



## ● Scuttlebutt ●

The October meeting will be our seventh virtual get-together, and it would be safe to say that they have steadily improved in quality and the number of participants that join us. The September gathering set a new attendance mark with 31 people logging on. This is especially gratifying since a number of our “regulars” could not make it.

A more subtle plus has been the fact that muting, or lack of it, has not been an issue, and participants are logging on without any difficulty. Early on there were members who were reluctant to join our gatherings since they were uncomfortable with Zoom. For the most part the app has worked well, and some have reconsidered, and become regular participants.

During the October meeting we decided to experiment with the Zoom Record function, and the results were quite promising. To keep the memory requirements manageable, only the featured presentation was recorded. How these videos would be edited and be made available to the membership is still being deliberated.

A new feature that we hope to showcase in the *Forecastle Report* on a regular basis is the artwork of Capt. Richard DeRosset. These paintings will be coming to you compliments of our newest Associate Member, Ken Manske, who resides in the Portland, Oregon area, and is a close friend of Capt. DeRosset. These paintings are meticulously researched, and are a joy to behold. This month’s offerings feature RMS *Titanic*. (See pages 5 and 6.) Ken also submitted some photos of models he has completed. Thank you mate, and welcome to our happy band of boat builders!

“Scuttlebutt”, continued on Page 2

### MMS OFFICERS & STAFF



- President - Bob Filipowski.....(847) 394-0757
- Vice Pres. - Glenn Estry .....(847) 259-1574
- Treasurer - Allen Siegel .....(847) 446-7248
- Secretary - Bob Sykes.....(630) 766-6645
- Club Photographers:
  - Leon Sirota .....(847) 541-6285
  - Bob Fryszak.....(630) 234-5684
- Web Master - John Pocius...(630) 957-7298
- jpdesign@mindspring.com



## October Meeting Notice

Toni Levine will explain her technique for incorporating a lower deck in her HMS *Swallow*. This is a scratch-built model, but the procedure can also be applied to plank on bulkhead kits. This is a unique topic you don't want to miss!

Proceedings will begin on Wednesday, October 21st, 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 October 20th. Hope you can join us!

## Fixed Blocks by Patrick Sand

Fixed blocks might be considered the “Rodney Dangerfield” of rigging ... they don't get a lot of respect. Some of the reasons for this include their location and how they blend in with the rest of the hull, they are obscured by the lines passing through them, and a lot of model ship plans and kits don't show them in any great detail. Quite often, they are nothing more than a hole in the bulwarks.



Patrick Sand's effort to include them on his *Syren* was the topic for September. Not having an extensive inventory of power tools, Patrick's innovativeness and determination were on full display.

Making extensive use of a micro drill press equipped with an X/Y table and vise, he was able to consistently make cuts in his stock that possessed the proper angle for the sheaves,

Sand does not have a lathe, so he had to come up with another approach for this second item. His answer was black Sculpey Clay. He rolled a piece to the required diameter and baked it at 275° for 30 minutes. This produced a piece similar to hard rubber, which could be cut easily to the correct thickness.

The Sculpey sheaves were drilled out and inserted in the prepared blocks. They were then inserted in the bulwarks at the correct locations. Thanks Patrick for a great presentation!

## • Ships on Deck •

**Peterboro Canoe** by Samuel X. Parent  
Photos by Samuel X. Parent



At a scale of 1:12, this Midwest kit was mounted on a piece of driftwood. The Quebec map located below the model also adds a nice touch. After having some glass professionally cut, Samuel made his own dust cover (not shown). An industrial adhesive called E6000 that actually bonds the glass, rather than joining the plates with a caulking bead worked out well.



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

## • Scuttlebutt •

Continued



## NRG 2020 ANNUAL MEMBERSHIP MEETING

MEETING DATE – SATURDAY, DECEMBER 05, 2020

TIME 11:00 AM – CST

Dear Guild Member,

This will be a digital meeting and to accommodate all who wish to attend we must have a count on who plans to attend by Friday, November 20, 2020. We need to purchase an upgrade to our digital meeting plan to accommodate those members who wish to attend, and we will only purchase the meeting package to accommodate those who have replied by the deadline. We need to know how many are going to attend so we don't waste money on a larger than necessary plan.

## CORRECTION

## DEADLINE FOR AGENDA ITEMS

NOVEMBER 1, 2020

In the previous announcement of the 2020 Annual Membership Meeting, we provided an incorrect deadline date to submit agenda items. The correct date is November 1, 2020 to submit items to be placed on the agenda. When submitting a request to add an agenda item, please provide adequate details about the subject so the Board can give the request due consideration to determine if it will be added to the agenda.

Contact the NRG Office by email or USPS to RSVP your attendance and to request an agenda item to be considered. [info@thenauticalresearchguild.org](mailto:info@thenauticalresearchguild.org)

