

● Scuttlebutt ●

A Record Turnout

We can't say for sure, but the record turnout for the January meeting (37 Participants) may have been a direct result of not having had a meeting since November. Allowing everyone to log on 30 minutes before the meeting actually started gave everyone a chance to just enjoy each other's company. Under the current conditions, it's about as close as we can get to a little camaraderie! Attendees included modelers from Virginia, Tennessee, Georgia, Oregon, Arizona and Ontario, Canada.

Happy 40th MMS!

On April 15, 1981, the Midwest Model Shipwrights held their first meeting at the old *Ship Chandler* hobby shop in Mount Prospect. There were five people in attendance that night, which included Sid Wotman and Bob Filipowski. It would take some time, but the organization would eventually grow to the point where we had to leave the shop's cramped back room. Over the years we would conduct our gatherings at a public library, two churches and a funeral home. This last facility was actually very nice, and we would stay there for two years, but many felt uncomfortable carrying their ships past the mourners, so we decided to move on.

The pandemic has forced us to write a new, and totally unexpected chapter in our history. Forty years ago, no one could have predicted that we would be operating as a virtual model ship club. In all likelihood, we would not have known what "virtual" meant! Nevertheless, we are persevering, and we can't wait to get back to normal meetings.



In 2001 we celebrated with a cake that Sid Wotman and Bob Filipowski had the honor of cutting. (*They haven't changed a bit, have they? Well, OK, maybe just a little.*) This time around it'll be pizzas. They will not have "40th Anniversary" written on them in pepperoni, but no one will probably care. Due to the pandemic, it most likely will not happen in April, but Filipowski promised that it will happen. Be patient and stay safe.

February Meeting Notice

Mast Hoops

By
Ken Manske

In the 40 year history of our organization, we have never had a presentation that solely focused on mast hoops. These unassuming fittings might not make or break the quality of a model, but they can certainly add a bit of realism to the vessel's appearance if done properly.



Ken Manske will share his technique for adding these pieces to a model of the *Harvey*. What makes this presentation even more intriguing is the fact that this schooner was a restoration job complete with sails! This is one you don't want to miss.

Proceedings will begin on Wednesday, February 17th, at 7:00 PM, but you will be able to log on as early as 6:30 PM. Be on the lookout for your Zoom invite, which will be sent to you by no later than February 16th. Hope you can join us!

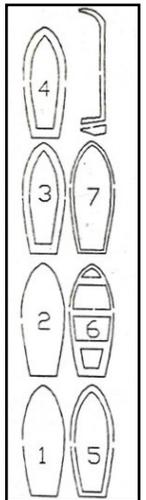
Building a Kit-Supplied Small Boat

By
Dan Pacholski

In the past we have had presentations on scratch-built small boats, but never one on a ship's boat made from a kit. When Dan Pacholski finished his model of HMS *Hunter*, he couldn't help but feel that something was missing. Then it occurred to him that the kit did not supply or even mention a ship's boat for the stern davits. After some deliberation, he settled on a 1:72 kit by Mamoli.

One would think that building one of these small craft from a kit would be a lot easier, but that wasn't necessarily the case for Dan, at least not with this manufacturer's offering. The hull was composed of seven laser-cut layers that included the cap rail, a keel and a rudder. Pacholski was quick to point out that the instructions were questionable at best since the first step suggested painting the pieces prior to the extensive shaping that would be required!

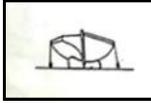
As the first four layers were glued together, the instructions stated the interior should be hollowed out first. Again, Dan questioned the kit designer's wisdom. He felt that shaping the outside of the hull first made more sense.



● Building a Kit-Supplied Small Boat ●

Continued

Forming the outside of the hull wasn't especially difficult, but the lack of at least a few lines on the body plan left Dan wondering how accurate his little model would be.



Again, he deviated by not gluing the fifth layer next, and opted to install the keel, ribs and floorboards first.



Only then, did Dan add number 5. This brought him to six, which contained the thwarts. Prior to installing this piece, he added some grating under the seats at the bow and stern, and stained the interior. The grating definitely added a nice touch. The final layers and some details were then added. These included oar locks and the rudder.



