



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

August, 2021

● Scuttlebutt ●

F2F Meeting Update

Just when it looked like we might be going back to face to face meetings, the Delta Variant of the Coronavirus appears to be spreading at a rapid pace, which is definitely putting those plans on hold. As of this writing, government health agencies are considering at least a return to face mask restrictions. The fact that a small percentage of the new cases have involved fully vaccinated individuals is forcing the Tri-Club Officers to adopt a conservative approach.

It has been decided that virtual meetings will continue until at least September. However, don't be surprised if we are still doing Zoom sessions at the end of the year.



New Syren ULTRA scale rope for ship modelers



When Syren Ship Model Company announced that they were discontinuing their line of scale rope, it literally sent shock waves through our modeling community. Well, that may be an exaggeration, but many of us had come to rely on an easily obtained supply of this valuable commodity for our model ships. Getting a little panicky, some went as far as to purchase their own rope walks!



"Syren" stated that the problem was caused by several factors, but the most notable was the fact that their supplier of linen/cotton thread went out of business after 85 years. They were a Mom and Pop producer of fine threads, and during the Covid19 epidemic they decided to shut their doors for good.

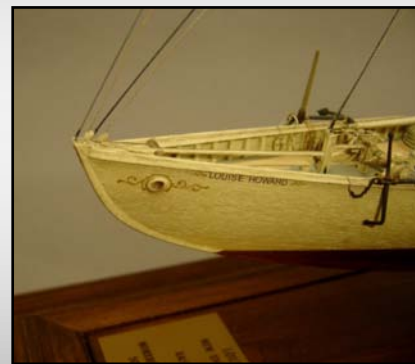
Finding another supplier of smooth custom made linen thread proved impossible, but Chuck Passaro, owner of Syren Ship Models, would not be deterred. He eventually found a reliable supplier of custom made poly/cotton blend threads with a "Made in USA" label. The net result is that "Syren" is back in business supplying a new ULTRA scale model rope, which is being made in-house. For more information, and other model ship products, visit their website at <https://syrenshipmodelcompany.com/>.

August Meeting Notice

Bashing *Bluenose*

By
Bob Filipowski

If this photo doesn't look like the *Bluenose*, you would be correct, although, it actually started out as a model of that famous schooner. Find out what Bob Filipowski had to do to convert a Canadian icon into a New England Knockabout. Not a common term, you'll also find out what a "knockabout" is. There is a hint in the photo.



Proceedings will begin on Wednesday, August 18th, 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 August 17th. Hope you can join us!

● NRG Modeler's Workshop ●



You have built a few ship models "out of the box" but you are considering taking the next step towards kit-bashing. The idea is exciting but you have no idea where to start. This presentation takes you through the process of transforming your kit build into a one-of-a-kind, historically correct ship model. From research to technique to bringing your model to life, NRG Chair, Toni Levine, will show you how to make your model stand out from the crowd.

Details

- **Date:** Saturday, August 21, 2021 at 10:00am Central
- **Location:** Online, attend with your computer or tablet.
- **Registration:** Advance registration required.
- **Cost:** Free for current NRG members, \$10 for non-members

Visit <https://thenrg.org/> for more information.

● **SCUPEY** ●

A Beginning Ship Modeler's Best Friend

By
Patrick Sand

Patrick Sand started out by explaining Sculpey Clay's makeup and early history. He stated that this product is made from polyvinyl chloride, augmented with fillers, plasticizers and colorants. It was introduced in the early 60's as a heat transfer compound for the cores of electrical transformers, but failed in that regard. In the late 60's it was discovered that Sculpey could be molded, baked, sanded, drilled, painted and carved.

Patrick then showed the membership some of the items he had fabricated for his models. They included hances (scrolling) for cap rails, gun carriage trucks, and sheaves for pulleys and catheads.



(See page 4 for Patrick's latest Sculpey creation.)

Doing a little research, Sand discovered numerous other applications on Model Ship World, which he shared with us. They ranged from very basic items such as bricks for a stove to intricate figure-heads and decorative pieces. He ended his talk with other possibilities, which he's anxious to try. They include stowed hammocks, sacks, ship's buoys and pillows. It would appear that you are only limited by your imagination when it comes to Sculpey Clay!



