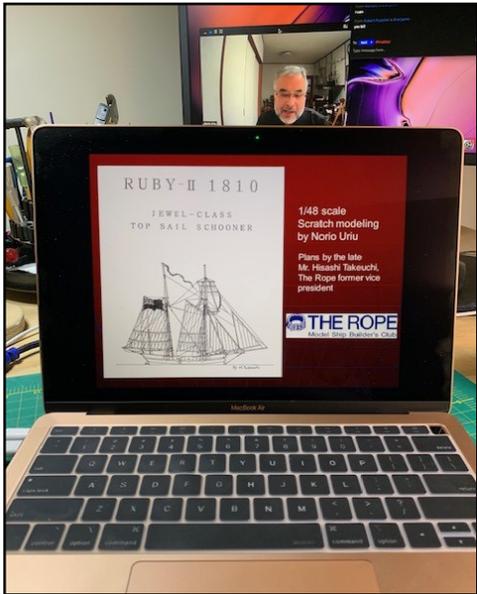


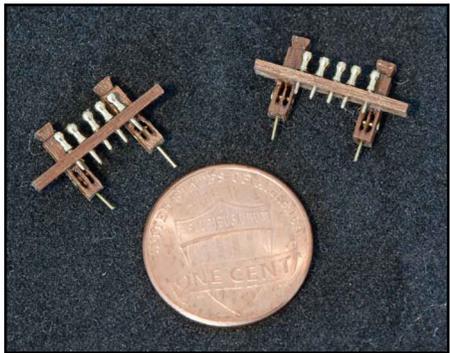
## ● Scuttlebutt ●

We have had three virtual meetings in 2020, and each one has been unique for a different reason. For the June session the Midwest Model Shipwrights went international when we welcomed to our online gathering, Mr. Norio Uriu of the Rope in Tokyo, Japan, and Kevin Hudson who resides in Port Macquarie, New South Wales, Australia. Both of these guests gave a mini-presentation during Ships on Deck, which was enjoyed by all.



Mr. Uriu discussed two models that are based on a set of drawings created by Mr. Hisashi Takeuchi, former vice president of the Rope. The plans feature the *Ruby II*, a topsail schooner of 1810. The primary difference between the two models is the armament. One possesses eight 3-pounders, while the second version is armed with a center-mounted 12-pounder, four 3-pounders and four swivel guns.

Kevin Hudson's current project is a 1/32nd inch HMS *Pandora*, which is based on the *Anatomy of the Ship* book by John McKay and Ron Coleman. Kevin decided to approach this model in a less conventional manner by building some of the deck components first. He recently started working on the hull, which will be fully framed.



Needless to say, these two gentlemen are outstanding model ship builders as you will see when you visit pages 3 and 4 of this Report.

*"Scuttlebutt", continued on Page 2*

## July Meeting Notice

### Modeling a Beak-head Bulkhead

By  
**Doc Williams**

When viewing a seventeenth or eighteenth century man of war, beak-head bulkheads probably don't get the close attention the ornate galleries and transoms do. Yet they can be almost as complex.

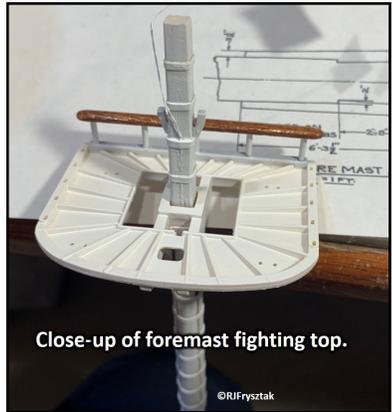
Doc Williams will share some of his secrets for constructing one of these structures on his *Royal William*. This is a unique presentation you don't want to miss.

Proceedings will begin on Wednesday, July 15th, 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 July 14th. Hope you can join us!

## Masts, Yards and Tops

Bob Frysztak is building a USS *Constitution* that is quite unique. One might refer to it as a "composite model" of *Old Ironsides* since the plastic kit is being heavily "bashed" with wood replacements and electrical circuits for lighting.

Quite often the determining factor for replacement has been poor quality or the need to route electrical wiring in an unobtrusive manner. As far as the masts and yards were concerned, it was more about lack of strength. Frysztak did not feel comfortable with using the kit-supplied components. It also gave him the opportunity to run a circuit up the core of each mast for a light in each fighting top. Certainly a nice touch.



Close-up of foremast fighting top.

Bob explained how he broke the complex assemblies down into individual components, many of them possessing subtle shapes. His machine of choice for turning down many pieces was a lathe. Things didn't always go smoothly since a number of the finer yards and booms snapped during the process. For these parts it took a much lighter touch.

Originally, he had intended to use the kit-supplied tops, but thought better of it. He did not regret his decision!

Thanks, Bob, for an excellent presentation.

● **Scuttlebutt** ●

Continued

**Steve Wheeler Tool Sale**

Kurt Van Dahm and Steve Wheeler were very close friends. When Steve passed away, it was especially difficult for Kurt. Nevertheless, he took it upon himself to help liquidate his good friend's model shipbuilding supplies.

Taking up most of the space in his garage, Kurt set up tables loaded with various tools, books and wood. Due to the pandemic, appointments were necessary, and he limited attendance to three Tri-Club members at a time. The sale began on July 1st, and was to conclude on July 15th. Unfortunately, the showing was quite poor, and the sale was shut down early.



