

FORECASTLE REPORT



Newsletter of the Chicago Tri-Club Association

January 2024

● Scuttlebutt ●

Movies and Pizza

For the month of December, 2023, all three Tri-Club organizations had one thing in common. Their meetings consisted of videos, and/or pizza.



Coming up with fresh presentations has become more difficult, and all three Tri-Club presidents have reverted to our club video libraries for meeting material. This practice actually has considerable merit since a substantial number of these videos feature Tri-Club members who have, unfortunately, passed away. No doubt, these individuals



would be very pleased to know that they are still contributing to our three organizations!



● Piracy List Update ●



Please note that our Tri-Club Anti-Piracy List has been updated. Unfortunately, it has grown larger. The new document appears on page 6 of this newsletter, and will be featured in all future issues.

January Tri-Club Meeting Schedule

The NSD January Virtual Meeting Scratch-Built Gratings



Gratings, if done well, can add a lot to the general appearance of a model ship. It's been a long time since we discussed this topic. It should be a good one!

Proceedings will begin on Wednesday, January 3rd at 7:00 PM CST, but you will be able to log on at 6:30 PM. Invites will be sent out a day or two before the meeting.

The NRMS January Meeting



The Nautical Research and Model Ship Society's January meeting will be a hybrid session. The face to face segment will be held at 237 S. Lincoln Street, Westmont, IL. Kurt Van Dahm requests that those

who plan to attend in person let him know so they can be accommodated.

For those preferring to attend the virtual version, an Invite will be sent out a few days before the January 13th meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.

The MMS January Meeting A Shipwright Hiatus



The Midwest Model Shipwrights will be going into hibernation until April but do not despair! You can still get your monthly model ship fix by

attending the North Shore Deadeyes and Nautical Research and Model Ship Society gatherings. We hope you will support our two sister clubs during this shutdown.



A New Year's Story

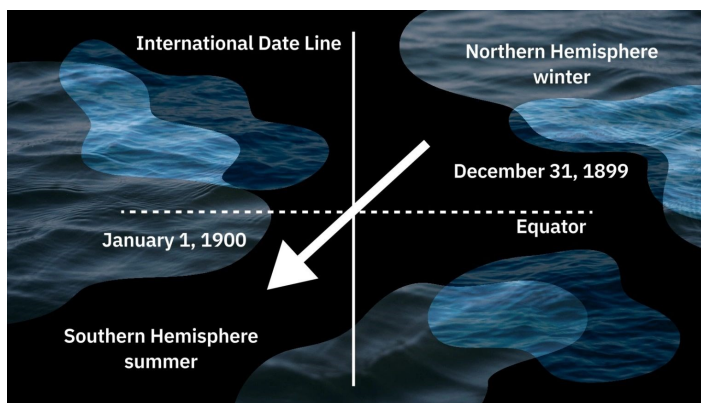


The passenger steamer SS *Warrimoo* was quietly knitting its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain John DS. Phillips, the result. The *Warrimoo*'s position was LAT 0° 31' N and LONG 179 30' W. The date was 31 December 1899.



engine speed. The calm weather & clear night worked in his favor. At midnight the SS *Warrimoo* lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many.

"Know what this means?" First Mate Payton broke in. "We're only a few miles from the intersection of the Equator and the International Date Line". Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime.



The bow of the ship was in the Southern Hemisphere and in the middle of summer. The stern was in the Northern Hemisphere and in the middle of winter. The date in the aft portion of the ship was 31 December 1899.

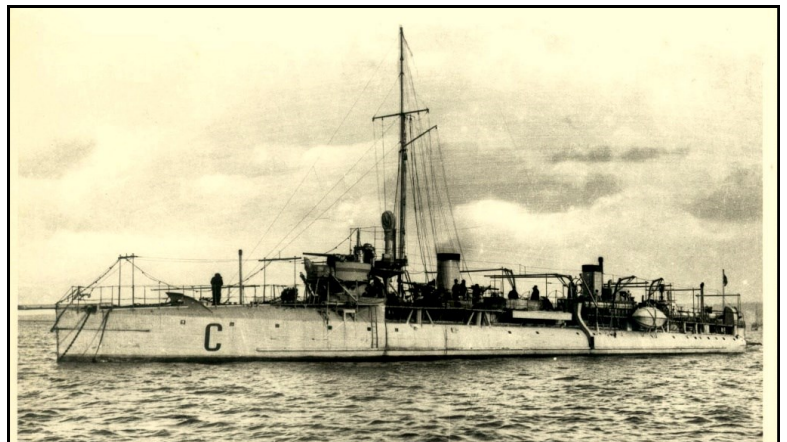
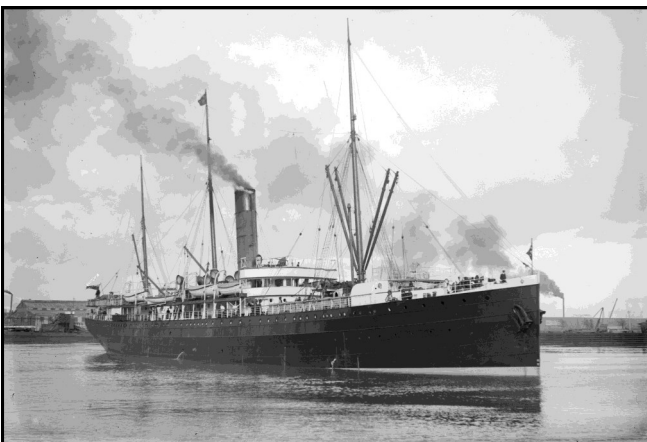
He called his navigators to the bridge to check & double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the

