



Newsletter of the Chicago Tri-Club Association

February, 2023

• Scuttlebutt •

A Future NRG Workshop

Although all the details have not been finalized yet, the NRG is planning a blockbuster workshop that will be held on March 18th and April 15th. The topic for both ses-



Papegojan
by Shipyard Models

sions will be "Paper Models." Speakers for this workshop include Ian McLaughlan and Paul Fontenoy, both world class modelers.

There is no doubt that this particular form of model ship building has increased in popularity. So much so that numerous articles discussing this discipline have appeared in the *NRG Journal*, and the Wisconsin Maritime Museum is creating a special category that will be featured in their annual contest. This year's competition is scheduled for the 19th through the 21st of May.

The NRG's workshops are held online. You need to register in advance (space is limited!). Once you register, you'll receive a link to attend the online workshop. On the day and time of the proceedings, click the link and you'll be able to log on right from your web browser. If you're an active NRG member, you can view previous workshops at any time by visiting the Home page.

A Special Thank You



We want to thank our good friend, Tom Wolf, for allowing us to feature his story on SMSC member, Dach Hall and *Landfall II*. Mr. Hall's adventures aboard the 48 foot schooner are truly remarkable. Add some great photos featuring construction of the model, and it doesn't get any better! Thanks, mate!

Tri-Club February Meetings

The NSD February Meeting

By Rick Szydelko



We had audio difficulties during the January meeting, and were forced to switch programs. As of this writing, the North Shore Deadeyes meeting is still a work in progress. Proceedings will begin on Wednesday, February 1st, at 7:00 PM CST, but you will be able to log on at 6:30 PM CST. Hope you can make it!

The NRMS February Meeting

Building a Ship in a Bottle Hull

By Dan Cicero & John Fox



If you enjoyed Dan Cicero's discussion on Greek Triremes, you'll love his talk on building a ship in a bottle hull. World class modeler, John Fox, will also be joining in for this unique presentation.

Proceedings will begin on Saturday, February 11th, at 7:00 PM CST, but you will be able to log on to this virtual meeting as early as 6:30 PM CST. Hope you can make it!

The MMS February Meeting

Building a Brodie Stove Part II

By Bill Maxwell



One of the most complex pieces of deck furniture on an 18th Century Man of War was the ship's stove. Bill Maxwell will present the second part of his technique for constructing a Brodie Stove. Even if you missed the first part, there's still plenty to be learned.



This Zoom meeting is scheduled for Wednesday, February 15th at 7:00 PM, CST. You will be able to log on as early as 6:30 PM.

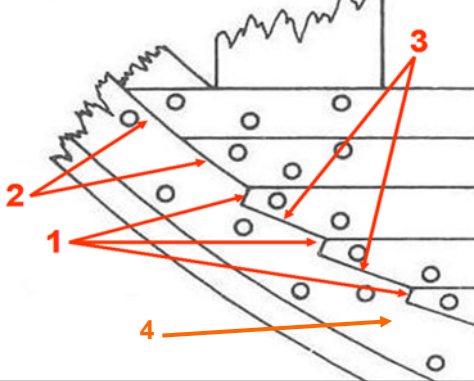


Nibbing & Jogging



Bob Filipowski opened his presentation by stating that, depending on which author you use, you may get different opinions on configuring deck plank nibbing and jogging. Some texts state that the nibs (Figure 1, Item 1) should be perpendicular to the snipe (Item 3), while others favored them being right angled to the run of the plank.

Figure 1

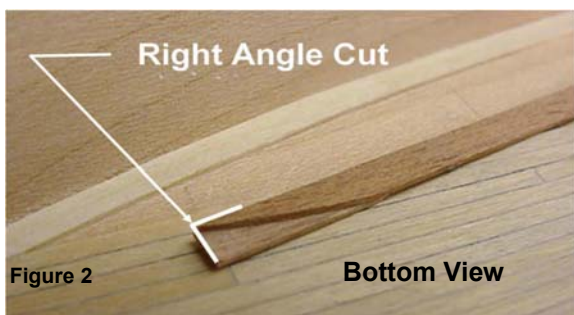


The nib width also presented some confusion as it was stated in different books that this dimension should be either 1/3 or 1/2 the plank width. Filipowski stated that when the length of a snipe (Item 2) exceeded twice the width of the plank, that was the determining factor as to when a plank should be nibbed and jogged into the margin plank (Item 4). However, some authors favored the length of item 3, and some weren't very clear as to which one they were referring to! Bob felt that using item 2 as your reference made more sense, and was easier to deal with.

