

● Scuttlebutt ●

Midwestern Model Ship Contest



The 44th Annual Midwestern Model Ships and Boats Contest will be a Virtual Contest with models judged by photographs submitted by the modeler. The contest is co-sponsored by the NRG and all judges are NRG members who have judged earlier contests at the museum.

The rules, judging criteria, and registration forms are available for downloading from the museum's website. Entry payment, all photographs, and papers must be submitted prior to May 1.

There will be a virtual awards ceremony on Saturday, May 15th (time to be announced) and awards will be mailed to the winners after the ceremony.

"Scuttlebutt", continued on Page 2

April Meeting Notice

Carving Techniques

By
Gus Agustin

We have a special treat scheduled for the April meeting. You have admired Gus Agustin's carvings for many years. This will be a unique opportunity to see how he does it. Gus has agreed to share some of his techniques with us, which makes this meeting one you don't want to miss!

Proceedings will begin on Wednesday, April 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 April 20th. Hope you can join us!



● Upgrading Syren's Carronades ●

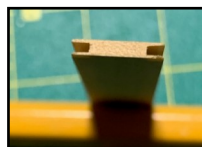
By
Patrick Sand

Like so many of us, Patrick Sand has come to realize that you can't judge a kit by its cost and box art. The latest realization came in the form of the carronades supplied for his US Brig Syren. The proportions of the Britannia castings were questionable at best. Patrick decided to give Model Monkey a try. This online company specializes in 3-D printed products for scale modelers.

Although the quality of the total assembly was excellent, Patrick really only wanted the canons, so he removed them from the slides. The plate that pivots up and down, which is called a "lug loop", was damaged during removal, so Sand made new ones from round stock.

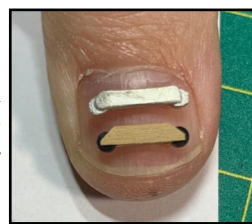
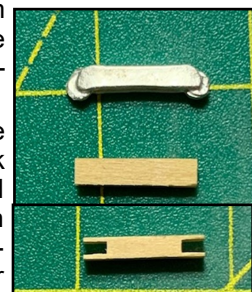


The other components Sand discussed were the back carriage wheels that allowed the gun to traverse left and right. Taking pieces of boxwood the proper thickness, he cut grooves along their length using a Byrnes Saw. Strips



were then cut from the stock, and the edges were chamfered.

The wheels were made out of black Sculpey Clay, and a metal fixture with the correct thickness and diameter hole. After baking, the wheels were glued in the slots. At this point Patrick is undecided as to whether the assemblies will be painted.



● Scuttlebutt ●

Continued

Please note that the mention of a discounted entry fee on the registration form only applies to members of the Wisconsin Maritime Museum, not to NRG members.

<https://www.wisconsinmaritime.org/programs-and-events/midwestern-model-ship-contest/>

2021 NRG Conference Cancelled



After considerable deliberation, the NRG Board made the difficult decision to cancel the 2021 Conference.

The primary factor involved the many attendees that are senior citizens who have high risk factors for contracting COVID-19. Therefore, the Board concluded that many individuals would be reluctant to travel to attend the event this Fall.

The Guild has been in contact with the Channel Islands Maritime Museum, and the Board is hopeful that they will be able to hold the 2022 Conference there.

The NRG's Annual Meeting will be a virtual event later in the year. Details will be announced in the Secretary's Newsletter when the date has been determined.

News from the Rope

We recently heard from our friend, Mr. Norio Uriu, of the Rope in Tokyo, Japan. His current project is a framed up model of the French Frigate, *Le Hermione*, c.1780. This is his first attempt at building such a complex subject, but he is not alone. Mr. Uriu joined other Rope members who are being tutored by Mr. Tsuchiya, an individual who has considerable experience with these type of models.



The 58 double frames, which are composed of 700 individual pieces took Mr. Uriu 4 months to complete. The more challenging cant frames are next. We look forward to future progress reports.