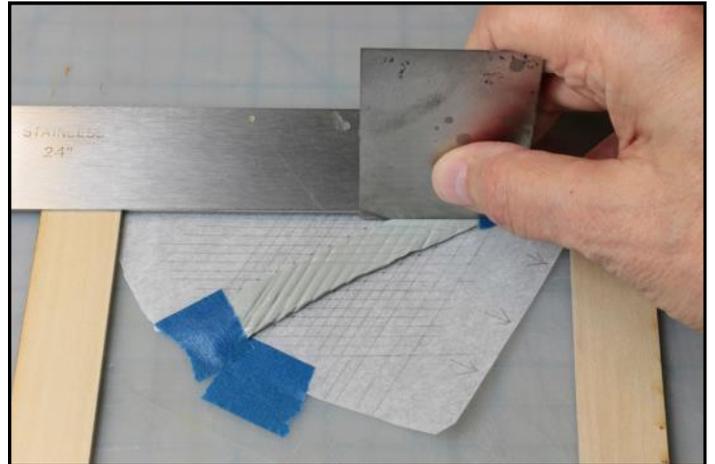
● **Ships on Deck** ●

Continued

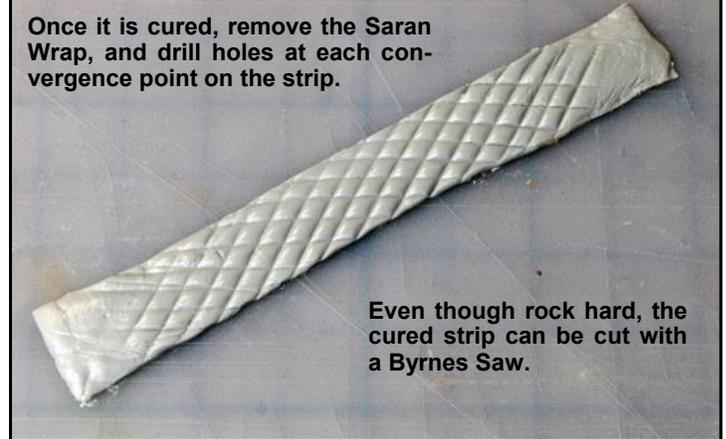
**Wisconsin Boats Diorama by John Pocius**

Photos by John Pocius

**Making Tufted Seat Cushions**



Place mixed Magic Sculpt between two layers of Saran Wrap and flatten to desired thickness. Use two sticks for guides.

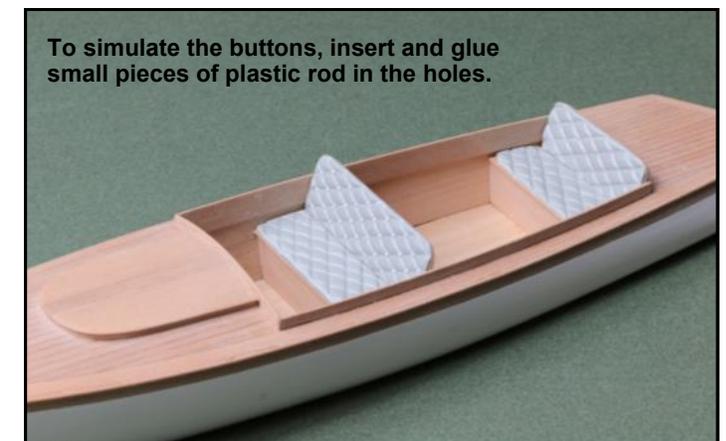


Once it is cured, remove the Saran Wrap, and drill holes at each convergence point on the strip.

Even though rock hard, the cured strip can be cut with a Byrnes Saw.



Retaining the Saran Wrap, place the strip on a grid and mark the seams in both directions with a thin straight edge. Strip should not be cured yet.



To simulate the buttons, insert and glue small pieces of plastic rod in the holes.

A tip from **Don Purney**:

Styrene rod, tubes and many other shapes, sheets, patterns and sizes are available from *Evergreen Scale Models* <https://evergreenscalemodels.com/>. Locally, you'll find it at *Des Plaines Hobbies* (<http://www.desplainseshobbies.com/store/>) in Des Plaines, and *B & G Train World* in Elgin <http://www.bgtrainworld.com/storefront/shop/>. Any decent hobby shop probably has it.

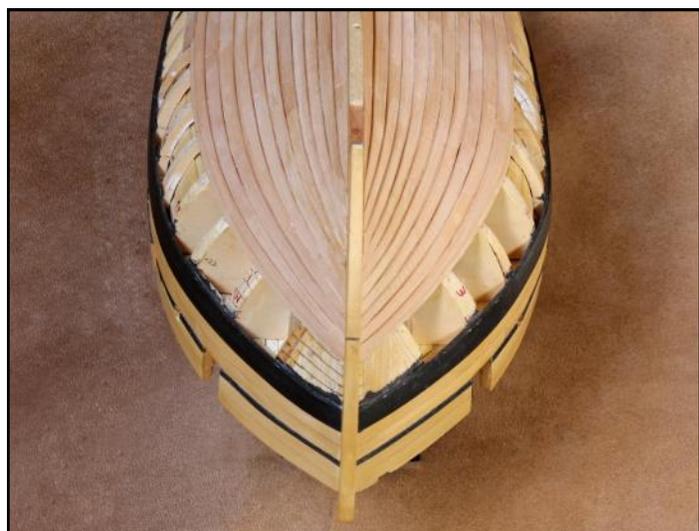
● **Ships on Deck** ●

Continued

**HMS Swallow 1779** by Toni Levine

Photos by Toni Levine

The second belt has been installed.



● Ships on Deck ●

**Moment of Impact** by Capt. Richard DeRosset

Presented by Ken Manske

**M**oment of Impact shows the *Titanic* off the port bow at the point of impact with the iceberg, an angle Manske has always wanted DeRosset to do. There is much to discuss in just this one image. For instance, there is a reason that the smoke from the stacks is drifting port aft. The color of the iceberg is from direct reports. The green at the stern was caused by the reversal of the port screw, which, according to several sources, contributed to the collision. In all DeRosset's night paintings of the *Titanic*, he puts in one star for each person who lost their life in the sinking. This image was selected by Ravensburger Puzzle Company as their signature image for the Anniversary of the *Titanic*'s sinking and was distributed in Europe, England and the US.