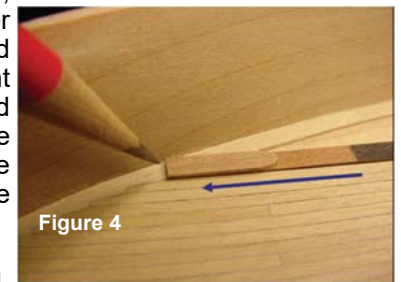


He recommended fabricating a couple of tools that were very helpful. The first was an Exacto chisel blade that was ground down to the width of the plank nibbing.

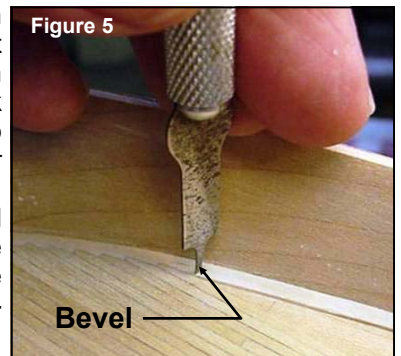
EYE PROTECTION IS AN ABSOLUTE MUST WHEN DOING THIS!



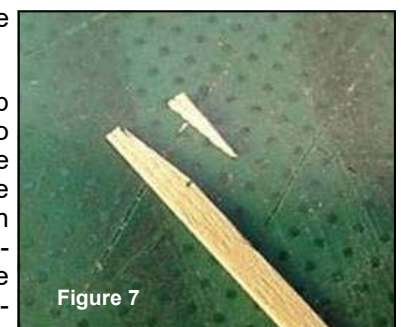
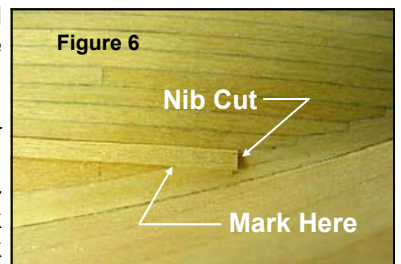
The second tool (Figure 2), although not absolutely necessary, helps to make your nib cuts into the margin plank a little more accurate. The longer bottom section is cut to a sharp point leaving one edge perfectly straight, while the upper, shorter piece is glued on top, and must have a perfect right angle cut at one end (Figure 3). Two of these would be required, one for the port side, and one for the starboard side.



Slide the tool forward so that it seats itself in the "V" formed by the last plank laid and the margin plank. (Figure 4) Mark that point with a sharp pencil. Now take your modified chisel blade, line it up with the pencil line, and cut through the margin plank. Make sure the chisel blade is perpendicular to the deck, and the bevel is facing away from the finished margin plank edge (Figure 5).



Line the end of your plank up with the nib cut, and mark where the margin plank edge and plank intersect (Figure 6). Mark your nib width on the plank, and remove the excess stock (Figure 7).



For shorter snipes, Bob likes to use a 1/2" Exacto chisel for this procedure since it allows him to line up the blade edge with both marks before making the cut. Use the trimmed plank as a template to mark the snipe on the margin plank (Figure 8). Be sure to use a sharp pencil.



Nibbing & Jogging

CONTINUED



Take a 1/2" Exacto chisel, align it with the snipe line and make your cut. Be sure to keep the blade perpendicular to the deck with the blade bevel facing away from the margin plank. (Figure 9)

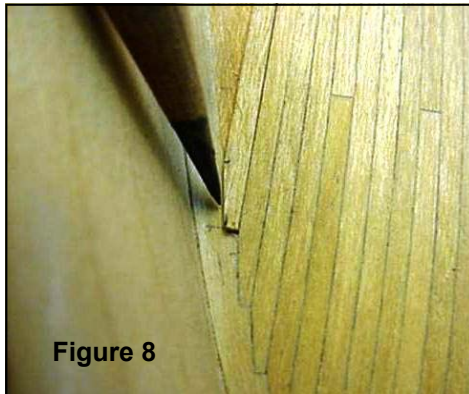


Figure 8

The custom made nibbing chisel works well when removing the scrap wood from the jogged area. (Figures 10 & 11) If all the measurements were taken correctly, the nibbed plank should now fit perfectly into the trimmed area. (Figure 12)

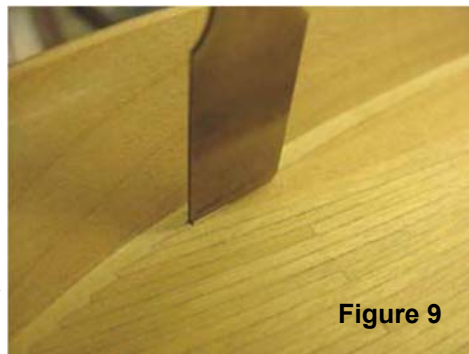


Figure 9

Before gluing the plank in place, Filipowski simulates the deck caulking by blackening the plank edges with a #2 lead pencil. A handy tool that helps accomplish this is a length of scrap wood with a shallow slit cut in it with a Preac saw (Figure 13). This simple fixture can also be used when sanding down a deck or hull plank that requires tapering.