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● Ships on Deck ●

HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz

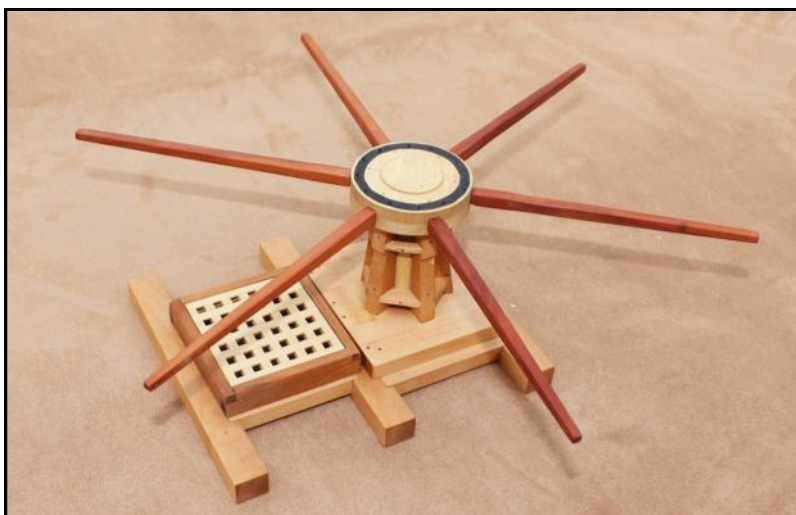
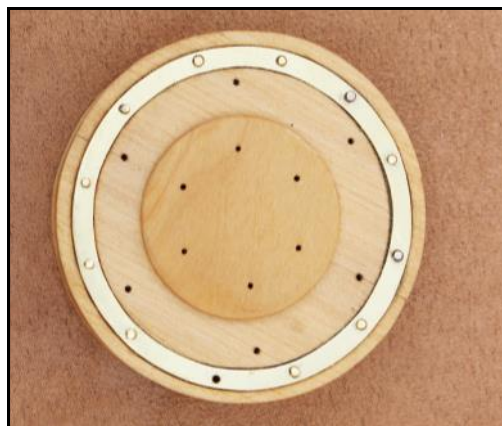
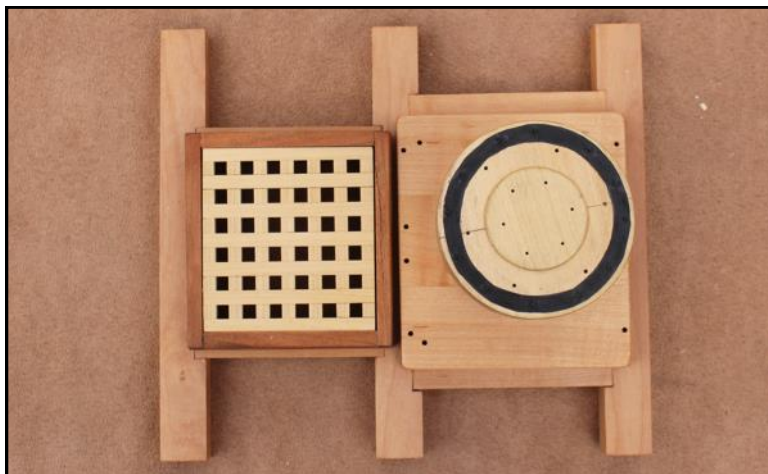


● Ships on Deck ●

NRG Capstan Monograph c.1776 by Toni Levine

Photos by Toni Levine

NRG Chair, Toni Levine, is developing a new monograph that will feature a capstan used in 1776. This will be marketed as a first scratch build. When