

FORECASTLE REPORT

Newsletter of the Chicago Tri-Club Association

November 2023

● Tri-Club Hull Planking Workshop ● UPDATE

Sessions 2 and 3 are in the books. After a somewhat rough start, Workshop Administrators, Toni Levine and Kurt Van Dahm feel that all the participants were up to speed as far as the curriculum is concerned.

Sally Nye offered some unexpected insight when she stated that it's not just about learning how to plank a hull. Becoming comfortable with terms peculiar to this aspect of modeling a ship also come into play. They include stealers, drop planks, rabbets, stem and sternposts, and garboard and broad strakes, just to name a few.



Participants, John Graham and John Brackett had glowing reports, and confirmed that the workshop has been most informative. They strongly feel that other workshops covering other model ship building subjects should be considered. Kurt announced that a workshop featuring rigging techniques is being planned.

● Well Done, Allen! ●

Allen Siegel has been a Midwest Model Shipwright since 2010. It would be safe to say that most of that time he has served our organization as club treasurer.

During his tenure he has been most supportive of the MMS by helping organize and conduct club activities, most notably, our holiday Pizza Bashes. He has been one of our most consistent contributors during Ships on Deck, and has always been willing to help fill in as a featured meeting speaker.

Allen has decided to step down and relinquish the financial reins to long time member, Rick Szydelko. We are sure Rick will do an excellent job. As for Allen, he has earned the right to retire, but we are quite sure he will continue to further the Shipwrights organization. Thank you, Allen Siegel, for all you have done!



November Tri-Club Meeting Schedule

The NSD November Virtual Meeting Building The US Army Tug, *LT-5*



The November North Shore Deadeyes Zoom meeting will feature guest speaker, Bill Emmerson, a member of the Model Shipwrights of Western New York. Bill will describe his techniques for scratch building this handsome WWII Army tug.



Proceedings will begin on Wednesday, November 1st at 7:00 PM CST, but you will be able to log on as early as 6:30 PM. Invites will be sent out a day or two before the meeting.

The NRMS November Meeting Glues - "How to Glue It and How to Undo It"



The Nautical Research and Model Ship Society's November meeting will be a hybrid session. The face to face segment will be held at 237 S. Lincoln Street, Westmont, IL. For those preferring to attend the virtual version, an Invite will be sent out a few days before the November 11th session. The featured topic will deal with the proper use of various glues. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.



The MMS November Meeting Using a Lathe Duplicator



A modeling tool that doesn't get much attention is the duplicator. Handy for copying cannons, rail balusters or any complex cylindrical part, it's easy and fun to use. We are quite sure this is one presentation you will enjoy.

This is a face-to-face meeting, so don't forget to bring your current project for S.O.D.



The proceedings will commence at 7:15 p.m.
Wednesday, November 15th at
The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL



Ships on Deck



Fair American by Don Purney

Photos by Robert Fryszak

Don is showing some very nice progress on his *Fair America*. The lower deadeyes have been installed, and he is currently working on the spars and bowsprit.



"Ships on Deck" continued on Page 3



Ships on Deck



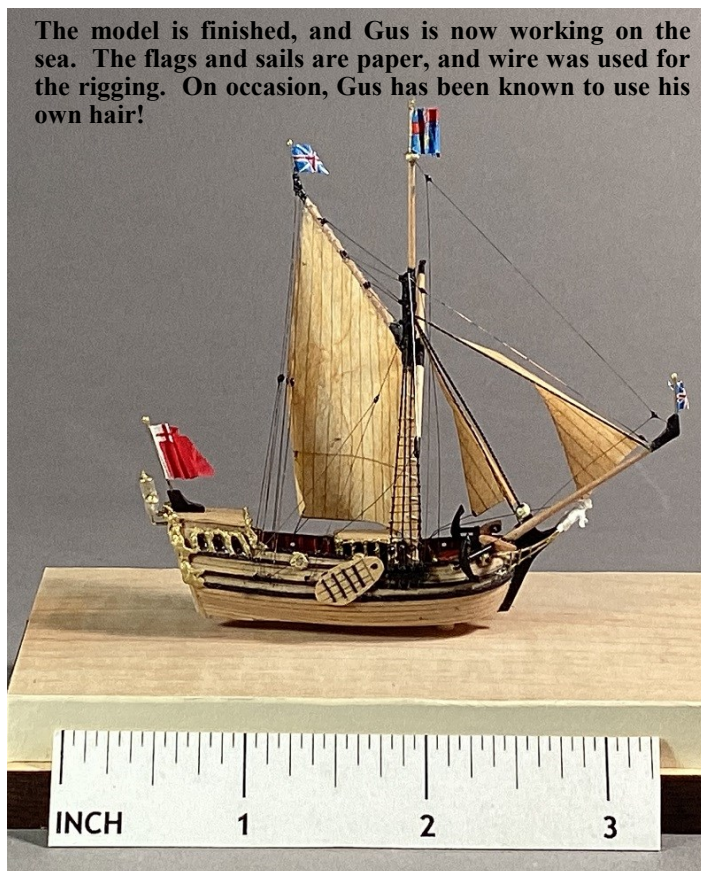
HMY Mary Circa 1660 by Gus Agustin

Scale: 1:384

Photos by Gus Agustin and Robert Frysztak



The model is finished, and Gus is now working on the sea. The flags and sails are paper, and wire was used for the rigging. On occasion, Gus has been known to use his own hair!



