FORECASTLE REPORT

Newsletter of the Chicago Tri-Club Association ◆ April, 2023

• Scuttlebutt •

Face to Face Meetings Are Back

At the March meetings, it was announced that two of the three Chicago Tri-Club organizations will be returning to face to face gatherings in April. They are the Nautical Research and Model Ship Society, and the Midwest Model Shipwrights. One major difference between the two organizations is the fact that the NRMS sessions will be hybrid in nature, and the MMS meetings will be only face to face. The hybrid meeting will offer members the option of attending in person or on Zoom. Meeting invites will continue to be sent out for the Deadeyes and NRMS. More information will be sent out as meeting days approach.

The Nautical Research Guild®

Paper Ship Modeling Workshop—Part 1

How many paper ship model converts logged off after the NRG March 18th workshop is difficult to say. But, with an attendance of well over 100, one would think there was a fair number.

World class paper modelers, David Sakrison, Chris Cooke of "Marcle Models", and NRG Editor, Paul Fontenoy, provided the virtual audience with a myriad of hints, tips, and tricks that can certainly minimize the learning curve if you wish to give this unique segment of our hobby a try. It was pointed out that there are literally thousands of subjects to choose from, many of them being free downloads off the Internet.

There will be a second virtual workshop on Saturday morning, April 15th. That session will outline the building of various examples of card models, the painting of paper and card surfaces, and creating a "sea" for waterline models. As with part 1, this workshop is free to all NRG members, and those that belong to NRG Chapter clubs.

April Tri-Club Meetings

The NSD April Meeting
The Union Gunboat USS *Agawam*

The April 5th North Shore Deadeyes Zoom meeting will feature a return engagement by Bill Emerson, a member of the Model Shipwrights of Western New York. Bill will discuss the history of the Union gunboat, USS *Agawam,* and the building of a most impressive model of this Civil War side-wheeler.

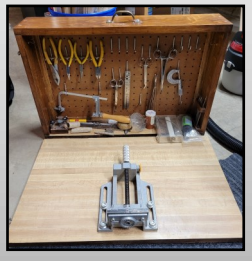
Proceedings will begin on Wednesday, April 5th, at 7:00 PM CDST, but you will be able to log on as early as 6:30 PM. See you then?

The NRMS April Meeting
A Return to Hybrid Meetings

The Nautical Research & Model Ship Society will hold a hybrid meeting in Westmont, IL on the second Saturday of April. For those of you unfamiliar with hybrid gatherings, you will be given the opportunity to attend the meeting in person or virtually on Zoom. Invites will be sent out a few days before the April 8th session. Proceedings start at 7:00 PM CDST, but you will be able to log on as early 6:30 PM. Hope you can make it!

The MMS April Meeting
Flea Markets, Door Prizes, Ships on Deck

No formal program is planned for our first face to face meeting in three years. The main focus will be on getting reacquainted with old friends and new shipmates. Of course, there will be a Ships on Deck, Flea Market, door prizes, and a Pizza Wish-List that will be passed around for the May meeting.



We will also start collecting dues. We request that you pay by check, and make your remittance out to the Chicago Tri-Club Association. Dues will be $20.00.

The next meeting will be at 7:00 p.m.
Wednesday, April 19, 2023
The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL

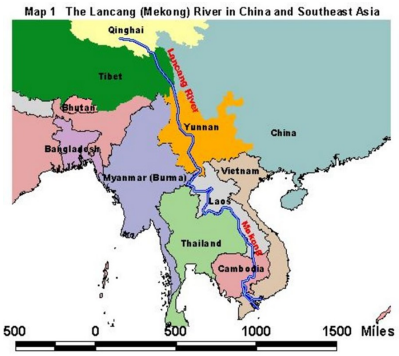
Tri-Club Presentations

Building A Vietnam Era US Navy PBR

By Joe Lorenzo

Joe Lorenzo began his presentation by discussing the origins of the US "Brown Water Navy" in Vietnam. He stated that the concept of controlling the inland waterways could actually be traced back to the Civil War, and the Union's naval actions on the Mississippi River and its tributaries.

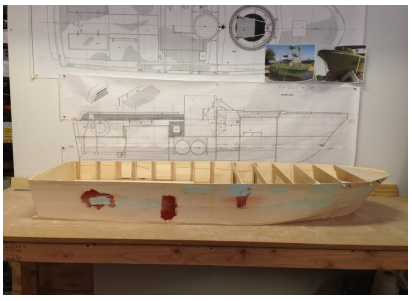
Initially, in Vietnam, multiple craft types were borrowed or inherited from the French for operations to curtail enemy efforts. The map on the right shows the 1200 mile supply route used by the North Vietnamese and Viet Cong, which terminated in the Mekong Delta region.



In 1966 the Mark I River Patrol Boat was introduced, which was soon followed by the improved Mark II. A total of 140 Mark I's and 160 Mark II's would be built. These boats would be reasonably successful in restricting the supply lines of the enemy.

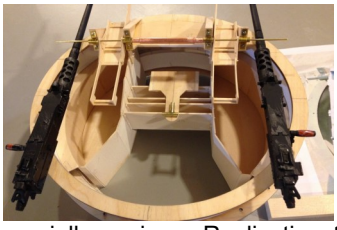
The second group was somewhat larger with improved drive and speed. Capable of up to 27+ knots, they used a Jacuzzi Jet Drive propulsion system, rather than a conventional propeller. It's interesting to note that the Mark I's origins can be traced to civilian aluminum units built by Hatteras Yachts of North Carolina and fiberglass hulls fabricated by United Boat Works (Uniflite) of Bellingham, Washington.

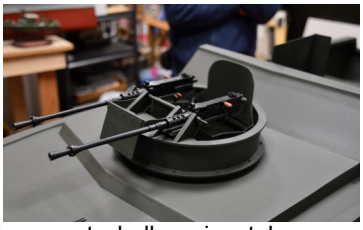
When Joe Lorenzo and a group of volunteers decided to build a model for the Military History Society of Rochester Museum, they opted for a waterline example at 1:6 scale. This translated to a model 60+" in length. The primary reason for this choice was the abundance of available accessories available at that scale.



The hull was composed of an internal framework of 3/16" plywood with balsa fillers added at the bow. The hull was skinned in 1/16" basswood sheet after fairing the frames. You have to build a model of one of these craft to appreciate their complexity. This was especially true when incorporating the twin diesel compartment, engine air intakes, helm compartmentalized area, perimeter wrap, hatches, masts, antennas and radar dome, just to name a few details.

One of the most complex features on the PBR was the forward gun tub and its twin 50 caliber guns. Research revealed that there were multiple configurations. The team's first choice proved incorrect and was scrapped. The complex innards were especially vexing. Replicating the spent shell casing tubs, gun carriages, tub steering, firing controls and 50 caliber bandolier feed bins required multiple tries.





