

● Scuttlebutt ●

The January Meeting

The New Year started out with a very special January get-together. Our new Vice President, Bob Frysztak, wowed those in attendance with some remarkable graphics during *Ships on Deck*. Bob certainly brought a fresh look to the meeting!

When the calendar turned to 2022 the prospects for a decent meeting didn't look very promising. In addition to Patrick Sand's scheduled talk, there was only one model available for Ships on Deck. Bob Filipowski sent out a call for help, and the response was most noteworthy. The January SOD turned out to be one of the largest we have had during the pandemic. Great way to start the New Year, mates! Thank you for your support!

One might say the January session was also the Patrick Sand Show. In addition to an excellent presentation on Gudgeons, Pintles and Coppering (See column two.), Patrick did a very nice SOD dissertation on mounting his just completed quarter galleries. It was an excellent demonstration on the use of templates when mounting a complex assembly.

● NRG Happenings ●



The videos featuring the 2021 Annual Membership Meeting and *Using the Table Saw Safely* are now available for viewing. NRG members can access these videos AFTER they have logged on to the website. You must be logged on to access this Member's Only content.

NRG Chair, Toni Levine, announced that the scale 3-D generated figurines can now be purchased online. They come in approximately 68 different poses. Cost is contingent on scale and choice of material used. The figures come unpainted, and are based on a human roughly 5 foot 6 inches tall.



MMS OFFICERS & STAFF



President - Bob Filipowski.....(847) 394-0757
 Vice Pres. - Bob Frysztak(630) 234-5684
 Treasurer - Allen Siegel(847) 446-7248
 Secretary - Bob Sykes.....(630) 766-6645
 Club Photographer:
 Leon Sirota(847) 541-6285
 Web Master - John Pocius...(630) 957-7298
 jpdesign@mindspring.com

February Meeting Notice

A Scratch-Built 9 Pound Naval Gun

By
Alan O'Neill

It has been 25 years since we last had a presentation on scratch building a naval gun. One might think that in our conservative hobby, things probably haven't changed much, but that's not true. For one thing, Alan O'Neill's canon and canon balls are 3-D printed! Twenty-five years ago we could only dream about such concepts. You'll have to join us to find out what other surprises this magnificent 1:12th scale gun might be harboring. This is one meeting you don't want to miss!



Proceedings will begin on Wednesday, February 16th, at 7:00 PM, but you will be able to log on as early as 6:30 PM. Hope you can join us!

● Gudgeons, Pintles & Coppering ●

Patrick Sand started out by stating that working with very small parts presents a challenge for him. To look at his Syren, you wouldn't believe that's possible. Installing scale copper plating was a totally new experience for him. Installing gudgeons and pintles over the fragile copper plates presented even more of a concern.

Patrick decided to make the gudgeons and pintles first and pre-fit them. They would be functional and include simulated bolts. It would also allow him to remove the completed rudder while working on the rest of the model.

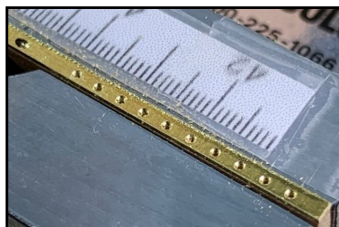


Using 3M Spray Adhesive, Patrick took some .4mm brass sheet, and sandwiched it in between two sheets of cherry wood. Strips 1.53mm wide were then cut from the sheet. One cherry layer was then removed from each strip. Using a Dremel .105" engraver, equally spaced shallow depressions were made in each strip.

• Brass Pintles Gudgeons & Coppering •

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The holes for the bolts were then drilled into each strip with a 0.4mm drill bit. The bottom side of each strip would then be the surface facing outward when mounted, thus hiding any remnants of the shallow depressions.

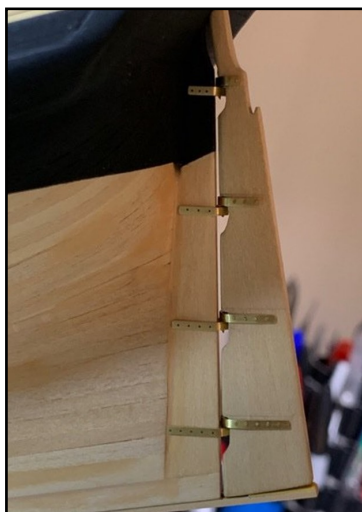
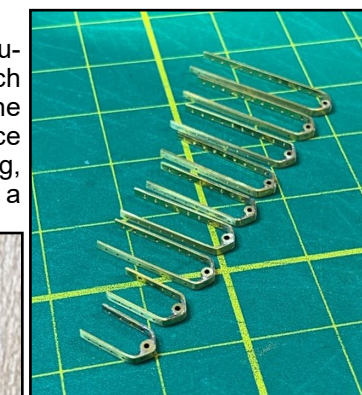


Patrick opted for a triangular shape for the strips, which made it easier to solder the brass tubing in place. Once they were ready for mounting, a test fit was conducted on a



piece of scrap wood the same thickness as the rudder and sternpost. The fasteners were 0.3mm brass nails.

