



Newsletter of the Chicago Tri-Club Association

January, 2023

• Scuttlebutt •

One Hand Washes the Other

Most of you are probably aware of the fact that your Tri-Club officers have been trying to create reciprocal agreements with other clubs. To date we have benefited from a presentation by Bill Emerson, a member of the *Model Shipwrights of Western New York*. This organization has offered us further participation, which we will certainly accept for future meetings.

We have returned the favor with presentations by Toni Levine and Bob Filipowski. It would be safe to say that our organizations are certainly increasing the benefits of club membership.

Thank you Scottie & Kurt

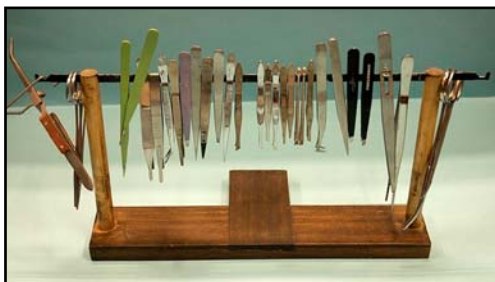
One of the high points for 2022 was the return of the Annual Midwestern Model Ships & Boats Contest and Display at the Wisconsin Maritime Museum in Manitowoc. Although featured in a previous Forecastle Report, we were able to obtain a review written by our friend, Scottie Dayton, that was too good to pass up. Scottie had given the document to Kurt Van Dahm who passed it on to your Editor. It's support like this that keeps your Forecastle afloat!

An Organizer for Forceps & Clamps

By Rick Szydelko

One segment of the December Deadeyes meeting presentation involved a very handy storage device designed by Rick Szydelko.

This is a classic example where a photo is worth a thousand words. The base is composed of two boards. One is 13"x2.5"x3/4", and the other 5"x2.5"x3/4", which are morticed into each other. The shorter piece helps create stability for the stand. 5/8" diameter holes are drilled in the base, and wood dowels are glued in place. 13" or 16" metal file folder hangers are glued into slits in the dowels. Rick has been very pleased with the results.



Tri-Club January Meetings

The NSD January Meeting

By Rick Szydelko



The holidays are making it difficult to schedule viable programs for early 2023. As of this writing, the North Shore Deadeyes meeting program is still being worked out. Proceedings will begin on Wednesday, January 4th, at 7:00 PM CST, but you will be able to log on to this virtual meeting as early as 6:30 PM. Hope you can make it!

The NRMS January Meeting

Conducted by Kurt Van Dahm



Normally, the Nautical Research & Model Ship Society holds hybrid gatherings in Westmont, IL on the second Saturday of the month. Unfortunately, due to a flair up in COVID-19, the NRMS has returned to conducting only virtual meetings. Invites will be sent out a few days before the January 14th meeting.

The MMS January Meeting Building a Brodie Stove

By Bill Maxwell



Arguably one of the most complex pieces of deck furniture on an 18th Century Man of War is the ship's stove. Bill Maxwell will explain his technique for constructing a Brodie Stove. This is a very detailed presentation, and Bill will present this talk in two parts.

The Zoom invite will be sent out one or two days before the meeting, which is scheduled for Wednesday, January 18th at 7:00 PM, CST. You will be able to log on as early as 6:30 PM.





Ships on Deck

Presented by the Midwest Model Shipwrights



● Small Boat Construction ●

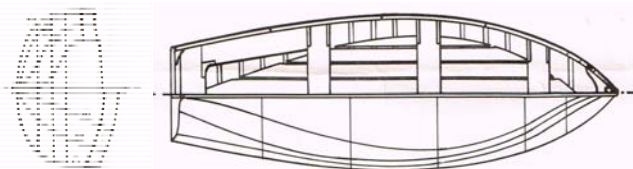
By John Mitchell

The key elements discussed in the production of a small rowboat were: ●RESEARCH ●PLANS ●PLUG CONSTRUCTION ●PLANKING ●DETAILING

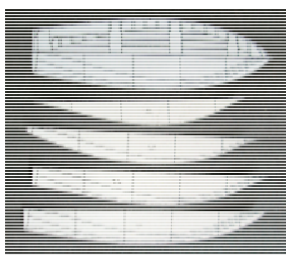
●RESEARCH - To build the type of small boat you want, you first need to know something about the era in which it existed and the uses to which the boat would have been put. Using "Google" to scan the internet, queries were entered for "Tender", "Skiff", "Rowboat", etc. The above image was picked as the best representative of a Great Lakes schooner's tender c. 1852.



