FORECASTLE REPORT

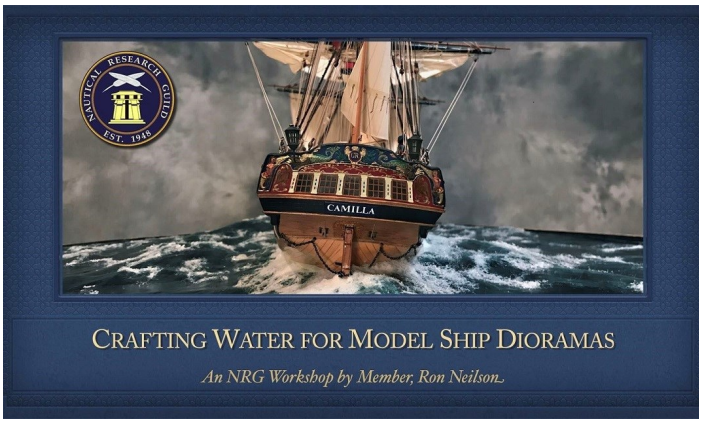
Newsletter of the Chicago Tri-Club Association ◆ July 2023

• Scuttlebutt •

Crafting Water for Model Ship Dioramas

The NRG continues to provide its members with first class and very unique virtual workshops. The latest example was Ron Neilson's excellent presentation on crafting water for ship models.

Through his eyes and imagination, we came to realize the different factors that can influence the making of realistic sea conditions. There's no doubt that for those interested in trying his techniques, the learning curve had been reduced to some extent.



Ron began by stating that he was greatly influenced by a marine artist friend when he decided to try building dioramas. One couldn't help but wonder about the age-old argument as to whether model ship building was an art or a craft. In this case, artistic abilities certainly came into play. Numerous examples were offered that were influenced by wind conditions, natural light, geographic locations, how the vessel was being portrayed, and its scale.

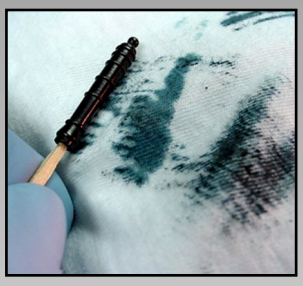
Neilson went into great detail outlining the various building materials that he preferred, as well as those of other modelers. References that included the Internet and historical works of art, were also discussed. One highly recommended book published by SeaWatch-Books, LLC was *Waterline Models* by Justin F. Camarata. This book is currently out of print.

For those of you who missed this excellent workshop, the NRG will be featuring a video copy on their home page. You must be a member to view it.

"Scuttlebutt", continued on Page 10

July Tri-Club Meeting Schedule

The NSD Virtual July Meeting
BLACKENING METAL PARTS



The July North Shore Deadeyes Zoom meeting will focus on blackening metal parts. The main emphasis will be on proper surface preparation and recommended solutions. Eliminating common pitfalls will also be discussed, which should help to make the process almost foolproof for you.

Proceedings will begin on Wednesday, July 5th, at 7:00 PM CST, but you will be able to log on at 6:30 PM.

The NRMS July Meeting

The Nautical Research and Model Ship Society's July 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 July 8th meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.

The MMS July Meeting
Blackening Metal Parts Redux

If you can't make the July Deadeyes virtual meeting, and you live in the Chicago area, you will get one more chance to learn about blackening metal parts.

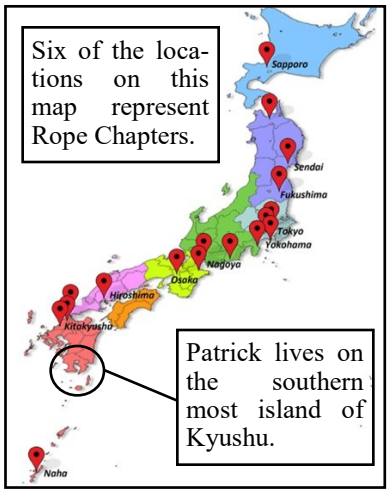
Being that the Midwest Model Shipwrights meeting is a face to face, hands-on get together, a few samples will be provided for up-close inspection.

