



Newsletter of the Chicago Tri-Club Association ♦ July 2024

## • NRG Workshop •



The June NRG Workshop on sails was, by far, one of the Guild's best efforts. Ron Neilson and Tom Ruggiero cleared up a lot of the "mystery" when creating realistic sails using Silkspan, not a commonly employed material.

Attendance was excellent, but if you missed this session, the Guild has got you covered. A recording of the workshop was posted to the NRG website shortly after the live event was presented. You must be a Guild member to view this video.

## • Save the Date •

**2024 IPMS Region 5 Regional Show & Competition**  
Sponsored by the Butch O'Hare Model Club



**Saturday, November 2nd, 2024**  
Wheatland Salem Church  
1852 95th Street, Naperville, IL



## July Tri-Club Meeting Schedule

### The NSD July Meeting The Steam Propelled Submarines

One of the most unique type of vessels in maritime history were the Royal Navy's steam propelled submarines known as the K-Class. They gained notoriety and the nickname of "Kalamity class" for being involved in so many accidents. Dan Cicero will explain how bad they really were.

The July North Shore Deadeyes virtual meeting is scheduled for Wednesday, July 3rd at 7:00 PM. A ZOOM invite will be sent out a few days before the meeting. You will be able to log on as early as 6:30 PM.



### The NRMS July Meeting

For July, the Nautical Research and Model Ship Society 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 July 13th meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.

### The July MMS Meeting Scale Trunnels

The July face to face Midwest Model Shipwright meeting is scheduled for Wednesday, July 17th at 7:00 PM. Our resident miniaturist, Gus Agustin, will share his technique for creating trunnels. When it comes to miniatures, scale is especially important.

Gus is a firm believer in keeping things simple, and his procedure for trunnelling a hull is one of his most innovative. This is one you don't want to miss.



Shipwright meetings are held at the  
*The Dasom Community Church*  
501 S. Emerson Street  
Mount Prospect, IL  
Doors will open at 6:30 PM.





# Ships on Deck



## Three Versions of HMY *Royal Escape* c.1660

by Gus Agustin

**H**MY *Royal Escape* was a royal yacht owned by King Charles II. She was the former collier *Surprise* that had carried the king across the Channel to safety.



The *Royal Escape*, painted by Willem van de Velde the Younger

King Charles took passage on *Surprise* after the defeat of the royalist cause in 1651, narrowly avoiding pursuing Parliamentary forces. He arrived safely in France, where he lived in exile until the Restoration in 1660. On his return Charles purchased the ship he had travelled on, naming her after his escape from England nearly a decade before. He kept her moored close to his palace, showing her to visitors. The ship remained on the Navy Lists for many years, being sold finally in 1750, although several other vessels continued the name until 1877.







