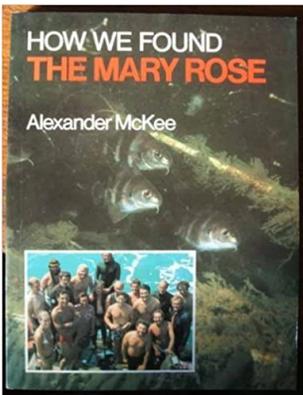


## ● Scuttlebutt ●

The August meeting was one of our better attended virtual gatherings. This was due, in large part, to our “long distance” associate members and guests that hail from Australia, Japan, Georgia, Oregon and Kansas. For those of you who are reluctant to try one of our Zoom meetings, you are missing out on a very special benefit of membership.

Zoom has been very reliable, and it’s not difficult to log on to. We have a help team ready, willing, and able to provide assistance. These gatherings have been an overwhelming success, and there has been considerable talk as to how we might continue to schedule these online get-togethers once things return to normal.

One of our longtime members, **Gordon Field**, is relocating to Minneapolis. Being close to grandchildren is the primary reason, which is totally understandable. Grandchildren always come first! He promised to keep in touch, and attend our virtual meetings as much as possible. Gordon is also a North Shore Deadeye and former treasurer of that organization. Good luck, mate!



Associate member, **Don Dressel**, is looking for a specific set of plans of the *Mary Rose*. Composed of two sheets, they were drawn by Raymond Aker in 1982, and are included in the book How We Found the Mary Rose by Alexander McKee. If anyone can help, please contact Don at [roebuckdres4@gmail.com](mailto:roebuckdres4@gmail.com).

## Tim Riggs Memorial

For those wishing to pay their final respects, a memorial for our shipmate, Tim Riggs, will be held on Saturday, September 26, from 11:00 AM to 2:00 PM, at the Davenport Funeral Home, 941 South Old Rand Rd, Lake Zurich, Illinois, 60047



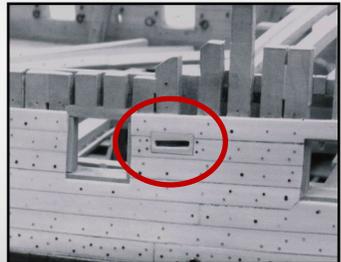
“Scuttlebutt”, continued on Page 2

## September Meeting Notice

### Fixed Blocks

By  
**Patrick Sand**

A point frequently missed, or merely simplified, by modelers are the fixed blocks that are imbedded in the side of a ship. These are sheaves through which various lines lead inboard to where they are belayed. Patrick Sand likes to think outside the box, and he will explain how he approached the fabrication of these often overlooked fittings, which are more complex than you might think. This subject has never been discussed at one of our meetings, and should make for a most interesting presentation.

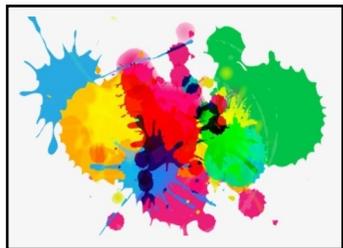


Proceedings will begin on Wednesday, September 16th, at 7:00 PM, but you will be able to log on as early as 6:30 PM. Be on the lookout for your Zoom invite, which will be sent to you by no later than September 15th. Hope you can join us!

## Paints & Painting

by Kurt Van Dahm

Quite often, how successful a presentation is can be gauged by the number of questions asked during, and after the talk is completed. It would be safe to say that Kurt Van Dahm’s discussion on Paints and Painting provoked a lot of thought among the members, particularly when it comes to use, care, and maintenance of airbrushes.



Although Kurt is a proponent of acrylic paints, he also discussed the advantages, and disadvantages, of solvent based products. In fact, the first several slides were devoted entirely to the more volatile coatings.

Like any good presentation, safety was emphasized. After that, the single most important step, surface preparation, was outlined. Different primers were followed by application methods that included paint brushes, spray cans, and airbrushes. As stated earlier, airbrushes created the most interest. It was apparent that an in depth discussion on these versatile devices would be needed sometime in the future.

