

● Scuttlebutt ●

Pre-Meeting Round Tables

Needless to say, our virtual meetings have been quite a success. For the past few months numerous members have voiced a desire to continue them when we return to face to face sessions. With the pandemic trending downward, various scenarios are being discussed.

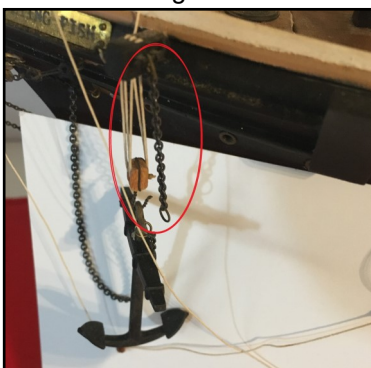
In the interim, we are always looking for ways to improve our current gatherings. Thanks to our friend, Tom Wolf, who lives "Down Under," we may have come up with a way to add value to our current format.

The time between 6:30 PM, and the start of the meeting is usually devoted to small talk. Sometimes it relates to model ships, but quite often it does not. Tom is restoring a model of the clipper ship, *Flying Fish*, and he had a question about a fitting on the catheads. With the aid of two photos, he inquired if anybody had any idea as to what its function was.

A spirited discussion ensued, and Tom was able to get a viable answer! This is certainly an excellent example of utilizing club resources.

Going forward, we encourage members to send their questions, and possibly 2 or 3 photos, to Bob Filipowski. Bob will post them on Zoom before the meeting, and we will have a round table discussion, which will end at 7:00 PM. If you wish, we can also pick it up after the normal meeting is over.

Please don't wait until the last minute to send Bob your questions. Those who submit emails will get precedence over those who pose their questions at the meeting. Obviously, how successful this concept is will be entirely dependent on your level of participation.



March Meeting Notice

Copper Plate Coloration

By
Bob Filipowski

This presentation was originally scheduled for the March 2020 meeting. It would have been the last portion of a three part series on coppering a ship's hull by Bob Filipowski.

Unfortunately, COVID-19 shut us down, and it was never presented. We are going to give it another try at the March 2022 session. Bob will discuss some techniques used to achieve a realistic appearance on model ships. Even if you have done coppering before, this presentation may provide you with some new and useful procedures.

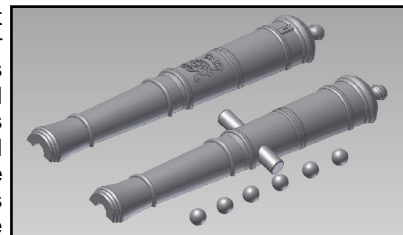


Proceedings will begin on Wednesday, March 16th, at 7:00 PM CST, but you will be able to log on as early as 6:30 PM, and join us for a round table discussion.

● A Scratch-Built 9 Pounder ●

By Alan O'Neill

Having seen a kit built by another modeller Alan decided to build his own 1:12 scale, 9 Pound Deck Gun. However, his would be unique. It would be scratch-built, and the canon and canon balls would be 3D printed. He would provide the CAD file to his local library for these two items.



The gun carriage was a prime example of the modeller's art. Using oak, the various components exhibited clean, sharp edges and cuts. While conducting his research Alan found that the original colour of the gun carriage for 1786 was most likely yellow ochre, the same as that found on the *Victory*.

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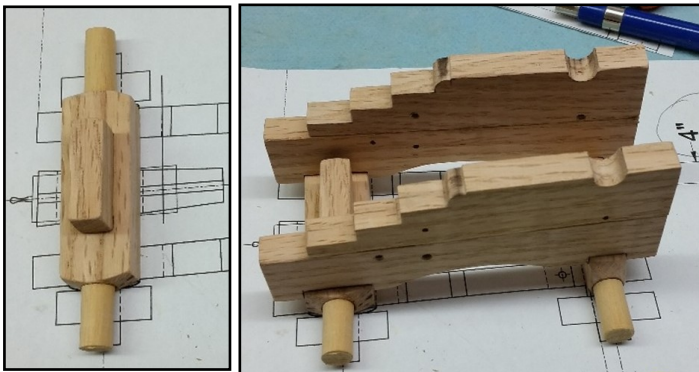
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● A Scratch-Built 9 Pounder ●