After the rudder was shaped, the G&P's were test fitted on the stern post and rudder, and the locations were marked. It was time to copper the hull.

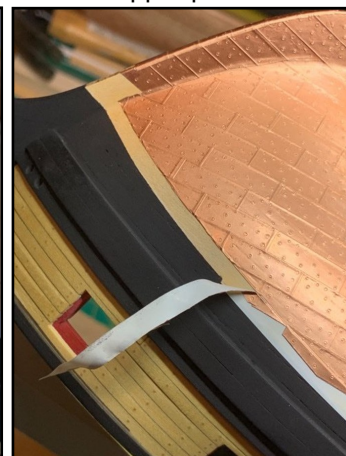
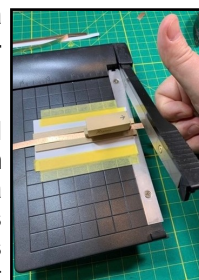


Nitto 5mm flex tape was applied to the waterline. The copper tape used for the plates was 5.7mm wide. Using a stamp with the correct nail pattern, nail head impressions were made in the copper foil.

Nail Heads Flattened



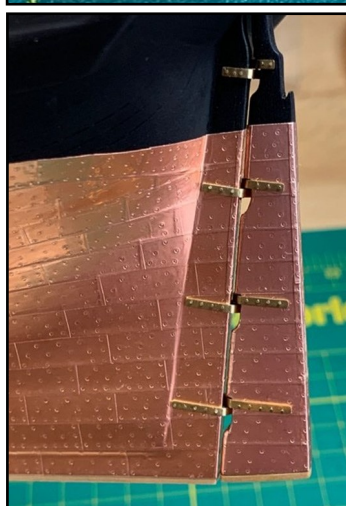
The strip was then turned over and a roller was used to flatten the impressions for a more realistic appearance. The strips were then cut into individual plates, and applied to the hull, which had been prepped with two coats of Wipe-On Poly. Each plate was burnished with a Q-Tip, and any oil from Patrick's hands was removed. This last procedure was done often so finger prints would not permanently impact the finish on the copper plates.



Once the plating reached the Nitto tape, the plates were trimmed. Patrick used a #11 Exacto blade for this procedure, which did not work as well as he had hoped. The foil did not cut cleanly. Sand stated that if he were to do it again, he would try a #10 blade, which has a curved edge. Fortunately, the installation of the final row of plates at the waterline hid any imperfections that occurred during the trimming process.



