



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

January, 2021

• Scuttlebutt •

2020

The definition for the word “riddance” is “the act of ridding or freeing, deliverance; escape; as, *riddance* from adversity.” Nothing could be more appropriate when referring to the year 2020.

It was a time of contentious elections, civil unrest, violent protests, economic strife, massive forest fires, and of course, the Covid19 pandemic. It was a year we would like to forget, but, in all probability, we never will.

With the cessation of face to face meetings, the pandemic forced the Midwest Model Shipwrights to adapt. We embraced the concept of virtual meetings, and found that these Zoom gatherings had considerable merit. Our organization has actually thrived since that fateful meeting in April. It has allowed individuals from around the United States, Australia and Japan to interact with us, and share their work and modeling techniques. Many of you have expressed a desire to retain these meetings as part of our schedule once things return to normal.

The Chicago Tri-Club Association Officers recently met to discuss how we can build on the lessons learned over the past 12 months, and provide you with a more diversified membership experience. Topics included the continuation of virtual meetings, the future of the Wisconsin Maritime Museum Model Ships and Boats Contest which is normally held in May, and the possible exchange of guest speakers with other clubs around the country that also feature virtual meetings.

All of this may sound very exciting, but we must not lose sight of the fact that the pandemic is still raging, and will continue to do so for some time to come. Even if you get vaccinated, don't stop taking precautions. 2020 may be behind us, but we cannot lower our guard for a moment, or 2021 could become just as unforgettable as its predecessor.

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January Meeting Notice

Building a Kit-Supplied Small Boat

By
Dan Pacholski

When Dan Pacholski finished his model of HMS *Hunter*, he couldn't help but feel that something was missing. Then it occurred to him that the kit did not supply or even mention a ship's boat for the stern davits.

After some deliberation, he settled on a 1:72 ship's boat kit by Mamoli. Dan will be sharing his thoughts and experiences on building this important sailing vessel feature.



Proceedings will begin on Wednesday, January 20th, 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 January 19th. Hope you can join us!

Installing a Home Dust Collection System

by Rick Szydelko

As stated in the November *Forecastle Report*, Rick Szydelko's presentation on installing a home dust collection system might not have been for all of us. Nevertheless, you couldn't help but admire the challenges that Rick had to overcome while designing and installing this system. They included adapting the ductwork to his house's architecture, installing an electrical system, dealing with noise suppression, and eliminating static electricity that could produce a substantial jolt!

After some research, Rick decided to use the *Shop Fox* W1826 for his dust collection unit. It was not overly large, was within his price range, and it could filter out particles as small as 2.5 microns.



“Dust Collection System”, continued on Page 2

● Installing a Home Dust Collection System ●

Continued

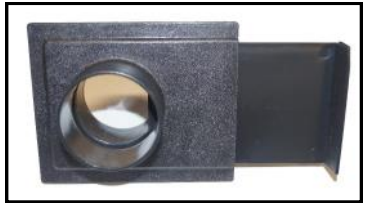
Rather than installing a complex electrical conduit system, Szydelko opted to use a remote switch to control the vacuum motor. His unit of choice was the *Grizzly Remote Switch*, Model T26673. This device is compatible with 120V, 1 1/2 HP dust collectors. It is capable of turning a collector on or off from a distance of 75 feet.



For the duct work, the main run was composed of 4" PVC pipe. Three 2" PVC drops were installed with blast gates, while a potential fourth drop was included for a future addition.



The blast gates are simple manually operated slide devices that can be closed off when not in use. Cleanouts were also installed at key locations as a precaution.



Rick wasn't aware that he needed to ground the system until he read the power unit installation instructions after he thought he had completed the project. (Doesn't everybody do it that way?) Fourteen gauge bare copper wire was wrapped around the PVC at 6" intervals and connected to a ground. Total cost of the system was \$507. Excellent job, Rick!



● Ships on Deck ●

Miscellaneous Great Lakes Items by Tim Foster

Photos by Tim Foster



Here is a recently completed 1887 Great Lakes Towing Co. tug, the *Wisconsin*, an old Sylvan Scale Models resin kit. Many of these tugs are still in service at various Great Lakes ports assisting Lakers into docks, breaking harbor ice, etc.



This is a Sylvan Scale Models Great Lakes freighter resin kit with a Walther's ore dock, which Tim did about 15 years ago. All of the railroad cars are left over from his model railroad days.