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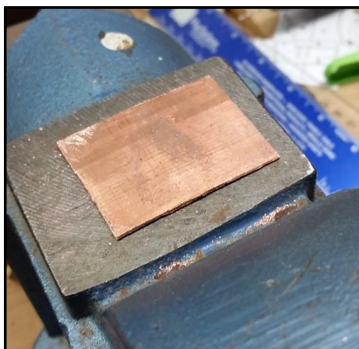


The fore and hind axle trees were made in multiple pieces. The round axles were made with maple dowels sanded on the lathe to the proper diameter. Pockets were drilled into the oak blocks and the maple rounds were glued into them. Note that both ends of the rectangular block parts were rounded to the pockets prior to gluing the dowels in place.

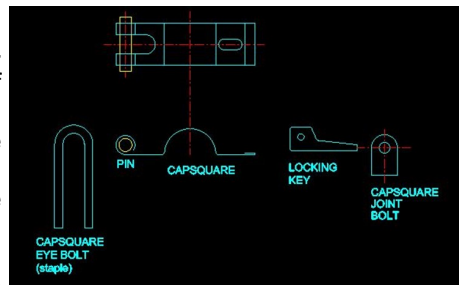
Alan did a lot of research on this project, and in one specific case it created more questions than answers. O'Neill discovered that the quoin and stool bed could have been configured a number of different ways. In the end, he chose a simplified design correct for 1786.



At times, model ship builders are forced to think outside the box, and Alan is no exception. One material he was lacking for this project was copper sheeting. After giving it

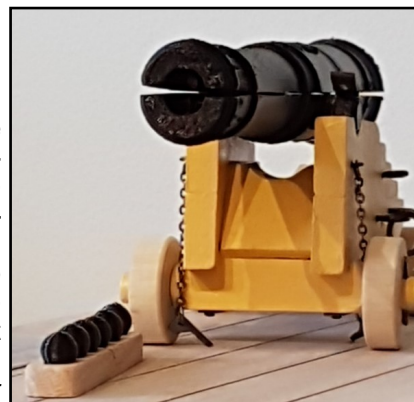


considerable thought, he decided to try a piece of copper water pipe. After slitting the cylinder open with a hacksaw, the piece was pried open and flattened out on an anvil. As you can see from the photos, it worked out quite well.



Among the items fabricated were cap squares and other fittings relating to the trunnion and tree axles. In a number of cases, O'Neill made templates, which promoted accuracy and helped to avoid mistakes and waste.

The two piece horizontally split gun barrel was 3D printed and then found to be warped. The dimensions and shape were based on the Armstrong pattern that was in use from 1725 to about 1790. Try as he might, Alan could not get it to flatten out and the print grain was far too rough. After talking to the librarian printer operator, O'Neill found that they could print the item standing up, but due to a height restriction it would need to be in two pieces. Alan went back to the drawing board and created a new file for them.



Although canon number two was a success, O'Neill admits that its George the 3rd Royal Cypher was too large. This was due to the fact that Alan had trouble seeing it. This was being caused by a cataract problem.

Surgery corrected the situation along with the purchase of his own 3D printer. The result was outstanding!