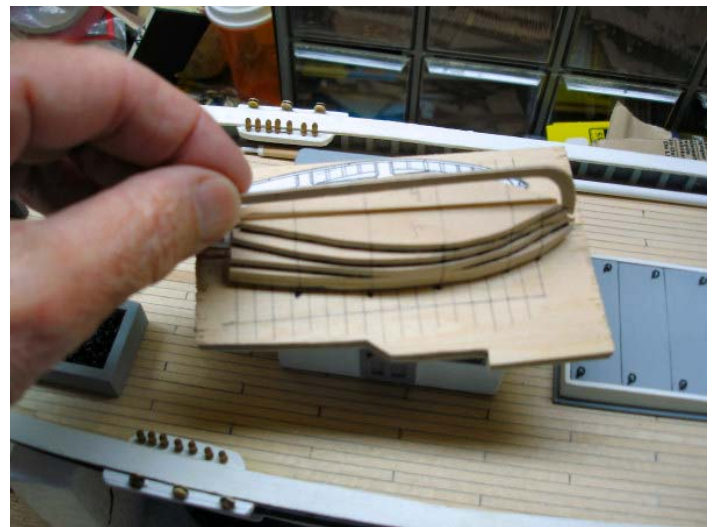
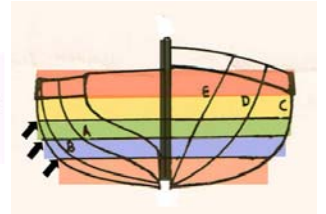
●PLANS - Once an example was found, it was time to find a set of plans that could recreate it. A number of plans were obtained from friends and modeling books.



Create picture files on each of the views and paste them to PowerPoint. Resize the images to the desired scale for your model. Print multiple copies of the body view to allow cutting out station line templates for use in shaping the hull and locating the sheer line on the plug.



●PLUG CONSTRUCTION

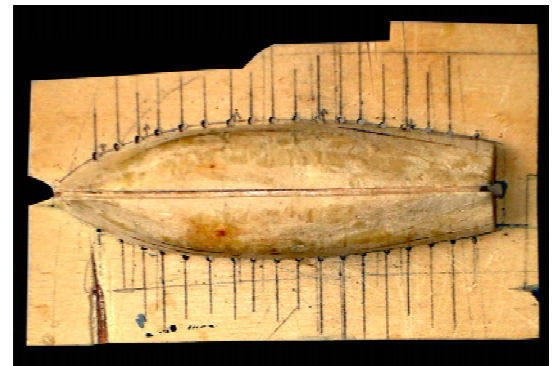


Lift templates, lifts glued
Keel & spacer templates



Hull
carved.

Lift halves
joined.



Small Boat Construction Continued on Next Page



Ships on Deck

Presented by the Midwest Model Shipwrights



● Small Boat Construction ●

Continued

● FRAMING & PLANKING



Plank hull. Don't get glue on the plug.



Sand or scrape hull

Release hull, add rubbing strip. Add inner wale, breast hook, and transom supports.

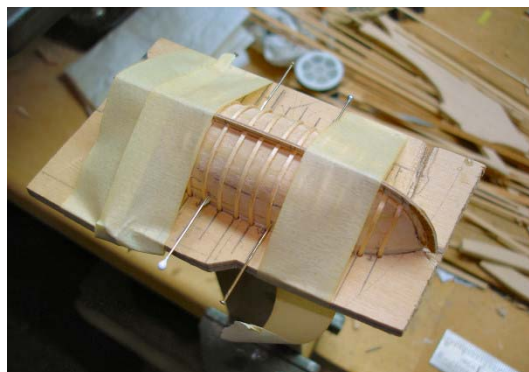


● DETAILING
Add stern bench,

thwart risers, floor boards.

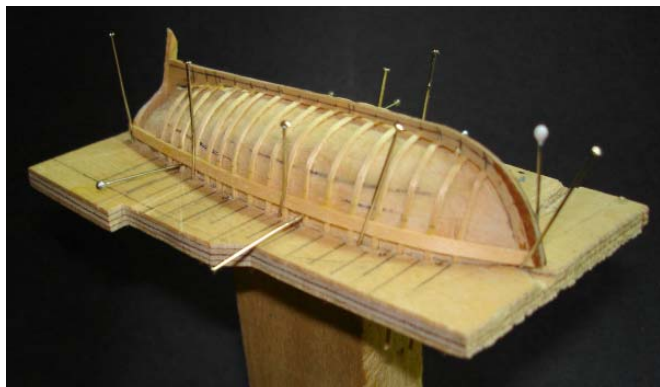


Paint as you go. Add thwarts, oar locks and oars. It's all done!