This is "D lock" anchor chain from the SS *Spartan*, sister ship to the *Badger*. Each link weighs 25 lbs. and is probably original to the boat's building in 1952.

"Ships on Deck", continued on Page 3

● Ships on Deck ●

HMS *Swallow* 1779 by Toni Levine

Photos by Toni Levine



● Ships on Deck ●

Continued

Syren by Patrick Sand

Photos by Patrick Sand



Patrick failed to read the fine print on the paint bottle, and started applying gloss red to his model. (See the photo far left.) Fortunately, he stopped before he got too far, and, after some head scratching, was able to figure out his mistake. It definitely looks better!



● Ships on Deck ●

Continued

Carvings by Gus Agustin *La Belle 1684*



English Coat of Arms



● Ships on Deck ●

Continued

Utrecht by Gus Agustin

Photos by Gus Agustin

Model is finished!



● Ships on Deck ●

Continued

Glory of the Seas by Capt. Richard DeRossett

Presented by Ken Manske



Among the foremost icons of the 19th century were the clipper ships. They were built to carry high value cargo over great distances with speed. The most famous designer of these ships was Donald McKay, a Canadian-born American. McKay designed and built clipper ships beginning in the 1850s. The *Glory of the Seas* was to be his finest effort. He bet all his personal assets to build the ship on speculation. The *Glory of the Seas* was launched in 1869; and on her maiden voyage she made a record run of 94 days from New York to San Francisco. Her arrival there was a great event. She was admired for the sumptuousness of her craftsmanship. Unfortunately, word of the instability of McKay's financial condition preceded the vessel, and McKay was compelled to sell the ship in San Francisco. McKay never financially recovered. She made ocean voyages until the last years of the 19th century. Like so many others, she was then put into the coast-wise lumber and coal trade. In the early part of the 20th century she was laid up and subsequently used as a floating cannery and finally as a storage hulk. She was burned for her metal south of Brace Point in Seattle in 1923.

● Ships on Deck ●

Continued

Harvey Restoration by Ken Manske

Photos by Ken Manske



U.S. One-Design Racing Sloop **Vice** by Steve Wheeler

Photos by Bob Filipowski

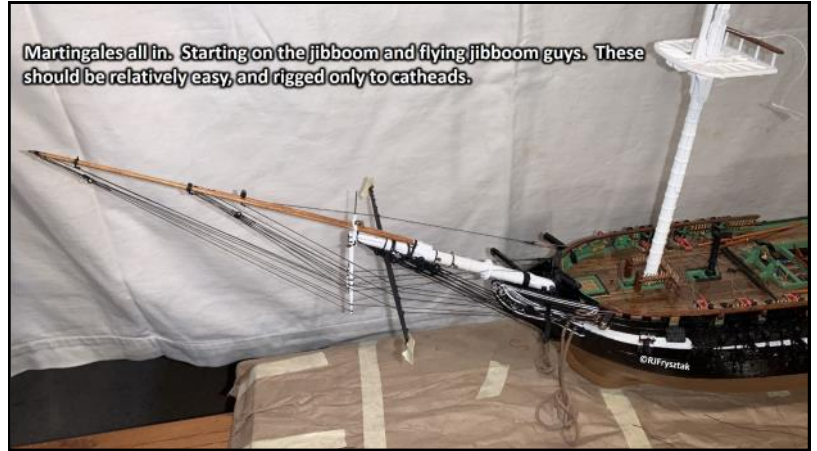
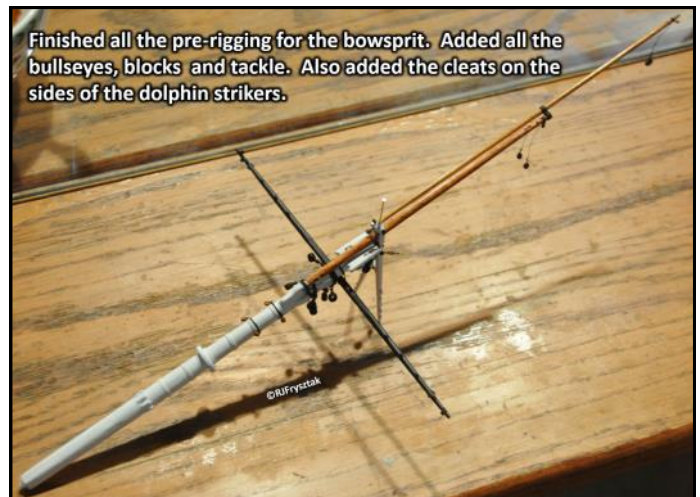
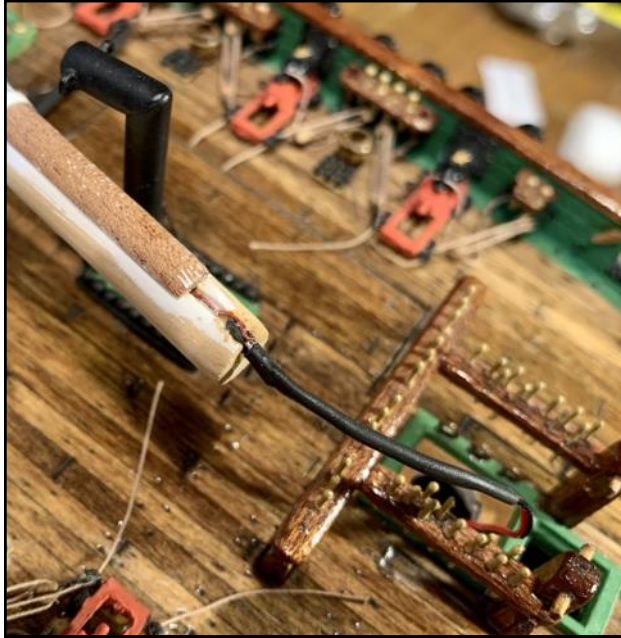


