



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

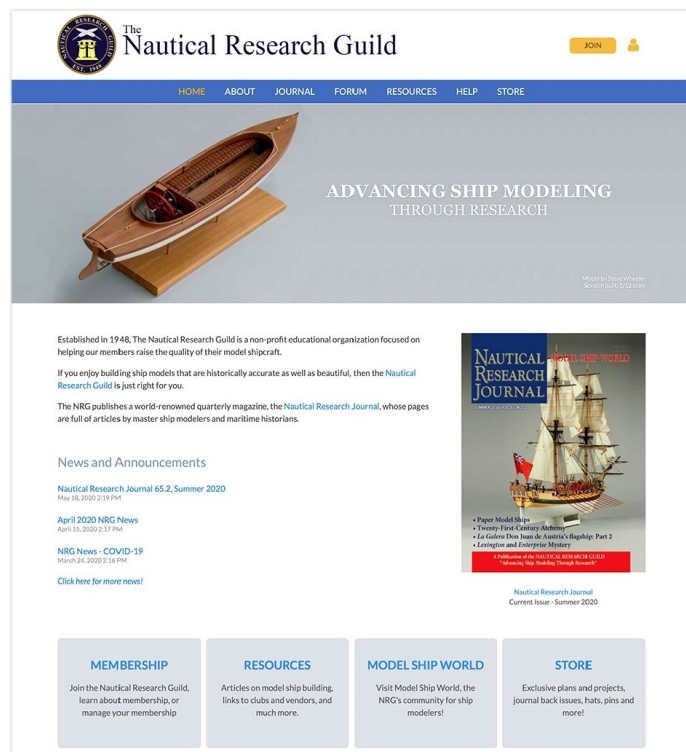
August 2020

● Scuttlebutt ●

As meetings go, this may have been the most informative we have had since we went virtual. In some respects, you might say that the July session was the Doc Williams show. In addition to his excellent presentation on beak-head bulkheads, Doc also gave a mini-talk on how he cuts planking for his models. The home made fixture he uses (see Ships on Deck) created quite a discussion.

New NRG Website

The Nautical Research Guild introduced their all-new website. Completely rebuilt from the ground up, it features a modern design, updated content, and great new tools for managing your NRG membership online.



News and Announcements

The new NRG website features a News and Announcements section to keep you up-to-date on what's going on with the NRG. Get the latest news right on the homepage, or visit the News page for even more information.

"Scuttlebutt", continued on Page 2

August Meeting Notice

All About Paints

By
Kurt Van Dahm

For those of you who prefer to paint your models, this meeting is for you. Nobody in our organization is more qualified than Kurt Van Dahm when it comes to providing advice on how to get the perfect scale coating on your model.



Proceedings will begin on Wednesday, August 19th, at 7:00 PM, but you will be able to log on as early as 6:30 PM. Be on the lookout for your Zoom invite, which will be sent to you by no later than August 18th. Hope you can join us!

Modeling a Beak-head Bulkhead

Even by virtual meeting standards, Doc Williams' presentation on modeling beak-head bulkheads was noticeably short. Nevertheless, it was packed with numerous hints and tips for constructing one of these complex structures.

Probably the most important message to come out of Doc's talk was the fact that complex assemblies aren't so complex, if you break them down into subassemblies. And that's exactly what he did as he explained the sequence he followed while constructing this piece for his *Royal William*.

The next noteworthy tip was the fact that the entire bulkhead was constructed off the model, and then glued in place. Constant checks for proper fit were



a must, but it also minimized the chances of bumping the model and suffering serious damage. With Doc's failing eyesight, this was especially important! Thanks for a most informative presentation, mate!



● Scuttlebutt ●

Continued

All New Online Store

The online store has been completely updated, making it easier to browse and purchase NRG products like plans, books, Journal archives, and more. They improved the checkout process to, so placing an order is quick and easy.

Resources for Ship Modelers

There is an all new Resources section that features great articles, directories and more.

Articles and how-tos

Book reviews, searchable and browsable by title, author or journal issue

Interactive local model club directory

Hundreds of vendors and resource links organized by category

Manage Your Membership Online

Their new membership management system lets you manage your membership online. You can log in and see your membership details, renew online, update your

information, and more. You can even set up automatic renewals, so your membership automatically renews each year!

Get Help Anytime

An all new Help section on the website can help you with questions and problems anytime, day or night.

Get info on managing your membership, placing orders, using the digital edition and more.

The NRG is excited about this big update, and will continue to make improvements and add new content. If you have suggestions, or run into any problems, they would love your feedback!

MMS OFFICERS & STAFF



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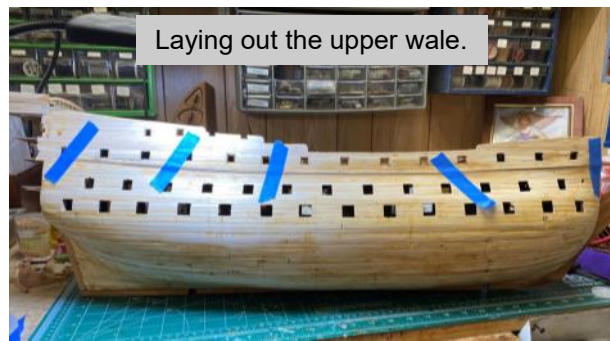
Web Master - John Pocius...(630) 957-7298

