

## ● Scuttlebutt ●

One of the unforeseen benefits of our monthly door prize raffle has been the fact that members have been donating items to the club that they no longer need. Three recent contributors were Tim Riggs with a large selection of plans, Richard Gardiner with a nice set of brass pedestals, and Doc Williams who gave us a five inch disc sander. Doc's sander will be raffled off at the February meeting.



The January Door Prize Raffle winners were John Hirsch and Allen Siegel. Congratulations, mates!

## ● NRG Recruits ●

Kurt Van Dahm, reported that seven members took advantage of the Tri-Club \$10 NRG membership rebate during the month of January. Wise decision, mates, and welcome aboard!

## ● Dues Blues ●

**Just a reminder, mates. Allen Siegel is now collecting 2020 dues, and the annual cost is still only \$20.**

**MMS OFFICERS & STAFF**



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## February Meeting Notice Copper Plating Part 2

The February presentation, as promised, will be part 2 of our discussion on copper plating. However, there will be a slight twist. This talk will feature the history of an actual Gold Rush Ship, and a segment of its stern and rudder that still exists. This will give you a chance to analyze the real thing! There might be a few surprises!



Our next meeting will be at 7:15 p.m.  
 Wednesday, February 19, 2020  
**The Dasom Community Church**  
 501 S. Emerson Street  
 Mount Prospect, IL

## ● Copper Plating Part 1 ●

Part 1 of our three month treatise on coppering a model ship began with a brief history of how it was actually done. As might be expected, the time period, nationality, and ship type impacted the size of the plates, and how they were applied to a ship's hull. It was pointed out that although patterns changed during the 19th century, whalers held fast to some of the earlier practices.

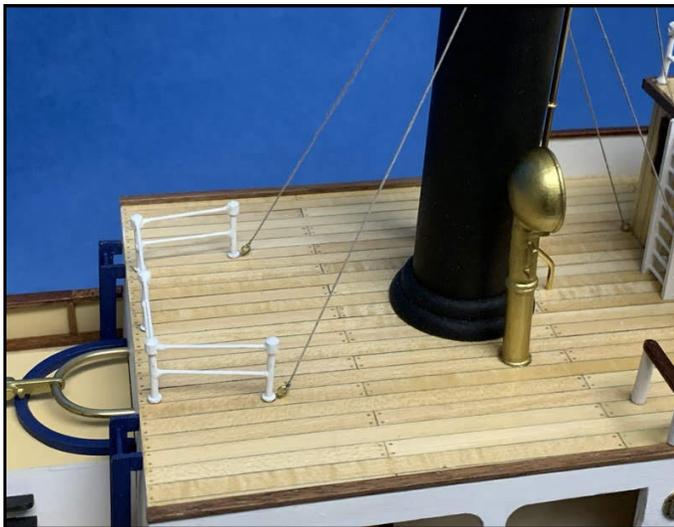
Those in attendance were then shown a number of ways that copper plates could be cut to their proper size. Some fixtures were quite simplistic, while others would have required access to a machine shop.

The timing for this talk couldn't have been any better, since two models were brought to the meeting that featured very nice coppering jobs. In both cases, the plates sported simulated copper nail heads, which was also a topic of discussion during the presentation. A way of achieving a realistic pattern on each plate was described.

● **Ships on Deck** ●

Photos by Leon Sirota and Bob Fryszak

**Sanson** -1901 Steam Tug by Ken Goetz



● **Ships on Deck** ●

Continued

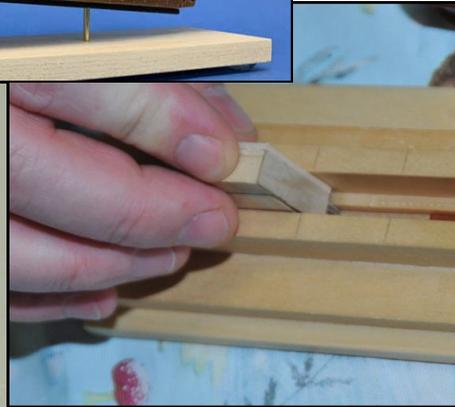
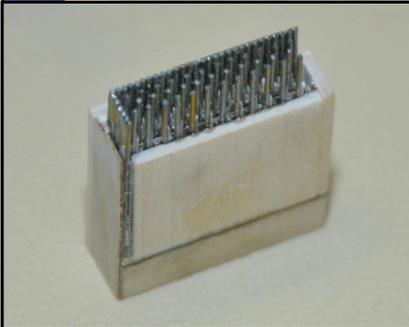
**15th Century Caravel** Scale 1:192 by Gus Agustin  
The rigging is human hair and hair from a horse's tail!