"Ships on Deck" continued on Page 4

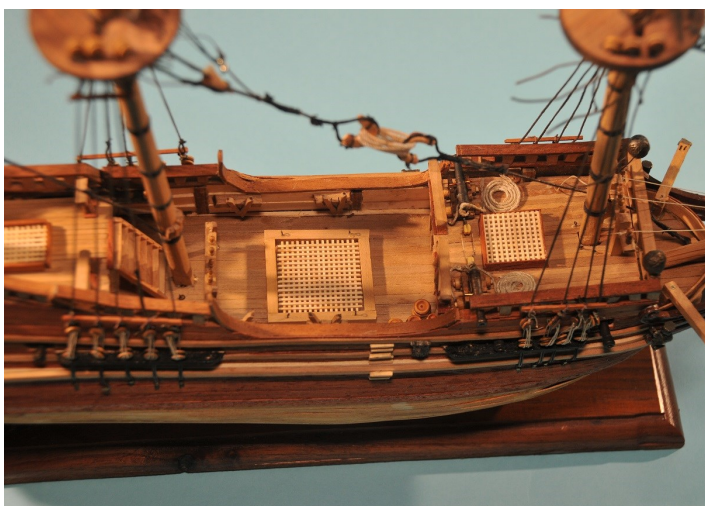
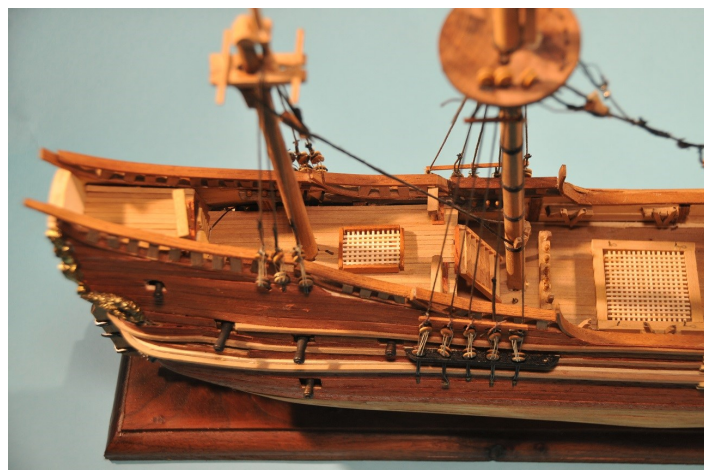


Ships on Deck



Derfflinger Felucca by Ray Kroschel

Photos by Robert Fryszak



"Ships on Deck" continued on Page 5



Ships on Deck

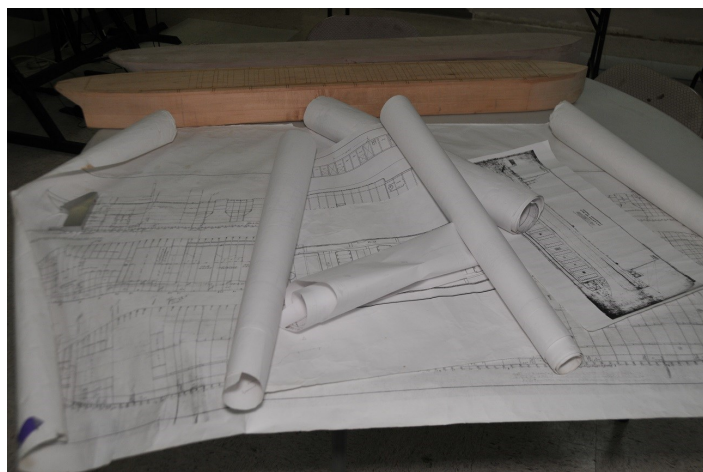
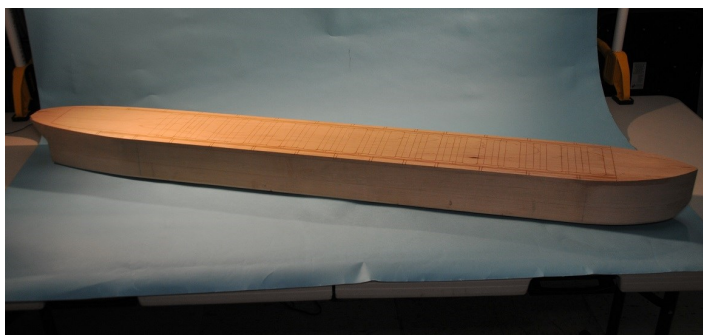
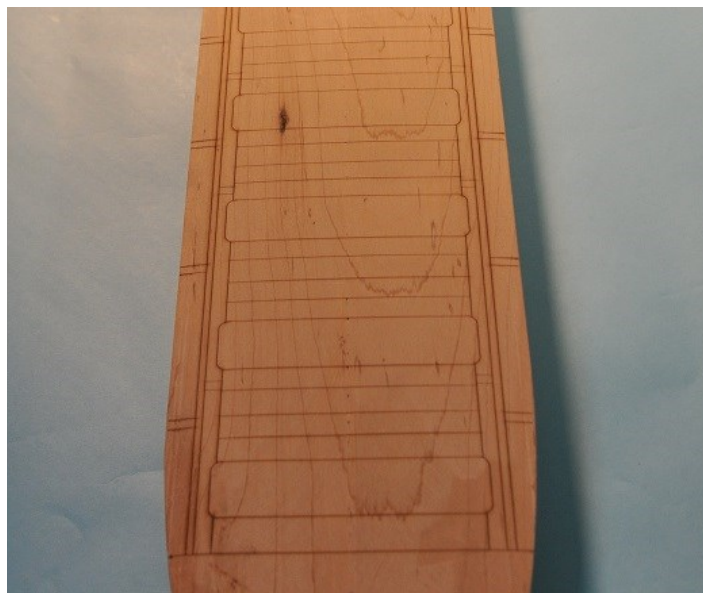