# Ships on Deck



## Three Versions of HMY *Royal Escape* c.1660

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# Ships on Deck



## Three Versions of HMY *Royal Escape* c.1660

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# Ships on Deck



*Queen Anne Style Barge circa 1705*  
by Allen Siegel



*Golden Hind 1:48*  
by Keith Zeilenga



*Lady Nelson 1:48*  
by Ray Kroschel







# Ships on Deck



## Dutch Yacht *Utrecht* c:1742 1:72

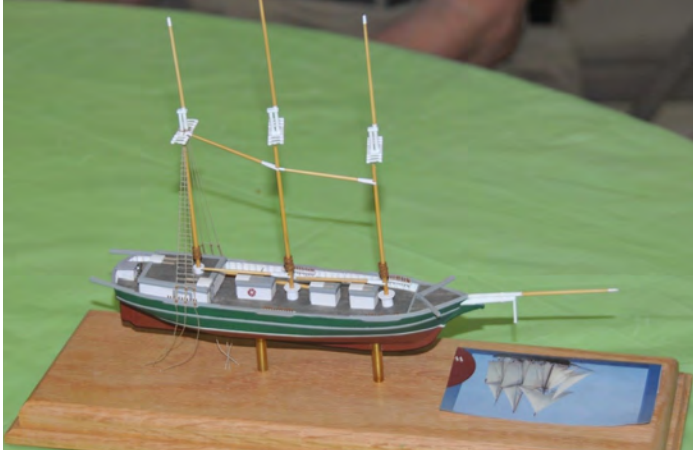
by Toni Levine



First plastic kit manufactured by HiSModel

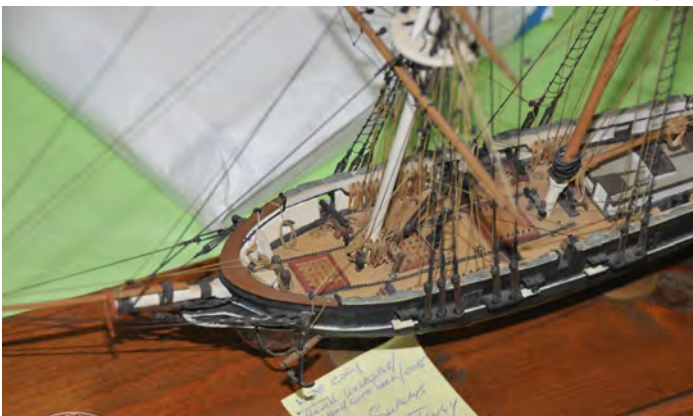
## Great Lakes Schooner *Dennis Sullivan* 1:182

by Ken Goetz



## Brigantine *Pamela Rush* 1:77

by Dave Purney







# Ships on Deck



## *USS Constitution 1:96* by Bob Fryszak







## *Small Warships of the Commonwealth and Restoration Navies*

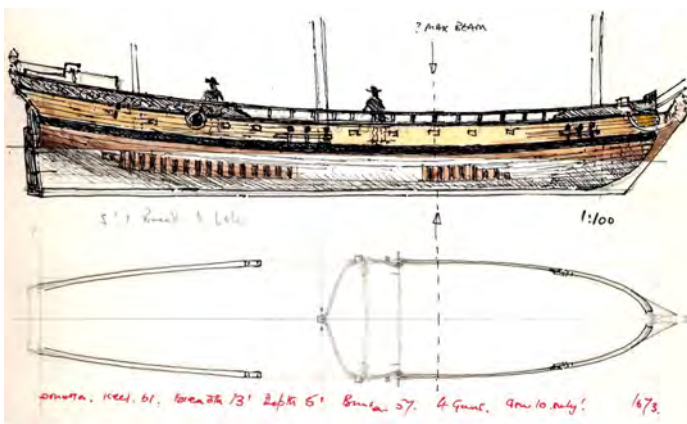
**1651 - 1688**  
By Ian McLaughlan



Our good friend, Ian McLaughlan, sent us some sketches that were originally featured in his excellent book, *The Sloop of War 1650 - 1763*. They represent an important class of vessel used in the latter half of the 18th century.

The ketch was well represented in the Commonwealth Navy. As war with the Dutch Republic loomed ever closer, it was the only type of small sailing vessel capable of being out in all weathers and robust enough to carry a respectable armament. Originally ordered as "advice boats" they would fill a number of valuable missions including convoy, fishery protection, coastal patrol, and reconnaissance.

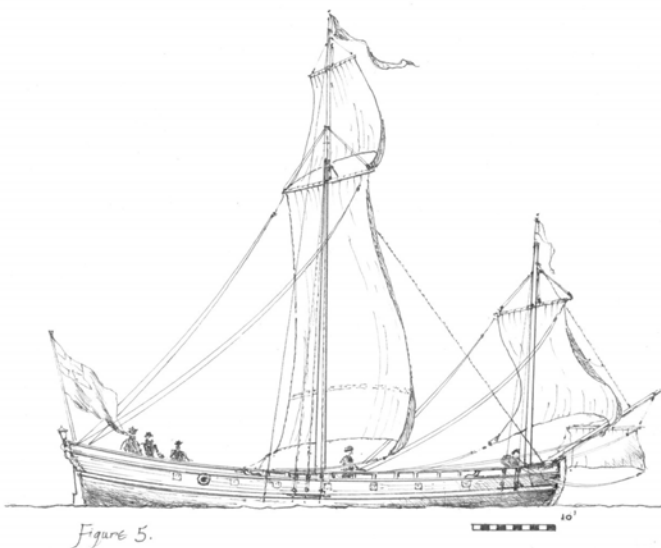
Ian and some friends are working to produce drawings from which an authoritative model of one of these minute warships can be built. How much of a challenge this might be is debatable since these vessels were all built to slightly different designs and different dimensions.