● **Scuttlebutt** ●

Continued

**Modeling a Norwegian Sailing Pram**

Model Expo has released the second in a series of progressive model tutorials. The kit's design and instruction book were created by David Antscherl, and are based on a design by Simon Watts. At a scale 1:12, the model measures 12 1/2" in length, with a width of 4" and a height of 15 1/2". A copy of the instruction manual can be downloaded at [www.modelexpo-online.com](http://www.modelexpo-online.com) for those of you who might be interested in previewing the kit.



**MMS OFFICERS & STAFF**



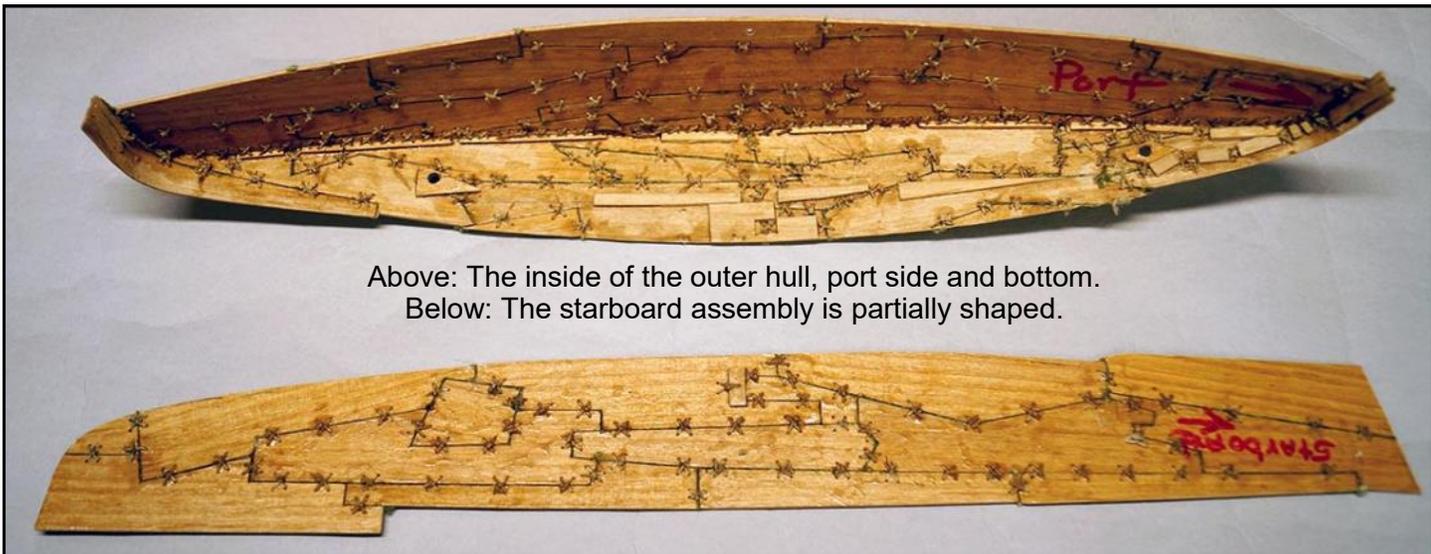
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● **Ships on Deck** ●

