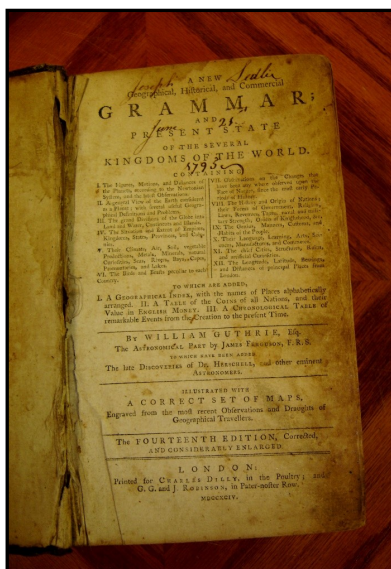


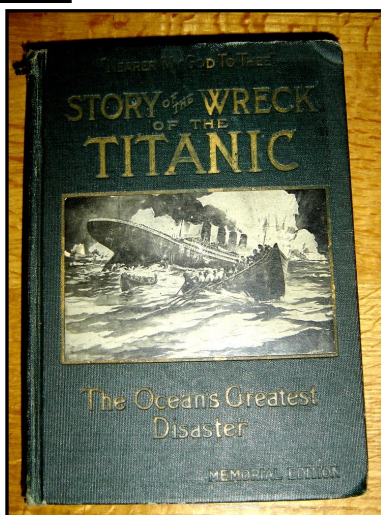
● Scuttlebutt ●

The September meeting was noteworthy for a number of reasons. First of all, with an exceptional turnout, it was one of our best gatherings this year. The featured door prizes may have had something to do with it, since two very unique books were being raffled off.



The big prize was a work printed in 1794. This was not a copy, but the real thing. It was signed and dated, possibly by its original owner, and possessed the lengthy title *The New Geographical, Historical, and Commercial Grammar: and Present State of the Several Kingdoms of the World*. The book also featured information on our solar system's seven known planets, longitude/latitude tables for key ports around the world, and a set of maps that were surprisingly detailed. The lucky winner was **Don Purney**.

Allen Siegel took home second prize, a book printed in 1912 that describes the *Titanic* sinking, which occurred in April of that same year. Referred to as the "Memorial Edition", no doubt the publisher wanted to take advantage of the intense interest that existed shortly after the disaster by going to press as soon as possible! The book is fairly well illustrated, but how factual it is can be questioned. If nothing else, it's quite a collector's item. Congratulations, Allen!

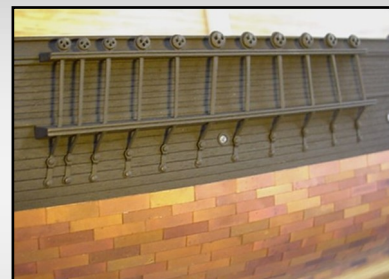


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October Meeting Notice Deadeye Chain Plates

The October talk will feature the fabrication of the flat iron bar type deadeye chain plate. Pre-venter plates, located at the base of each chain plate, will also be discussed.



Our next meeting will be at 7:15 p.m.
 Wednesday, October 16, 2019
The Dasom Community Church
 501 S. Emerson Street
 Mount Prospect, IL

● Two Cutter Kits ●

When it comes to round table presentations, a nice turnout for the meeting can be a bit of a detriment. Those that get a seat at the table, and the onlookers di-



rectly behind them have the best view. The rest of us are relegated to looking over shoulders and around heads.

The Midwest Model Shipwrights may not be the most technologically advanced organization in the hobby, but we're certainly willing to try new concepts. Such was the