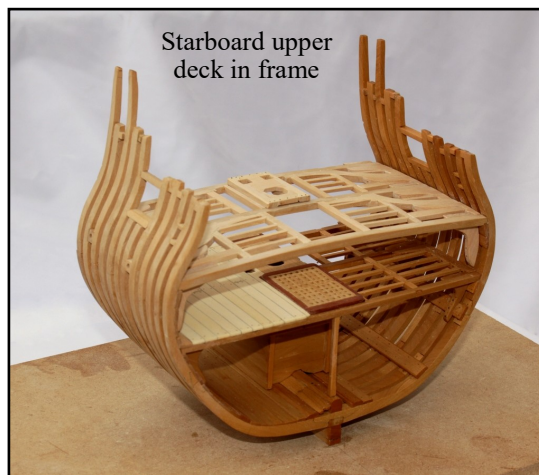
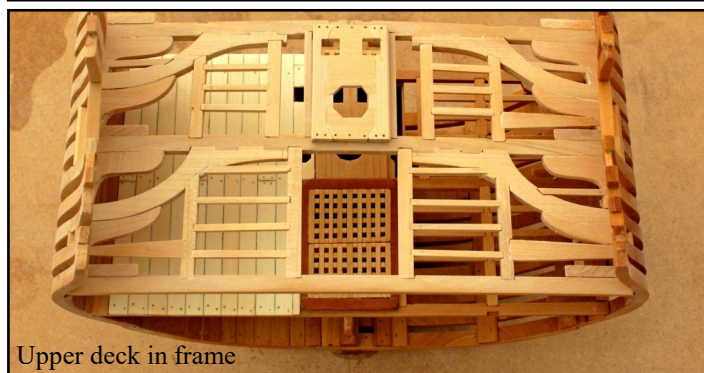
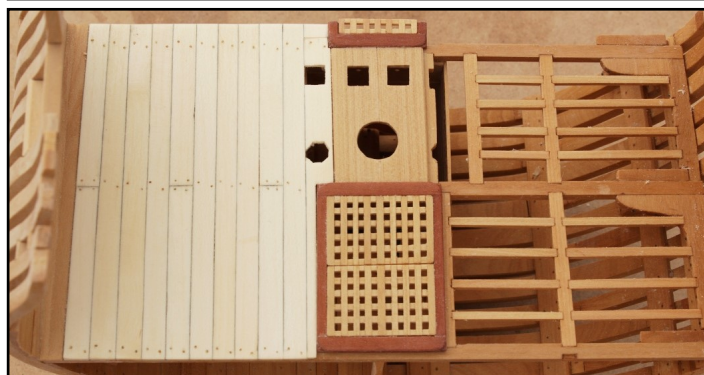
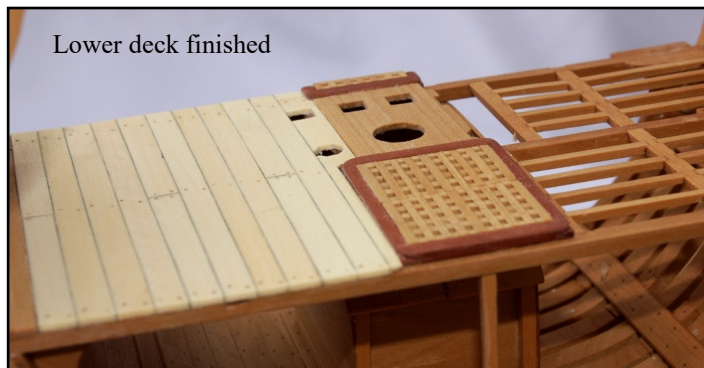
After installing the false keel, Patrick turned his attention to the final hurdle - mounting the gudgeons and pintles without damaging the delicate copper foil. He assumed that the most critical step would occur while trying to slide the G&P's over the copper plating. He decided to file/sand a slight bevel in the interior leading edges of each assembly, and remove any burrs that might exist. As you can see, this worked out very well. Beautiful job, mate!