● **Ships on Deck** ●

HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz



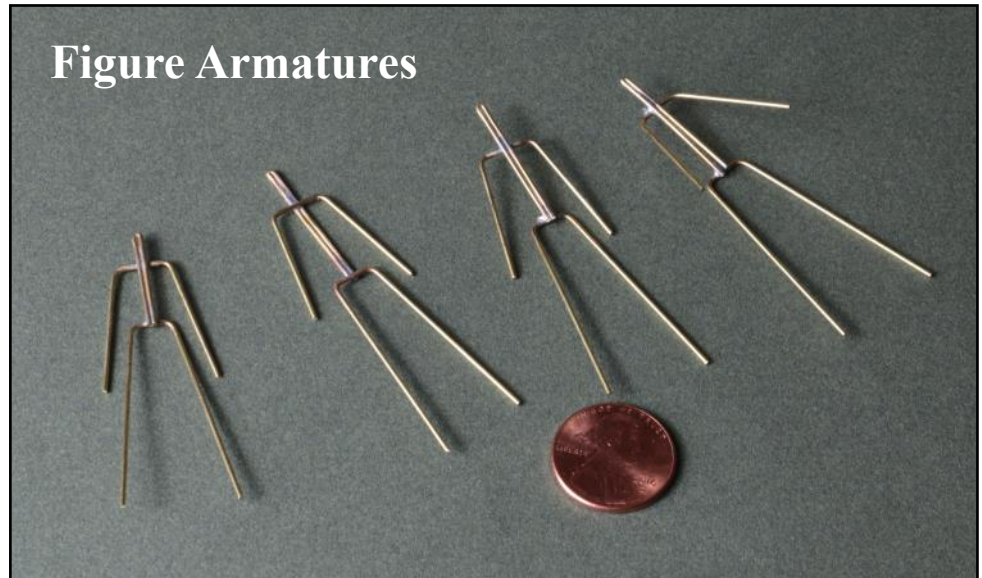
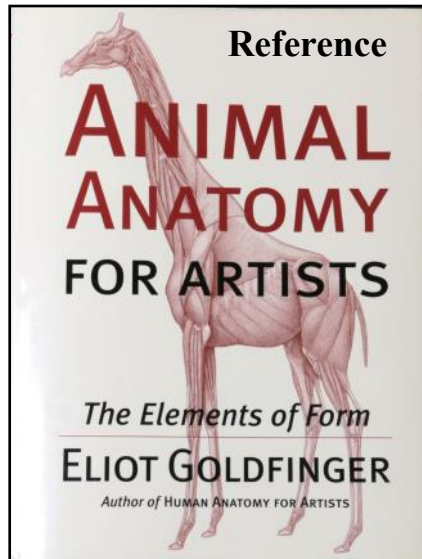
"Ships on Deck", continued on Page 3

● Ships on Deck ●

Continued

Wisconsin Boats Diorama by John Pocius

Photos by John Pocius



● Ships on Deck ●

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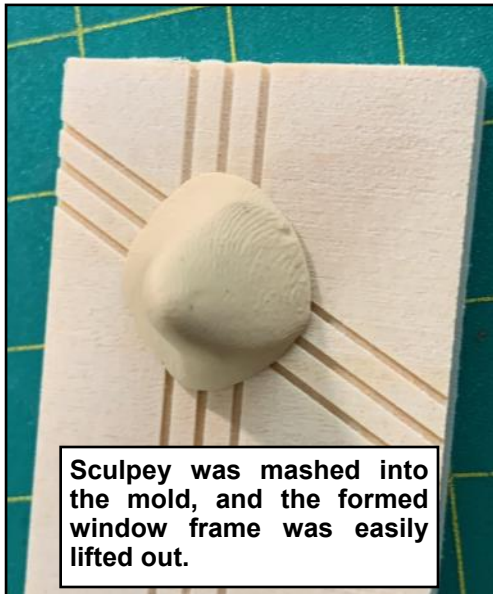
Sculpey Window Frames by Patrick Sand

Photos by Patrick Sand

Using a Byrnes saw, grooves were cut in some basswood, creating a mold.



Sculpey was mashed into the mold, and the formed window frame was easily lifted out.



The plugs were baked, and a straight razor was used to shave off the window frame.



Once baked, they are resilient and stable when handled.