One would think painting the hull would be pretty straight forward. Unfortunately, that was not the case. Custom enamel spray cans didn't work. Due to the size of the model, keeping a wet coat edge proved impossible. The final answer was an airless sprayer, a wider pattern nozzle, and a perfect October day!

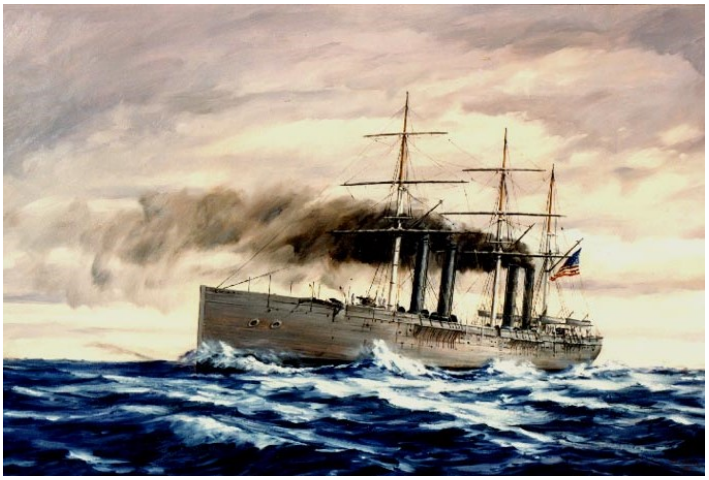
If you look at the photos on the left, it's hard to tell which one is a model and which one is the real thing.

This PBR was started in June, 2017, and completed in January 2023. Seven members of the Model Shipwrights of Western New York contributed to its construction, a most remarkable achievement!

Tri-Club Presentations

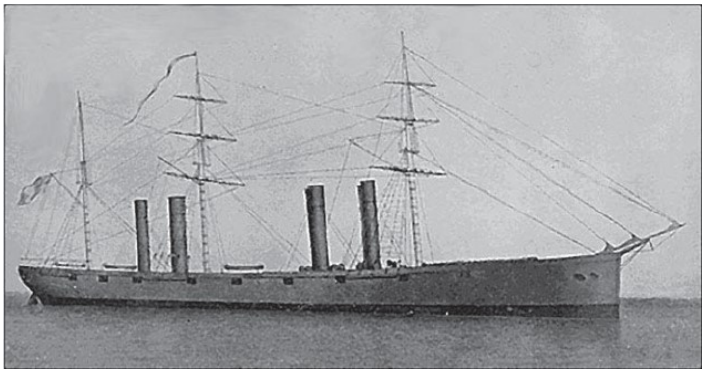
The Fastest Warship in the World, USS *Wampanoag*

by Dan Cicero



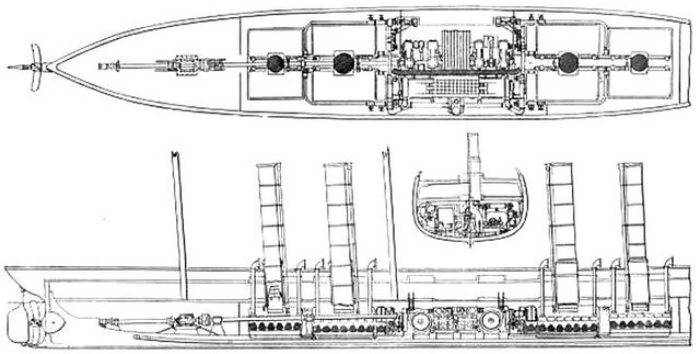
Commerce raiding by CSS *Alabama* and CSS *Florida*, both built in English yards, reached a point in 1863 where continued peaceful relations between the United States and Great Britain were seriously jeopardized. As a result, Congress responded by authorizing construction of a new class of screw frigates as part of the naval procurement bill of that year. These vessels, designed to be the fastest in the world, were intended for use in hit-and-run operations against British ports and commerce in the event of war. *Wampanoag* was the lead ship of this class.

Wampanoag contained numerous design features unprecedented in American naval construction. Her hull — designed by clipper ship architect Benjamin Franklin Delano — was unusually long and tapered relative to the vessel's beam. Her machinery, developed by Naval Engineer Benjamin F. Isherwood, was unique for its geared steam engine in which slow-moving machinery was coupled to fast-moving propulsion gear. Early on it was discovered that the wooden gear wheels used in the ship's unique geared engine wore down by 5/8 of an inch during the first voyage alone. Tremendous debate caused by this design delayed construction, preventing *Wampanoag* from being completed in time to serve in the American Civil War.



On 11 February, 1868, she commenced speed tests, running flat-out in rough weather from Barnegat Light, New Jersey, to Tybee Island, Georgia. She covered the distance of 633 nautical miles (1,172 km) in 38 hours for an average sustained speed of 16.6 knots (31 km/h), at one point making 17.75 knots (33 km/h). However, the validity of these trials have been called into question. All speeds were recorded out of sight of land, making their measurement less accurate, and may have been assisted by offshore currents. This record for a United States Navy vessel stood for 21 years.

From 22 February 1868 to 8 April, *Wampanoag* was deployed as flagship for the North Atlantic Fleet. On 5 May 1868, she was decommissioned at the New York Navy Yard. *Wampanoag* was renamed *Florida* on 15 May 1869.



The controversy generated by the frigate's unconventional design reached a peak in 1869 when a naval commission examined and condemned the vessel. Rear Admiral Louis M. Goldsborough, Commodore Charles S. Boggs, and Engineers Edward D. Robie, John W. Moore, and Isaac Newton judged the ship unacceptable for active duty in the Navy. They complained of her unusually large machinery spaces and heavy coal consumption, and found particular fault with her narrow breadth relative to her length. The commission said this caused inordinate rolling and straining of the vessel. They calculated that of all the weight the hull could accommodate, 84% was taken up by engines, boilers and coal supplies, leaving only 16% for masts, sails, rigging, anchors, guns, provisions and water. *Wampanoag* also burned 136 tons of coal a day. enough for only five days of steaming: a serious handicap in a commerce raider which could be expected to spend most of its time chasing down enemy ships on the high seas. As a result, *Florida* remained in ordinary at New York for five years before departing on 5 March 1874, for New London, Connecticut, to become a receiving and store ship at the naval station there.

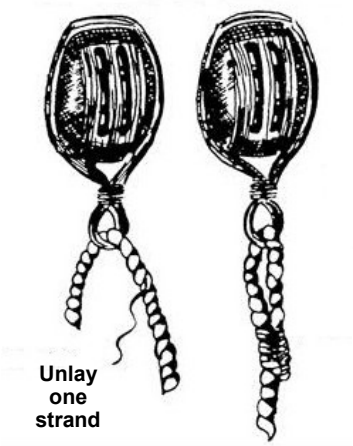
Florida remained at New London deteriorating, until February 1885. She was sold, at New York, on 27 February 1885, and subsequently broken up.

