

## ● Scuttlebutt ●

### F2F Meeting Update

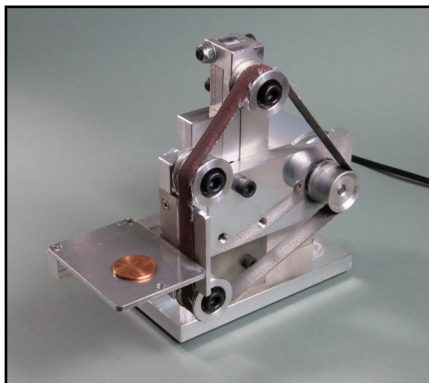
**P**rogress on the remodeling of our meeting hall continues at a very slow pace. Consequently, the Dasom Community Church has not yet given us the all clear to resume face to face meetings.

With the Delta variant of the Coronavirus on the rise, this might be for the best. Even though most of us have been vaccinated, we might prefer not to take any chances. As a result, virtual meetings will continue until at least September. We will also monitor progress at the church, so we can hit the deck running when the time is right.

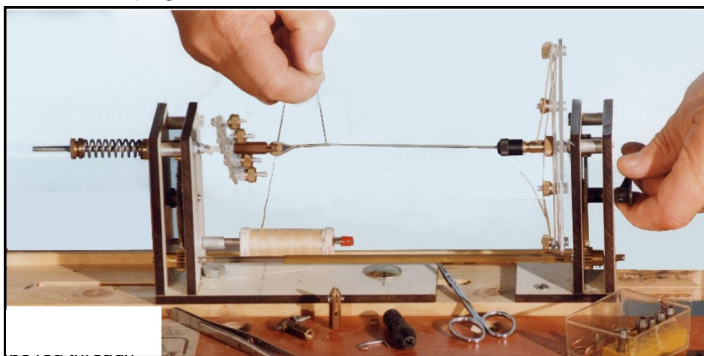
### JUNE: A Unique Meeting

**T**he June meeting was special for a number of reasons. Some of those in attendance might have considered Rick Szydelko's presentation on fabricating a stain glass plinth a little "outside" what our hobby is about. Nevertheless, it suited the period his Egyptian *Egezia* represents, and based on the number of questions asked, interest was high.

John Pocius showcased a miniature belt sander that really got everyone's attention. Especially, when they found out the retail cost was only \$56.00! At that price, one might question this mini-machine's quality, but John has been happy with it. For more information, Google aikeyc Mini Belt Sander.



Our friend, John Garnish of the Society of Model Shipwrights in the UK, sent us information on a serving machine he designed and built. The take-ups for the excess line are innovative, and the high gear ratio rivals any motorized version. See page 9 for more information.



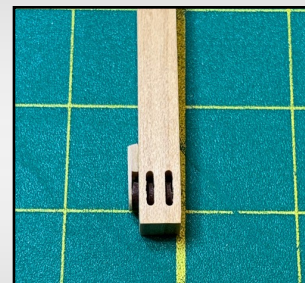
## July Meeting Notice

### With Sculpey, who needs a lathe?

By  
Patrick Sand

**P**atrick Sand is quite the *SCULPEY CLAY* aficionado. He continues to find uses for this versatile material that can often supplant the need for expensive power tools, especially the lathe.

Tune into the July meeting when Patrick demonstrates these newfound applications. His presentations always have a whimsical side to them that makes them enjoyable as well as informative. This is another one you don't want to miss!



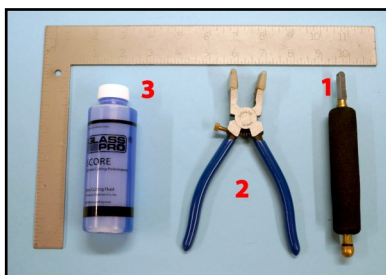
Proceedings will begin on Wednesday, July 21st, at 7:00 PM, but you will be able to log on as early as 6:30 PM. Be on the lookout for your Zoom invite, which will be sent to you by no later than July 20th. Hope you can join us!

## ● The *Egezia*'s Plinth ●

By  
Rick Szydelko

**A**lthough Rick Szydelko has dabbled in stain glass fabrication as a side hobby, his remarkable 3D stain glass plinth represented "uncharted waters" for him. Rick started out by discussing essential tools, time saving tools, and finally, really nice to have tools.

The first group included a glass cutter, running tool, glass cutting fluid, a framing square, soldering iron, solder, flux, burnishing tool, came cutter, and building board. In case you are wondering, a came is a slender grooved lead bar used to hold together the panes in stained glass.

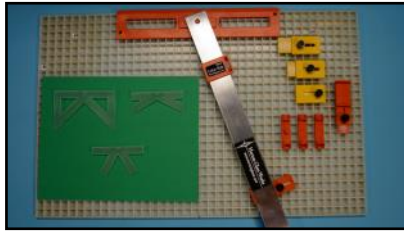


Continued on page 2.