● Ships on Deck ●

Continued

USS *Constitution* by Bob Frysztak

Photos by Bob Frysztak

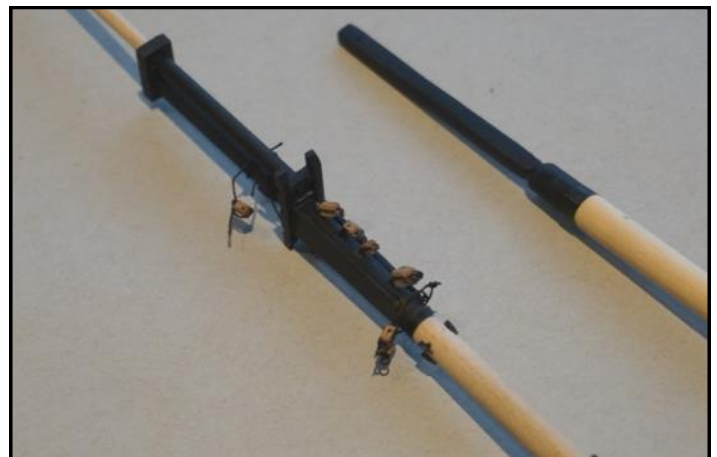


● Ships on Deck ●

Continued

The Cutter *Alert* by Allen Siegel

Photos by Allen Siegel



● Ships on Deck ●

Continued

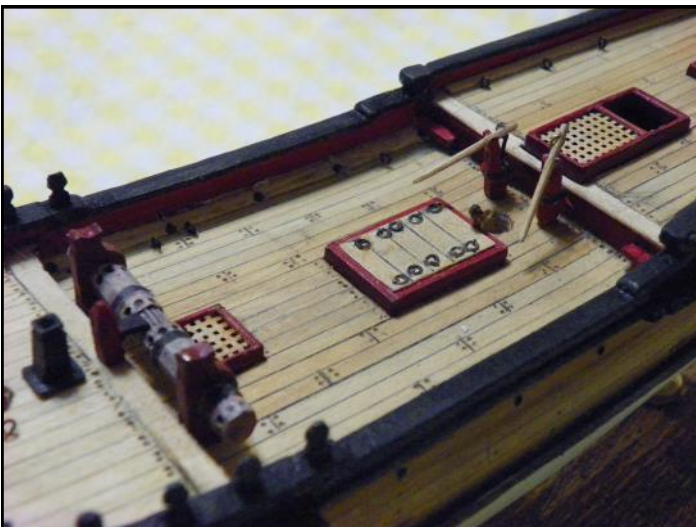
***Sultana* by Don Purney**

Photos by Don Purney



I built five wood gratings and hatches but in the end decided that they were too large, and not an improvement over the cast ones included in the kit, so I wound up using the kit parts. They are cleanly molded with very little flash. I did replace the binnacle with a scratch built one because the kit part was much too small. The bell atop the binnacle is a brass casting of an HO scale (1/87) steam engine bell. I also used the kit pumps but with some serious reworking.