Notch keel, add transom, glue to ribs.

Mark sheer line with pins, add main wale.



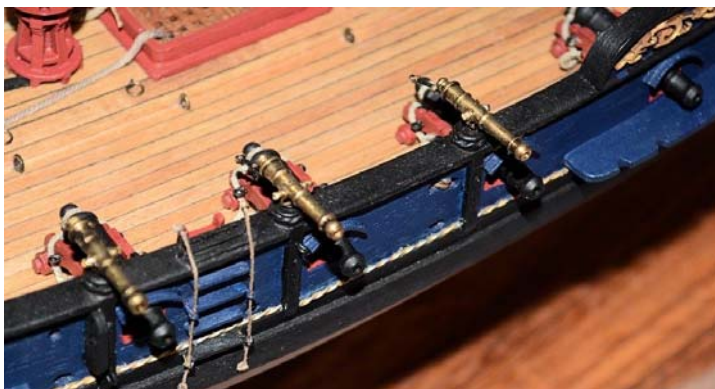
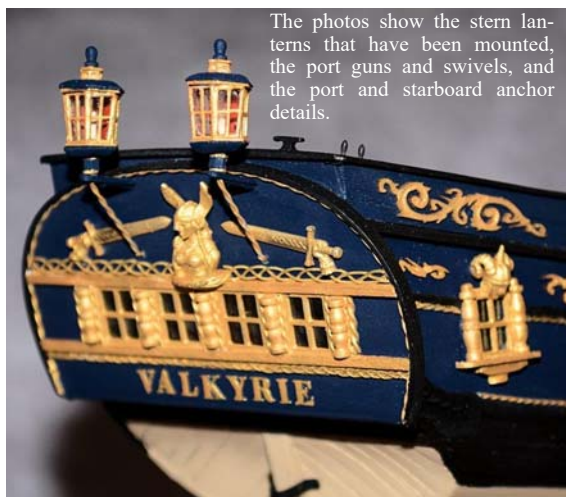


Ships on Deck



Valkyrie

Photos & Text by Sam Parent



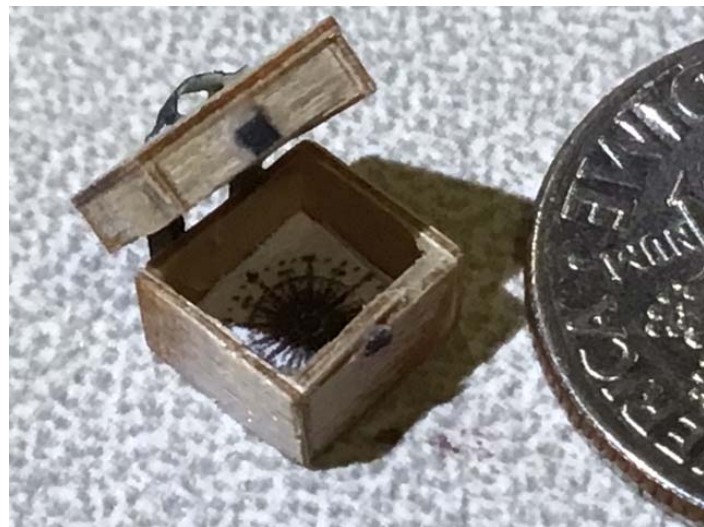
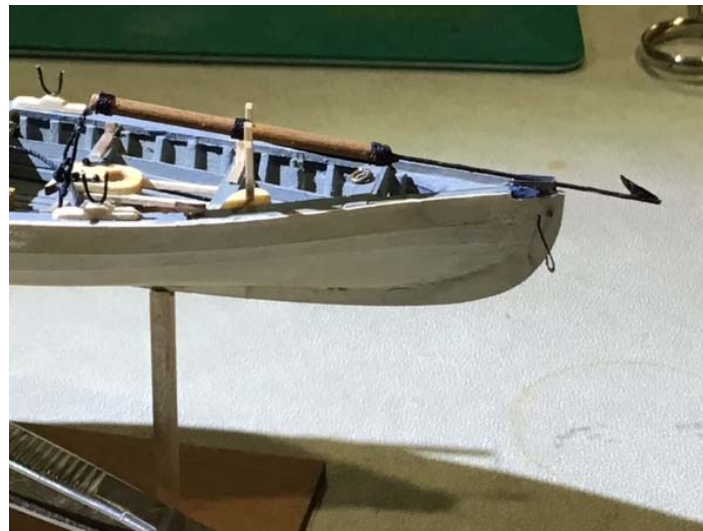
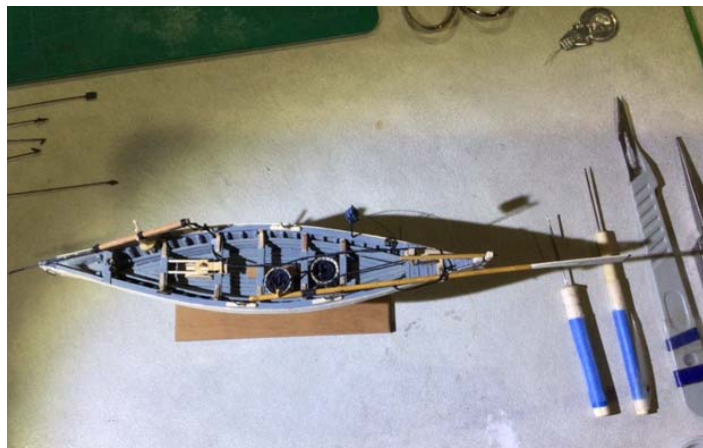