Clifford F. Hood by Ralph Lindholm

Photos by Robert Frysztak



Ralph served aboard this Great Lakes ore boat in 1962 as a fireman. Built in 1902, this vessel was coal fired with a triple expansion steam engine. Its top speed was about 11 knots per hour. It took Ralph 4 to 5 years to find the drawings needed to build this 53" model. Note the laser cut layout of the main deck. Plans for this ore boat were found at Bowling Green University and Lake Superior College.





Ropewalks: Anatomy & Operation

by Rick Szydelko & Bob Filipowski



Rick Szydelko began his presentation by discussing the anatomy of various types of rope. They included Hawser-laid, Cable-laid, and Shroud-laid.

ROPE ANATOMY

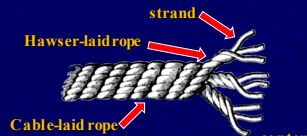
- Hawser-laid**

Yarns are made up of fibers
Yarns twisted together to make strands
3 strands twisted together to make a rope



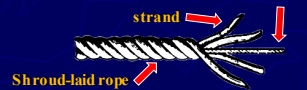
- Cable-laid**

3 hawser-laid ropes twisted together to make a rope



- Shroud-laid**

Same as hawser-laid but 4 strands
Has 5th strand in center to fill void



He then discussed how to identify left and right lay rope. Although a number of various techniques were mentioned, using the letters "S" and "Z" superimposed over the rope was one popular way of discerning which was which.

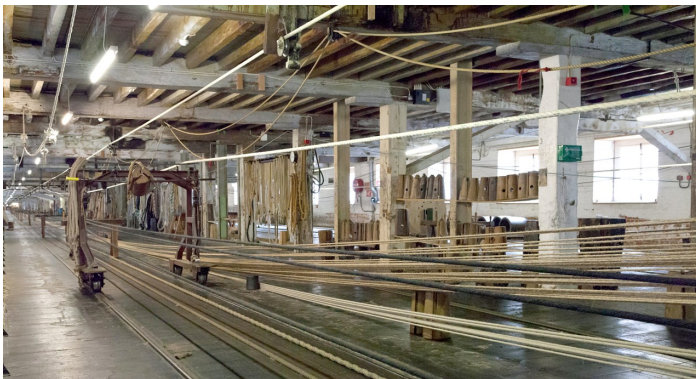
Left Hand Lay (S)



Right Hand Lay (Z)

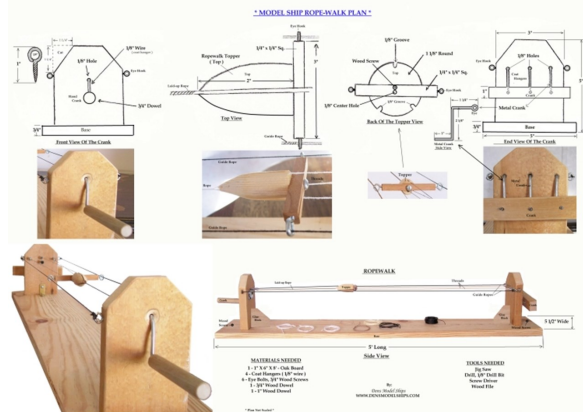
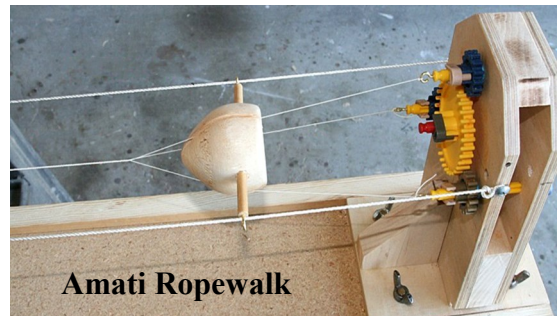
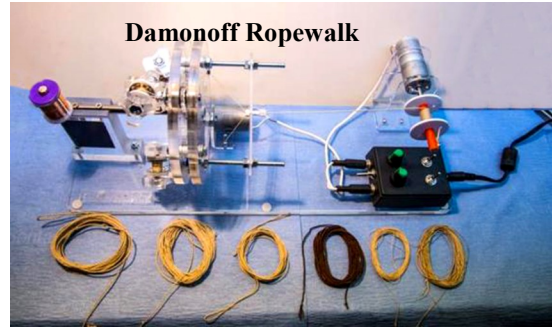