The above sketch represents a Pepysian sloop, but in this case with a head at the stern. Normally, this type of embellishment was not employed on vessels of this type. These may have been fitted postwar.



A watercolor by Ian McLaughlan portraying a sloop of about 1672 - 1673 in danger of broaching in a storm. Some of these small semi-open vessels were lost at sea, though the number was not as large as might have been expected. Note that just the foresail is being used here to maintain downwind stability, essential if the vessel is going to avoid being lost side on to the waves.



The simple rig of the sloops of 1672 - 1673. Note the oar ports along the length of the deck.



Although ordered as fleet tenders for the Third Anglo-Dutch War, these ships were subsequently used for the many coastal duties that required small ships of shallow draught.



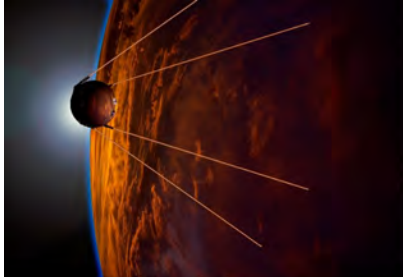


# Operation Sunshine

by Dan Cicero



On October 4, 1957, the first artificial Earth satellite was launched into an elliptical low Earth orbit as part of the Soviet Union's space program. The satellite's success was unanticipated by the United States. This precipitated the American Sputnik crisis and triggered the Space Race, one aspect of the Cold War. The launch was the beginning of a new era in political, military, technological and scientific developments.



It was apparent that Soviet researchers were ahead of their U.S. counterparts in rocket technology. There was concern that the Soviet government would be able to use the same rockets that had propelled *Sputnik* to launch nuclear-armed missiles at targets within the United States. President Eisenhower's aim was to speed the development of U.S. rocketry to keep pace with the Soviets, but also to minimize American fears related to this technological disparity.

Eisenhower needed something to show Americans, and the rest of the world, that there were technological areas in which the United States was ahead of the Soviets. One such area was our submarine technology and nuclear reactor technology – two areas where U.S. science had a decided advantage over the Soviets.

The unit that fit this requirement perfectly was the nuclear powered submarine *USS Nautilus*. Authorized in 1951, construction began in 1952, and the boat was launched in January 1954. The vessel was commissioned the following September into the United States Navy, and delivered to the Navy in 1955.



However, it was not enough that the United States had been able to build the first nuclear submarine. *Nautilus* had to be tested to show how much more advanced this technology was and what it could do for the United States. Ideas were bounced

around including the *Nautilus* and *USS Skate* (SSN-578) completing a submerged lap around the Earth. It was then that *Nautilus* commander, William Anderson, suggested a submerged trip under the North Pole, it had not even been considered. Navigating in the Arctic presented a lot of unknown challenges, but if it could accomplish such a feat we would control the Arctic Ocean and be able to place submarines on Russia's doorstep. They would also provide an early warning system in the event of an attack by the Soviets.

*Nautilus* departed from Groton on 19 August 1957 for the first attempt at sailing under the Pole, but was unsuccessful because the ice was too deep and the sub suffered numerous mechanical problems. The ice had proved to be a powerful opponent.

