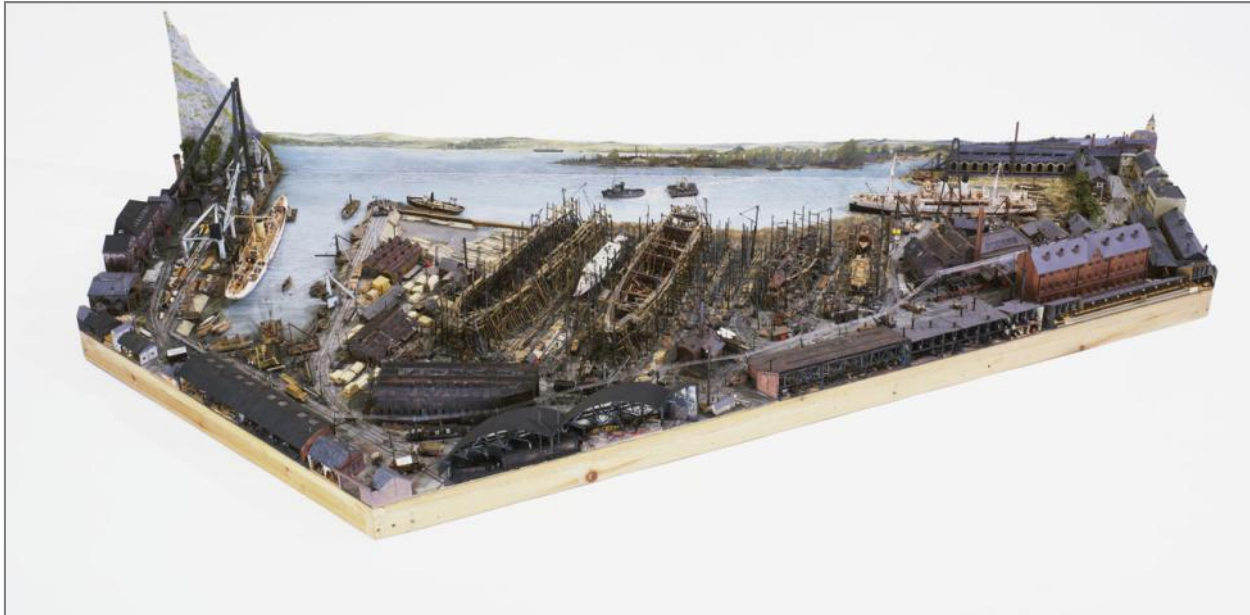
of the men surviving.

In another attack that occurred in 1807, the whaleship "Union" collided accidentally with a sperm whale at night and sank. In 1837, the whaleship "Ann Alexander" became another vessel sunk by a whale.

Scores of small whaleboats have been smashed to smithereens while pursuing whales, but actual attacks on the motherships were extremely rare, almost unknown except for the three documented cases discussed above.

Today, attacks on whaleships are highly improbable for a variety of reasons. Most commercial whaling has ended; fewer whales exist, and the bulls are much smaller; and the ships that do hunt whales are much larger and make a lot of noise.

Model Ships of the Royal Museum Greenwich



Denny's Shipyard

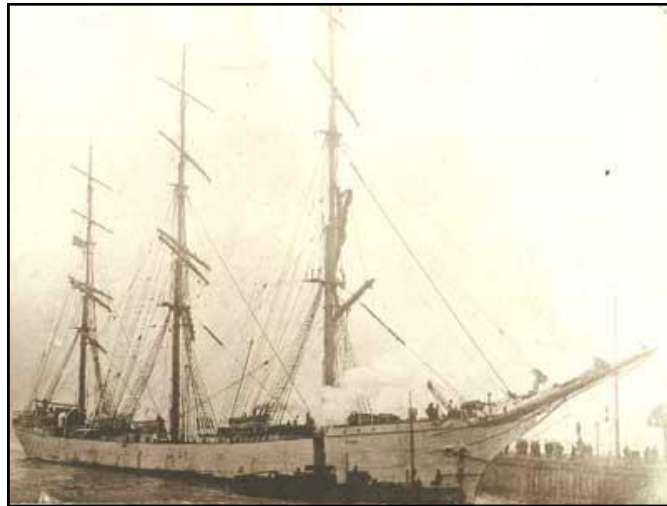
Produced as one of a set to illustrate the development of shipbuilding, this model of Denny's Shipyard (circa 1908) was built at a scale of 1:200 by Mike Buxton of Valhalla Wargames and took two years to construct. It shows a number of vessels on the slipways at various stages of construction ranging from laying the keel to framing and plating the hull. Once a vessel has been launched, it is towed to the fitting out basin, shown on the left-hand side of the model, to receive the various components such as the machinery and internal furnishings. Around the perimeter of the model are the numerous workshops of the various tradesmen associated with the construction of a vessel such as plumbers, carpenters, riggers and platers. A highly detailed model, the makers noted that there were 21 telephones connected by 42 separate wires totalling 500 feet in length mounted on 27 telegraph poles.