● Ships on Deck ●

HMS *Swallow* by Toni Levine

Photos by Toni Levine



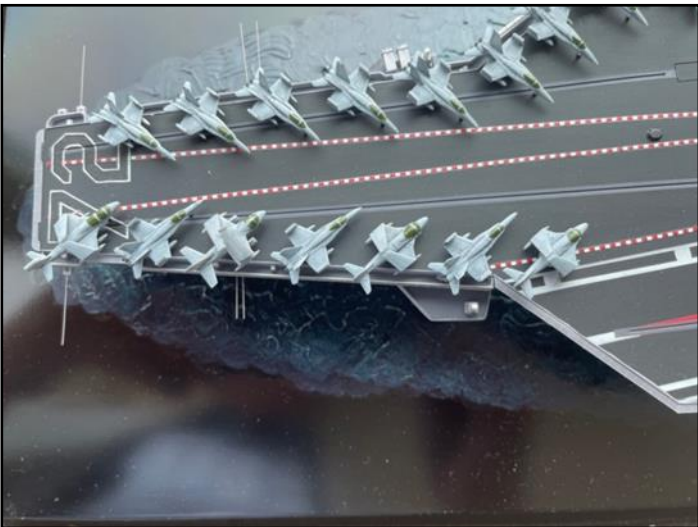
"Ships on Deck", continued on Page 6

● Ships on Deck ●

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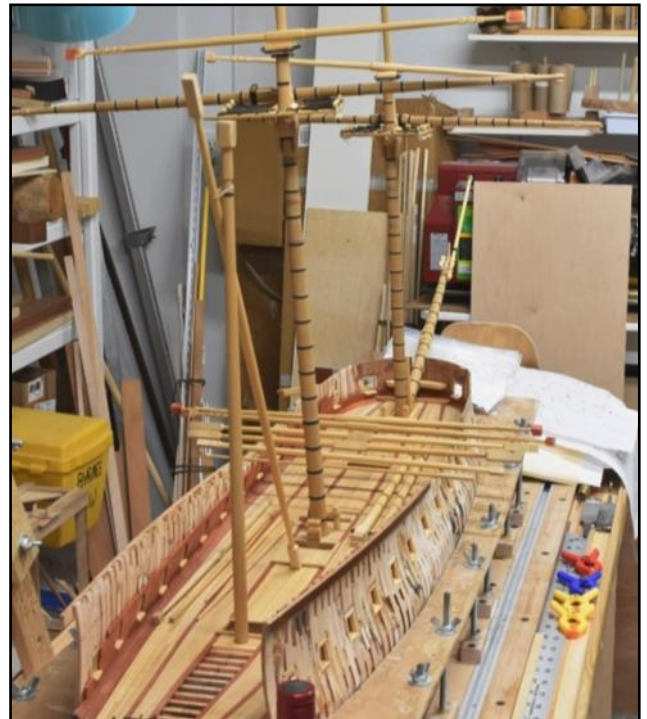
USS Abraham Lincoln