released, this project will provide the plans and monograph but not the materials. Toni is building it two ways. The series of photos on left show an intermediate version for which the fanciest tool being used is a Preac saw. The advanced version shown on the right will require the use of a lathe and mill. In either case, the modeler will have to supply their own materials.

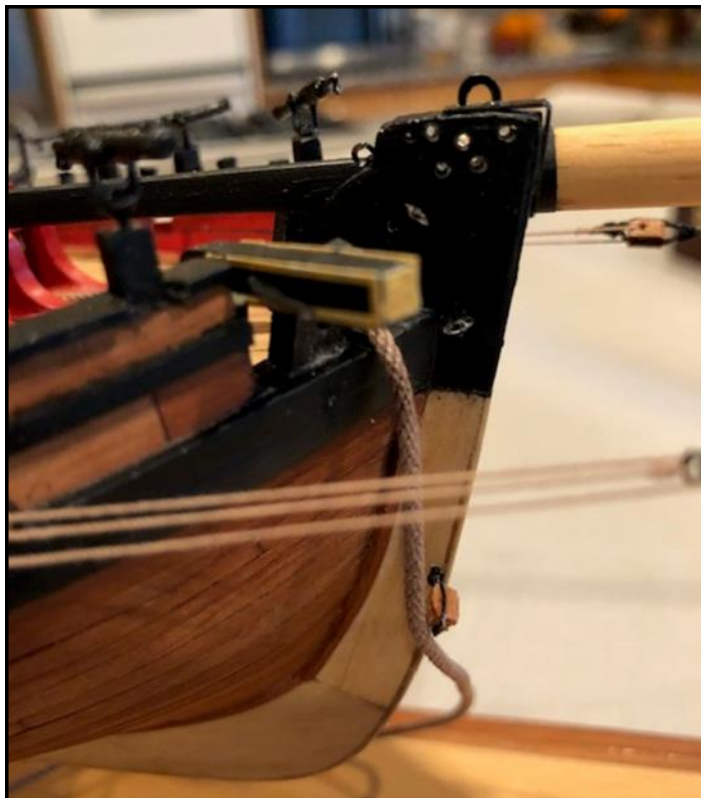
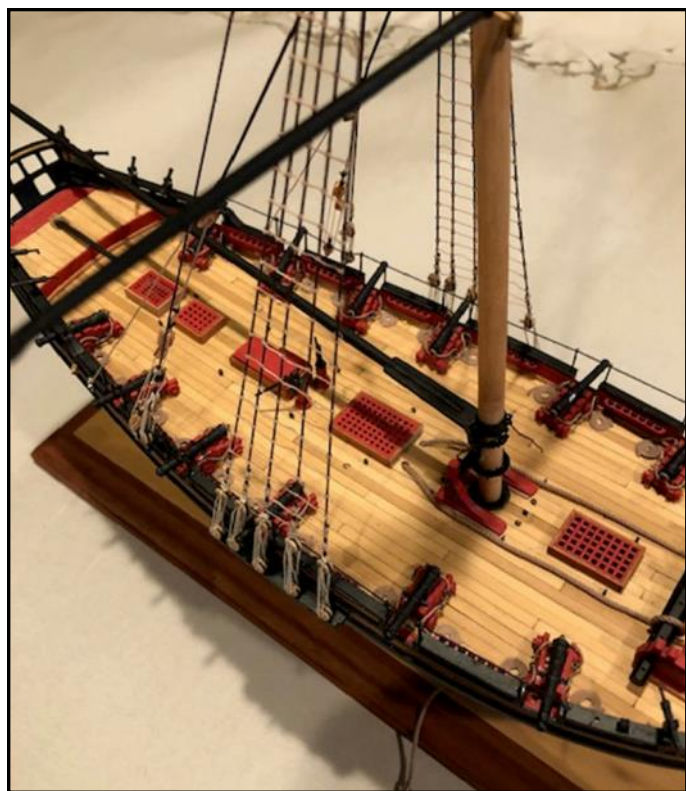
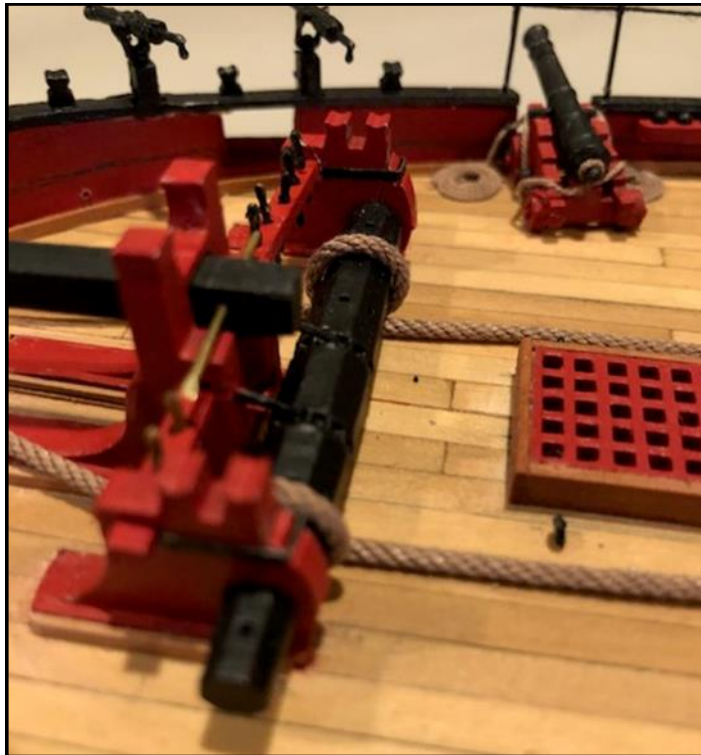