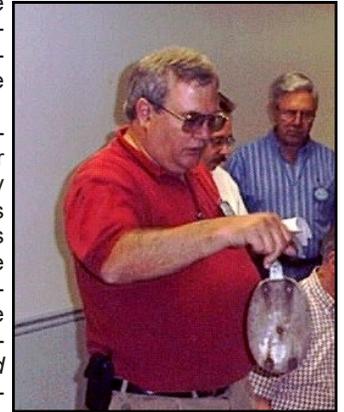
The proceeds that were realized will go to the Wisconsin Maritime Museum, and will be used to provide cases for the models Steve and his family donated to the museum. All the remaining sale items will be transported to the museum where they will be sold off during the 2021 Model Ships and Boats Contest.

**Tim Riggs**

It is with deep sadness, and a profound sense of loss, that we report the passing of long time member, Tim Riggs. Tim's affiliation with the Midwest Model Shipwrights dates back to some of the earliest days of our organization.

Tim was an outstanding modeler, and his interests within our hobby were quite varied. They included ships from many periods in history as well as miniatures and complex card models. One of his most notable accomplishments occurred in 2000 when he won a bronze medal for his miniature *American Colonial Armed Schooner* at the Mariners' Museum Scale Ship Model Competition in New Port News, Virginia. This prestigious contest, at the time, was only held every five years.

Tim was a good friend and a loyal member. He will be greatly missed.



● **Ships on Deck** ●

**Wisconsin Boats Diorama by John Pocius**

Photos by John Pocius



● Ships on Deck ●

# HMS *Ruby II* by Mr. Norio Uriu

Photos by Mr. Norio Uriu

The rigged model is being built as part of a group project. The vessel with the 12 pounder is Mr. Uriu's personal version.

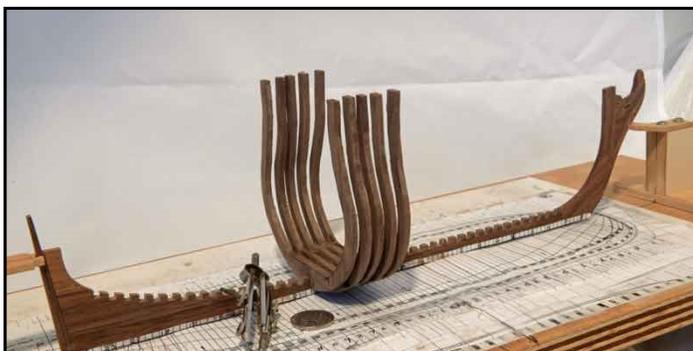
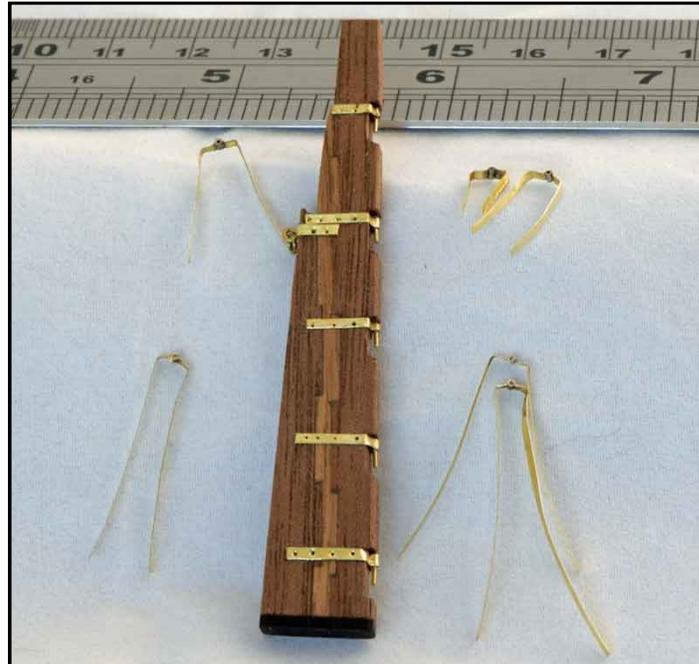
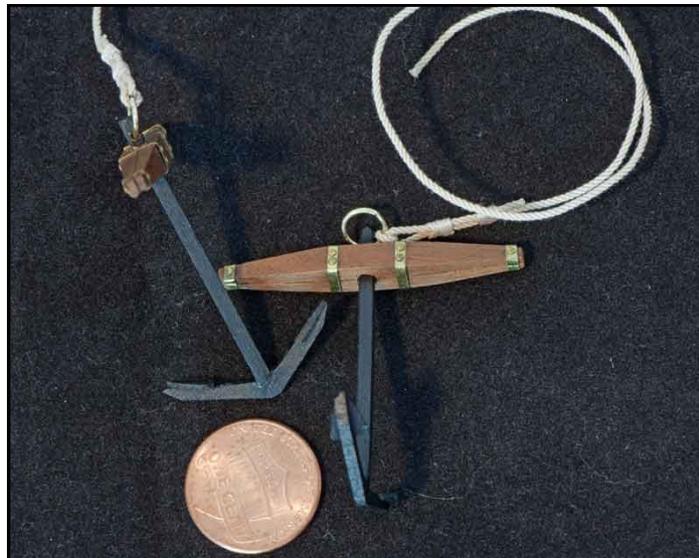
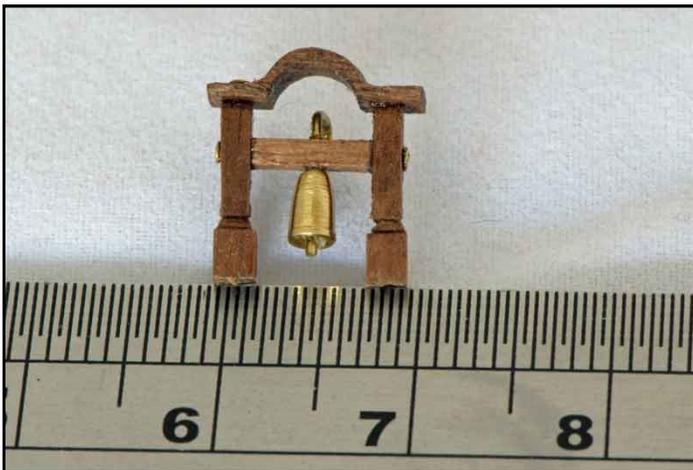