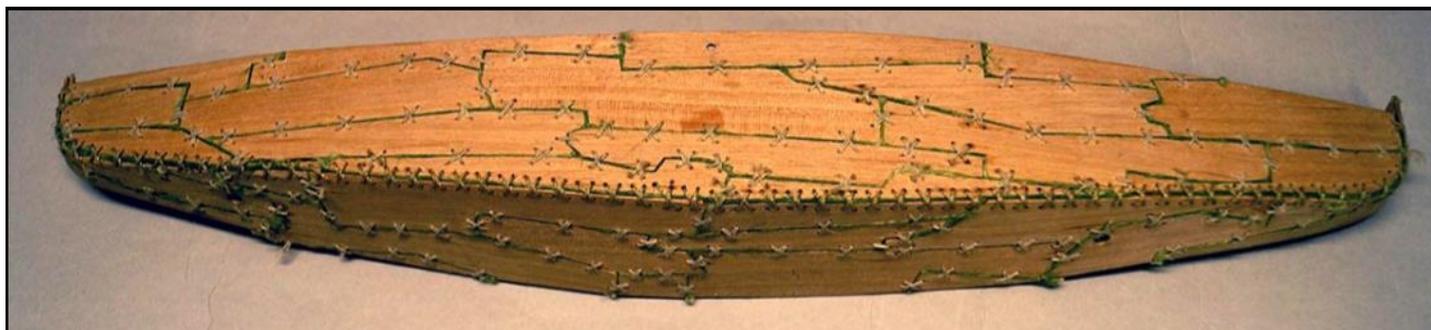
**Egyptian Boat *Egeza* by Rick Szydelko**

Photos by Rick Szydelko



Above: The inside of the outer hull, port side and bottom.  
Below: The starboard assembly is partially shaped.

Seen from the port side, the outer hull has been attached to the bottom assembly.



● **Ships on Deck** ●

Continued

**HMS *Hunter*** by Dan Pacholski  
The model is finished. Congratulations, mate!  
Photos by Dan Pacholski

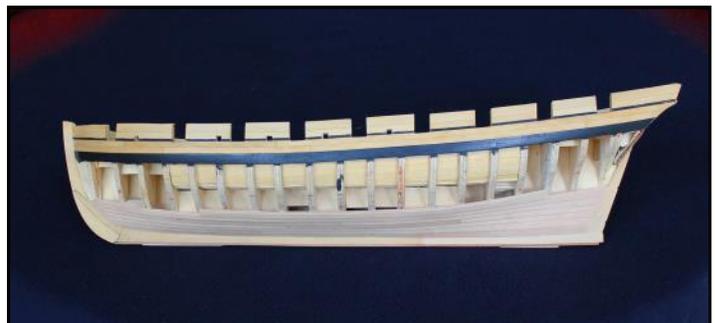
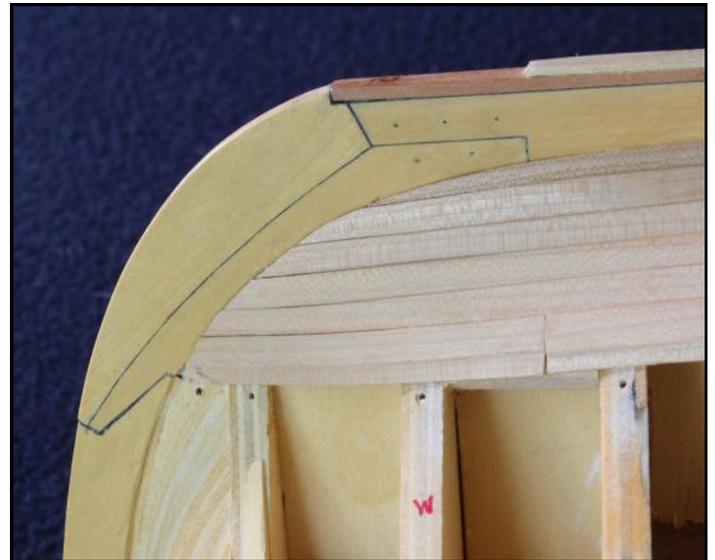