After the bottom of the hull was painted white, tackles were fitted to the *Hunter's* davits, and the boat was attached. Nice job, Dan, and thank you for an excellent presentation!

● Ahoy me Hearties ●



It's that time of year again, mates. Allen "Black Jack" Siegel is collectin dues, and he's not a patient man. He might seem like an easy going sort, but ye don't want to be crossin swords with him. Make your check out to Allen Siegel, and ye better be quick about it!:

Allen Siegel
843 Bryant Ave
Winnetka, IL 60093

After 40 years, it's still \$20 for ye Regular swabs, and \$10 for Associates. G'yaaaarrrrrr, it would be a bargain at twice the price!

MMS OFFICERS & STAFF



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● The Society of Model Shipwrights ●



Zoom continues to broaden our horizons. On January 29th, Kurt Van Dahm and Bob Filipowski had the pleasure of attending a virtual meeting hosted by The Society of Model Shipwrights, an

organization home-ported in the U.K.

This was only the SMS's second effort at conducting such a meeting, but you wouldn't have known it. Attendance was excellent, and the agenda was quite extensive. In addition to a number of issues relating to club business, which included the election of Mr. Ian McLaughlan as Chairman, the membership was provided with three excellent presentations.

Mr. Nick Hawkins discussed a late 19th century French Naval Strategy called "**La Jeune Ecole**" that espoused the use of mines and torpedoes over the building of expensive battleships. Mr. Hawkins provided compelling reasons why this was a sound strategy.

Mr. Michael Reading pointed out the importance of researching your projects. He used the complex Mk IV Hazemeyer 40mm Bofors gun mount as an example.

Mr. Peter Rogers provided a very detailed talk on building his radio controlled naval cutter c. 1800. This last topic took everyone from laying the keel, through the trials and tribulations of a lapstrake hull, to ultimately sailing the vessel on the pond.

The final segment of the meeting was a question and answer period. Questions previously noted in the agenda were brought up for general discussion.

For those of you wanting to learn more about *The Society of Model Shipwrights*, visit their website at: www.modelshipwrights.org It contains a gallery of 120 models and paintings you are sure to enjoy.



Sloop in Rough Sea

The above illustration was created by Mr. McLaughlan. In addition to being an accomplished artist, he has authored "The Sloop of War 1650—1763". It is fair to say that this remarkable book is the authority on these vessels for that period.

● Ships on Deck ●

HMS Swallow c.1779 (1:48) by Toni Levine

Photos by Toni Levine

Port lapstrake planking bolts are finished.



Bolts still need to be filed down in this photo.



● **Ships on Deck** ●

Continued

US Brig Syren c.1803 (1:64) by Patrick Sand

Photos by Patrick Sand



All the boxwood deck planking was cut with a Byrnes saw.
The trunnels were made from cedar.

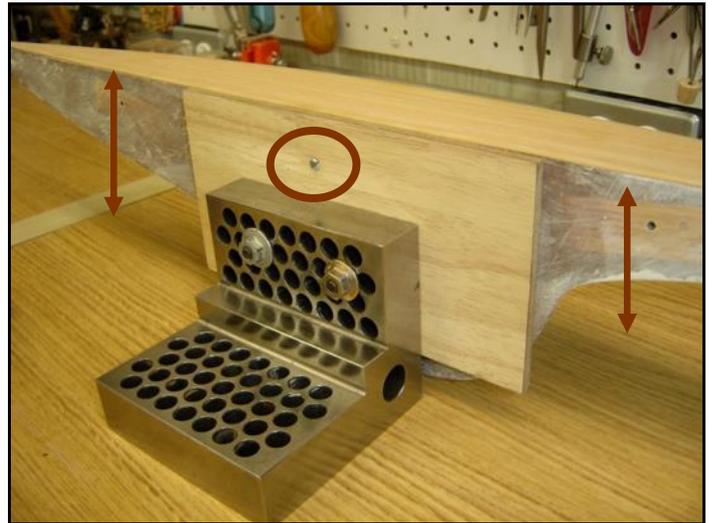
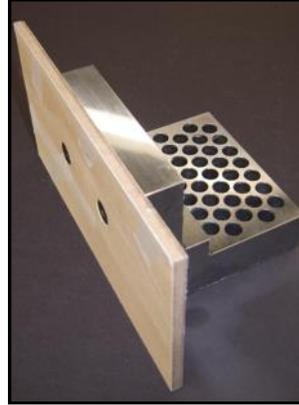


● **Ships on Deck** ●

Continued

US One Design Racing Sloop **Vice** by Steve Wheeler

Photos by Bob Filipowski



● **Ships on Deck** ●

Continued

America presented by Coleman Seskind

Photos by Coleman Seskind

This model was purchased from a dealer in Hong Kong, and arrived in Chicago undamaged!.



