



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

June, 2022



The Nautical Research Guild

A NRG SATURDAY WORKSHOP STRATEGIC DETAILING

with Chuck Bauer

Saturday, June 25, 2022,

at 10:30 AM Central time.

Chuck Bauer's name should be familiar to readers of the Journal as he has authored articles for the NRJ as well as book reviews. The current issue Summer, 2022 (67.2) contains his article "Strategic Detailing: An Overview". The Autumn, 2021 (66.3) issue contained the article "Capturing the Colors", and Chuck's *Admiral Chabankenko* graced the cover of the Autumn, 2018 (63.3) issue with an article on the build. Chuck will share the techniques that he has used to make his models historically accurate and simultaneously improve their quality. This process--which he calls "Strategic Detailing"--also helps to differentiate his models from others built from the same kit.



In this Workshop Bauer will show and explain his approach to Strategic Detailing first with an oversight, and then with examples of how he does Flags, Photo Etched metal to enhance the model, and Painting and Finishing techniques. This Workshop will be the first in a three-part series.

Pre-Registration is Required

MMS OFFICERS & STAFF



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June Meeting Notice Patrick's *Syren* Revisited

Patrick Sand took his *Syren* to Manitowoc for the competition. Unfortunately, it was not completed so he could not compete. Nevertheless, he got rave reviews for his work.

You will find out why this was the case as Sand recaps the coppersing process from beginning to end. Just to make things a little more interesting, he will include all the snafus and mishaps he experienced, as well as the jigs he used when applying the self adhesive copper plating. Knowing Patrick, this should be a most entertaining and informative presentation!



Proceedings will begin on Wednesday, June 15th, at 7:00 PM CST, but you will be able to log on as early as 6:30 PM, and join us for a round table discussion.



The 45th Midwestern Model Ships and Boats Contest

With a hiatus of three years, modelers were justifiably excited about the upcoming competition at Manitowoc. No doubt, this would be a case of quality and quantity. Needless to say, they would not be disappointed.

Over 40 models were entered, and the judges were hard-pressed to complete their task in a timely fashion. Only two bronze medals were awarded, with the rest receiving gold and silver.

The Chicago Tri-Club Association was well represented with members winning 9 gold and 4 silver. Special awards were earned by Gus Agustin for his *HMS Sussex* (Best Miniature), and John Pocius for his *Lowell Grand Banks Dory* (Best of Show).



(Continued on Page 2)

**Wisconsin Maritime Museum
45th Annual Midwestern Model Ships & Boats Contest and Display**



1. *Bluenose* - Bronze
2. *Samson* - Gold
3. Pelican - Gold, Best Carving
4. *Brig Kate Cory* - Gold
5. *Nutshell Pram* - Silver
6. *Atlantic 1903* - Silver
7. *Wanda III* - Gold, Modeler's Choice, Best Paint Finish
8. *Steam Pinnacle* - Silver
9. *Schooner Kate Cory* - Silver
10. *Harvey (1847)* - Gold

"Contest", continued on Page 3

Wisconsin Maritime Museum 45th Annual Midwestern Model Ships & Boats Contest and Display