"Two Cutter Kits", continued on Page 9

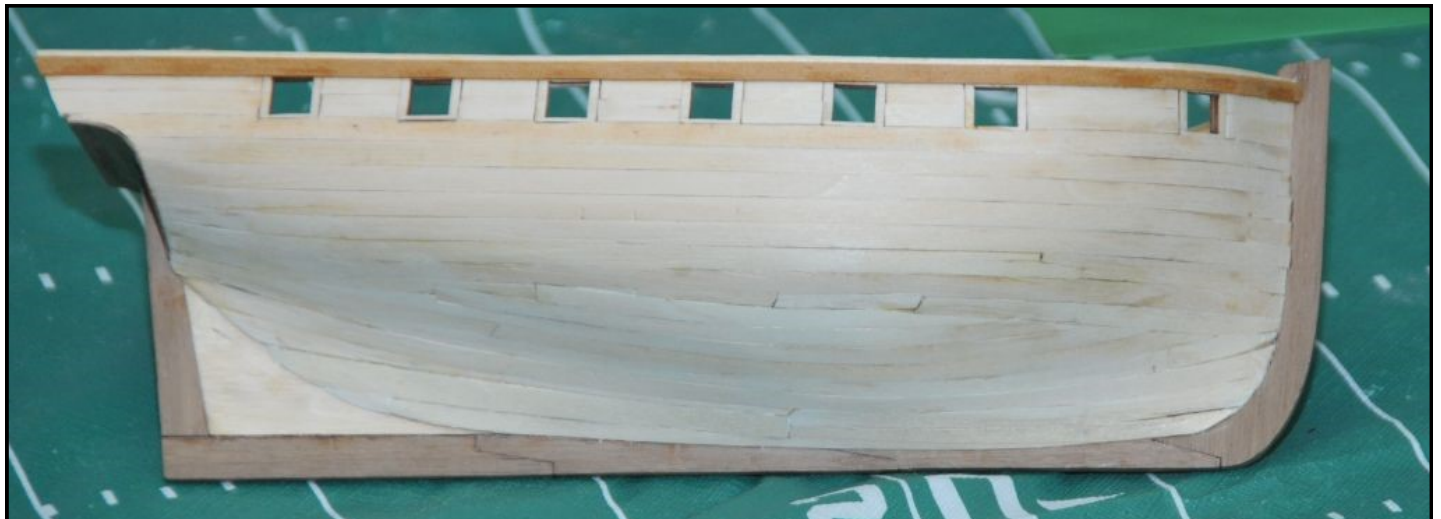
● Ships on Deck ●

Photos by Bob Fryszak

Royal William by Richard “Doc” Williams



English Cutter Hunter by Dan Pacholski

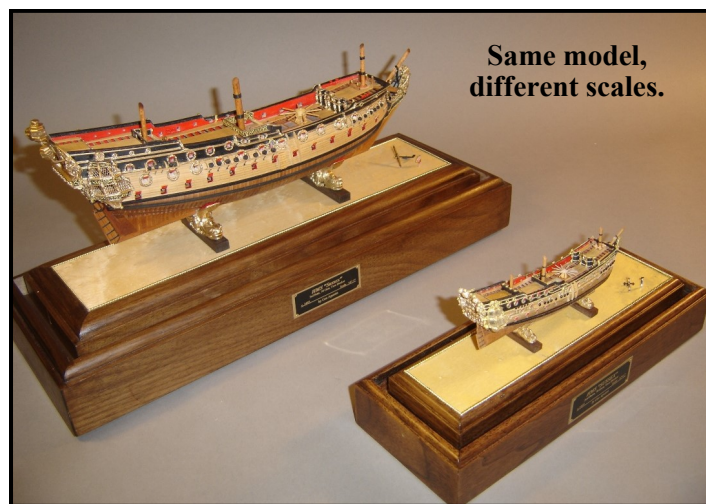


● Ships on Deck ●

Continued

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

Scale: 32'=1"