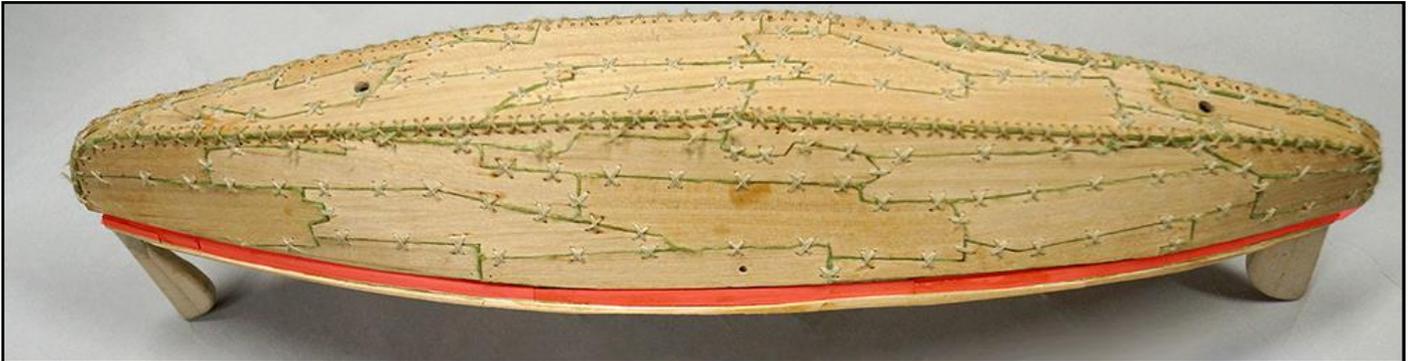
● Ships on Deck ●

Continued

Egyptian Boat *EGEZA* by Rick Szydelko

Presented by Rick Szydelko

Wood was a fairly scarce commodity in ancient Egypt, so their boats were built using available lumber of different widths and lengths. Planks were rarely more than six to eight feet long, less than eight inches wide, and were irregularly shaped. The wood pieces were joined using combinations of mortise & tenon joints, butterfly inlays, and rope lashings. Only the rope lashing method is being portrayed on this model.



● **Ships on Deck** ●

Continued

US Brig Syren c.1803 (1:64) by Ray Kroschel

Photos by Ray Kroschel



● **Ships on Deck** ●

Continued

Harvey Restoration by Ken Manske

Photos by Ken Manske



Wisconsin Boats Diorama by John Pocius

Photos by John Pocius



Baseboard is 3/4" Baltic Birch plywood with 1/4" basswood sheet glued on top. A shallow U shaped gouge was used for carving. The wake for the boats needs to be applied, and a coating has not been applied yet for the water. It will receive a sponging of artists acrylic gel medium before it is painted. The scale is 1:32

● **Ships on Deck** ●

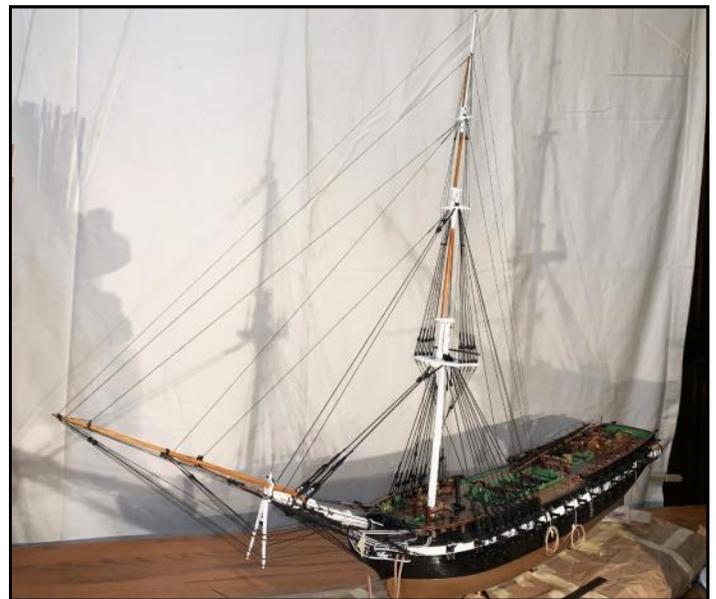
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USS *Constitution* by Bob Frysztak