jpdesign@mindspring.com

● Ships on Deck ●

Royal William by Doc Williams

Photos by Doc Williams



"Ships on Deck", continued on Page 3

● Ships on Deck ●

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Ruby II by Mr. Norio Uriu

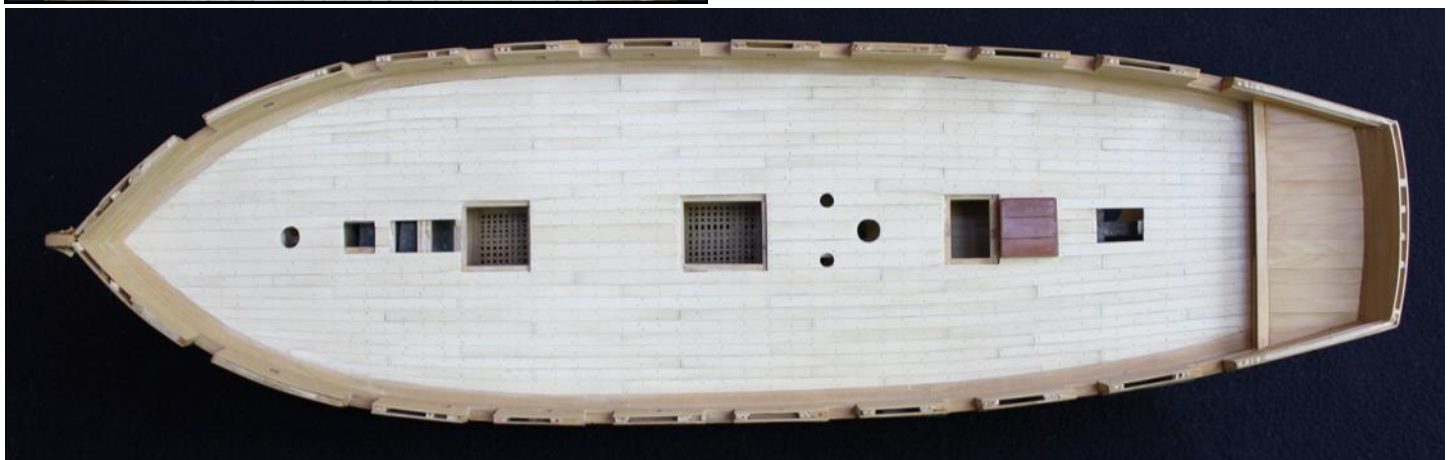
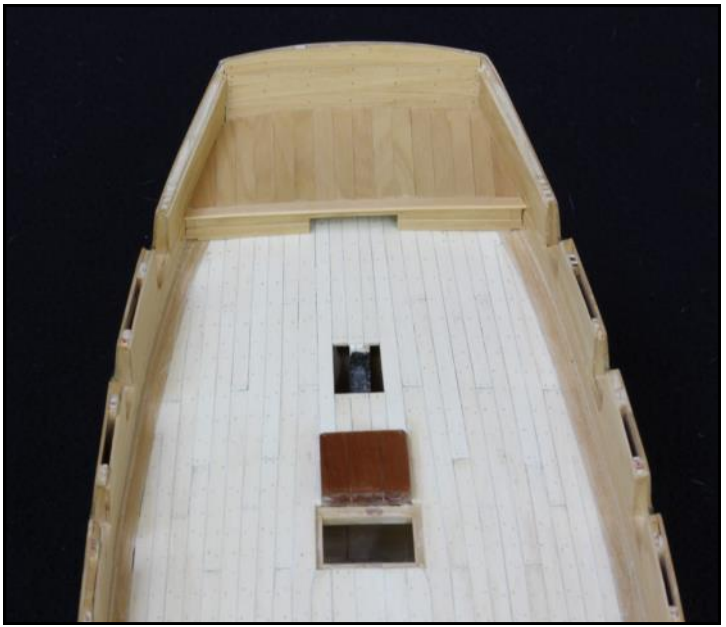


● Ships on Deck ●

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HMS *Swallow* 1779 by Toni Levine