● Ships on Deck ●

Continued

**HMS Swallow 1779** by Toni Levine

Photos by Toni Levine



● **Ships on Deck** ●

Continued

**Harvey 1847** by Keith Zeilenga

Photos by Keith Zeilenga

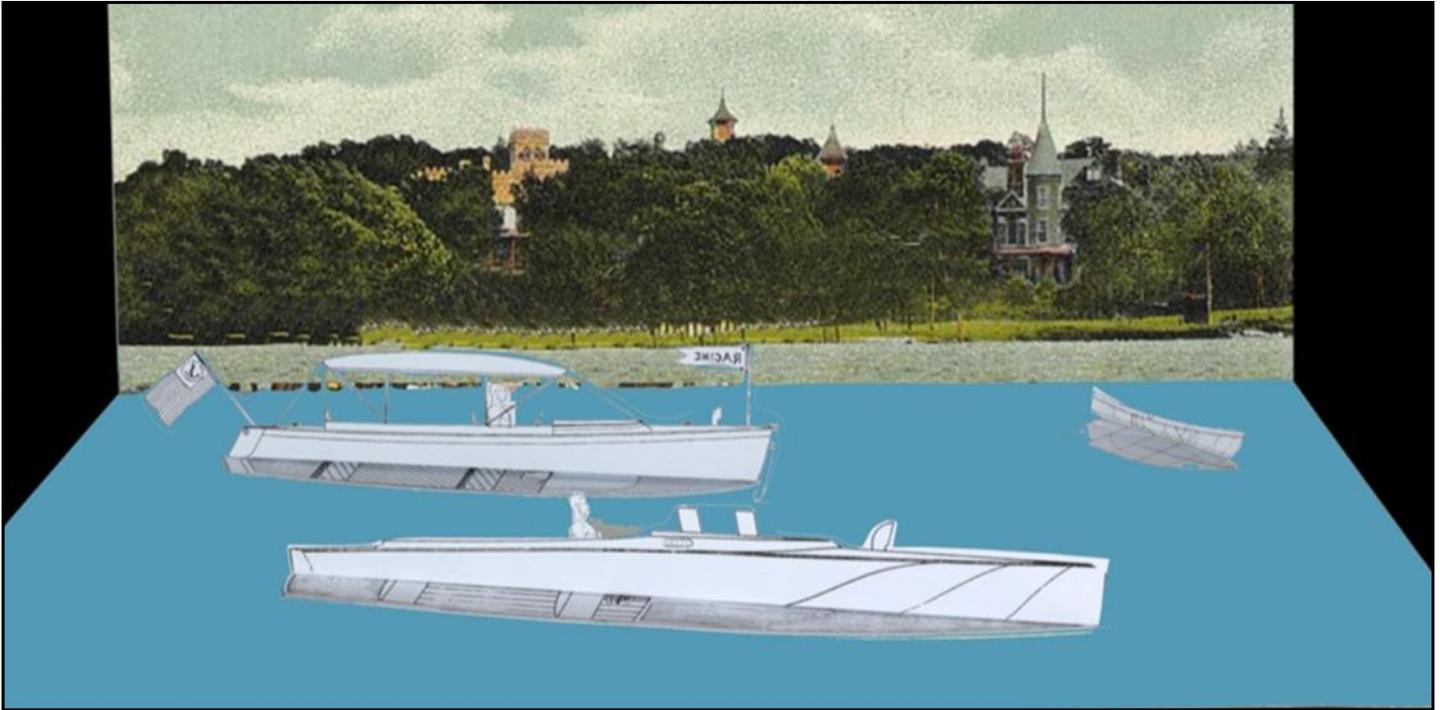


● **Ships on Deck** ●

Continued

**Wisconsin Boats Diorama** by John Pocius

Photos by John Pocius



● Ships on Deck ●

Continued