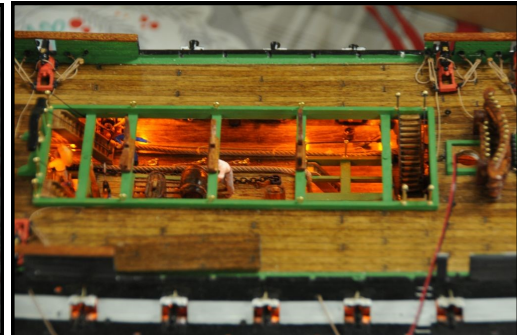


● Ships on Deck ●

Continued

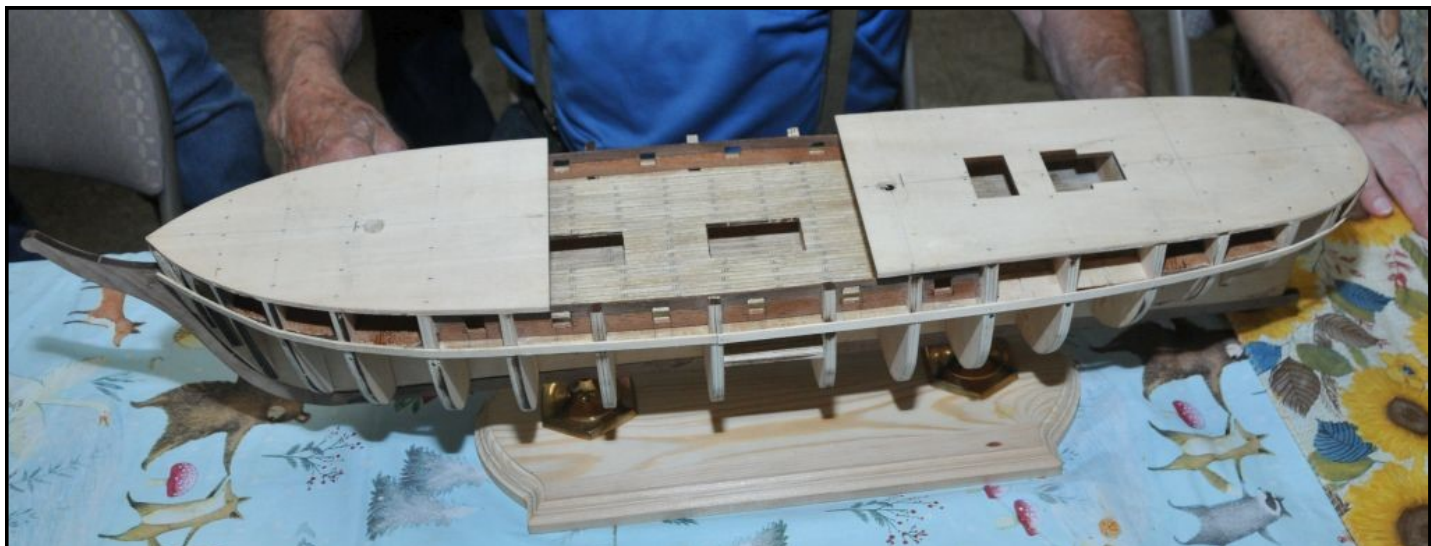
USS *Constitution* by Bob Frysztak

Note below deck lighting system!