Photos by Toni Levine



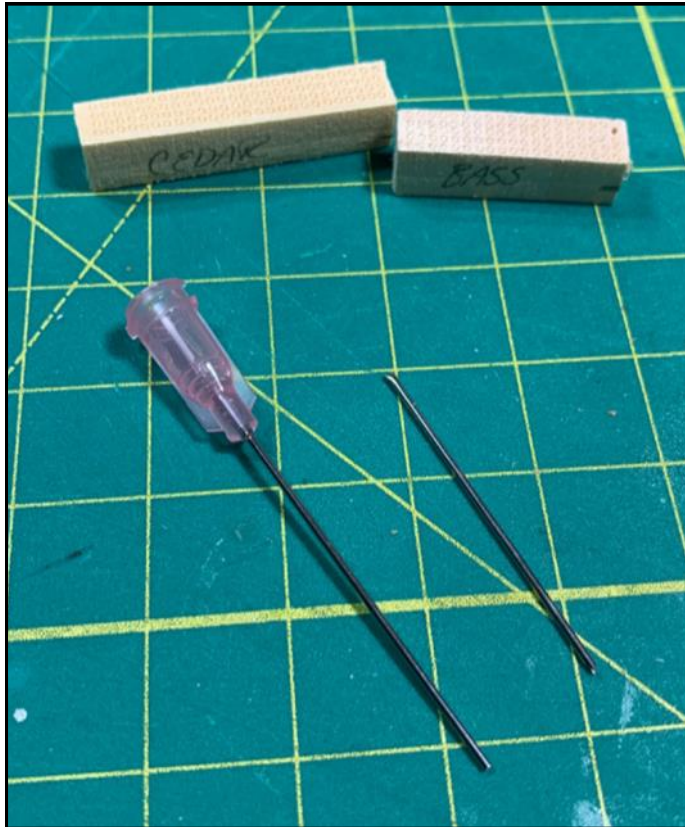
● Ships on Deck ●

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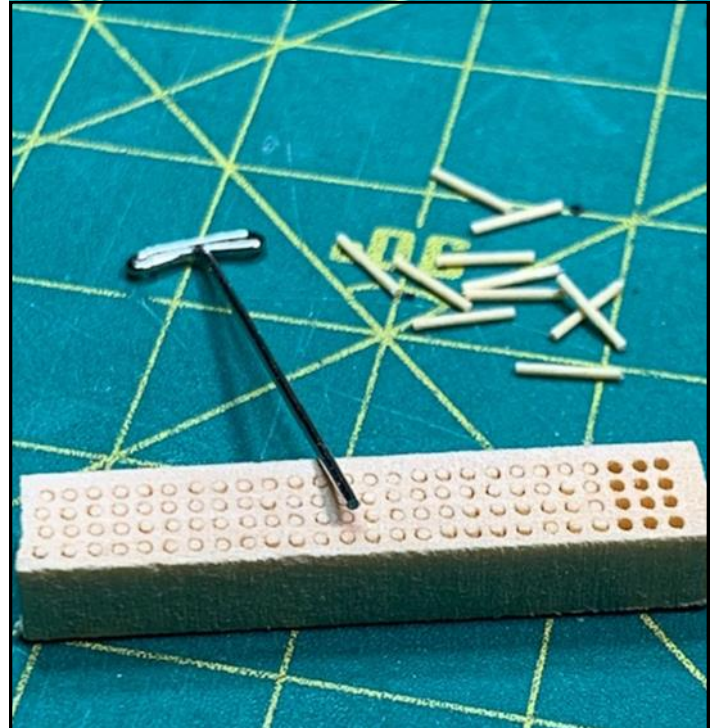
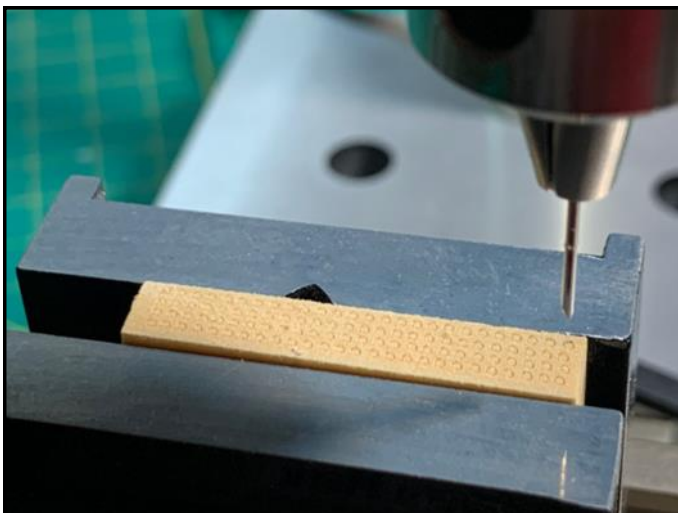
Scale Tree Nails by Patrick Sand

Photos by Patrick Sand

The tip of a glue applicator needle is ground down to a "V" so there are two sharp points. The needle is then removed from the plastic flange, and inserted in a drill press that is equipped with an X-Y table.



A block of cedar is clamped in the X-Y table vise with the grain running vertically. Do not run the drill completely through the block.



Once all the drillings are completed, the bottom of the block is cut off, and the tree nails are easily removed.



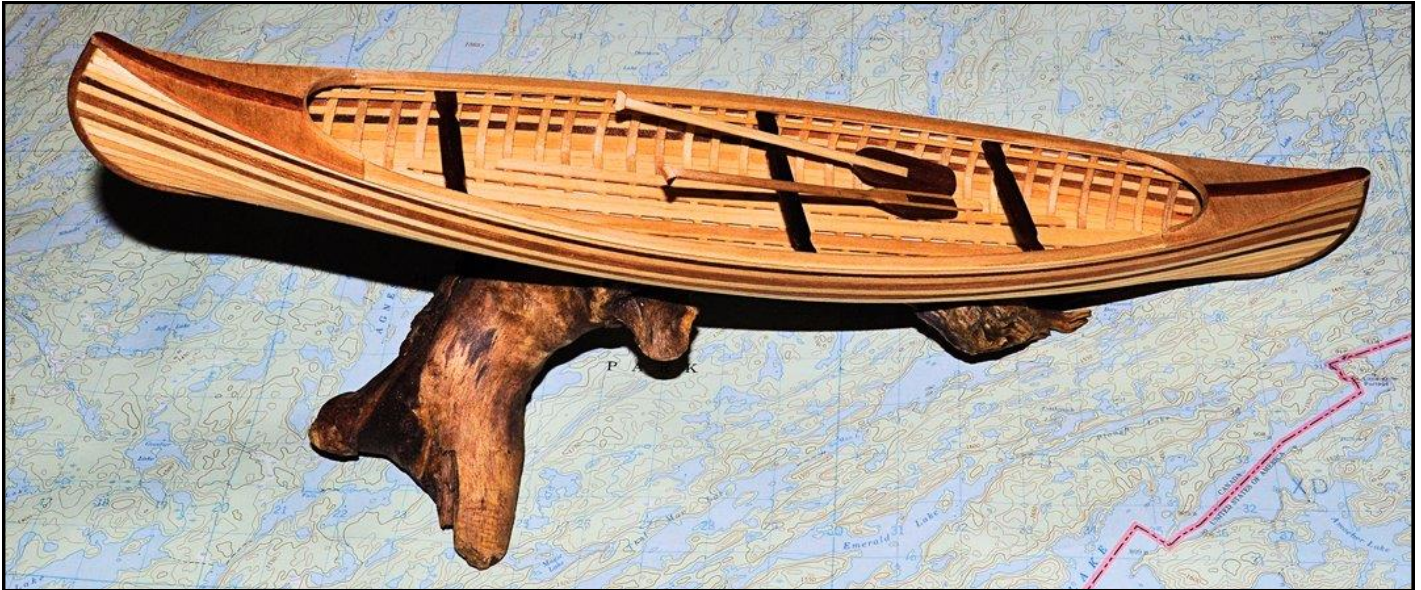
Harder woods do not work well with this procedure. So far, Cedar has produced the best results. However, Basswood will also work.

