

FORECASTLE REPORT



Newsletter of the Chicago Tri-Club Association



May, 2023



The Nautical Research Guild®

Paper Ship Modeling Workshop - Part 2

Part 2 of the NRG's workshop on Paper Ship Modeling was not as well attended as Part 1. That was unfortunate since the second segment was every bit as entertaining and educational as the first.

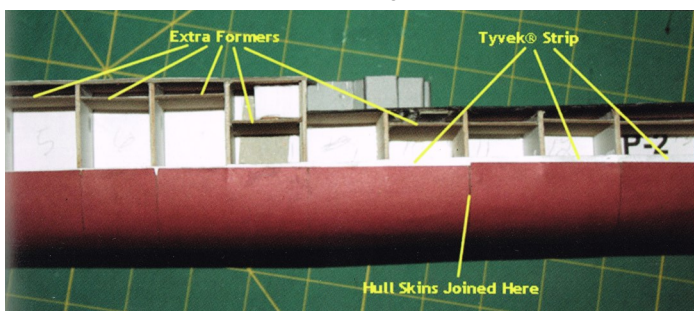
World class paper modelers, David Sakrison, Chris Cooke of "Marble Models", Ian McLaughlan, and NRG Editor, Paul Fontenoy, provided the virtual audience with a myriad of hints, tips, and tricks that can certainly minimize the learning curve, and give you an instant upgrade in the quality of your work.



As a special treat, Clare Hess and Jim Baumann were added to the lineup. Mr. Hess discussed the painting and treatment of paper and card surfaces. When looking at his Cog, it is hard to believe the model is not made out of wood!

Mr. Baumann does not build paper models, but his technique for creating realistic seas for waterline pieces was a welcome addition, and very applicable to the program.

Special emphasis was also placed on stiffening up various segments of a paper ship model, particularly the hull frame. In many cases, card stock as thick as two millimeters was laminated to a thinner pattern with aerosol glue.



If you are an NRG member, and you did not attend these workshops, Part 1 can now be viewed on the NRG website. As of this writing, Part 2 has not been made available for viewing.



May Tri-Club Meeting Schedule

The NSD Virtual May Meeting Deadeyes Tips & Tricks II



The May Deadeyes Zoom meeting will focus on the second segment of vintage Deadeyes Tips and Modeling Techniques. A PDF package will be sent to you for preview. Instructions will also accompany the document.

Proceedings will begin on Wednesday, May 3rd, at 7:00 PM CST, but you will be able to log on at 6:30 PM. See you then?

The NRMS May Meeting A Return to Hybrid Meetings



Due to scheduling difficulties, the Nautical Research & Model Ship Society could not hold a face to face meeting in April. Nevertheless, the virtual version was a great success. Another try will be made in May to provide you with both choices.

For those preferring to stay with the virtual version, an Invite will be sent out a few days before the May 13th meeting. Proceedings start at 7:00 PM CST, but you will be able to log on as early 6:30 PM. Hope you can make it!

The MMS May Meeting Pizza, Pizza, and More Pizza



No formal program is planned for our May meeting. The main focus will be on getting reacquainted with old friends, meeting new shipmates and pizza. Ships on Deck for this gathering

will be optional since pizza can be a little messy. If you still have items left over from the April Flea Market, please bring them in. There may be members in attendance that missed the earlier session.

Although, maybe not so much fun, we will also be collecting dues for 2023. The cost is still \$20.00.

The meeting will commence at 7:15 p.m.

Wednesday, May 17, 2023

The Dasom Community Church

501 S. Emerson Street
Mount Prospect, IL





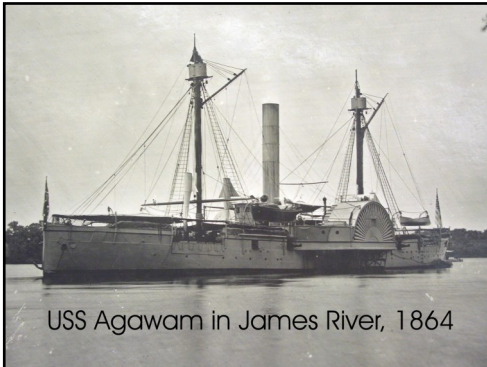
Tri-Club Presentations



The Civil War Gunboat USS *Agawam*

By Bill Emerson

The USS *Agawam* was a Civil War double-ended gunboat. She was 205 feet in length and was specifically built for the U.S. Navy as part of the 28 ship *Sassacus* class. *Agawam* was a heavily



USS Agawam in James River, 1864

armed vessels for its size. It featured among its ordnance two 100 pounder Parrot guns. In the above photo she is shown "on station" at Trent's Reach, blocking the entrance to the James River in Virginia in July 1864.