● Ships on Deck ●

Continued

**Dallas** by Richard Gardiner



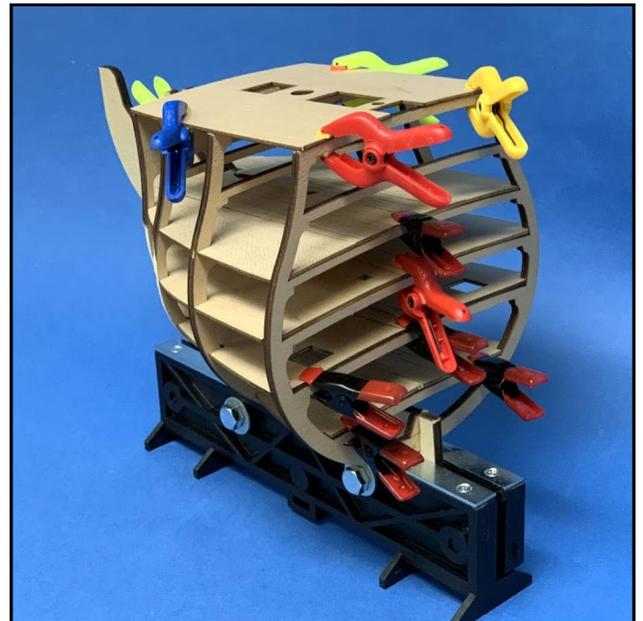
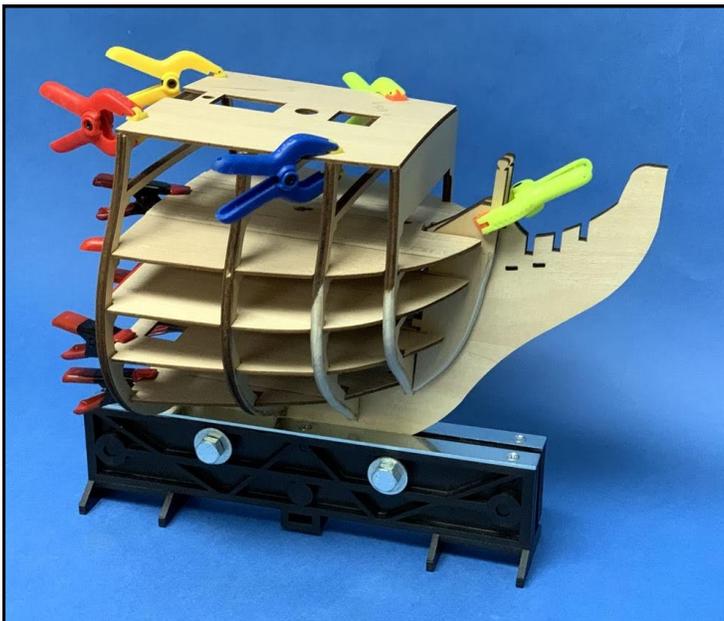
● **Ships on Deck** ●

