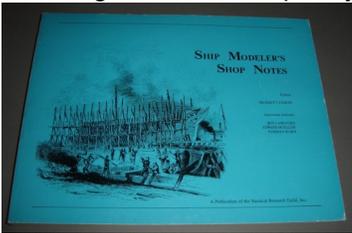




## ● Scuttlebutt ●

We don't keep track of such numbers, but it has become quite apparent that meetings in 2019 have seen a definite increase in attendance. No doubt, a large part of this is due to the number of new members that have signed on in the past year. Their enthusiasm and



desire to learn has been most gratifying, and they add a certain excitement to the meetings. On that note, we would like to welcome **Dave Kupczyk** and **Steve Motyka** to our happy band of boat builders!

Congratulations to **Dan Pacholski** on winning the October door prize raffle. Dan chose a copy of *Ship Modeler's Shop Notes*. Good choice, mate!

## ● 2020 Presentations ●

It's not too soon to start thinking about what program subjects you would like to see presented in 2020. Over the past ten months there has been an emphasis on rigging techniques, but we have also tried to diversify the schedule to some extent by introducing other subject matter. A presentation wish list form will be passed around at the November meeting.

It is important to note that as much as we try to comply with requests, it isn't always possible for us to come up with a speaker who has a suitable PowerPoint. With the new camera equipment that was successfully tested at the August meeting, round table discussions may become a more viable option in 2020. We would truly appreciate it if some of you would step forward and help.

## ● Holiday Pizza Bash ●



The Holiday Pizza Wish List was passed around at the October meeting, and most of you indicated your choice of toppings and beverage. For those of you who intend to be at the December gathering, but were not at the

last meeting, and won't make the November get together, please contact Bob Filipowski by the end of November with your choices. If, by chance, there is a change of plans, and you can't make the December gathering, please let us know that you will not be attending.

## November Meeting Notice Scale Rigging

Although not the only topic discussed in 2019, various rigging techniques certainly were the primary theme over the past ten months. So it might only be fitting that we close out this year with a discussion on scale rope. This talk will include references, determining line sizes, and planning the final phase of your model's construction.

Our next meeting will be at 7:15 p.m.  
Wednesday, November 20, 2019  
**The Dasom Community Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● Deadeye Chain Plates ●

As is customary with most presentations, the membership was given a brief history of deadeye chain plates and chain links. Examples of the earliest form of chain plates dating back to the 1650's were presented, and it was explained that as ship architecture changed, so did the shape and length of these fittings. The introduction of preventer plates, which were common to both types, were also discussed. It was noted that chain links came into use in the latter part of the 18th century, but chain plates never completely fell out of favor.



A technique for creating simplified chain plates was then reviewed that would be conducive to smaller scale models, probably no larger than 3/16" = 1'. The presentation included annealing brass wire, soldering, the use of heatsinks, measuring and installing the plates, and introducing offsets in preventer plates.

● **Ships on Deck** ●

Photos by Leon Sirota & Bob Fryszak

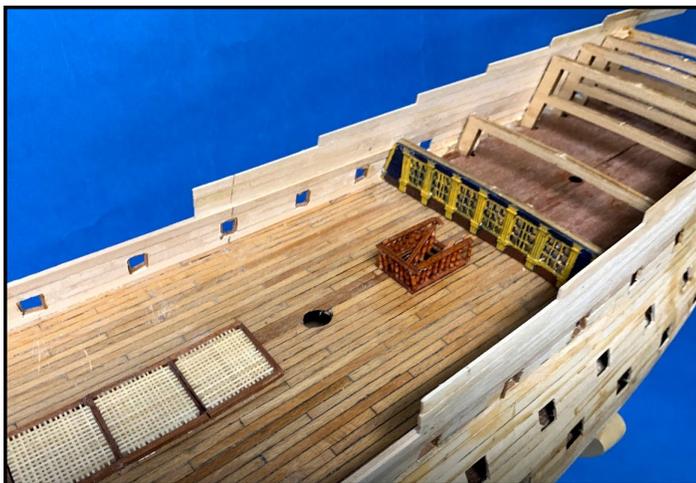
**Bounty Launch** by John Hirsch  
**COMPLETED!**



● Ships on Deck ●

Continued

*Royal William* by Richard "Doc" Williams



● **Ships on Deck** ●

Continued

**English Cutter *Hunter*** by Dan Pacholski



**NRG Spiling Practicum** designed by Toni Levine

Submitted by Rick Szydelko



The price for the kit is \$52 for NRG members and \$65 for Model Ship World members. The kit will include everything required to build the kit except the building board. The manual will be available as a download.