Presented by Coleman Seskind



L'Hermione by Bill Sproul

Photos by Bill Sproul



"Ships on Deck", continued on Page 7

● Ships on Deck ●

Continued

***Mississippi 1870* by Keith Zeilenga**

Photos by Keith Zeilenga



● Ships on Deck ●

Continued

US Brig *Syren* by Ray Kroschel

Photos by Ray Kroschel



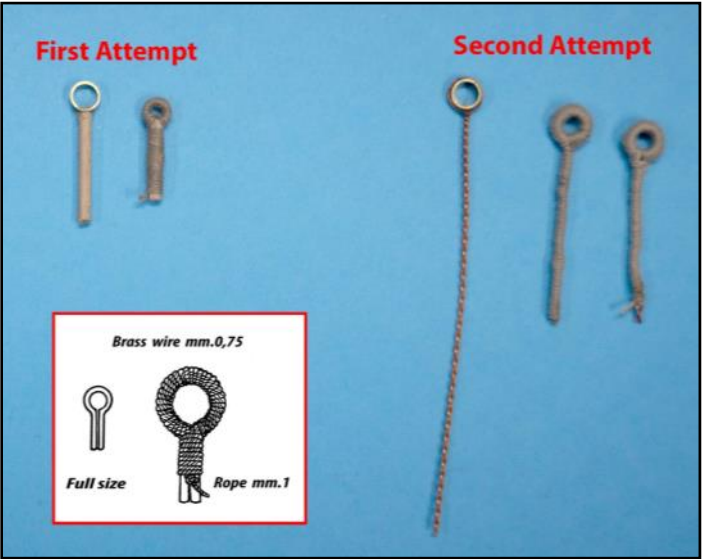
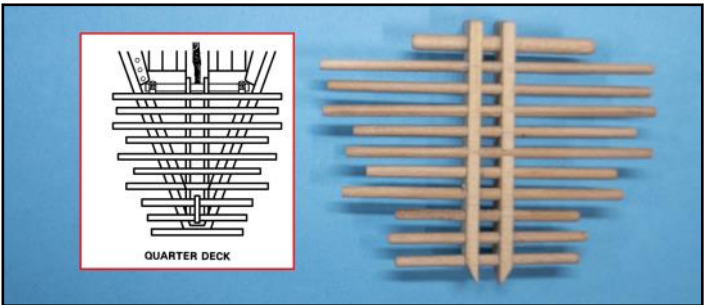
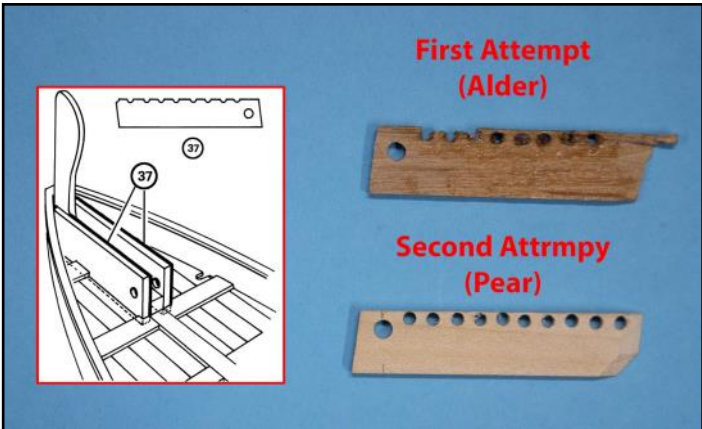
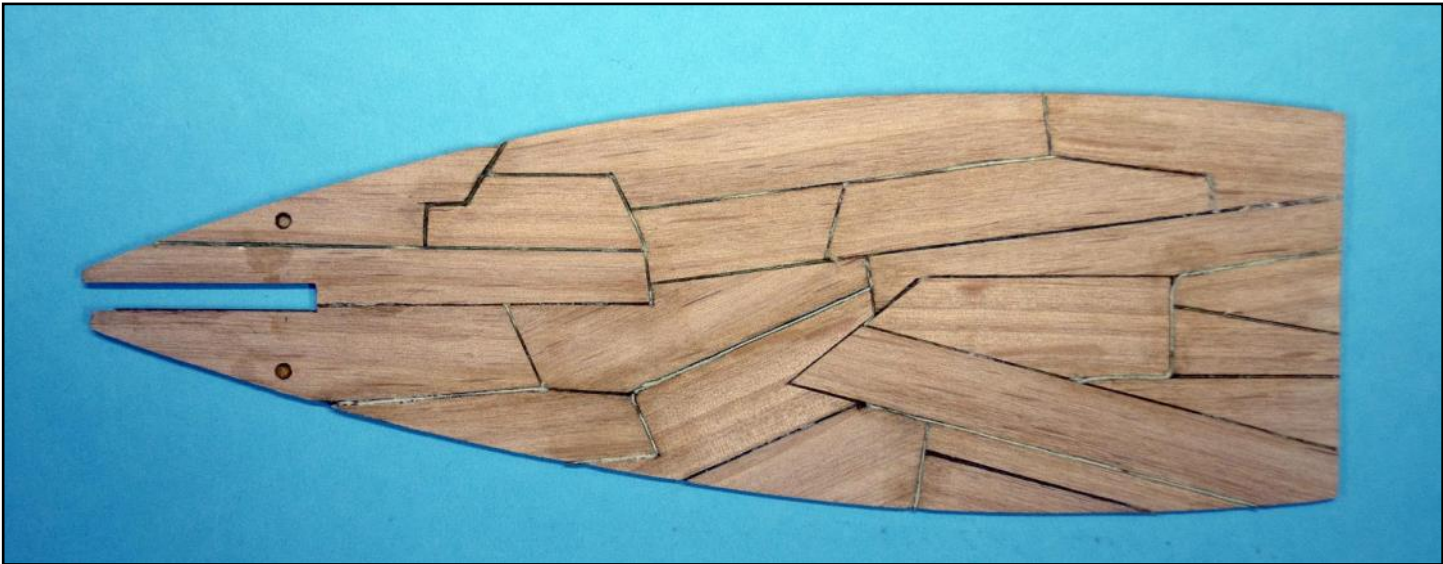
"Ships on Deck", continued on Page 9