Excerpts derived from Wikipedia

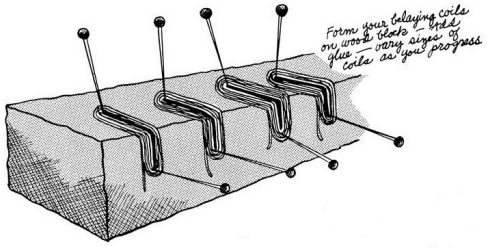
Deadeye Hints & Tips

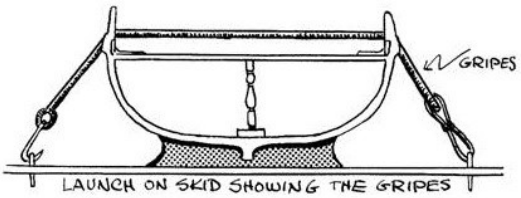
By Rick Szydelko

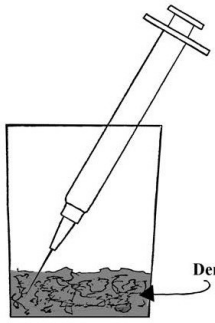
Rick Szydelko is digging back into the rich history of the North Shore Deadeyes. There was a time when a club journal featured many articles, hints and tips. Some would not be considered acceptable by today's standards, but many of the procedures developed back then are still used today. Here is a sample of the items that were featured during the March meeting, some good, some not so much. Members were encouraged to discuss the pros and cons.



Unlay one strand

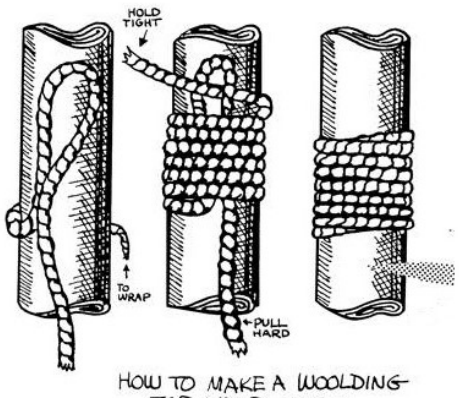






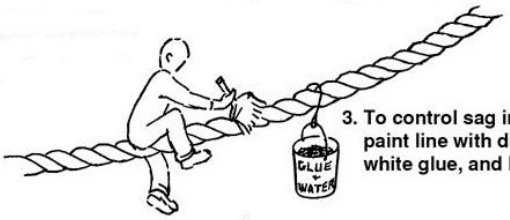
When using a syringe & needle for precision gluing; to prevent the glue from drying in between applications, cut a dense sponge to fit bottom of small glass and dampen lightly, stick neeedle & syringe in sponge between uses.

Dense sponge, lightly dampened

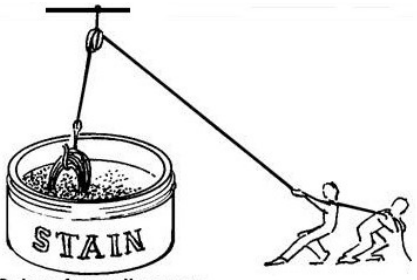


HOW TO MAKE A WOOLDING FOR YOUR MAST

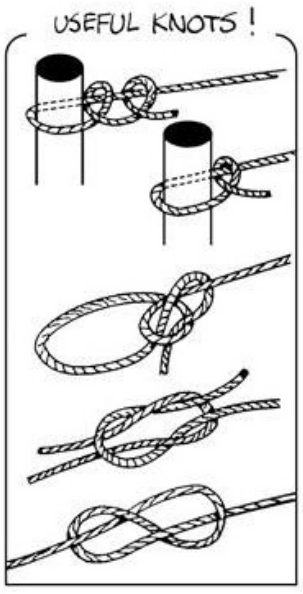
1. Ammonia & 25% Water: soak 10 to 20 minutes to aid bending and shaping of the wood.

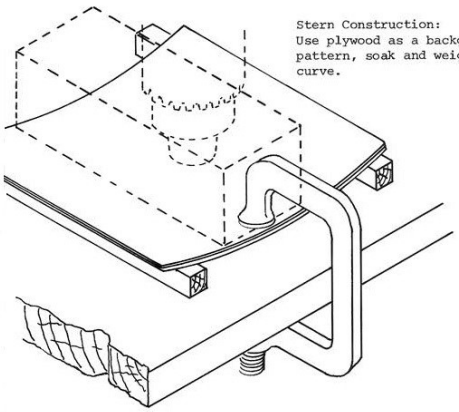


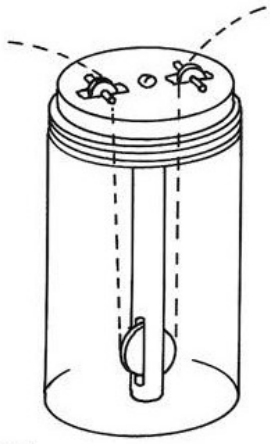
3. To control sag in line, paint line with diluted white glue, and let dry.