Another attempt was not made until the next summer. The mission was called "Operation Sunshine." On 23 July 1958, *Nautilus* left Pearl Harbor and headed north towards the Bering Strait. The submarine and crew crossed under the pole at 2315 on August 3 and continued for four more days until exiting from under the polar ice northeast of Greenland where Commander Anderson radioed to the President the message, "*Nautilus* 90 North".

Even the second attempt did not go without issues, the crew having to deal with large amounts of ice blockage as well as mechanical failures aboard the sub. The hope was that the mission was timed to where the ice levels in the Arctic would be at their lowest making it easier to navigate through the waters under the pole without hitting the bottom or the top with the periscope. The expedition was also used as a testing ground not only for the sub, but as an opportunity for the Navy to experiment with different types of navigational equipment.



Normally a ship or small craft relies on a magnetic compass. One major flaw with magnetic compasses is that magnetic north is not exactly at the North Pole but south of it so the crew was experimenting with a new design of gyro-compass. As they inched farther north, the gyro-compass was much more reliable than the magnetic compass which pointed in nearly the opposite direction.

*Nautilus'* journey home established another first – traveling over 3,100 miles submerged in six days with an average speed of more than 20 knots. She finally returned home to Connecticut on August 29, 1958, for an upkeep period and a well-deserved rest.