The decks are covered with individual planks. The focs'l area I had originally covered with the grooved sheet that is included in the kit but this made for boards that were much too narrow so I ripped off this sheet, and redid the area with individual planks. I used strips from Midwest Products. These are .0208 thick X 1/8" wide. The treenails are just holes made with a needle, and then a sharp pencil inserted into the hole. This probably would not work on a larger scale model. I located treenails only at the ends of the planks; not at every frame as in a real ship. I think it would look much too busy if I had. The deck was sealed with Testor's Dullcoat.



● Ships on Deck ●

Continued

Ship's Boat & Ship in a Bottle by Keith Zeilenga and Grandson

Photos by Keith Zeilenga

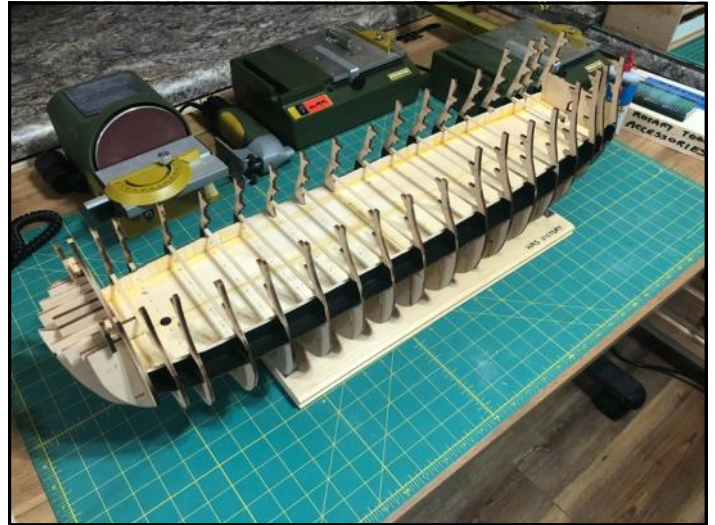


A future
Shipwright?

HMS Victory by John Graham

Photos by John Graham

Scale: 1:84 Manufactured by DeAgostini



"Ships on Deck", continued on Page 13

● Ships on Deck ●

Continued

Fair American Display by Neil Hurwitz

Photos by Neil Hurwitz.



● 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

● Launchings in 2020 ●



• HISTORIC SHIP PROFILES •

• The Lightship *Nore* 1796 •

Said to be the first lightship owned by Trinity House, the *Nore* was built by Hill and Mellish at Poplar, London and launched in 1766. Measuring approximately 51 feet along the deck by 16 feet in the beam, it had an approximate tonnage of 58 burden.



The first recorded use of a moored lightship for the direction of shipping dates from 1732, when a Robert Hamblyn and David Avery established a lightship at the Nore in exchange for shipping dues to mark the approaches to the shoal-infested approaches to the Thames and Medway. Since this was a private enterprise not sanctioned or controlled by Trinity House, the so called 'guardians of navigation' were extremely critical of these craft, and expended considerable effort to have lightships abolished.

Eventually, the success of these navigation aids, and the continuing support from owners and seafarers forced Trinity House to reconsider its objections to the idea. However, it would take some time for them to come to terms with the concept.

In addition to legal problems with the corporation, maintaining these vessels presented unique challenges. Bad weather could wreak havoc with keeping the signal lamps lit, and the Royal Navy found these lightships to be a convenient source for impressing sailors. Apparently, the seaman who manned these vessels were not immune to the needs of His Majesty's ships!

The model featured here is a 1:24 contemporary full hull



piece built 'bread and butter' style, and gauged out internally. The model is decked, equipped and rigged with two lanterns suspended from a yard that is square in cross section that could be raised and lowered during times of use. The yard is attached to a structure that can slide up and down the mast. The mast itself is one massive piece with a doubling at the top for a truck.

The model possesses some other unique features. The port and starboard channels, along with their respective shrouds are staggered. The starboard channel is positioned forward of the mast, and the port channel is located aft of the mast.

The ship's bell is located back aft on the transom cap rail. The rudder appears to have a tiller bar that extends into the aft deck shelter, and there are external block and tackle arrangements set up on the quarters that are also fastened to the rudder. There are two deck fittings located immediately aft of the mast.

One appears to be a small capstan, while the purpose of the taller rectangular object is unclear. Could it have possibly been for ventilating the spaces below deck? It appears to be slightly damaged. The *Nore's* deep draft is especially noteworthy, and could have provided a certain amount of stability in rough weather.



National Maritime Museum collection, Greenwich, London