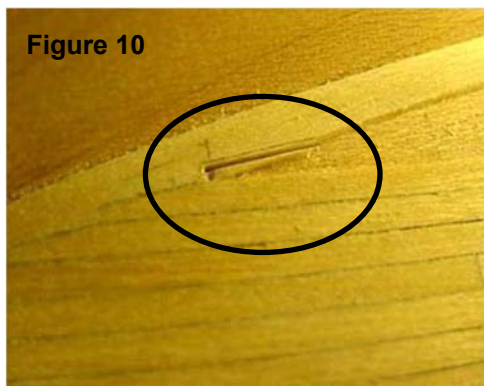


Figure 10



Figure 11

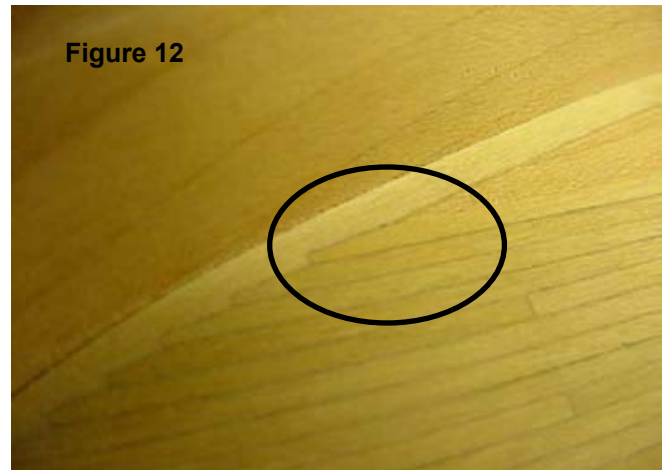


Figure 12

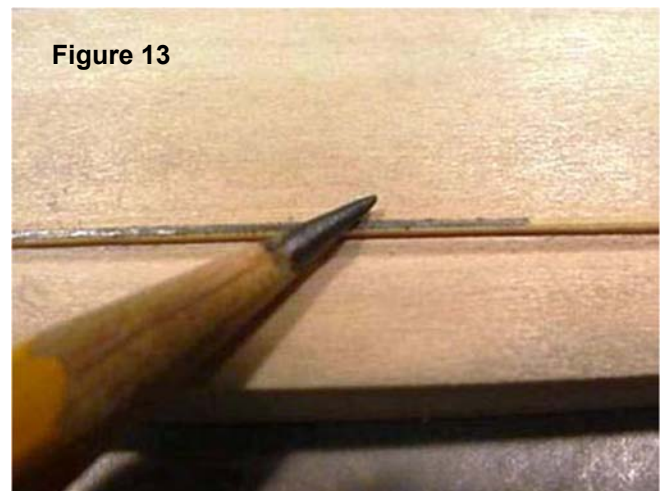


Figure 13

Finally, as you approach a point on the deck where you have only three or four plank widths left on each side, it's important that you check to see whether they will come out even (Figure 14). It may be necessary to average out the width of these last strakes so there isn't a rather wide or narrow plank needed to complete the deck.