centuries - all at the same time!

HAPPY NEW YEAR, MATES!

In the bow it was 1 January 1900. This ship was therefore not only in two different days, two different months, two different years, and two different seasons, it was actually in two different

This account may very well be true, but the fact that it apparently wasn't reported until more than 40 years after the fact is a potential cause for skepticism. Other forms of documentation -- such as copies of the ship's log, contemporaneous reporting of the event, and accounts from other *Warrimoo* crew and passengers -- would go a long way towards verifying the claim, but nothing has been found that suggests any such documentation exists. Additionally, even if the *Warrimoo*'s crew had the *intent* of positioning the ship so that it simultaneously spanned the equator and 180th meridian precisely at midnight on 31 December 1899 and attempted to do so, whether they could have accurately achieved that feat given the navigational technology of the time is an open question. The story is still interesting as a hypothetical 'what could have happened' and provides great teachable moments even if the actual event may never have occurred."



Ultimate fate: *Warrimoo* was a troop ship in the First World War. In 1918 the French destroyer *Catapulte* collided with *Warrimoo* in the Mediterranean. In the collision some of *Catapulte*'s depth charges broke loose and fell into the sea, where they detonated and sank both ships.

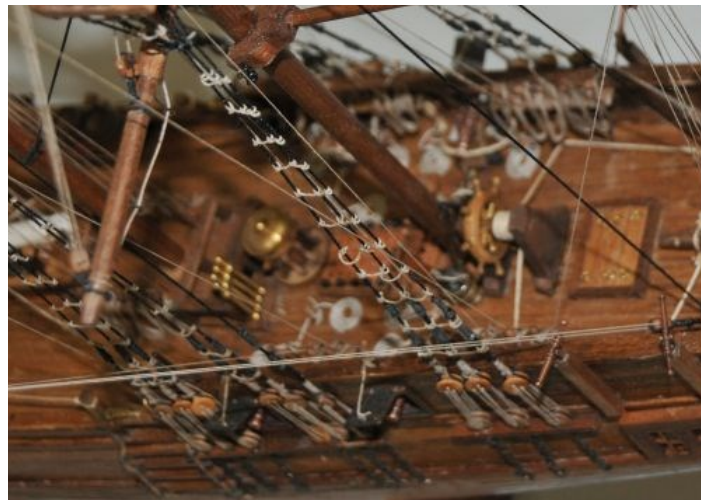


Ships on Deck



HMS *Bounty* by Keith Zeilenga

Photos by Robert Fryszak



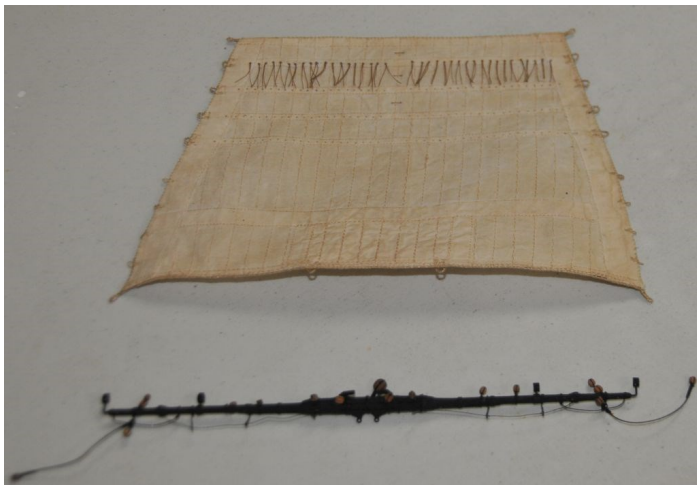


Ships on Deck



USS Constitution Sails & Yards by Bob Frysztak

Photos by Bob Frysztak



Bob Frysztak has pulled his USS *Constitution* out of mothballs, and she's looking great! Recent accomplishments include the Fore Topsail fully mounted to the yard using robands. Parrels have been rigged and the yard is ready to be secured to the mast.