**Sultana** by Don Purney

Photos by Don Purney



● **Ships on Deck** ●

Continued

**The Cutter *Alert* by Roger Cole**

Presented by Coleman Seskind

Photos by Coleman Seskind



● **Ships on Deck** ●

Continued

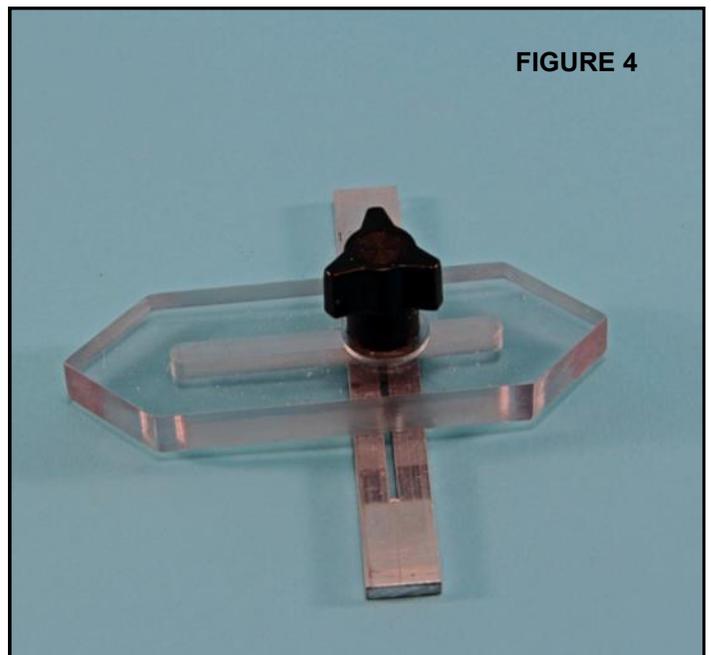
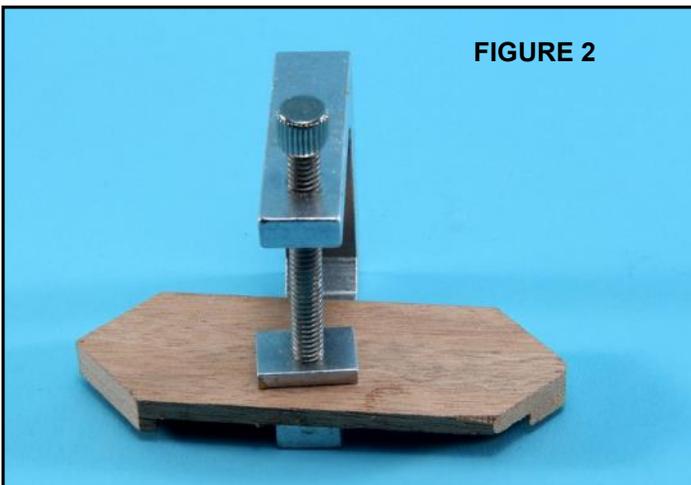
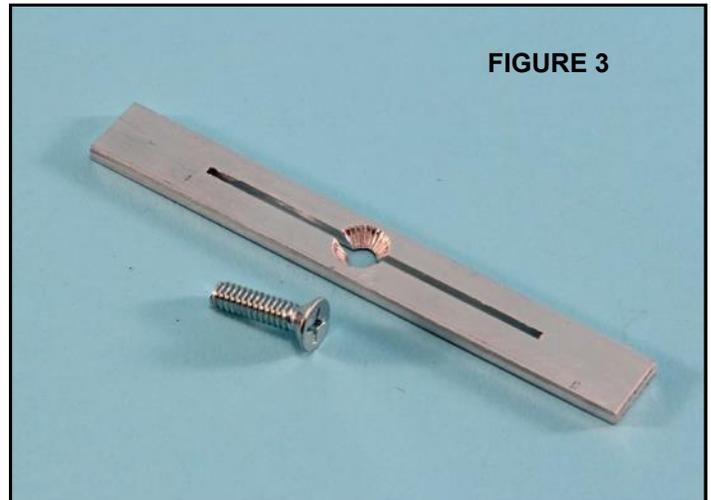
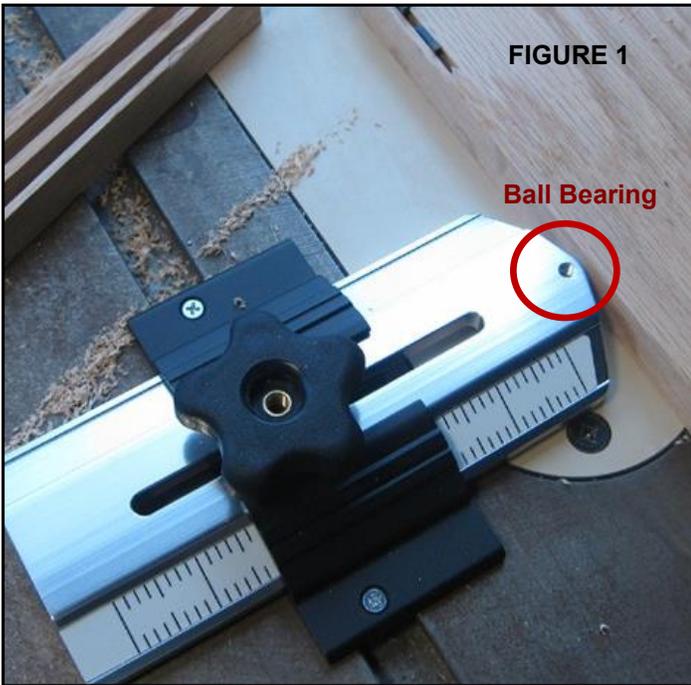
**Plank Cutting Fixture**