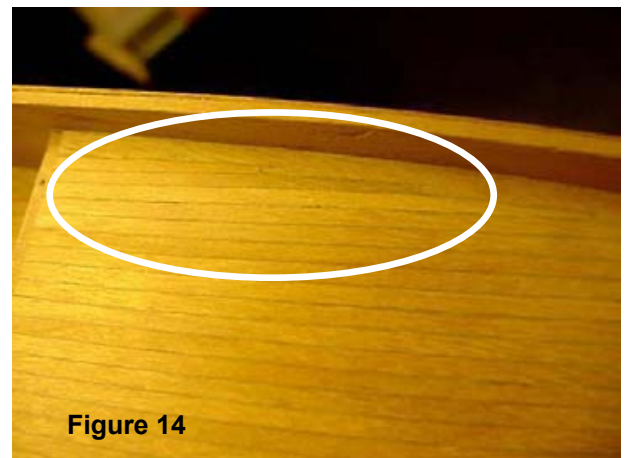


Figure 14

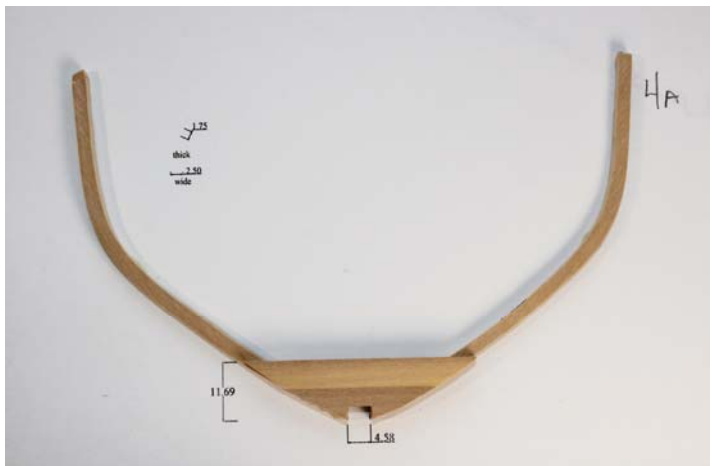
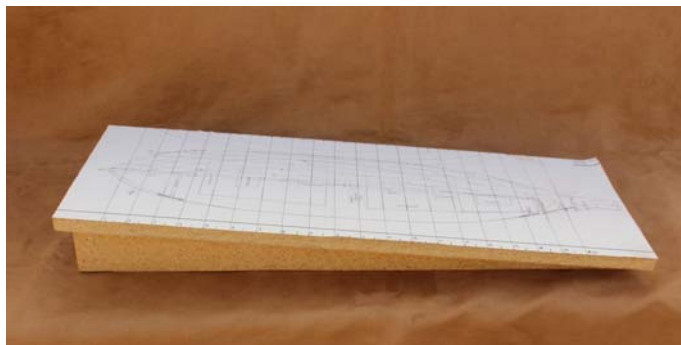
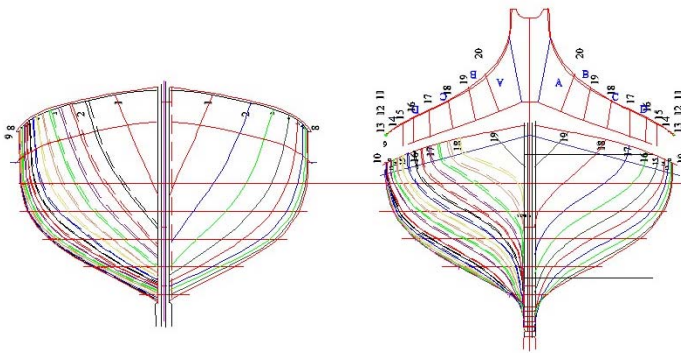
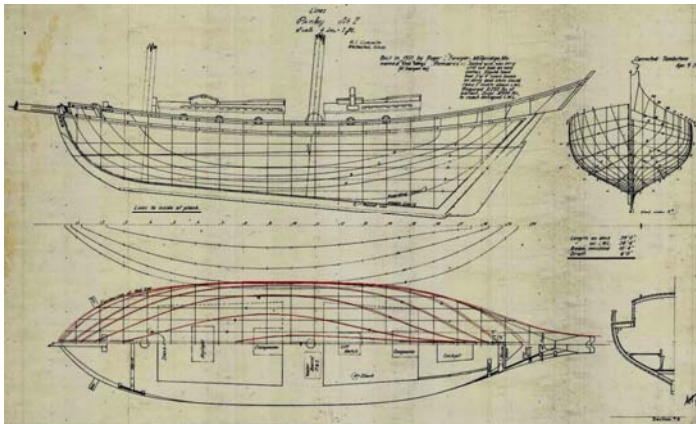
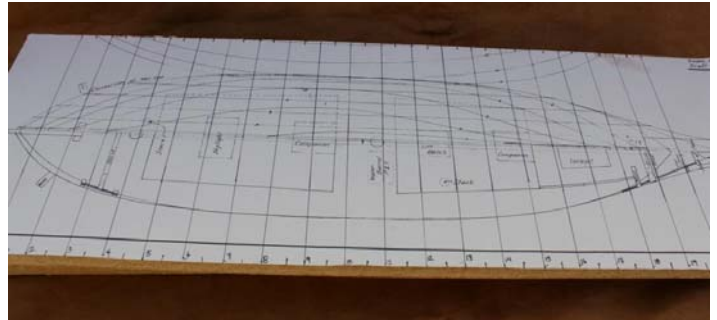
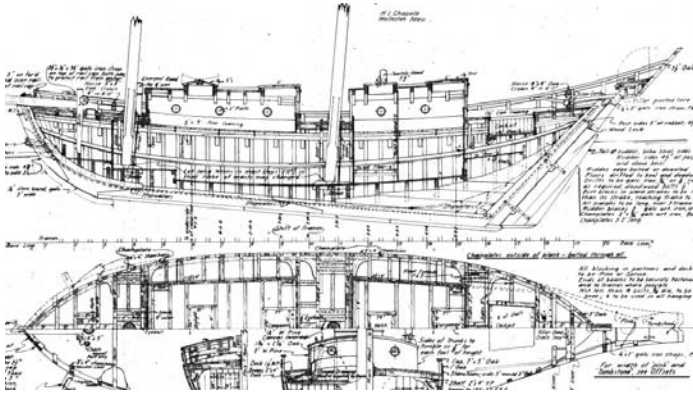