The meeting will commence at 7:15 p.m.
Wednesday, July 19, 2023
The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL

The Rope's 48th Annual Ship Model Exhibition

By Patrick Sand

For those who thought Patrick Sand's presentation on the Rope's 48th annual model ship exhibition would be pretty straightforward with a lot of photographs of amazing models, they were mistaken. Patrick's talk also included some insight as to how this amazing organization functions. He described them as being very dedicated and very organized.

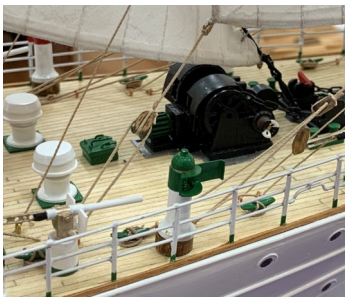


The members were shown a map of Japan that outlined where various model ship clubs are located. There's no doubt that our hobby is alive and well in that country. The Rope actually has a number of chapters located throughout the islands.

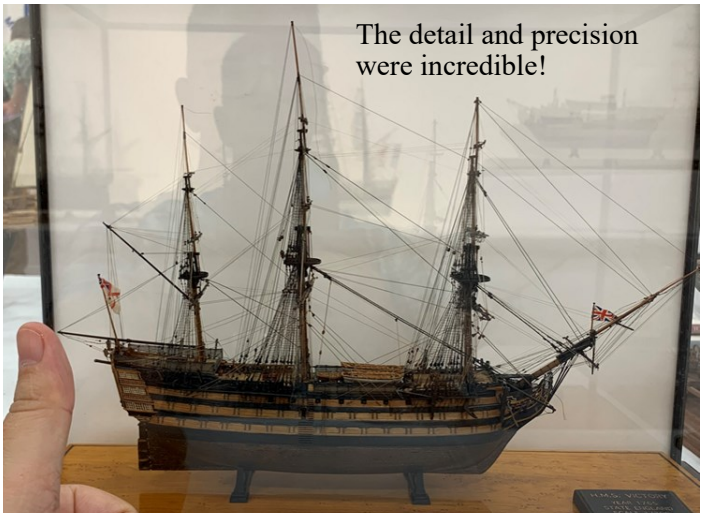
Sand didn't miss a chance to promote visiting Japan during the month of April when their exhibition is held. On numerous occasions during his talk, he stated that "it's very easy to get to Tokyo, it's one flight and a long nap."

The Rope set a record this year with a total of 55 models. With this many exhibits, Patrick was forced to focus on only a segment of the ships on display for his discussion. Here are a few examples of the marvelous work that was showcased.

Esmeralda, Kiyoshi Takanarita, 1/100, Scratch



Beaver, Kenji Sato, 1/64, Scratch



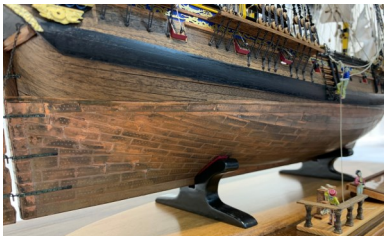
***Victory*, Etsuro Tsuboi, 1/192, Scratch**