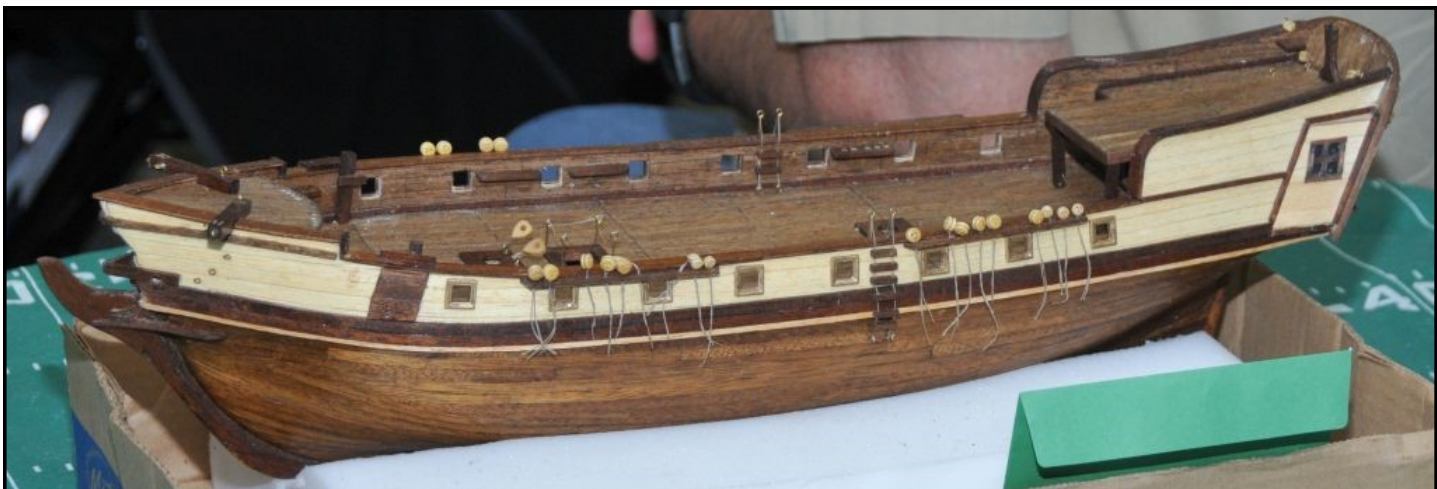
USS *Constellation* ca1798 by Bob Sykes

Scale: 1:85 by Artesania Latina



***Corsair* by Keith Zeilenga**

First Wooden Kit

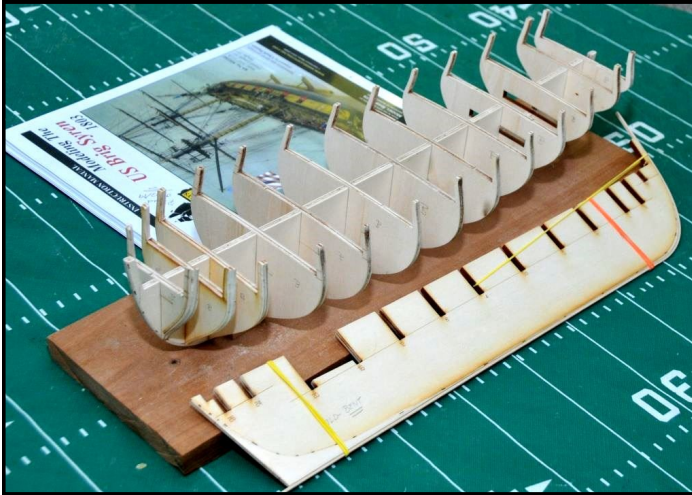


"Ships on Deck", continued on Page 5

• Ships on Deck •

Continued

USS *Syren* by Patrick Sand



Whale Launch by Ray Kroschel

Sail was made from an old chamoi cloth!



Santa Maria by Gus Agustin



Sanson by Ken Goetz

A 1:50 Steamer ca1901



• 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
LHQQ	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DUJIAOSHOU
WN	

● A Scratch-built Windlass ●

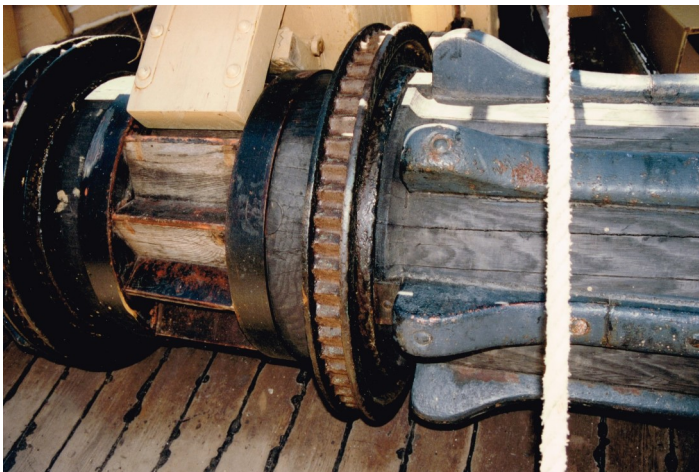
by Sidney Wotman

Editor's note: Several years ago, Sidney Wotman began experiencing a deterioration of his eyesight and hand-eye coordination. This happened to coincide with the final construction stages of his *Charles W. Morgan*, and he often experienced damage to the bowsprit, top masts, and yards. His good friend, Ray Oswald, always came to his rescue, and made the necessary repairs. Somehow, Sidney completed the "*Morgan*", and went on to win a gold medal at Manitowoc. A fitting reward for a model that took over 17 years to build!

Wotman would try starting two other models, but it became apparent to him that his model ship building days were over, and neither of those projects were ever completed. At that point he made a painful decision, and began liquidating his tools, books, kits, wood and plans.