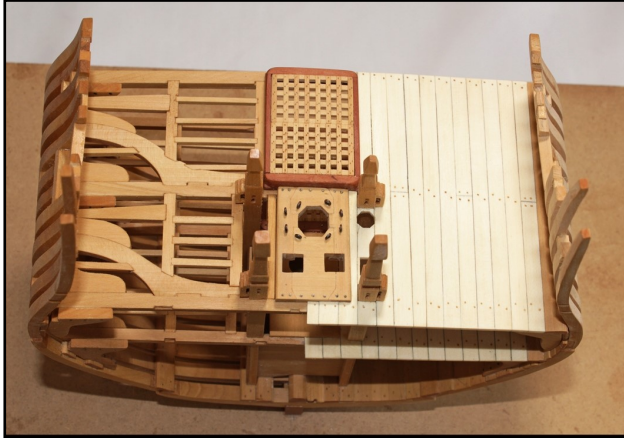
• Ships on Deck •

Echo Cross Section by Toni Levine

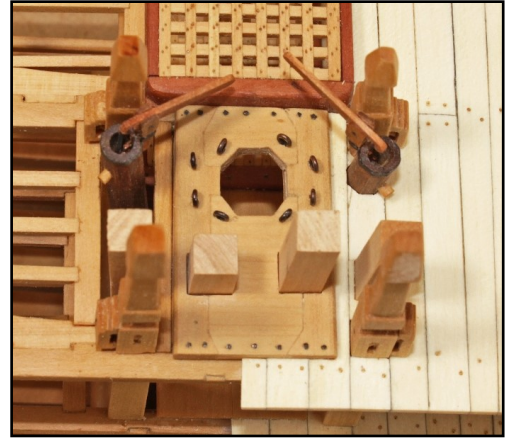
Photos by Toni Levine



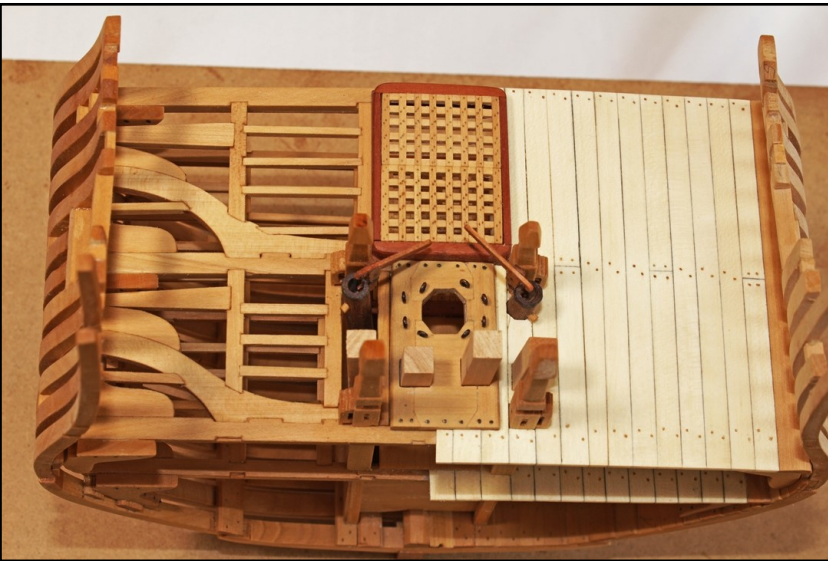
Upper Mast Step



Upper Mast Step Installed



Pumps Temporarily Installed



"Ships on Deck", continued on Page 4

● Ships on Deck ●

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***Speedwell 1752* by Gus Agustin**

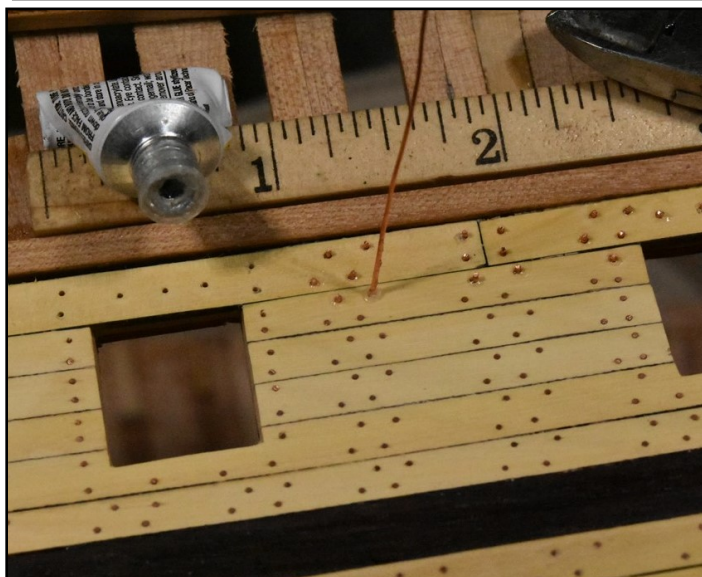
Photos by Gus Agustin



● **Ships on Deck** ●
Continued

***Le Hermione* by Bill Sproul**

Photos by Bill Sproul



Bill prefers to use copper wire for his trunnels. On this model there are 26,000 of them!