Bill Emerson pointed out in his opening statements that very few individuals within the ship modeling community



have any knowledge of these ships. It would be safe to say that all the glory, starting with the USS *Monitor*, is attributed to the 60+ ironclads that were built during the war.

In addition to being heavily armed, *Agawam* possessed rudders at both ends of the hull that allowed it to reverse direction in restricted waters without having to come about. The hull was perfectly symmetrical with both halves fore and aft of



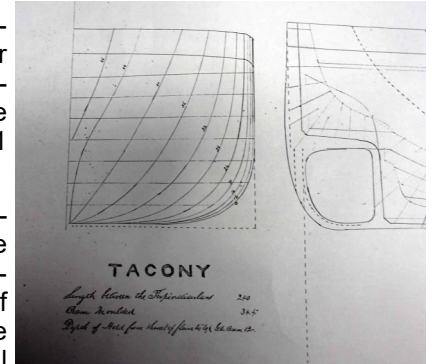
the paddle wheels being identical. With their fine lines, these vessels could achieve speeds in excess of 11 knots.

Being so underappreciated, and the fact that there is a substantial quantity of plans available in the National Archives, Bill decided to take on this project. It's interesting to note that only half the station lines are shown on the plans due to the hull's symmetry.

One prominent feature on these vessels were the two armored crow's nests mounted at the top of the masts. Being a target too good for Confederate snipers to pass up, the Navy was forced to build these observation posts with one inch steel plating.

Due to the fact that these vessels operated in restricted waters made being captured by CSA raiders a very real possibility. In fact, more Union ships were lost due to boarders than gunfire during the war. As a result, anti-boarding netting became a standard feature on these ships.

It appears that the vessels in the *Sassacus* class all had different designs for the paddlewheel covers. Emerson feels that this may have been due to the fact that they were built in different shipyards, or possibly as an identification feature. Thanks to a friend who owned laser equipment, all Bill needed to do was produce the drawings in Corel, and he obtained all the covers he wanted.





Tri-Club Presentations



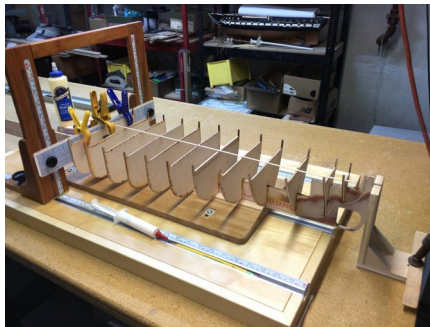
The Civil War Gunboat USS *Agawam*

By Bill Emerson

It's interesting to note that the paddle wheel shaft was located above the main deck. Although not readily visible, a platform was built over it under the hurricane deck.



As far as construction of the model is concerned, Bill used the plank on bulkhead technique for the hull. All the bulkheads and keel were laser cut.



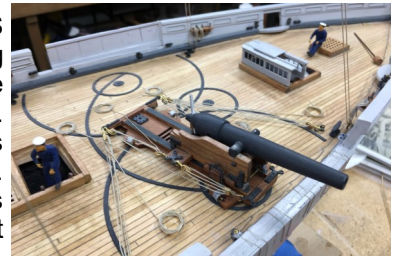
A cardboard mockup of various portions of the model were made before Bill would construct the actual structure. A good example is the water wheel housing shown on the right. The final curved roof was done with 1/64" plywood, which is very pliable.



In spite of its complexity, the paddle wheels were not that difficult, thanks to Bill's friend and his laser equipment.



Emerson used CS Tucker's book, "Arming the Fleet", as a reference for the *Agawam's* guns. All of the carriage fittings were done with a laser. The photo on the right is one of the two Parrott 100 Pounder Pivot guns, which are resin castings.



