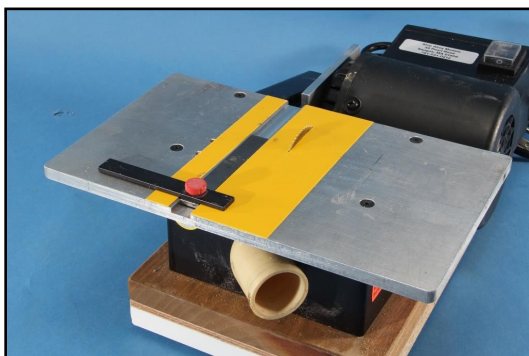


## ● Scuttlebutt ●

### Zero Clearance Tape, 5 Pack

Although this yellow tape is designed to function as a zero clearance adapter for full size saws, it works equally well on our small-

er machines. Here's a simple, inexpensive way to improve the performance of your saw. Just apply one of these peel and stick strips over your saw's



throat opening. While running the unit, raise the blade through the strip, and create a zero-clearance slot matched to your saw's blade and bevel setting. Only 0.02" thick, the stiff PVC material is easily cut to size with scissors, won't interfere with your work, and peels off neatly when worn. Sold in packages containing five 2" x 16" strips.

## The Watch

Newsletter for SeaWatch Books

A free monthly newsletter is being offered by SeaWatch Books. If you are interested in receiving a copy, send an email to [info@seawatchbooks.com](mailto:info@seawatchbooks.com) and ask Mike Ellison to add you to their mailing list.

Under new ownership, the company is coming out with new titles authored by Rob Napier and Grant Walker. Also, a set of 1:48 scale plans for a *Swan* Class sloop of war are almost ready. These were originally developed by David Antscherl and Greg Herbert while they were writing the four volume set on the *Swan*. For quick updates between newsletters, follow SeaWatch on Facebook.

### MMS OFFICERS & STAFF



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## September Meeting Notice

### US Navy Subs on the Mississippi

By Kurt Van Dahm

Most of us are aware of the fact that US Navy submarines were built at Manitowoc during WWII. But how many of us are acquainted with how these 28 subs were able to reach the Pacific Theater of Operations after they were completed?

Kurt Van Dahm has been researching this question, and will share his findings with us. This is a most intriguing presentation that you will surely enjoy!

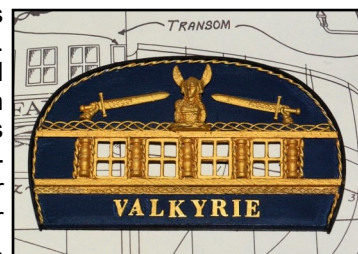


Proceedings will begin on Wednesday, September 21st, at 7:00 PM CST, but you will be able to log on as early as 6:30 PM. Hope you can make it!

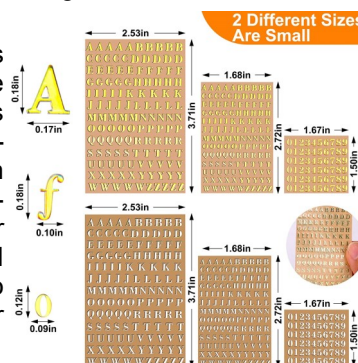
## Transom Lettering

One feature on Sam Parent's *Valkyrie* that evoked a fair amount of discussion was the name on the transom.

Sam stated that he ordered the lettering on Amazon Prime. The company is "Palksky Small Letter Stickers". Sam opted for their Small Letter & Number Stickers Packet. Attached, is a photo from the Amazon listing.



The manufacturer states that their product is made of a quality material that is waterproof and tear-resistant. These resin stickers are suitable for various indoor and outdoor uses. They recommend applying the lettering to smooth dry surfaces for best results.



## ● Ships on Deck ●

### ***Gerda III* (Circa 1943) by Neil Hurwitz**

Photos by Neil Hurwitz



Hull planked and faired.



Veneer added to stem, keel, and stern post.



Bulwark planks being made.

False deck and cover boards ready to be installed.



Close-up of hold.