• Ships on Deck •

Echo Cross Section (1751-1800) by Toni Levine

Photos by Toni Levine



• Ships on Deck •

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Lackawanna by Sam Parent

Photos by Sam Parent

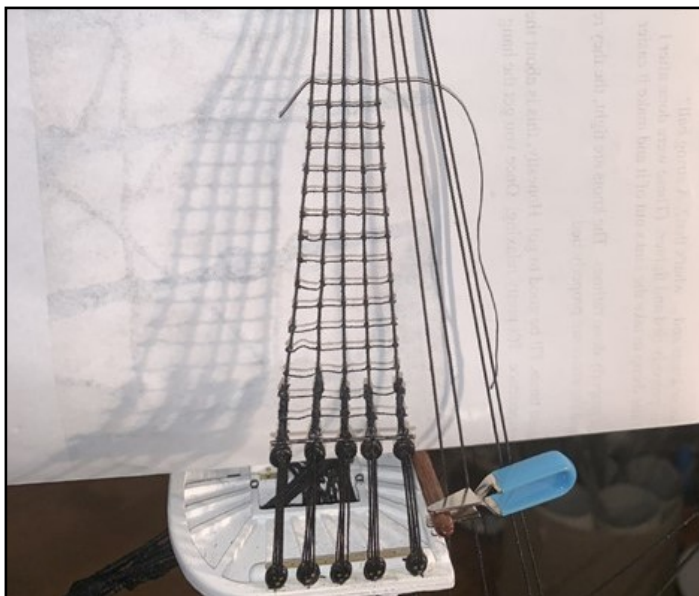
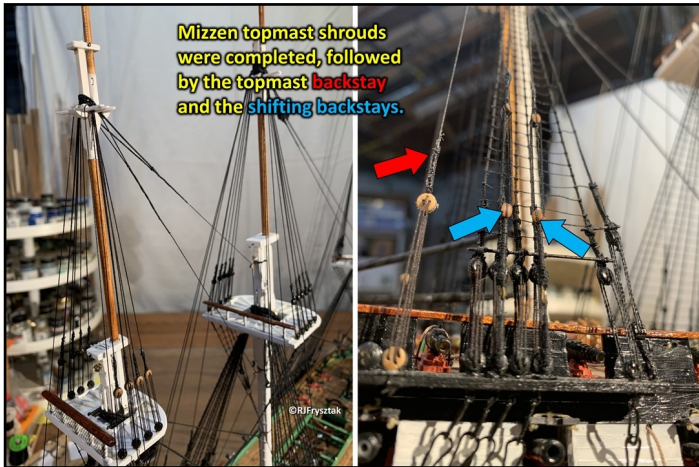
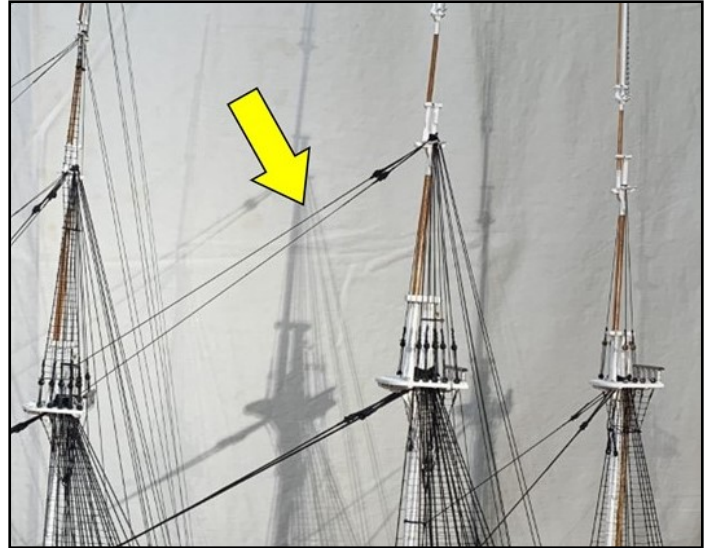
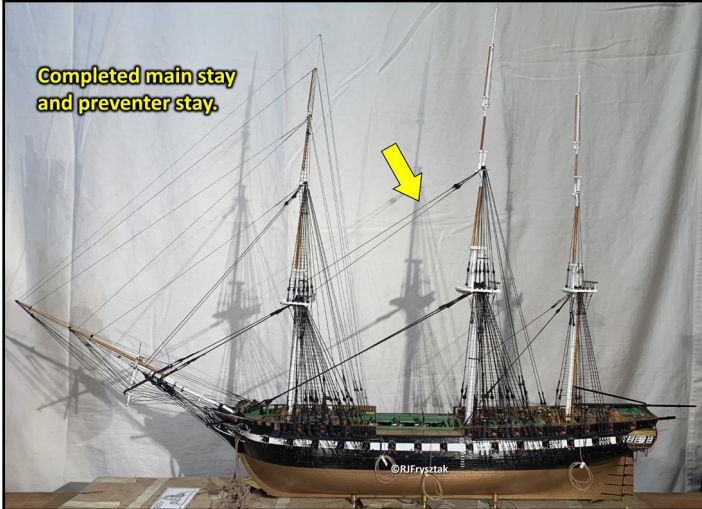


• Ships on Deck •

Continued

USS Constitution by Bob Frysztak

Photos by Bob Frysztak



● Ships on Deck ●

Continued

Mississippi 1870 by Keith Zeilenga

Photos by Keith Zeilenga



● Ships on Deck ●

Continued

Alert by Allen Siegel

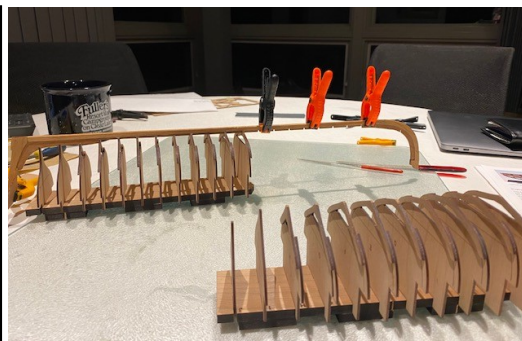
Photos by Allen Siegel



Building Board for a *Royal Barge* by Allen Siegel

Photos by Allen Siegel

With *Alert* in the homestretch, Allen has decided to start a new model!