Final shaping of the sails was done with diluted Elmers glue. In the photo on the right a test fit of the topsail to the mast is being done prior to the final shaping.

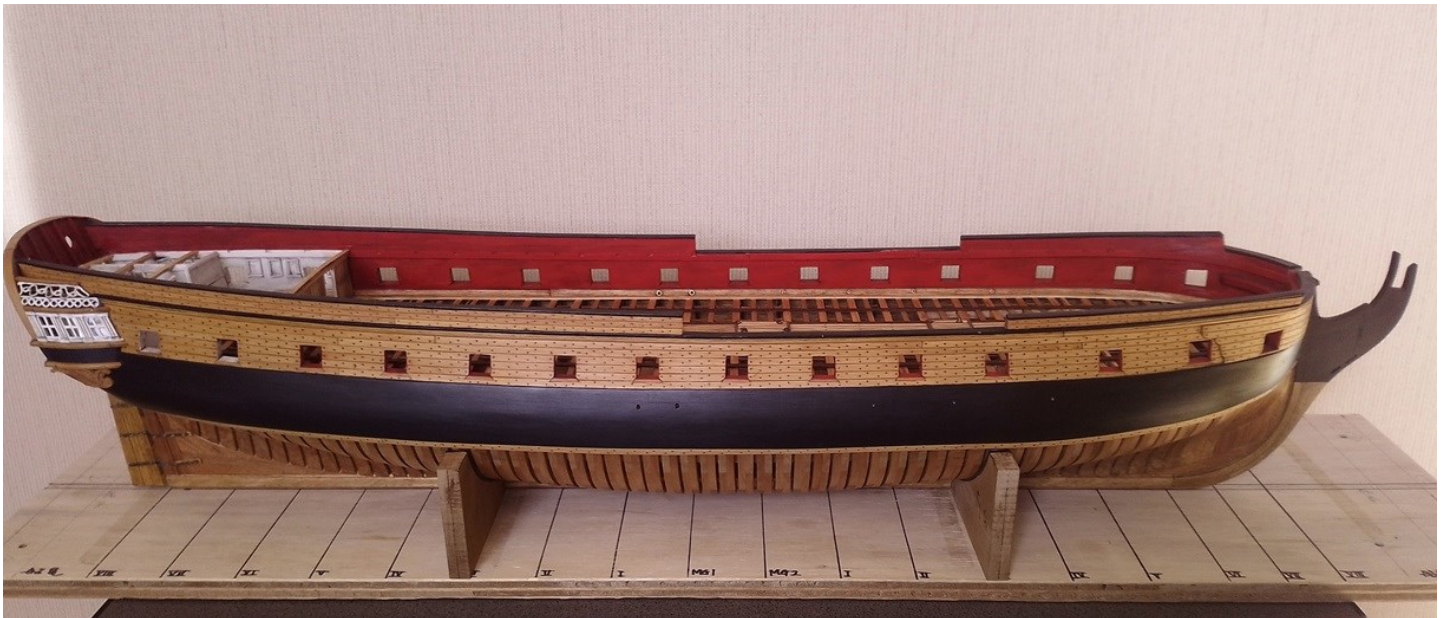


Ships on Deck



L' Hermione by Norio Uriu

Scale: 1:72
Photos by Norio Uriu



Norio Uriu has restarted L'Hermione after tutoring an intermediate scratch course for the Rope for nearly three years. The most recent accomplishments include installing ledges and carlings for the gun-deck. Mr. Uriu stated that getting them properly aligned was quite a challenge! Beautiful work!

• 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*.

DryDock Models and Parts (Canada) selling for companies that pirate.

CN	ZHL
CF	RealTS
shi hai	Snail Model
4H Model	XinFeng
Moxing	Crown JD Model
Microcosm	JD Model LHQK
WN	Huasong
Jaocdoen	Shi Cheng
SC	woodenkit (Russian MFG)
DUJIAOSHOU	YengFan
LHQK	Unicorn Model
Master	YQ (YaunQing
	Modelship Dockyard (China)



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NRMS Secretary - Dan Cicero—dan_cicero@sbcglobal.net



MMS President - Bob Filipowski — logline2@gmail.com

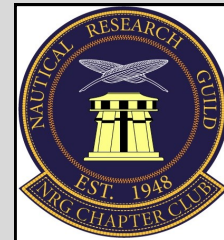
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www.midwestmodelshipwrights.com