Another gun that presented some challenges was the 12 PDR bronze Dahlgren. They were mounted on field carriages that could be disassembled and taken ashore with raiding parties. Again, the intricacy of the carriages required the use of a laser printer.



The *Agawam* was equipped with four cutters. Two were 22 feet long, and two were 26 footers. Bill used the vacuum forming technique for these craft.



Finally, Emerson felt that the large hurricane deck lacked detail, so in addition to the two 12 PDR's, he added a number of crewmen performing chores about the deck. This included hanging there laundry out to dry. A very nice touch!





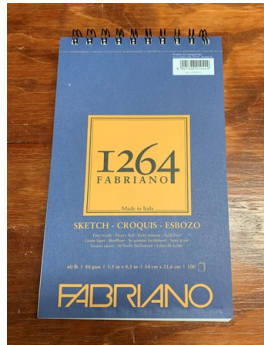
Tri-Club Presentations



Sails for the Ship in a Bottle, *America*

by Dan Cicero

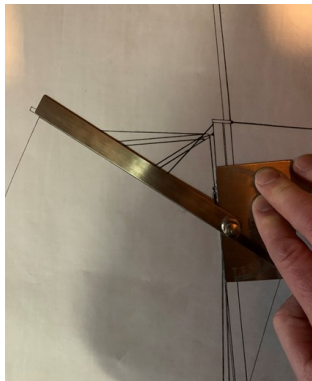
The reference used for fabricating the sails was a two-part article in 1988 Model Ship Builder magazines. The process of making the sails for the *BLUENOSE* was started by taking a piece of paper from a 9" x 12" sketch pad made by Grumbacher, which was purchased from a local art supply store. Using 4H lead and a drafting lead holder, Dan drew parallel lines on the sketch paper about 3/64" apart."



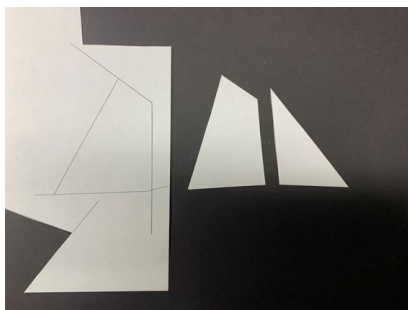
Lines were drawn on one side, and then, using a light table, copied on the other side. It was turned over and taped to a page. He then ran it through a copier. This was done twice.



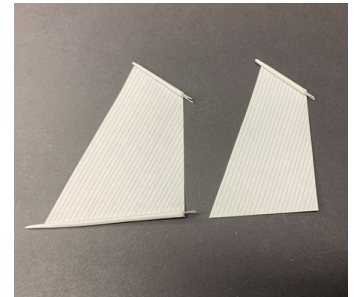
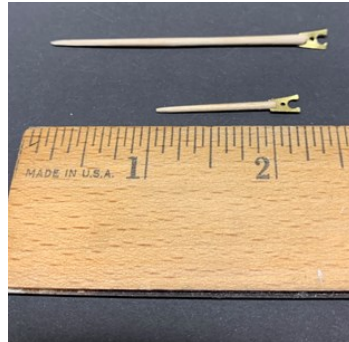
To get the shape of the sails, Cicero used a protractor and proportional dividers to transfer the angles and dimensions of the sails from the HAMMS plans to a blank piece of paper.



Templates were used to make sure he had the right shape, size and orientation of the seams as they appeared when *America* won its famous race.



Main Boom & Main Gaff



The spars were glued on the windward side of the sails.



Here is a photo of where the model currently is. The masts are being test fitted.

The rake on the foremast needs to be adjusted. It may have been overstressed during installation.