Date made circa 1977
Artist/Maker Buxton, Michael K.
Place made Bath, Avon, England
Credit National Maritime Museum, Greenwich, London
Materials cardboard; laminate; metal; paper; perspex; plastic; wood
Measurements Overall model and backboard: 988 x 2375 x 1165 mm

Source: Royal Museums Greenwich



Aggi was built under her christened name Aspice in 1894. Her keel was laid down at the shipyard of Mackie & Thomson of Glasgow, Scotland for her owners R. J. Swyny. The 3-masted, full-rigged ship was assigned hull number 77 and officially registered with number 102136 under British flag, making Liverpool her home port. Her registered dimensions in feet were as follows; length: 265.0, beam: 39.1, depth of hold: 23.3. When built she had a gross tonnage of 1909 and net tonnage of 1809 which changed over the years with her final tonnage being, gross 1898, and net 1757. Her hull was built of steel with 2 tiers of beams, 1 deck and she had a bar keel of 9 1/2 inches. Other dimensional features included a poop deck of 48 feet and forecastle of 29 feet.



Still carrying the name Aspice, she was sold to Thomas Law & Co. of Glasgow around 1896/97. In 1900, she was sold to Italian owners Navigazione General who changed her name to Sant' Erasmo and registered her home port in Genoa, Italy. Five years later German owners Theodor & F. Eimbcke bought her once again changing her name, this time to Seerose and she was given a new home port at Hamburg, Germany. Finally in 1909, she was listed under Norwegian ownership, Akties Aggi with B. A. Olsen & Son as managers, making her home port in Lyngor, Norway. Her Norwegian owners gave her a new and final name Aggi, little did they know that 1997 would be "the year of the Aggi."

The Aggi loaded with a cargo of 2,500 tons of barley and 600 tons of beans destined for Malmo, Sweden, was taken under tow by the steamer Edgar H. Vance. Leaving San Francisco on

29 April 1915, she was to be towed to the Panama Canal, pass through and sail onto Sweden. Encountering a storm the following day the hawser parted between the two vessels causing the Aggi to drift. Edgar H. Vance in distressed condition headed north for San Francisco. The steamer did not arrive until 5 May, even with her makeshift rudder she required further assistance from the steamers Navigator, Rover and Dauntless. As the storm worsened, Aggi's cargo shifted submerging her lee rails and flooding the forecastle. The crew attempted to maneuver the sailing ship on a heading for the city of Santa Barbara. By 3 May the crew still unsuccessful in taking control of the ship were witness to the final moments of this twenty-one year windjammer when she became spiked on Talcott Shoal, 1 mile northwest of Santa Rosa Island.

From the publication Channel Islands National Park and Channel Islands National Marine Sanctuary, Submerged Cultural Resources Assessment by Don. P. Morris and James Lima they report the following, in-part.

"Articles in the Los Angeles Times provide follow-up details of the crew's efforts to reach Santa Barbara after establishing a temporary camp on Santa Rosa Island. Salvage of at least two large and five small anchors from the vessel is mentioned (Fouts 1989:7). Although only a small amount of cargo was retrieved, many fittings and other small portable items were saved.



CMAR divers Robert Schwemmer and Mark Norder map one of Aggi's masts.
Courtesy: Patrick Smith

The vessel played its final role as a movie set for the Universal Film Company. The earliest film crew, from Flying-A Moving Picture Studios, attempted to film the wreck less than three weeks after it happened, on May 24, 1915 (Fouts 1989:6). Grandiose plans to utilize the wreck as a centerpiece in several other films came to nothing, although a company of six Universal Film stars actually visited the wreckage. Only a small amount of film was exposed, due to stormy conditions (Fouts 1989:8). Fouts states that the company, which included silent stars Grace Cunard and Francis Ford, camped out on Santa Rosa Island at a spot 6 miles distant from the Aggi. Although it seems more reasonable that the company would have stayed in Cuyler Harbor on San Miguel Island, Smuggler's Island, starring Cunard and Ford and produced by Universal, may contain footage from the location of the Aggi. A 1915 Universal newsreel may also have the Aggi footage. Attempts to locate film exposed on the wreck have been unsuccessful. Glenn Miller, a dive boat operator, discovered the wreck for scuba divers during the 1960s. He removed one of the anchors, donating it to the Santa Barbara Historical Society in 1967 (SBNP, December 17, 1967), where it remains on display today."



The articles contained in this section are presented for your perusal. They represent one of many possible ways of completing a given modeling task. We hope you find the information helpful in your modeling endeavours. Like to share the way you do something with others? Contact mario@modelshipbuilder.com for more details.

NOTCHES AND KNEES

By Dave Stevens

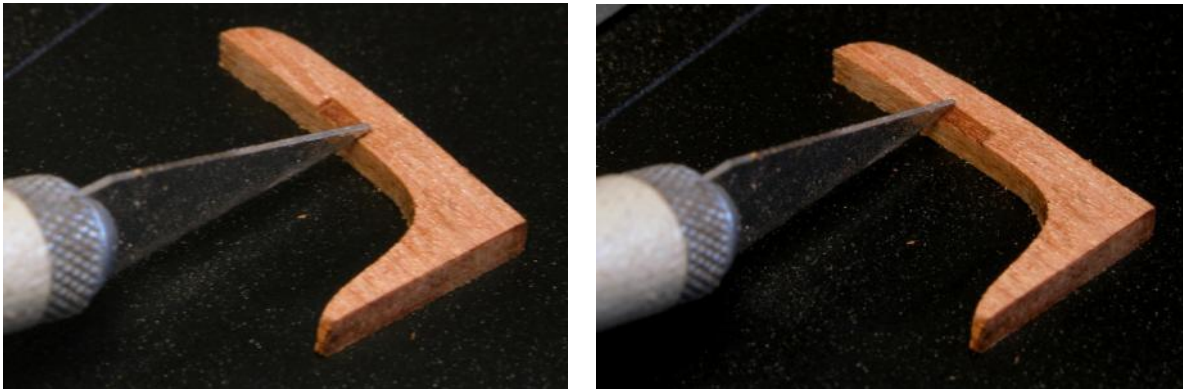
There are a lot of knees in a deck and a lot notches to cut. To begin it is best to hold the knees in a spring clamp or small vise while they are being worked on. First I rough cut the shape of the knees with a scroll saw, and then I will use a round file, a half round and an Exacto knife as a final scraping to finish the knee. Which tool I will use depends on the curve of the knee being cleaned.