● Ships on Deck ●

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Egyptian Boat *Egezia* by Rick Szydelko

Photos by Rick Szydelko



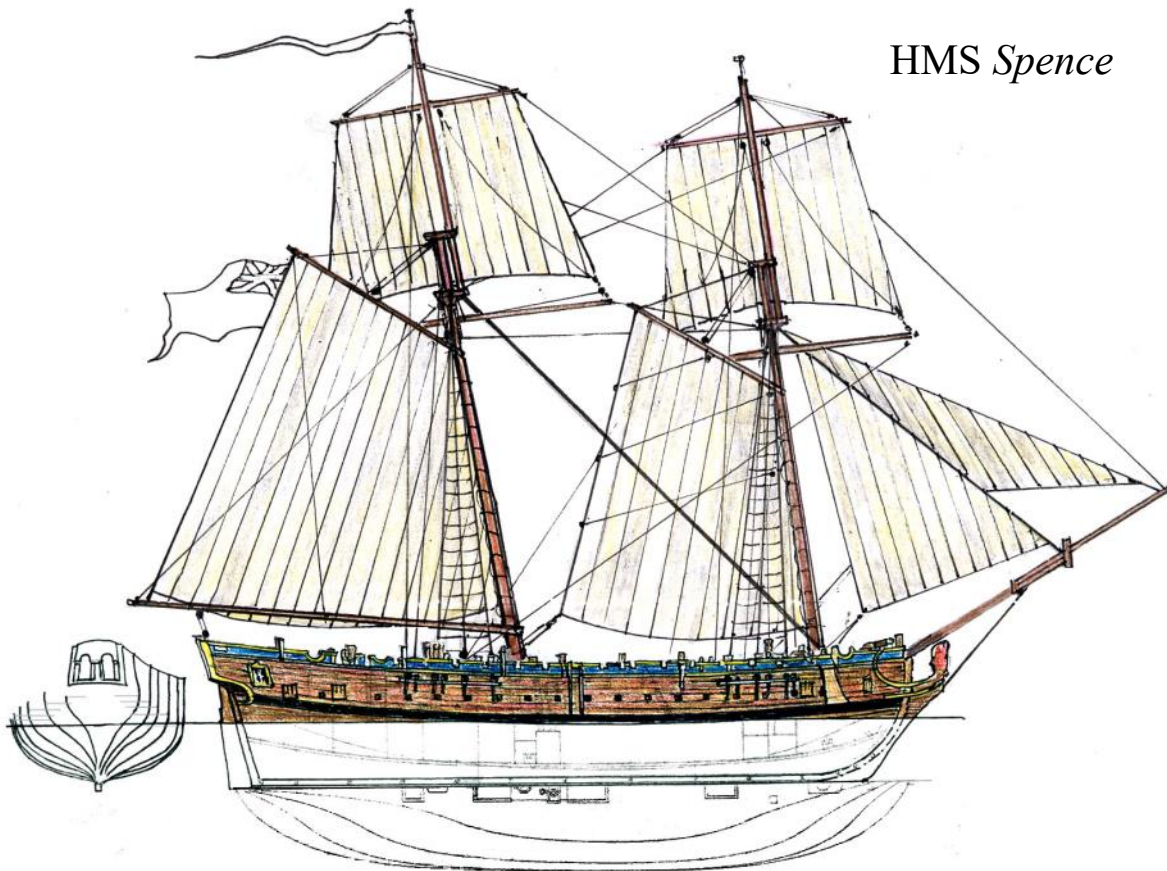
● Ships on Deck ●

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Peacetime Sloops of 1720 by Ian McLaughlan