Ships on Deck



Glad Tidings by Toni Levine

Photos by Toni Levine



"Ships on Deck", continued on Page 5



Ships on Deck



HMS Bounty by Keith Zeilenga

Photos by Keith Zeilenga





Ships on Deck



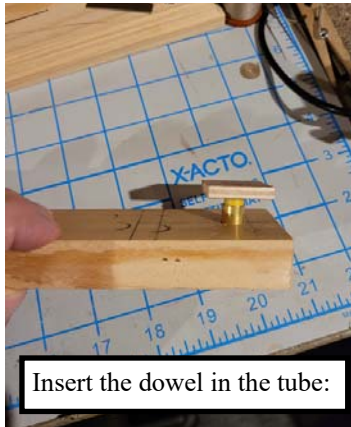
Katy by Dan Pacholski

Photos & Text by Dan Pacholski

Making rope coils.

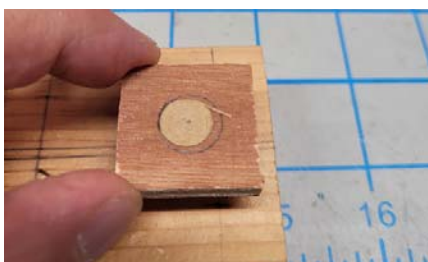
On the Model Ship World forum I found a nifty method by none other than Kurt Van Dahm. I created a little jig based on his instructions, and it worked really well!

Here is my jig, which is an inch square piece of plywood with a round dowel mounted to the bottom. I drilled a hole in a piece of scrap wood and inserted a short length of brass tubing - about 3/8" diameter (which is what I had laying around). The dowel was a little loose in the hole so I wrapped it in tape to give it a bit more friction.



Insert the dowel in the tube:

As per Kurt's instructions I drilled a small hole in the center of the square 'table' and used a template to draw a circle on the 'table' for a reference size. Next a piece of double stick tape is placed on the 'table' and you are ready to start making the coil. Insert the end of the line into the hole, and then start coiling it around the center, being careful to press the line firmly down onto the tape to make sure it holds. I used the back flat end of metal tweezers to press down to ensure it would stick.

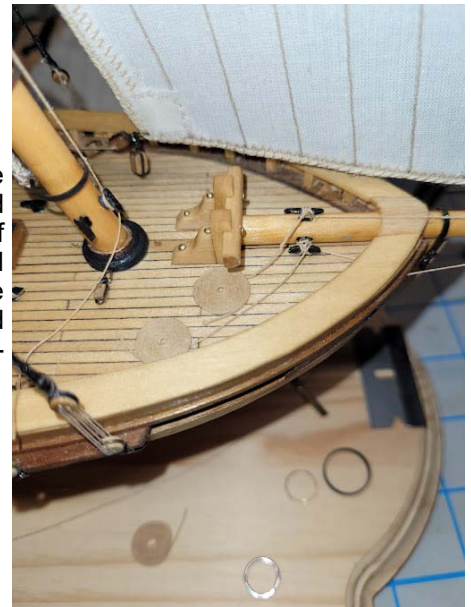


When the coil is about the size you want, cut off the excess line, and press the loose end down onto the tape.

Here is where I deviated from Kurt's instructions - I tried thin white glue but did not like the look (some discoloration and globs - maybe my glue was not thin enough). Instead, I used Testors Dullcoate, which soaked into the line nicely and when it dried it lightened and had no discoloration at all. Once dry I then used a razor blade to carefully pry the coil, tape and all from the 'table'.



Since the double stick tape still had a fair amount of 'stick' to it, I could apply it direct to the deck with the tied off line hidden underneath.