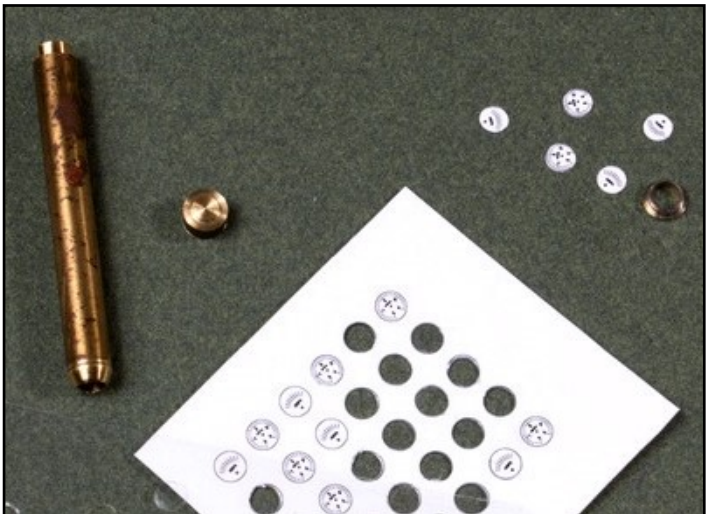
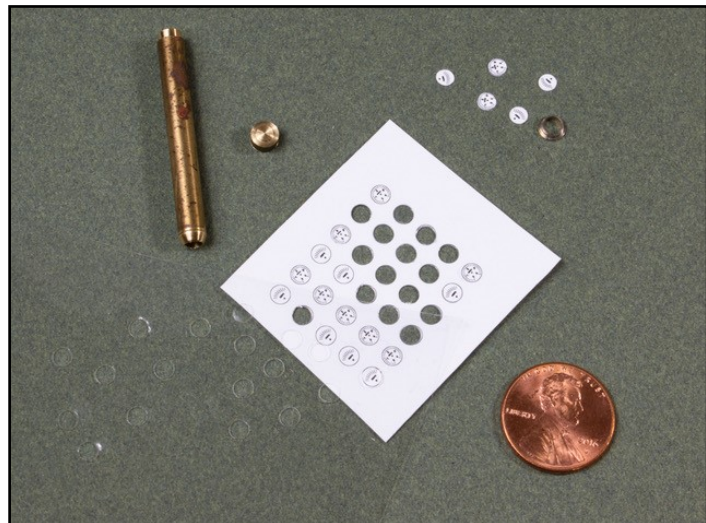
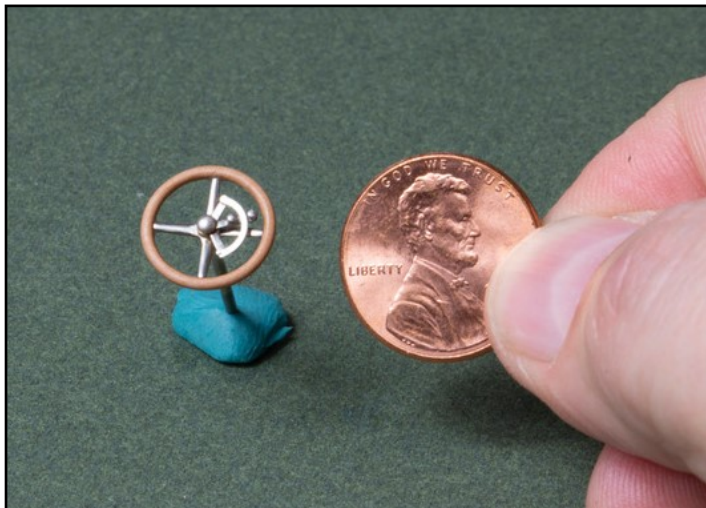


• Ships on Deck •

Continued

Wisconsin Boats Diorama by John Pocius

Photos by John Pocius



● Ships on Deck ●

Continued

US Brig *Syren* by Patrick Sand

Photos by Patrick Sand



On the left is the kit-supplied capstan for the *Syren*. The wood did not take staining very well. Above and to the right is a scratch-built version made with boxwood.