2. Color of your line may be changed by soaking it in wood stain





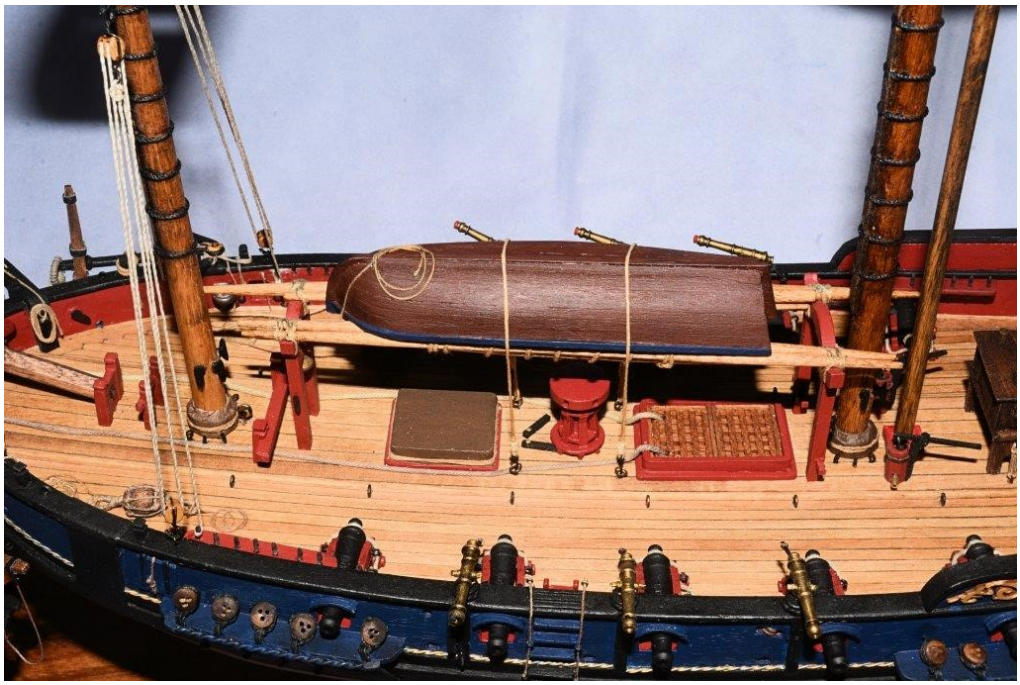


Staining Jar

Ships on Deck

Valkyrie by Sam Parent

Photos by Sam Parent

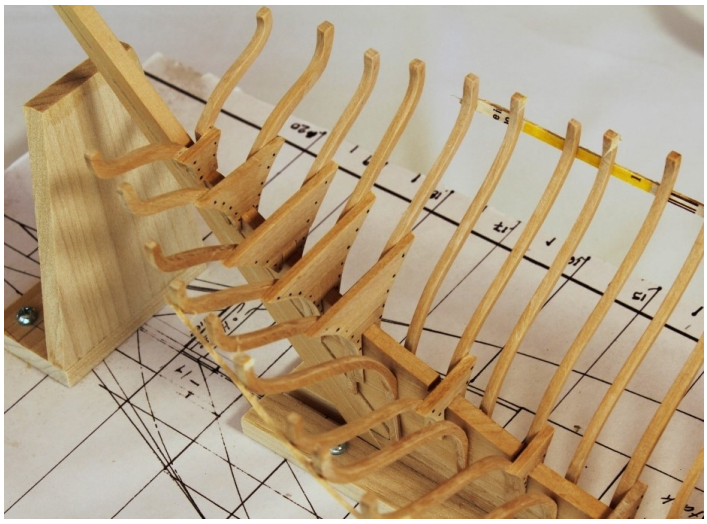


"Ships on Deck" , continued on Page 6

Ships on Deck

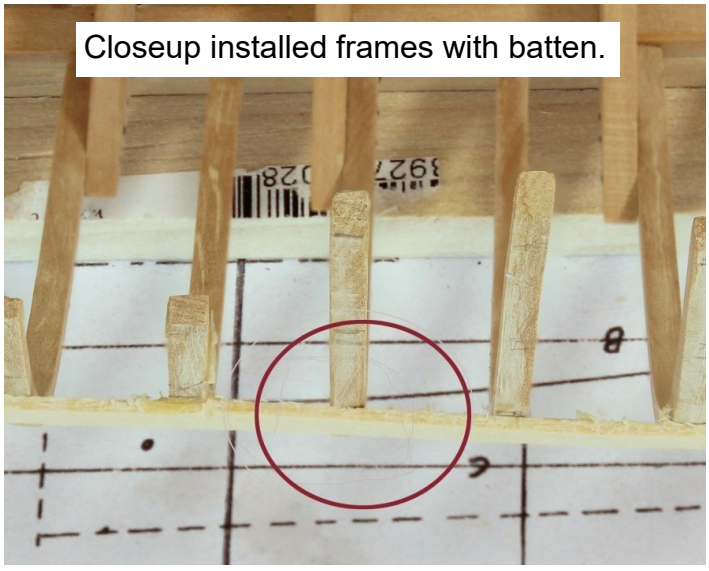
Glad Tidings by Toni Levine

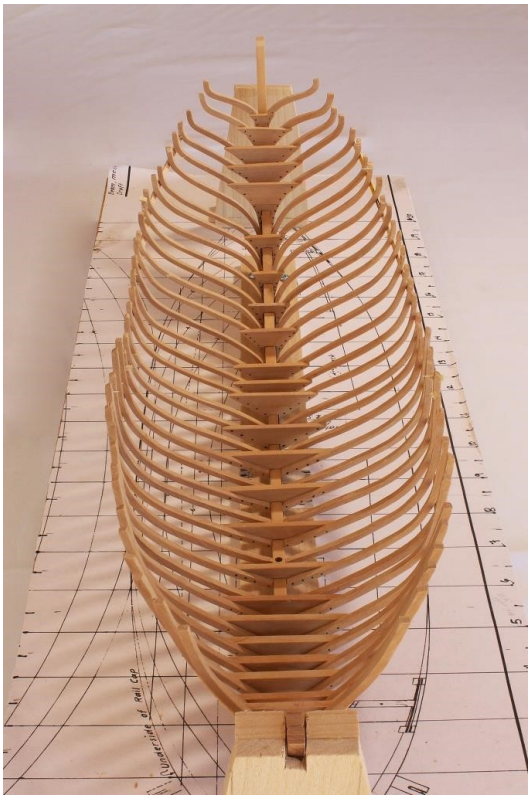
Photos by Toni Levine



Fore frames with batten.

Closeup installed frames with batten.