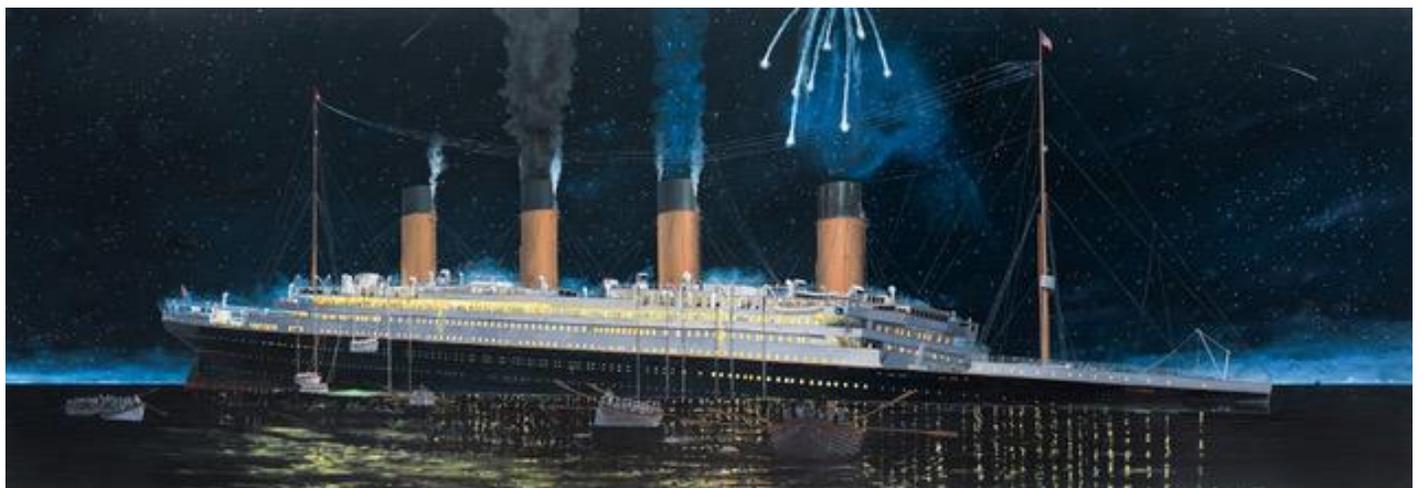


● Ships on Deck ●

***Titanic* Starboard Impact** by Capt. Richard DeRosset  
Presented by Ken Manske



Ken Manske wrote that Capt. DeRosset is particularly sensitive to shape, rigging and colors of his depictions. Modelers have used his images as templates for many ships knowing they are accurate. He has done many studies on ships ranging from early ones such as HMS *Bounty*, to recent battleships and museum ships. His paintings hang in many museums including the San Diego Maritime Museum in which many depictions of the *Star of India (Euterpe)* are shown.



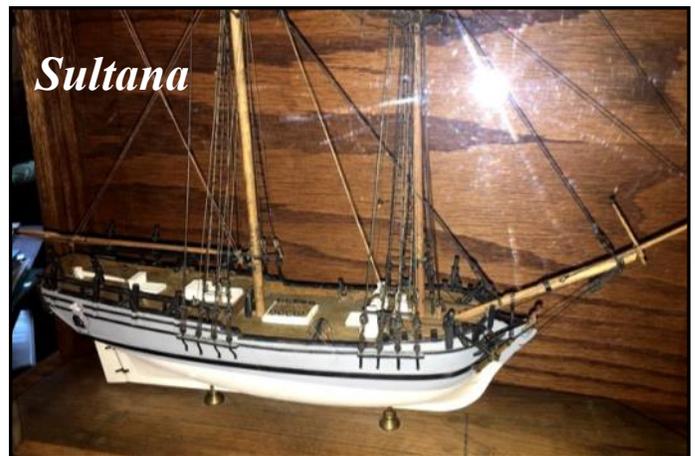
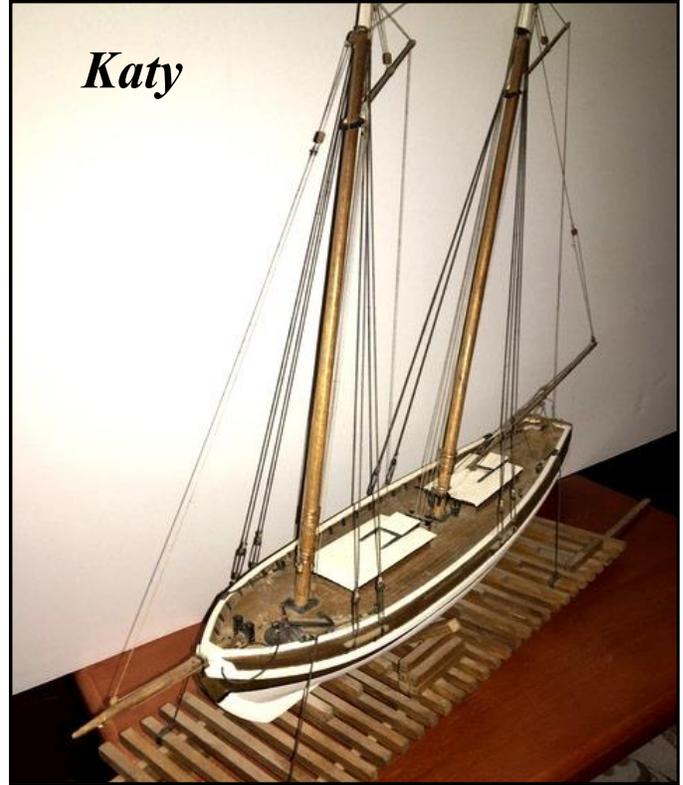
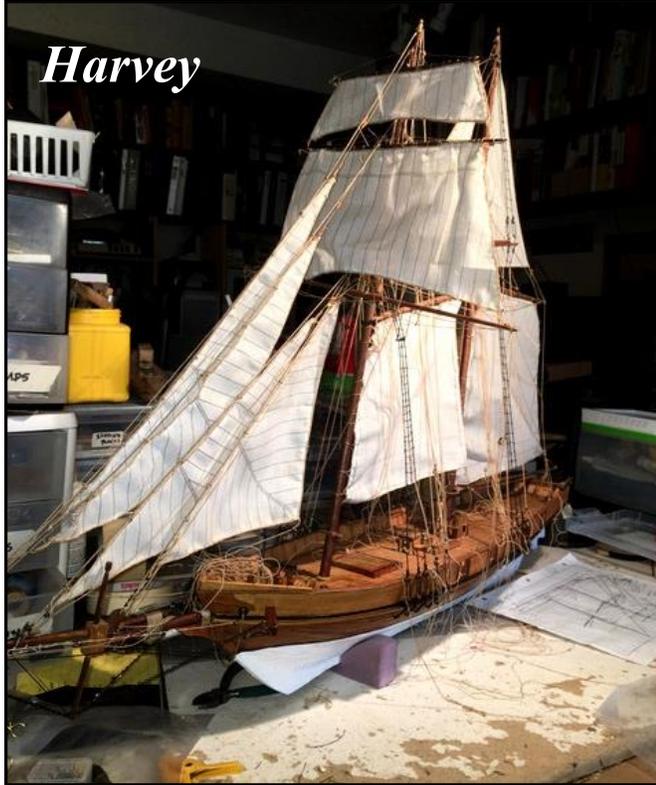
● Ships on Deck ●