Le Hermione by Bill Sproul

Photo by Bill Sproul



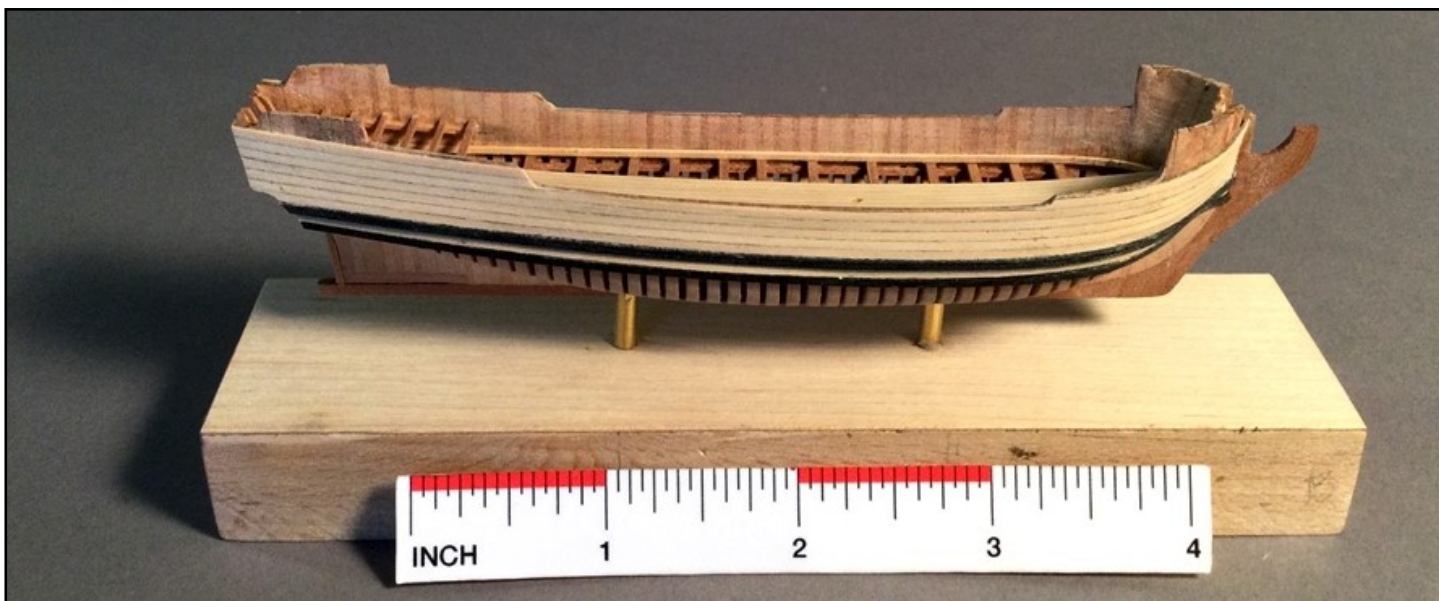
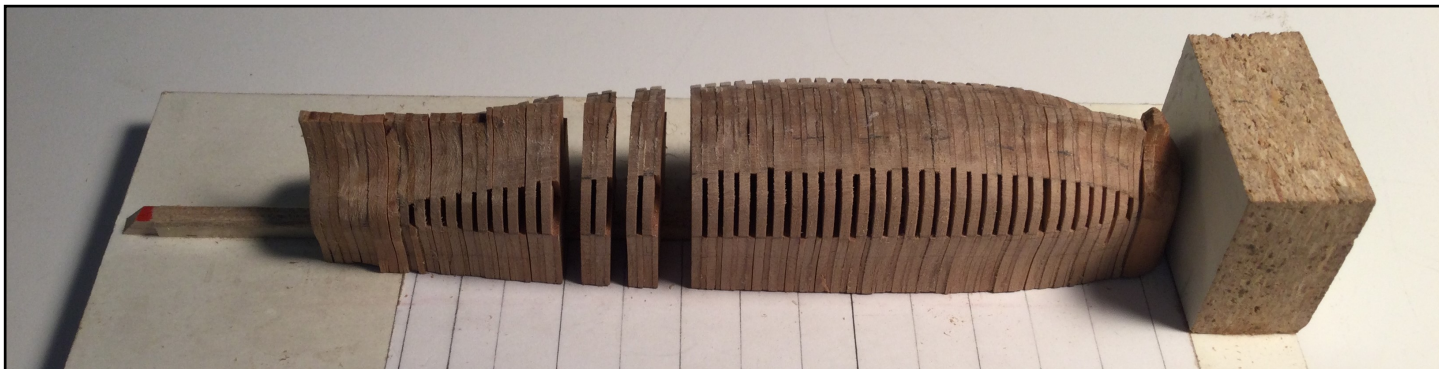
"Ships on Deck", continued on Page 10

• Ships on Deck •

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Speedwell, 1752, by Gus Agustin