Rope making was a vital industry during the age of sail. It required a sizeable number of craftsmen to make the varieties of rope needed. Below is a photo of the Chat-ham Ropeworks. This ropewalk is 1265 feet long, and still operates today.



The membership was shown a number of different model ropewalks that are commercially available. The Syren Rope Rocket seemed to be the most popular.

Damonoff Ropewalk



Dens Model Ropewalk



Syren Rope Rocket

"Ropewalks" continued on Page 7



Ropewalks: Anatomy & Operation

by Rick Szydelko & Bob Filipowski

CONTINUED

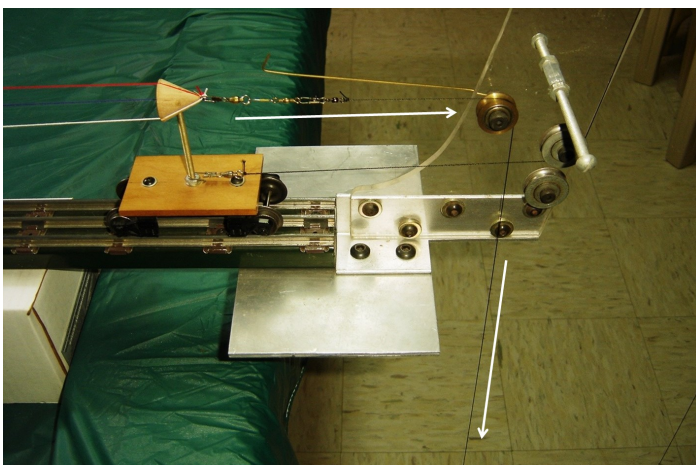
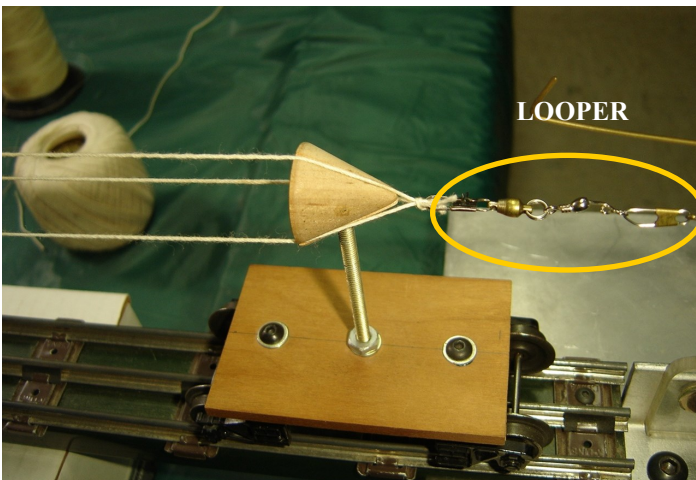


The membership was shown some earlier home-made models that, although functional, were a little more awkward to use.

Two employed a track bed, carriage, topper, a



series of fishing weights, and a device called a "looper."

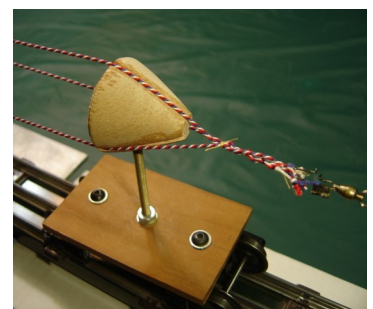
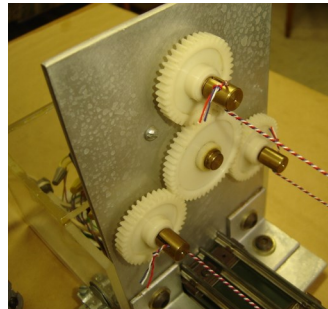


The above photo shows the weighted lines attached to the topper/looper and the carriage.

Here is a photo of what happens when too much weight is used with the carriage.



The first unit featured in some short videos was a single drive unit. Three three-strand hawsers sporting red, white, and blue line were connected to the whirls. This unit was set up for making an anchor cable.