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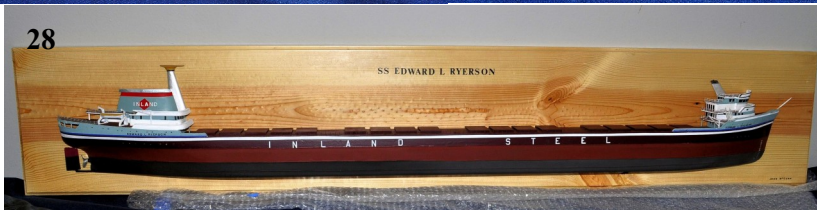
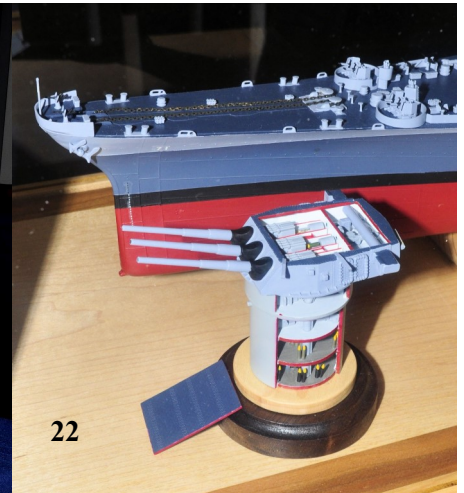
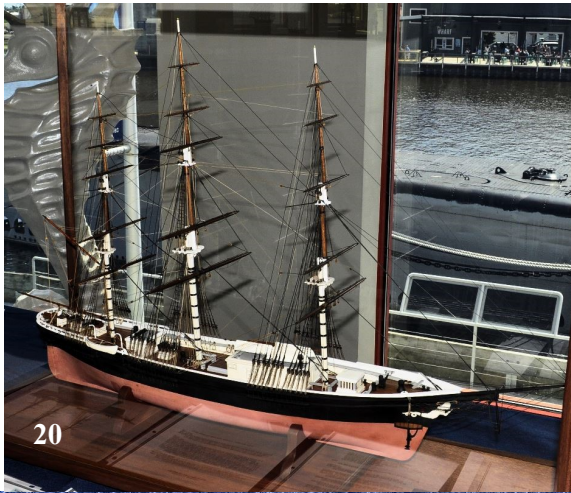
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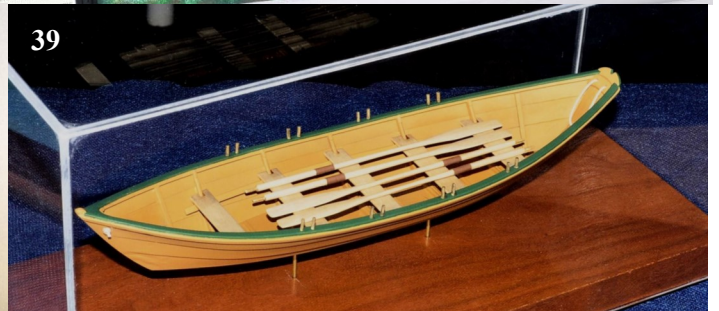
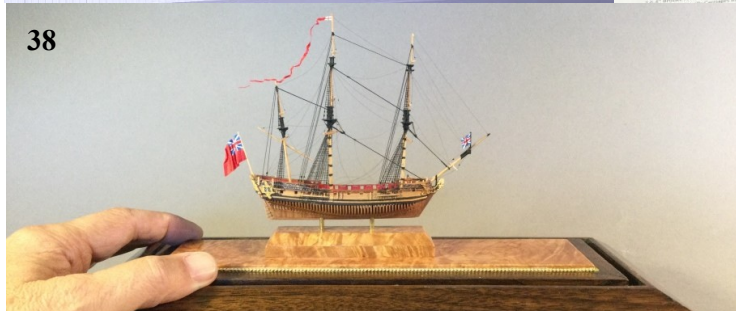
- 11. Mary Powell - Silver
- 12. USS Iowa BB-61 - Silver
- 13. Oconto - Silver
- 14. IJN Yamato - Gold
- 15. HMS Blandford - Gold
- 16. Tecumseh Turtle - Gold
- 17. Peterboro Canoe - Silver
- 18. Racine Boats Diorama - Gold
- 19. Bosley's Rowboat - Gold, Best Great Lakes

**Wisconsin Maritime Museum
45th Annual Midwestern Model Ships & Boats Contest and Display**



- 20. *Flying Cloud* - Silver
- 21. *La Belle* - Gold
- 22. *USS Louisiana BB-71* - Gold
- 23. *Japanese Submarine I-370* - Silver
- 24. *Emma C. Berry* - Gold
- 25. *Ship in Bottle Victorine* - Silver
- 26. *Royal Coat of Arms* - Gold
- 27. *Antarctica Observation* - Gold, Best Novice
- 28. *Edward L. Ryerson*
- 29. *Fletcher Class Destroyer* - Silver

Wisconsin Maritime Museum 45th Annual Midwestern Model Ships & Boats Contest and Display

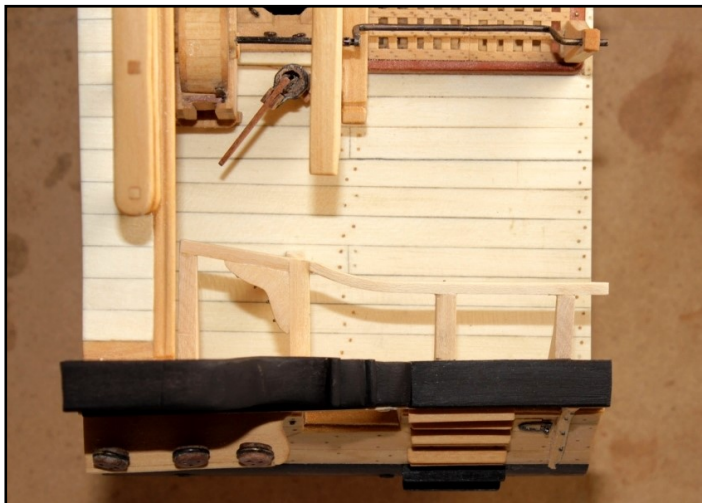


- 30. British Royal Navy Capstan - Gold
- 31. *Mighty Finn* - Gold
- 32. Lackawanna Tugboat - Silver
- 33. Armed Virginia Sloop - Silver
- 34. Japanese Submarine I-68 - Silver
- 35. *Morning Star* - Bronze
- 36. 1954 Chris-Craft 36ft Commander - Silver
- 37. USS Monitor vs CSN Virginia - Silver
- 38. HMS Blandford - Gold
- 39. Lowell Grand Banks Dory - Gold, Best of Show
- 40. HMS Sussex - Gold, Best Miniature