by Kurt Van Dahm

In the August issue of the *Forecastle Report* we discussed examples of this device that are used by Rick Szydelko, Doc Williams, and Bob Filipowski. However, we omitted one important fact. We failed to give credit to the individual who had originally shown us early examples of this device, Kurt Van Dahm.

Kurt admits that he did not invent the fixture, but adapted a design used for full size table saws. (See figure 1) His first effort (See Figure 2) was nothing like the commercial unit, which had fine adjustability and could be locked in position. Nevertheless, he felt that he was on the right track. Van Dahm wasn't sure how the commercial unit locked itself in place, but he felt it had to be very much like a feather board. So, he machined a piece of bar stock shown in Figure 3.

When the adjustment knob is tightened, it draws the flathead bolt up into the slot and forces the sides outward, which locks the fixture in place, simple but effective! The Plexiglas slide was the final touch, which adds a professional touch to the fixture. (See Figure 4) The commercial unit has a ball bearing at its tip, but Kurt found that it really isn't necessary for modeling purposes. Thanks for the inspiration, mate!



● Ships on Deck ●

Continued

**Anatomy Model of HMS *Bounty* by Neil Hurwitz**

Photos by Neil Hurwitz

This unique model was manufactured by Artesania Latina, and dates back to the 90's. It is referred to as an "anatomy model" due to the fact that the port side will be planked, but the starboard side will be open, and display the vessel's internal construction. This will be a most unique example of the modeler's art when it is completed.



● **Ships on Deck** ●

Continued

**Royal William** by Doc Williams

Photos by Doc Williams



Some of the planned bands on the starboard side are complete in rough form. The bands are marked in ink.



Spiled plank ready for mounting.

**Lexington** by Dan Pacholski

Photos by Dan Pacholski

This was Dan's first wooden model, which was completed about six years ago. After that success, he decided to continue on with the hobby. HMS *Hunter*, see page 3, is his third model.

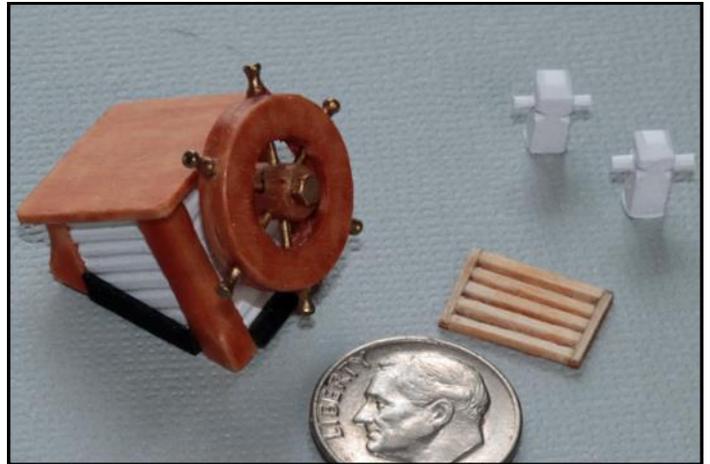


● **Ships on Deck** ●

Continued

**Bluenose** by Dave Kupczyk

Photos by Dave Kupczyk



● **Ships on Deck** ●

Continued

**Vice** by Steve Wheeler

Presented by Bob Filipowski

Bob Filipowski is in the process of refurbishing a half hull that was started by Steve Wheeler, but never completed. Bob purchased it at the tool liquidation sale that was held earlier this year, and intends to add it to his collection of half hulls. The nameplate for the model will bear Steve's name.