The next unit demonstrated was a dual drive unit that eliminated counter weights and loopers. The second drive unit ran counter clockwise for a period of time after the carriage had completed its run, so the cable could have a tighter twist. You might say it was a unit that bridged the gap between the single drive unit and the Syren Rope Rocket. It was an excellent ropewalk, but it was still awkward to use and possessed a carriage, topper, and RR track.



A video featuring the use of the Rocket was shown, and everyone was impressed with its simplicity and excellent results. The members were cautioned that a learning curve is required to master this machine, but it is not extensive, and the results will rival the product Syren sells.



Ropewalks: Anatomy & Operation

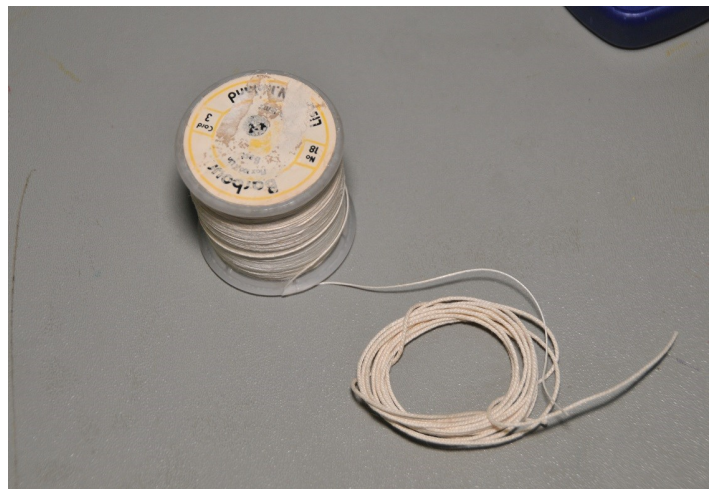
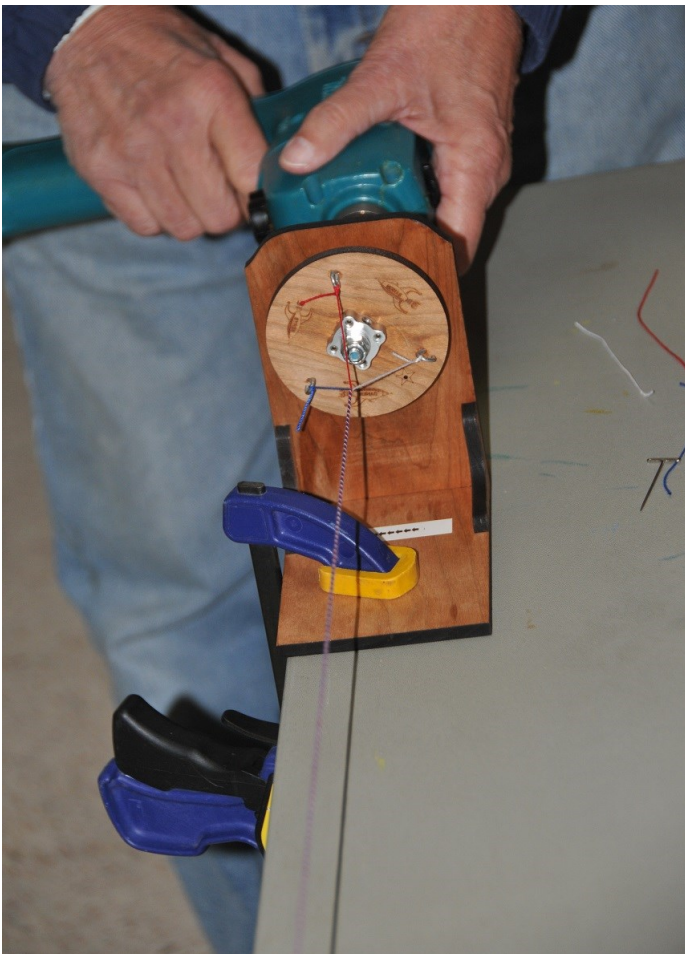
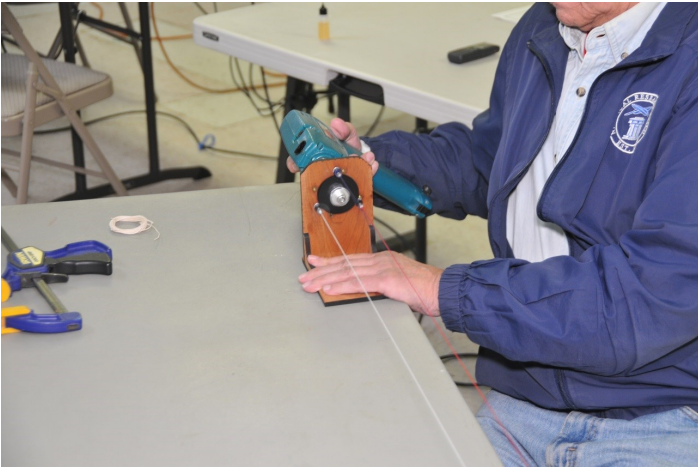
The MMS Version by Bob Filipowski & Rick Szydelko



As you have probably realized by now, the Midwest Model Shipwrights and North Shore Deadeyes often offer the same program during a given month. The only difference might be that the Shipwrights hold a face-to-face gathering, and the Deadeyes offer a virtual presentation. The month of October saw such a situation.