I also finally got the sails sewed and rigged. The seams were sewn on a cheap Singer sewing machine - much faster than doing them by hand! I did hand-sew the bolt rope around the perimeter of each sail and used some spare line for the reef points - again I stiffened them up with Dullcoate since the line normally wanted to curl.



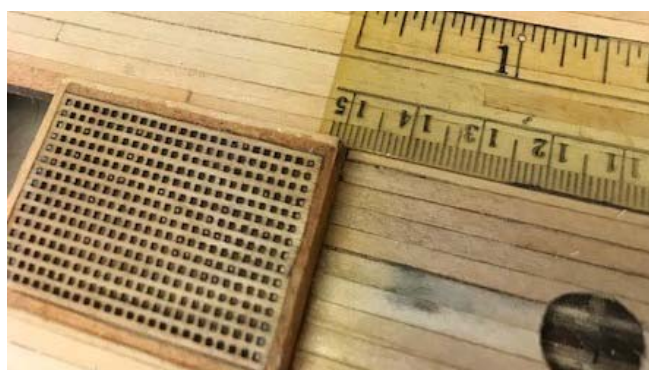


Ships on Deck



Confederacy by Ray Kroschel

Photos by Ray Kroschel





Ships on Deck



Pilar

By Dave Kupczyk

After spending over a year trying to find plans for Hemingway's *Pilar*, I finally had success. Hemingway's *Pilar* by Constructo was discontinued sometime in the past (I believe Constructo has gone out of business) and I

have spent the better part of a year trying to obtain either a box model or plans. I did find a few people who had built the model but they no longer had the plans. So I started collecting every photo I could find on the web with the hope I could create my own plans.

I did have luck finding a person, Patmat2350, who built a 1/12 scale RC model. He was gracious enough to create his plans on a CAD program and share them with the world. Pictures of his build, and the plans are available at:

https://grabcad.com/library/pilar-model-in-1-12-scale-1?fbclid=IwAR3DWBxXefgP6AgaOARoolObaSNukZmV8-7GX2CugzGJhrQ9mzf_Lh6S_w

I plan on building at 1/24 scale so I will have to have them reprinted at a different scale. I had been tracking all Constructo models on Ebay for several months and last week I hit it. I found a new kit in the box, still sealed. I paid \$188.00, which included shipping. Some model sellers on the web still show the model for \$135 - \$180, although they are marked "no longer unavailable".

The kit arrived, and as advertised, was still sealed. My hope is to do a kit bash and try to build as nice a model as Patmat2350.

Now that I have the Constructo Plans I would gladly share them with other interested parties.



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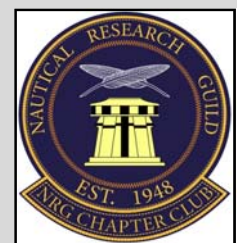
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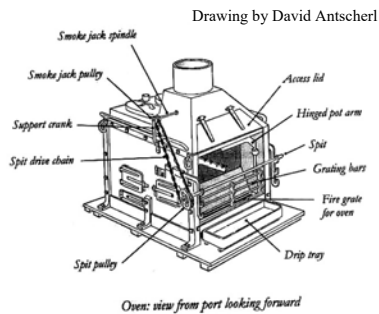
Tri-Club Presentations



Building A Brodie Stove

Part 1

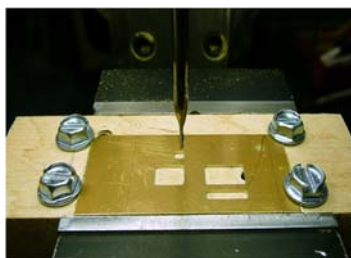
It was a real eye opener. At first, the tasks seemed insurmountable to our eyes. But, as Bill Maxwell explained his methods, it became clear that the work was very doable when one broke down the tasks into smaller, more manageable operations. The presentation was remarkable for the many different ship modeling disciplines that were covered, which included engineering, machining, soldering, and blackening metal parts. The primary reference was David Antscherl's "HMS Swan Class Sloops 1767—1780", which featured all the drawings on the Brodie stove at a scale of 1:48.



Maxwell's presentation started out with a brief history of this iconic item. It was remarkable in that the inventor, Alexander Brodie, became the exclusive supplier of ship's stoves for the Royal Navy in the era of 1776 based upon the feature that the stove could be bolted together. This allowed for ease of assembly on board ship, and for a variety of sizes depending upon the size of the vessel and crew.



The primary tools for Maxwell's stove were the Preac saw, Sherline lathe and Sherline milling machine. The mill was especially instrumental in fabricating many of the pieces required.