Continued

Models by Ken Manske

Nice work, mate!

Photos by Ken Manske



Ken's inspiration to get back into ships came about two years ago when he was given a rough plank-on-frame hull and lots of plans and photographs of *Bluenose 1*. The family of the person who made the hull called him and asked if he would like to have it. Being a little familiar with Grand Banks schooners, he said that he would take it. However, once he arrived to accept all the items, Ken was introduced to what had been done so far to the hull. All 72 inches of it!! Ken almost declined to take such a monster but when his son said that if Ken didn't take it he was going to burn it, he accepted. Although the hull had a few errors in it, and was not painted, overall it was good. So Manske took it home, poured himself a cup of coffee and sat there and began to question the sagacity of what he just took on. Oddly enough (even with some friendly kidding by my wife ) the concept of not working on it vanished from his thoughts. Ken could not get himself to see a model destroyed or left to languish. So, he got out his tools and various sandpapers and began work. The plans that he had were okay but were 3/16 inch scale, and the model is 1/2" scale...a little over 6' long. So that meant he had to resize almost everything. Since Ken was going to start from that point on building from scratch anyway, he felt comfortable with the task. Anyway, that was his re-emergence into model ship building.

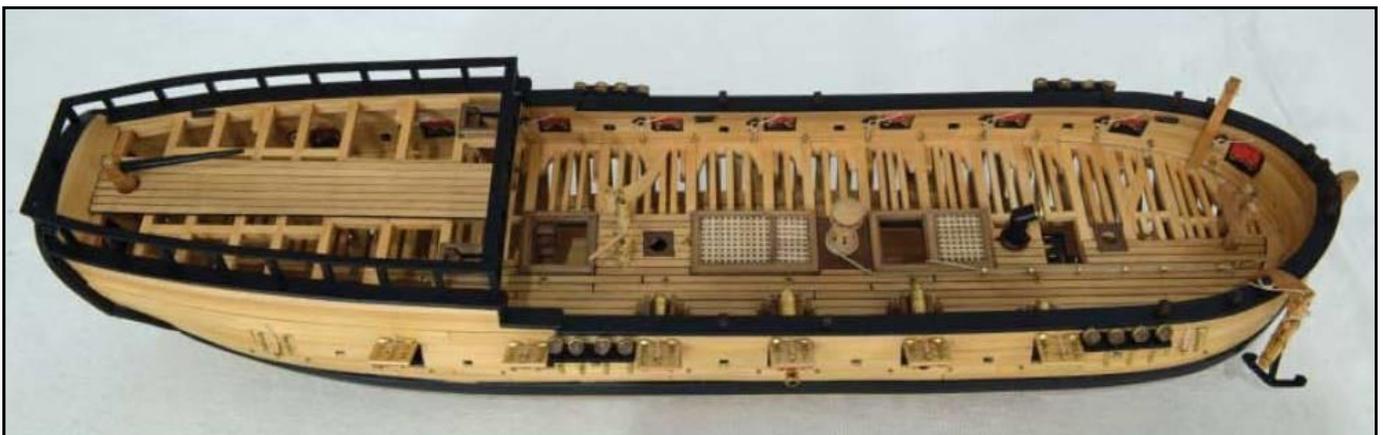
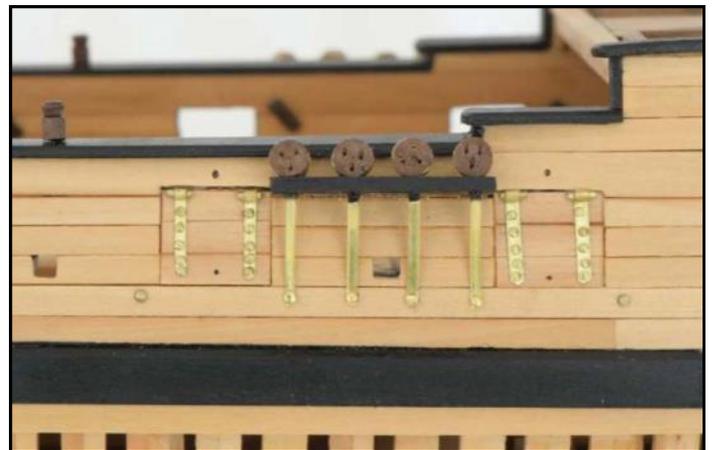
● Ships on Deck ●

Continued

**The Continental Galley *Washington* by Kevin Hudson**

Photos by Kevin Hudson

This model was recently featured in the Nautical Research Journal and NRG 2021 calendar.



● **Ships on Deck** ●

Continued

**Royal William** by Doc Williams

Photo by Doc Williams



Doc is in the home stretch as far as this layer of planking is concerned. The black bands were darkened with Higgins Ink.