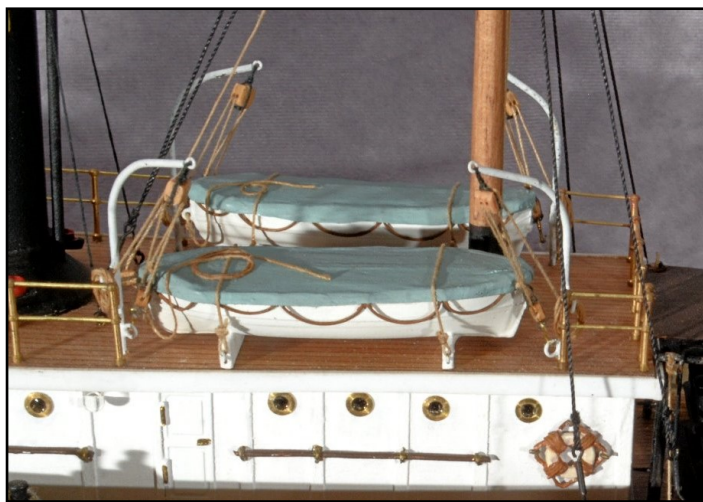
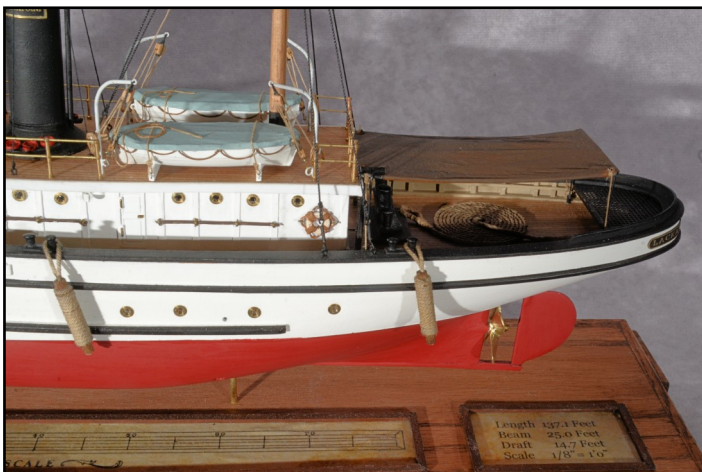
● Ships on Deck ●

Continued

Lackawanna by Sam Parent

Photos by Sam Parent

Model is finished! Congratulations, Sam!



● Ships on Deck ●

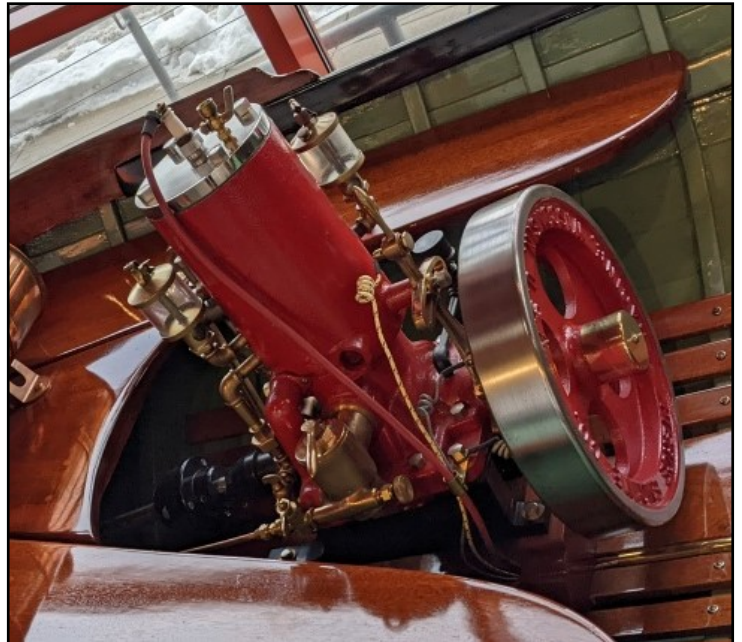
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Pierce Engine Boat Works Display Wisconsin Maritime Museum