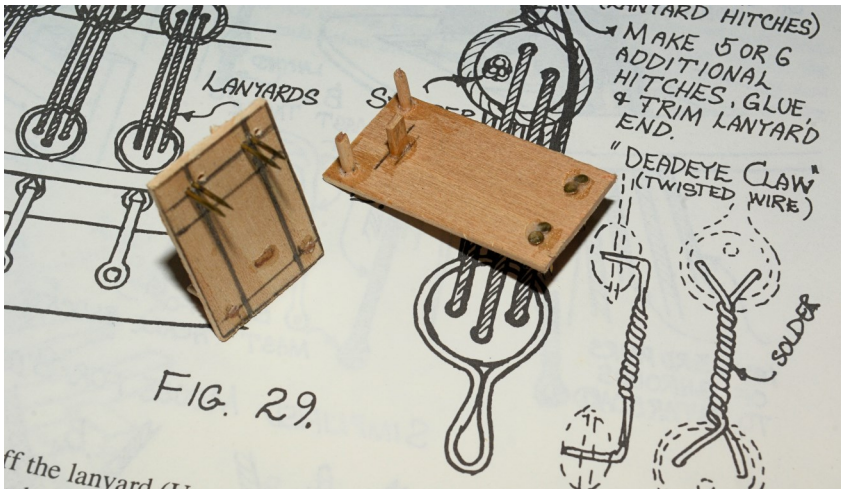


Ships on Deck

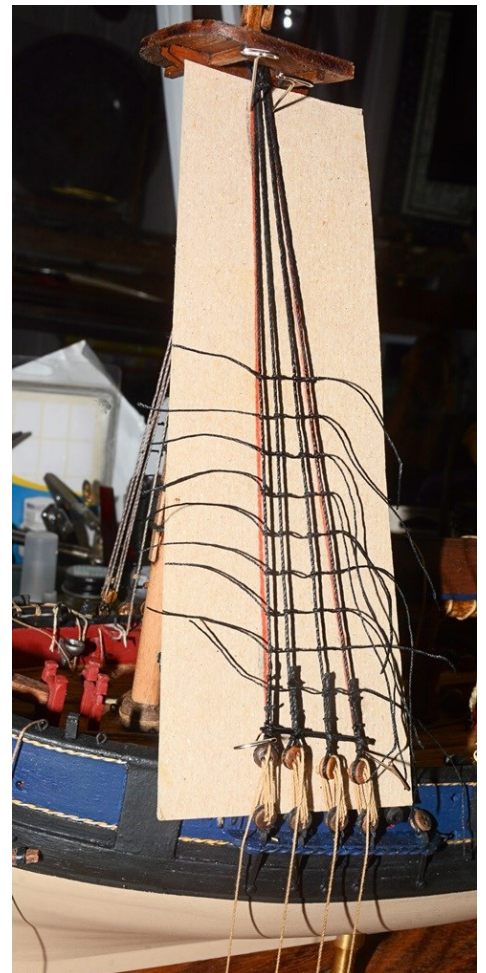


Valkyrie by Sam Parent

Photos by Sam Parent



Sam made a double jig for spacing the deadeyes that hooks onto the channel instead of the lower deadeye.