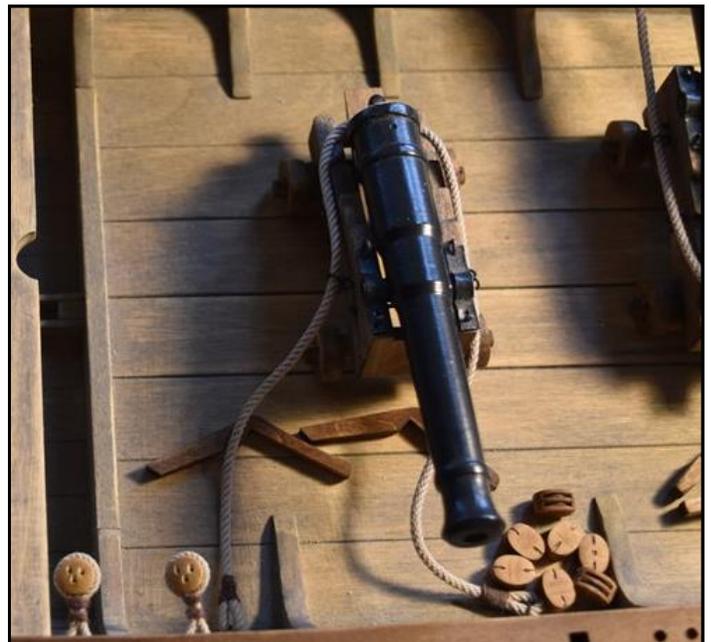
**Flag Officer's Cocked Hat** by Gus Agustin

Photos by Gus Agustin



**Continental Gunboat Philadelphia** by Elijah Jennison

Photos by Elijah Jennison



● **Ships on Deck** ●

Continued

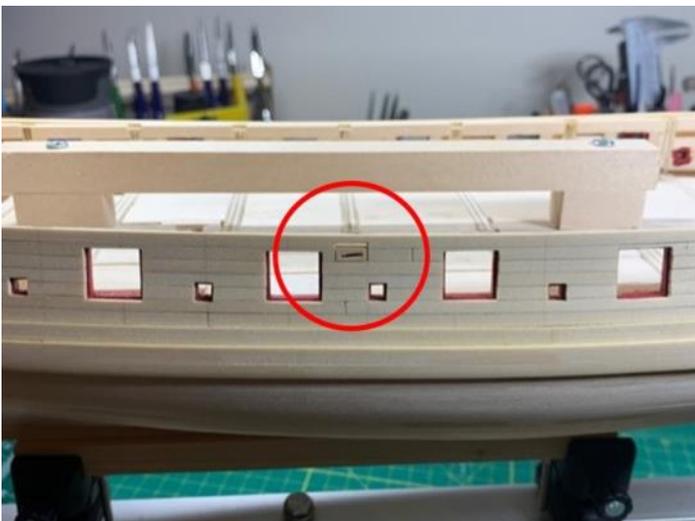
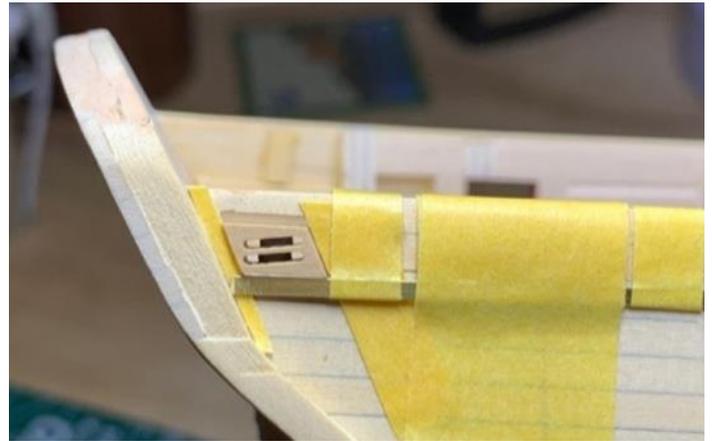
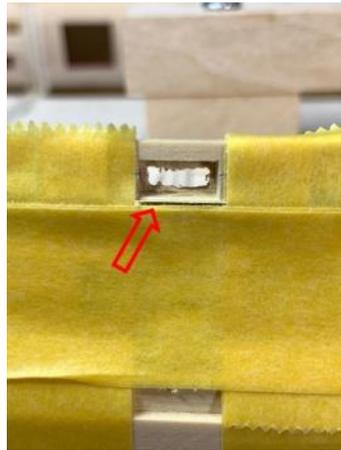
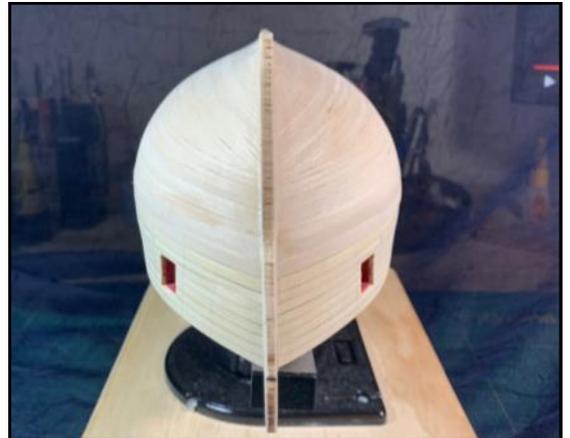
**Syren** by Patrick Sand

Photos by Patrick Sand

During **Patrick Sand**'s SOD presentation last month, he often expressed his dissatisfaction with basswood.

**Don Purney** took note of Patrick's comments, and submitted the following tip:

"I know basswood does not take stain well but if it is all that is available maybe a coat of sanding sealer (Minwax makes a version) might help. Sanding sealer closes the pores of the wood so that it looks better when stained or varnished."



● **Ships on Deck** ●

Continued

**HMS *Alert*** by Allen Siegel

Photos by Allen Siegel

Allen is currently working on gun tackles.



**Ghostly Pirate Ship**

By Bill McCready's neighbor

Maybe the pandemic is getting to your editor, but this was too good to pass up. Besides, it's almost Halloween! A spooky ship indeed. Arrr matey, the *Black Pearl* sails again!