Continued

**HMS *Hunter*** by Dan Pacholski



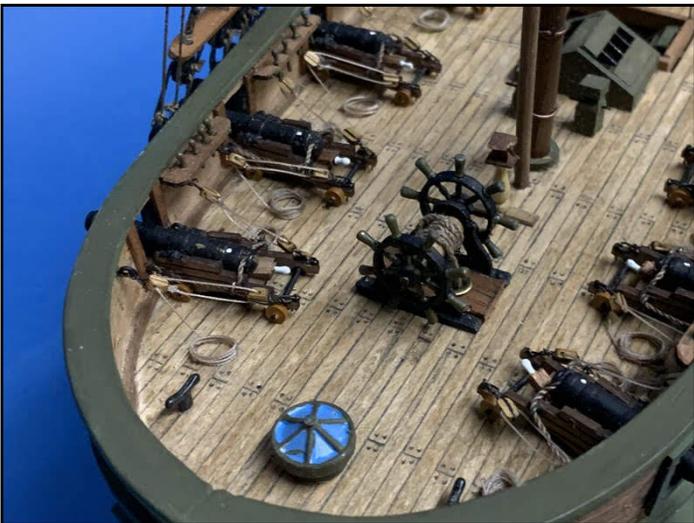
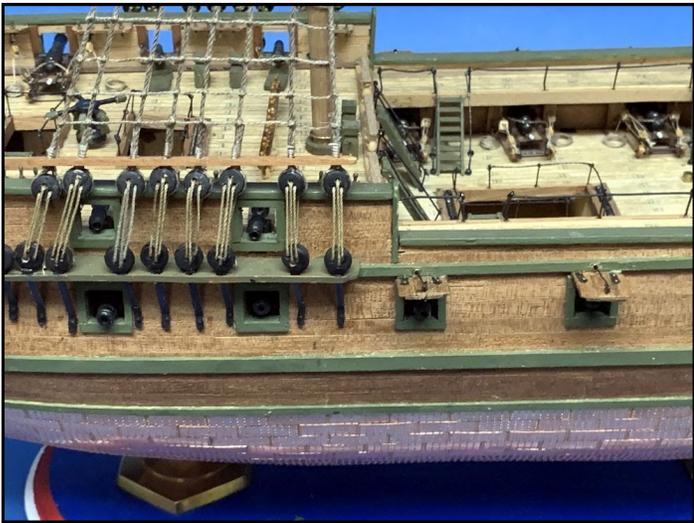
**HMS *Victory* Bow Section** by John Hirsch



● Ships on Deck ●

Continued

**USS Constellation** by Bob Sykes



● Ships on Deck ●

Continued

**British Cutter *Lady Nelson* by Ray Kroschel**  
It's almost finished!

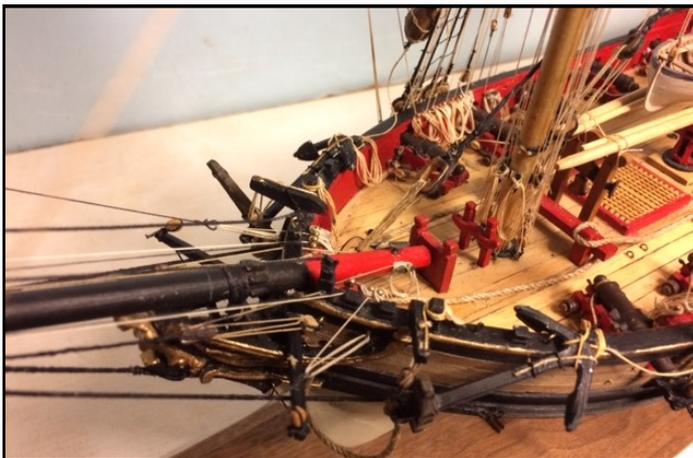


● **Ships on Deck** ●

Continued

***Fair American*** by Neil Hurwitz  
It's Finished!

Neil is an Associate Member who resides in the Atlanta area.