● Ships on Deck ●

Continued

Peterboro Canoe by Samuel Parent

Photos by Samuel Parent



This model is an old Midwest Products kit. The scale is 1:12. Sam had originally decided to build it as a diversion from two other ships that he is currently building, and thought it would be a good exercise in working on his planking skills. He very soon discovered that it took on a life of its own, and was much more of a challenge than he had originally thought. Sam stated that with no paint, stain, or fillers, it makes one work on their "A" Game! The model is composed of basswood, mahogany, pear, and walnut strips that are laid over a form very much the same way as a full size strip canoe. Sam added some embellishments, and the final mounting will be on a piece of driftwood shown in the first photo. The rustic piece was found at "Lake of the Woods" in Minnesota.

"Ships on Deck", continued on Page 7

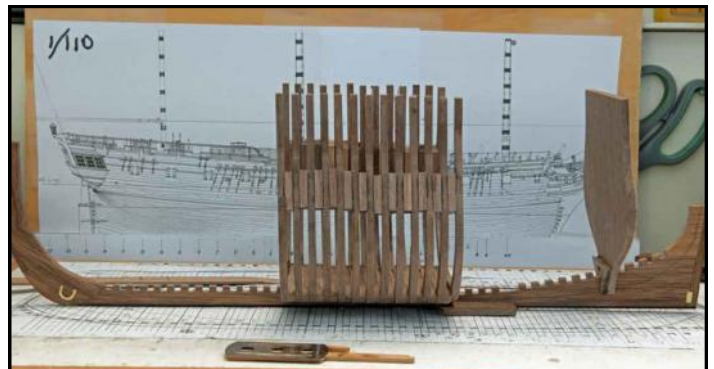
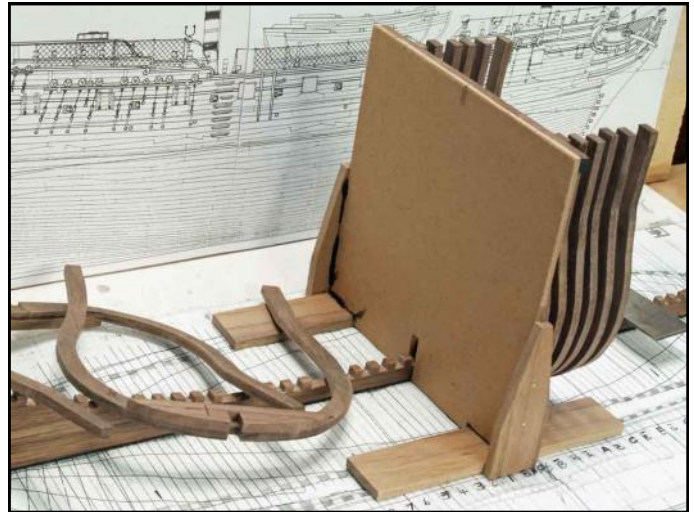
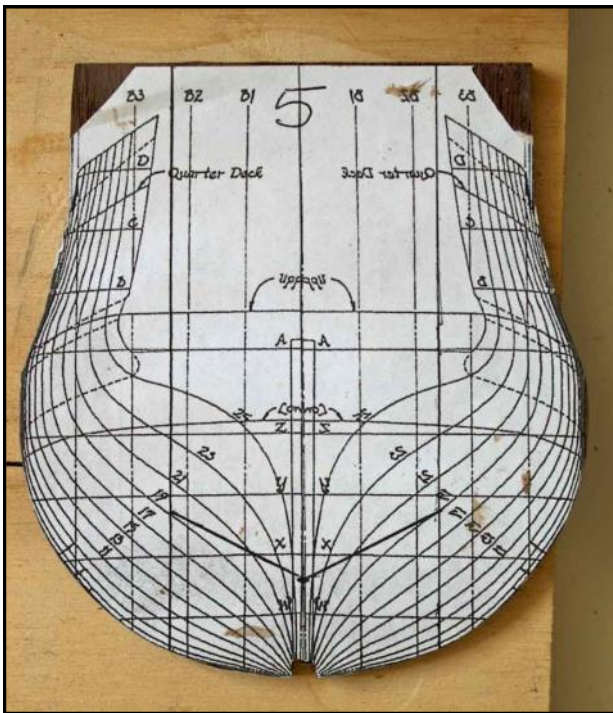
● Ships on Deck ●

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HMS *Pandora* by Kevin Hudson

Photos by Kevin Hudson

Using a band saw and thickness planer, Kevin cuts his own lumber from billets.



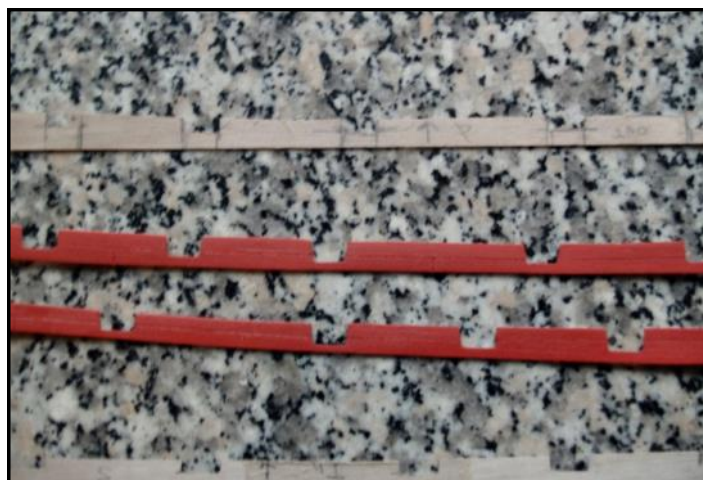
"Ships on Deck", continued on Page 8

● Ships on Deck ●

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The Cutter *Alert* by Allen Siegel