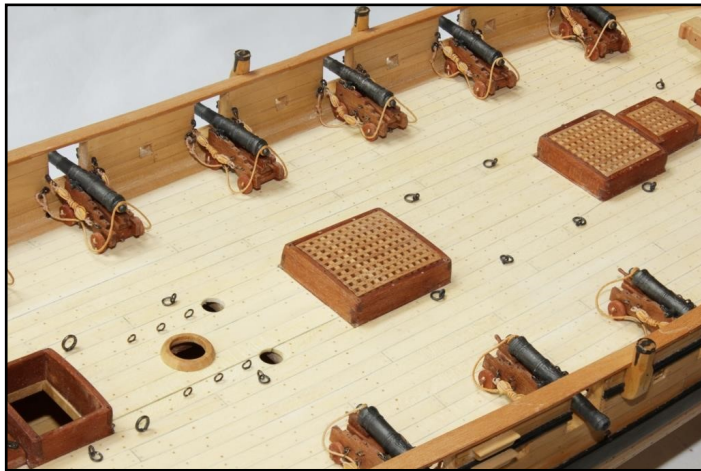


## • Ships on Deck •

Continued

### HMS Swallow by Toni Levine

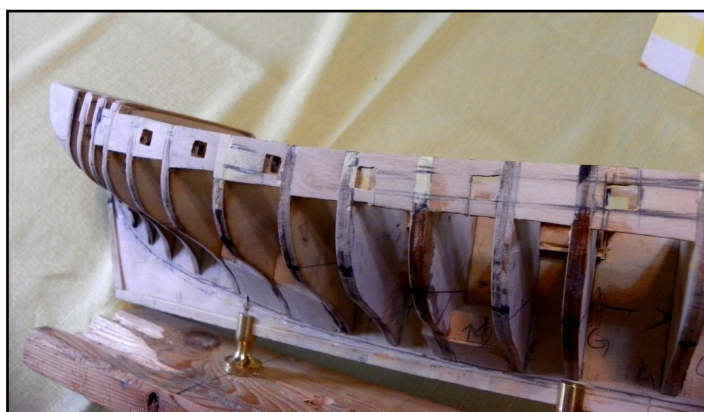
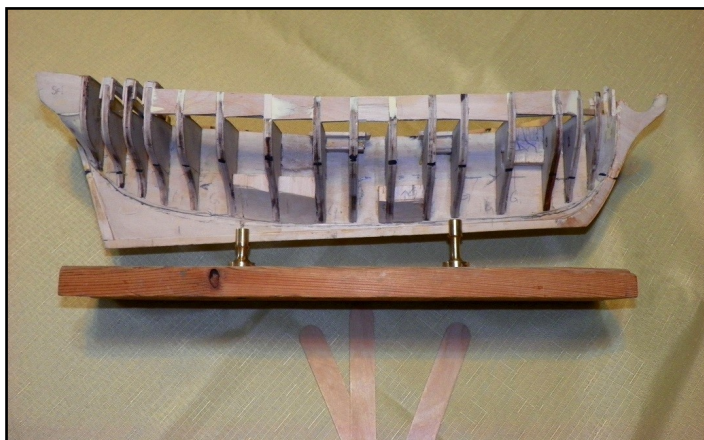
Photos by Toni Levine