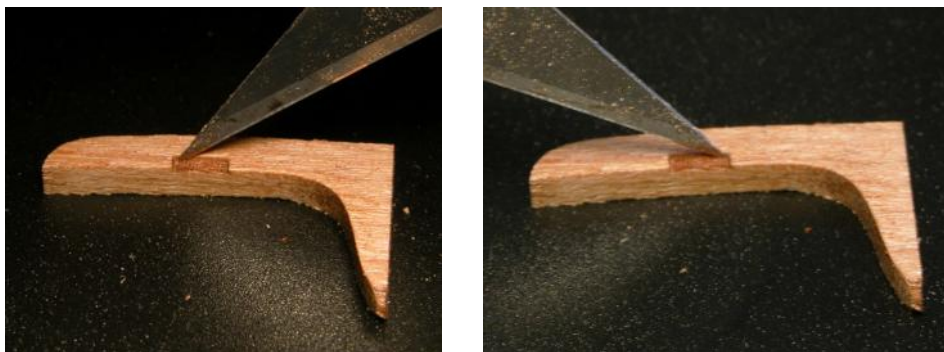
The notches are first marked for their position and then cut to the proper depth. There is a simple 7 cut method of cutting notches. Once you cut a few they become quite easy to do. A typical model has a lot of notches to cut, and you will become proficient in no time at all.

Cuts one and two, shown in the figures below, can be done either with a single edge razor blade or a blunt pointed Exacto knife. After cutting enough notches you will most likely end up with the tips of Exacto blades broken off. Save these, because they make

great scrapers and tools for making blind cuts. Make the end cuts by pressing down on the knife until the cut is about half way down the thickness of the knee. If you don't cut to the half waypoint, don't worry, you can go back and trim the cut deeper.



Cuts three and four, shown below, are stabbing cuts made from the corners to the center of the notch. Here is where you end up breaking blade tips and collecting blunt ended blades for other uses. There is no need to "cut" along the back edge; by just stabbing the blade into the notch you will have enough of a cut.



Cuts five and six start at the center of the notch and move downward to the side of the notch. For the first few notches it is better to take a couple shallow cuts rather than trying to make one deep cut. You may end up chipping the corners off.





The final seventh cut is a vertical cut from corner to corner. This cut goes along the grain and is quite easy to do. The idea is to cut out the triangle piece left from cuts five and six. As a precaution you might want to take a cut along the back of the notch before you make the final vertical cut.



A little trimming or clean up of the notch may be necessary. Once you get the hang of it you can make clean notches in knee in a matter of a minute or two.

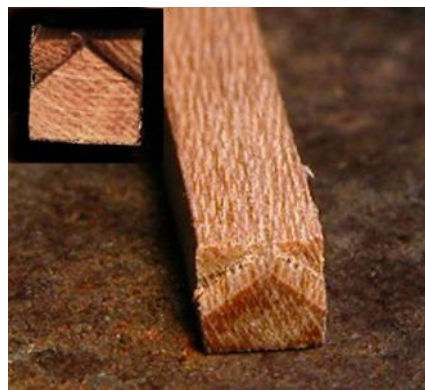
The notches on the ends of carlings, ledges and in the knees are very small as you can see in the photo; their depth is about the thickness of a dime. These notches require little effort in cutting and are done in five cuts.



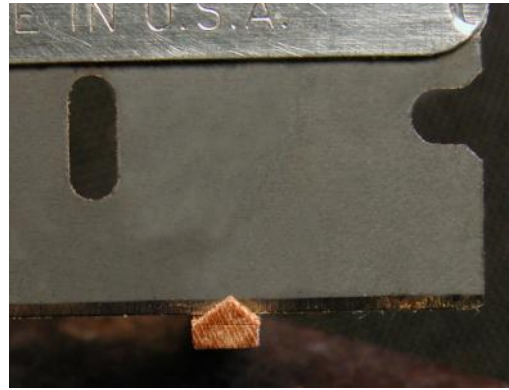
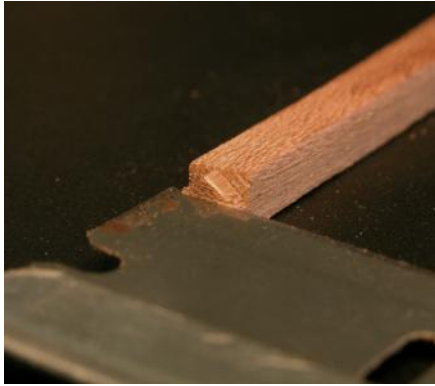
Before we make the notch slide the piece into the notch that it will eventually fit into. As in the photo below on the left, mark the end of the carling with a prick mark from the point of an Exacto blade. In the photo on the left below you are looking at the underside of the deck beam, with the notch facing the table surface. The first cut, shown on the right below, is the at the prick mark made with the carling end placed in the notch. I use single edge razor blades because they are very sharp and they make a clean cut. The photo shows the cut being done at the end of the razor blade. The cut should actually be made from the center of the blade. Doing this allows you to rock the razor blade back and forth making a deeper cut at the edges.