Bill used end mills as small as a 1/2 MM, which were a common casualty during construction. The level of detail on this piece is amazing. With justifiable pride, he stated that the entire interior of the stove was duplicated thanks to Antscherl's detailed drawings.

The Ancient Trireme

By Dan Cicero

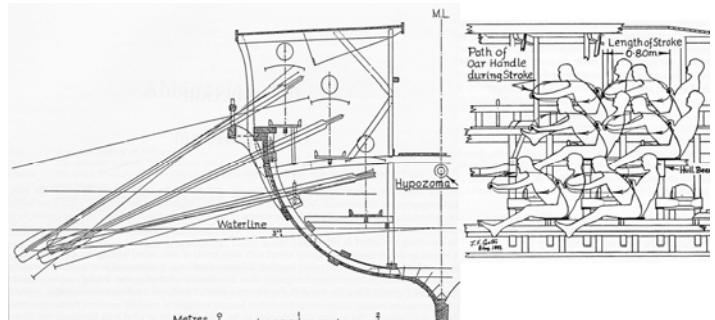
Dan Cicero began his presentation by stating that the trireme was the dominant warship for 1,000 years, dating back to ancient Greece. They were a common sight in many Mediterranean harbors during this period. Yet, very little documentation has been found concerning these vessels. One of the main pictorial testaments to the layout of the trireme was the Lenormant Relief from the Athenian Acropolis.



In the 19th century, efforts were made to duplicate one of these ships with little success. Basic concepts confounded modern ship builders. The most common being how the three banks of oars could function efficiently when the majority of the oars were the same length, and they appeared to be manned by a single oarsman. Incorrect assumptions that were made during construction provided poor results.



It wasn't until the 1980's that another effort was made to duplicate the vessel. The craft was named the *Olympias*. Crewed by 170 volunteer oarsmen, *Olympias* in 1988 achieved 9 knots (17 km/h or 10.5 mph). These results, obtained with an inexperienced crew, suggested that the ancient writers were not exaggerating about straight-line performance of these ships. In addition, *Olympias* was able to execute a 180 degree turn in one minute and in an arc no wider than two and one half (2.5) ship-lengths. Today she serves as an exhibit in dry dock, and is used for special events.





DACH HALL and "LANDFALL II"

Report by Tom Wolf

Very rarely can a modeller say that he knows every square inch of the real ship he is modelling. Dach Hall is one, who as a 19 year old crewed for over 2 years on a 48ft schooner named Landfall II as it sailed the Indian Ocean, through Suez, across the Mediterranean and English Channel and finally across the Atlantic

Ocean in the 1950's.

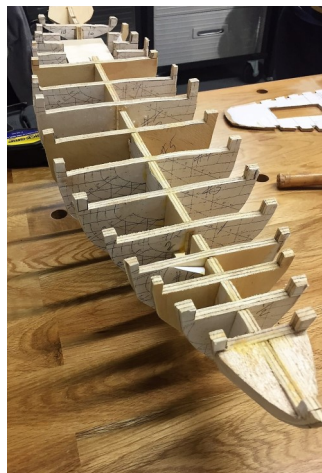
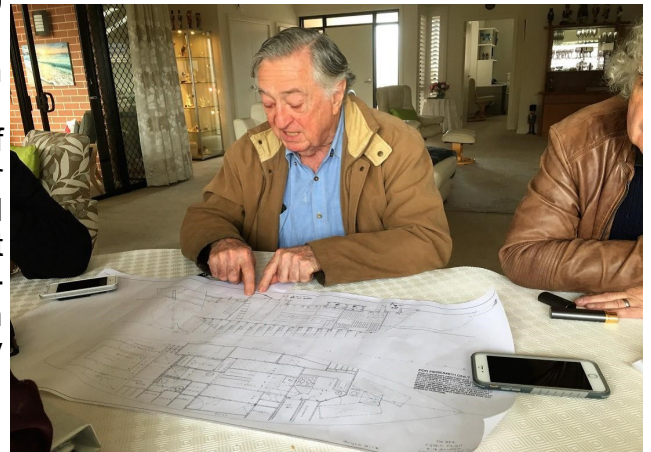
In that time there is not much about that vessel that Dach didn't learn about, and he has related his most riveting story in his book **"To Think We're Doing This For Fun"**.

"Landfall II" was a 48' Staysail Schooner "Mavourneen Mary" (later renamed as Landfall II), it was designed by Edson Schock and built by Boeing Aircraft Co in Vancouver for John V Farrow and Maureen O'Sullivan in 1934 (Mia Farrow's parents).