Sketches and text by Ian McLaughlan

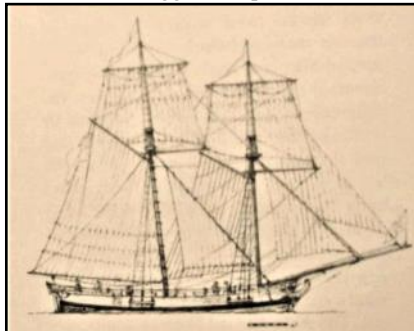
Following the conclusion of hostilities with Spain, Great Britain enjoyed a period of comparative peace during the 1720s and 30s. However, there was a need to suppress the smuggling trade, which tended to flourish once hostilities were over. This required small warships that were manoeuvrable and that could navigate rivers, estuaries and narrow bays. Also, around the British Isles, masters of ships working close to the coast increasingly found the fore and aft rig to be of great assistance. As a result, we have the appearance of the schooner and brigantine rigs as shown in the accompanying illustrations. Note also the appearance of oars ports on the main deck of HMS *Spence*, which also carried bow and stern long guns. This reliance on oar and sail was a sensible answer to inshore work around the islands, headlands and bays.



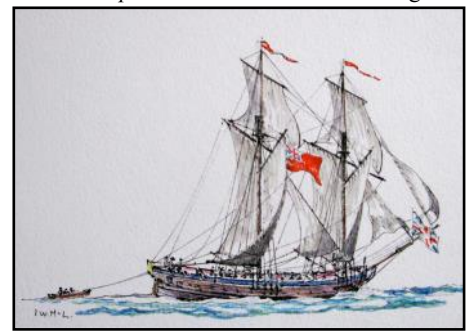
Revenue cutter c.1720 with brigantine rig.



Schooner rigged sloop c.1720



HMS *Spence* c.1730 with schooner rig.

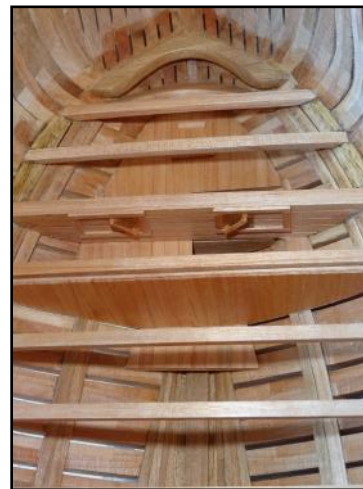


● Ships on Deck ●

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Le Hermione by Mr. Norio Uriu

Photos by Mr. Norio Uriu

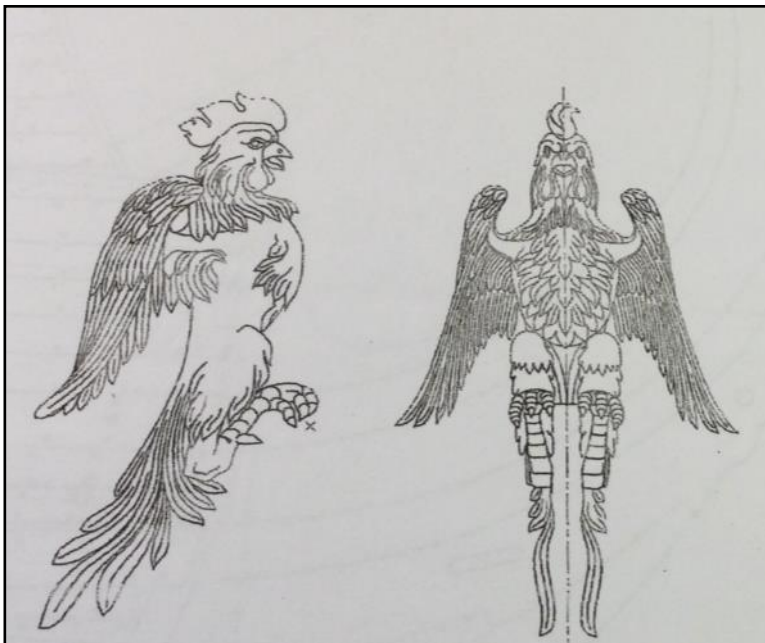
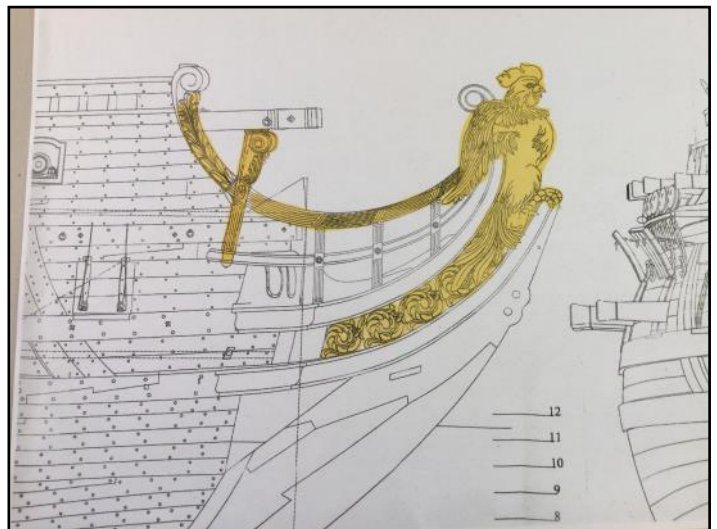
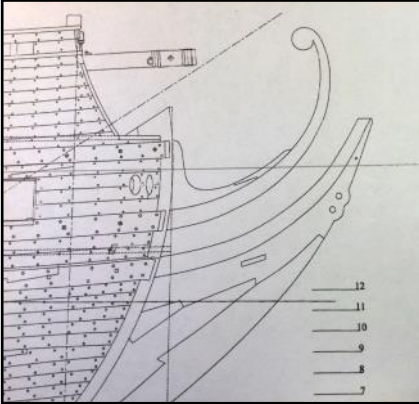