Photos by Bob Frysztak



All standing rigging to the foremast and bowsprit is complete. Even got the little rope ladder to the skypole in there. Only thing left to do is the footropes on all the shrouds, but contemplating whether to do that now or later.



Keeping the mast straight during rigging of the backstays is a bit of a challenge above the topmast. Used some forceps on the opposite side which helped counterbalance when rigging the first side.



● **Ships on Deck** ●

Continued

Harvey 1847 by Keith Zeilenga

Photos by Keith Zeilenga



● Ships on Deck ●

Continued

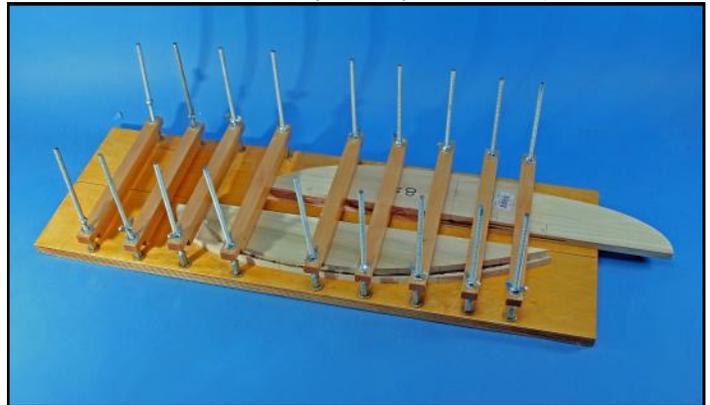
MANSHIPCO Tug by Kurt Van Dahm

Photos by Kurt Van Dahm

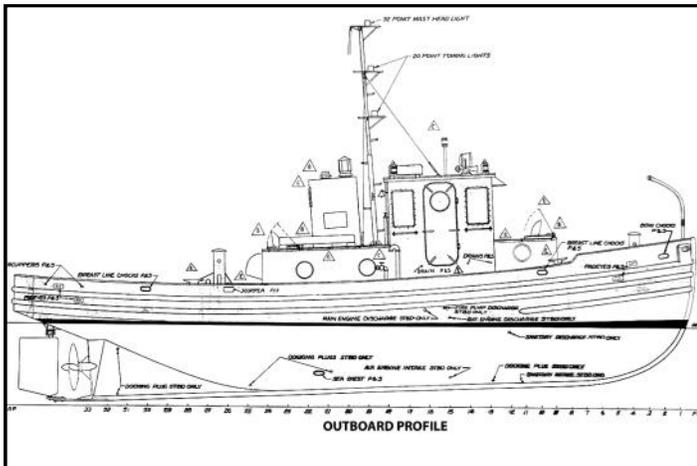


Built in 1936, this vessel developed 200 HP, and measured 42.4 Ft x 11.75 Ft x 5 Ft. It was owned by Manitowoc Ship Building Co, thus the name "MANSHIPCO." It was transferred to Manitowoc Corp. in 1958, and later sold to Luedtke Engineering, Inc. of Frankfort, MI in 1980. It was renamed the *Chris E. Luedtke*. One of this vessel's early primary tasks was towing all the Manitowoc built submarines out to the Lake and back to the shipyard during WWII.