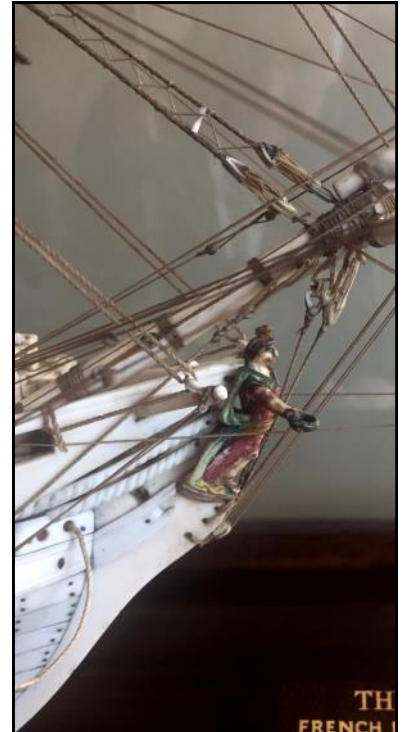
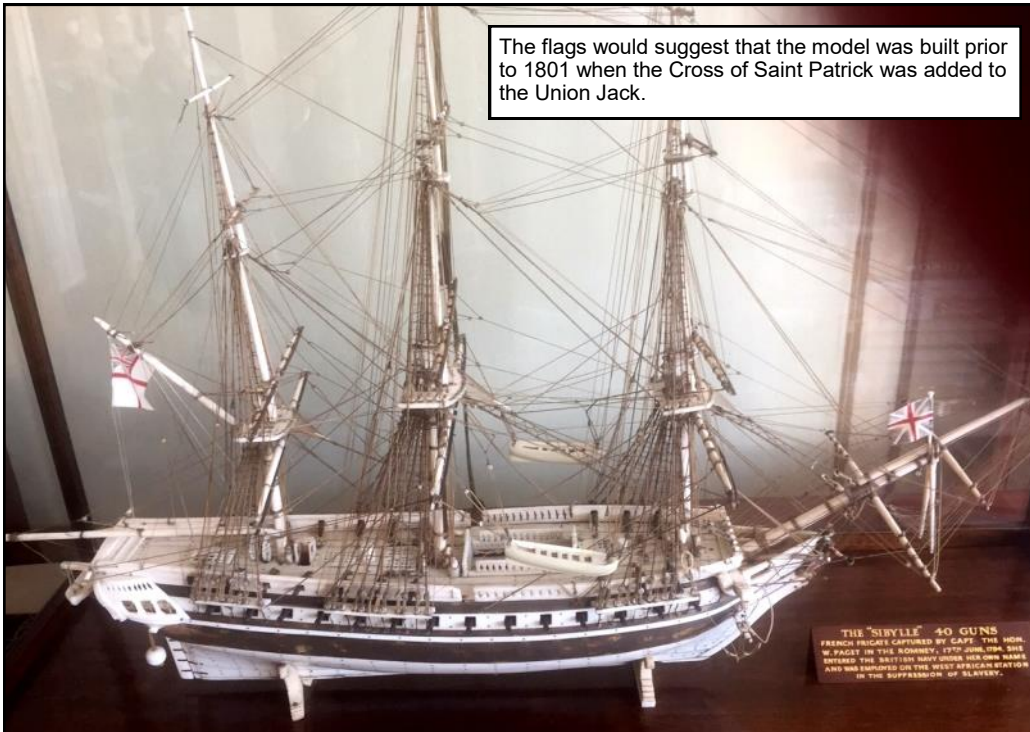
Photos by Allen Siegel



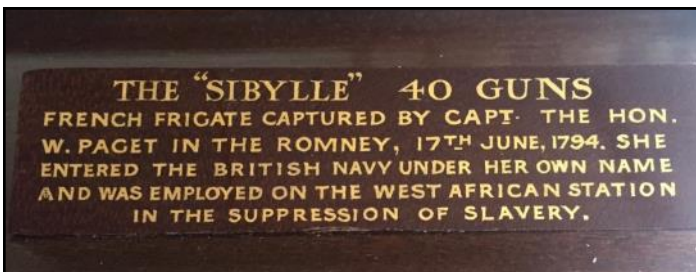
● Ships on Deck ●

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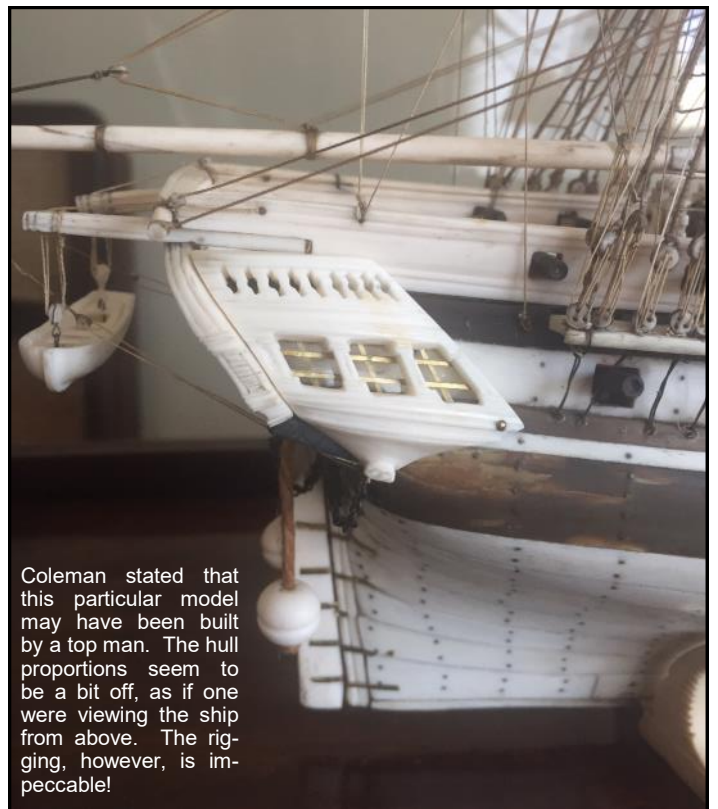
Prisoner of War Model HMS *Sibylle* presented by Coleman Seskind



While in British service, *Sybil* participated in three notable single ship actions, in each case capturing a French vessel. On anti-slavery duties off West Africa from July 1827 to June 1830, *Sybil* captured numerous slavers and freed an estimated 3,500 slaves. She was paid off in 1833.