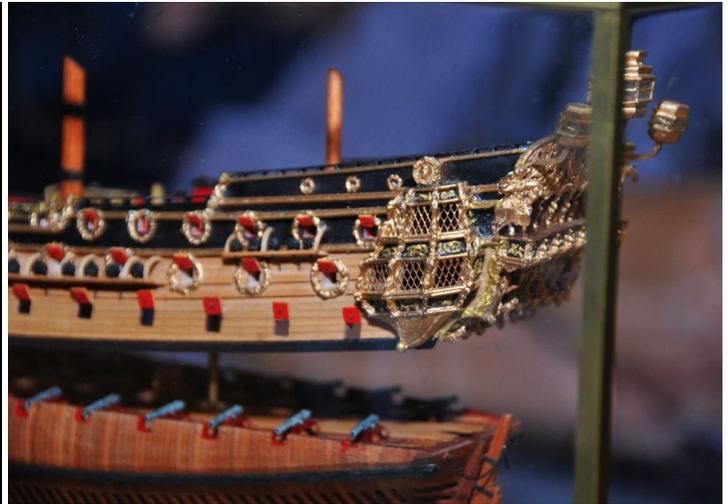
If you are interested, please contact the NRG office at [info@thenauticalresearchguild.org](mailto:info@thenauticalresearchguild.org).

● Ships on Deck ●

Continued

English 3rd Rate **Sussex** ca1693 by Gus Agustin

Scale: 16'=1"



English 3rd Rate **Sussex** ca1693 by Gus Agustin

Scale: 32'=1"



● **Ships on Deck** ●

Continued

**Tiki III from the TV series Adventures in Paradise 1959 to 1961**

Painted by Don Purney and submitted by Jim Hohenzky



● **MMS ANTI-PIRACY POLICY** ●

By now, all of you should be aware of the fact that there are some kit manufacturers that have been banned from Model Ship World. Many of them do not have websites. They market their illegal products via the Internet on sites such as eBay. These are mostly Chinese and Russian companies that have ripped off and duplicated 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 can be inferior in quality. Thus the buyer ends up losing in the long run. This also impacts the profitability of the reputable companies, which could eventually cause them to shut down.



ZHL	Unicorn Model
RealTS	YQ (YaunQing)
Snail Model	Master
XinFeng	CN
JD Model	CF
LHQB	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DUJIAOSHOU
WN	

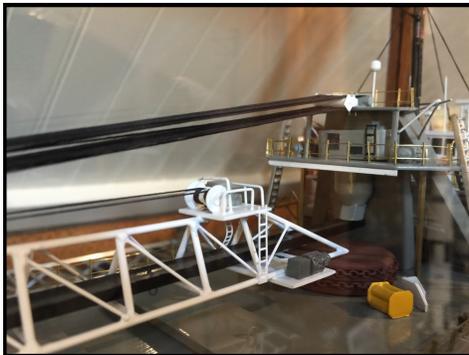
## ● A Model Ship Collection ●

by Tim Foster

I was recently asked to look at a model collection up here in Western Michigan that was built by a gentleman named George Curry. He had to move to assisted living, and his apartment was being cleaned out. I found a lot of very nice builds including this model of the classic self unloading bulk freighter *Manistee*. The real boat is in long term layup in Toledo, and will most likely be scrapped. Anyway, it almost looks like a builders model to me with custom markings and paint colors, along with a lot of scratch building. He agreed to sell it to me, and now her

berth is in my workshop

There were other great replicas of the *South American*, *Amoco Indiana*, *Titanic*, *Edmund Fitzgerald*, and a four stack destroyer. There were also a fair number of broken kits in need of repair and some folk art pieces. All of this has been moved to storage, and I told the fellow who was cleaning out the place that I would let the Shipwrights know about this. I didn't have time to check out everything he had, but at some point I'll try to get a more complete inventory. I didn't see any tools. *Jim Foster*