Ships on Deck



Whaleboat by Ralph Martin

Photos by Ralph Martin





Ships on Deck

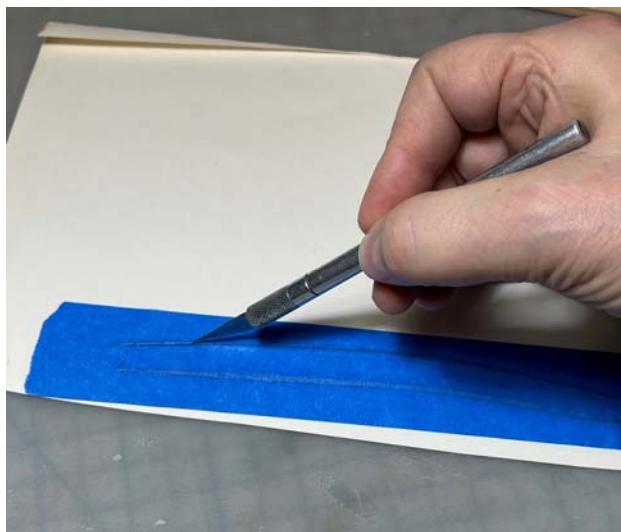
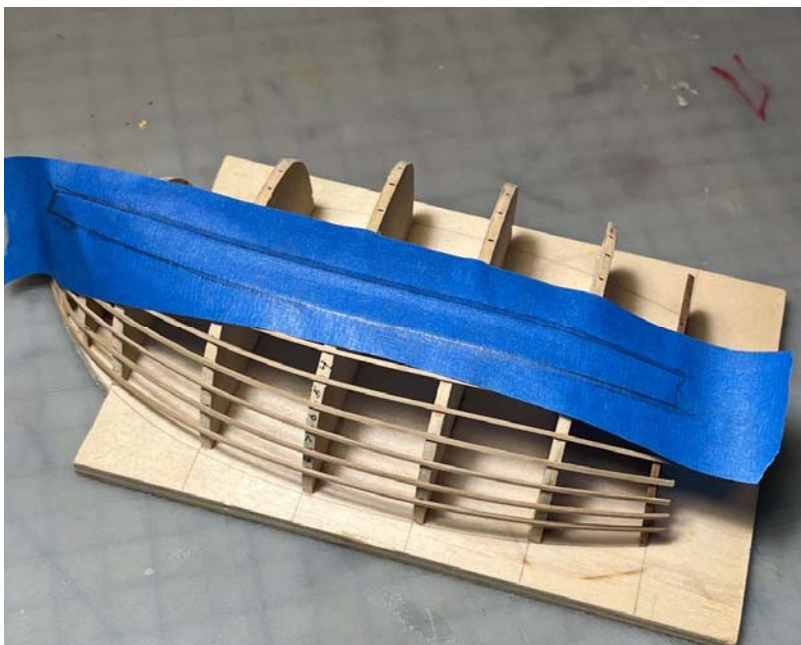
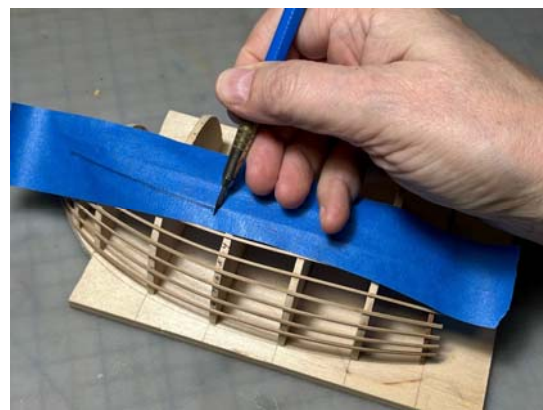
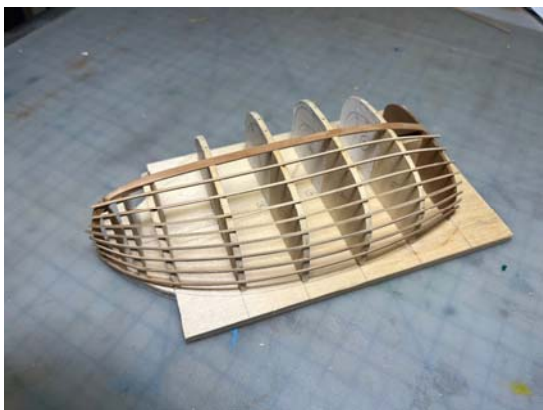
Presented by the North Shore Deadeyes