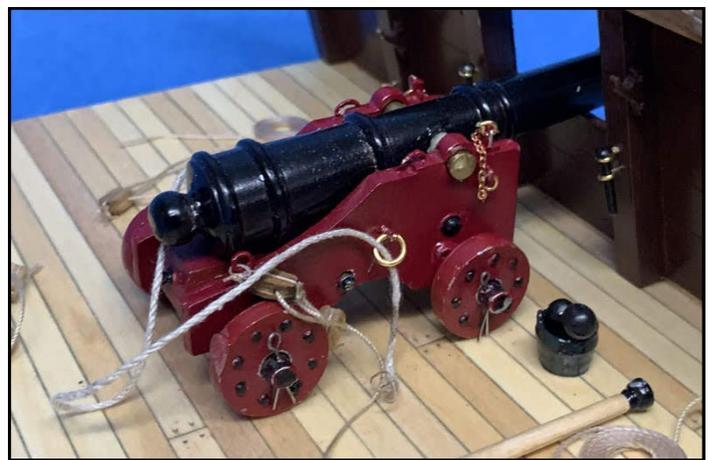
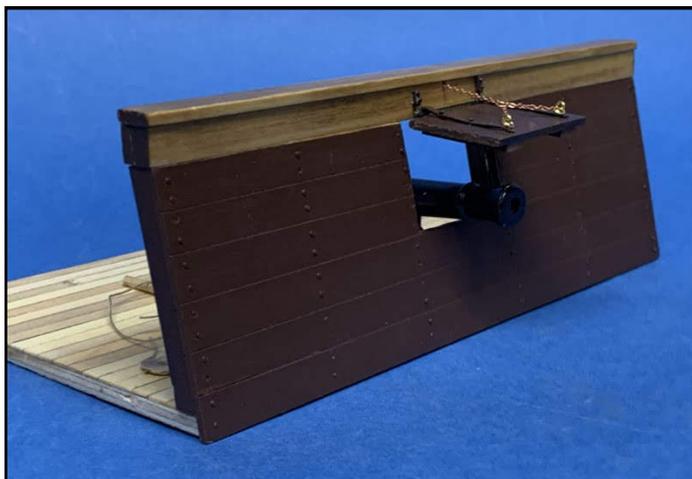
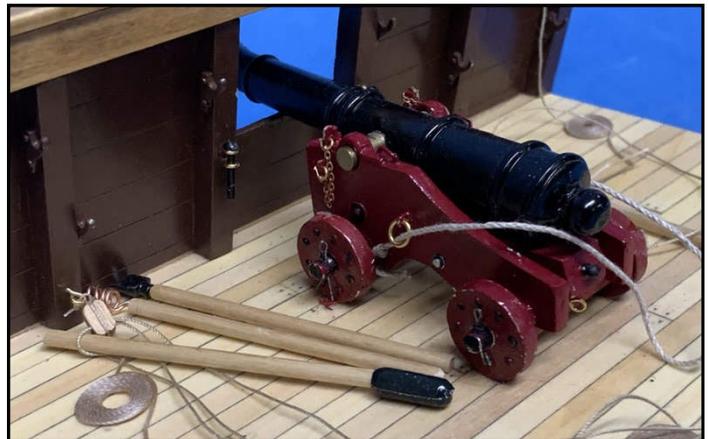
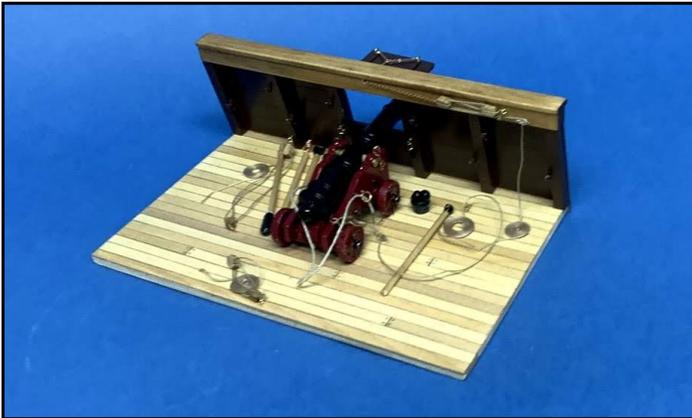


● **Ships on Deck** ●

Continued

**Navy Smoothbore Canon** by John Hirsch

Model was damaged on way to meeting. Ouch!!!