"Ships on Deck", continued on Page 6

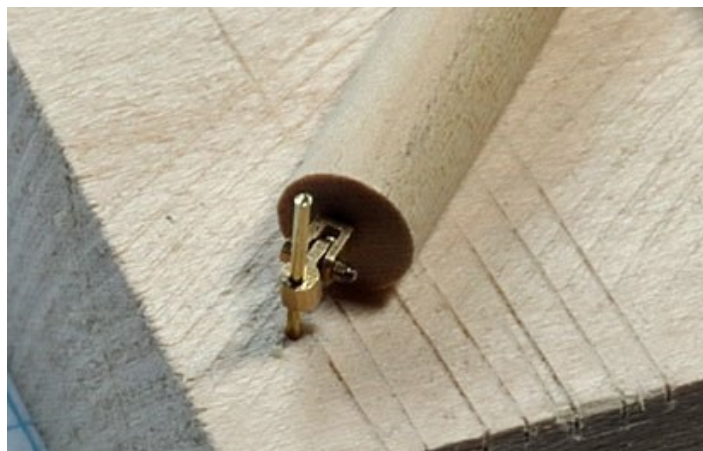
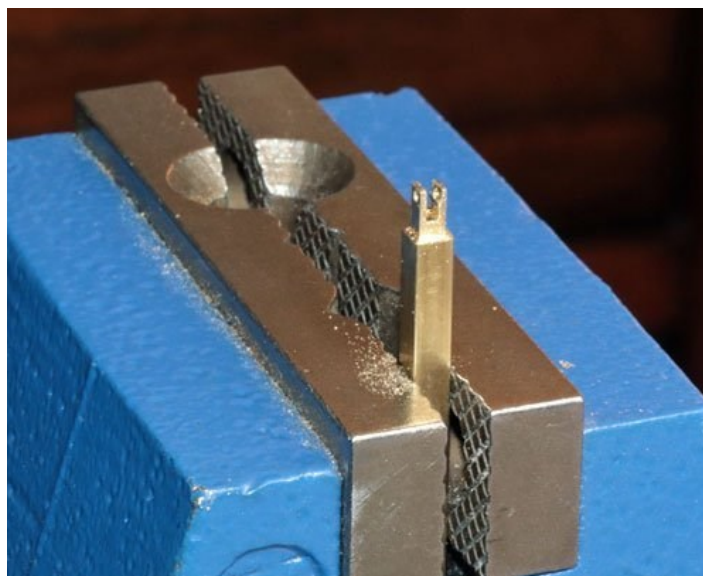
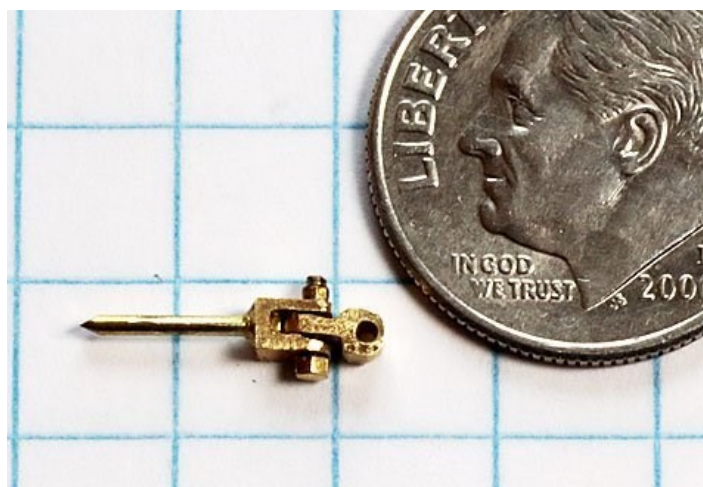
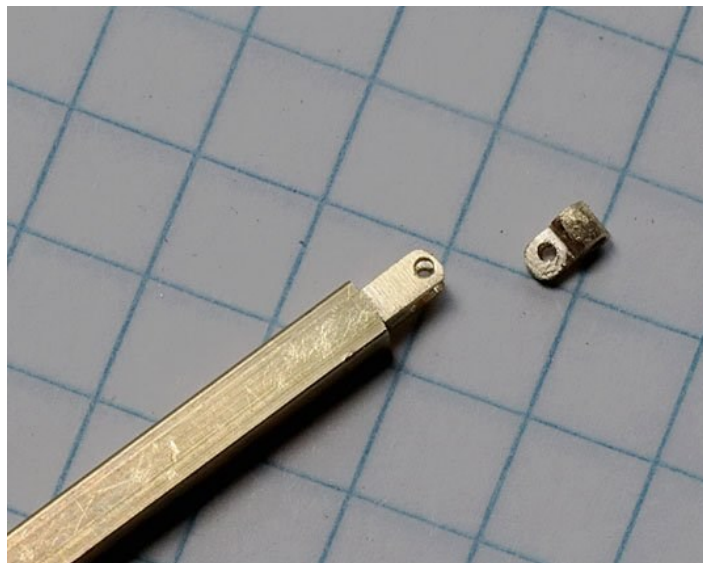
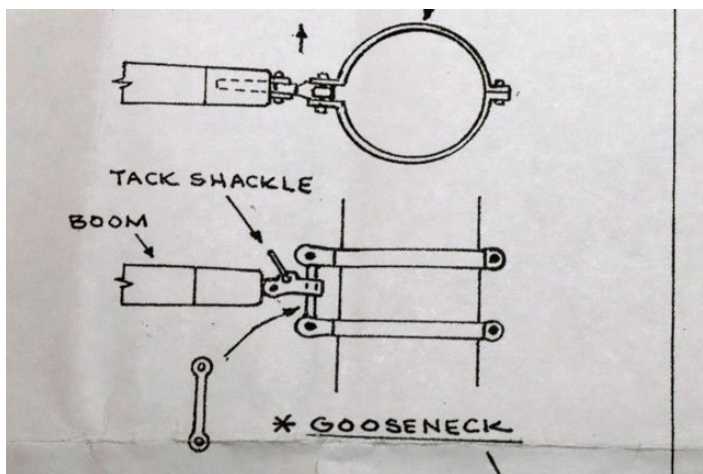