• Ships on Deck •

Echo Cross Section by Toni Levine

Photos by Toni Levine



● Ships on Deck ●

Continued

HMS *Sussex* 1:384 by Gus Agustin

Photos by Gus Agustin



● Ships on Deck ●

Continued

L'Hermione by Norio Uriu

Photos by Norio Uriu of the Rope, Tokyo, Japan



"Ships on Deck", continued on Page 9

• Ships on Deck •

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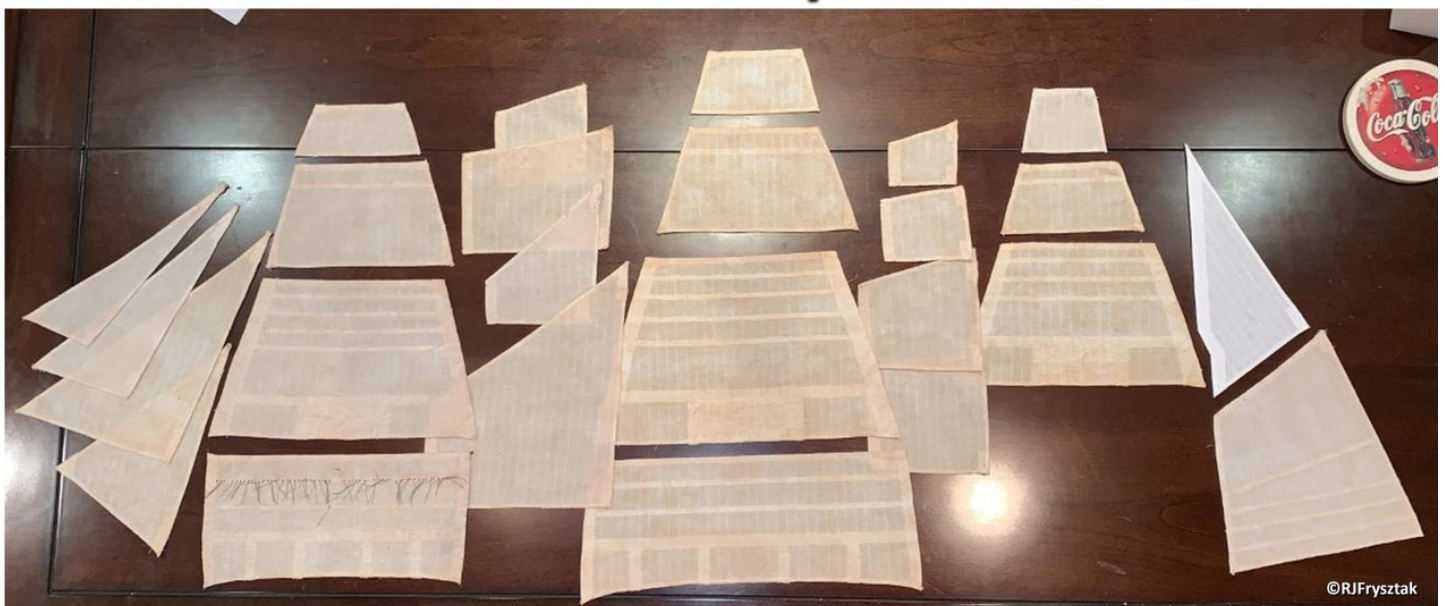
USS *Constitution* by Bob Fryszak

Photos by Bob Fryszak

Stained sails before I got too far sewing, in case glue interferes with staining. Used RJ's method (https://www.youtube.com/watch?v=d-VY_gUQi1w&t=6s). Watch this video! Sails have a beautiful, realistic random weathering. THANKS Rob !



Complete set of sails for the Constitution (HiS Models) that have been stained using Rob's method of dry tea granules. I left the mizzen gaff topsail unstained so that you can see how stark the sails were unstained. All sails are dried and pressed with a steam iron.



● Ships on Deck ●

Continued

HMS *Blandford* 1:384 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*.