This half hull represents a bit of a mystery, since it is not consistent scale-wise with other models Steve built. Although somewhat smaller, it may have been a scaled down prototype for the model shown on the right, which is a "US One Design" racing sloop named *Vice*.

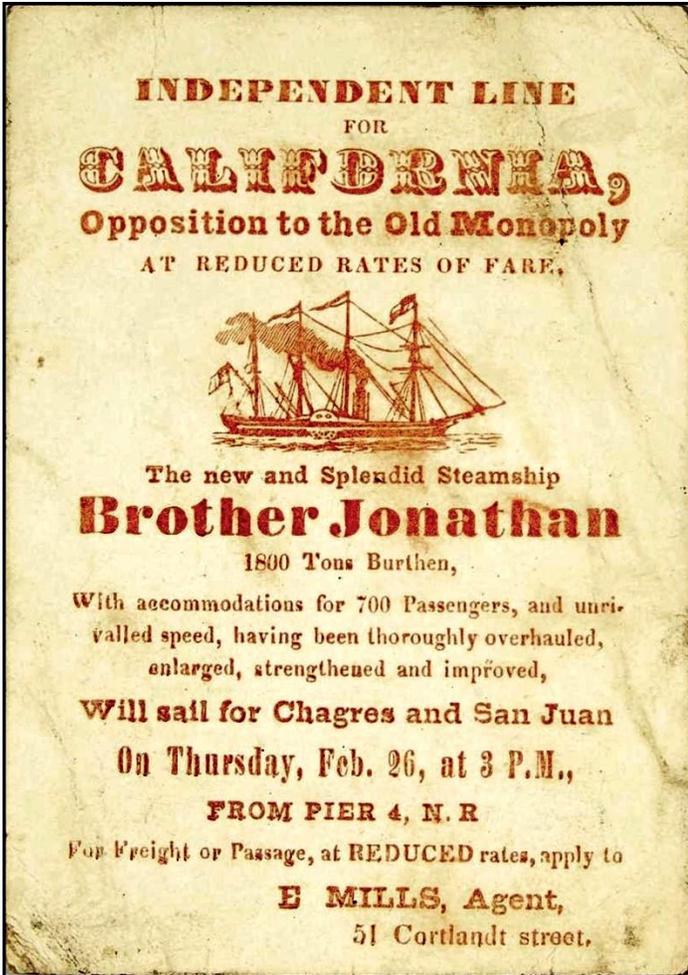
This 1:12 scale model won a Gold Medal, and awards for *Best Great Lakes Model*, and *Best Racing Class Sailboat* at the Wisconsin Maritime Museum's Annual Model Ships & Boats Contest in 2016. It is believed that Steve once sailed the actual vessel on Lake Michigan.

The backboard for the half hull is partially completed, and is made out of African Makori. This wood is sometimes sold under the trade name "Cherry Mahogany," though the wood is not closely related to any of the species or genera in the mahogany family.



• HISTORIC SHIP PROFILES •

• SS *Brother Jonathan* •



**B**rother *Jonathan* was a paddle steamer that struck an uncharted rock near Point St George, off the coast of Crescent City, California, on 30 July 1865. The ship was carrying 244 passengers and crew, with a large shipment of gold. Only 19 people survived, making it the deadliest shipwreck up to that time on the Pacific Coast of the United States. Based on the passenger and crew list, 225 people are believed to have died.

The ship was commissioned by Edward Mills, a New Yorker who tried to operate a shipping business during the California Gold Rush. She was named after Brother Jonathan, a character personifying the region of New England. When built in 1851, she was 220 feet 11 inches long and 36 feet wide. Her route was from New York to Chagres, Panama, and on her first journey set a record for the then-fastest round-trip – 31 days. Passengers would cross the Isthmus of Panama, and make their way north to California via another ship.