It was almost a lifetime ambition for Dach to build a model of this ship, but before he started to build it, he put his hand to building some 1:50 scale Australian warships.

Finally, after a bit of nudging by yours truly, in 2017 he put his mind to his favourite model.

In April 2017, Dach brought along his plans of **Landfall II** that he purchased from Patricia Wilbur at "Mystic Seaport – the Museum of America and the Sea" to one of our S&T's and indicated that Landfall will be built using a plank-on-frame method from the only existing drawings and plans in existence, assisted by some photos taken by Dach whilst on board.



At that time Dach was still contemplating how he wished to display the model once completed.

And so, construction started and the skeletal frame took shape, and it turned out to be a very graceful shape at that!



The lines of the plans used to make the cuts are clearly visible in the photos.

Dach brought along the frame to display and discuss at the meeting at the beginning of August 2017 and indicated that he was keen to start the planking straight away.

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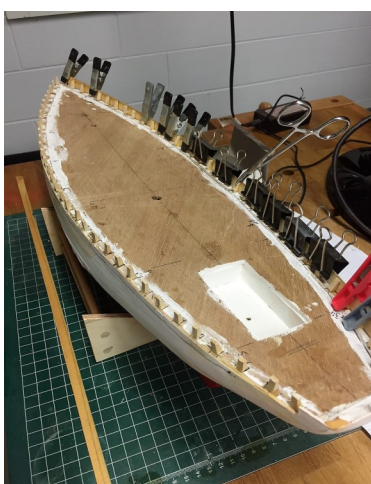
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Sure enough, by the time of our EXPO'17, in late August and only 2 weeks later, the planking was well advanced as Dach put the model (then "under construction") on display. The rest of the planking was completed shortly after that, lots of rough edges were smoothed with filler and sanding.



Then the decking was installed with the cockpit in place.



After giving it a lot of thought, Dach decided to give the model on display the authentic feel of a scene from his book, an incident when a swordfish punctured the hull of the ship, and but for the fact that the "sword" broke off and plugged the hole the voyage would have come to an end shortly after he joined as a crewman. So, he decided to display the ship in the trough of a 50ft swell with 20 knot winds in the Indian Ocean with the swordfish about to make its attack.



cont. p. 17

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With careful attention to detail, the model's deck was finished and all deck furniture set in place (including a compass that actually works!), masts and spars set and the model was just about ready to be for the billowing sails that Dach wanted to create.

The detail is exact even to the 48 state Star & Stripes applicable for 1954, which needed quite some searching for!

At the October 2017 S&T, issues as to pinstriping were raised and Dach was offered a small strip of Sky Blue Pinstripe which Dach gratefully snapped up immediately.



The next problem to be solved was to find a way to cut the scuppers uniformly.

Dach received suggestions from the members attending the S&T that an 8mm aluminium template be made to fit on the outside, so when drilling in the outside strips of timber will not split or break away from the face.

Dach was most pleased with this suggestion which worked perfectly.

Dach was finally able to show his model with masts and spars at the Endeavour Group S&T in November 2017.

At that time methods of rigging the model were discussed and it was suggested that Dach use wire fishing trace for the standing rigging on the masts



cont. p. 18

cont. from p. 17

. It was also at this meeting that Dach's recounted the story of the swordfish that holed the original boat and how they had assistance from the Indian Navy in Cochin to repair the hole . Then everything went into holiday mode and Dach didn't resume with the model until well into the New Year, but not even a very severe fall to his dominant right arm suffered while this octogenarian tried to chase down a bus could stop him from developing the sails to be used.

He carefully cut the sails to shape and then worked out how to have them billowing realistically as if in a 20 knot breeze, we all know how difficult this can be to achieve and there are many methods.

Dach was given suggestions by everybody **AND ALL SUGGESTIONS WERE DIFFERENT!!**

After some experimentation with many methods, Dach hit on how to do it and finally, Dach astounded those members who attended the S&T in early August with what looked like a crude beach model of a yacht,.



It turned out to be a stand or jig to make the sails to be "billowing" for his model, and Dach said he would try hair spray to set and hold the curves once set.

And then, just 2 weeks later Dach came along to our EXPO 2018 with Landfall II in its diorama of swell, 20 knot winds and the swordfish **AND TOOK OUT ONE OF THE PEOPLES' CHOICE AWARDS!!**

This is what the completed model at the scale of 1:24 looks like:

Great credit to Dach and our heartfelt congratulations. I feel sure that Dach will also give credit to the members of SMSC who assisted him throughout this project,

A JOB WELL DONE!!