● **Ships on Deck** ●  
Continued

***Fair American* by Don Purney**

Photos by Don Purney



## • Ships on Deck •

Continued

### U. S. Naval Academy Museum Tour

Photos by Toni Levine

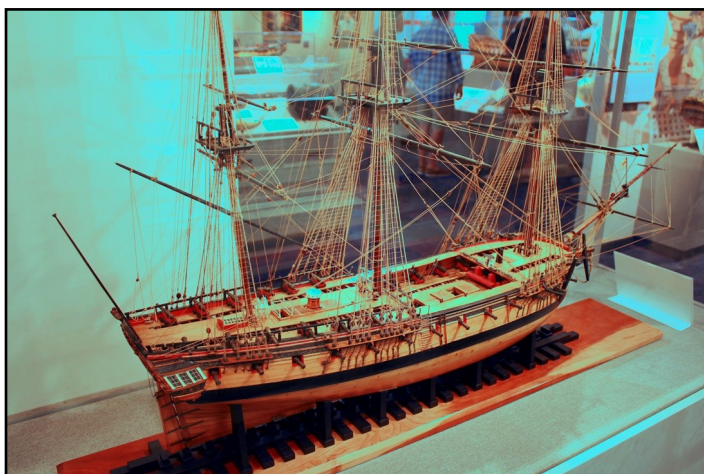
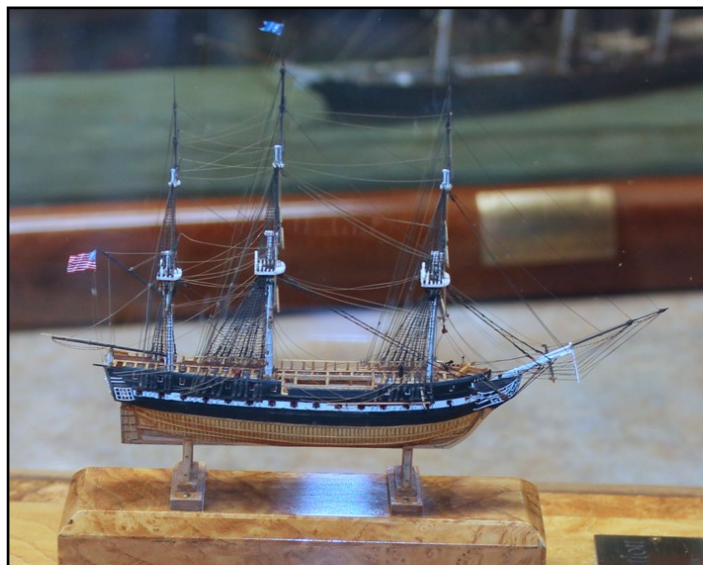


## ● Ships on Deck ●

Continued

### U. S. Naval Academy Museum Tour

Continued



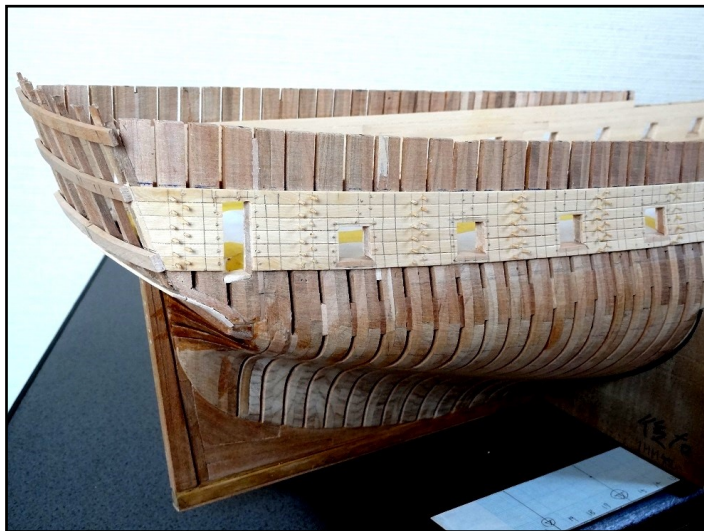
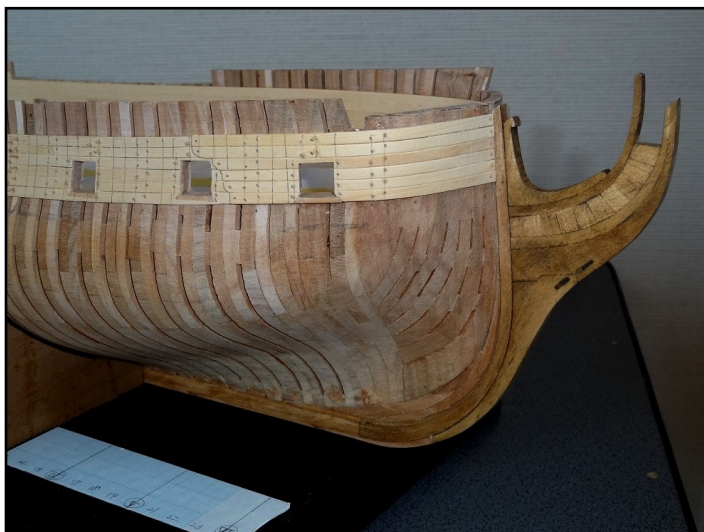
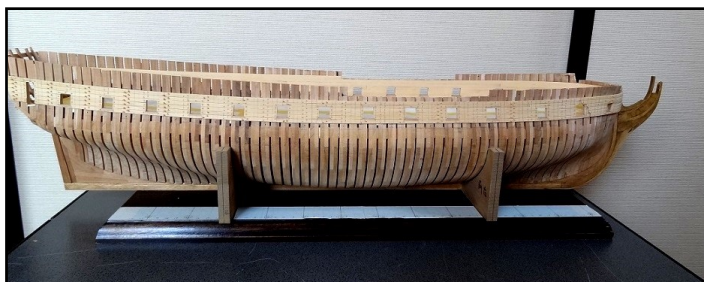
## ● Ships on Deck ●

