



# FORECASTLE REPORT



Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ October 2018

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the September meeting at 7:15 with a loyal crew of 21 on board. The first order of business was to introduce two new members: **Toni Levine** and **Louis De La Pasqua**. Toni is well known in this area as an outstanding modeler and will bring a lot of knowledge to our meetings. Louis recently relocated from the Milwaukee area and is an experienced modeler, as well. Welcome to you both. We'll be looking forward to seeing some of your work in the months and years to come.

Due to technical difficulties, **Patrick Sand** was unable to present his talk on *Kit Bashing the Sultana* this month but will be ready when we meet in October. In its place, we all enjoyed the chance to share our modeling experiences and useful tips in an informal round-table format.

Of course there was a raffle with some really great prizes, such as a Dremel tool, X-Acto knife set, ship's plans, and a reproduction of "Architectura Navalis Mercatoria 1768". Winners were **Ray Kroschel**, who took the X-Acto set and **Ed Morris**, who opted for the ship's plans.



To add to the event, our new member, Louis donated a solid hull blank and the club donated a CD on making a half-hull model. When a drawing for this fine gift was offered, only Ed expressed an interest, so he won it by default.



**Kurt Van Dahm** gave us a heads up on the current issue of the *NRG Journal*. It has been greatly upgraded and is being offered in print as well as in on-line digital format. To promote the digital version and the new upgrading of the *Journal*, this month's issue can be downloaded from the *NRG* web site free of charge to members and non-members alike. Prices for an *NRG* membership

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## October Meeting Notice

### Kit Bashing the Sultana - A Novice's Approach

by Patrick Sand

Patrick will give a general 'first timer' model ship presentation on some of the areas where he deviated from the kit. One such area is scratch building the deck furniture using simple (really simple) techniques to achieve a warmer and more authentic result. No doubt, this talk will give all of us a fresh new perspective on model ship building!

Our next meeting will be at 7:15 p.m.  
Wednesday, October 17, 2018

**The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● Grebe Shipyard ●

By John Mitchell & Bob Filipowski

Illinois is well known for having been a major supporter of the maritime war effort in WWII; from the Navy training activities at the Great Lakes Naval Training Center, to Chicago's Navy Pier training facilities to aircraft carrier flight training on Lake Michigan.



Less well known was the activity conducted at the **Grebe Shipyard** located on the Chicago River. Henry C. Grebe & Co. was the successor to Great Lakes Boat Building, which had started in Milwaukee in 1915 and moved to Chicago in 1921. Grebe was famous for the style and quality of the boats he designed and built and the yard had many famous yacht customers.

Leap forward to March 1941. The Henry B. Nevins Shipyard in City Island, NY laid the keel of the first United States "Yard-class Minesweeper" designed by this company and listed as *YMS-1*.

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*"Grebe", continued from Page 1*

The first "wooden" minesweeper of this class was to gain prominence in all theaters during WWII. A total of 561 were built at various U.S. yards. Originally a class of Motor Minesweepers, "Yard" was added to distinguish them from other classes. This type was not expected to go beyond adjacent waters from their base. Of the 35 yacht yards who built them, 4 were in the Great Lakes and one was the **Grebe Shipyard** in Chicago.

Records show that YMS' were used in the United States Navy to sweep mines laid by enemy subs as early as 1942 off the ports of Jacksonville, FL and Charleston, SC. The wood-hulled YMS proved to be one of the U.S. Navy's more durable and versatile types through a quarter-century of service, filling a variety of roles for a number of navies. All 481 ships of this type had the same general characteristics. The only significant variation within the type was one of appearance; **YMS-1** through **134** had two stacks, **YMS-135** through **445, 480,** and **481** had one, while **YMS-446** through **479** had none. Eighty ships of the 136-foot YMS type were ordered by the U.S. Navy specifically for transfer to Great Britain under Lend-Lease. They were carried on the Navy List as "British Motor Minesweeper" (BYMS) and numbered in a separate sequence from 1 to 80. Grebe built a total of 25 and numbered **YMS 84-85, 171-182, 279-280, 405-409,** and **418-421.** (**171-175** and **181, 182, 279, 280** went to the Royal Navy).