● **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	

● January Meeting Moments ●



*Modeling The Extreme Clipper*  
**Young America**  
**1853**

**Volume 3: Mastng and Rigging**

By Edward J. Tosti

Distributed by: SeaWatchBooks LLC, 2019

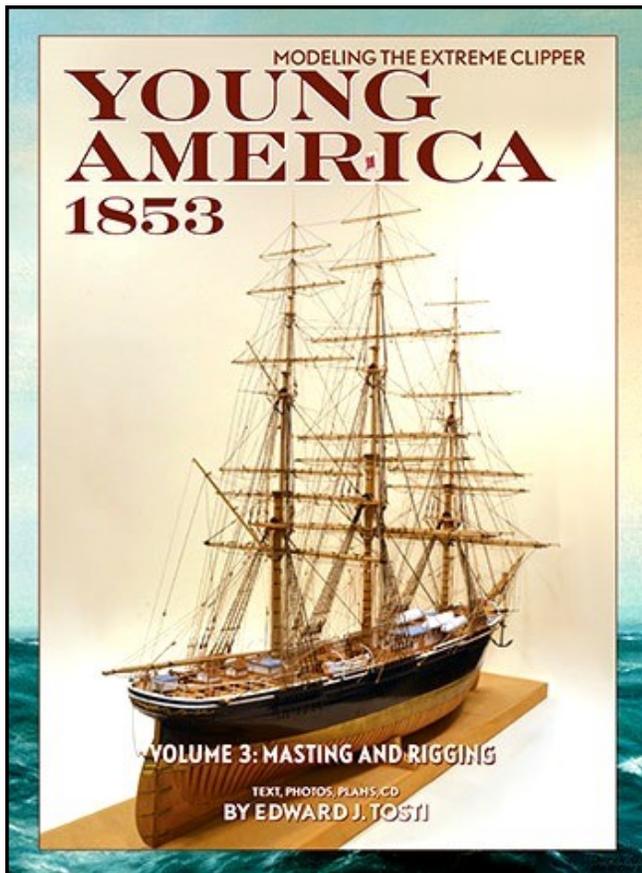
9" x 12", hardcover, dust jacket, 256 pages

Illustrations, drawings, CD, bibliography, index

ISBN 978-1-7320162-4-8

[www.seawatchbooks.com](http://www.seawatchbooks.com), [seawatchbooks@gmail.com](mailto:seawatchbooks@gmail.com)

In an opening Forward, SeaWatchBooks, LLC Publisher, Bob Friedman, offers some thoughts on this remarkable book and series: "This is the third and final volume on building the clipper, *Young America*, 1853. Ed Tosti's work on this subject reaches the pinnacle of ship modeling art and technique. I believe the three volumes will stand as an ultimate master class on all needed skills in-

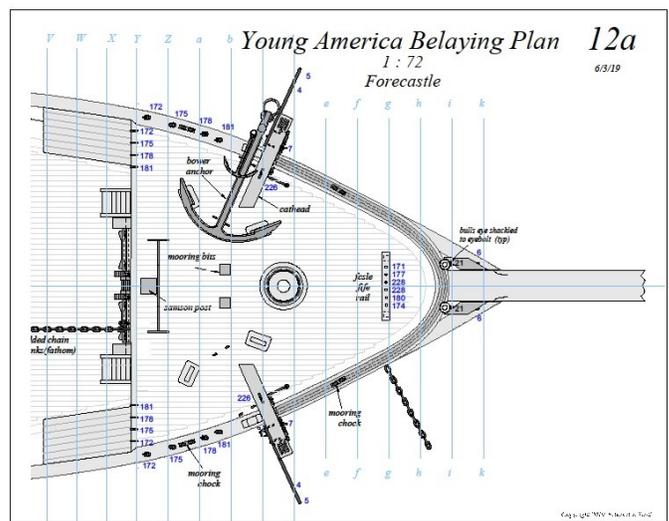


cluding painstaking research, drafting of plans, techniques, woodworking, metal work, and most of all in the art of mastng and rigging. Ed's ubiquitous talents also include the creation of custom tools and jigs to solve particular construction challenges. In my sixty years of being involved in the world of model ships, I have never experienced a work as Ed's *Young America*, and I doubt we will see anything like it in the future."

This writer couldn't have stated it any better. There is no doubt that Volume 3 puts an exclamation point on a series that will be a benchmark reference for mid-nineteenth century merchant ship construction in general, and model ship building techniques in particular.

Volume 3 is basically broken down into three segments. The first deals with construction of the masts, yards, spars and their fitting out with hardware and furniture. The second portion concentrates on producing the rigging elements such as rope, chain, wire and blocks. The remainder of the book puts it all together, and is appropriately called "rigging ship."