Auklet

Photos by John Pocius

A classic example of spiling. The photos speak for themselves.



"Ships on Deck", continued on Page 7



Ships on Deck



HMS *Bounty* by Keith Zeilenga

Photos by Keith Zeilenga



"Ships on Deck", continued on Page 8



Ships on Deck

Presented by the North Shore Deadeyes



Le Soleil Royal

By Richard Romaniak



"Ships on Deck", continued on Page 9



Ships on Deck

Presented by the North Shore Deadeyes



Le Soleil Royal

By Richard Romaniak



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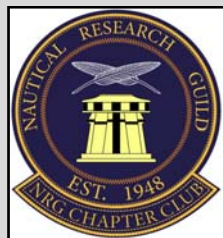
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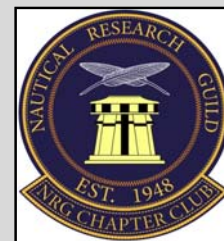
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Alex Derry's scratch-built replica of the steam yacht *Wanda III* (1915) received the Badger Air Brush Best Paint Finish award and the Modeler's Choice award. At 1/2 inch equals 1 foot scale, the model is 47.25-inches long. *Photos by Sam Parent*

Together Again

A 45-year-old annual tradition returns to the Wisconsin Maritime Museum

By Scottie Dayton

After a two-year absence, the Riverview Room at the Wisconsin Maritime Museum was once again home to the Midwestern Model Ships & Boats Contest and Display. This May a total of 44 participants arrived from Arkansas, Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, Oregon, Wisconsin, and Ontario, Canada.

Entries were separated into categories for scratch built, wood or plastic kits, operational, dioramas, and nautical crafts. Fred Drexler, Ed Urbanczyk, and Rick Szydelco used a point system to judge the ship models based on their individual merits. Modelers were ranked novice, intermediate, or advanced according to their skill level.

At the Saturday night banquet, Kurt Van Dahm, Nautical Research Guild director, and Cathy Green, the museum's executive director, awarded 19 gold, 17 silver, and two bronze plaques. Gold plaque recipients also qualified for seven special awards and some received more than one. Such was the case for the scratch-built entry from Alex Derry of Mono, Ontario.

Rarely do builders have the luxury of measuring and photographing the vessel they wish to model. Derry's subject, the steam yacht *Wanda III* (1915), is preserved at the Muskoka Steamship and Discovery Centre in Gravenhurst, Ontario. She was built by Polson Iron Works in Toronto for Timothy Eaton, Canada's department store king, and used by his wife to travel from the Gravenhurst train station to their summer home on Lake Rosseau in a record two hours.

The 94-foot-long hull had a 12-foot beam and 6-foot draft, enabling her to cut through the water like

a torpedo. *Wanda III* was the fastest boat on the Muskoka Lakes and the largest private steam yacht in Canada, carrying 24 passengers in her elegant mahogany and brass salons.