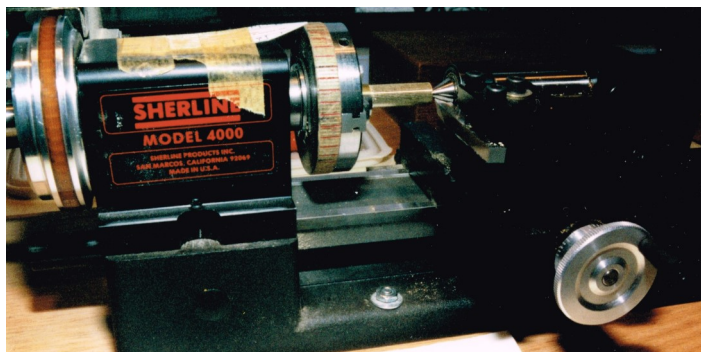
Not wanting to completely turn his back on the hobby, Sidney invested in a special computer screen for the visually impaired, and began writing about his experiences as a model ship builder, and member of the Midwest Model Shipwrights. It still wasn't easy as many facts from the past eluded him. Nevertheless, he persevered, and was able to document many of the great memories the hobby has given him. Here is one such article. It discusses one of Sid's favorite pieces, a windlass that was made for his *Charles W. Morgan*. Enjoy!

Hundreds of photos were taken of the *Charles W. Morgan* on three separate visits to Mystic Seaport. They were immensely helpful in building my model. Here are three examples of the vessel's massive windlass.



Duplicating a piece as complex as the windlass is not that difficult if the part is broken down into subassemblies. For this particular example all the measurements were taken off the metal windlass that came with the Marine Model kit. Brass bar stock, wire, and boxwood were the primary materials used for constructing this piece.

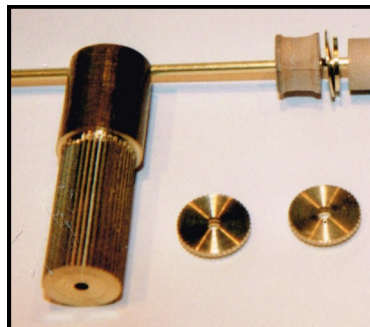
One of the more interesting components that characterize these nineteenth century devices are the two purchase rims with their numerous fine teeth. In the photo below a brass bar has been set up on the Sherline Lathe.



The stock was bored out to accept a 1/16" diameter rod, and then turned down to the largest diameter on the kit-supplied windlass. Four disks that straddle the two purchase rim gears were cut off with the lathe's cutoff tool.

The bar was then reduced to the diameter of the purchase rim gears. A strip of tape was attached to the 3-jaw chuck, and approximately 40 equally spaced tick marks were applied to the tape. A pointer was taped to the roof of the lathe housing, which allowed the chuck to be indexed one mark at a time.

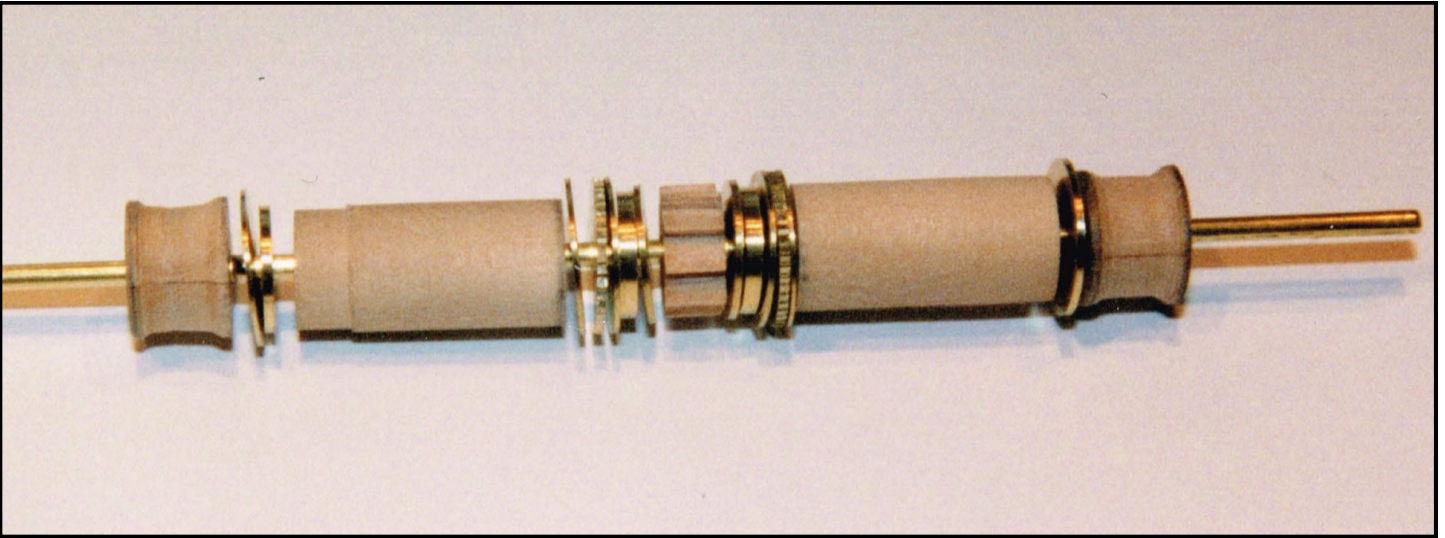
At each stop a groove was made in the brass stock with a pointed tool bitt. The gears were then cut off with the cutoff tool.