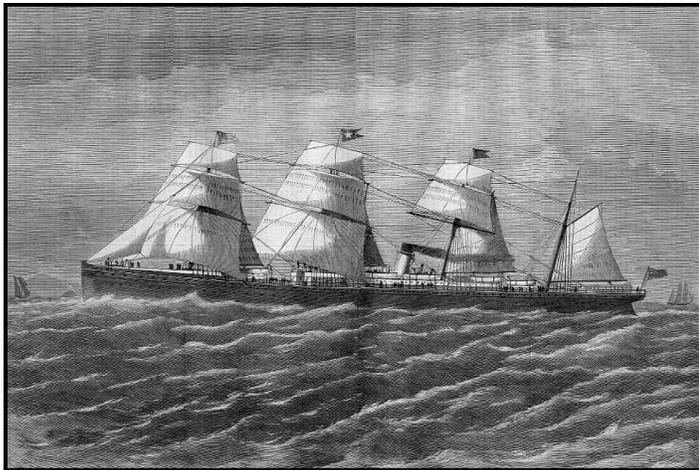


● Scenes from the October Meeting ●



## • HISTORIC SHIP PROFILES •

### • RMS *Atlantic* (1873) •



On 20 March 1873 the White Star liner, RMS *Atlantic* departed on her 19th voyage from Liverpool with 952 people on board. En route, because of heavy seas and strong headwinds, Captain Williams became concerned that they may run out of coal for the boilers before reaching New York. They in fact had more than enough remaining fuel, but the ship's engineer had been purposefully under-reporting coal reserves to increase the margin for error in favor of safety. Thus convinced they were short of coal, and unable to hoist sail because of the strong headwind, the captain decided to divert to Halifax, Nova Scotia, to refuel.

During the approach to Halifax on the evening of 31 March, the captain and third officer were on the bridge until midnight while *Atlantic* made her way through a storm, proceeding at 12 knots. Visibility was intermittent at best. Unbeknownst to the crew, winds and currents had put *Atlantic* approximately 12 miles off-course to the west of Halifax Harbor.

Because almost none of the crew had ever been to Halifax before, they were unaware of the dangers of the approach. No one took soundings, posted a masthead lookout, reduced speed, or woke the captain as they approached the unfamiliar coast. They did not spot the Sambro Lighthouse, the large land-fall lighthouse, which warns mariners of the rocky shoals to the west of the harbor entrance. As the night wore on without any sight of the lighthouse, the helmsman, the only crew member familiar with Halifax, became convinced that something was wrong, and relayed his concerns to the officers on duty, but was ultimately ignored.

At 3:15 a.m. local time on 1 April 1873, *Atlantic*

struck an underwater rock off Marr's Head, Meagher's Island (now Mars Head, Mars Island), Nova Scotia. All 10 lifeboats were lowered by the crew but were all washed away or smashed as the ship quickly filled with water and partially capsized. Survivors were forced to swim or climb ropes first to a wave-swept rock and then to a barren shore. Residents of the tiny fishing villages of Lower Prospect and Terence Bay soon arrived to rescue and shelter the survivors, but at least 535 people died, leaving only 371 survivors. The ship's manifest indicates that of the 952 aboard, 156 were women and 189 were children (including two who had been born during the voyage). All the women and children perished except for one twelve-year-old boy, John Hindley. Ten crew members were lost, while 131 survived. This was the worst civilian loss of life in the North Atlantic until the wreck of *La Bourgogne* on 2 July 1898. The Canadian government inquiry concluded with the statement, "the conduct of Captain



Williams in the management of his ship during the twelve to fourteen hours preceding the disaster, was so gravely at variance with what ought to have been the conduct of a man placed in his responsible position."

Reference: [https://en.wikipedia.org/wiki/SS\\_Atlantic](https://en.wikipedia.org/wiki/SS_Atlantic)

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