## **The Egezia's Plinth**

Continued

Although not essential, a Morton Glass Works Glass Cutting System would fall under the heading of a Time Saving Tool. If you wanted to really get into this hobby, a small



band saw and a *Glastar Glass Grinder* would be really nice to have.

There are two methods for connecting glass pieces: copper foil and lead came. Rick tried the foil method first, and the results were not satisfactory

for a three dimensional object. Using lead came provided more strength to the assembly, and was easier to work with.



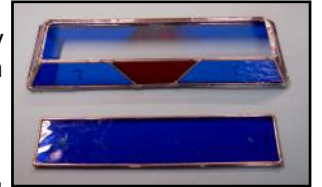
Rick designed a layout with angled corners that allowed for the center section to be elevated. Extreme care had to be used while drilling the mounting holes.



Each segment of the plinth was surrounded by came prior to soldering the pieces together.



The bottom was completely assembled prior to soldering on the top.



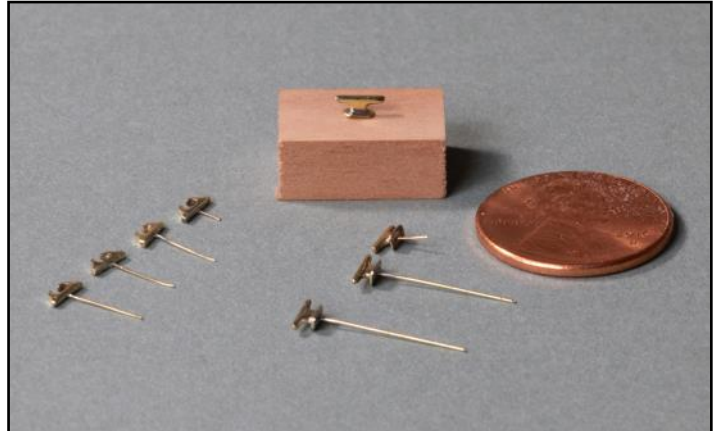
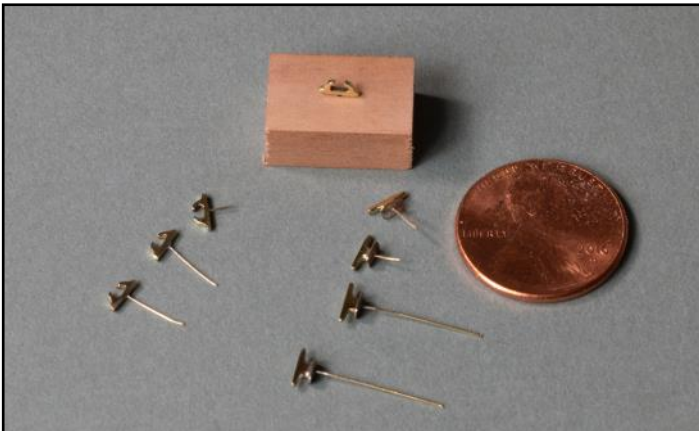
With the assembly completed, all joints were filed and wire brushed smooth. The final step was to polish with fine steel wool.



## **• Ships on Deck •**

### **Wisconsin Boats Diorama by John Pocius**

Photos by John Pocius



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



## ● Ships on Deck ●

Continued

### US Brig **Syren** by Patrick Sand

Photos by Patrick Sand

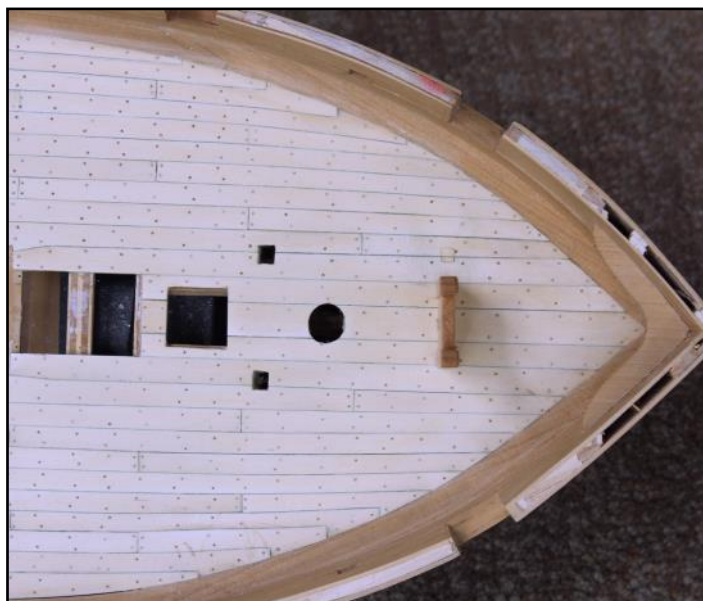
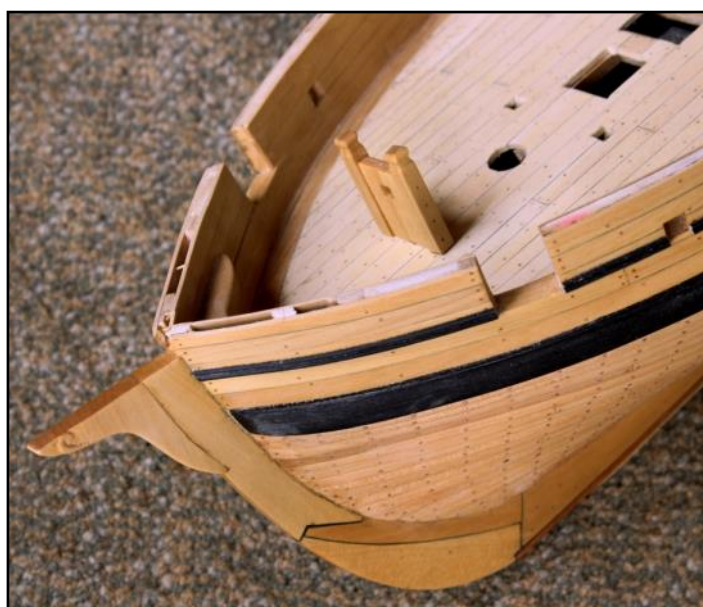