● **Ships on Deck** ●

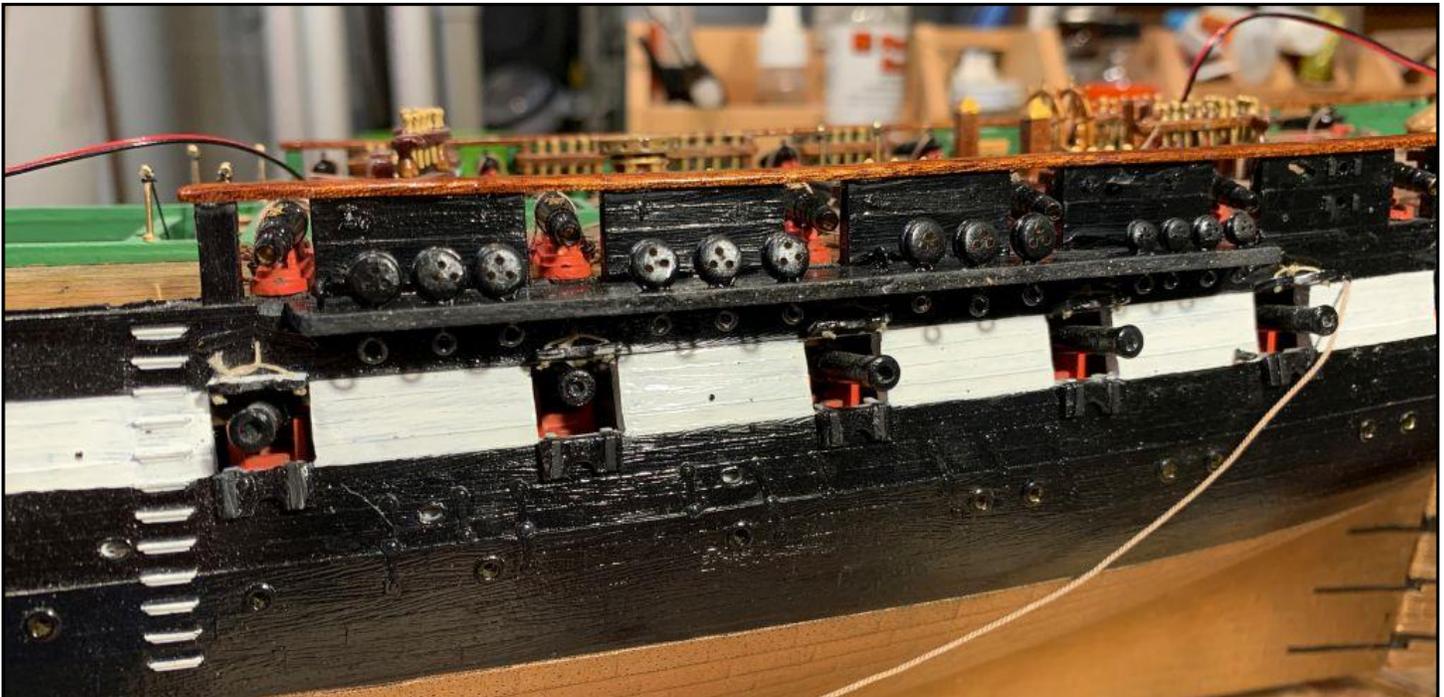
Continued

**USS Constitution by Bob Fryszak**

Photos by Bob Fryszak

Finished scratch building the channels out of wood. Added all the deadeyes and scratch built the strops out of wire (all joints were soldered).

Mounted to hull with pins & superglue. Touched up black paint where necessary. This is a hybrid plastic/wood kit.



● **Ships on Deck** ●

Continued

**USS *Wichita*** by Wally Bigelow

Presented by Coleman Seskind

Photos by Coleman Seskind

This model won a Gold Medal and awards for Best Paint Finish and Modeler's Choice at the Wisconsin Maritime Museum's Model Ships and Boats Contest in 2006. Originally a resin kit, the model contains many photo-etch upgrades. The paint scheme represents this heavy cruiser's appearance in the Spring of 1942.



# The Ketch-rigged Sloop *Speedwell* of 1752

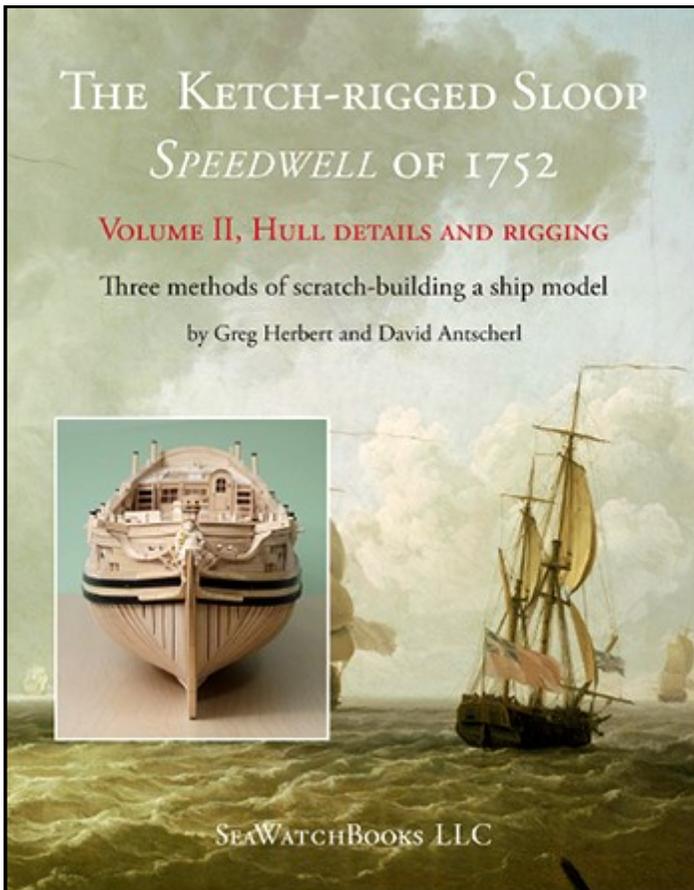
## Volume II, Hull Details and Rigging

by Greg Herbert and David Antscherl

Distributed by: Sea Watch Books, LLC, Florence, Oregon  
8 1/2" x 11", hardcover, 184 pages, bibliography, index