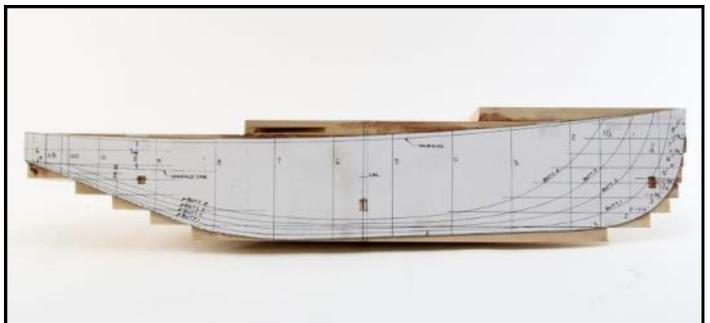
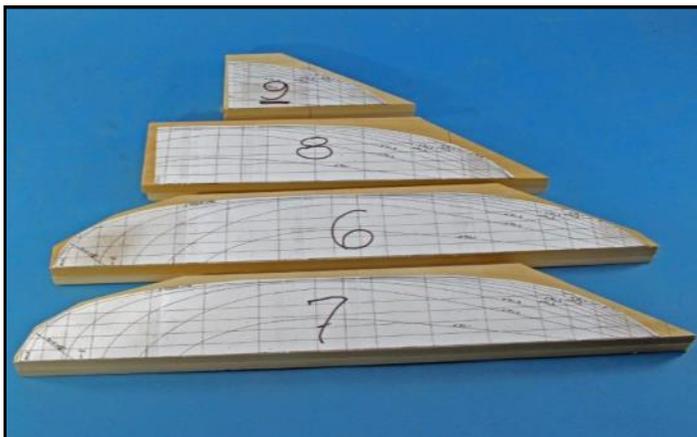
Scale: 1/2" = 1'0" Bread and butter lifts – 1/2-inch Poplar. Dark glue to show lift lines. Working from original builder's plans. Two half hulls will be joined by center keel piece.



Clamped lifts being glued together.



Half Hulls on Building Board.



Port Half With Template.

● **Ships on Deck** ●

Continued

HMS Bounty by Neil Hurwitz

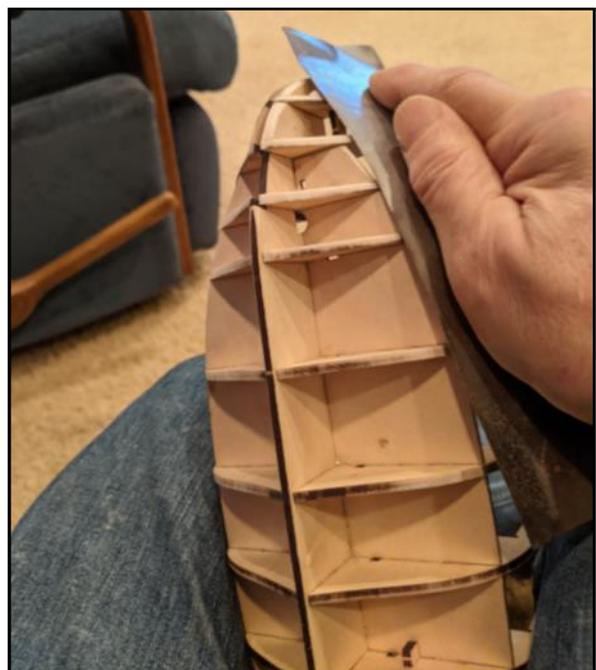
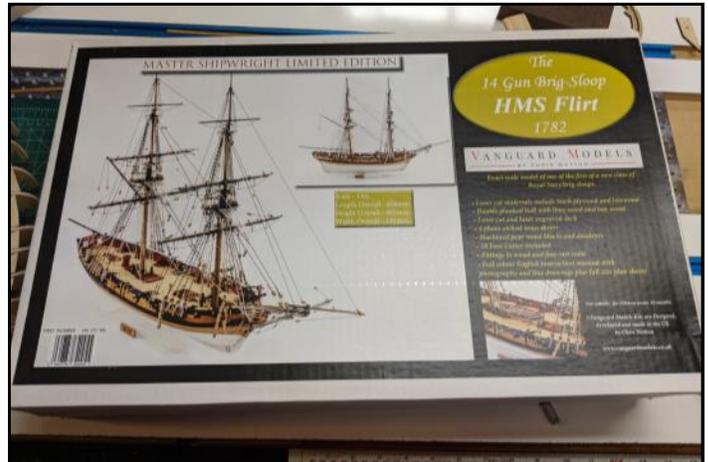
Photos by Neil Hurwitz



HMS Flirt by Steve Motyka

Photos by Steve Motyka

Scale: 1:64 Manufactured by Vanguard Models



● Ships on Deck ●

Continued

Carvings 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
LHQQ	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

● Airbrush Workshops ●

Presented by
Kurt Van Dahm

There have been many requests for airbrush workshops. Normally we have met in my shop for a hands-on workshop where several airbrushes are available for each attendee to shoot some paint through them. We can't do that with the COVID-19 situation but ZOOM will allow us to do all but the spraying. The basic workshop is for everybody, whether you have attended one in the past or not. It is not recommended that you skip this first session, and register only for the intermediate presentation.