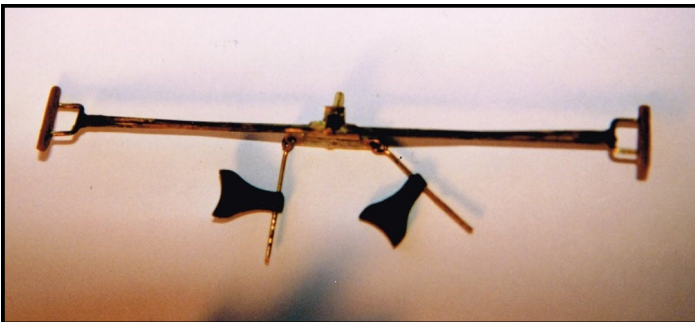
"Scratch-built Windlass", continued on Page 7

● A Scratch-built Windlass ●

Continued from Page 6

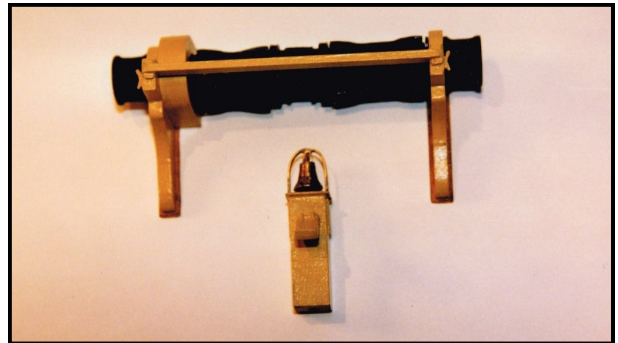


The center pawl rim, which only has ten massive teeth was made in the same manner out of boxwood and brass bar stock. Also note the barrels, warping heads, and bands, which were all turned on the Sherline.



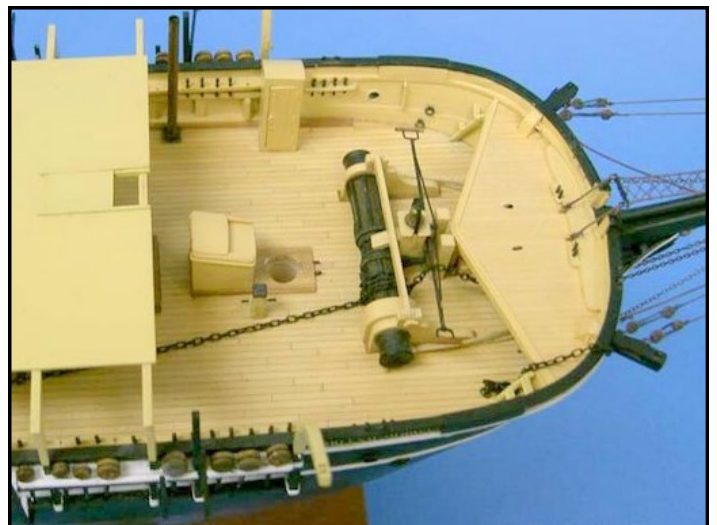
The windlass assembly used for rotating and braking the barrel is surprisingly complex. It is composed of two purchase links, two purchase arms, two brake irons to which wood handles are attached, and a rocker and rocker bearing. The purchase arms are the devices that interact with the fine-toothed purchase rims that rotate the barrel when the brake irons are moved up and down.