ISBN 978-1-7320162-5-5

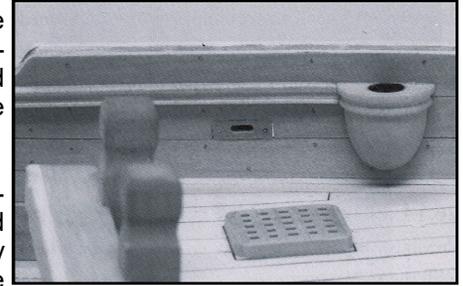
It is appropriate that, with Bob Friedman's impending retirement, the final book being published by Sea Watch Books, LLC should be authored by David Antscherl and Greg Herbert. These three gentlemen have teamed up to produce some benchmark references for our hobby. Among the most noteworthy are the classic



Swan series *The Fully Framed Model, HMN Swan Class Sloops, 1767-1780, The Royal Navy Fireship Comet of 1783, and The Hayling Hoy of 1759-1760.*

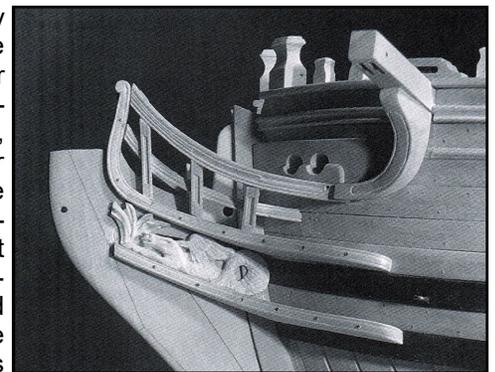
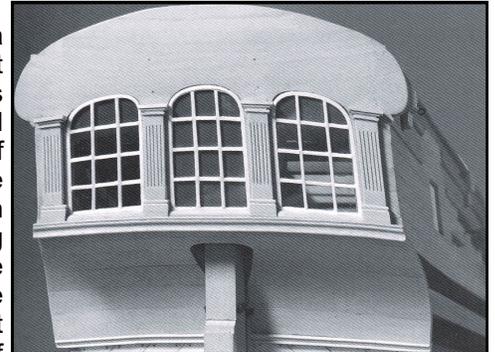
The final offering, *The Ketch-rigged Sloop Speedwell of 1752, Volume II*, completes the treatise on a project that offers the modeler a subject that is attractive, less complex, and at 1:48 scale is of a reasonable size. The book is broken down into three basic segments. The first chapters discuss the final hull details and remaining fittings. Although Herbert's version is not painted, the opening notes provide information on a possible color scheme if you wish to paint your model. The description is based in a fine example in the Royal Museums Greenwich (RMG) Collection.

This model is one of the primary references used throughout the book.

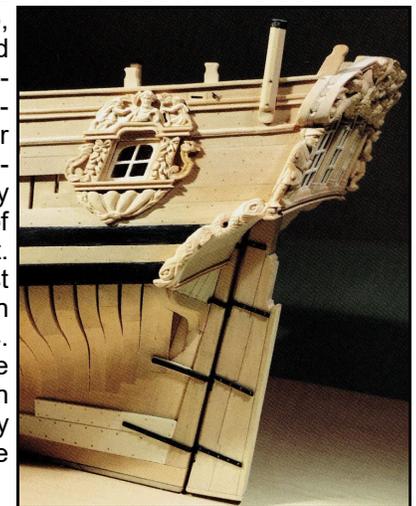


When researching a project, David Antscherl invariably discovers unique features about the subject. One such item on *Speedwell* is the heads (privies) that are located within the forecabin. Their unique shape and location are not seen on contemporary models very often. Herbert's approach for fabricating these pieces is noteworthy.

*Speedwell* is a small vessel, but she possesses many graceful features. Two of them are the stern lights with their pleasing pilasters, and the various ornate components that adorn the bow of the ship. They include the cheeks, hair brackets, cat-head supporters, main and lower rails, and those pesky head timbers. Herbert goes into considerable detail, and makes extensive use of templates for all of these challenging pieces.



The next segment deals with the carved works, and is discussed in great detail. Arguably, this portion of Volume II, by itself, may be worth the cost of the book. For such a small ship, *Speedwell* possessed considerable ornamentation. The authors obtained a copy of a letter addressed to the Admiralty Board that carefully outlined the scope of this work and its cost. The letter included a list of carved works with their overall dimensions. It's interesting to note that the information matched very closely the carvings on the RMG model.



# The Forecastle Report, October 2020 - P.15

"Speedwell of 1752", continued from Page 14



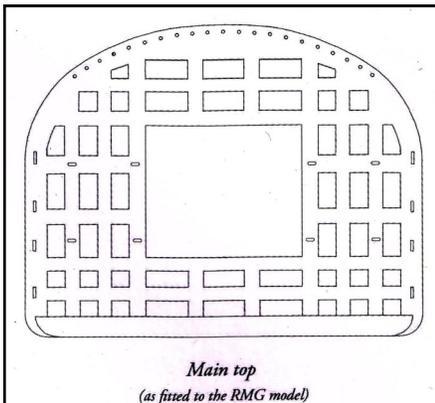
The authors start out with an explanation of the two different processes that are used when producing miniature carvings. They are the subtractive process and the additive process. The former version is as the name implies, the removal of material from a larger block, usually wood.

The additive technique involves the use of a modeling clay that can be heat-hardened. In addition to suggested brands, cautions are also provided when using this material. One interesting recommendation is the use of maquettes or study models prior to creating the final pieces.