● Ships on Deck ●

# HMS Pandora by Kevin Hudson

Photos by Kevin Hudson

It's hard to tell with the level of detail in these photos, but Kevin is building this model at a scale of  $1/32" = 1'$ .

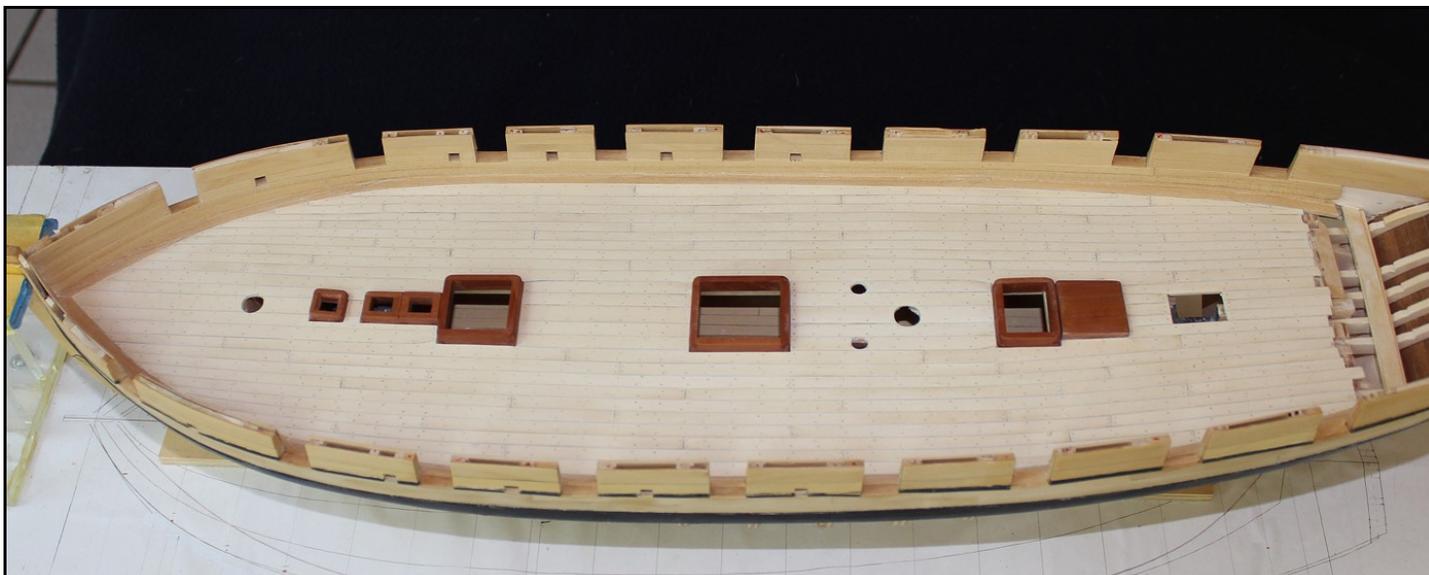


● Ships on Deck ●

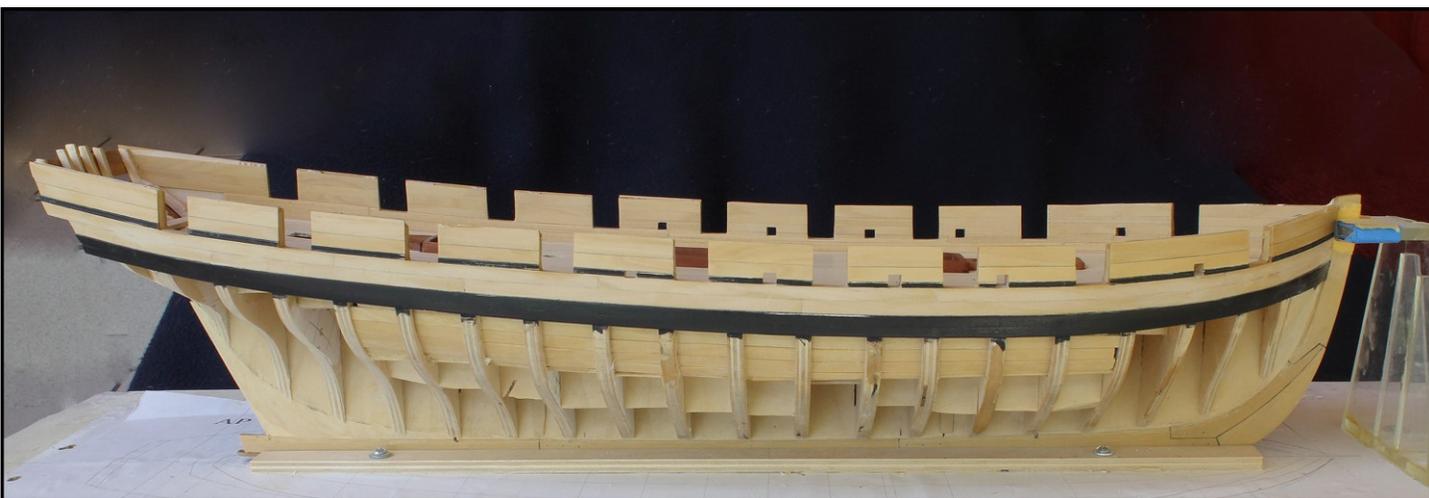
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**HMS Swallow 1779** by Toni Levine

Photos by Toni Levine



Not pleased with the initial results, Toni replaced all the deck planking and quick work on the bulwarks.