Photos by Wendy Lutzke / Submitted by Kurt Van Dahm



Judy is a fully restored sixteen-foot-long dory launch built in Racine, WI by the Pierce Engine Company around 1906. This inboard "vapor" gasoline-powered vessel is one of the earliest inboard motorboats built in Wisconsin. The exhibit features the fully restored boat, interpretive panels, and a slideshow of images showing the restoration process. The boat will be on exhibit at the Museum through 2022.



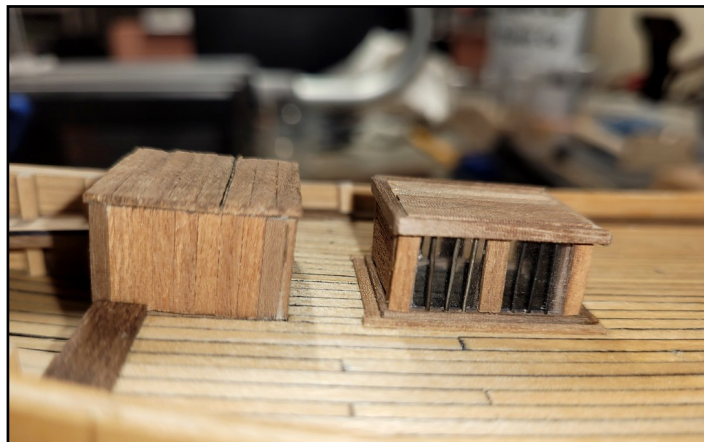
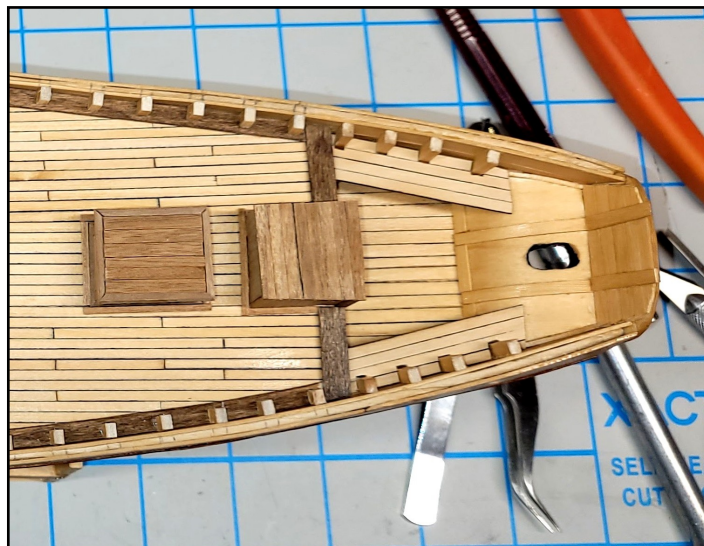
• Ships on Deck •

Continued

***Katy of Norfolk* by Dan Pacholski**

Photos by Dan Pacholski

Deck planked. Hatch gratings, companionway, skylight, stanchions, waterways and scuppers also installed.