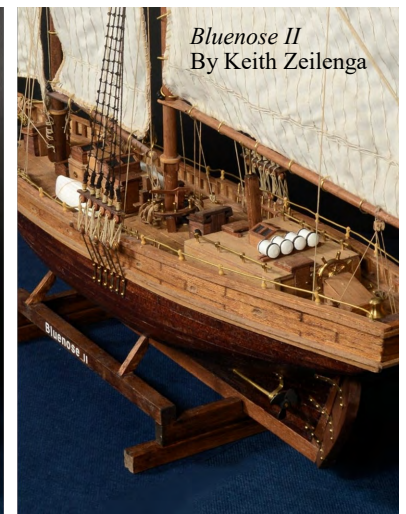


# WISCONSIN MARITIME MUSEUM

A T M A N I T O W O C

## The 47th Midwestern Model Ships & Boats Contest 2024

### BRONZE AWARDS





# The 47th Midwestern Model Ships & Boats Contest 2024

## BRONZE AWARDS

CONTINUED

*Tirpitz* by Michael Schmitz



## SILVER AWARDS

Blockade Runner *Fergus*  
By Ralph Buckwalter





# The 47th Midwestern Model Ships & Boats Contest 2024

## SILVER AWARDS

CONTINUED

Colonial Schooner 1768  
By Dan Cicero



Lottie Cooper  
By Raymond Groh



USS Iwo Jima  
By Clint Wenzel



Benjamin W. Latham  
By Dan Pacholski



WWII German Multi-Purpose Boat  
By Dwight Workinger



HMS King George V  
By Michael Schmitz





# The 47th Midwestern Model Ships & Boats Contest 2024

## SILVER AWARDS

CONTINUED



USS *Morris* DD-417 by David Schroeder





# The 47th Midwestern Model Ships & Boats Contest 2024

## SILVER AWARDS

CONTINUED

Harbor Tug *Jean*  
By Ken Goetz



Gunboat *Spitfire 1776*  
By Thomas Sheley



## GOLD AWARDS

*Republic* By Robert Fivehouse



USS *Arizona* by Gary Kosiorek





# The 47th Midwestern Model Ships & Boats Contest 2024

## GOLD AWARDS

CONTINUED

USS *England* DE-635  
By David Schroeder



**1955 Chris Craft  
Dealership Display  
by Jeff Moses**

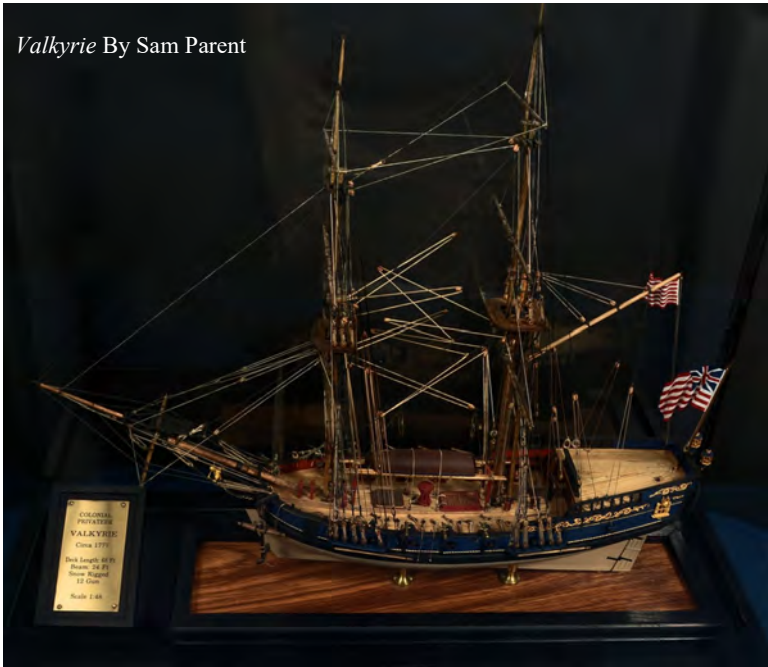


# The 47th Midwestern Model Ships & Boats Contest 2024

## GOLD AWARDS

CONTINUED

*Valkyrie* By Sam Parent



*Angels Gate* By Robert Steinbrunn





# The 47th Midwestern Model Ships & Boats Contest 2024

## SPECIAL AWARDS

*Lottie Cooper*  
Roger Jaekel Best Great Lakes Award



*U. S. C. G. C. Escanaba*  
North Shore Deadeyes  
Best Novice Builder Award



*Fergus* - Midwest Model Shipwrights Modeler's Choice Award



*Royal Caroline*  
People's Choice Award



*Angels Gate*  
Badger Airbrush Best Paint Finish Award  
F.K. Bemis Best of Show Award



*USS Morris, DD-417* - Dana McCalip Best Miniature Award





## • 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.**

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



## Chicago Tri-Club Association Officers & Staff



NSD President - Rick Szydelko — [szydelko@sbcglobal.net](mailto:szydelko@sbcglobal.net)

NSD Vice President—Kurt Van Dahm — [modelshipyard237@gmail.com](mailto:modelshipyard237@gmail.com)

NSD Admiral Emeritus - Richard Williams—[shipdoc27@comcast.net](mailto:shipdoc27@comcast.net)

NSD Treasurer - Ed Urbanczyk—[turbaned@comcast.net](mailto:turbaned@comcast.net)

NRMS President – Kurt Van Dahm – [modelshipyard237@gmail.com](mailto:modelshipyard237@gmail.com)

NRMS Vice President - Dan Cicero—[dan\\_cicero@sbcglobal.net](mailto:dan_cicero@sbcglobal.net)

NRMS Treasurer - Ed Urbanczyk—[turbaned@comcast.net](mailto:turbaned@comcast.net)

NRMS Secretary - Dan Cicero—[dan\\_cicero@sbcglobal.net](mailto:dan_cicero@sbcglobal.net)



MMS President - Bob Filipowski — [logline2@gmail.com](mailto:logline2@gmail.com)

MMS Vice President. - Bob Fryszak — [rfryszak@luc.edu](mailto:rfryszak@luc.edu)

MMS Treasurer - Rick Szydelko — [szydelko@sbcglobal.net](mailto:szydelko@sbcglobal.net)

MMS Secretary - Bob Sykes — (630) 766-6645

MMS Club Photographer: - Robert Fryszak — [rfryszak@luc.edu](mailto:rfryszak@luc.edu)

MMS Web Master - John Pocius...[jhydroplane@gmail.com](mailto:jhydroplane@gmail.com)



[www.midwestmodelshipwrights.com](http://www.midwestmodelshipwrights.com)