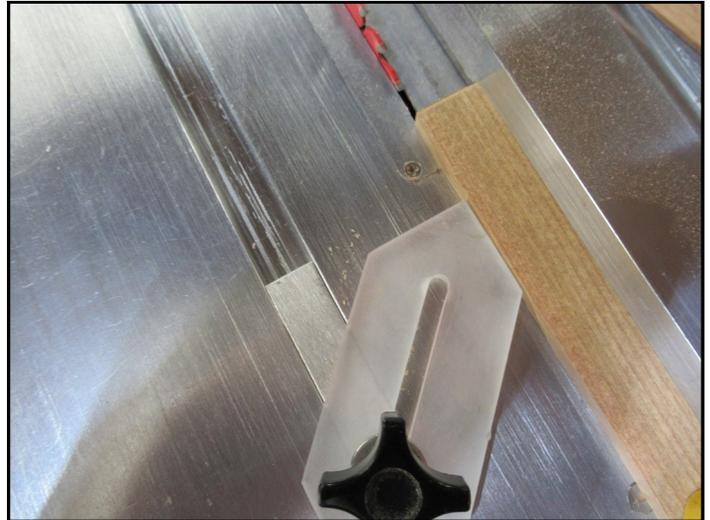
After the bulkheads were cut down, *Swallow's* very pleasing sheer is quite evident.

● Ships on Deck ●

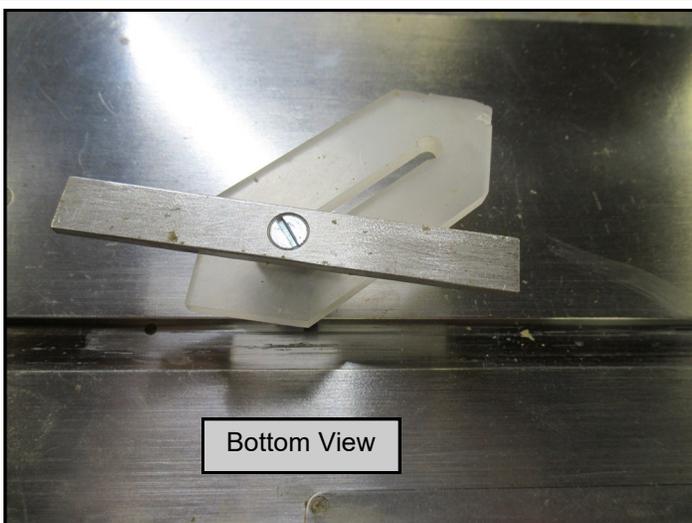
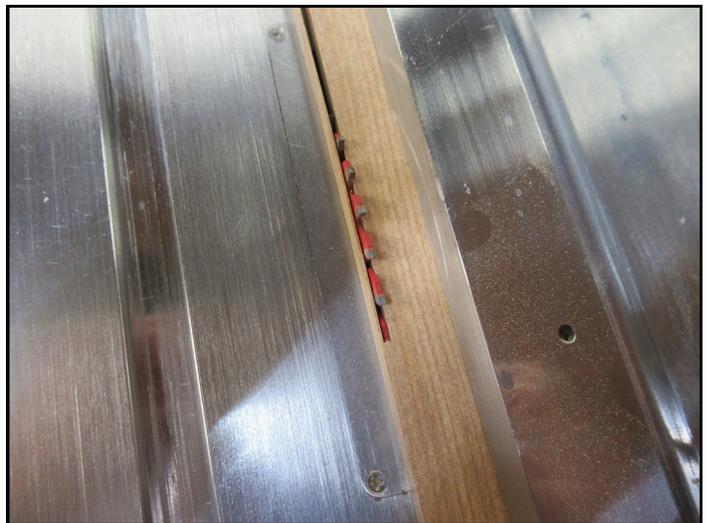
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**Cutting Hull Planks for the *Royal William* by Doc Williams**

Photos by Doc Williams



This is a home made fixture. Once the stock has been gently pressed up against the fixture, it is removed, and the plank is cut. The procedure is then repeated.