Tosti points out that unlike the first two books, which follow a sequence of steps for building *Young America*, number three breaks away from this practice, and groups



the construction of similar components into a single chapter. One example would be all the spars described in Chapter 27. The author emphasizes that he is not implying that all the spars should be made at one time. He states that which components should initially be constructed should be left to the modeler. Becoming familiar with the contents of this book will be of considerable assistance in the planning phase. For those that still feel that some sort of structure should be offered, Tosti states that Chapters 34 and 35 provide ideas and suggestions for sequencing.

This volume also comes with a CD that supplements the contents in the book, and includes posts from the author's online build log. The order in which these posts appear coincides with the sequence Tosti used for the rigging process. The author's attention to detail is amazing. Other unique bits of information on this disk include belaying plans, conversion charts for the two scales featured in this treatise, printing instructions for the attached PDF files, and a simplified rigging list for those wanting to cut back on the daunting task of rigging a clipper ship.

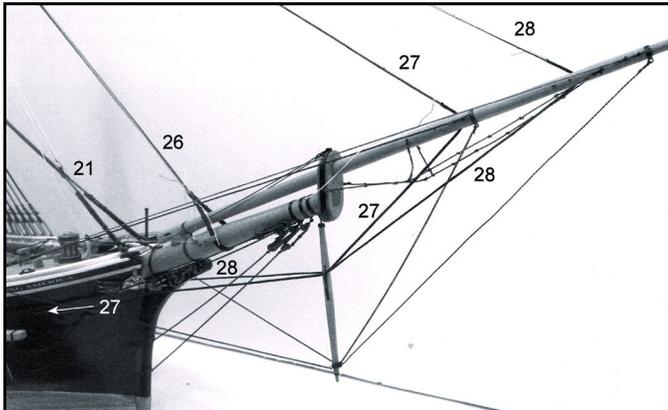
Volume 3 comes with 13 sheets of plans that relate to rigging *Young America*, yet none of them provide a highly

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*"Young America", continued from Page 11*

detailed overall rigging plan. This is due to one of the more remarkable aspects of Volume 3, Appendix 1. Referred to as the "Rigging List", this extensive table alone might be worth the cost of this book. It fully defines each rigging line, and is the key to the entire rigging process.

This appendix includes line naming, descriptions, size, type, color, serving requirements, needed components, and setup notes. This last item is especially important

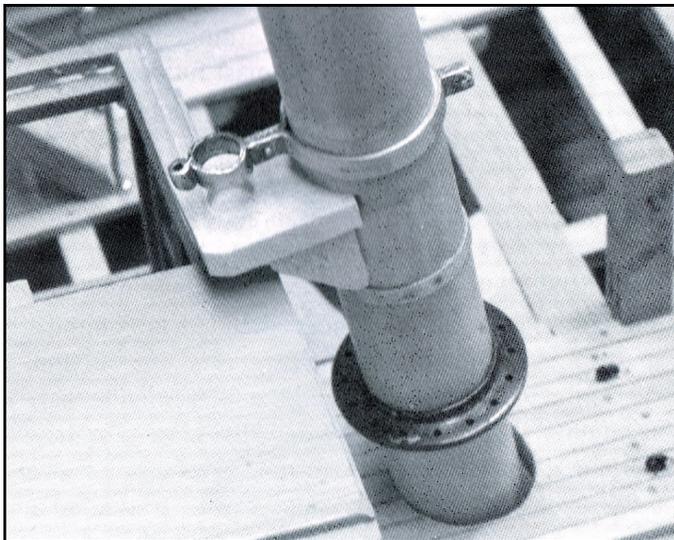


since these notes go hand in hand with identification numbers that are assigned to each line. These numbers can be found on many drawings, diagrams and photos, and facilitate prefabrication while also identifying connections, belaying points and routings.