● Ships on Deck ●

Continued

The Cutter *Alert* (1:64) by Allen Siegel

Photos by Allen Siegel

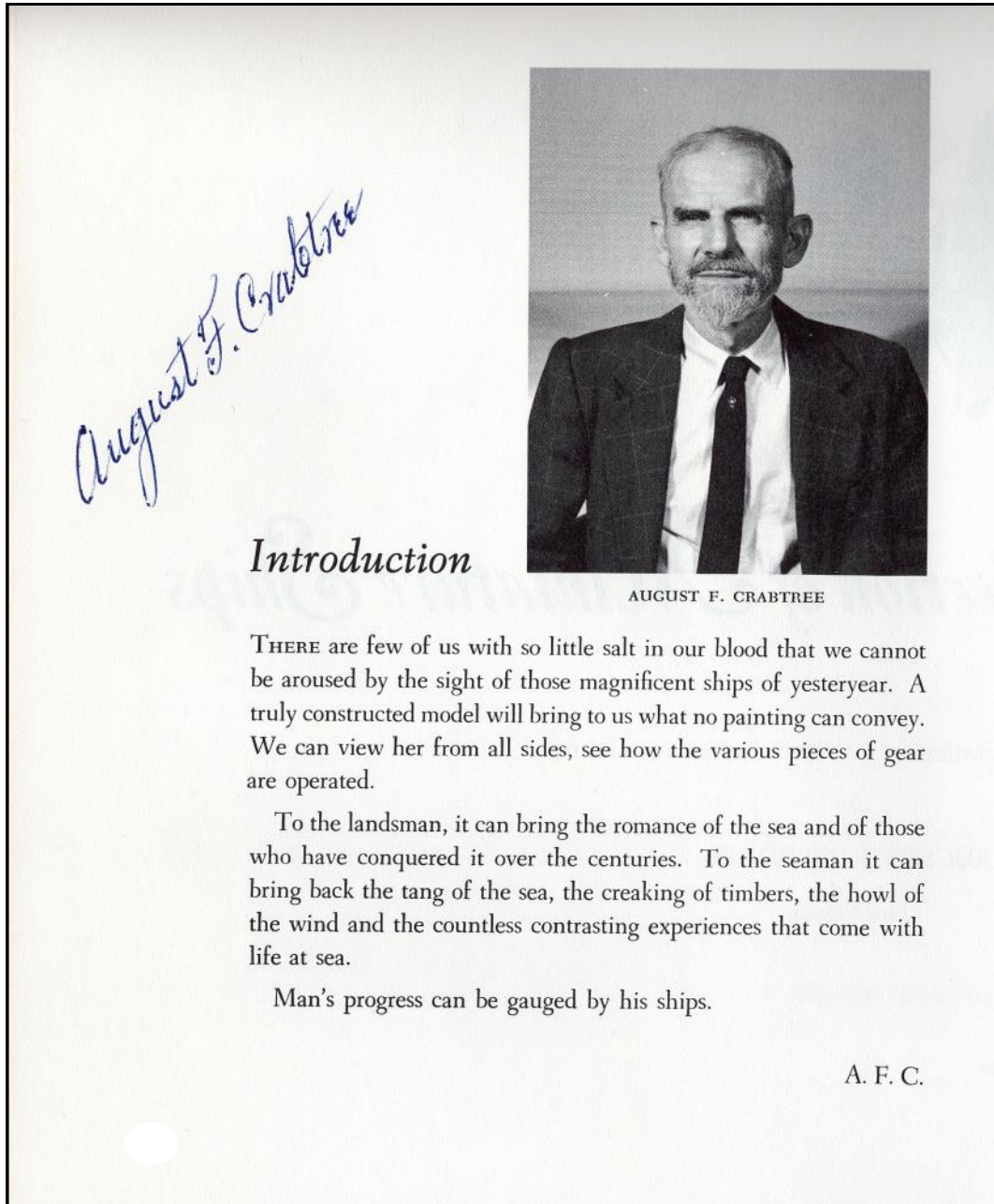


● Ships on Deck ●

Continued

A Rare Autograph

Presented by Ken Manske



As stated in a previous Forecastle Report, I once had the pleasure of hosting a dinner with Lloyd McCaffery and August Crabtree. While thinking back to that memorable evening, I recall that Mr. Crabtree gave me his autograph. After going through all my files (as far back as 1971) I finally found my Crabtree Collections booklet where he had signed the inside page. I thought I had lost it!

It's not a very complimentary photo. He certainly looks like a grumpy fellow, but in fact, Crabtree was incredibly glib, and very willing to share his modeling techniques. He also had a great sense of humor.

Ken Manske

● Ships on Deck ●

Continued

Lake Michigan's Fury

Photos by Tim Foster

Associate member, Tim Foster, lives on the east side of Lake Michigan, which presents a unique opportunity. Being so close to the lake, he enjoys taking walks along the beach, not knowing what he might find. This fall and winter the lake was especially violent with gale force winds predominantly out of the west. Add to this the especially high lake levels, and the conditions were ripe for wreckage washing ashore, or appearing out of the sand.

Yet, even Tim was surprised by this discovery. At first, he thought it was an intact rudder, which would be a rare find. But a closer inspection produced the realization that it was actually a centerboard, also known as a drop keel. Except for the portion of timber holding the steel pin that the assembly pivoted on, the port side of the centerboard trunk was completely gone. From what you could see, the starboard side appeared to have fared somewhat better. Located diagonally at the opposite end of the centerboard was a groove that once housed a metal strap. This would have been attached to a chain or cable used to raise and lower the centerboard.

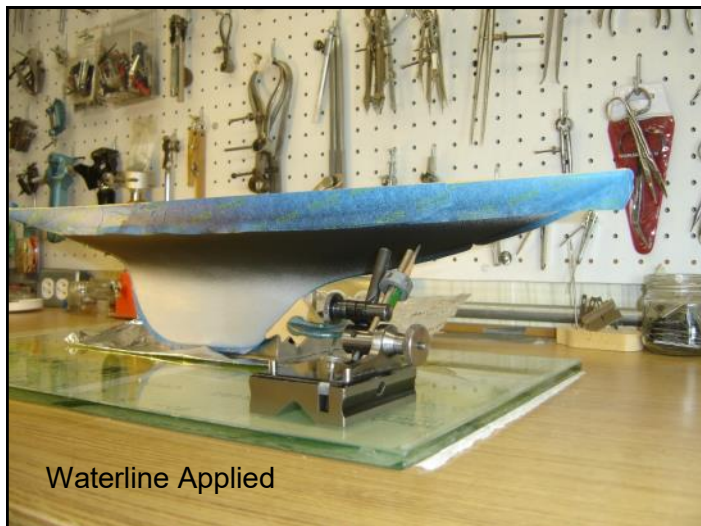


● Ships on Deck ●

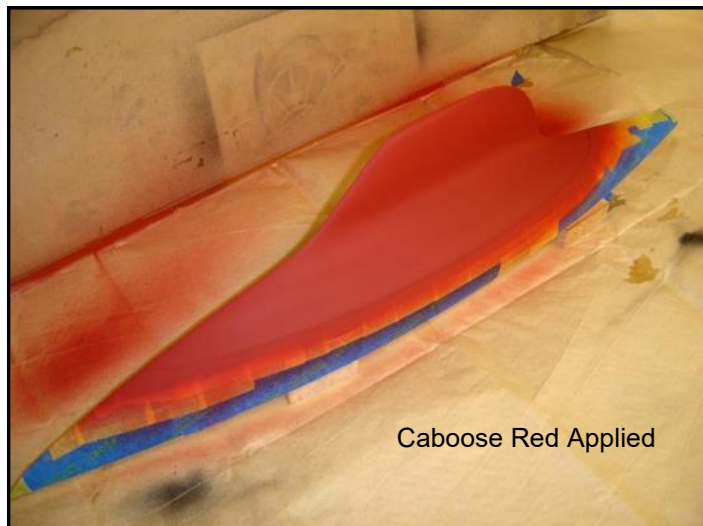
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US One Design Racing Sloop **Vice** by Steve Wheeler