A presentation on ropewalks was the featured talk for

both organizations. A few differences in the Shipwrights session included an edited Zoom video taken earlier in the month during the NSD meeting. A live Rope Rocket demo was also offered that coincided with a showing of Chuck Passaro's video. There were periodic pauses in the video while Rick and Bob answered questions.





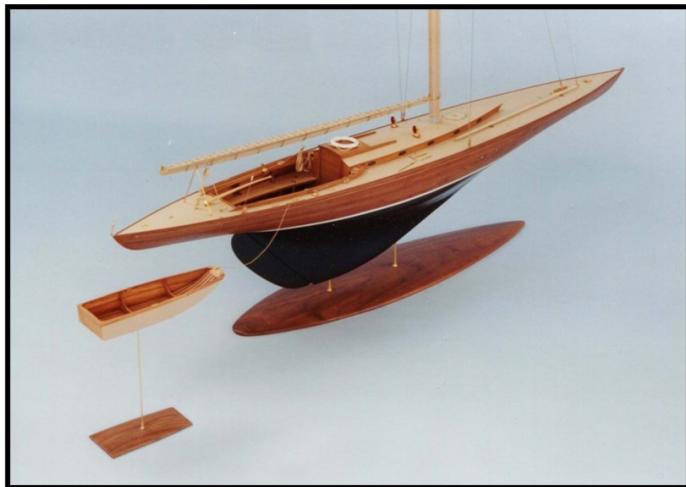
Mounting Models for Display

By Kurt Van Dahm



Kurt Van Dahm opened his presentation by stating that a model is not complete until the display and case have been finalized. Some method of presenting the model is needed. It would be safe to say that the only right way is the one that appeals to you. Your opinion is the only one that counts.

There are many ways to mount a model. These are just a few Kurt has used or observed during his ship modeling career:





Mounting Models for Display

By Kurt Van Dahm



It is not uncommon for inexperienced modelers to suddenly realize they have not planned how their completed model will be mounted. Believe it or not, it is one of the first things that should be considered!

Kurt offered a satirical, yet true, scenario suffered by many of our modeling brothers. It is called:

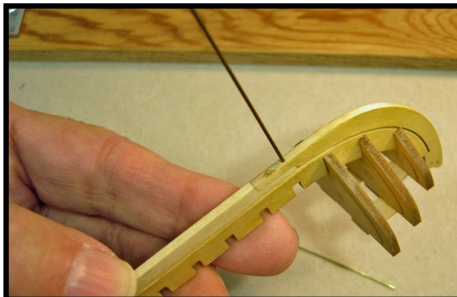
HOW IN THE HECK DO I DRILL HOLES INTO THE KEEL FOR THE MOUNTING SCREWS NOW?!!

1. FIRST, SIT ON THE FLOOR WITH THE MODEL HELD BY YOUR SPOUSE - WHO IS TRYING NOT TO GIGGLE.
2. TRY TO GET HER TO HOLD THE MODEL STEADY AND LEVEL WHILE IT HANGS OVER THE EDGE.
3. CUSS A BIT!
4. GET WOOD SHAVINGS IN YOUR EYES
5. CUSS A LOT!
6. PRAY THE DRILL GOES INTO THE KEEL W/O SPLITTING IT.
7. CUSS EVEN MORE WHEN IT HAPPENS!

Obviously, the best way to avoid all this grief is to plan the mounting method BEFORE you start the model. This is the best piece of advice this article will provide. Kit instructions NEVER suggest doing this.

Think about how you want to display the model. Plan the mounting method for holding the model in place. Build the mounting method into the model as soon as possible.

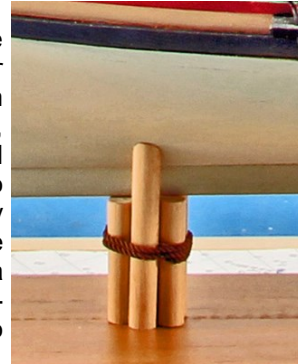
This should include how your model will be securely held in place. Each type of mounting can



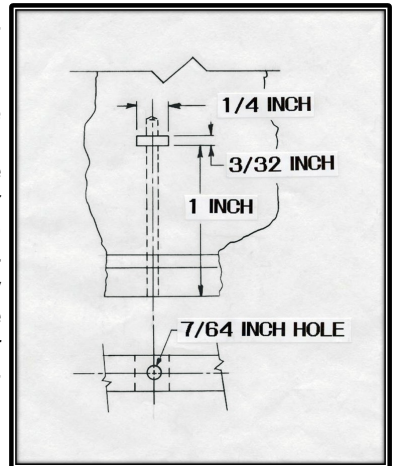
present its own unique problems, and must be carefully planned. Telescoping rods, tubes glued into the base, and polished tubes and collars work well for smaller, lighter models.