Despite her fame and pioneering technology, no lines or body plan of the hull survived. The yacht also was afloat, making the hull inaccessible. Therefore, Derry took the lines off dry-docked *Mildred*, built by Polson and with a similar hull style. He made innumerable measurements and photographs of *Wanda III*. Two years and some 2,000 hours later, the 1/2 inch equals 1 foot scale (1:24) model received the Badger Air Brush Best Paint Finish award and the Modelers' Choice award.

Derry plated the 47.25-inch-long, plank-on-bulkhead hull with styrene sheets, and hand drilled the flush rivet marks using alignment jigs and a sharpened brass tube. He chose black cherrywood to simulate the yacht's Honduras mahogany upperworks. Brightwork was cast using a low temperature tin and bismuth alloy, while stanchions were turned from brass stock and rails were made from aluminum stock.

Derry built a complete replica of the triple expansion steam engine from wood, styrene, plexiglass, and brass, then modeled a scale engineer to maintain it. The fully detailed interior is illuminated by LEDs. Canada's ensign aft and Ontario's ensign forward were made from white gift wrap tissue paper colored by an inkjet printer.

After earning a gold in the Wood Kit Model category, the judges selected the Lowell Grand Banks dory (c. 1900) by John Pocius of Hillsboro, Ore., for the



The F.K. Bemis Best of Show award went to John Pocius for his 1/2 inch equals 1 foot scale model of a Lowell Grand Banks dory (c.1900). The Model Shipways' wood kit model measures 10- by 3- by 1.50-inches high.

F.K. Bemis Best of Show award. Dorries, used on the East Coast for fishing and lobstering, were often stacked eight high on the decks of fishing schooners. "The thwarts were removable, enabling the craft to fit inside each other," says Pocius. "Lowell's Boat Shop of Amesbury, Massachusetts, was the first to build these dorries in large numbers, and it is the oldest continuously operating boat shop in the U.S."

Pocius assembled Model Shipways' 1/2 inch equals 1 foot scale kit without modifications, as it was historically accurate. He sanded the 10-inch long, plank-on-frame hull twice, the second time after spraying on Tamiya primer to raise the fuzz on the basswood. Painting was done with an airbrush, except for the rails, which received multiple thin coats with a brush. After the surfaces dried for a week, Pocius sprayed on a few coats of Testor's lacquer to even out the finish. He then lightly weathered the hull with powdered pastels and replaced the supplied rope with hand-

twisted linen line.

Sailing in from Hessel, Mich., Paul Wilson's model of a Bosley rowboat (1900) at 1.50 inches equals 1 foot scale (1:8) earned the Roger Jaekel Best Great Lakes award. The 15-foot 4-inch-long original was built by Moses Bosley to service the Detour (Mich.) Lighthouse. His great grandson now owns the boat, and Oliver Birge took off her lines in 1986.

Open boats require a high degree of skill because their deceptive simplicity exposes every flaw. Wilson built his 23-inch-long model inverted on a building board. The 15 cross sections (bulkheads) were mounted on scale 12-inch centers, then he added a white birch keel and stems, cedar lapstrake planking, and a mahogany sheer plank. After removing the hull from the board, Wilson installed birch ribs, mahogany wales and decks, and fine-grained fir thwarts (seats). Oar locks and other fittings are brass. The model is displayed on a bird's-eye maple stand.



A scratch-built model of a Bosley rowboat (1900) earned the Roger Jaekel Best Great Lakes award for Paul Wilson. At 1.50 inches equals 1 foot scale, the craft is 23-inches long with a 5.50-inch beam.

To qualify as a miniature model, the scale must be 3/32 inch equals 1 foot or smaller. Gus Agustin of Arlington Heights, Ill., built his Navy Board style *HMS Sussex* (1693) at 1/32 inch equals 1 foot scale (1:384) and won the Dana McCalip Best Miniature award.

The 80-gun, third rate was lost in a severe storm off Gibraltar in 1694. All but two of the 500 crew drowned, including Admiral Sir Francis Wheler. The disaster seemed to confirm suspicions about the inherent instability of two-decker 80-gun ships, such as *Sussex*, and a third deck was then added for new ships of this armament.

To expose the frames, a Navy Board model has no planking on the underwater hull and on some of the deck. Agustin used 1/32- by 3- by 24-inch cherrywood sheets for the frames, keel, stern and stempost, transom, and deck beams. He drilled out the gunports and windows, then cleaned up the openings with an X-Acto knife and square needle file.