Bottom View

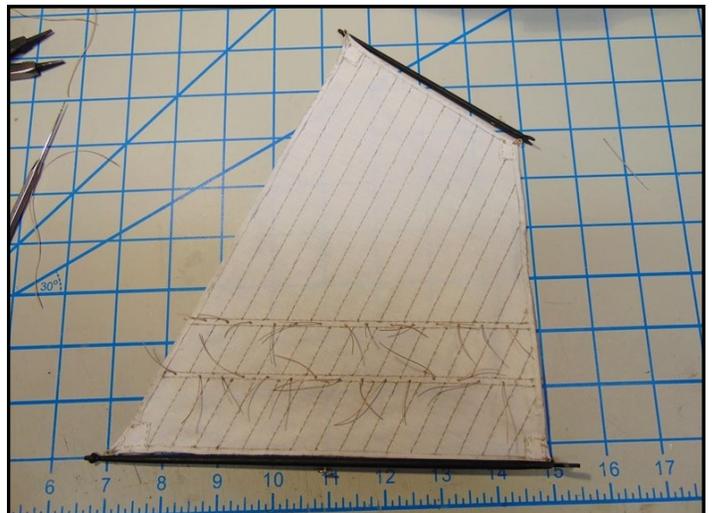


● **Ships on Deck** ●

Continued

**HMS Hunter** by Dan Pacholski

Photos by Dan Pacholski



● **Ships on Deck** ●

Continued

**U.S.C.G. Cutter *Falcon* 1799-** by Al Sereika

Al is our newest member, and this is his first model!  
Photos by Al Sereika



● **Ships on Deck** ●

Continued

**22' Hunting Launch & Punt by Steve Wheeler**

Photos by Kurt Van Dahm

When Steve Wheeler passed away in 2019, this remarkable model was given to Kurt Van Dahm by Steve's family as a token of their friendship, and is one of Kurt's prize possessions. This model was entered in the 2009 Wisconsin Maritime Museum's Model Ships and Boats Contest at Manitowoc, where it came away with the Roger Jaekel Best Great Lakes Model Award and a Gold Medal

The boat was designed by Fred Martin in 1902 for E.A.

Stainton. The punt was also created by Martin in 1897, and represents a "typical utility boat" that would have been used to retrieve ducks. Note the scratch built double barrel, 12 Ga. shotgun, and decoys, which Steve carved and painted.

Great Lakes related models were Wheeler's specialty. In the 22 consecutive years that he competed in the Manitowoc contest, Steve was the recipient of this special award 9 times!

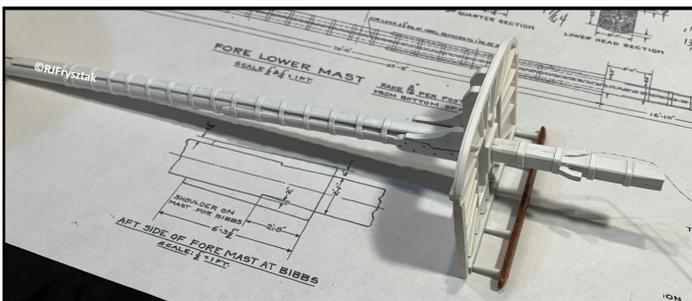
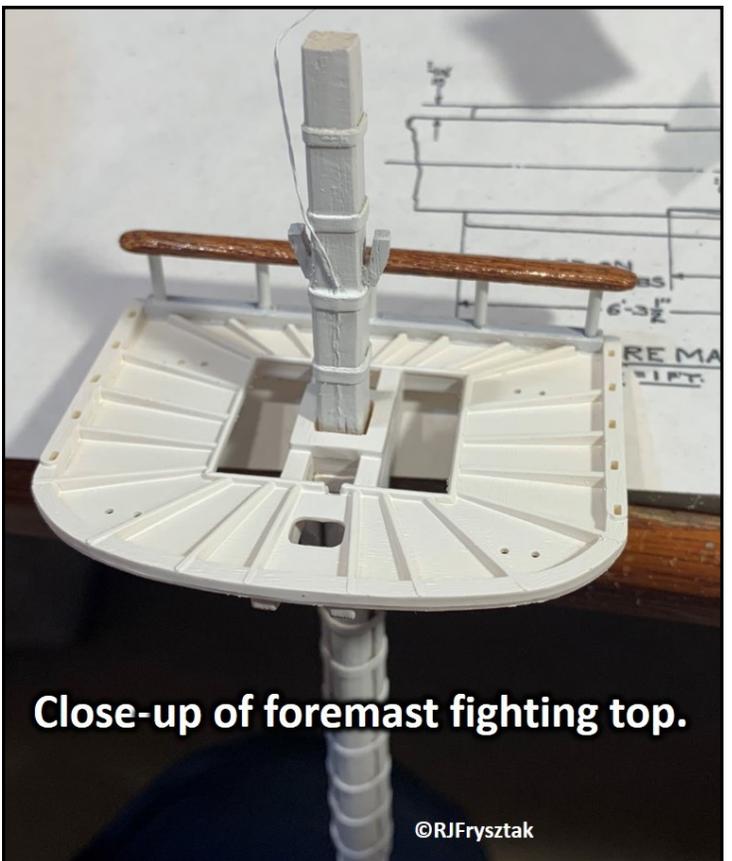
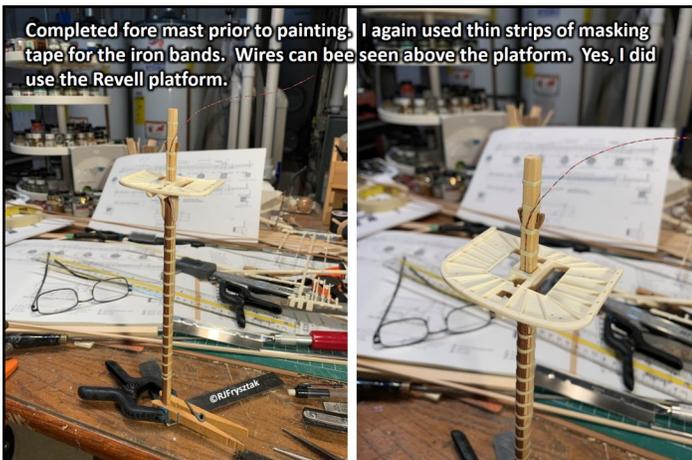
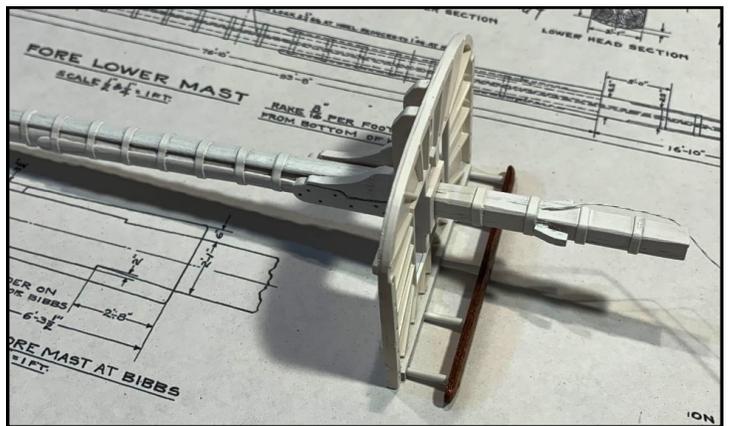
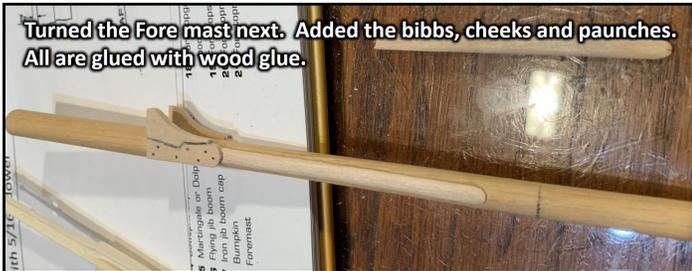