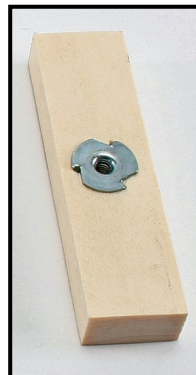
Pier Pilings make for a unique and secure method for heavier hulls. The incomplete piling can be used to set the keel height, and the outer pieces can be fitted to the model and then glued to the other dowels. The assembly can be dressed up with some heavy rigging line to look like a wrapping of rope around the piling. The pieces can be stained to look pristine or weathered.



A very secure method for plank on bulkhead models is the "Nut In False Keel" technique. As the drawing shows, the hole is drilled up from the bottom of the keel into the false keel. Next, a slot is made for the nut. The nut is inserted and cover pieces are glued in place to hold the nut from turning. It may be necessary to relieve the inner face of the covers to allow for the width of the nut if wider than the false keel.



Similar to the previous version is the "Blind Nut in False Keel" method. The false keel is notched for the block that the 1/4 - 20 blind nut will be mounted to. The blind nut is held in place between two blocks, which are glued between the frames centered on the false keel.





Houseboats on the Chicago River

The History of Living on the River



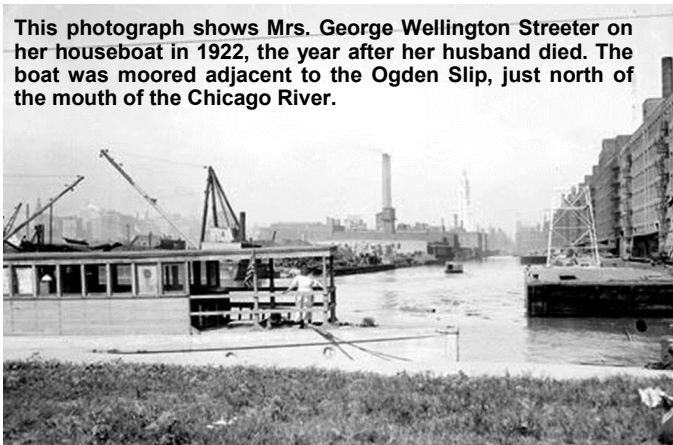
Over the course of Chicago's history, people have lived in their ships and boats for a variety of reasons. Ship captains and their crews have often wintered in their vessels on area waterways. Other ship and boat owners have lived on their vessels due to financial troubles or simply a desire to live away from most other Chicagoans. While people have lived in boats and ships in Chicago-area rivers and streams across the nineteenth and into the twentieth century, it was during the Great Depression of the 1930s that some Chicagoans retreated to houseboats, particularly on the north branch of the Chicago River, due to economic necessity. The area was nicknamed "Boatville." and "Houseboat City."



Houseboats on the North Branch of the Chicago River at Belmont Avenue with Riverview in the background. 1927

George Wellington Streeter and his family are perhaps among the most notorious families to live on a ship at Chicago. In 1886, Streeter's small ship ran aground on a sandbar just off the shoreline on the Near North Side and his family took up residence there. Over time, lake currents and garbage created 186 acres of landfill that Streeter claimed as his own and named his property the "District of Lake Michigan." He moved from his ship

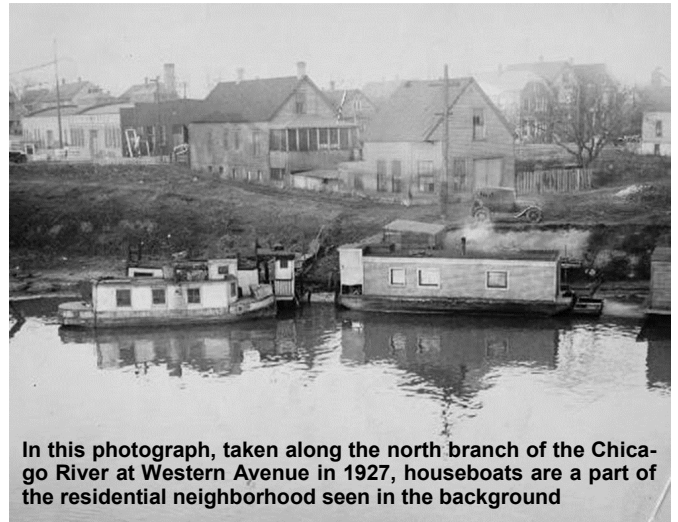
This photograph shows Mrs. George Wellington Streeter on her houseboat in 1922, the year after her husband died. The boat was moored adjacent to the Ogden Slip, just north of the mouth of the Chicago River.



wrecked boat to a small landed structure. Streeter and his family pursued their claims in court, but were evicted from the property during World War I by Mayor Bill Thompson for selling liquor.