The cords hanging from the counter, if pulled, would run the guns in and out. For fear of damaging the fragile mechanism, Coleman has never tested the device.

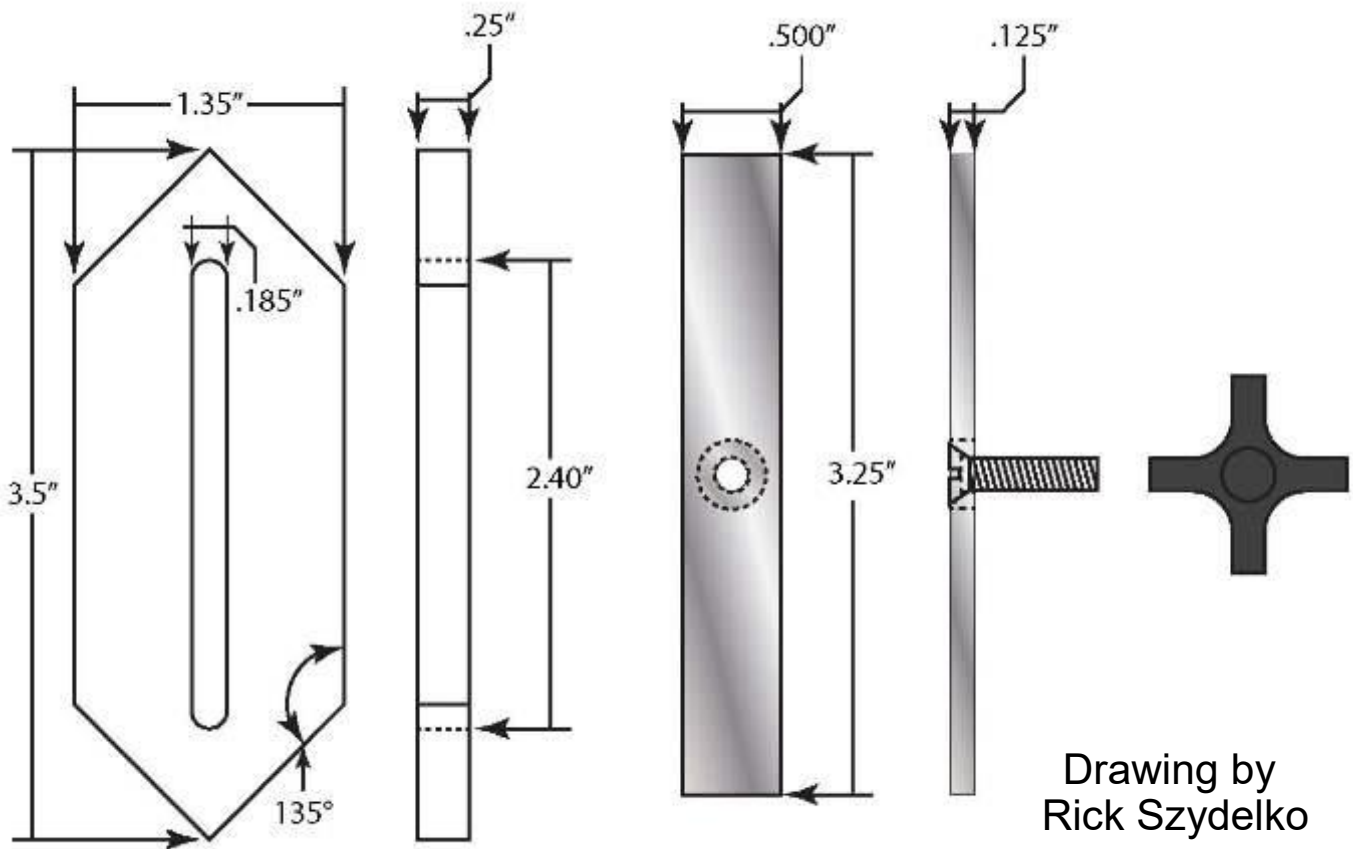


Coleman stated that this particular model may have been built by a top man. The hull proportions seem to be a bit off, as if one were viewing the ship from above. The rigging, however, is impeccable!

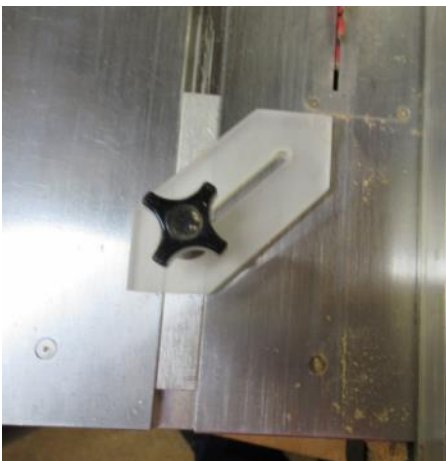
● Ships on Deck ●

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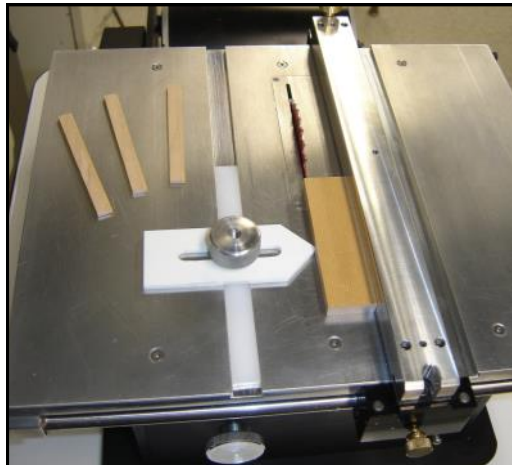
Plank Cutting Fixture