Photos by Bob Filipowski



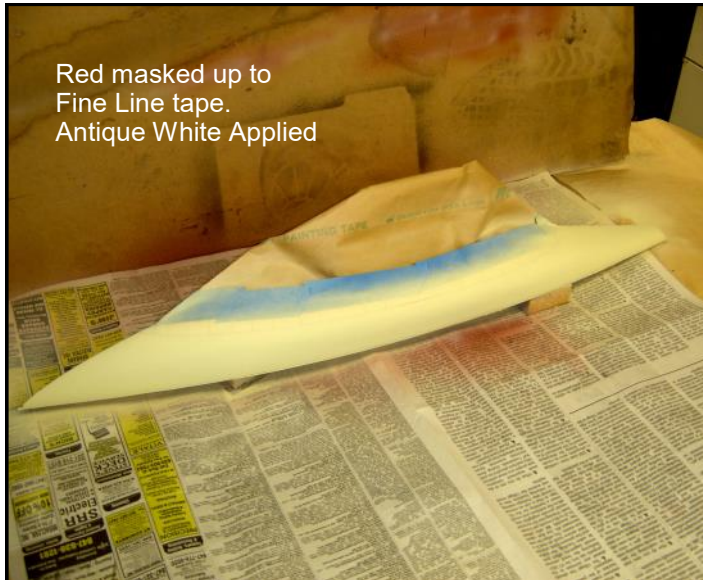
Waterline Applied



Caboose Red Applied



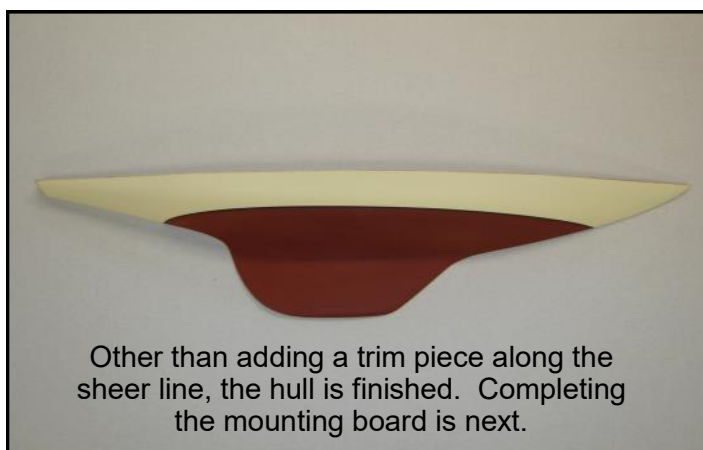
3M 1/16" Fine Line Tape Applied to Waterline



Red masked up to
Fine Line tape.
Antique White Applied



Upper hull masked down
to Fine Line tape.



Other than adding a trim piece along the
sheer line, the hull is finished. Completing
the mounting board is next.