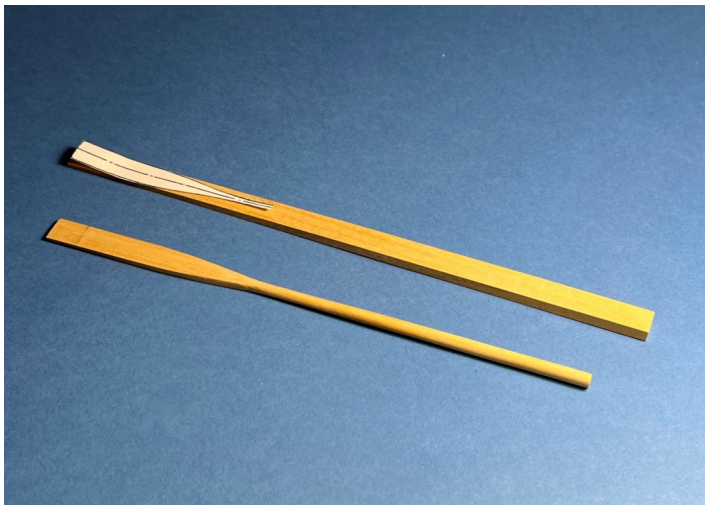


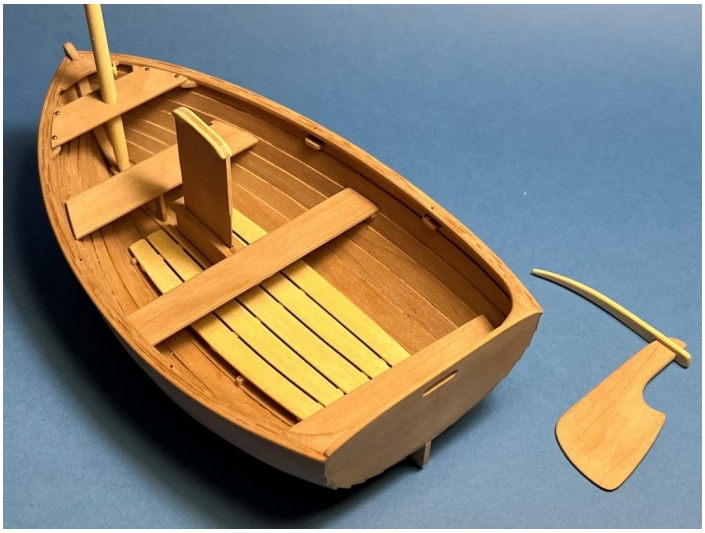
"Ships on Deck" , continued on Page 7

Ships on Deck

Auklet by John Pocius

Photos by John Pocius





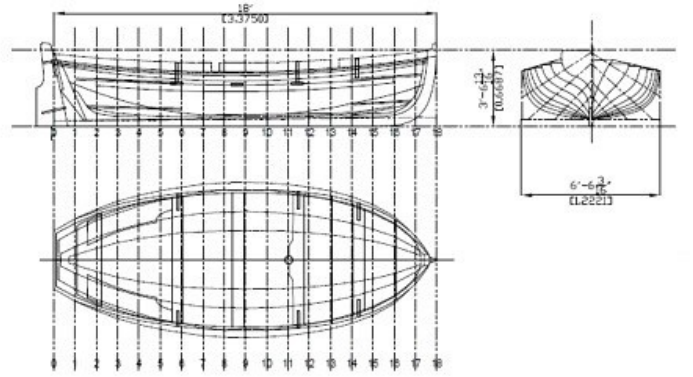
"Ships on Deck", continued on Page 8

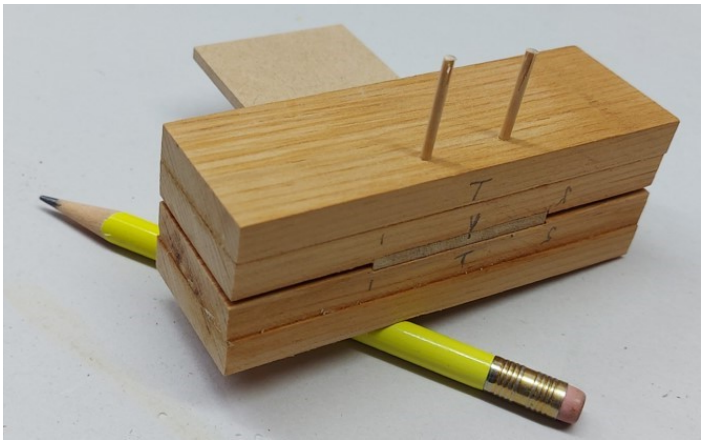
Ships on Deck

18 Foot Cutter by Alan O'Neill

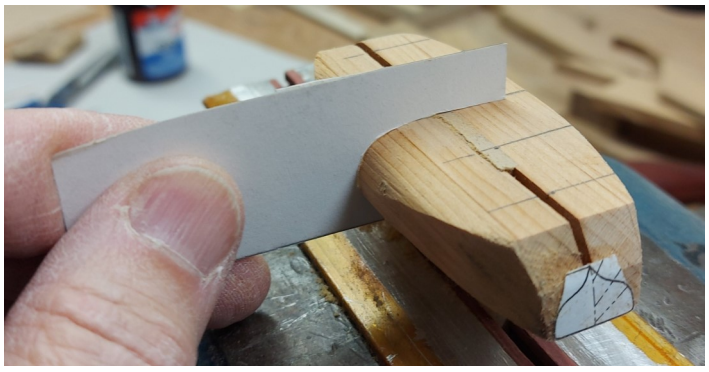
Photos by Alan O'Neill

Alan started working on the smallest of his ship's boats, the 18 foot cutter following David Antscherl's directions found in the NRJ magazine volume 55-1 Spring 2010. The cutter was clinker built and needed to be redrawn to a scale of 1:64. At the same time he also completed plans for all of the other boats. These will be the first small boats O'Neill has ever built.





Alan started by making the blank for the plug over which the shell would be assembled. He used hemlock, a soft fir. He had to notch the plug to create steps resulting in a properly sized gap for the keel width. The long centreboard is for clamping in a vise and the three parts are dry pinned together so they can easily be taken apart again.



Five evenly spaced station lines were chosen and copied. Their profiles were copied onto card stock that was used to check the shaping of the plug.

My keel, stem and stern posts and transom were assembled. The apron was carved out of a wider stem post rather than attempting to make it separately and glueing it on afterwards. All parts were Castello boxwood and I used yellow PVA wood glue.

Here you see the items assembled and you can clearly see the centreboard clamped in the vise. The plug received several coats of a GESSO white wash that was rubbed with a paper towel.

"18 Foot Cutter" , continued on Page 9

Ships on Deck

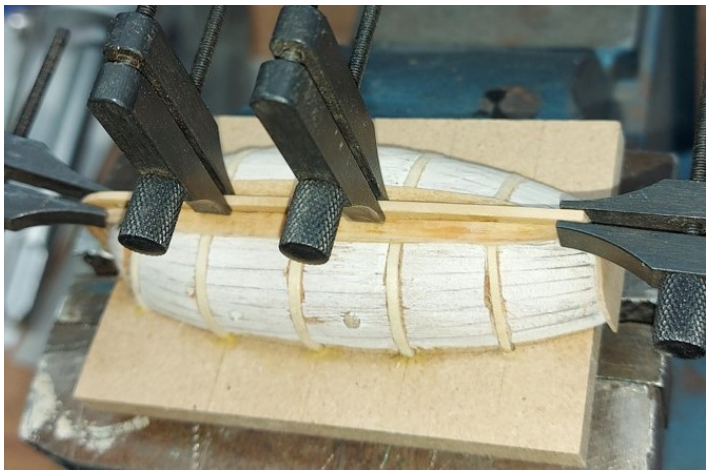
18 Foot Cutter by Alan O'Neill

CONTINUED

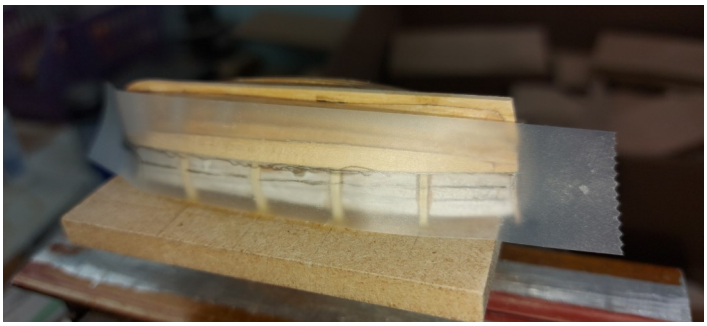
Grooves were cut into the plug to receive the five frames or ribs, and the location of the strakes were penciled onto the plug. Several coats of beeswax were then rubbed onto the plug in an effort to keep glue from adhering to the plug, and insuring the shell assembly would separate cleanly.