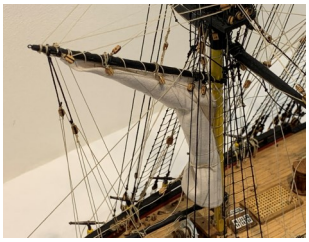
"The Rope" continued on Page 3

The Rope's 48th Annual Ship Model Exhibition

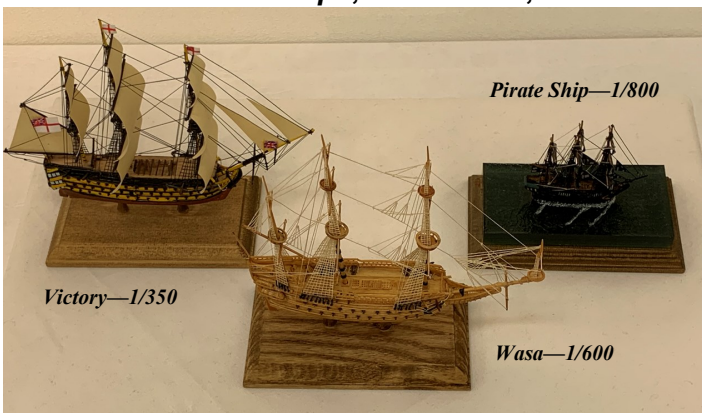
By Patrick Sand

***HMS Pegasus*, Minoru Minota,1/64, Victory Kit**





***Three Minature Ships*, Shu Hattori, Scratch**



***Le Soleil Royal*, Tadaichi Muraishi, 1/48, Scratch**

***Santa Maria*, Eitaro Takizawa, 1/200, Scratch**

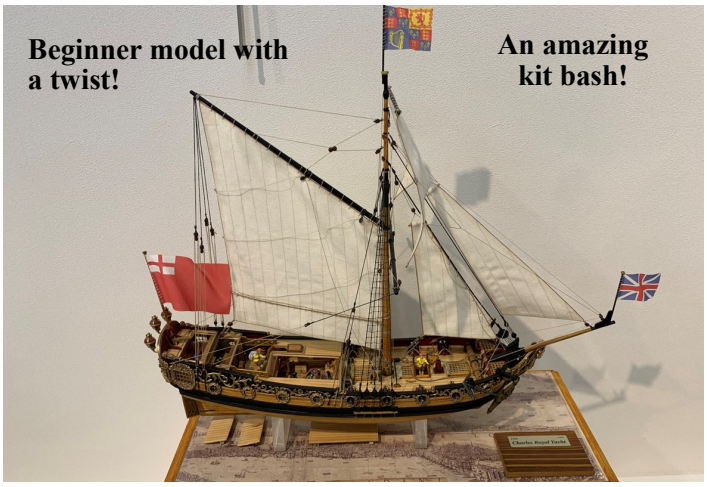
"Santa Maria" continued on Page 4

The Rope's 48th Annual Ship Model Exhibition

By Patrick Sand

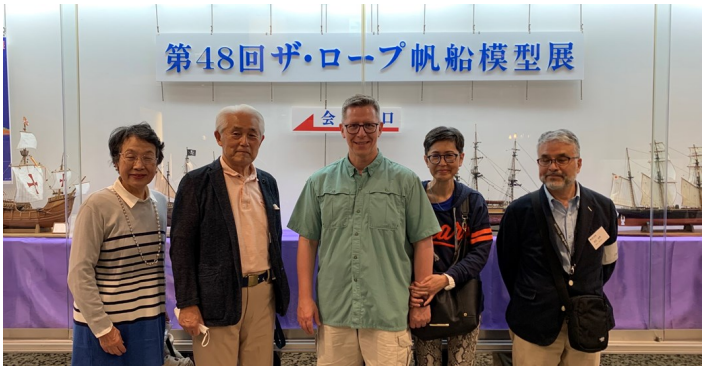
***Santa Maria*, Continued**

***Charles Royal Yacht*, Makio Ide, 1/64, Woody Joe Kit**



***New Bedford Whale Boat*, Tadashi Sakanagura, 1/16, MS Kit**

Patrick Sand and wife Manami with some special friends

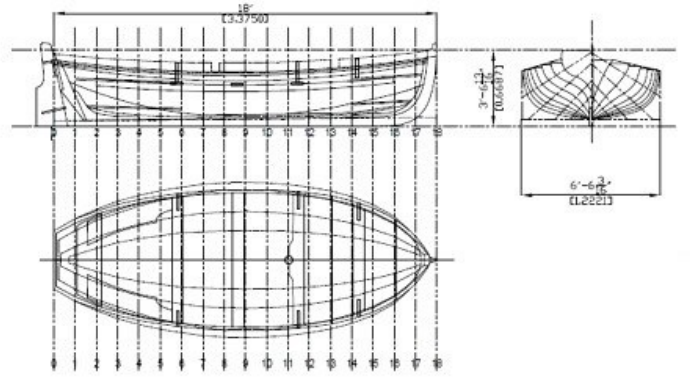


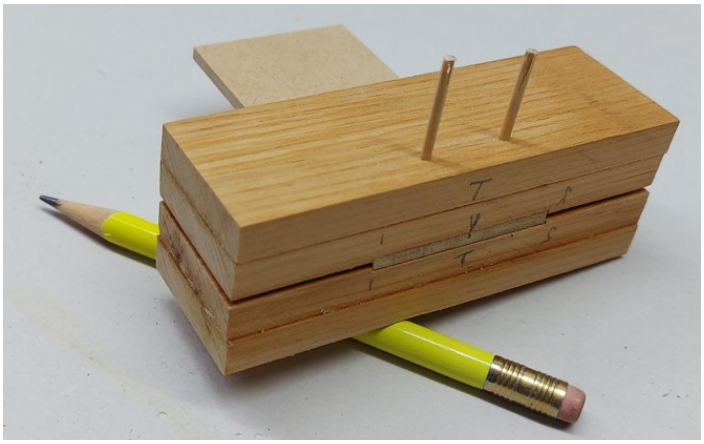
Ships on Deck

18 Foot Cutter by Alan O'Neill

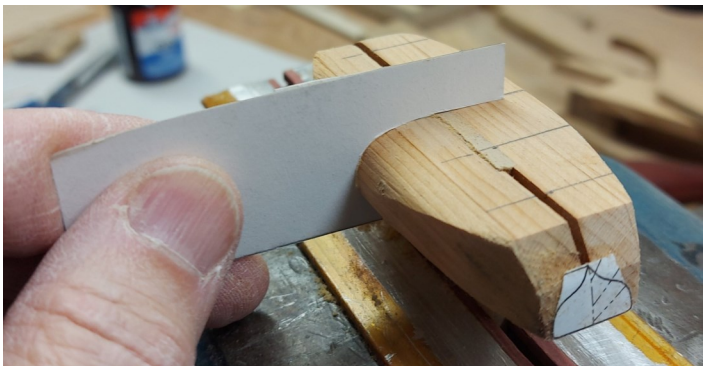
Photos by Alan O'Neill

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.

The keel, stem, stern post and transom were assembled. The apron was carved out of a wider stem post rather than attempting to make it separately and gluing it on afterwards. All parts were Castello boxwood and O'Neill 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 6

Ships on Deck

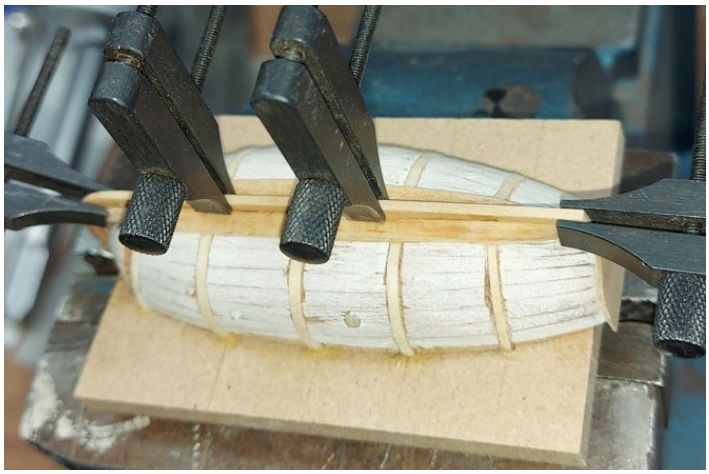
An *18 Foot Cutter* by Alan O'Neill

CONTINUED

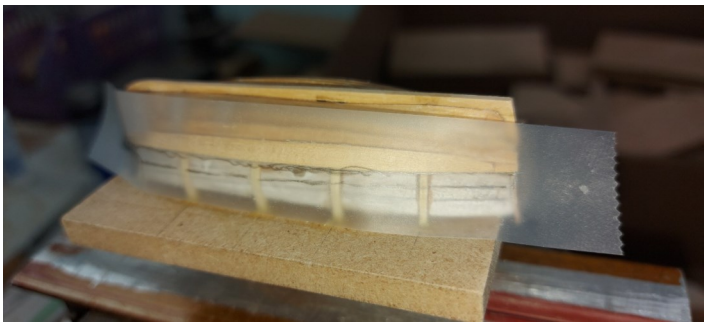
Grooves were cut into the plug to receive the five frames or ribs, and the location of the strakes were penciled onto the plug. Several coats of beeswax were then rubbed onto the plug in an effort to keep glue from adhering to the plug, and insuring the shell assembly would separate cleanly.

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.

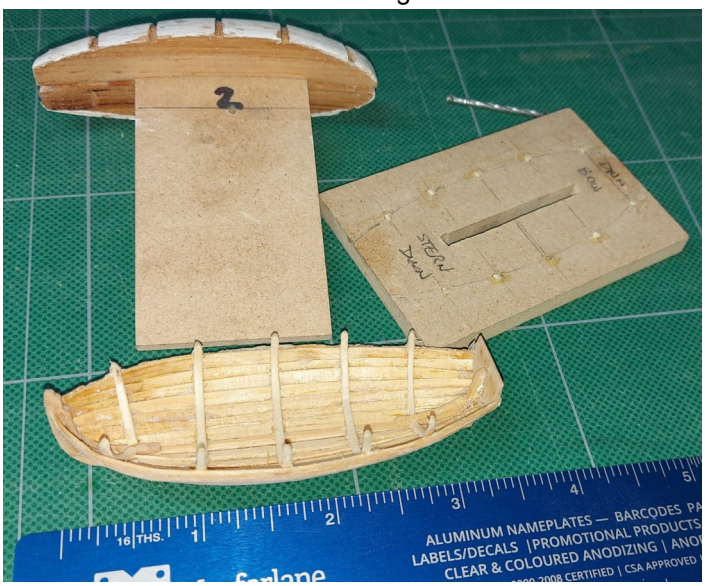


Here, Alan has installed the second garboard strake. At 18 feet long, he felt the strakes would likely all be one length. Hemlock was the wood of choice for the strakes. Weldbond PVA glue was used for this application since it sets up a bit quicker and dries clear.



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. 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!

"18 Foot Cutter" , continued on Page 7

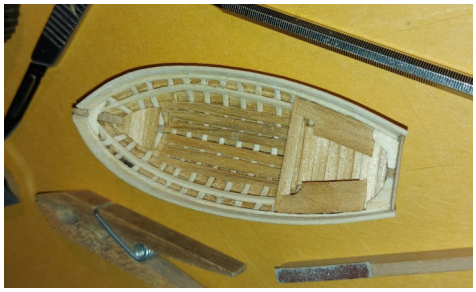
Ships on Deck

An 18 Foot Cutter by Alan O'Neill

CONTINUED

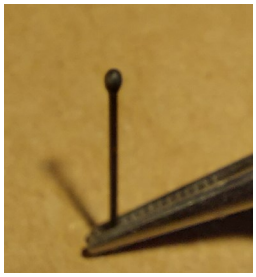
Additional frames, the riser that the thwarts and bench rest on, and the gunwale were added. In this photo the port side wash strake is being glued in one piece using wooden clothes pins as clamps.

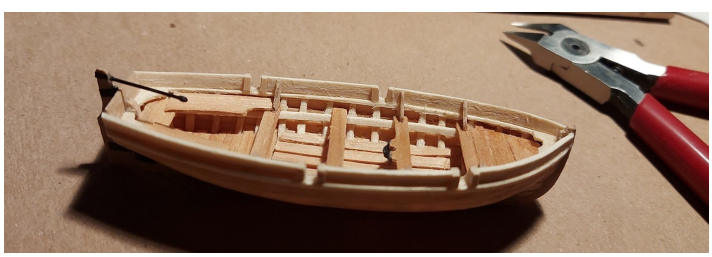
Here both wash strakes are installed, as are the benches, floor boards, transom knees, the breasthook at the stem post and knees at the transom.



All the thwarts have been installed with a set of knees at the aft thwart. Reinforcing blank pieces at the oarlock or crutch locations have been installed. These are to be sanded down flush to the top of the wash strake and then the pockets will be cut into them for the sweeps.

O'Neill made the tiller from black jewelry wire purchased some time ago from Michael's, a local hobby supply store. One end was dabbed into a small puddle of Weldbond PVA glue to make the ball. When dry the ball was painted black.

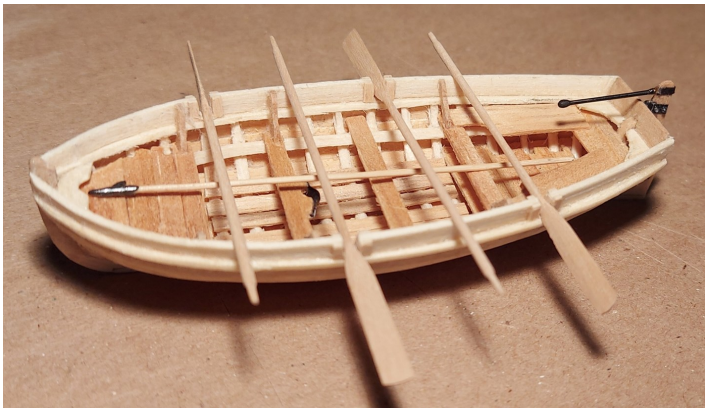




The tiller was added to the rudder by simply gluing it in place and supporting it until dry. You will notice the four oarlocks pockets or crutches are cut out. This was done with a razor saw, a small chisel and files. (See bottom lower left photo.)

The gudgeons and pintles were added to the rudder, transom and stern post. The bands are blackened bond paper using a permanent marker on one side and all edges. I used jewelry wire for the pintles.

Alan added dabs of white Weldbond PVA glue to the paper using the fine point of a straight pin to simulate nail heads. These dry crystal clear and will appear black because the paper beneath them is black.



All that was left were the oars and boat hook. My sources for dimensions were the ***Specifications for Oars of the US Navy for the year 1900*** published in the Nautical Research Journal and provided on the Model Ship World Forum, and also a formula provided by DRUXEY on the Model Ship World Forum with his build of the 28 foot American Cutter. Alan's are 14 and 13 feet long with an 8-1/2 inch grip, the minimum needed when gripped with two hands.

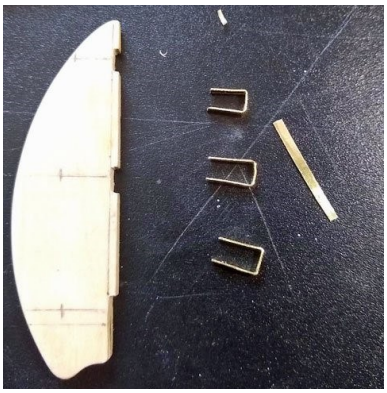
The boat hook was made from a quartered bamboo skewer, reduced on a draw plate to about .003" diameter. The metal head was sculpted with Weldbond The hook was formed by applying dabs of glue, and allowing each application to dry a bit before repeating the process. As fresh dabs were applied, the piece was repositioned so gravity could help with the shaping. The completed "metal head" was then painted with metallic black acrylic paint.