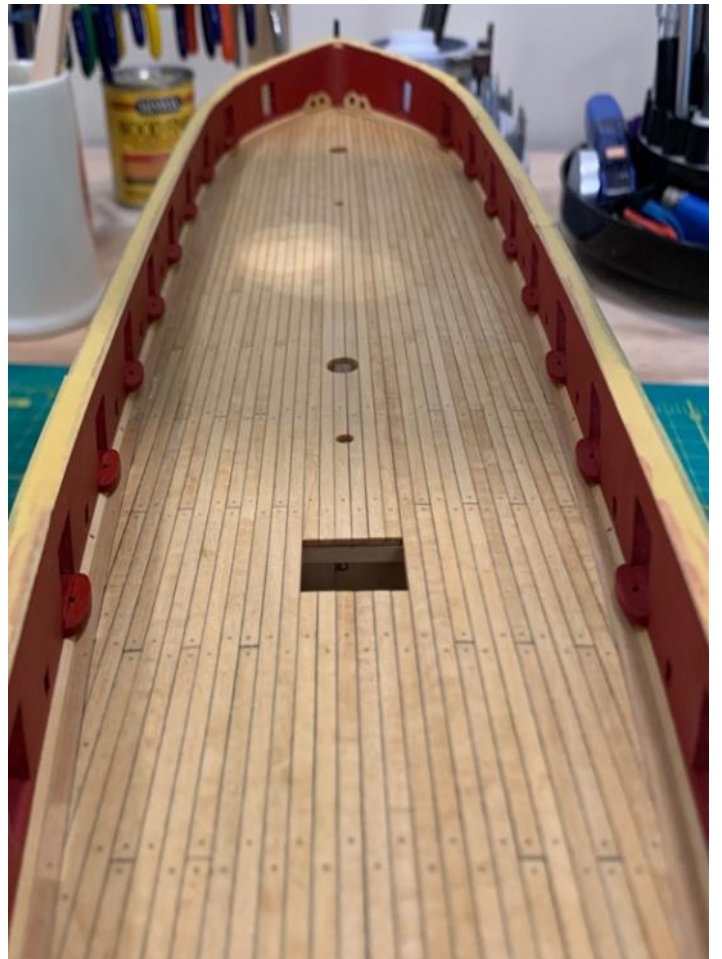
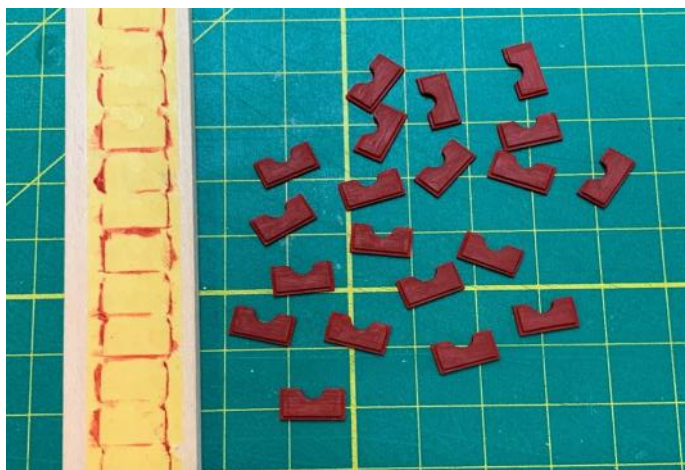
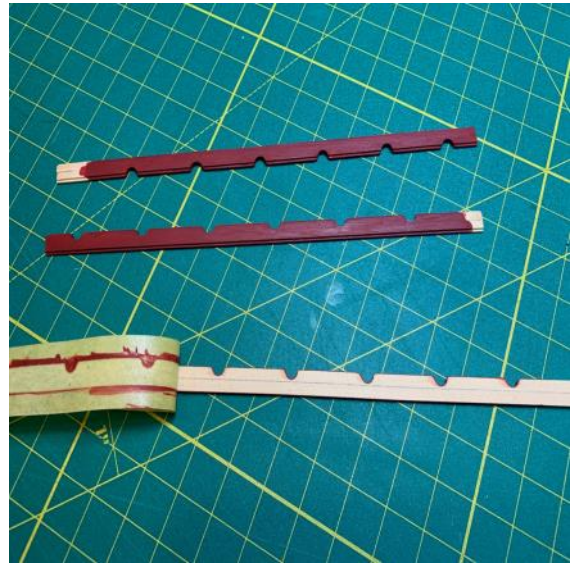
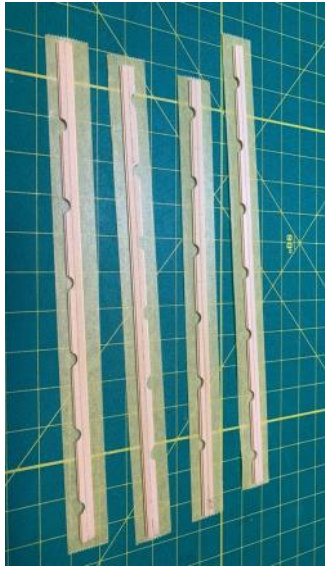
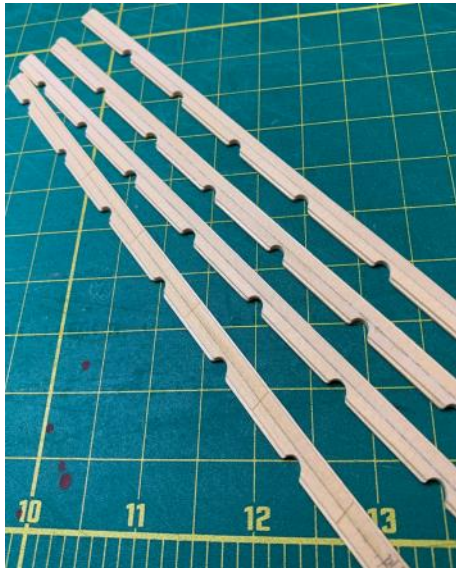
● Ships on Deck ●

Continued

US Brig *Syren* by Patrick Sand

Photos by Patrick Sand

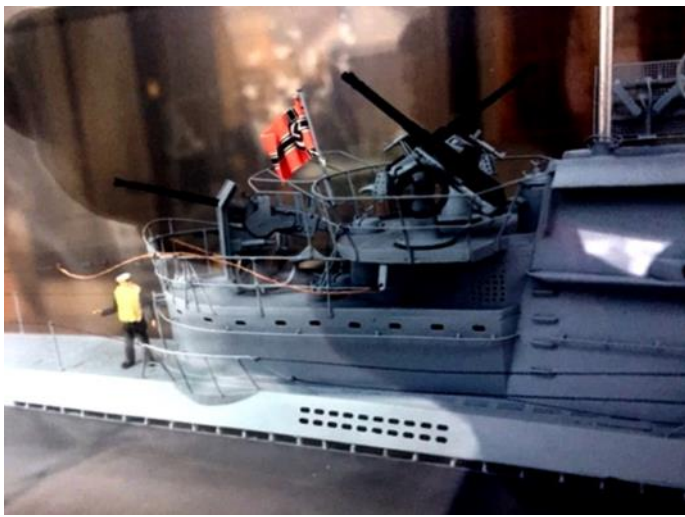
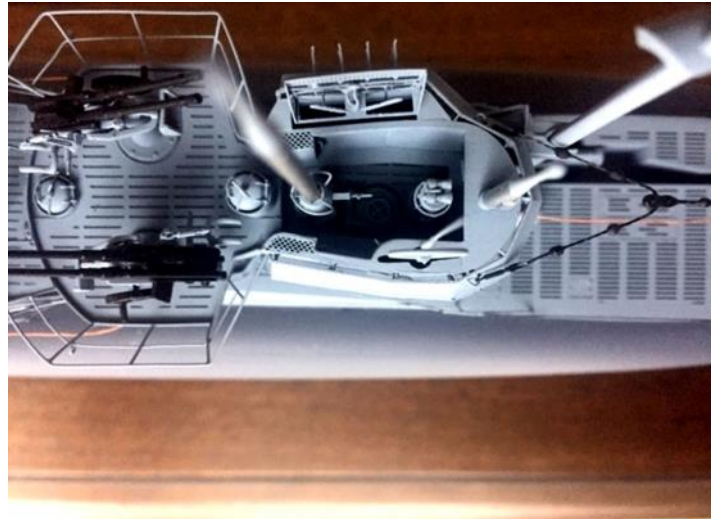
Fabricating and Painting Gun Port Lid Halves



● Ships on Deck ●

Continued

Type VII U-Boat presented by Coleman Seskind Photos by Coleman Seskind



● Ships on Deck ●

Continued

ENGLISH BRIGANTINES, BOMB KETCHES, ADVICE BOATS by Ian McLaughlan

Sketches by Ian McLaughlan

In the last decade of the 17th Century the Royal Navy introduced some specialised classes of small warship. The Brigantine was a vessel for towing ships out of the line of battle, using an improved rowing system incorporating an apostis along the side of the hull, as in the galleys. The Bomb Ketch carried two 13" mortars to send combustible projectiles on to coastal targets such as harbours and arsenals. The Advice Boat was a fast-sailing communications vessel and scout.

The rather crude expletive at the masthead of the Advice Boat is indicative of the panic aboard as the French Squadron appears over the horizon!

Ian McLaughlan



Advice Boat Signaling c.1700



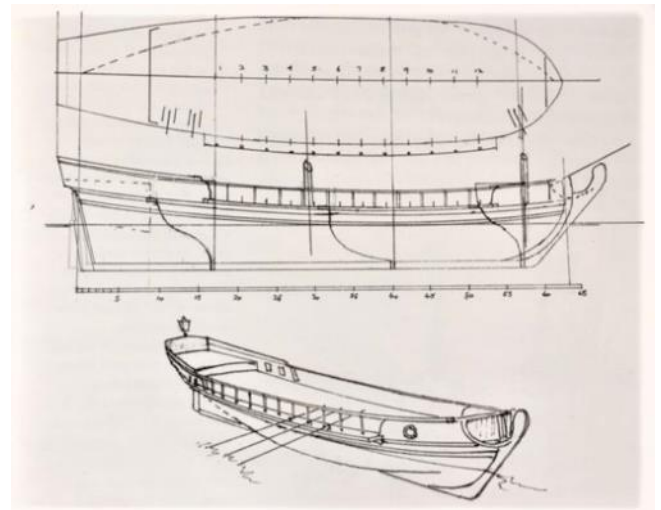
Aft Mortar on Bomb Ketch



Brigantine c.1790 for towing ships out of the line of battle



Bomb Ketch c.1690



Rowing System for a Brigantine c.1690

● Ships on Deck ●

Continued

US Brig Syren c.1803 (1:64) by Ray Kroschel

Photos by Ray Kroschel

Ray's version of the deadeye rigging claw. Great idea!



● Ships on Deck ●

Continued

HMS *Bellerophon* (Scale 1:64) by Alan O'Neill

Photos by Alan O'Neill



Plans are from the National Maritime Museum. References are the *Fully Framed Model* series by David Antscherl & Greg Herbert, *REES' Naval Architecture*, *The Anatomy of Nelson's Ships* by Longridge, and old magazine articles. Model started in February 2016.



The flag is silkspan painted with acrylic paints per David Antscherl.



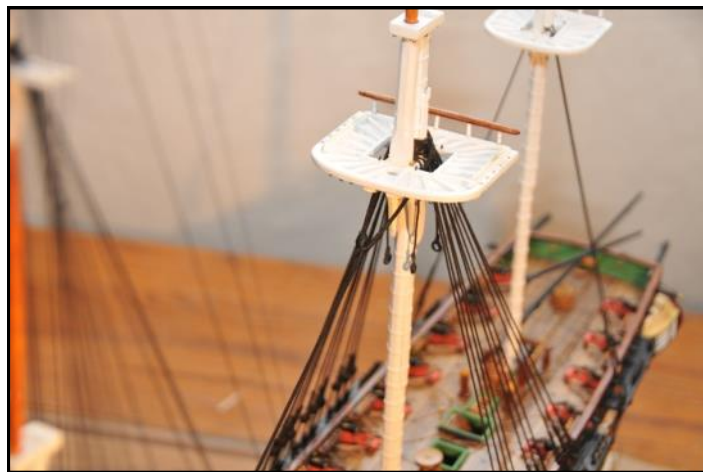
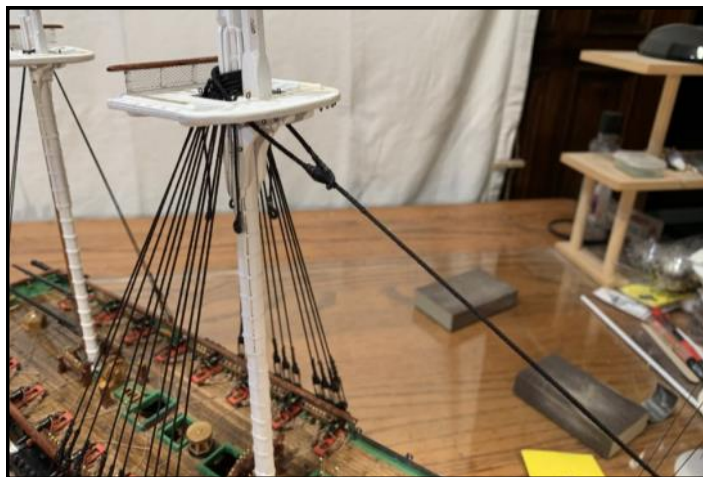
The wood is primarily Hemlock Fir and Costello boxwood.