• **Ships on Deck** •

Continued

**USS Constitution by Bob Frysztak**

Photos by Bob Frysztak



● Ships on Deck ●

Continued

**HMS *Blandford*** by Gus Agustin

Photos by Gus Agustin

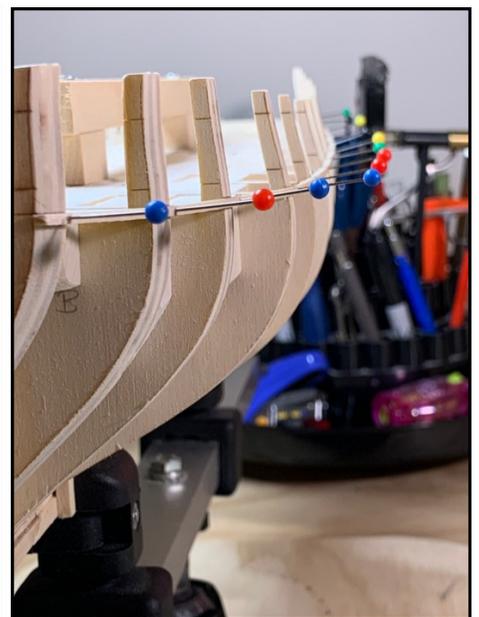


● Ships on Deck ●

Continued

**US Brig *Syren* by Patrick Sand**

Photos by Patrick Sand



● **Ships on Deck** ●

Continued

***Hayling Hoy*** by David Antscherl

Presented by Coleman Seskind  
Photos by Coleman Seskind



● **Ships on Deck** ●

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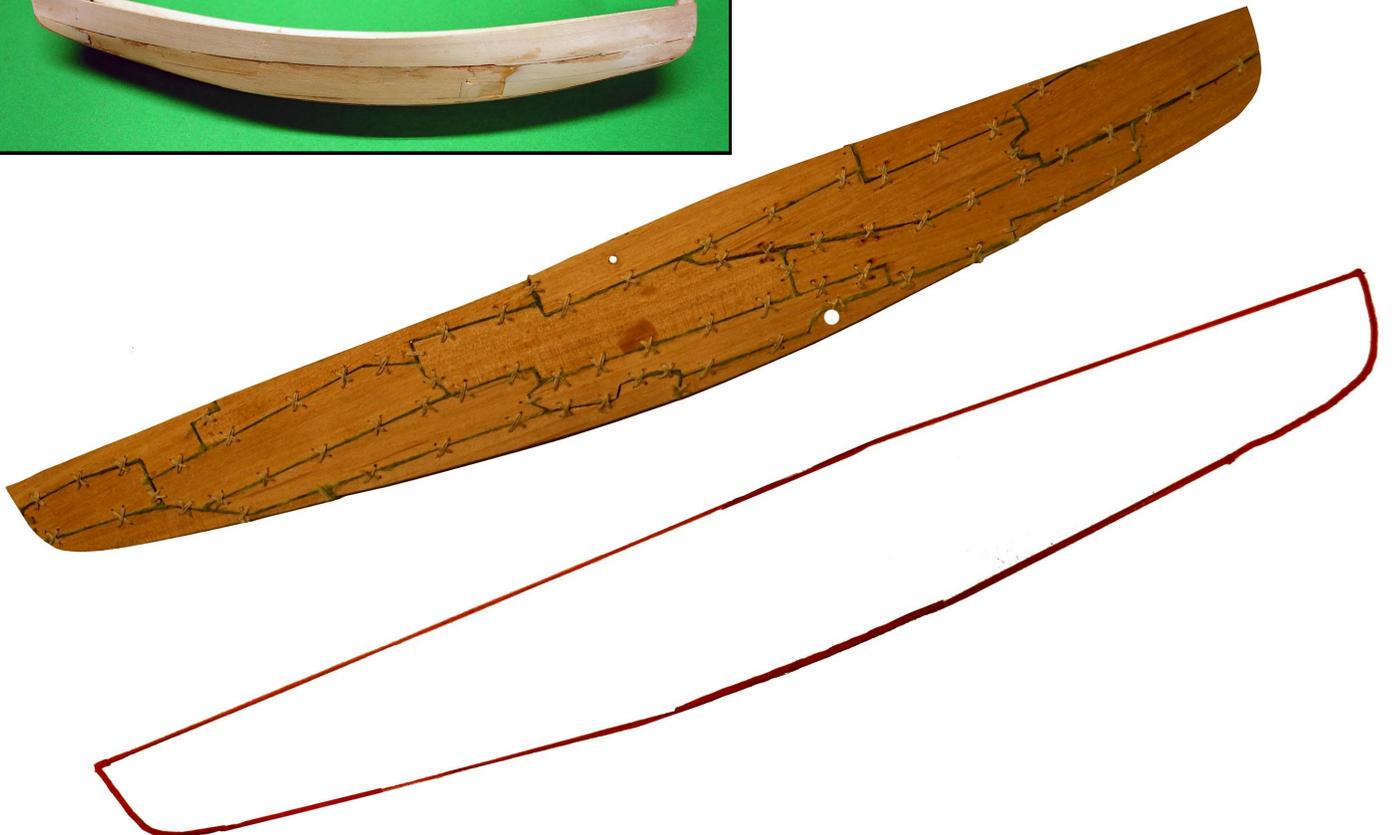
**Ancient Egyptian Boat *Egeza* by Rick Szydelko**