Ships on Deck



A Gooseneck for *Bluenose* by Dave Kupczyk

Photos by Dave Kupczyk





Ships on Deck



A Virtual Tour of the Schooner *Adventuress*

by Elijah Jennison

During the Nautical Research and Model Ship Society meeting, which was held on April 8th, those in attendance were treated to a special presentation. NRMS member, Elijah Jennison, who currently lives aboard the schooner *Adventuress*, gave an impromptu tour of the vessel. Elijah stated that the *Adventuress* features the second largest sail on the West Coast.



This beautiful schooner was built for John Borden II at the Rice Brothers' Yard in East Boothbay, Maine, and was designed by B.B. Crowninshield. Launched in 1913, Borden intended to sail *Adventuress* to Alaska to catch a bowhead whale for the American Museum of Natural History in New York. Aboard for this maiden voyage was the famed naturalist Roy Chapman Andrews who later did groundbreaking work on dinosaurs in the Gobi desert.

Borden's efforts to catch a whale failed and he sold *Adventuress* to the San Francisco Bar Pilot's Association, which marked the beginning of the ship's career as a workboat. For 35 years, she transferred pilots to and from cargo vessels near the Farallon Islands. During World War II, she was a United States Coast Guard vessel, guarding San Francisco Bay.



In 1952, *Adventuress* was brought to Seattle where she went through several owners. Eventually, she wound up in the care of Monty Morton and Ernestine Bennett, who managed a non-profit sail training organization called "Youth Adventures". Under their ownership, the boat was restored to most of her original lines, which had been altered during her years as a working vessel. In 1988, "Sound Experience" began conducting educational programs on the vessel, and the following year she was listed as a National Historic Landmark. During our tour we were able to view the commemorative plaque.

Excerpts derived from Wikipedia

• 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*.

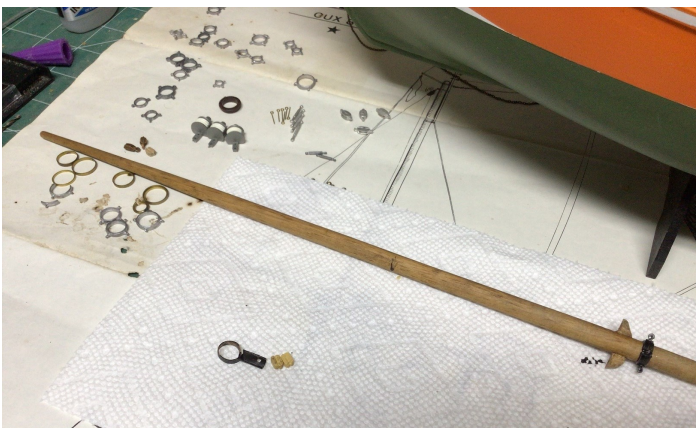
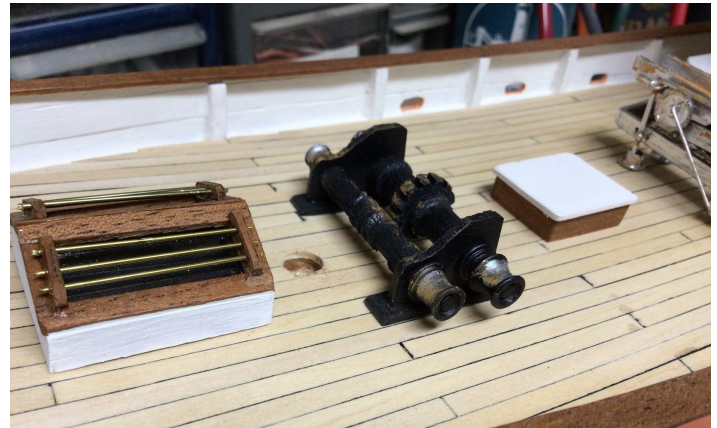
Please note that CAF has been removed from this list.

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



Scratch-Built Tug

By Dave Amstutz



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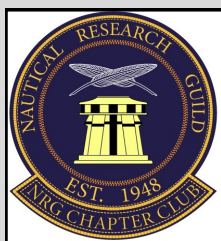
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