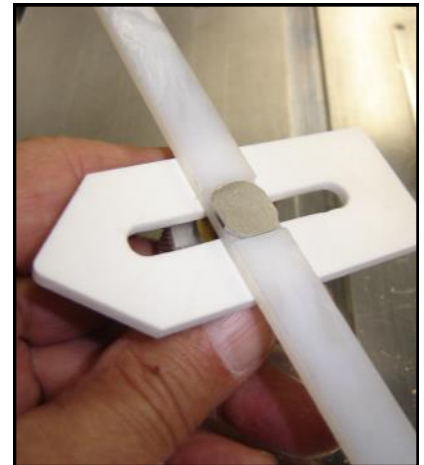
When Doc Williams gave his presentation last month on cutting planks, the fixture he used to expedite the process drew a lot of interest. The device was actually made by Rick Szydelko, and in spite of its simplicity, it was evident to the membership that it is a handy little accessory for a table saw. One of those impressed was Bob Filipowski. Taking a break from his current project, and adding his own personal touches, Bob built the unit shown in the right-hand photos. Three out of the first four pieces cut were dead-on, and the fourth was only .0005" off. Talk about repeatable accuracy!



Doc's fixture, built by Rick Szydelko.



Bob's fixture. Note the different style assembly bolt compared to the flathead bolt featured in the drawing.

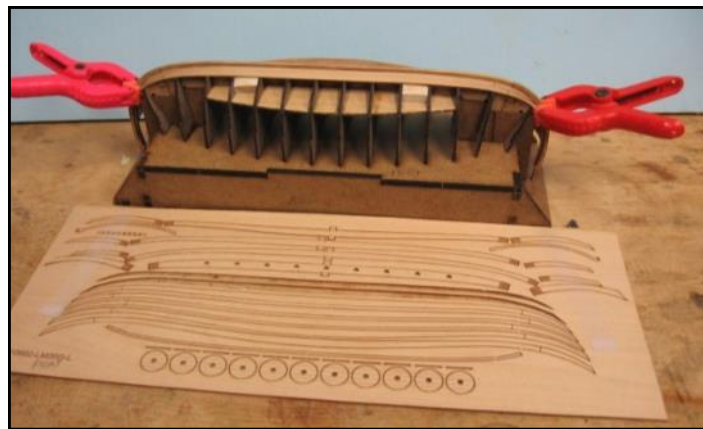


● Ships on Deck ●

Continued

Viking Boat by Ken Goetz

Manufactured by the Russian company *Falconet* Scale 1:72
Photos by Ken Goetz



● Ships on Deck ●

Continued

Sultana by Don Purney

Photos by Don Purney



HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz



This 1:48 scale model was manufactured by Artesania Latina, and dates back to about 1993. It is referred to as an "anatomy model" due to the fact that the port side will be planked, but the starboard side will be open and display the vessel's internal construction. It looks like Neil's off to a great start!

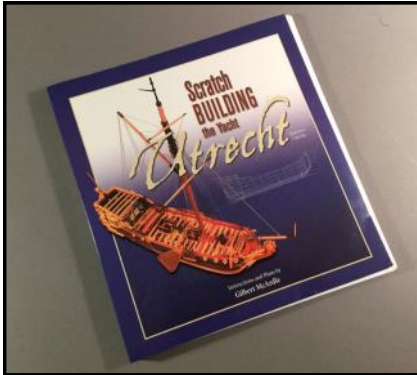
"Ships on Deck", continued on Page 13

● Ships on Deck ●

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***Utrecht* - Dutch State Yacht of 1749** by Gus Agustin

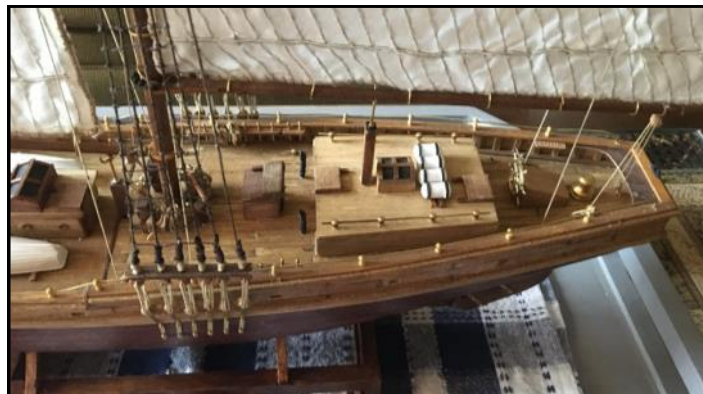
Based on the book "Scratch Building the Yacht *Utrecht*" by Gilbert McArdle.



• Ships on Deck •

Continued

Bluenose II by Keith Zeilenga
Model is finished. Congratulations, mate!



• ACQUISITIONS •

Al Sereika picked up a new case for his recently completed USCG *Falcon*. He ordered it from "Aviles Plastics", a firm located in Milwaukee. He was very pleased with the quality, and feels that the drive was worth it!



When it comes to model ship building, it would be safe to say that **Bob Fryszak's** interests are quite varied. Also, based on what he has done with his *USS Constitution*, (interior and exterior lighting among many other upgrades), he likes to think outside the box. There's no telling what his plans are for this *Roter Lowe* and *PT-109*!

• HISTORIC SHIP PROFILES •

• HMS *Quebec* and *Surveillante* - 1779 •

Perhaps the most ferocious frigate action ever?

Single ship actions, usually between frigates, are remembered as some of the most intense engagements that occurred during the Age of Fighting Sail. Perhaps the most dramatic of all single-frigate actions occurred when France was locked in conflict with Britain during the American War of Independence. This ferocious battle was fought by the British HMS *Quebec*, a *Niger* Class Frigate, against her French counterpart *Surveillante*. What follows serves to give a brief impression of this now largely forgotten epic.

On October 6, 1779, HMS *Quebec*, commanded by Captain George Farmer, was off Ushant in company with an armed cutter, HMS *Rambler*, keeping a watch on Brest. Due to unfortunate circumstances, the 32 gun frigate was armed with 9-pounders at this time rather than the 12-pounders she was rated for. This would prove to be a critical factor in the action to come.