In 1852 the ship was purchased by Cornelius Vanderbilt, who operated a competing line. Vanderbilt had *Brother Jonathan* sail around Cape Horn, and used her on the Pacific side of the route. Vanderbilt also had the steamer modified to accommodate more passengers.

Vanderbilt's company had an exclusive contract ferrying passengers across the isthmus through Nicaragua, but in 1856 the Nicaraguan government cancelled the agreement. The ship was then sold to Captain John Wright, renamed *Commodore* and put on West Coast routes, which included her home port of San Francisco to Vancouver, British Columbia, as gold prospectors travelled to the Fraser Canyon Gold Rush.

In 1861, she was sold to the California Steam Navigation Company, who restored her original name of *Brother Jonathan*. Over the next several years, the vessel gained a reputation as being one of the finest and fastest steamers on the Pacific Coast.

The ship played a small but symbolic role in the history of the state of Oregon. After President James Buchanan signed the bill admitting Oregon to the Union on 14 February 1859, the news was wired to St. Louis, carried by stagecoach to San Francisco, and loaded on *Commodore*. On March 15, the ship docked in Portland, delivering the official notification of statehood to the people of Oregon.

On her last voyage, the ship ran into a heavy gale within hours after leaving San Francisco Bay to steam north. Early on Sunday morning, 30 July 1865, the steamer anchored in Crescent City harbor on the first leg of its trip to Portland and Victoria, B.C. After leaving the safety of the bay that Sunday afternoon, the ship steamed into more stormy conditions. The seas were so bad near the California-Oregon border that the captain ordered the ship turned around for the harbor of



• **HISTORIC SHIP PROFILES** •  
Continued

• *SS Brother Johnathan* •



Crescent City. Forty-five minutes later on that return and close to port, the ship struck a rock, tearing a large hole in the hull. Within five minutes, the captain realized the ship was foundering and ordered the passengers and crew to abandon ship.

Although there were enough lifeboats to hold all of the people on board, only three boats were able to be deployed. The rough waves capsized the first lifeboat that was lowered, and smashed the second against the vessel's side. Only a single boat, holding eleven crew members, five women, and three children, managed to escape the wreck and make it safely to Crescent City. As a result of this tragedy, new laws were written to increase passenger-ship safety, including the ability of lifeboats to be released from a sinking ship. It also resulted in approval to build the St. George Reef Lighthouse, though construction was not completed until 1892.

For its final voyage, crates of gold coins had been loaded on the vessel, including the annual treaty payments in gold for Indian tribes, Wells Fargo shipments consigned for Portland and Vancouver, and gold carried on board by the passengers. A large ship's safe safeguarded valuable jewelry, more gold coins, and gold bars. The gold alone was valued at \$50 million in today's dollars. Divers and ships began searching for the sunken treasure two weeks after the disaster, but despite numerous endeavors, for over 125 years, the ship's treasure of gold and artifacts remained one of the Pacific's great secrets.



The  
**Nautical Research Guild**

## 2021 Calendars are Here!

The Nautical Research Guild is proud to announce that they are selling calendars featuring ships built by members of the NRG and Model Ship World Forum.

This is the first calendar offered by the Guild in several years, and they hope to make this an annual offering. The wall calendar measures 11" x 17" opened. The photos are high resolution, and suitable for framing once the year is over. The calendars are available through the NRG store for only \$15.00 plus shipping.

[Order yours today while supplies last!](#)



Photographs from the  
Nautical Research  
Journal and Model  
Ship World

## Model Ships 2021



The Nautical Research Guild



Model Ship World  
by the Nautical Research Guild

The Nautical Research Guild (NRG) is a nonprofit educational organization comprised of model builders, historians, artists and others who share a common interest in the history, beauty and technical sophistication of ships and their models.

The Guild publishes the Nautical Research Journal and is the owner Model Ship World, the largest Internet forum dedicated to model ship building in the world.

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