● Ships on Deck ●

Continued

USS *Constitution* by Bob Frysztak

Photos by Bob Frysztak

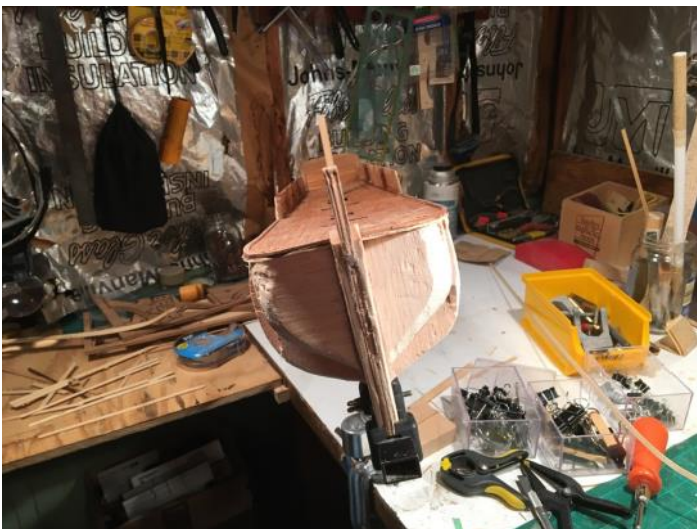


● Ships on Deck ●

Continued

HMS *Bounty* by Keith Zeilenga

Photos by Keith Zeilenga



● Ships on Deck ●

Continued

Carvings by Gus Agustin

Photos by Gus Agustin



● MMS ANTI-PIRACY POLICY ●



Here 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
LHQQ	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

• HISTORIC SHIP PROFILES •

• Sheer Hulks •

A **hulk** was referred to as a ship that is afloat, but incapable of going to sea. Although sometimes used to describe a ship that had been launched but not completed, the term most often referred to an old ship that



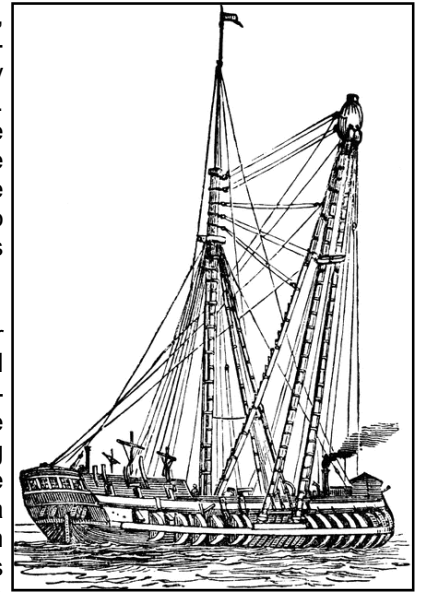
had its rigging or internal equipment removed, retaining only its buoyant qualities. The word *hulk* was also used as a verb: a ship was "hulked" to convert it to a hulk. The verb was also applied to crews of Royal Navy ships in dock, who were sent to the receiving ship for accommodation, or "hulked". Hulks had a variety of uses such as housing, prisons, salvage pontoons, gambling sites, naval training, or cargo storage.

Although the term *hulk* could be used to refer to an abandoned wreck or shell, it was much more commonly applied to hulks that could still perform a useful function.



In the days of sail, many hulks served longer as hulks than they did as functional ships. Wooden ships were often hulked when the hull structure became too old and weak to withstand the stresses of sailing.

A **sheer hulk** (or **shear hulk**) was used in shipbuilding and repair as a floating crane in the days of sailing ships, primarily to place the lower masts of a ship under construction or repair. Booms known as sheers were attached to the base of a hulk's lower masts or beam, supported from the top of those masts. Blocks and tackle were then used for such tasks as placing or removing the lower masts of the vessel under construction or repair. These lower masts were the largest and most massive single timbers aboard a ship, and erecting them without the assistance of either a sheer hulk or land-based mast-erecting sheer was extremely difficult.



The concept of sheer hulks originated with the Royal Navy in the 1690s, and persisted in Britain until the early nineteenth century. Most sheer hulks were decommissioned warships. *Chatham*, built in 1694, was the first of only three vessels built for this purpose. There were at least six sheer hulks in service in Britain at any time throughout the 1700s. The concept spread to France in the 1740s with the commissioning of a sheer hulk at the port of Rochefort.

By 1807 the Royal Navy had standardized sheer hulk crew numbers to comprise a boatswain, mate and six seamen. Larger numbers came aboard only when the sheers were in use.

A plan showing a capstan fitted to the Sheer Hulk at Deptford Dockyard (circa 1801). It illustrates the fitting of an incline plate and lifters.