At daybreak the British vessels sighted a large frigate and an armed cutter, and hastened to investigate. The frigate proved to be the *Surveillante*, commanded by the able Lieutenant Du Couëdic. Carrying 34 guns, apparently a mix of 12 and 18-pounders, she was a considerably larger and more powerful vessel than the under-gunned *Quebec*. The French ship was by at least thirty percent the more powerful fighting machine of the two. She had a crew of 255 men as against the *Quebec*'s 195.

The action opened in mid-morning, and was fought in a heavy swell, though there was little wind. Du Couëdic kept his ship close-hauled on the port tack, while Farmer, sailing free on the same tack, edged down towards him. At ten o'clock HMS *Quebec* hoisted her colours, hauled her wind, and began to return the enemy's fire at short range. In the cannonading that followed, lasting a full hour, neither side had the best of it. Then the *Surveillante* drew ahead and Farmer, quickly backing his topsails, put his helm up and tried to go under her stern and rake her. Du Couëdic bore up simultaneously to frustrate the maneuver, and both ships were before the wind, masts tottering and sails in tatters.

Both vessels were now taking heavy losses. Some of HMS *Quebec*'s gun-crews were reduced from seven men to three. Farmer had sustained a broken collarbone and a smashed finger, but he remained on deck to encourage his dwindling crew. The first lieutenant had his arm shot away but when the surgeon had done what he could for him he returned to the quarter-deck. Twice the fire of the *Surveillante* ceased, and the English crew cheered, thinking they had her beaten – but each time, after a brief interval, the French reopened fire with increased vigor. The gunnery duel continued until about one o'clock when the

Surveillante's masts went overboard together. They fell in the most fortunate manner for her, on the disengaged port side, and her fire remained unimpeded. Before Farmer could take advantage of his enemy's plight, HMS *Quebec*'s masts followed



suit, the fore and mainmast falling inboard, blocking the gangways, and putting the guns on the forecastle and quarter-deck out of action. Worst of all the mizzen-mast fell outward on the engaged side, and the mizzen-topsail completely covered over the gun ports of several of the broadside weapons toward the stern.

Both vessels were no longer under control, and, as they drifted, they locked together. *Surveillante*'s bowsprit became entangled in the wreckage of masts and sails, which encumbered HMS *Quebec*'s decks amidships. Du Couëdic called for boarders, but when preparing to launch an assault, the French captain was struck down by a musket ball – the third wound he had received during the action. His officers, though momentarily shaken by his injury, began rallying the boarding-party. At this point, the issue was taken out of their hands.

HMS *Quebec*'s mizzen-topsail, which had been masking the stern guns on the port-side since the mast had fallen, now caught fire. The gun crews continued to blaze away through the tattered canvas hanging a few feet from the muzzles. The flames ran up the sail, took fierce hold on the wreckage on the quarter-deck, and in an instant were roaring over the after part



• HISTORIC SHIP PROFILES •

Continued

of the ship. The French, abandoning all thoughts of boarding, used every effort to get clear, fending HMS *Quebec* off with spars and booms. They were only just in time, for the stump of their bowsprit was a mass of flame, only quenched with difficulty as the two ships were disentangled.

The engagement was over, and HMS *Quebec* was doomed. Du Couëdic, wounded, gave orders that when the flames in his own ship had been extinguished, firing should cease and HMS *Quebec*'s crew rescued – many had already jumped overboard to escape the flames. All *Surveillante*'s boats were too damaged to float however, and nothing could be done but to throw ropes to any survivors who could swim alongside.

In HMS *Quebec*, Captain Farmer gave orders to flood the magazine, and took what measures he could to fight the fire. This proved hopeless but Farmer refused to leave his ship. In mid-afternoon the magazine exploded. The hull burnt fiercely for a considerable time before it sank. Though accounts of the exact manner of Farmer's death differ, there is no doubt that he went down with his ship, her flag still flying.

The *Surveillante* saved some of HMS *Quebec*'s crew, HMS *Rambler* a few more, and 13 were picked off a mass of floating



wreckage by a Russian ship that was in the vicinity. Another 14 were spotted on other flotsam but as the Russian altered course to pick them up a heavy squall came on, and when it lifted they were gone. Out of HMS *Quebec*'s company of 195 only 68 were saved.

The *Surveillante* lost 115 killed and wounded out of 211 – a 50% casualty rate. In sinking condition, she was towed to Brest by her consort, the *Expedition*. It would require almost a year to repair all of the frigate's battle damage. Du Couëdic was promoted immediately but died a few months later as a result of his wounds.

The French behaved with notable chivalry towards *Quebec*'s survivors. They were sent back free to England on the grounds that the French Minister of Marine *did not think it right to consider as prisoners of war unfortunate men who had escaped the fight, the fire which blew up their ship, and the watery gulf into which they had been hurled.*" It was particularly touching that Du Couëdic, despite his own ultimately mortal wounds, took pains to see that they were made as comfortable as possible.

The surviving officers of HMS *Quebec* were tried by court-martial at Sheerness, and the court found that "*everything possible was done to save the ship, and that Captain Farmer, her officers and men, behaved in the most spirited and gallant manner, and are of opinion that if the accident of fire had not happened, they would have taken the French man-of-war*"



• MMS ANTI-PIRACY POLICY •



Here is a list of banned companies that have been pirating and duplicating kits, books, and plans from reputable manufacturers. Quite often these disreputable companies offer their products at what appear to be reasonable prices, but these items are often poor in quality. Many of them do not have websites. They market their illegal products via the Internet on sites such as eBay.

If you are contemplating your next project, please check this list. If you are not sure, discuss it with Kurt Van Dahm before you commit to a purchase. For easy reference, this information will appear in all future issues of the *Forecastle Report*.

Please note that CAF has been removed from this list.

ZHL	WN
RealTS	Unicorn Model
Snail Model	YQ (YaunQing)
XinFeng	Master
JD Model	CN
LHQK	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU