

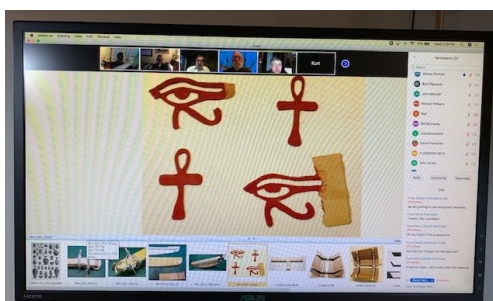
● Scuttlebutt ●

It would appear that we are getting the hang of conducting our monthly meetings online. Although not quite as well attended as our inaugural virtual gathering, this session contained some noteworthy features.



With the introduction of our *Virtual Meeting Help Team*, we were certainly more prepared for members who would have had difficulties logging on. Fortunately, this group had a quiet night as no one required assistance. We will continue to offer this benefit for all future online gatherings. A special thank you goes out to Bob Frysztak, Bill McCready, Patrick Sand, and Rick Szydelko for their willingness to help.

One area that has been extremely popular with those that have attended the last two meetings is the *Ships on Deck* segment. The close-up photos that have been sent in by members have been outstanding. The May meeting featured over 100 slides! More photos could have been added, but time limitations had to be a consideration. This is a nice problem to have, so keep them coming, mates!

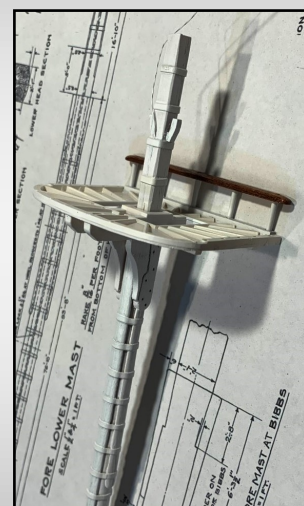


"Scuttlebutt", continued on Page 2

June Meeting Notice Masts, Yards, Booms & Gaffs

By
Bob Frysztak

Records indicate that we have had only one presentation in our club's history that deals with the construction of masts, spars, booms and gaffs, and that was 28 years ago! This is somewhat remarkable, considering the fact that most of us build models of sailing ships. Join us for our third online get-together on Wednesday, June 17th, when Bob Frysztak shares his techniques for scratch building these important assemblies.



Proceedings will begin at 7:00 PM, but you will be able to log on as early as 6:30 PM. Be on the lookout for your Zoom invite, which will be sent to you by no later than June 16th. Hope you can join us!

Scratch Building on a Budget

With a "monster" one hundred slide *Ships on Deck* taking up the majority of our meeting time, John Mitchell took on what might be considered a challenging subject when he volunteered to discuss *Scratch Building on a Budget*.

The various bullet points included the following:

- What is a scratch built model and why build one?
- How do we select a subject's scale and type?
- What are some source materials & how do we find them?
- What basic tools do we need?
- How much work space will we need?
- What materials do we need & what must be bought?
- What construction techniques are best?
- How do we finish our model?
- How do we display our model?

To say the least, Mitchell nailed it in a timely fashion while covering all the various need-to-know details this subject required. Thank you, John!

● Scuttlebutt ●

Continued



The Wisconsin Maritime Museum reopened on Thursday, June 4th. Their hours of operation will be Thursday through Sunday, from 11am-4pm. Vulnerable populations can enjoy exclusive time in the exhibits from 10am to 11am.

Sub Pub, the rooftop bar, also opened on the 4th with increased hours. It is now open Thursday and Friday (4-9pm), Saturday (1-9pm) and Sunday (1-7pm). Access to Sub Pub is always free.

You might notice some changes when you visit next. Masks are strongly encouraged and are required on the submarine. Physical distancing will be enforced, and the museum is also limiting capacity for the safety of all. They have stepped up their cleaning schedule, and have also put ample sanitizer out for visitors.

Online ticketing and an online store with both curbside pick-up and shipping will be available soon!

You can find more information on safety procedures and guidelines on their website. If you have any questions, concerns, or suggestions, you can always reach the museum at

museum@wisconsinmaritime.org.

The museum's most recent issue of *The Anchor* has been made open access for all to enjoy.

Written by Bredon Bailod, the featured article is "Preserving and Restoring Your Great Lakes Maritime Books and Antiquities". You can access this issue and back issues at:

www.wisconsinmaritime.org/collections/publications/the-anchor/



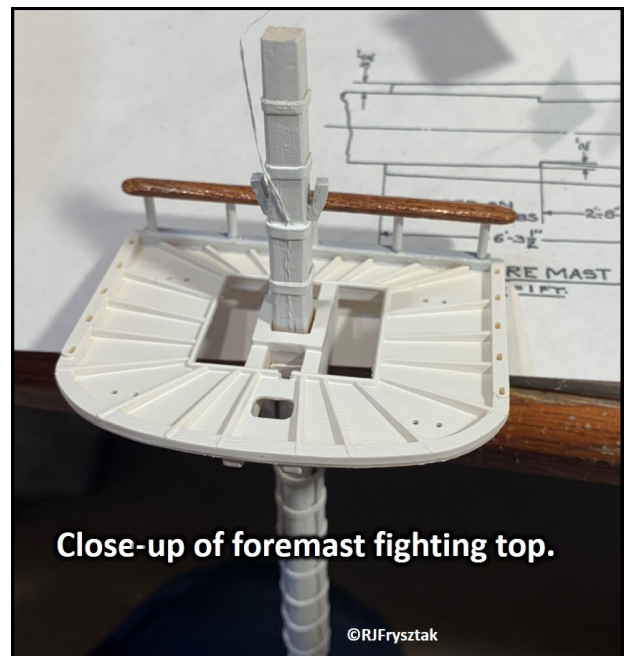
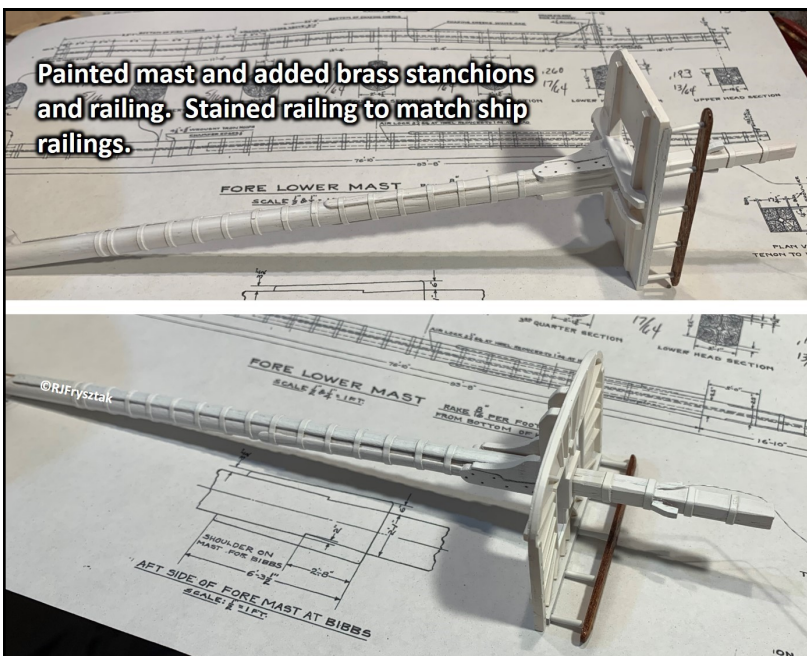
● Ships on Deck ●

USS Constitution by Bob Fryszak

Photos by Bob Fryszak

You can consider this a June meeting sneak preview on building masts, yards, booms and fighting tops.

Bob will be our featured speaker for this month's virtual gathering.

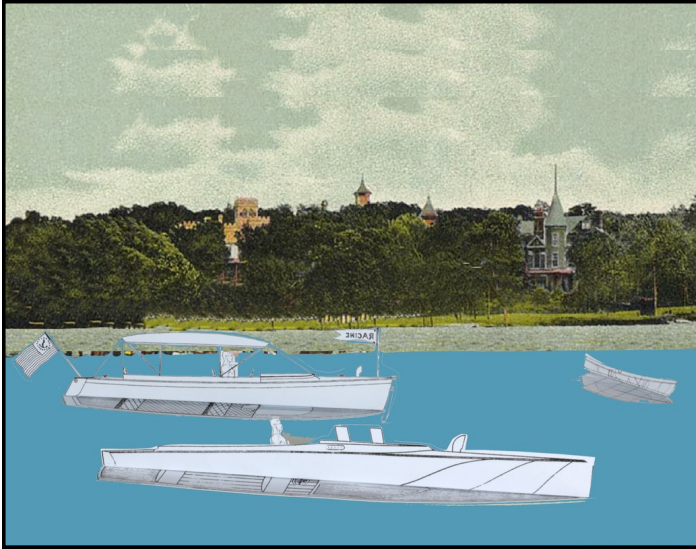


Close-up of foremast fighting top.

● Ships on Deck ●

Continued

Wisconsin Boats Diorama - Scale 1:32 - by John Pocius



Wash Strake Dingy is completed!



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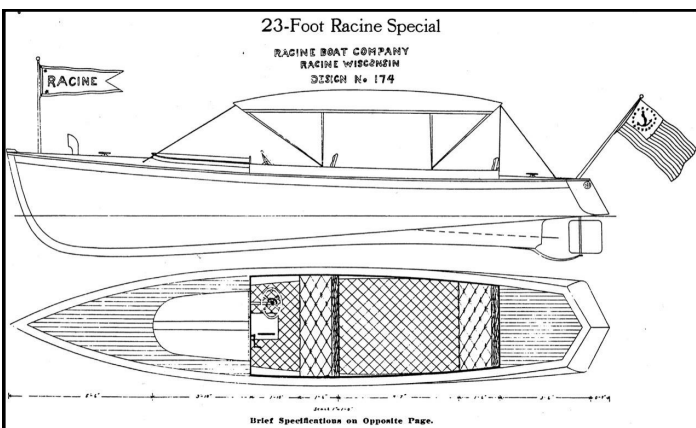
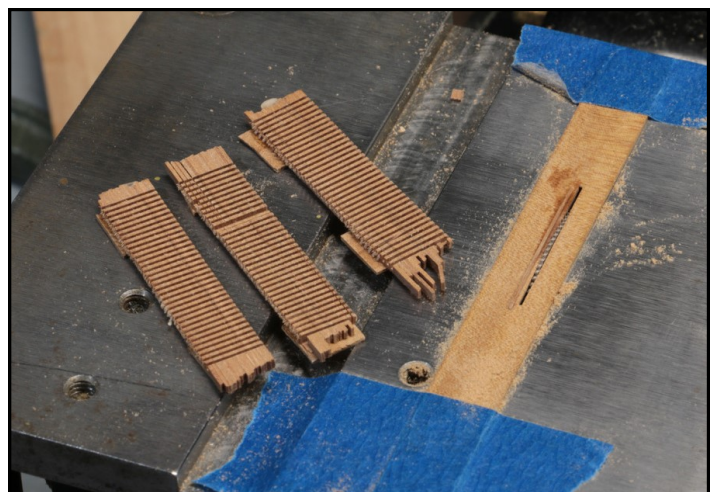
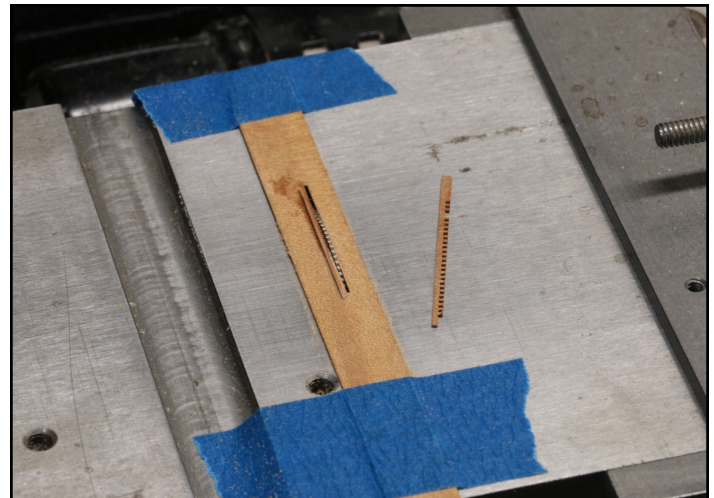
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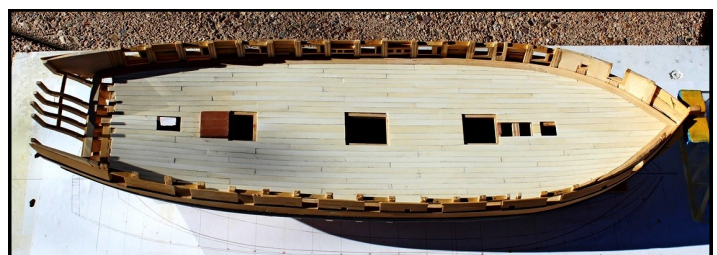
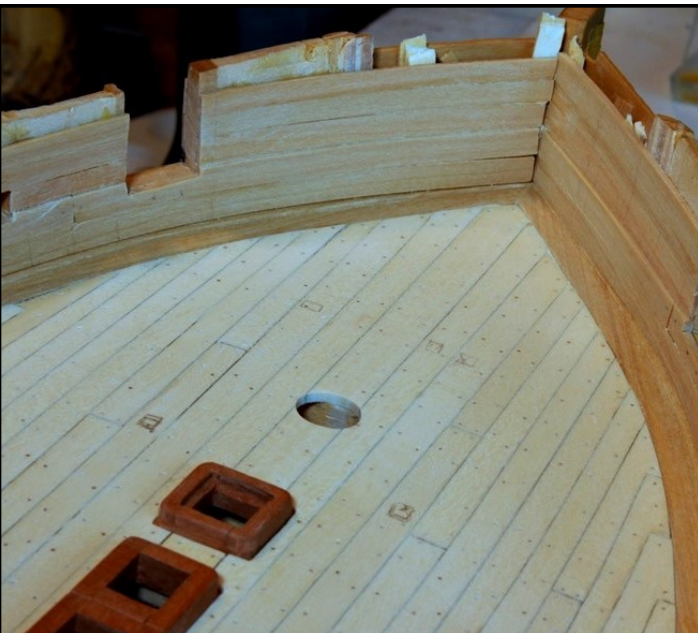
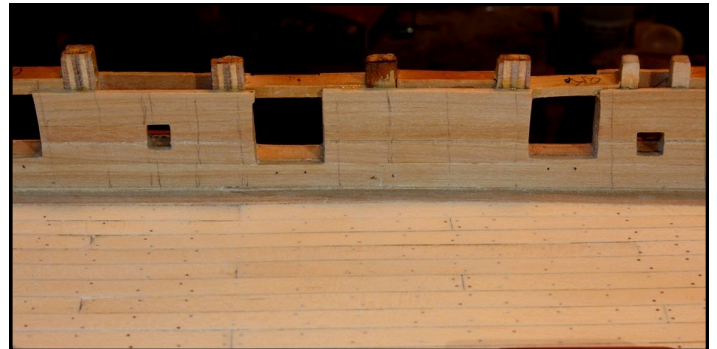
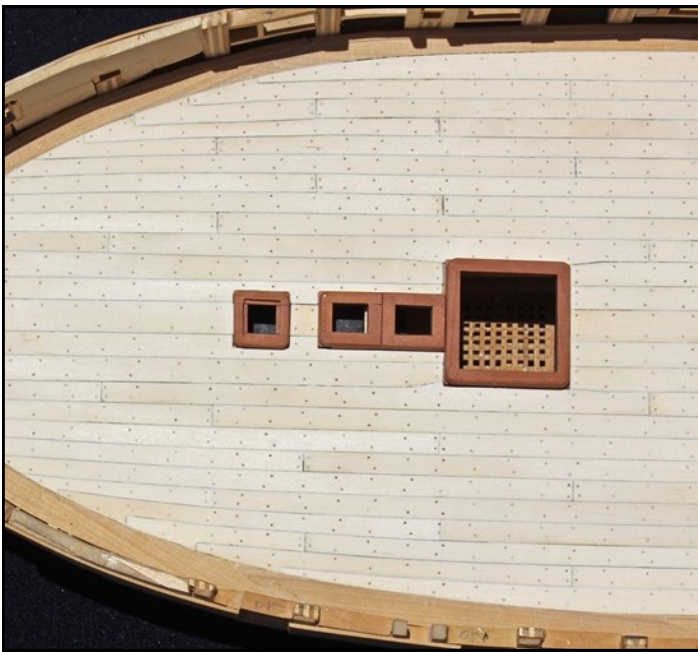
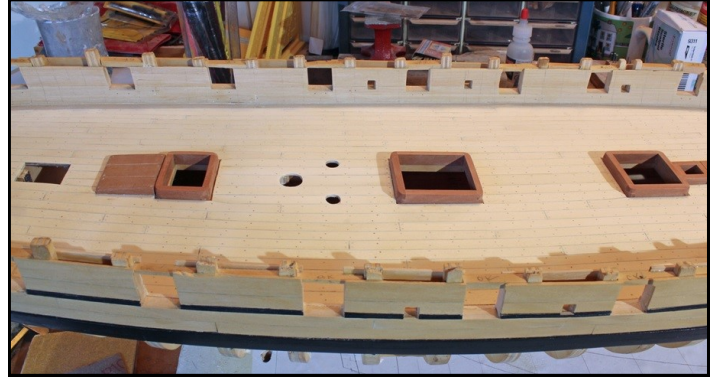
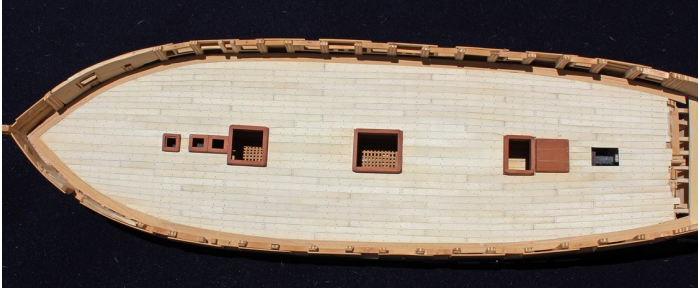


● Ships on Deck ●

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HMS Swallow 1779 by Toni Levine

Photos by Toni Levine



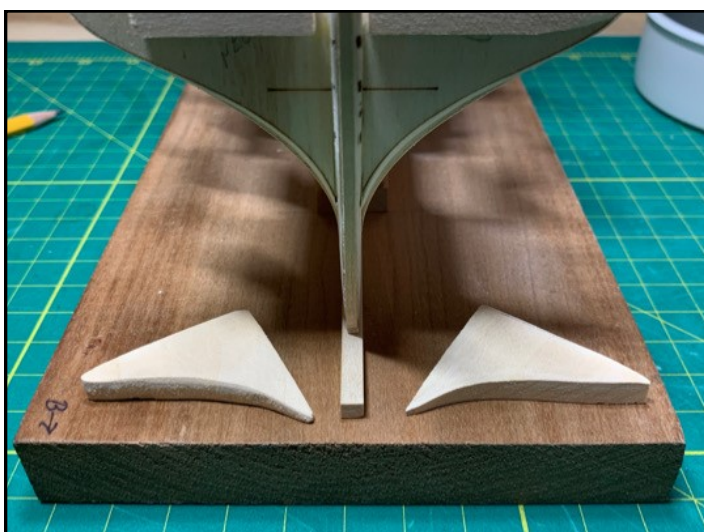
"Ships on Deck", continued on Page 5

● Ships on Deck ●

Continued

US Brig *Syren* by Patrick Sand

Photos by Patrick Sand

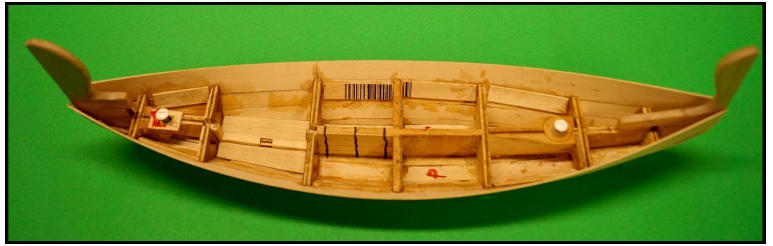


● Ships on Deck ●

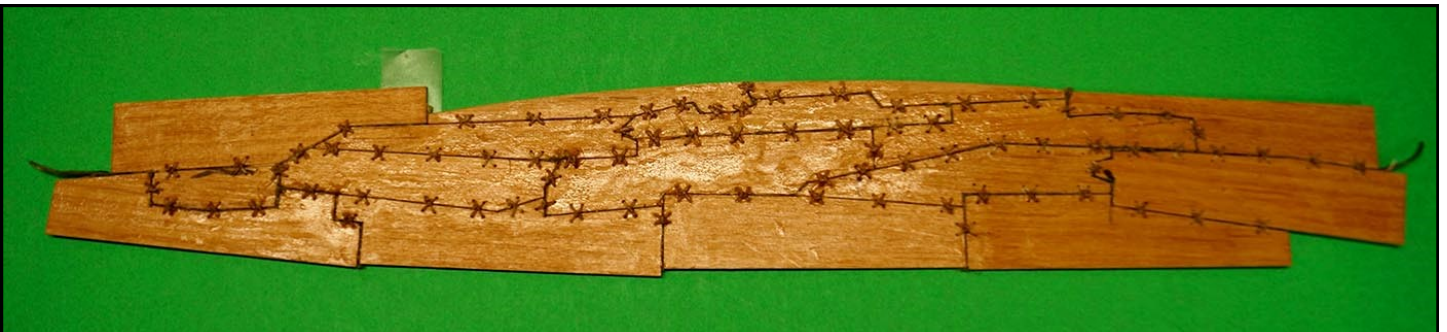
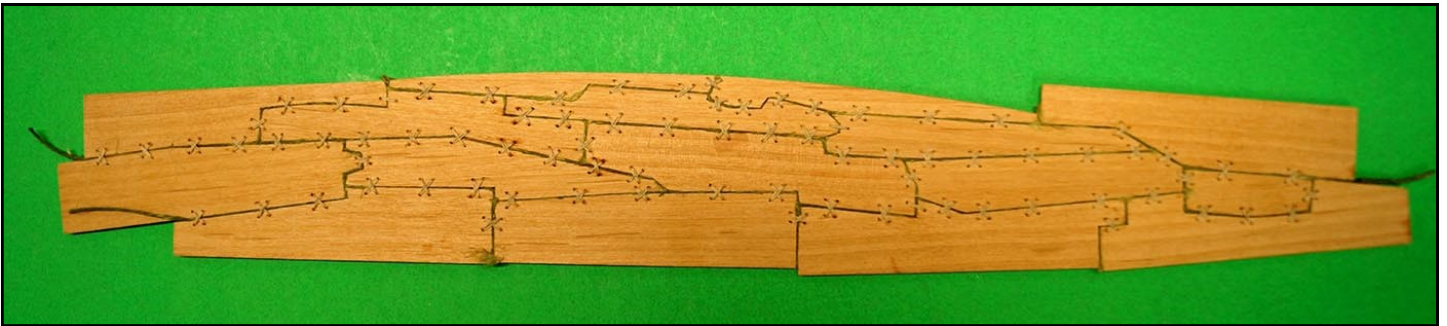
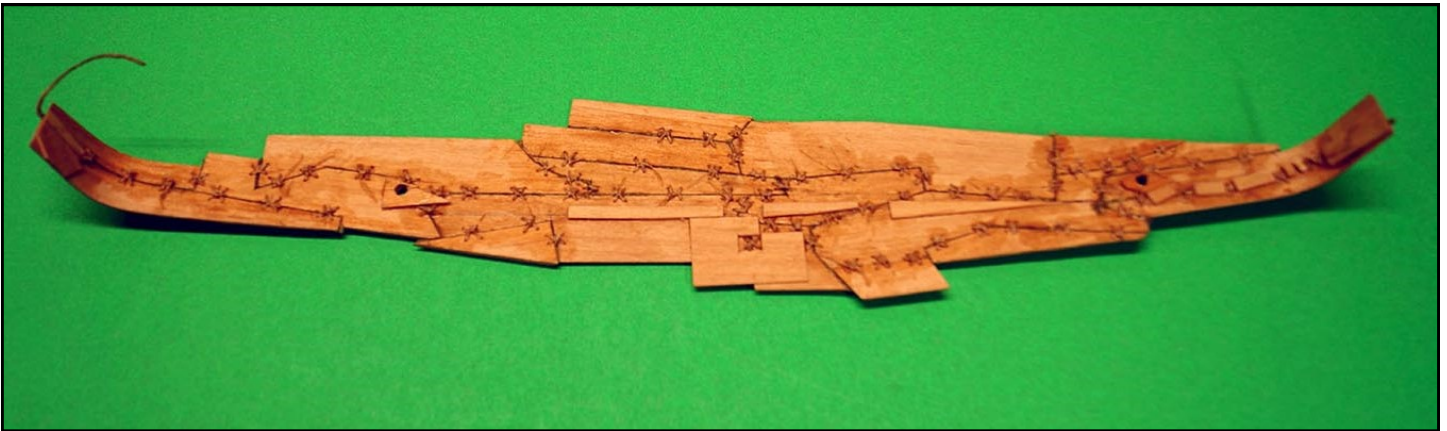
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Ancient Egyptian Boat *Egeza* by Rick Szydelko

Photos by Rick Szydelko



Wood was a fairly scarce commodity in ancient Egypt, so their boats were built using available lumber of different widths and lengths. Planks were rarely more than six to eight feet long, less than eight inches wide, and were irregularly shaped. The wood pieces were joined using combinations of mortise & tenon joints, butterfly inlays, and rope lashings. Only the rope lashing method is being used on this model.



● Ships on Deck ●

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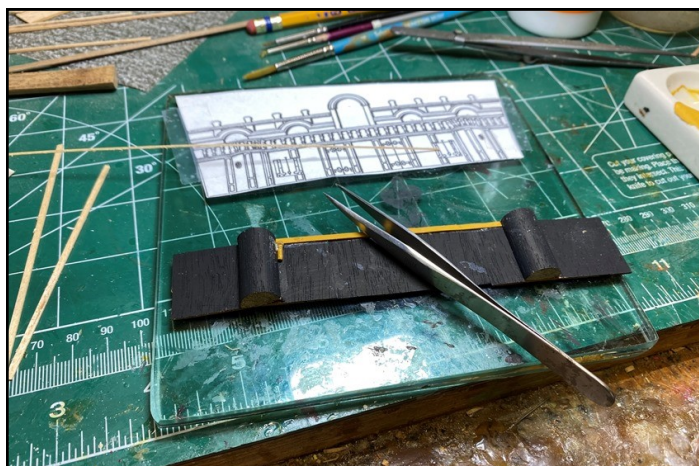
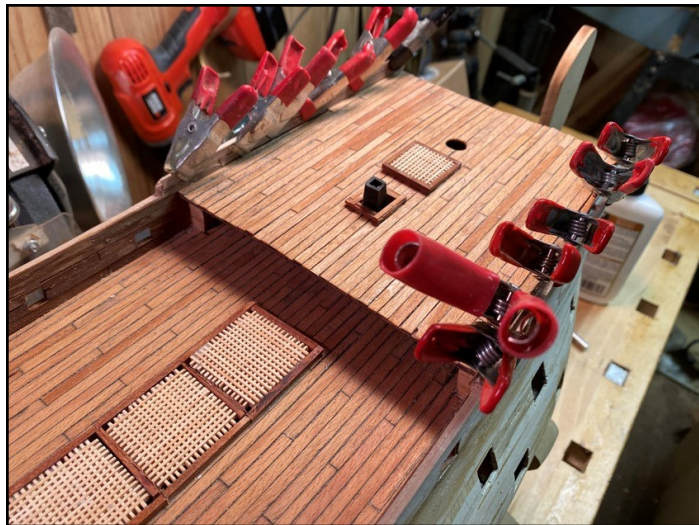
Modified Drag Boat by Kurt Van Dahm

Photos by Kurt Van Dahm



***Royal William* by Doc Williams**

Photos by Doc Williams



"Ships on Deck", continued on Page 8

● Ships on Deck ●

Continued

The Cutter *Alert* by Allen Siegel

Photos by Allen Siegel

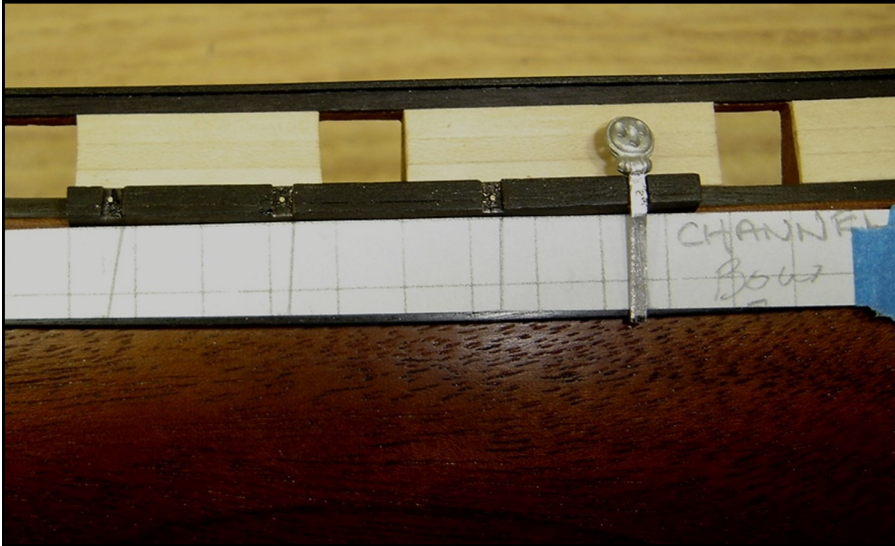


● Ships on Deck ●

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Diligence Half Hull by Bob Filipowski

Photos by Bob Filipowski

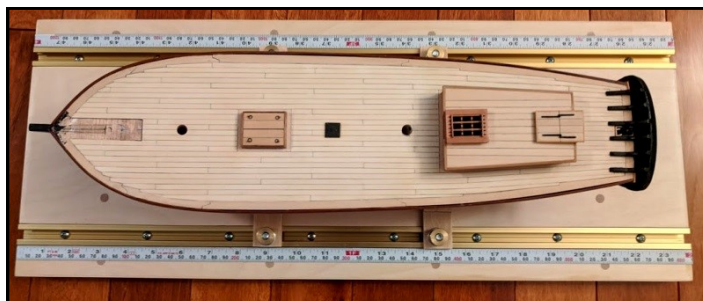
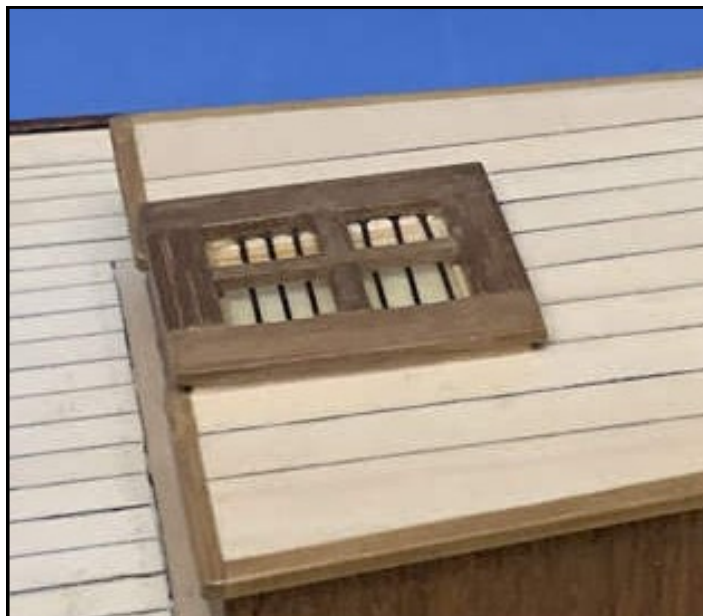


● Ships on Deck ●

Continued

Dallas by Richard Gardiner

Photos by Richard Gardiner



● Ships on Deck ●

Continued

Greenwich Hospital Barge of 1832, Scale 1:48 by Gus Agustin

Photos by Gus Agustin



• Ships on Deck •

Continued

Royal Caroline by Gus Agustin

Photos by Gus Agustin



• MMS 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.

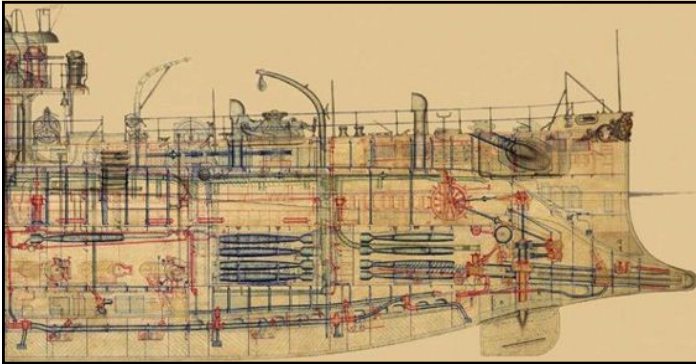
If you are contemplating your next project, please check this list. If you are not sure, discuss it with Kurt Van Dahm before you commit to a purchase. For easy reference, this information will appear in all future issues of the *Forecastle Report*. Updates will be made as we become aware of any additional companies.