These workshops are being offered to the entire Tri-Club membership, and as shop space isn't an issue, we can accommodate everybody. We have done previous workshops on Saturdays from 9 to noon – but without the hands-on spraying, the time should be about 90 minutes. Questions and answers are a big part of both workshops. So the needs of the group will influence the topics covered in these sessions.

The basic workshop will cover the following:

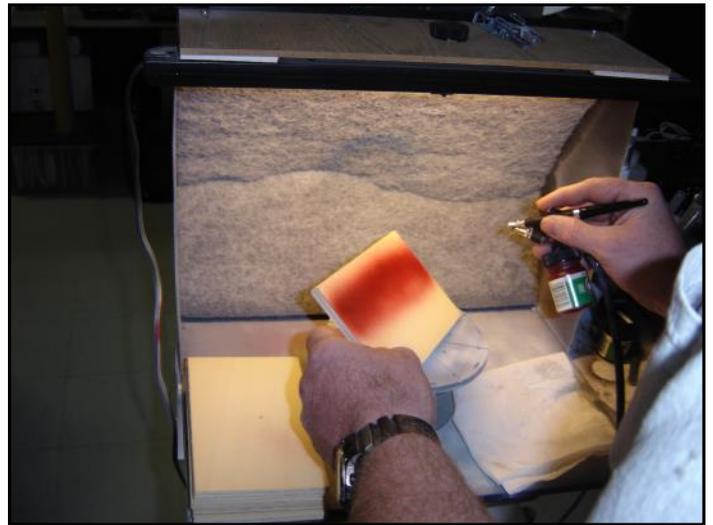
- types of airbrushes
- single action
- double action
- gravity feed
- suction feed
- what else is needed
- air source
- cleaning supplies
- spray area
- paints
- using the airbrush
- cleaning the airbrush

The intermediate workshop will discuss the following:

- review of basics
- paints
- painting tips
- masking techniques — different tapes/different paints
- specialty paints
- decanting rattle cans
- painting aids

Save this date

The majority of those registering preferred that the **Basic Airbrush Workshop** should be held on Saturday, February 20. We will start the actual meeting at 10 AM CST but you can log on as early as 9:30 to make sure everything is functioning properly. If, by chance, you are late, please be courteous to others by muting your PC, and signing in as unobtrusively as possible. Registered individuals will receive an invite with a link to the meeting on Friday, February 19th. Contact Kurt at modelshipyard237@gmail.com if you have not yet registered, or have any questions.

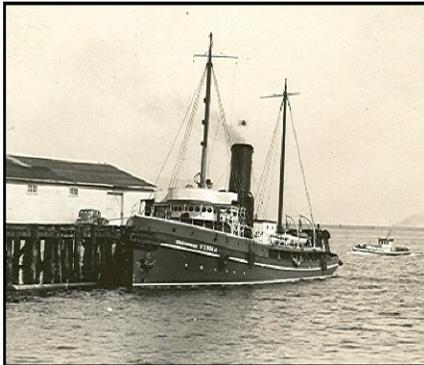


• HISTORIC SHIP PROFILES •

• The Tug *Snohomish* •

The tug *Snohomish* was built in 1908 as the U.S. Revenue Cutter No. 16 at Wilmington, Delaware by Pusey & Jones Co., 152' x 29' x 17.5', steel-hulled, 880 tons displacement. She had a triple expansion steam engine with two boilers, and could produce 12 knots cruising. She was commissioned as a USCG Rescue Tug on November 15th, 1908, and would remain in commission until 1934. She would eventually become the property of Island Tug & Barge Co. of Victoria BC.