The upper hull was planked with 1/64- by 1/32- by 12-inch-long basswood strips and “caulked” with pencil lead. Instead of ebony for the wales, Agustin used cherrywood painted black. He turned the brass ship’s bell with a needle file, then carved masters of the three different gunport wreath sizes, made a rubber mold of each, and cast the wreaths in resin.

The figurehead, two dolphin pedestals, and stern decorations were carved from boxwood using a Mini-Craft drill and various burrs. The carvings and quarter gallery wire window mullions were painted gold. He mounted the 5-inch-long model on a walnut base with inlaid maple, then added the figure and an anchor to the base to show scale. The project took some 600 hours more than four months to complete.

Master modeler Joe Simon from Jackson, Wis., taught his 17-year-old daughter well. At age 11, Elizabeth won her first gold at Manitowoc. Dad also primed the pump. In 2017, he presented her with Hasegawa’s 1:350 scale plastic kit of *Soya* (1936), the first Japanese icebreaker used for Antarctic expeditions. The model won a gold in the Plastic Model Kit category and the Steve Wheeler Best Novice Builder award.

During World War II, *Soya* served as an auxiliary ammunition supply and survey vessel. Post-war, she



Gus Agustin won the Dana McCalip Best Miniature award for his scratch-built Navy Board model of *HMS Sussex* (1693). It measures 5- by 1.125- by 1.625-inches high.

was removed from the navy list and assigned duties with Japan’s repatriation fleet. After comprehensive refits in the 1950s, *Soya* sailed to the Antarctic from 1958 to 1962, then became a rescue ship for the nation’s Maritime Safety Agency. She was decommissioned in 1978 and is moored at the Museum of the Maritime Science in Tokyo.

Simon spent more than four years building the 9.50-inch-long model with 1.50-inch beam. Achieving the proper finish on styrene parts was meticulous, labor-intensive work. Although the build was mostly straightforward, some components required a unique technique.

For example, Simon made a stand from toothpicks and foam blocks to support the seaplane while she glued on the floats. The only way to paint the fragile photo-etched brass railings was to fold the pieces and



Elizabeth Simon won the Steve Wheeler Best Novice Builder award with Hasegawa's 1:350 scale plastic kit of *Soya* (1936). The model measures 8- by 4- by 4-inches high.

place them on double-sided tape. Then she taped the railings in position before gluing. Their straight runs on the model attest to her skill. Before stretching sprue for the rigging, Simon sprayed the model with acrylic Vallejo flat.

Ralph Buckwalter entered his carving of a brown pelican in the advanced Nautical Crafts category and took the Gordon Stiller Best Maritime Carving award home to Lakewood, Colo. The brown pelican is

strictly a marine species, primarily feeding on fish for which it dives.

Buckwalter carved the 6-inch-high basswood block with hand tools. The most difficult task was locating the glass eyes symmetrically on both sides of the head. Before beginning the detail feather carving, he sanded every tool mark and irregularity from the wood, then used a pyrographic pen with various tips to burn in hundreds of quills and thousands of barbs.



A brown pelican won the Gordon Stiller Best Maritime Carving award for Ralph Buckwalter. ABOVE: The People's Choice award went to Tom Swille for *Morning Star* (1952).

“The golden rule for realistic feathers is not to burn too deep,” says Buckwalter. “The goal is a gradual transition from one feather to the next.” Finally, he dry brushed the carving with acrylic paints to blend the colors and duplicate the soft look of feathers.

The scratch-built 1/2 inch equals 1 foot scale *Morning Star* PD 234 (1952), received the People’s Choice award for Tom Swille of Green Bay, Wis. The fishing trawler, a drifter/seiner, still sails out of Peterhead in the far northeast of Scotland and one of the busiest fishing ports in Europe.

In 1990, Swille purchased the plans from Boat Modeller Plans Service, but didn’t begin work until 2018. Because the model is operational, he built the 38-inch-long plank-on-frame hull using 1/4-inch-thick plywood frames reinforced with basswood stringers (fore and aft members). Hull planking also is basswood, but the deck planks are black walnut finished with hand-rubbed tung oil. With batteries and receiver onboard, the model weighs 40 pounds.