Of all these ships, the very first had a most remarkable and tragic history, **YMS-84.** Laid down in June 1941 at the Henry C. Grebe and Co. shipyard in Chicago, IL, the USS **YMS-84** was a YMS-1 Class Auxiliary Motor Minesweeper built for the U.S. Navy and commissioned into service in May 1942. Notable for being the first U.S. Navy vessel built in Illinois during the Second World War, the

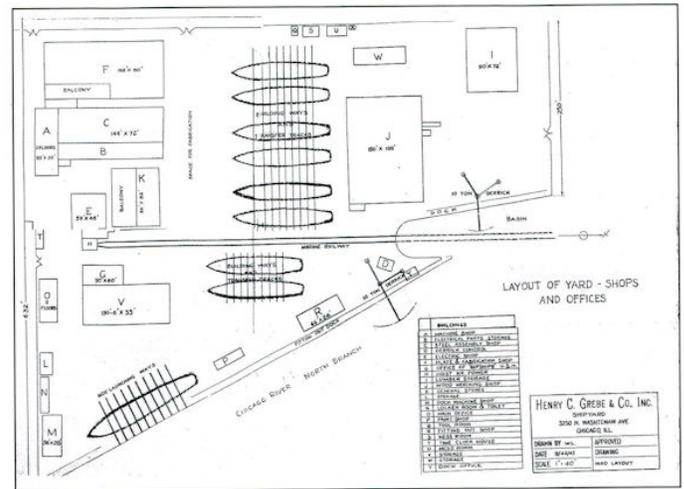


**YMS-84** and her crew steamed down the Mississippi River to New Orleans and then into the Gulf of Mexico, where she began training and convoy escort duties through early 1943. Crossing the Panama Canal and entering the US Pacific Fleet, the **YMS-84** passed through Pearl Harbor on her way to join the US Southwest Pacific Fleet. Working as a minesweeper, transport, convoy escort and anti-aircraft screen for the next two years, the **YMS-84** worked her way up the Solomon Islands Chain with US forces through 1943 and into 1944 and steamed to the Philippine Archipelago in late 1944 to sweep the myriad channels free of Japanese mines as the US fought to retake the islands. In July of 1945 the **YMS-84** had been engaged in sweeping out mines in Balikpapan harbor while the battle for that area was going on further inland. On July 9th, while proceeding through a cleared shipping lane, the

**YMS-84** struck a drifting mine, likely cut loose from its anchor by other minesweepers. Taking the blast towards her stern, the **YMS-84** suffered severe damage to her rudder and propeller as well as having many seams in her wooden hull opened up by the blast. Within minutes she swamped by the stern and was ordered abandoned. Though several of her crew were wounded by the blast, all of her men were able to get off the **YMS-84** onto other ships before the three year old minesweeper sank stern first.

Bob Filipowski brought in a memento of this local shipyard that he recently received. It is a section of the small scale rail system used to move hulls at the shipyard from their construction site to their eventual sideways launching position into the Chicago River.

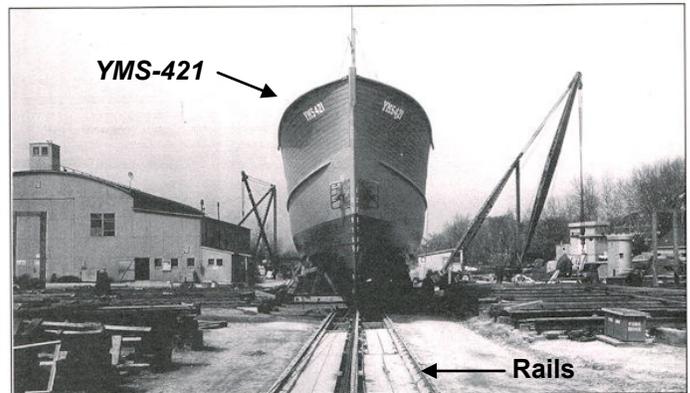
The rail system can be seen notated on this historic lay-



out (above) of the Grebe Shipyard, as it existed in the 1940's.

Our thanks to Bob for brining all this local history to light for us.

Source material: <http://www.navsource.org/archives/11/19084.htm>  
<http://www.shipbuildinghistory.com/shipyards/yachtsmall/grebe>



## ● Ships on Deck ●

**Bob Filipowski** sent us these photos of a model he says took him 45 years 9 months to complete and he finally did complete it as a special gift to his daughter. Now he has to figure out how to get it to her in North Carolina. Time hasn't diminished the beauty of your work, mate!