At the colony's peak during the Great Depression, more than a hundred houseboats, many converted scows, lined the banks of the river from about Montrose Avenue down to about Addison Street.

It was cheap! Houseboat living was a way to avoid things like real estate taxes and high rents, not to mention that housing was scarce. One newspaper article said that residents paid an average of a dollar a month to moor their houseboats, which had many of the comforts of houses on land. Some boats were wired for electricity and were hooked up to city plumbing; others used generators. Many heated their floating homes with oil stoves during the winter. There was even a houseboat bar for a time, which the law shut down.



In this photograph, taken along the north branch of the Chicago River at Western Avenue in 1927, houseboats are a part of the residential neighborhood seen in the background

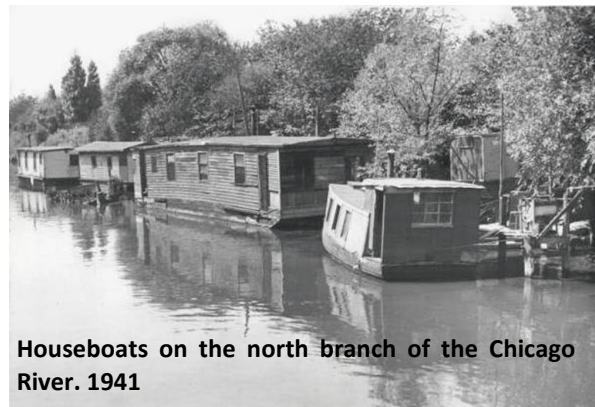
The question of the houseboats' legality was about as murky as the river water. When the squatters' camp started growing during the '20s, the city's Sanitary District tried to evict the occupants, citing water pollution and navigation concerns. When a judge issued an injunction preventing the houseboats from being ousted in 1930, the colony grew. The Sanitary District of Chicago had by then completed its channelization project along the north branch which connected to the North Shore Channel.

Boatville was mostly an adult community—many of the residents were retired boatmen, ex-sailors, and streetcar motormen. By the 1950s, most of the houseboats had vanished from the North Branch. Those that were left by the 1970s were confronted with increased pollution and permitting regulations. Even so, there were a couple of holdouts on the North Branch as recently as the 1990s.



Houseboats on the Chicago River

The History of Living on the River



Houseboats on the north branch of the Chicago River. 1941

Even today, according to the Metropolitan Water Reclamation District, houseboats are not strictly illegal—but they are heavily regulated.
Compiled by Neil Gale, Ph.D.



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



Foam Sanding Pads

Submitted by Kurt Van Dahm



GREEN STUFF WORLD **FOAM SANDING PADS**
Fine Grit Assortment

EASY CUT OUT **MEMORY FOAM** **WET SAND PAPER**

Hobby foam sandpaper pads are available in different grits and they are valid either for rough or fine sanding. Each grit is marked with a different color and made of soft and flexible EVA foam which makes them perfect for sanding curved edges as well as to be cut into any size or shape allowing you to reach the most difficult areas.

Green Stuff World SL
Tel: +34 965 14 51 07 • support@greenstuffworld.com
Alicante - Spain

SCAN ME **FOLLOW US** **FINE GRIT**
#800 #1200 #2000 #2500
8 10976 435646 504766

www.greenstuffworld.com/creative

either rough or fine sanding. Each grit is marked with a different color and is made of soft, flexible EVA foam. This makes them perfect for sanding curved edges and surfaces. They can be cut into any size or shape allowing you to reach the most difficult areas.

GREEN STUFF WORLD **FOAM SANDING PADS**
Fine Grit Assortment

COARSE COARSE
MEDIUM MEDIUM
SUPER FINE SUPER FINE

8 GRIT AVAILABLE

www.greenstuffworld.com/creative

Hobby Foam Sanding Pads are available in different grits, and are perfect for



Chicago Tri-Club Association Officers & Staff



NSD President - Rick Szydelko — szydelko@sbcglobal.net
NSD Vice President—Kurt Van Dahm — modelshipyard237@gmail.com
NSD Admiral Emeritus - Richard Williams—shipdoc27@comcast.net
NSD Treasurer - Ed Urbanczyk—turbaned@comcast.net

NRMS President – Kurt Van Dahm – modelshipyard237@gmail.com
NRMS Vice President - Richard Williams—shipdoc27@comcast.net
NRMS Treasurer - Ed Urbanczyk—turbaned@comcast.net
NRMS Secretary - Dan Cicero—dan_cicero@sbcglobal.net



MMS President - Bob Filipowski — logline2@gmail.com
MMS Vice President. - Bob Frysztak — rfrysztak@luc.edu
MMS Treasurer - Rick Szydelko — szydelko@sbcglobal.net
MMS Secretary - Bob Sykes — (630) 766-6645
MMS Club Photographer: - Robert Frysztak — rfrysztak@luc.edu
MMS Web Master - John Pocius.. jhydroplane@gmail.com

www.midwestmodelshipwrights.com