In August 1941 she was sunk in Seymour Narrows when she grounded and was rammed by her tow, the tank barge S.O. No. 5 (then the largest of it's kind in the world). Although she was submerged to the top of her funnel she was eventually refloated in October and put back into service.



In 1946, a decision was made to sell the *Snohomish*, and the best market for an old

salvage tug appeared to be in South America. There was no buyer identified at the time of her departure but hopes were high for a sale rather than having to bring her back home. The plan involved using the *Snohomish* to tow a barge, the *Island Yarder* (a cut-down LST), and six surplus 76' U.S. Army tugboats to Buenos Aires, a 10,000 mile journey! The barge and tugs would be used to store additional oil and water to replenish stocks during the trip.

On October 14th, 1947 they commenced the voyage using a chain bridle attached to 1,800' of two inch towline. This arrangement drooped 120' deep into the water which meant that they had to be very careful while traveling inshore so they did not snag the bottom.

San Pedro, California and Acapulco, Mexico were the first stops where they took on additional fuel and water. The *Snohomish* was burning about three barrels of oil per hour and she carried about 1200 barrels in her bunkers – providing a maximum of 400 hours steaming time.



The voyage through the Panama Canal was anticipated with great excitement by the crew, but the Panama Canal Authority would not allow the *Snohomish* to tow her barge through the canal. Two PCA tugs took charge and dropped the tow at the Caribbean terminus. Growing short of fuel they headed for Curacao where they hoped to top off the bunkers. However, there was a military coup occurring in Venezuela and obtaining fuel became impossible. They were advised to move on to Trinidad where fuel could be had.

At Devil's Island in French Guiana the *Snohomish* anchored in the lee of the island to transfer fuel and water from the *Island Yarder*. They had no charts of the area so they simply picked a spot and dropped the anchor. The penal colony which was once

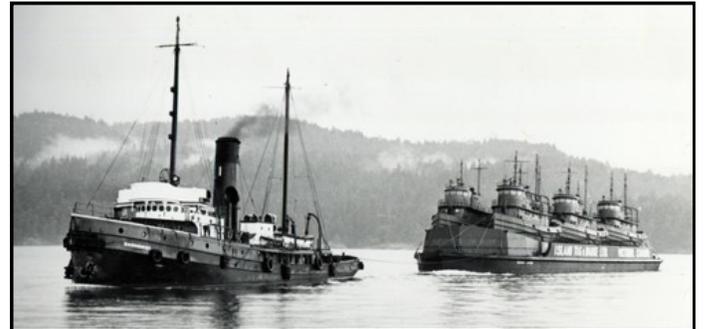
the most famous aspect of the island had been closed for a while, but there was still a resident population. The convict crew of a supply boat came to warn that the anchorage was unsafe. The water was shallow and the towing bridle dragged bottom but fortunately did not become fouled but the towline snapped.



Crew members jumped from the tug to the heaving barge. Hoses were rigged and pumps began the slow transfer process.

On December 16th, they entered San Marcos Bay Brazil. The Pilot Book warned of shoals and other hazards, but the chart was vague about the approximate locations of these dangers. The captain ordered the towline shortened. In the absence of a depth sounder they entered using the traditional technique of 'swinging the lead to find their way into the harbor.

Inside the shoals they dropped a single anchor. The sea passing over the shoals was rough, and a sudden exposure to the



current lifted the anchor and they found themselves drifting at 10 knots. They stopped pumping and used axes to cut cables. Hoses snapped as they drifted broadside up on an unmarked reef. As the wind rose the barge collided with the tug repeatedly.

The crew fired rockets, blew the whistle to signal distress, and tried to launch the lifeboat. They eventually worked off the reef themselves - no other ship or boat came to their aid. The tug was a mess, and all the spilled oil on the deck had to be cleaned up. Fortunately, the rest of the trip would be much less stressful!

At the mouth of the Rio del Plata they sighted the *Ponton de Recalada Lightship*. This was the pilot station for the busy shallow waters at the mouth of the River Plate. They picked up a pilot for the final leg on January 14th, and the *Island Yarder* was taken under control by large Argentine Navy tugs. They were 91 days from port and had carried out 71 steaming days.

In January, 1948, *Snohomish* was commissioned into the Argentine Navy and renamed the *Matarasin*. The *Island Yarder* and six Army tugs would also be sold.