The next two cuts are shown in the photos below. Cut two, shown on the left below, will nip off one corner. You can see the reason for rocking the blade from side to side on the first cut. The center will be shallow while the edge is much deeper. Cut number three is nipping off the other corner so you end up with the end of the carling looking like the insert in the photo on the right below.



The last two cuts are shown in the photos below. Cut number four, shown on the left, is a horizontal cut, made to remove the the triangle of wood left from cutting off the corners. The fifth cut, shown on the right below, is made down along the back of the notch. You may find it easier to first cut off the tip off the triangle, then cut a little deeper vertically as in the fifth cut, then cut a little more off horizontally, as in the fourth cut. Basically, you can alternate back and forth between these two cuts until you get a clean notch at the depth you want.



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To start the deck planking the first items needed are the planks and a method of caulking. Choice of planking material for this model was a natural pear wood because it has a fine texture and is a pale cream color.

Ship decks were made of either White Oak, Elm or Pine. These woods when exposed to the weather will turn gray. If left untreated the wood will eventually turn a dark gray to almost black.

For a time the use of Holly was popular for model ship decking. Holly could have been used because of the process of sanding the salt and grime off the decks of navel ships. This process used a soft sandstone and was called "holystoning" which whitened up the deck. The wood Holly seemed to fit the description of "holystone" and the process of whitening up



deck. All the holystoning of a deck is not going to turn a naturally brown colored wood white. Model builders began looking for a more natural colored deck so Holly fell out of fa-



Fig. 2



Fig. 3

vor because Holly is a stark white wood. For caulking the backhoe (Fig. 1) is bringing in a load of crayons. The advantages to crayons are the slightly sticky wax and the range of colors from light gray to black that can be found.

Before lying down deck planking we will take a look at the use of fasteners. Most model builders will hold close to scale when building the model but when it comes to the fasteners, for some reason they are often grossly over scaled. Looking at the deck of the Kingfisher model the tree nails stand out due to their over scale. Taking another view of the treenails from directly above once again the tree nails stand out. Figuring scale these fasteners would be 2 inch diameter, which is far to large for deck planks.

Added to the photo (Fig. 3) are scaled fasteners, note they can hardly be seen so lets take a close look. In the large Fig.4 the scale fasteners are right under the row left of the figures hat.



Fig. 4



Fig. 5

Actual planking nails had a head of 5/8 of an inch. At a quarter to the foot scale the nails would measure .012 or about 1/64 of an inch. Checking items around the house the closest thing I could find to scale were the bristles of a hair brush at .018.

Notice the color of the deck of the Alvin Clark (Fig. 5). It is a silver gray due to the natural oxidation of the woods surface over time. This color does not penetrate very deep into the wood though. During the working days of the vessel the gray color would have worn off from day to day use. If this deck were holystoned the gray would be sanded off and the natural tan color of the deck would show, holystoning would not make the gray turn white like the Holly decking on the Kingfisher model.

Looking at the deck of the Alvin Clark in this blown up picture (Fig. 6) the caulk seams are barely visible let alone the fasteners. Looking at the nails used to secure the deck planking you can see they are quite small. The nails were counter sunk and caulking was used to plug the holes.



Fig. 6

In the art of traditional model ship building the over scale use of fasteners is quite acceptable. For anyone wanting to try and maintain scale down to the use of fasteners the most practical materials would be plastic rods or sterling silver wire.

The following is but one method you can use in laying planks. There are many ways used by modelers to simulate caulking. In this example it is through the use of crayons.

The process of planking the deck begins with taking the planks and coloring the edges with a black crayon. At this stage the planks look quite messy because you do not have to be very careful if you run over the edge with the crayon. The wax crayon does not sink into the wood like paint or glue it just sticks to the surface.

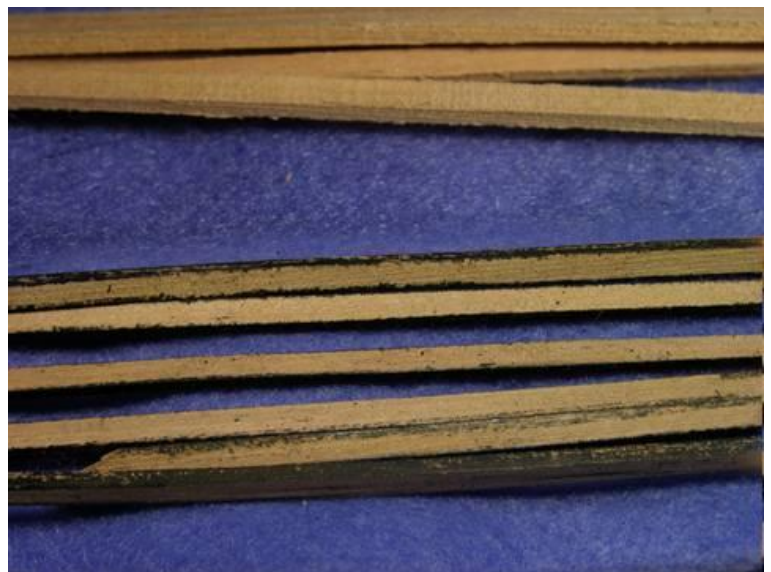


Fig. 7



Fig. 8



Fig. 9

Deck planks were often up to 30 feet long so on the model 8 inch long planks are within scale.