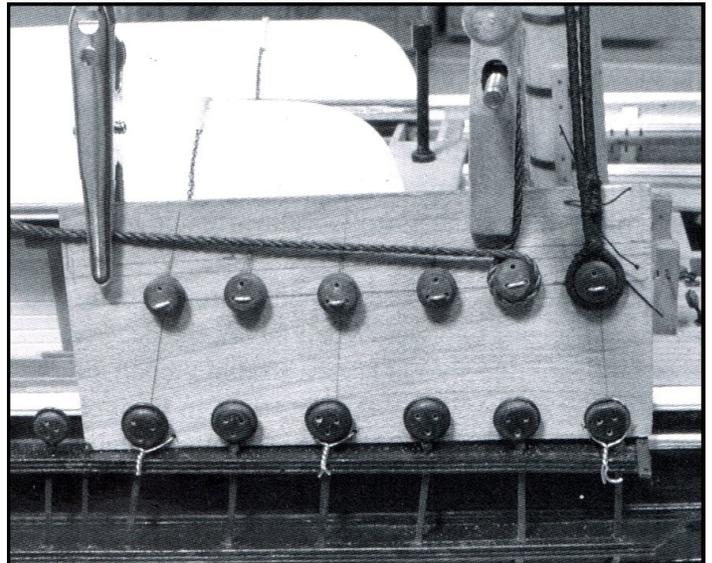
A common feature that appears in all of Ed Tosti's books is the crossed file and hammer symbol. This diagram is featured in the index, and next to the headers for various construction procedures. It indicates that a special tool/fixture was used to fabricate certain elements of the model. It appears at least 10 times in Volume 3.



One of the most common fittings found on 19th century ships were the many types of iron bands, and the author devotes considerable attention to their fabrication, mounting, shape and coloration. It was not uncommon for different examples to be utilized on the same mast.



The author makes extensive use of a lathe and overhead mill when necessary, but he is not adverse to creating simplified fixtures. A prime example is this easily made deadeye rigging aid.



There is a second appendix, which contains a list of all the large format drawings included with each volume. This list does not include the small format drawings found on CD's. A total of 24 drawings are noted, which represents an impressive portfolio of plans. This book also includes a very nice 8 page full color section.



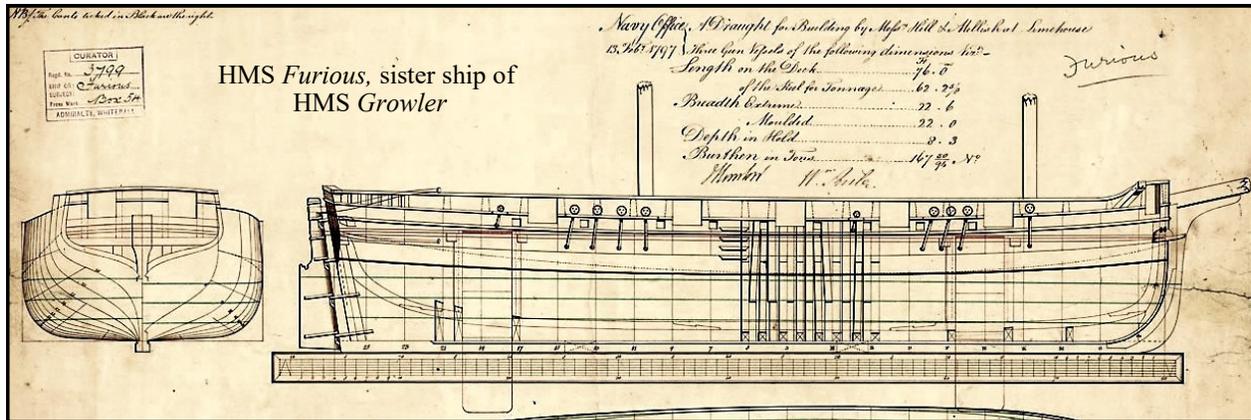
One interesting aspect of Volume 3 is the use of italicized words that may be unfamiliar to the reader. Tosti states that rather than including an extensive glossary, these uncommon words are italicized when first used, and include some definition.

Although this volume compliments the first two books, it possesses enough information to be a stand alone reference on 19th Century rigging techniques. Ed Tosti is to be congratulated on a most remarkable achievement. Needless to say, *Young America, 1853, Volume 3* is highly recommended!