Continued

### **French Frigate *L'Hermione*, 1/72 Scale, by Norio Uriu**

Photos by Norio Uriu of the Rope, Tokyo, Japan

The gunports were planked both inside and outside. The planking is Japanese yellow boxwood (Tsuge) 1.00mm thick. Approximately 1,500 pcs. of bamboo were used for the tree-nails. It took about a week to complete the job. Afterward the outside planking was sanded and rubbed with oil, which created a soft glossy effect. The wales consist of 7 planks each, and the main is 6.0mm wide. Below the main, additional 3.8mm strips will be put on and painted black.



## • Ships on Deck •

Continued

### Swift by Keith Zeilenga

Photos by Keith Zeilenga



## • 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*.

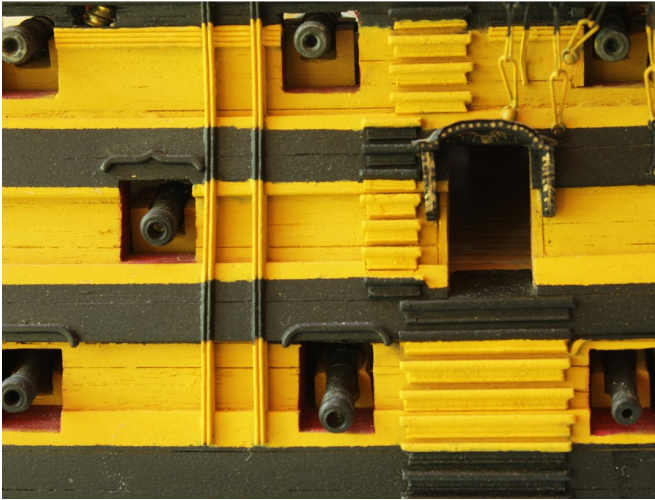
**Please note that CAF has been removed from this list.**

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

## • How to make moldings •

By Toni Levine

Toni Levine started her presentation by stating that the moldings on early sailing vessels were primarily functional in nature. The fact that they could be decorative was more a case of pride and prestige.



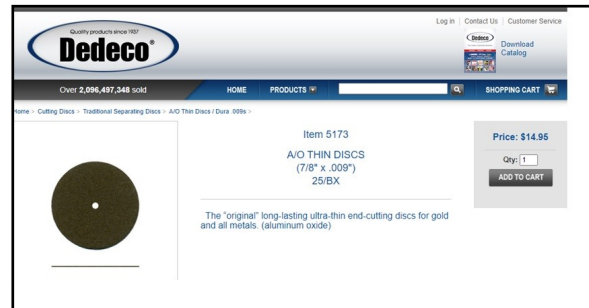
Although this talk would center primarily around making your own designs, Toni stated that commercial suppliers such as doll house supply and wood-worker supply companies offer some possibilities. One shortcoming of these products, in addition to cost, is the fact that your choices could be limited due to the fact that some might be too large for our scale models. The wood quality could also be a detriment.

Still, with a little persistence and ingenuity, excellent results are possible. As an example, Levine showed us a *Victory* where she made extensive use of commercial moldings, which, in some cases, were composed of two or three layers.

Another option is commercial scrapers, which will allow you to create your own moldings. The pluses include minimal cost and they are quite rugged and will last a long time. Shortcomings include limited shapes and most are too large for smaller scale models.