There isn't much room to use C clamps to hold the planking to the deck beams while the glue sets. A most effective method to do this I have found is to use blocks and rubber bands. By adjusting the rubber band you can lean a block into the edge of a plank and pull it towards the plank next to it.

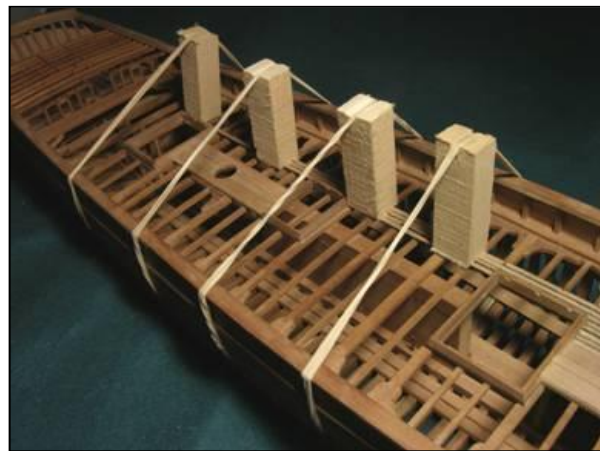


Fig. 10

The deck is not sanded but rather scraped in a similar manner to how furniture makers make use of scrapers when making furniture. Scrapers were the precursor to sandpaper and in fact will allow you to get the wood smoother than any sandpaper available can do. So its important to use properly thickened decking material to reduce the amount of work required.

If you do not have access to small scrapers that's no problem. We can make our own. Take a single edge razor blade and holding it with pliers, use another pair of pliers to break it into smaller pieces. Pieces of the broken razor blade can then inserted into the handle of an Exact O blade handle. **Make sure you wear safety glasses while doing this.** You might also find small box cutters with the break off blades useful here too.



Fig. 11

Scraping the deck quickly removes any crayon and gives the wood a smooth clean surface. In larger areas a full size single edge razor blade is used to scrape smooth the deck.

Depending on your choice for the final appearance of the model will determine the amount of decking you apply. On this model it was decided in the beginning to leave as much of the vessels timbering and construction visible. At the bow the deck is planked from center to the waterway giving enough area to effectively show a planked deck and as the planking extends toward the stern less and less is

used to expose the center trunk for the drop keel as well as the lodging knees along the sides. Only a narrow strip is planked on the other side giving the model an airy openness so you can look into the hull.



Fig. 12





One Eyed Willys Treasure Hunt



Welcome to One Eyed Willy's Treasure Hunt!

This months Treasure hunt prize, is an 8 sheet set of 3/16"=1' scale plans for the racing schooner Columbia donated by the Eisnor Family of Coldbrook Nova Scotia

How to play

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

This months quest will take place at the Model Ship Builder website. Follow the instructions below and send us your answer.

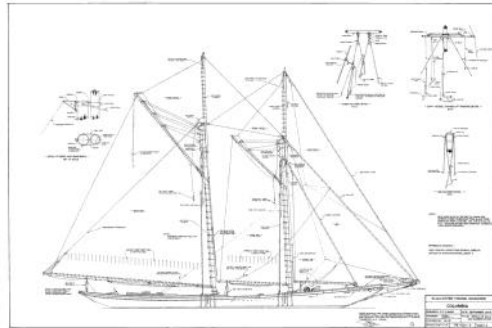
When you believe you have the answer email it:

one-eyed-willy@modelshipbuilder.com. In the Subject Field put: June 2013

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

Your quest:

What is the name of the third ship of the Alphabet Fleet in the Articles section of the Model Ship Builder Website.



**The winner of One Eyed Willy's Treasure Hunt
in the June issue was:**



**Randy Centner
of Cincinnati, Ohio
In the USA**

Congratulations Randy



The Bomb Vessel Cross Section Model

An exclusive Model Ship Builder
Modeling Project



*"...This is the finest set of
drawings I ever worked with!"*
Mike. Rohrer—Proto-type builder

*"These drawings are amazing! I'm
looking forward to building this
model"*
Daniel Richardson—USA



*"Extremely detailed plans for a model. I have to
say, I'm very impressed. Great Job!"*
Alfred Anderson—U.K.

*"Plans arrived today... They far exceeded my
expectations... Thank you!"*
Tristan Rockstrom—Canada

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
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Historic Naval Shipyards

Blackwall Shipyard



Blackwall Yard was a shipyard on the Thames at Blackwall, London, engaged in ship building and later ship repairs for over 350 years. The yard closed in 1987. The yard should not be confused with the nearby Thames Ironworks and Shipbuilding Company which although their head office address was in Blackwall, was based at Leamouth Wharf.



Blackwall Yard from the Thames 17th Century

The East India Company

Blackwall was a shipbuilding area since the Middle Ages. In 1607, the Honorable East India Company (HEIC) decided to build its own ships and leased a yard in Deptford. Initially, this change of policy proved profitable as the first ships cost the Company about £10 per ton instead of the £45 per ton that it had been paying to have ships built for it. However, the situation changed as the Deptford yard came to be expensive to run.