**Gus Agustin** wasn't satisfied with the great job he did on his 1:192 model of the HMS *Sussex* so he decided to whip out another example at 1:384, and she looks just like the larger version. The frames were done in cherry wood and the planking in boxwood. It seems the smaller they are the faster Gus can build them. Remarkable job, mate!



**Toni Levine**, our new member, brought in a flag she made for her model of the *Atalanta* 1775 (1:48) and described the method she used. Her mentor on this was Gus, but she used slightly different materials, preferring typing paper to tissue paper. Paint used was acrylic weathered with a grey overspray. This should really add to the beauty and authentic appearance of your model. We hope this technique could be the subject of a future presentation.



**Doc Williams** has made steady progress on his 1:72 model of the HMS *Royal William* but it looks like he is saving her launch for 2019.

The stem and beakhead were installed using individual, jointed cherry timbers rather than the single piece provided by the kit. Because



this element is so in view, Doc felt he wanted to build with a more authentic appearance, as no shipwright could



have constructed this using a single piece of timber. An eye to history needs to focus in on construction technique early in the game and we're happy to see the results.

**Ed Morris** brought in his *Charles W. Morgan* whaler model to show us how he dealt with the anchor deck problem so common on this ship and his results look spot on. He

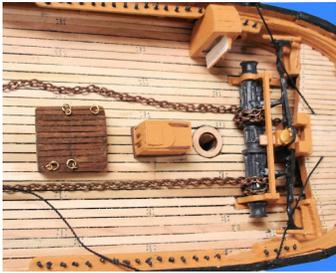


has also started work on copper plating the bottom using copper foil supplied with the kit. This is presenting a problem, as the foil tends to lift and curl despite the pre-applied adhesive backing. Ed reported that he was able to insert small amounts of C/A glue directly under the tape edges to seal them down, but still wondered why the sticky backing on the tape would not stay put. Any hints there, mates?

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*"Ships-on-Deck", continued from Page 3*

Another big milestone for Ed was the planking of the hurricane cabin roof. There he used the technique given to us by Bob Filipowski to highlight the plank runs by tapering the edges of each plank. The results look really great, mate.



Last but not least was the work he did in building the windlass pump to scale. You can also see the mainmast braces that run under the anchor deck in this photo. Looking good, mate.

**John Pocius**, our Webmaster and member at large in Oregon, sent us some brilliant photos of the *English Pinnace* he has just completed. The unique trim he used matches what he found on a contemporary model at the National Maritime Museum in Greenwich, England. This is one very beautiful model, mate. Great work!



**Kurt Van Dahm** sent in a presentation he wrote on his latest project:

### *CITY OF PEKIN* – ILLINOIS & MICHIGAN CANAL BOAT

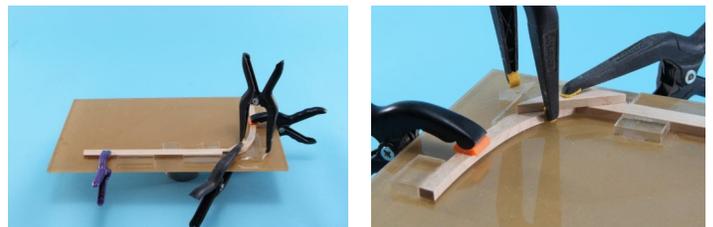
The *City of Pekin* was thought to be a typical I&M Canal boat until 1996 when the remains of the boat were uncovered when the I&M Canal went dry after a break in a levee wall in 1996.

The *City of Pekin* (COP) was documented in 1937 during a Historic American Merchant Marine Survey (HAMMS) and plans drawn up from the survey.



The 1997 archeological report that was prepared by the archeologic firm hired by the State of Illinois after the uncovering of the COP's remains showed that the COP was not the typical I&M Canal boat it was thought to have been. The model is a result of a lot of additional research to confirm the data in the 1997 report, so an accurate model could be made to show the differences from what the HAMMS plans show and how the COP was actually constructed.

The frame jig shown in the two photos (above) was made



from scrap acrylic sheet to assure each frame assembly was identical, as the model would rely on accurate frames for alignment of the various details of the construction. The joint of lower hull frame piece and the upper frame piece is shown as being strengthened with a gusset. The jig was made to hold each piece in close contact as shown with the clamps in place.