Photos by Gus Agustin

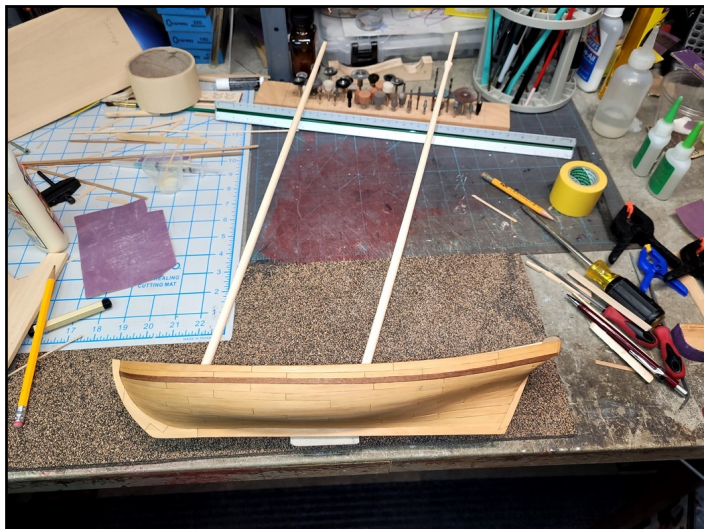


● Ships on Deck ●

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***Katy of Norfolk* by Dan Pacholski**

Photos by Dan Pacholski

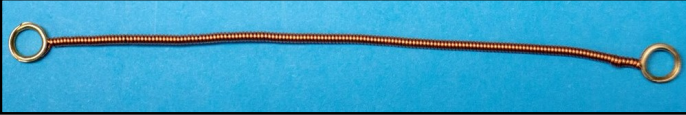


● Ships on Deck ●

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Egyptian Boat *Egezia* by Rick Szydelko

Photos by Rick Szydelko



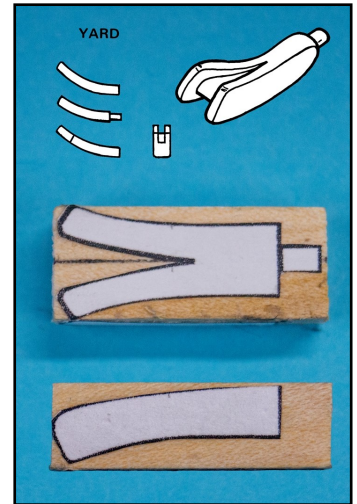
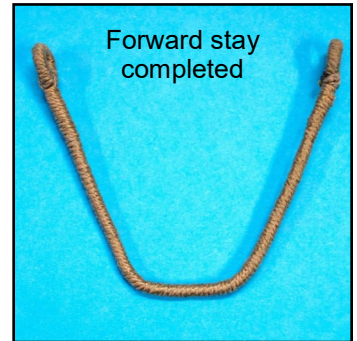
The mandrel for the forward stay is made of copper wire and grooved brass eyelets.



The mandrel with the end eyelets wrapped with cordate.



Forward stay completed and test fitted to the bow.



This photo shows the top and side view for making the ends of the top yard. Blocks were shaped and sanded to approximately match the drawings supplied with the kit .



Two yard ends installed on the actual yard.



Side view the completed top yard with lashing added to the yard ends.