East India Company 's Yard at Depford, 17th Century

In 1614 the East India Company outgrew Deptford and ordered William Burrell to begin work on a new yard for repair, construction and loading of outgoing ships. The site Burrell selected was at Blackwall, which was further down river and had deeper water, allowing laden ships to moor closer to the dock. The new yard was fully operational by 1617. The yard and its facilities were enlarged repeatedly during the early 17th Century. The yard was surrounded by a 12-foot (3.7 m) high wall, but was not used for storage of imported goods. Later on in the 17th century the East India Company reverted to its original practice of hiring vessels. In many cases the owners who chartered their vessel to the East India Company had them built at Deptford and Blackwall.

The Johnsons

In 1656, following a decline in the East India Company's fortunes, the yard was sold to shipwright Henry Johnson (later Sir Henry), who was already leasing the docks and part of the yard. The premises sold included three docks, two launching slips, two cranes and storehouses. Johnson went on to expand the yard, which continued to build and repair ships for the East India company as well as other activities.

The Anglo-Dutch wars of the late 17th Century resulted in too much work for the royal dockyards, and the Navy Board under Samuel Pepys began to commission third rates from Blackwall which was by then the largest private yard on the Thames. A new dock of 1½ acres constructed in

the 1660s was the largest wet dock in England until the construction of the Howland Great Wet Dock in Rotherhithe. Construction of merchant ships continued, with Blackwall building 12 ships between 1670 and 1677 in a period when a bounty was offered to shipbuilders by Charles II. Following Johnson's death in 1683 the yard passed to Henry's son Henry junior, who was not a shipwright. After Henry junior's death in 1718 on a posting as Governor of Cape Coast Castle for the Royal African Company, the yard had little work until sold in 1724 and was overtaken in importance by Bronsdens yard at Deptford. With the end of the Dutch wars naval shipbuilding had also retreated to the royal yards. This was reversed by war with Spain in 1739.

The Perry Family

The yard continued to repair and build ships, particularly for the East India Company, throughout the 17th and 18th centuries. The yard recovered under the management and later ownership of the Perry family. When the Navy again surveyed the yard in 1742, the yard had the greatest capacity on the Thames.

In 1784 when Francis Holman painted it, it was said to be the biggest private yard in the world.[3] It was at this time that the Perrys began construction of the large Brunswick Dock to the east of the yard, opened in 1790.



View of Mr Perry's Dock at Blackwall, c.1789

The yard was reduced in size in 1803 when the East India Dock company bought the eastern part including the Brunswick Dock. The Brunswick Dock became the East India Export Dock (the southern of two docks), which in the 20th Century was filled to become the site of Brunswick Wharf Power Station. In the 1830s the London and Blackwall Railway isolated the northern part of the remaining site, which was the company then sold off.

Wigram and Green

As the Perrys began to withdraw from the business the firm became Perry Sons & Green (George Green having married John Perry's second daughter, Sarah in 1796), Perry Wells & Green (a half share having been sold to Rotherhithe shipbuilder John Wells) and eventually Wigram & Green. In 1821 the firm built its first steamship. During this period the yard built Blackwall Frigates.



Sir Robert Wigram

Wigrams

In 1843 the remaining site was split into two yards, with Wigram & Sons in the western yard. Wigrams soon began construction of iron ships, but ceased building in 1876. In 1877 Wigram's yard was bought by the Midland Railway and developed as a coal dock, which survived until the 1950s. This was known as Poplar Dock, not to be confused with the North London Railway's Poplar Dock built in 1851 further west, and still in use as a marina. During World War II the dock was seriously damaged by bombing and it was later filled in and used as a fuel oil storage yard by Charringtons. Part of the site is now occupied by the

Source: Wikipedia

northern ventilation shaft of the second Blackwall Tunnel and the rest by housing.

Greens

The eastern yard was occupied by R & H Green. Greens demolished earlier buildings in order to extend the dry dock, known as the eastern or lower graving dock. This was progressively lengthened and reduced in width. By 1882 it was 335 ft long (102 m) and 62 ft wide (19 m), with a wooden bottom and brick sides. In 1878 they opened the 'new' or upper graving dock. This was 410 ft long (120 m) [later lengthened to 471 ft (144 m)], 65 ft wide (20 m) at the entrance, and 23 ft deep (7.0 m). Greens continued building wooden ships longer than Wigrams, including 25 naval vessels, 14 of them 200-ton gunboats, during the Crimean War. Their first iron ship was built in 1866.



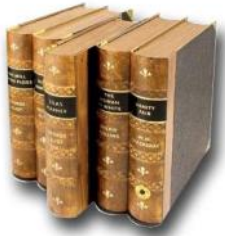
George Green

R. & H. Green Ltd continued to build ships at Blackwall until 1907. In 1910 the company amalgamated with Silley Weir & Company, as R.& H. Green and Silley Weir Ltd, with further premises at the Royal Albert dry docks. The company grew rapidly until the outbreak of the First World War, concentrating on repairing vessels. Throughout the war the firm constructed and repaired munitions ships, minesweepers, hospital ships and destroyers.

After the war a major programme of building and refurbishment was begun at the yard. A marine engineering shop was built between the two graving docks. This was nearly 350 ft long (110 m), over 100 ft wide (30 m) and nearly 60 ft high (18 m), and dominated the yard until the late 1980s. Their head office was located at the YMCA Building in Greengate Street, Plaistow E13, and they remained there, almost at the last occupants, until the company finally moved out in 1981.