O'Neill decided to add a base that was fitted to the centreboard with a key slot, and the centreboard was drilled to receive a nail that held the base to the plug snuggly.

The base was drilled to receive the maple frames that were steamed and bent in place. Once dried, each frame was glued to the keel with a drop of yellow PVA wood glue. A drop of glue was also applied to hold them firmly in place in the holes in the base.

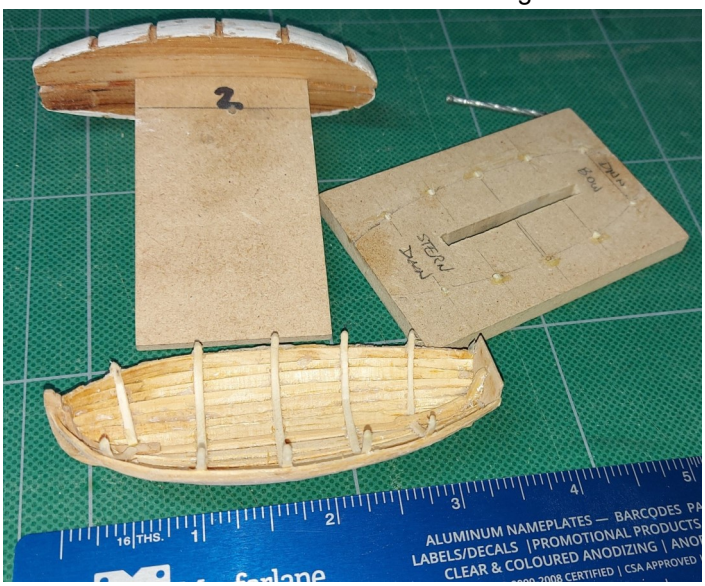


Here, Alan has installed the second garboard strake. At 18 feet long, he felt the strakes would likely all be one length. Hemlock was the wood of choice for the strakes. Weldbond PVA glue was used for this application since it sets up a bit quicker and dries clear.



In this image you can see a few more strakes are in place, and the next strake profile has been traced onto a strip of transparent tape.

The tape was applied to my 0.03" thick stock which at 2" to scale is somewhat thicker than it should be, but this is what I was comfortable using. The strakes were cut with a #11 scalpel leaving a wee bit extra at the bow and more so at the stern ends. They were trimmed on the line below and a wee bit outside the line above where it would overlap the adjacent strake. Clamping these overnight was done with elastic bands and some imagination.



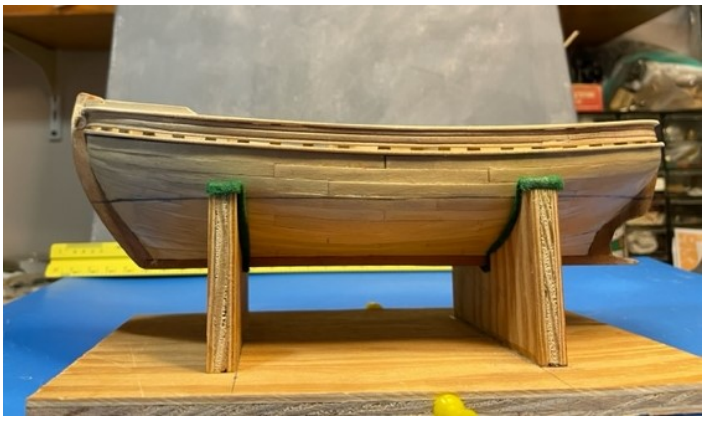
The frames were cut away from the base and Alan prayed that the shell would separate from the plug without any problems. It took a while, and after overcoming his reluctance to push hard, it eventually popped right off. It looks like the beeswax did it's job!