Photos 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 used on this model.



Pattern will be glued on to hull shell.



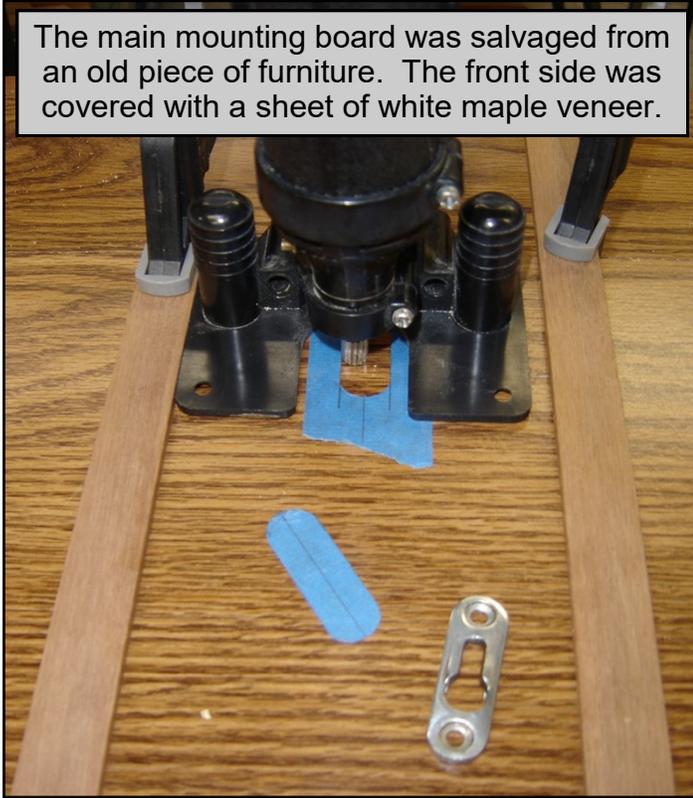
● **Ships on Deck** ●

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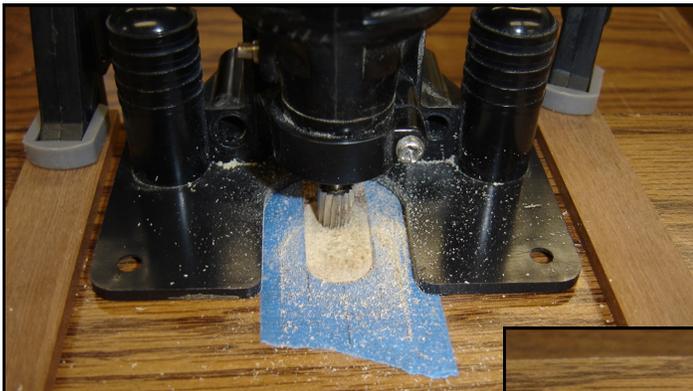
***Diligence Half Hull*** by Bob Filipowski

Photos by Bob Filipowski

The main mounting board was salvaged from an old piece of furniture. The front side was covered with a sheet of white maple veneer.



The frame is Cherry wood.



**● Scenes From the June Virtual Meeting ●**

Photos by Patrick Sand



**● 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
LHQK	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

## • HISTORIC SHIP PROFILES •

### • HMS *Monkey* •

**H**MS *Monkey* was a 12 gun *Bloodhound* Class gun-brig, built under contract for the Royal Navy by the shipyard of John Nicholson in Rochester. This class was composed of ten vessels.