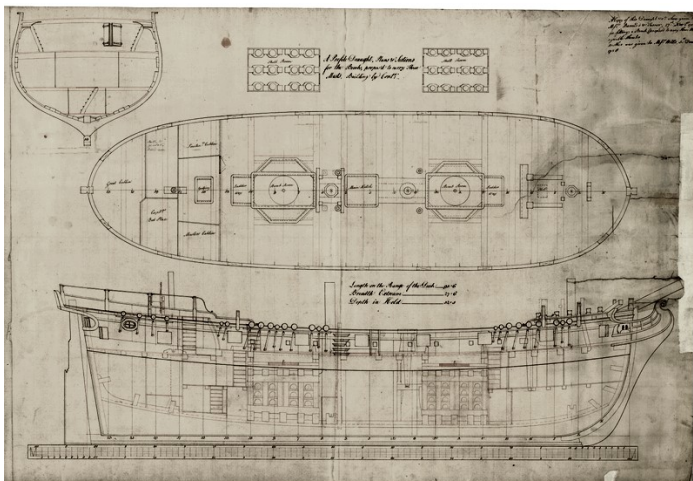
Please note that CAF has been removed from this list.

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

● Historic Ship Profiles ●

HMS *Carcass*, Nelson, and the Bear

HMS *Carcass* was an *Infernal*-class bomb vessel of the Royal Navy, later refitted as a survey vessel. A young Horatio Nelson served aboard her as a midshipman on an expedition to the Arctic in 1773.



The *Infernal* class were designed by Thomas Slade. *Carcass* was ordered from Stanton & Wells, Rotherhithe on 21 September 1758 and launched on 27 January 1759. *Carcass* was commissioned as a sloop at Deptford Dockyard on 27 June 1759.

The vessel's first commander was Charles Inglis, who took her to join Admiral George Rodney's squadron in the English Channel. The vessel was present at the bombardment of Le Havre on 3 July 1759, and the following year captured the 10-gun *Mercury* off La Rochelle. She was refitted in March 1760, and again in 1761. The sloop was recommissioned in January 1762 under the command of Lord William Campbell, before being refitted again, this time as a bomb vessel between February and March 1762.



Starting in 1763, a series of repairs and refits were carried out over the next two years. Upon completion *Carcass* was recommissioned in August 1765 under Captain Mark Pattison who sailed her to Jamaica in October 1765. Within a year she returned to Deptford for further repairs before being recommissioned in June 1771 under Commander Skeffington Lutwidge, serving in the Irish Sea.

In April 1773, *Carcass* underwent a refit at Sheerness in preparation for an expedition to the Arctic. She then joined Constantine Phipps's flagship, *Racehorse*, which was seeking the Northwest Passage. At that time Horatio Nelson was assigned to *Carcass* as a midshipman, through the influence of his uncle, Maurice Suckling. The two ships managed to reach within ten degrees of the North Pole, but were forced back by the ice, and returned to Britain in September 1773.

By 1800 Lutwidge began to circulate a story that while the ship had been trapped in the ice, Nelson had seen and pursued a polar bear, before being ordered to return to the ship. Lutwidge's later version, in 1809, reported that Nelson and a companion had given chase to the bear. During the attempt, Nelson's musket misfired and he was forced to attack the bear with the butt-end. He was saved from harm when a rift in the ice separated him from the animal. A cannon was also fired from the ship to scare the bear off. Nelson justified his action to a furious captain, stating that he wished to kill the bear so he could take its skin home to his father.



In this imaginary reconstruction, Nelson is shown dressed as a midshipman. Wearing a sword on his left, he raises his musket in an attempt to strike the bear. They confront each other and make eye contact, Nelson standing on one part of the ice and the polar bear on another separated by a crack. The bear with one paw raised bares his fangs as he turns towards Nelson in a threatening gesture.

The painting draws attention to the unequal struggle between the two in which Nelson, despite being at such a disadvantage, is not afraid to confront the bear. The '*Carcass*' can be seen sketched in the background to the left, firing a cannon. Despite the grey and inhospitable surroundings, the artist cannot avoid the artificiality of the account. Nelson is silhouetted against a white shaft of light, and in clean profile against the yellow polar bear. The incongruity of the scene is highlighted by the neatness of Nelson, who is shown coatless, gloveless, and wearing buckled shoes in the freezing conditions, as he confronts and attempts to subdue the savage beast. In the event, both Nelson and the bear escaped unharmed.

After the conclusion of the Arctic expedition, *Carcass* was again paid off, recommissioning in January 1775 for service on the African coast. She was again paid off, in September of that year, followed by another series of refits. *Carcass* sailed for North America in May 1776 where she would serve for the next four years. In 1780 she was reassigned to the Leeward Islands in the West Indies before being paid off in December 1781 for the final time. The vessel was sold at Woolwich for £320 on 5 August 1784, being the most long lived vessel of the *Infernal* class to serve in the Royal Navy.