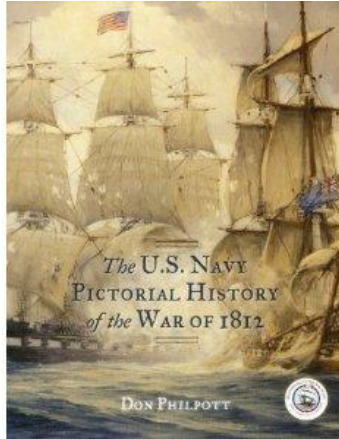
In 1977 the company merged with the London Graving Dock Company Ltd (located on the SE of Blackwall Basin in the West India Docks) to form River Thames Shiprepairers Ltd, as a division of the nationalized British Shipbuilders. The Blackwall site became known as Blackwall Engineering and continued in operation until 1987.

The upper graving dock remained in use until closure. In 1989 it was partially filled in and the new Reuters building was constructed, straddling it. The eastern dry dock (one of the earliest remaining on the Thames) was refurbished in 1991–92.



The Book Nook

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



The U.S. Navy Pictorial History of the War of 1812

By Dan Phillipott

Rowman & Littlefield Publishers

ISBN-10: 1442219076

ISBN-13: 978-1442219076

The War of 1812, often known also as the Second War of American Independence, was hugely influential in shaping the United States as we know it today. It was fought between the U.S. and Great Britain and its provinces—Upper and Lower Canada—with France acting as a thorn in both of their sides. It included many major land and sea battles spanning four years. It gave the U.S. its national anthem and established it as a major military and political force in the world. It also spurred the emergence and growth of the U.S. Navy.

The U.S. Navy Pictorial History of the War of 1812 combines a fresh historical narrative with over 130 dramatic illustrations, many in color, to celebrate this war on its bicentennial. This book focuses on the naval battles of the War of 1812, which tended to be the most important, and proved influential in determining the fate of each of the nations involved. Pictures depict historic battles scenes, impressive naval vessels, and important historical figures, many of whom we remember specifically for their actions in the War of 1812. Most illustrations in this book are from the U.S. Navy archives, and are official works commissioned by the U.S. Navy or created by Naval officers. During the war, many ships had an artist on board whose task was to record battle scenes as they occurred, so several of the illustrations show actions of the War of 1812 as they took place. These illustrations then give us a unique look at a significant period of U.S. history, allowing us to see these events through the eyes of those who witnessed them.

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

Contributor's Pictures

Send your submissions to: mario@modelshipbuilder.com



These are photos of M V Waiotahi built in 1934 by G C Niccol in Auckland New Zealand , this was to be there last small coastal ship which was taken over by the Northern Steamship Co.

These ships ran up and down the coast in and out of small ports usually with river bar crossings so there was a lot of groundings.

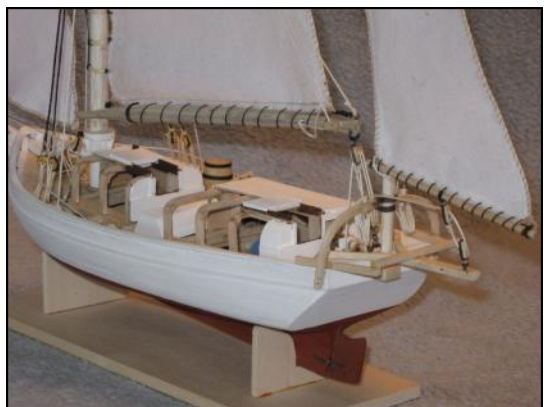
The ship is 107 ft long by 25 ft beam of wooden construction. This has been constructed from a few photos as all drawing were destroyed when the ship yard closed.

I remember these coming into my home port of Opotiki in the fifty s and the last ship was August 1957.— Bob Talbot



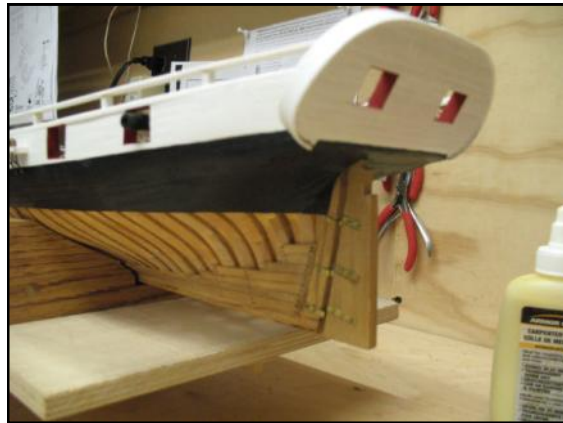


Here's 6 of 9 pictures submitted by Bob Thommen of a model of Joshua Slocums—
Spray.





Doug Shor sent in some pics of his US Brig Eagle





Pictures from Ronaldo Saplala of his model of the HMS Starling. I believe this is the first model from the steel navy that we've had the pleasure to post here in this section. Hope to see lots more.



Picture Submissions

Wish to see your pictures here? We welcome all submissions; wood, plastic, resin, cross section, card, r/c. Send your pictures to:
mario@modelshipbuilder.com

Ideally you will send four or more pics and a short description of the model, its scale etc. Images should be of the highest resolution possible. It doesn't have to be a completed model either. Send along some progress pics of your current model. Try to send original pics that you haven't posted to the various modeling forums

Badges: Heraldry of Canadian Naval Ships

HMCS Charlottetown (FFH-339)



HMCS Charlottetwon

Argent on a square Vert joined at each corner with a similar square Vert a representation of the coronation crown of Queen Charlotte Sophia of England proper.