"Ships on Deck" , continued on Page 10

Ships on Deck

Gerda III by Neil Hurwitz

Photos by Neil Hurwitz



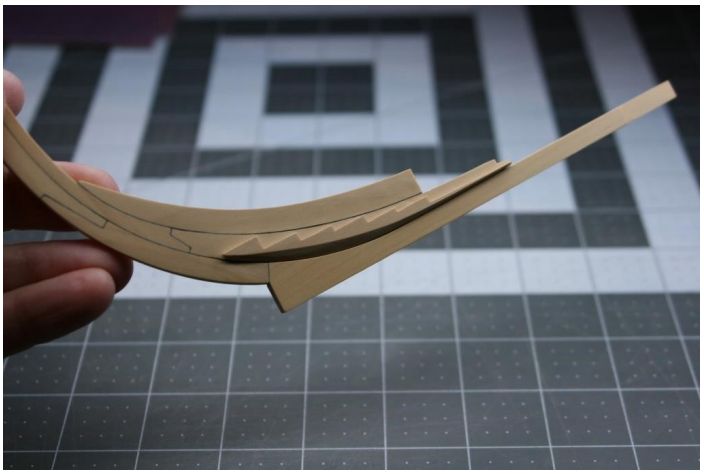
"Ships on Deck" , continued on Page 11

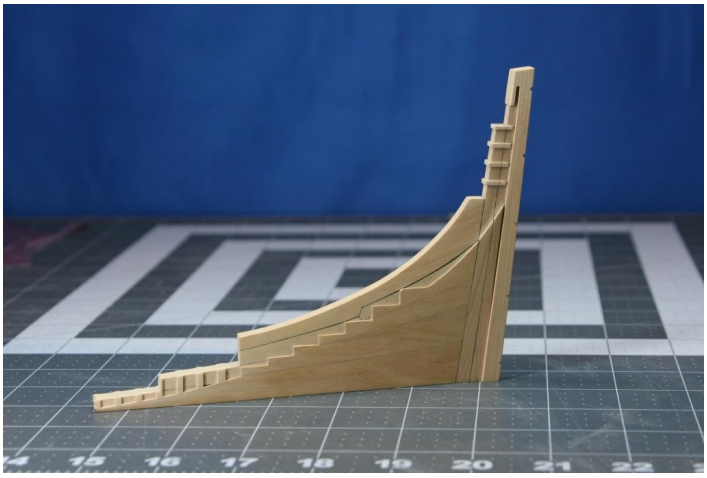
Ships on Deck

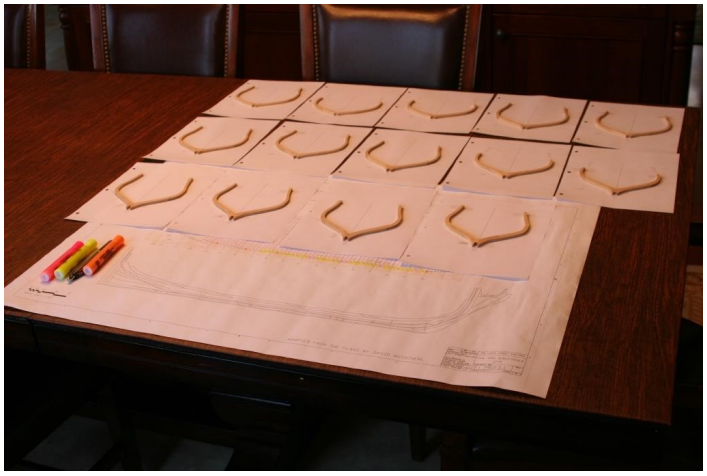
Kingfisher by Paul Kattner

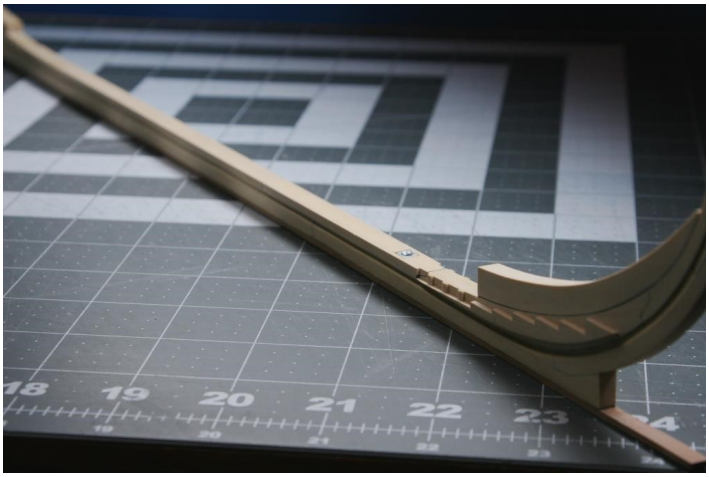
Photos by Paul Kattner

Paul Kattner is one of our newest members. As you can see from the photos, he brings a lot to the table in terms of quality and craftsmanship. Paul resides in the Wadsworth/Gurnee area, and hopes to attend our face to face meetings when they resume. Welcome aboard, mate!









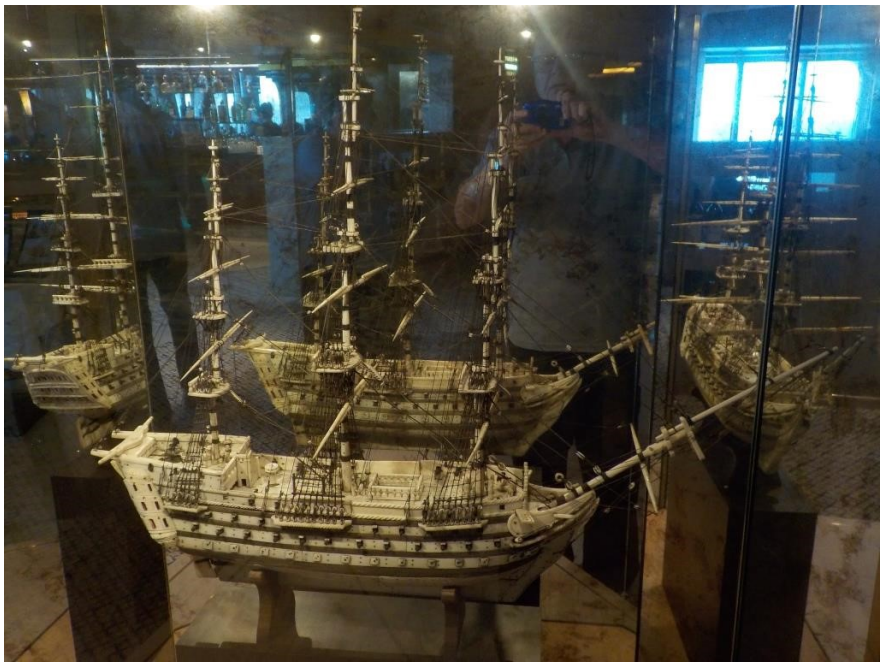
"Ships on Deck" , continued on Page 12

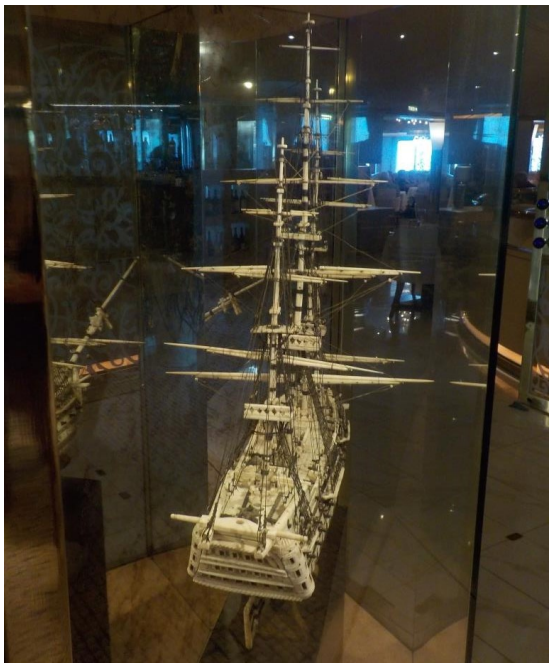
Ships on Deck

Two Prisoner of War Models by Tom Wolf

Photos by Tom Wolf

Tom Wolf sent us some photos of two Prisoner of War bone models that he photographed aboard the *Noordham, a* Holland America cruise ship. At the time, Tom was taking a trip to New Zealand. He confirmed with the ship's office that the two models were indeed POW models dating back to the 18/19 century. In 2004 (19 years ago) they had an insured value of EUR 3,000. Today that number is around $25,000 each. The smaller of the two models appears to be a ketch-rigged sloop of war. There's no doubt that the bigger one is a Ship of the Line.