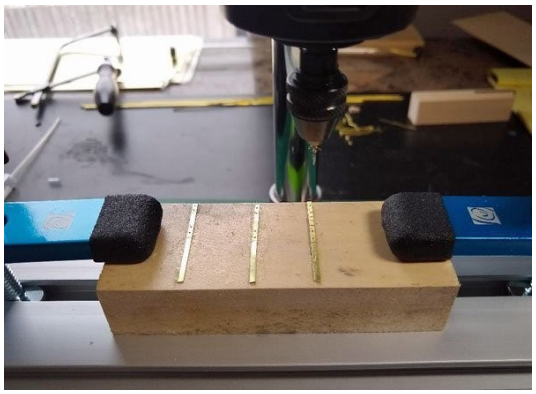
"Ships on Deck", continued on Page 8

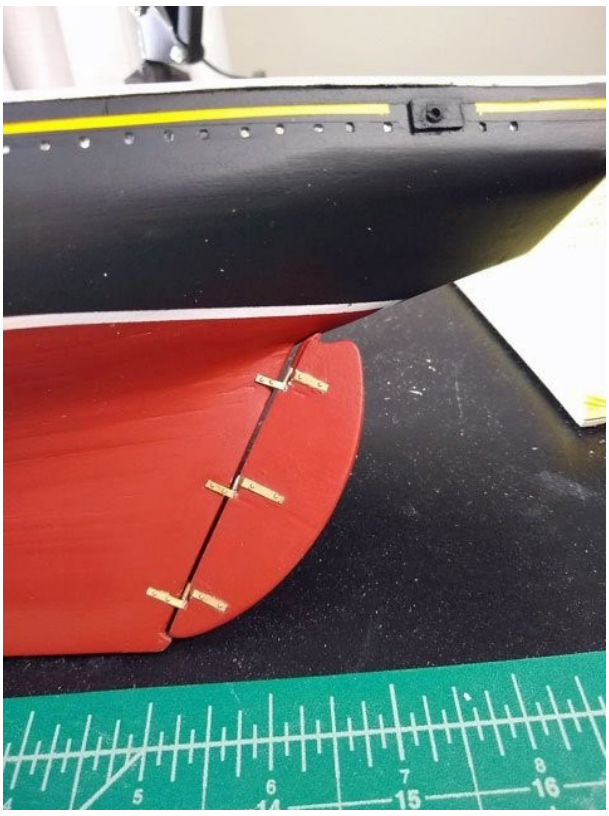
Ships on Deck

Bluenose Rudder Construction by Dave Kupczyk

Photos by Dave Kupczyk







"Ships on Deck" , continued on Page 9

Ships on Deck

Katie & Syren by Ilan Shapiro

Photos by Ilan Shapiro

• 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

Scuttlebutt

Divers Are About to Pull a 3,000-Year-Old Shipwreck From the Depths

Smithsonian Magazine

Some 3,000 years ago, a hand-sewn boat sank off the coast of what is now Croatia. Now, researchers plan to pull the wreck from the depths in hopes of learning more about historical shipbuilding techniques.

Marine archaeologists began studying the 39-foot-long vessel—nicknamed the "Zambratija Boat" because of its location in the Bay of Zambratija—after hearing reports from local fishermen in 2008. Researchers were surprised to learn the vessel dated to between the 12th and 10th centuries B.C.E, which they say makes it the oldest entirely hand-sewn boat in the Mediterranean.

Workers painstakingly constructed the vessel by using flexible fibers to stitch together pieces of wood. While that technique was popular around the world both before and after the introduction of metal components, researchers say the Zambratija Boat is unique because it's a rare surviving example of the "ancient naval tradition" of the Istria and Dalmatia regions, says the French National Center for Scientific Research (CNRS) in a statement, per Google Translate.