● Ships on Deck ●

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Carvings by Gus Agustin

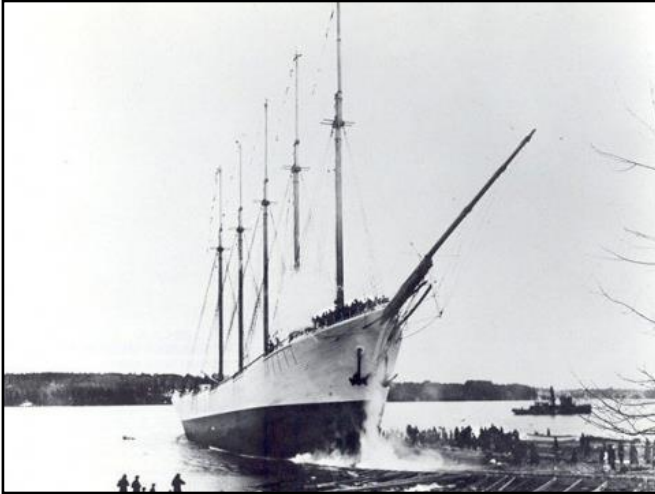
Photos by Gus Agustin



• Historic Ship Profiles •

The *Carroll A. Deering*

The *Carroll A. Deering* was built in Bath, Maine, in 1919 by the G.G. Deering Company for commercial use. The owner of the company named the ship after his son. One of the last large commercial sailing vessels, the ship was designed to carry cargo and had been in service for a year when it began its final voyage to Rio de Janeiro, Brazil.



On July 19, 1920, the *Deering* sailing from Puerto Rico arrived at Newport News, to pick up a cargo of coal for delivery to Rio de Janeiro. The ship was captained by William H. Merritt. Merritt was a hero of World War I who had been cited for bravery under fire for saving his entire crew when his previous command, the Deering-built five-masted schooner *Dorothy B. Barrett*, was sunk

by the German submarine U-117 off Cape May, New Jersey in 1918. Merritt's son, Sewall, was his first mate and he had a ten-man crew made up entirely of Scandinavians (mostly Danes). On August 26, 1920, the *Deering* cleared the Virginia Capes bound for Rio, but Captain Merritt soon fell seriously ill and the *Deering* turned back and put into the port of Lewes, Delaware to drop off Merritt and his son. The Deering Company recruited Captain Willis B. Wormell, a retired 66-year-old veteran sea captain, to replace him on the voyage to Brazil. Charles B. McLellan was hired on as first mate.