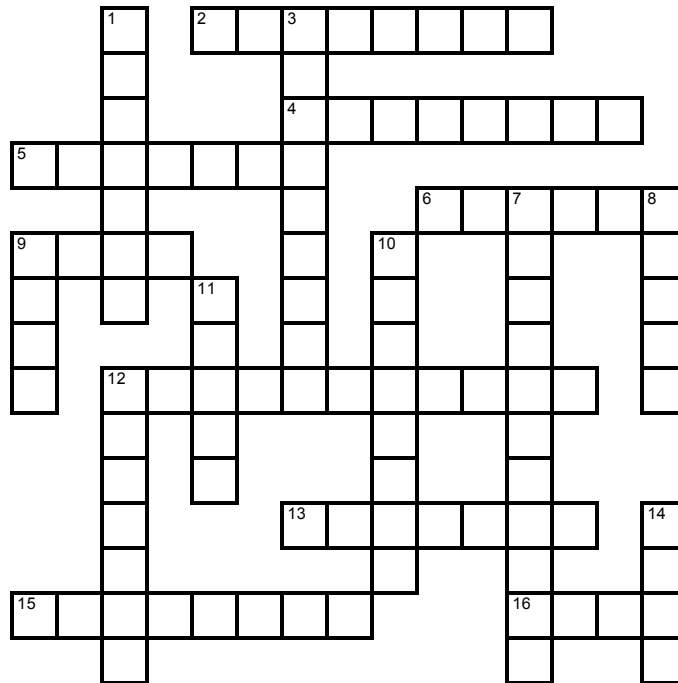
Significance: The central device of the badge is the arms of the City of Charlottetown, Prince Edward Island. In the design of Captain Samuel Holland, Royal Navy, for the City of Charlottetown, there is one major central square, Queen's, surrounded by four minor squares. At the heart of the badge is a stylized representation of these squares. The coronation crown of Queen Charlotte Sophia, wife of George III, honours both the city's name-sake and underlines the importance of the city as the provincial capital and residence of the Sovereign's representative, the Lieutenant-Governor.

Source: Various



Gene's Nautical Trivia

HULL CONSTRUCTION



Across

- 2 Gutter along the side of a deck
- 4 Deck boards
- 5 Opening for a 32-pounder, perhaps
- 6 Vertical piece that supports a deck
- 9 Backbone of a ship
- 12 Lowest part of a frame
- 13 Large timber at the top center of the floor of a frame
- 15 Largest structure to which deck planking is attached
- 16 Upper edge of the bulwarks

Down

- 1 Broad plank used to spread the shrouds
- 3 Uppermost part of a frame
- 7 Plank adjacent to the keelson
- 8 Frame mounted in a ship's hold along a main frame and bolted to it
- 9 Angled timber that connects a beam to a frame
- 10 Longitudinal piece that runs fore and aft across the frames
- 11 Wooden wedge used to prevent an article from shifting
- 12 Part of a frame
- 14 Large timber that runs the full length of a ship



NAUTICAL QUIZ

SAILORSPEAK

Container for a sailor's personal belongings. _____

Sailor's dance. _____

Sailor's hat. _____

Slang for an inexperienced sailor. _____

Slang for a sailor who brings bad luck. _____

Sailor's song _____

Sailor's rebellion. _____

Sailor's baggy trousers. _____

Sailor's drinking fountain. _____

Sailor's cologne. _____



WHAT IS HE SAYING?

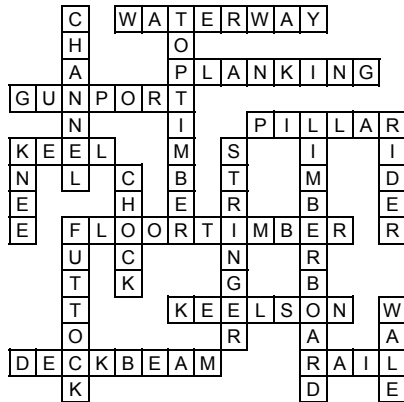
The following statements were made by old-time sailors. Translate them into common English.

1. "I'm going to a stone frigate."
 2. "I'm going to swallow the anchor."
 3. "This job is money for old rope."
 4. "It's time to put our ears back."
 5. "I'm hard up in a clinch."
 6. "He's just whistling psalms to the taffrail."
 7. "Let's go poodle faking."
 8. "It's not my part of the ship."
 9. "I think I'm going to round the buoy."
-

ANSWERS:



HULL CONSTRUCTION:



SAILORSPEAK:

- 1-Ditty bag
- 2-Hornpipe
- 3-Watchcap or Sou'wester
- 4-Lubber
- 5-Jonah
- 6-Chantey
- 7-Mutiny
- 8-Truffles
- 9-Scuttlebutt
- 10-Fufu juice

WHAT IS HE SAYING?:

- 1-"I'm going to a shore establishment."
- 2-"I'm going to retire from the navy."
- 3-"This job is very easy."
- 4-"It's time to eat to the full."
- 5-"I'm in a difficult position and can see no clear way out of it."
- 6-"He's providing advice that will be ignored."
- 7-"Let's go ashore to meet the young ladies."
- 8-"It's not my responsibility."
- 9-"I think I'm going to take a second helping of food."
- 10-"The ship's carpenter went to see the chaplain."