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

• HISTORIC SHIP PROFILES •

• HMS *Polyphemus* circa 1881 •

This unusual vessel is one of the best known Victorian warships, but for all the wrong reasons. Regarded as a freak designed mainly for ramming, she was in fact a well thought out and combat-worthy design intended chiefly for torpedo attack.



Her story can be said to start when Nathaniel Barnaby, the Director of Naval Construction, produced a design for a much larger and faster version of *Vesuvius* in 1872, before that vessel was even commenced. However when Barnaby finally came to produce the definitive design for *Polyphemus*, the concept had become both larger and more complex.

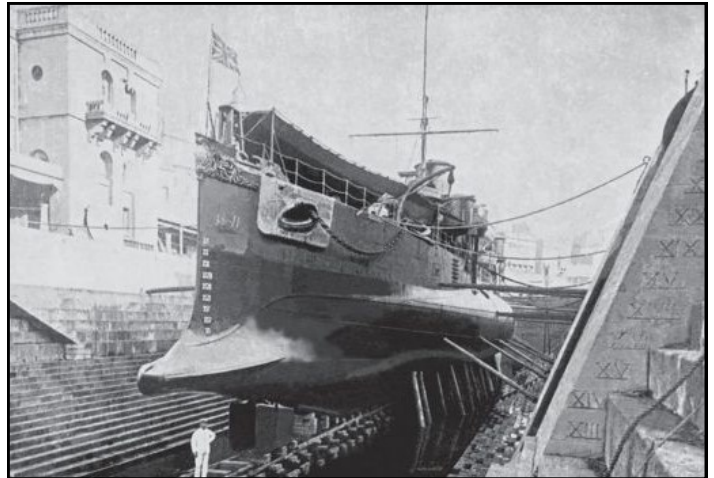
Four broadside submerged tubes were added to the bow tube, and a truly impressive number of reloads were carried. In case the broadside tubes were not the success they actually proved to be, *Polyphemus* was given a spur ram so that she could also use ramming as a method of attack. The design documents show quite conclusively that ramming was very much a secondary function.

To enable *Polyphemus* to bring her powerful torpedo battery to bear she was not only given the phenomenal speed for her day of 18kts, but also was protected by an armored curved deck of 3" steel. The basic form of the protected part of the hull was like a cigar, or a submarine, the hull being built up on top of this to give a more conventional, if low-lying appearance.

It took some time to eliminate the teething troubles of both the broadside tubes and boilers, but thereafter *Polyphemus* was an eminently battle worthy vessel.

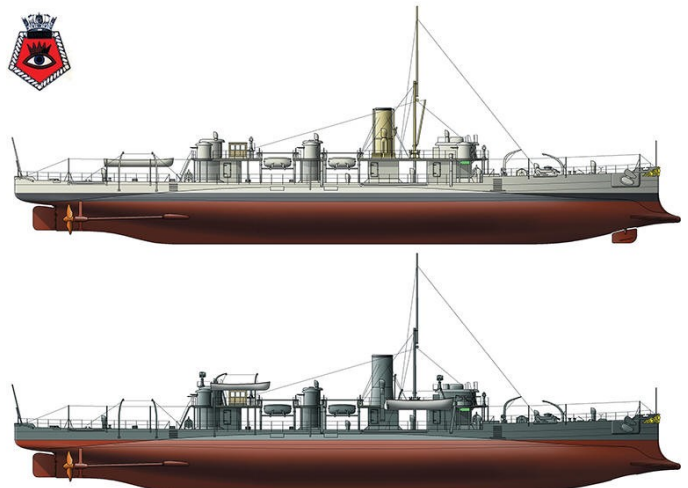
However, there were few obvious functions for her in a peacetime navy. Her main achievement occurred in 1885 when she took part in a simulated attack on a fleet at anchor at Berehaven, Ireland. The principal object of this was to test tactics for a possible attack on Kronstadt Harbor in the event of a

possible war with Russia. Booms and nets (to catch propellers) were laid across the channel behind Berehaven, along with small observation mines. The area was covered by machine guns and torpedo boats. *Polyphemus* launched a simulated attack on



30 June, evading ten torpedoes fired by 6 torpedo boats during her two-mile run-in, and easily smashed through the booms and a 5-inch steel hawser holding them in place.

Despite this success, no further vessels were ordered by the Royal Navy, possibly because of the



development of quick-traversing and quick-firing guns. When she was designed, the only guns capable of penetrating her armor were too slow to train and fire to have much chance of hitting such a fast-moving ship. By the time she entered service a few years later, this was no longer true.