Reviewed by *Bob Filipowski*

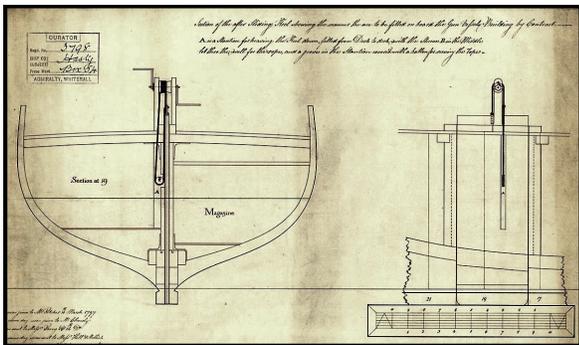
**• HISTORIC SHIP PROFILES •**

**• HM Gunboat No.26, HMS Growler •**



**H**MS *Growler* was one of 16 brig-rigged gunboats that formed the *Courser* Class. They were based on a design by Sir William Rule, Co-Surveyor of the Navy. These vessels were not designed to have long careers, and only four of them lasted beyond 1802. “*Growler*” was ordered from the shipyard of Thomas Pitcher in Northfleet on 7th February 1797, and her first keel section was laid later that month. The vessel was launched into the River Thames on 10th April 1797, and was taken to the Royal Dockyard at Woolwich, where she was fitted with her guns, masts and rigging. She was formally named HMS *Growler* on 7th August 1797.

These gunboats were small inshore patrol and shore bombardment vessels, which carried the heaviest possible armament on the smallest possible hull. The *Courser* Class was designed to operate under oars when in shallow, inshore waters and for that reason, they were flat-bottomed. Nevertheless, they could operate effectively under sail, due to the fact that they were fitted with an innovative invention, the *Schank Sliding Keel*.



It is a board which slides through a slot in the keel, and the *Courser* Class gunboats were fitted with two of them, one aft and one forward. (See attached draughts.)

On completion, the *Courser* Class gunboats were vessels of 167 tons. They were 76ft long on the main deck, 62ft 3in long at the keel, and 22ft 6in wide across the beams. Their holds were 8ft 3in deep, they drew 4ft 4in of water at the bow and 5ft 10in at the stern. This did not include the depth of the Schank Sliding Keels. They were manned by a crew of 50 men and boys. Not being ocean-going vessels, they were commanded by a Lieutenant-in-Command, and he was the only commissioned officer aboard. In the day to day sailing and navigation of the vessel,

the Lieutenant-in-Command was assisted by a Warrant Officer in the form of a Master's Mate. There were further Warrant Officers in the form of the Gunner and the Boatswain with a Surgeon's Mate appointed to look after the day-to-day healthcare of the crew. Two Midshipmen were appointed to assist the Lieutenant in running the vessel, and a Warrant Officer called the 'Clerk-in-Charge' combined the role of the purser with that of the Lieutenant-in-Command's Clerk. These vessels were armed with 10 18pdr carronades on the broadside, and 2 24pdr long guns in the bow. They would have also carried 12 half-pounder swivel guns attached to the main deck cap rails.

After being commissioned, “*Growler*” was assigned to the Downs Squadron, and was engaged in patrolling the coastal waters off the south-east coast of England in the stretch of water where the North Sea meets the English Channel.

On the night of 20th December 1797, HMS *Growler* was escorting a coasting convoy off Dungeness, when she was surprised by a pair of French privateer luggers, *L'Espiegle* of 10 4pdrs and 80 men, and *La Ruse* of 8 4pdrs and 70 men. After a short fight in which the British captain was mortally wounded, HMS *Growler* was taken by the French. The story that was released to the press was wildly inaccurate. It stated that the vessel had been taken off Dungeness by a pair of French rowing boats. On Christmas Day 1797, the surviving Masters Mate in HMS *Growler* was tried before a Court Martial held aboard the 74 gun third rate, HMS *Majestic*. The truth did not come out properly until a French account of the action was discovered after the war. He would later be honorably acquitted after it became clear that the crew of HMS *Growler* had been surprised in the darkness, and overwhelmed by sheer weight of numbers.

During the Walcheren Campaign in 1809, HMS *Growler* was found in the harbor at Veere in the Netherlands in derelict condition. The Royal Navy decided she was beyond saving, and the vessel was left to the elements.