The *Deering* with Wormell in command set sail for Rio on September 8, 1920, arriving there and delivering its cargo without incident. Wormell gave his crew leave and met with a Captain Goodwin, an old friend who captained another cargo vessel that was docked in Rio. Wormell spoke of his crew with disdain, though he claimed to trust the engineer, Herbert Bates, whom Goodwin was acquainted with as well. The *Deering* left Rio on December 2, 1920, and stopped for supplies in Barbados. First Mate McLellan got drunk in town and complained to Captain Hugh Norton of the *Snow* that he could not discipline the crew without Wormell interfering, and that he had to do all the navigation owing to Wormell's poor eyesight. Later Captain Norton, his first mate and another captain were in the Continental Café and heard McLellan say, "I'll get the captain before we get to Norfolk, I will." McLellan was arrested in a drunken state, but on January 9 Wormell forgave him, bailed him out of jail, and set sail for Hampton Roads.



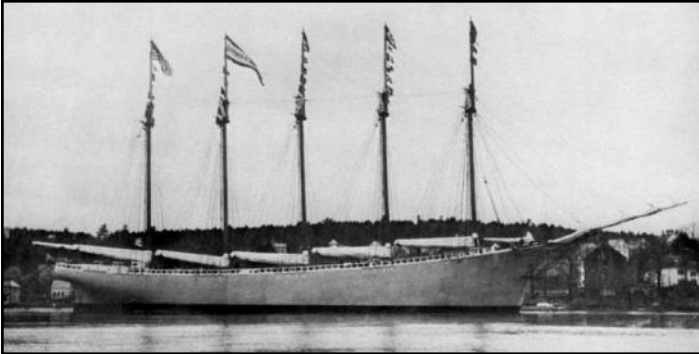
The ship was next sighted by the Cape Lookout lightship off North Carolina on January 28, 1921, when the *Deering* hailed it. The lightship's keeper, Captain Jacobson, reported that a tall thin man with reddish hair and a foreign accent speaking through a megaphone told him the vessel had lost its anchors in a storm off Cape Fear and asked that the ship's owners, the G.G. Deering Company, be notified. Jacobson took note of this, but his radio was out, so he was unable to report it. He also noticed that the crew seemed to be "milling around" on the quarterdeck of the ship, an area where they were usually not allowed. The following afternoon, the crew of another vessel transiting the area spotted the *Deering* sailing a course that would take it directly onto the Diamond Shoals. They, however, saw no one on the ship's decks and didn't attempt to hail the schooner, assuming her crew would spot the Cape Hatteras Lighthouse or the Diamond Shoals Lightship and change course to avoid wrecking on the shoals.

• Historic Ship Profiles •

Continued

The Carroll A. Deering

On January 31, 1921, the *Deering* was sighted at dawn by surfman C. P. Brady who was on lookout duty at the Coast Guard station at Cape Hatteras. The vessel was hard aground on the outer edge of Diamond Shoals with all sails set. These shoals that extend offshore from Cape Hatteras,



North Carolina have been notorious as a common site of shipwrecks for centuries and are known as the "Graveyard of the Atlantic". Rescue ships were unable to approach the vessel owing to bad weather. The ship was not boarded until February 4, after being battered by the surf for several days, and it became clear that the schooner had been completely abandoned. Her steering equipment was found to be damaged, with the wheel shattered, the binnacle box stove in, and the rudder disengaged from its stock. The ship's log and navigation equipment were gone, along with the crew's personal effects and the ship's two lifeboats. In the vessel's galley it appeared that certain foodstuffs were being prepared for the next day's meal at the time of the abandonment. The Coast Guard cutter *Manning* attempted to salvage the *Deering*, but found this impossible. The vessel was

declared a hazard to navigation, and was destroyed using dynamite explosives on March 4 to prevent it from becoming a danger to other vessels.



No official explanation for the disappearance of the crew of the *Carroll A. Deering* was ever offered. The case is a favorite of paranormal and Bermuda Triangle hobbyists, and has gained a reputation as one of the truly great maritime mysteries.

It is also possible that the *Deering's* crew simply abandoned ship after the vessel grounded on Diamond Shoals and, unable to row to shore, were swept out to sea and to certain death in their small open lifeboats.

When the Coast Guard boarded the *Deering* they found that distress signals, two red lights high in the rigging, had been lit. The steamer *Hewitt* that was known to be in the area could have sighted the distress signals and taken the crew of the *Deering* aboard. The *Hewitt* was later lost with all hands so it is possible that the *Deering* crew may have gone down with it.

• 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