Toni stated that the solution to all this is to make

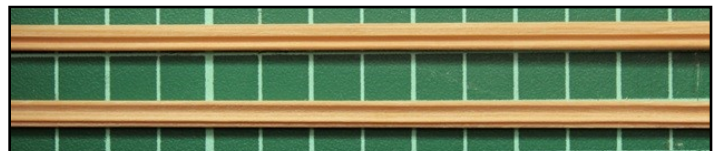
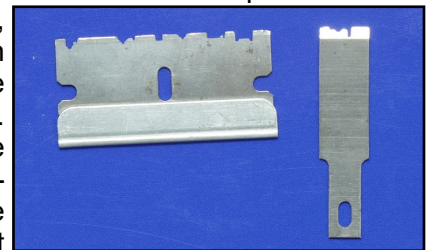
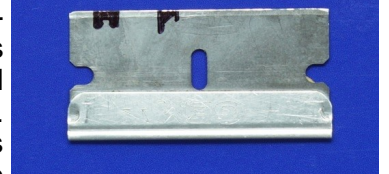
your own scrapers. Equipment needed includes a fine point Sharpie, a Dremel Rotary Tool, cutting discs, a mandrel, and eye protection. Toni prefers single edge razors or Exacto blades, but she admits that they have a shorter life than scrapers made from thicker metals. On the positive side they are easier to cut the shape into. This is important for more complex designs that will require a thinner cutting disk. Toni uses .009" thick disks by Dedeco.



When drawing the pattern onto the blade, Levine recommends making it a little undersize. She has found that she invariably makes her patterns slightly larger when cutting them into the metal.

When using the scraper, the wood strip is glued to a backboard with Carpenter's Glue. Isopropyl Alcohol is used to remove the strip when finished. Although softer woods work, Toni prefers using Holly or Castelo for these pieces.

For technique, scrape the full length of the strip. Use consistent pressure. Initially, hold the scraper at a 60-degree angle to the wood. As you get close to the finished shape, rotate the scraper to 90 degrees. This can extend the life of the scraper. If needed, finish with 400 grit sandpaper.



You will find that the grain in the wood will allow better results to be realized in one particular direction versus the other.

## ● Historic Ship Profiles ●

### America's Ship of State *Old Ironsides turns 225*

**I**t was an inauspicious start. After a series of speeches and a ceremony attended by President John Adams, the new pride of the Boston Harbor was ready to launch.

On September 20, 1797, Col. George Claghorn, superintendent of naval construction, gave the order to send USS *Constitution* down the slip.

It did not move.

The crowd was stunned. Strong men with jacks quickly reacted. After much effort, the wooden hulled frigate finally moved ... 27 feet.

Two days later, another attempt was made, this time with a little less pomp. The ship moved another 31 feet. High tide came a month later, on October 21. Captained by the legendary Samuel Nicholson, *Constitution* finally made it to sea. Eventually, she would become the oldest ship afloat.

If *Constitution* were a cat, it would have exceeded its nine lives. Surviving and often prevailing in encounters with British, French and Barbary pirate ships, *Constitution* was nearly destroyed several times by budget-minded bureaucrats during its two centuries of existence.

It was during one such episode in 1830 that Oliver Wendell Holmes Sr. penned "Old Ironsides" for the *Boston Daily Advertiser*. Reprinted by newspapers in New York, Philadelphia and Washington, the poem was widely credited for pressuring appropriators to rethink their plans for scrapping the frigate.



#### "Old Ironsides"

Aye, tear her tattered ensign down!

Long has it waved on high,

And many an eye has danced to see

That banner in the sky;

Beneath it rung the battle shout,

And burst the canon's roar;-

The meteor of the ocean air

Shall sweep the clouds no more.

Her deck, once red with heroes' blood,

Where knelt the vanquished foe,

When winds were hurrying o'er the flood,

And waves were white below,

No more shall feel the victor's tread,

Or know the conquered knee;-

The harpies of the shore shall pluck

The eagle of the sea!

Oh, better that her shattered hulk

Should sink beneath the wave;

Her thunders shook the mighty deep,

And there should be her grave;

Nail to the mast her holy flag,

Set every threadbare sail,

And give her to the god of storms,

The lightning and the gale!



An excerpt from *The American Legion Magazine* by John Raughter.