The removal process will begin on July 2. Divers will carefully move pieces of the boat, which they'll gently place into a custom-made support structure. Once the boat is on land, the team will reconstruct it—and begin studying it up close. In their initial examinations, they'll try to more accurately date the vessel, determine its materials and learn more about the techniques used to shape its wood.

Next, they'll send it off to Croatia for salt removal, or desalination. By 2024, if all goes well, the vessel will be on its way to Grenoble, France, where specialists can begin the work of restoring it.

Handling remains of this caliber is a delicate matter, and each stage of the process requires the greatest precautions to preserve this exceptional vessel," writes the CNRS in the statement.

Eventually, the researchers hope to display the vessel in a planned maritime history museum in Pula, Croatia, reports *Newsweek*'s Aristos Georgiou. "Its architecture and its construction, the assembly technique of the strakes, as well as the waterproofing system of the hull, have no equivalent in the Mediterranean area," per a statement from the Camille Jullian Center, a research organization connected to the CNRS.

Marine archaeologists rarely remove shipwrecks—especially large ones—because of the cost and logistical challenges involved. In many cases, these underwater sites also serve as the final resting places of passengers and crew members who perished in the wreck, so conservationists often leave the vessels in place out of respect. Some states, including Michigan, also have laws on the books that prohibit the removal of underwater artifacts.

With more recent wrecks, researchers must also consider the wishes of surviving family members. For instance, while the wreck of Antarctic explorer Ernest Shackleton's ship *Endurance* is slowly decaying, his granddaughter has asked marine archaeologists to leave it alone.

Written by Smithsonian writer/editor,
Sarah Kuta

"Scuttlebutt", continued on Page 11

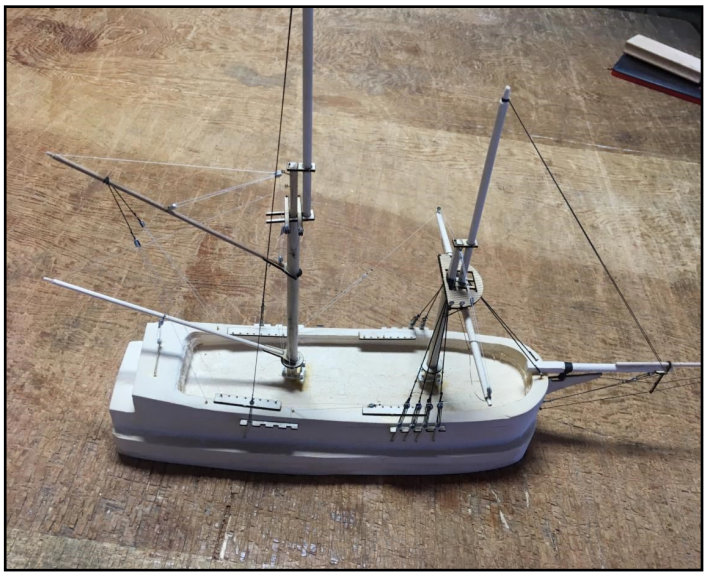
Scuttlebutt

Rigging, Rigging and More Rigging

Photos By BlueJacket Ship Crafters

To say Sally Nye is dedicated to becoming a better model ship builder would be an understatement. A lot of us avoid rigging a model ship like it was the plague. In Sally's case, she, tackled this tedious aspect of our hobby with perseverance and zeal!

Ms. Nye recently completed an intensive five day rigging class offered by *BlueJacket Ship Crafters.* All the necessary tools and materials were provided. She received a hull to work with, and all the necessary sticks, dowels, glue, blocks, deadeyes, threads, wire, beeswax, sandpaper and required tools: The two-masted, waterline hull, was more of a training aid than a scale model, and making a museum piece was not the main focus of the class. All the tools and materials previously mentioned were included in the tuition costs.



At the June Deadeye meeting, Nye was asked whether we should consider her our resident rigging expert after such an intensive course? She merely laughed, and stated that she could definitely use additional training, and would consider doing it again.

Chicago Tri-Club Association Officers & Staff

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