I use Titebond II glue and the jig was made from acrylic because the glue will not stick to it, so any excess doesn't make the frame assembly part of the jig. I find the Titebond II glue easier to use than other similar glues as it becomes sticky quickly and joints can be undone with a bit of Isopropyl Alcohol.

By Kurt Van Dahm

"Scuttlebutt", continued from Page 1

are \$50 for print or \$40 for the digital only version or an additional \$15, if both print and digital are wanted. Sounds like something all modelers will really benefit from, as the NRG *Journal* is the only model ship publication currently available in the USA. You will see that the *Journal's* cover has been updated with the addition of the name of the NRG's Ship Modeler's Forum - **Model Ship World** - to the right of the new title box, as the forum has become so widely used and now such an integral part of the NRG. There have been 16 pages in full color added to the *Journal* and the modeling related content has been increased.

Existing members: If you prefer to receive only the digital edition (starting with the next issue Winter 2018) or want to add the digital edition to your print copy, contact the NRG office to make the change. Non-US members may want to take advantage of the assured delivery and save with the digital edition for \$40 versus the \$62 fee for print copies to non-US areas.

New members: You can pick print, digital or both at the NRG store. Sign up now to show your support of the NRG, **Model Ship World** and the hobby of model ship building. NRG Office - nrghomeoffice@gmail.com or 585-968-8111. Sign up on-line at <https://www.thenrg.org/join-the-nrg.php>. Don't put it off - do it NOW!

The **2018 NRG Conference** will be held October 25-27 at the Palace Station Hotel and Casino in Las Vegas, NV. Registration forms can be down-loaded from the NRG web site at: [www.thenrg.org/nrg-2018-conference.php](http://www.thenrg.org/nrg-2018-conference.php).

### The November 22nd Meeting Cancelled!

Ahoy mates!!! Please take note of this change in our meeting schedule and **DO NOT** show up on November 22, 2018 for a meeting.

Since the October meeting will be the last get together before our pizza party in December, come prepared to give Bob Filipowski your order for how you would like your pie topped. If you can't make it to the October meeting, please contact Bob and let him know 1) If you plan to attend the December party and 2) what you would like on your pizza. Thanks, mates.

### THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111



## HISTORIC SHIP PROFILES

### • HMY *Royal Caroline* •

HMY *Royal Caroline* was a ship-rigged royal yacht. She was ordered in 1749 to replace HMY *Carolina* as Britain's principal royal yacht. She was built at Deptford Dockyard under the supervision of master Shipwright John Hollond to a design by Surveyor of the Navy Joseph Allin. She was launched on 29 January 1750 and was broken up 70 years later, in 1820.

In August 1761 she became the flagship of Admiral of the fleet Lord Anson. Anson had orders to convey Duchess Charlotte of Mecklenburg-Strelitz from Cuxhaven, Kiel to marry George III. Accompanying the yacht, renamed HMY *Royal Charlotte* in honor of the occasion, was a squadron of warships and four other royal yachts, HMY *Mary*, *Katherine*, *Augusta* and *Fubbs*. She continued to be used for official occasions during the French Revolution and Napoleonic wars, with King George III making frequent trips in his yachts to welcome returning fleets and to conduct fleet reviews.



#### History



Great Britain

Name: HMY *Royal Caroline* (1750)  
Ordered: 22 August 1749  
Builder: Deptford Dockyard  
Launched: 29 January 1750  
Fate: Broken up in July 1820

#### General characteristics

Class and Type: Royal yacht  
Tons burthen: 232 bm  
Length: 90 ft 1 in (gundeck)  
72 ft 2.5 in (keel)  
Beam: 24 ft 7 in  
Depth of hold: 11 ft  
Sail plan: Fully rigged ship  
Armament: 8 x 4-pounder (or 10 x 3-pounder guns + 8 x ½-pdr swivel guns



By 1804 *Royal Charlotte* had been succeeded as the principal royal yacht by the introduction of the slightly larger HMY *Royal Sovereign*. *Royal Charlotte* continued in service until July 1820, when she was finally broken up\*.

\*[https://en.wikipedia.org/wiki/HMS\\_Royal\\_Caroline\\_\(1750\)](https://en.wikipedia.org/wiki/HMS_Royal_Caroline_(1750))



Arlington Heights, IL 60005