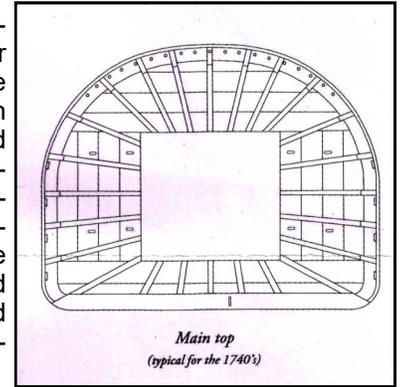


These are made from a non-hardening clay and can be up to four times the size of the final work. The author feels that this helps improve the modeler's perspective when working out three dimensional problems on the actual piece, both additive and subtractive.

The final portion of this treatise is devoted to the construction of the masts, spars, blocks and rigging. An odd feature on the RMG model is the tops. Rather than the usual plank and batten construction, these are made with very coarse grating that features apertures that measure about 6" across. Although they appear to be original, there is little doubt that



they would have presented a safety hazard for topmen. These unique pieces are included in the plans, and a method is provided for their construction. However, Herbert opted for the conventional tops that were in vogue at that time, and he provides a detailed explanation for their construction.



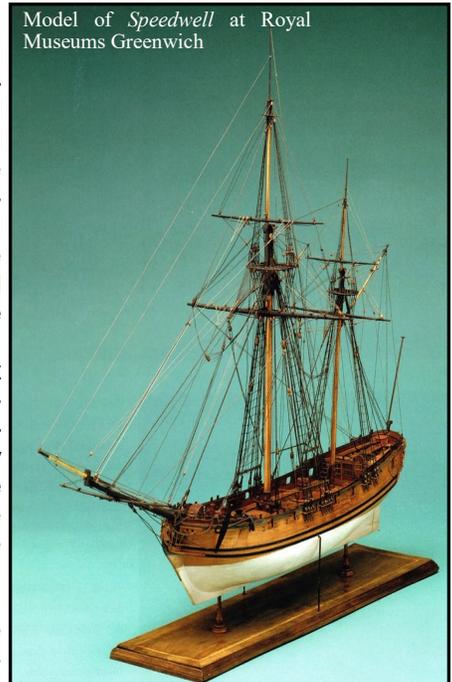
It is interesting to note that nowhere in this second volume do photographs appear of Herbert's rigged model. At the beginning of the final chapters that deal with rigging, David Antscherl explains the reason for this. He states:

*"As our publisher is retiring (2020), we made the decision to complete this book before Greg was able to rig his model. Therefore there are no photographs of this process. However, much of the rigging is very similar to that described in Volume IV of the The Fully Framed Model, HMN Swan Class Sloops 1767-1780, and we refer you to that book. It should be easy to follow the descriptions and illustrations provided in both volumes together with the accompanying rigging plans in this book to successfully complete a model."*

The four rigging plans that accompany this book are all to 1:48, and are well done. They are based on spar dimensions provided in a draught and the contemporary model of *Speedwell* in the RMG collection. Antscherl states that the rigging was interpreted from photographs, and may be suspect in some cases since all the lines may not be entirely original.

In addition to the plans, this final Sea-Watch offering features 7 pages of color photos, an index and bibliography. At a scale of 1:48, this treatise will produce a model with a modest overall hull length of 21 1/2". Add the massive bowsprit and jibboom, and its length increases to over 33 inches.

The *Speedwell* was a unique, yet beautiful ship. Whether you are inclined to build her or not, "The Ketch-rigged Sloop *Speedwell* of 1752" Volumes I and II would be an excellent addition to any ship modeler's library. These books are highly recommended.



**• HISTORIC SHIP PROFILES •**

**• HMS *Alarm* - 1758 •**

**H**M*S Alarm* was a 32-gun fifth rate frigate of the Royal Navy, and was the first Royal Navy ship to bear this name. Copper-sheathed in 1761, she also was the first ship in the Royal Navy to have a fully copper-sheathed hull.

*Alarm* initially saw deployment in the West Indies, where she experimentally had her hull sheathed in a thin layer of copper. Firstly it was intended to reduce the considerable damage caused by the teredo wood-worm, and secondly the well-established toxic property of copper was expected to lessen the speed-killing barnacle growth which always occurred on ships' hulls. The frigate's hull was first covered with Soft Stuff, which was hair, yarn and brown paper, and then covered with a layer of copper plates.

After a two-year deployment to the West Indies, the vessel was beached in order to examine the effects of the experiment. The copper had performed very well in protecting the hull from invasion by worm, and in preventing the growth of weed. When in contact with water; the copper produced a poisonous film, composed mainly of ox-chloride, that deterred these marine creatures. Furthermore, as this film was slightly soluble it gradually washed away, leaving no way in which marine life could attach itself to the ship. Satisfied that the copper had the desired

effect, the Admiralty introduced copper sheathing on a number of ships.

In 1776 however, *HMS Alarm* was resurveyed. It was soon discovered that the sheathing had become detached from the hull in many places because the iron nails which had been used to fasten the copper to the timbers had been 'much rotted'. Closer inspection revealed that some nails, which were less corroded, were insulated from the copper by brown paper which was trapped under the nail head. The copper had been delivered to the dockyard wrapped in the paper which was not removed before the sheets were nailed



the hull. The obvious conclusion therefore, and the one which was contained in a report to the Admiralty of 1763, was that iron should not be allowed direct contact with copper in a sea water environment if severe corrosion of the iron was to be avoided. Later ships were designed with this in mind. The copper sheathing was removed from *Alarm*, and several other test vessels, and the Admiralty did not show any further interest in developing effective copper sheathing until 1775.

*HMS Alarm* continued in service for a number of years, finally being broken up in September 1812 at Portsmouth having spent 34 years in service.

**• MMS ANTI-PIRACY POLICY •**



**H**ere 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