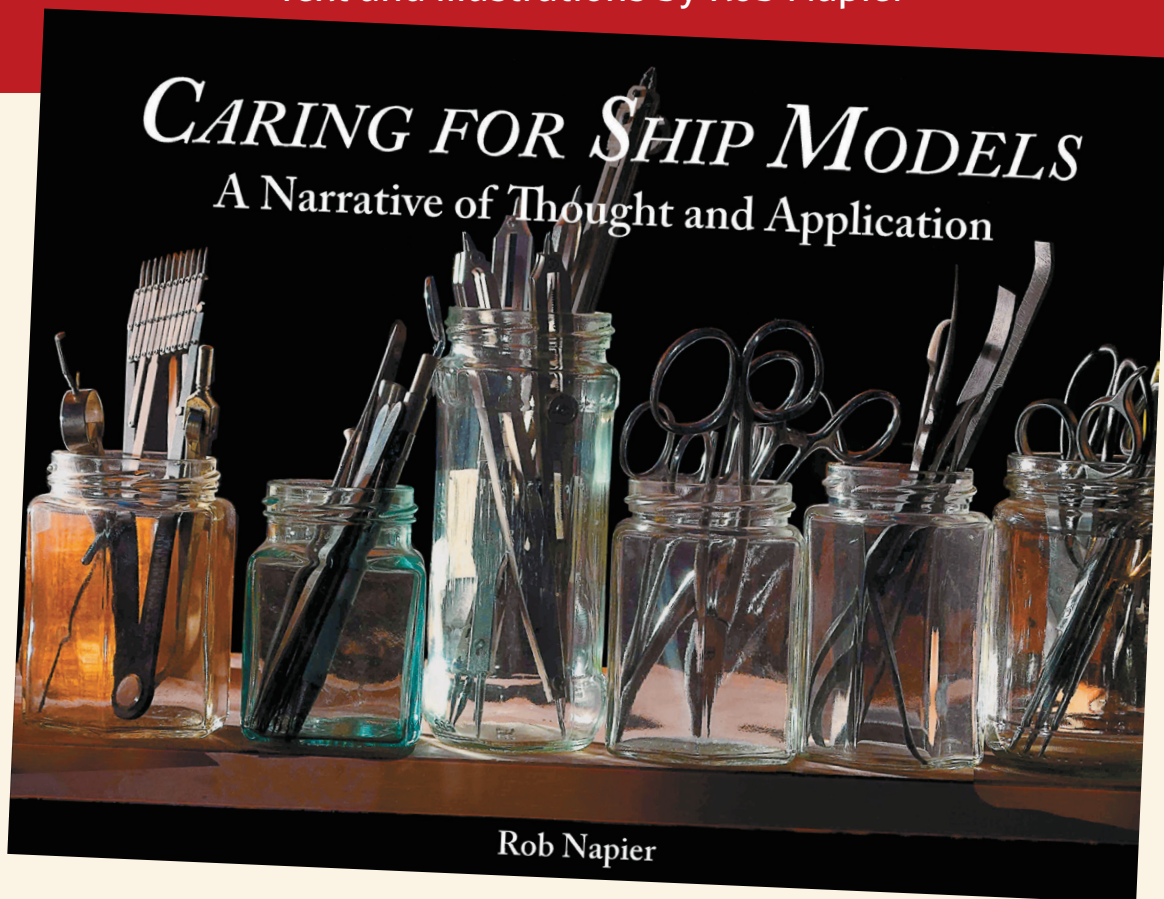


LEFT TO RIGHT: Special award winners were Gus Agustin, Paul Wilson, John Pocius, Tom Swille, Elizabeth Simon, Alex Derry, and Ralph Buckwalter.

The contest is supported by the Nautical Research and Model Ship Society of Chicago, Rocky Mountain Shipwrights, Midwest Model Shipwrights, Wisconsin Scale Boating Association, North Shore Deadeyes, Nautical Research Guild, Badger Air Brush, and the F.K. Bemis family. The longest running museum-affiliated and juried ship model competition in the nation returns the weekend after Mother’s Day. For details, visit www.wisconsinmaritime.org.

CARING FOR SHIP MODELS: A Narrative of Thought and Application

Text and illustrations by Rob Napier



Rob Napier is back with an excellent book on his life's work that is both a revealing look into his professional career and also a treatise on how to care for your models to last for generations. *Caring for Ship Models* is delivered in four parts: Part One, a prologue, introduces Rob and his involvement with ship modeling. Part Two offers perspectives on various aspects and philosophies of the ship modeling experience. Part Three focuses on physical processes Rob has used during his career. Part Four reviews what might be called case studies that examine influential and interesting projects.

This book is one you will absolutely want in your collection and will be a valuable reference for years to come.

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FEATURES

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