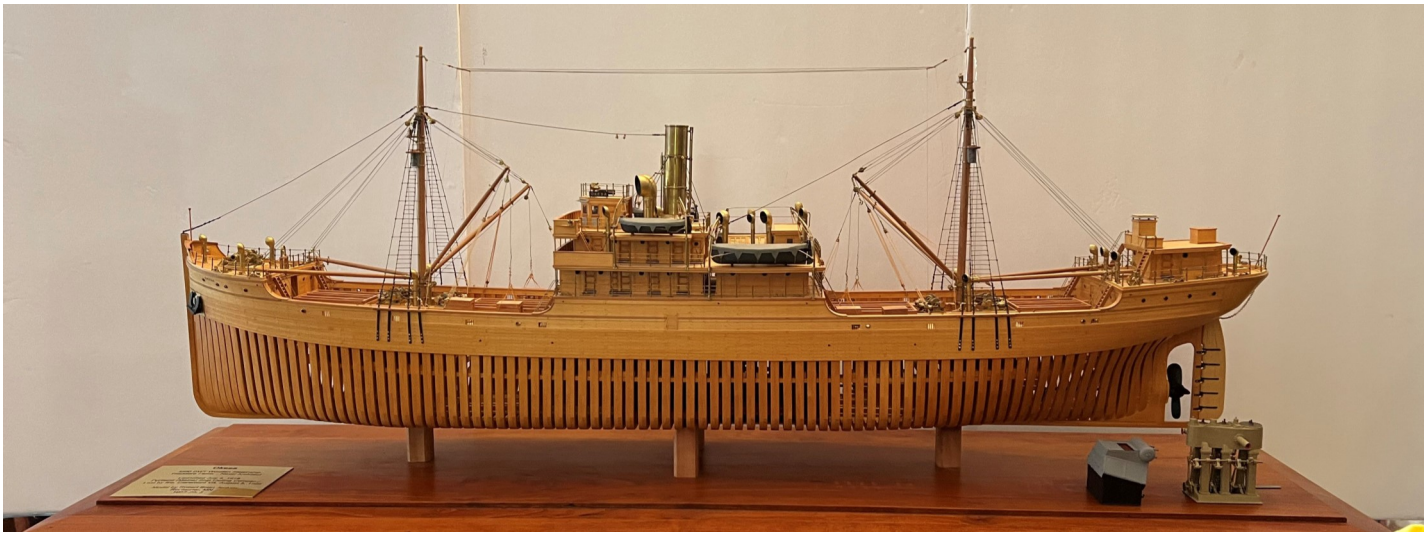


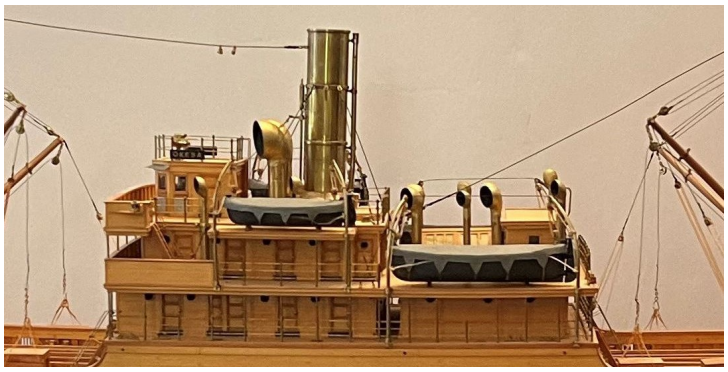
"Ships on Deck" , continued on Page 13

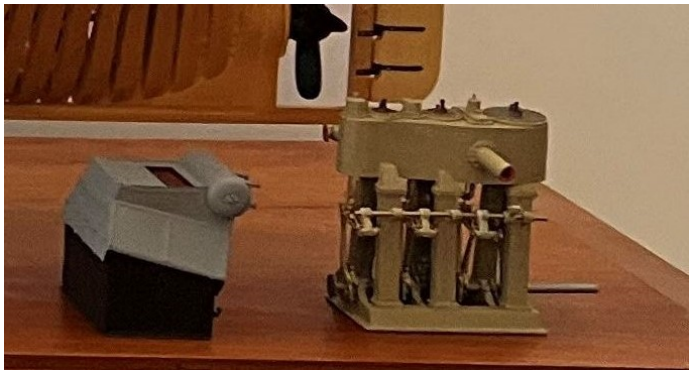
Ships on Deck

WWI Ferris Wooden Steamer by Robert Jenkins

Photos by Robert Jenkins







• Tri-Club 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.

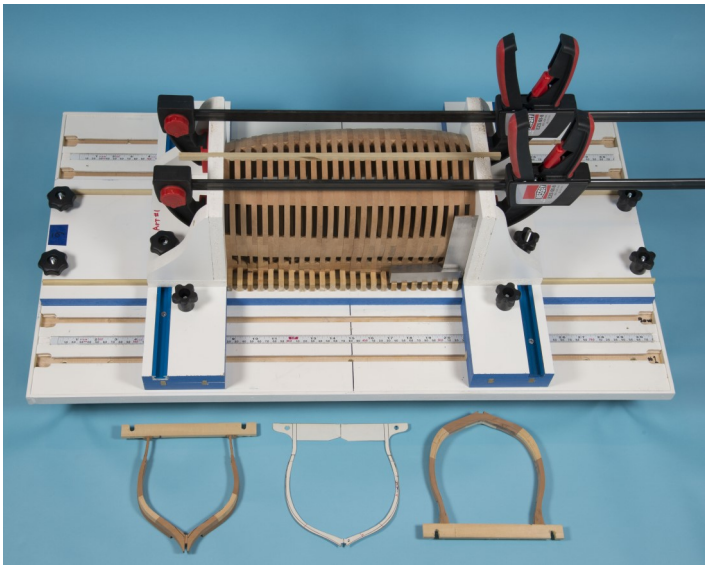
ZHL	WN
RealTS	Unicorn Model
Snail Model	YQ (YaunQing)
XinFeng	Master
JD Model	CN
LHQK	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

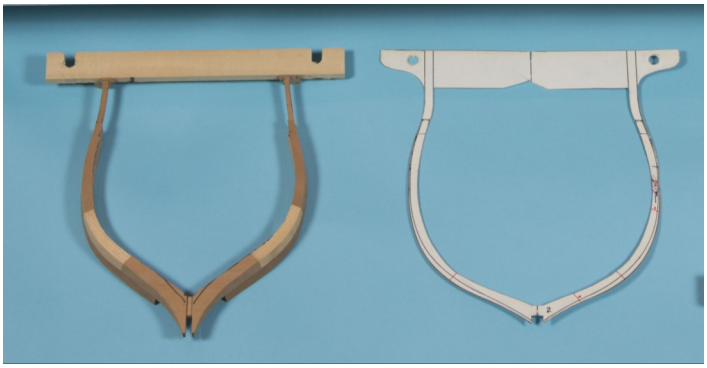
"Ships on Deck", continued on Page 14

Ships on Deck

A Building Board

By Russ Hannula





HMS *Bounty*

By Keith Zeilenga

"Ships on Deck" , continued on Page 15

Ships on Deck

A Waterline Marker

By Dave Amstutz

Rope Coils -The real thing

By Walt Philips

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