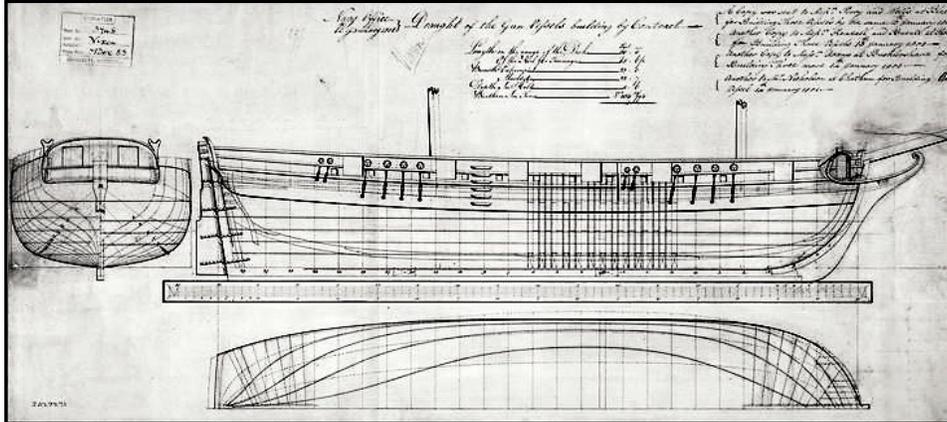
HMS *Monkey* was launched into the River Medway on 11th May 1801 and was fitted out at the

Royal Dockyard, Chatham. On completion, she was a vessel of 184 tons at full load, was 80ft long on the main deck and 23ft wide across the beam. She carried 10 18pdr carronades on her broadside with 2 18pdr long guns in the bow. She was manned by a crew of 50 officers and men. She went on to have a successful, though short career.

In 1803, HMS *Monkey* was employed cruising the coast between Orfordness and Yarmouth, protecting coastal shipping against attacks by enemy privateers. By 1805, the country was in the grip of an invasion scare. Napoleon Bonaparte was in command of a French army camped around Boulogne preparing to invade Britain. HMS *Monkey* was part of a squadron under the command of Captain Robert Honeyman in the 38 gun frigate HMS *Leda* tasked with intercepting, destroying or capturing any French coastal shipping. On 24th April 1805, HMS *Leda* sighted a force of 27 armed schyuts rounding Cap Gris Nes. A schyut is a kind of flat-bottomed river barge, propelled by either sail or oars of 80 - 100 tons fully loaded. The squadron tore into the enemy and HMS *Monkey*, along with HMS *Starling* and HMS *Locust* captured 8 from under the guns of the French shore batteries. The rest of the squadron accounted for another ten ships.

HMS *Monkey* remained in the English Channel until 1808, when she was reassigned to the North Sea, and received a new commander, Mr. Thomas Fitzgerald. On 12th August 1809, "*Monkey*" was escorting a convoy in the western Baltic Sea in company with the 16 gun ship-sloop HMS *Lynx*. After leaving the convoy, the two vessels sighted a Danish lugger, to which they gave chase. The Danish vessel anchored in shallow water in company with two others off Rostock, in modern day Germany.

The water was too shallow for "*Lynx*" to follow, so HMS *Monkey*, in close company with the boats from HMS *Lynx*, were ordered to cut the enemy vessels out. On the way in, HMS *Monkey* ran aground, but was refloated quickly and suffered no damage. The largest of the enemy luggers, a vessel called *Captain Jassen*, armed with 4 guns and 4 howitzers, opened fire on HMS *Monkey*. The English vessel returned fire and the Danes cut their anchor cables to try to escape. The Danish vessels were then driven ashore by the strong on-shore wind. On going ashore, the Danish crews fled the scene. The vessels were refloated and brought out by the British crews the following day.



On boarding the *Captain Jassen*, the British sailors discovered that the Danes had left a booby-trap, in the form of a large barrel of gunpowder by the fireplace on the vessel. In their haste to flee, they had forgotten to light the fuse. Commander Marshall wrote in his report that he con-

sidered the behavior of the Danes 'disgraceful' in leaving the booby-trap.

HMS *Monkey* was then sent to patrol the French Coast in the Bay of Biscay as part of a small squadron under the command of Captain Lucius Ferdinand Hardyman in the 18pdr-armed, ex-French frigate HMS *Armide* of 38 guns. On 4th May 1810, HMS *Monkey*'s boats, together with those from HMS *Armide*, the gun-brig HMS *Daring* (12) and the brig-sloop HMS *Cadmus* (10), were sent on another cutting-out raid, this time on a convoy of 17 French supply vessels anchored off the Ile de Re. Despite coming under strong fire from French shore batteries, the boats succeeded in capturing and burning 13 of the enemy vessels and forcing the rest ashore.

On Christmas Day 1810, HMS *Monkey* was wrecked off Belle Isle. As the ship filled with water, her crew took to the rigging. They then jumped into the water, and swam to the nearby shore where they were taken prisoner by the French.



After the war, her surviving officers and men faced the customary Court Martial for the loss of their vessel, which was held aboard HMS *Gladiator* (44) in Portsmouth Harbor on 25th May 1814. The Court Martial heard that in the nine days before the wreck, HMS *Monkey* had endured a severe gale and heavy seas and had been unable to determine their position. On the night of 25th December 1810, the vessel was flung by the waves between two large rocks and went aground. With the vessel stuck fast, Lieutenant Fitzgerald decided to swim ashore to summon help, but on jumping overboard, became trapped by his legs between the hull and the rocks. From his shrieks, it became clear that both his legs were being crushed. When the waves moved the vessel and freed him, he was swept away and presumably drowned.