● Ships on Deck ●

Continued

US Brig Syren by Ray Kroschel

Photos by Ray Kroschel



A Royal Barge by Allen Siegel

Photos by Allen Siegel

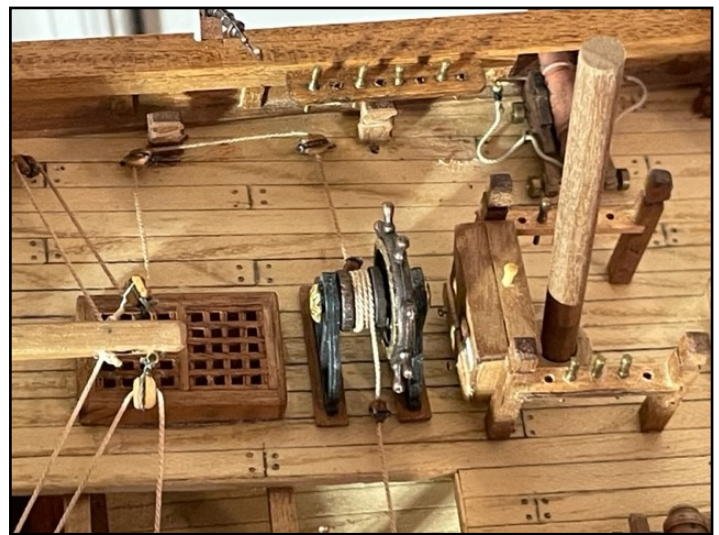


● Ships on Deck ●

Continued

HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz



● Historic Ship Profiles ●

● The *St. Marys Challenger* ●

Contributed by Kurt Van Dahm

The *St. Marys Challenger* was a veteran of the Great Lakes operating for an unbelievable 107 years when it was finally taken out of commission and converted in 2013. Built by Great Lakes Engineering Works in Detroit Michigan, she first sailed as the *William P. Snyder* for the Shenango Steamship & Transportation Company in 1906.

In June of 1926 the ship was renamed *Elton Hoyt II* after being purchased by the Stewart Furnace Company out of Cleveland Ohio. She changed ownership again in 1929, being purchased by Youngstown Steamship Company. In 1930 Interlake Steamship Company purchased the vessel, still registered as the *Elton Hoyt II*. In 1950 the ship was repowered with a Skinner Marine Uniflow steam engine.

Still under the ownership of Interlake Steamship Company, the ship was renamed the *Alex D. Chisholm* in 1952. It sailed as part of Interlake's fleet until 1966. Medusa Portland Cement purchased the ship in 1966 and converted it to a cement carrier. Renamed the *Medusa Challenger* that same year, the ship transported powdered cement to Chicago, Detroit, Cleveland, and other Great Lakes ports.

In 1998 Southdown Incorporated acquired Medusa Portland Cement and the ship was once again renamed. Now registered as the *Southdown Challenger*. A string of company acquisitions took place in the years that followed with companies and subsidiary's changing ownership.

In 2005, under new owners, the ship was renamed the *St. Marys Challenger*. In 2006, 100 years after launching as the

William P. Snyder, the ship was still chugging along and would continue to do so until 2013.

By 2013 the ship was the oldest operational lake freighter. It had survived collisions with other freighters, concrete docks, and underwater obstructions, rough waters, and even a water-spout. But time was beginning to take a toll on the veteran ship. An inefficient fuel system, outdated electrical system, and replacement parts that all needed to be custom fabricated made the cost of operating the *St. Marys Challenger* immense.

A few options were considered to keep the ship in service but all where to costly. The only viable option was to covert the ship into a barge. In 2014 the conversion took place with the stern and propulsion system being removed. Additional modifications took place that transformed the 107-year-old lake freighter into a barge.

To many this was a sad end to such a veteran ship. But one must always look at the positives. Many ships like the *St. Marys Challenger* where scrapped in the 1980's as shipping companies upgraded to newer more efficient vessels. Many more have been scrapped since with recent losses like the *MANITOBA*.

While the *St. Marys Challenger* is now just a shell of its former self acting as a tug barge transporting cement for St. Marys Cement, it is still at least in part, still operating on the Great Lakes!

The pilot house being delivered to its new home.



The lake vessel's now-redundant pilothouse was conserved and, in spring 2015, was donated to the National Museum of the Great Lakes for display in Toledo, Ohio. Pilothouse restoration work uncovered the vessel's original name, *William P. Snyder*.