The ship's bell was turned on the lathe, and mounted on the Sampson post, which has a pin for mounting the assembly on the deck. The bell was soldered to the center of a 16mm brass strap, which was formed into a "U". The ends of the strap were then attached to the Sampson post.



For the period that my model represents, the windlass was equipped with a small steam engine that was located directly below deck. A drive chain passed through the deck, and around a sprocket mounted on the starboard barrel. In the photo below you can see a protective shroud, which covered the drive system. This shroud is exhibited on the actual "*Morgan*", but the steam engine is no longer there.

Sidney Wotman



• TWO CUTTER KITS •

Continued from page 1.

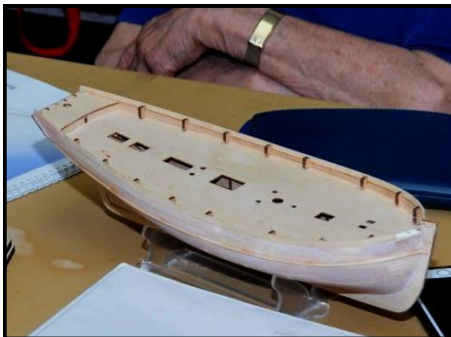
case at the September meeting. For Allen Siegel's live discussion on comparing two cutter kits, an overhead Logitech C920S camera was employed that allowed us to project images on to a screen. The free Logitech Capture app for this unit allowed us to zoom in as required, or add



a second camera, which would have allowed us to change views or bring both cameras up on the screen at the same time! Being that this was our first try with this technology, we decided to keep it simple.

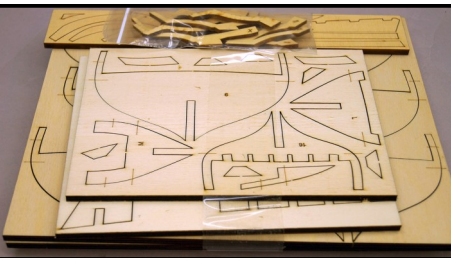
Although his *Kaag* was going well, Allen Siegel felt that he needed a change. So the Dutch model was put on the shelf, and two cutter kits were ordered.

The first one to arrive was the *Alert*, by Vanguard Models, which he quickly started. Considered an "Entry Level Kit," Allen's overall impression was very positive. In spite of some minor issues he feels that the kit



is well designed. The types of wood provided are excellent, and the instruction manual is well illustrated, although the written instructions could provide more details.

HMS *Cheerful* by Syren Ship Model Company is geared towards the first time scratch builder, but it provides a very different approach. Allen purchased the Alaskan Yellow Cedar Starter package, which contains all of the bulkheads, keel parts, framework, and a full set of 1/4" scale



plans. Siegel stated that you can choose to scratch build the rest of the project or buy laser cut mini kits available for the other various fittings. This certainly is not a typical kit where all of the parts come in one box. You only have to buy what you want to, and scratch build everything else. The monograph was available as a free download.

• HISTORIC SHIP PROFILES •

• SS *Ayrfield* (1911-1972) •



Most vessels end their careers at the bottom of the sea, in scrap yards, or, if they are very lucky, as museum ships. But how many can lay claim to becoming forested islands? The SS *Ayrfield*, AKA SS *Corrimal*, is one of many decommissioned ships languishing in Homebush Bay, just west of Sydney. But what separates it from the other stranded derelicts is the incredible foliage that adorns the rusted hull. This beautiful spectacle, also referred to as *The Floating Forest*, adds a bit of life to the area, which happens to be a sort of ship graveyard.

Originally launched as the SS *Corrimal*, this 1,140-ton vessel was built in 1911 in the UK, and registered in Sydney in 1912 as a steam collier. It was later used to



transport supplies to Allied troops stationed in the Pacific theater during World War II. The ship would eventually return to service as a collier making runs between Newcastle and Miller's terminal in Blackwattle Bay.

In 1972, as the SS *Ayrfield*, it was retired and sent to her final resting place, which served as a ship-breaking yard. While many ships were scrapped, the destruction of *Ayrfield* was never fully realized, and she would lay in the bay a rusting hulk. Nature would eventually lay claim to the ship, and produce a most unique spectacle. Today, the vessel continues to attract visitors to its majestic presence, rich with mangrove trees.