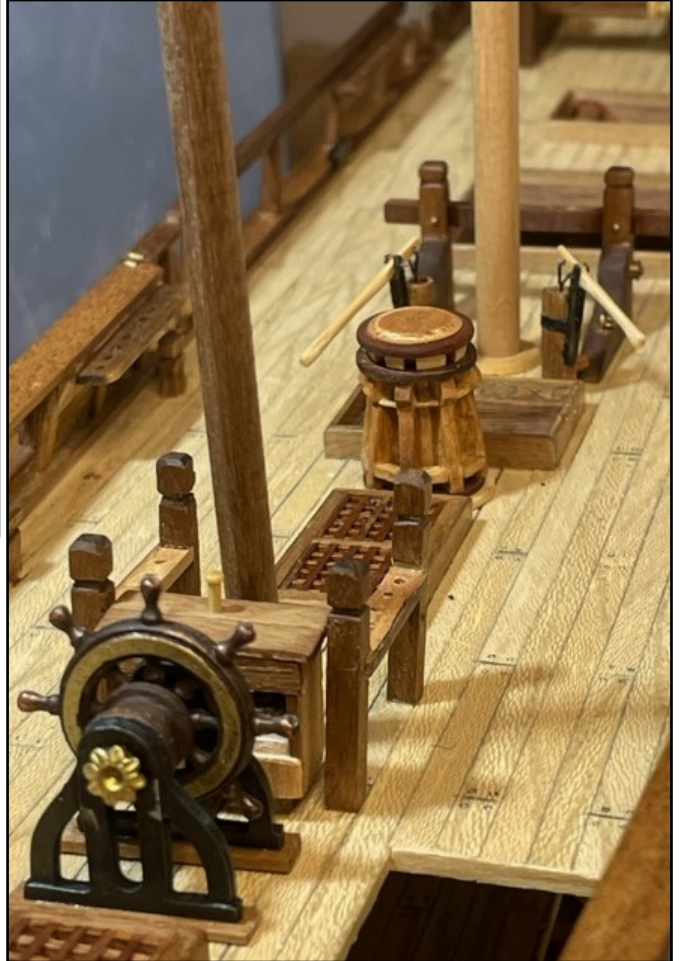
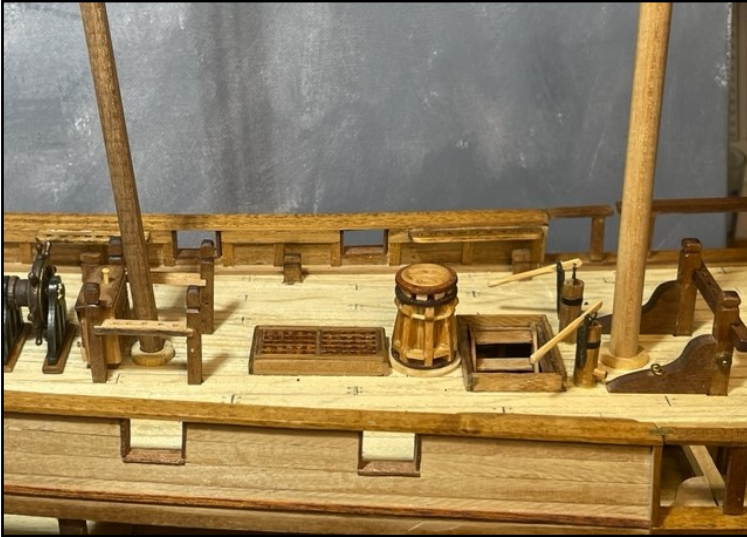
Top view of the completed top yard with lashing added to the yard ends.

• Ships on Deck •

Continued

HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz



• 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
LHQB	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

• HISTORIC SHIP PROFILES •

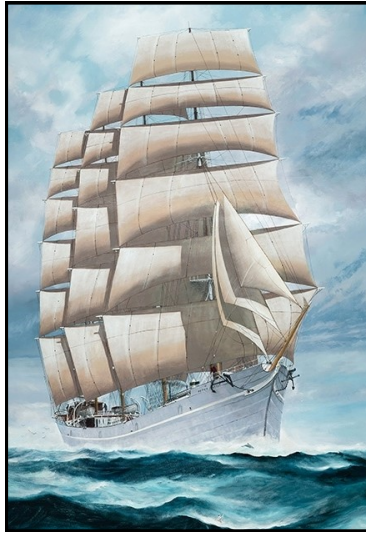
The Wreck of the Four-Masted Barque *Peter Iredale* •

Text by Jamie Hale | *The Oregonian*

The *Peter Iredale* reached the northern Oregon coast early on a foggy fall morning, its hull full and bound for Portland. But it would never arrive at port, destined instead to become one of the most famous shipwrecks on the Pacific coast.

It was just after 3 that morning in late October, 1906, when Captain H. Lawrence spotted the Tillamook Rock Lighthouse. That was his signal to steer the 275-foot steel-hulled sailing ship toward land, where he would find a pilot schooner to guide them through the dangerous mouth of the Columbia River – an area known to sailors as the Graveyard of the Pacific.

The *Peter Iredale* arrived at the schooner's cruising grounds near the south jetty before dawn, but no schooner was there, the boat in port undergoing repairs. Within an hour a strong gale picked up, and Captain Lawrence called hands to try to bring the ship about and away from shore, but the wind and rising tide were too much. The ship struck shore near the



Painting by Capt. Richard DeRosset

jetty, the impact so great that three of its four masts snapped immediately.

The crew walked away unharmed, but the ship didn't fare as well. Since there was little damage to the hull, the original plan was to tow the vessel back out to sea. But as crews waited weeks for favorable conditions, the ship leaned further on its side, becoming too deeply embedded in the sand to remove. The ship was sold for scrap, and what wasn't taken was left to rot away and rust on the beach.

Captain Lawrence, cleared of any wrongdoing in the wreck, offered a final toast to his ship: "May God bless you, and may your bones bleach in the sands."

Over the century since the wreck, the *Peter Iredale* has become one of the most popular attractions on the Oregon coast, a prominent feature of what is now known as Fort Stevens State Park. Today, only a rusted skeleton of the steel hull remains, and looking through old photographs shows the incredible rate of its rapid deterioration.