● Ships on Deck ●

**HMS *Swallow*** by Toni Levine

Photos by Toni Levine





## ● Ships on Deck ●

Continued

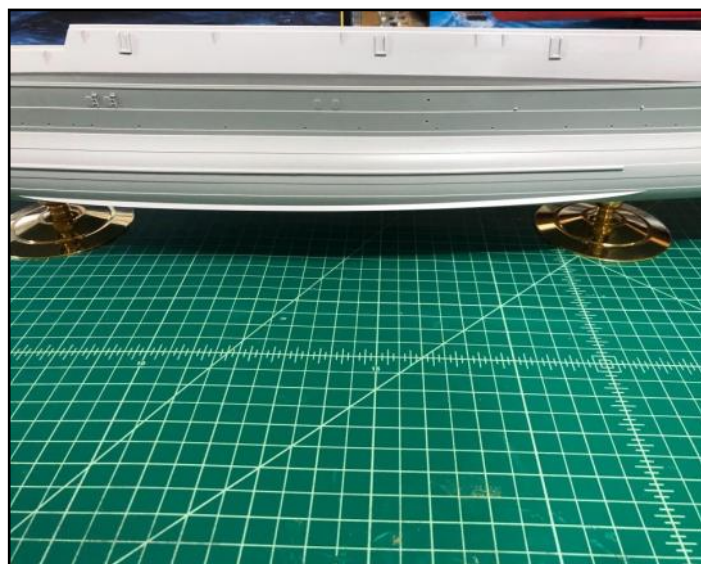
### USS *Constitution* by Richard Romaniak

Photos by Richard Romaniak



### HMS *Hood* by John Graham

Photos by John Graham



"Ships on Deck", continued on Page 6



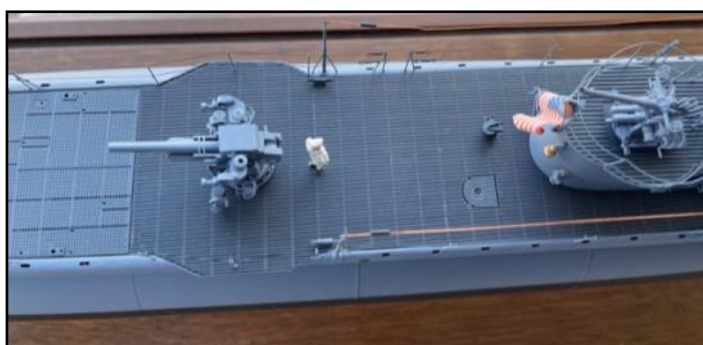
## ● Ships on Deck ●

Continued

### USS Croaker SS246

Presented by Coleman Seskind

Photos by Coleman Seskind





## ● Ships on Deck ●

Continued

### US Brig *Syren* by Ray Kroschel

Photos by Ray Kroschel



"Ships on Deck", continued on Page 8



## • Ships on Deck •

Continued

### *Philadelphia* by Elijah Jennison

Photos by Elijah Jennison



## • 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*.

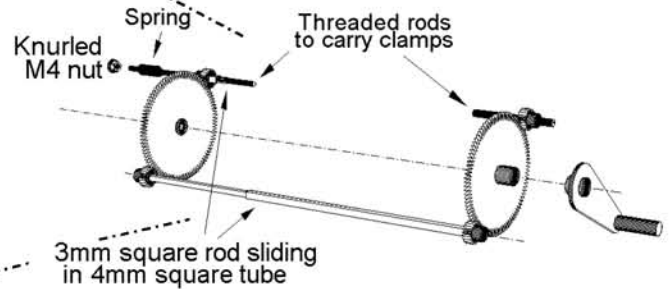
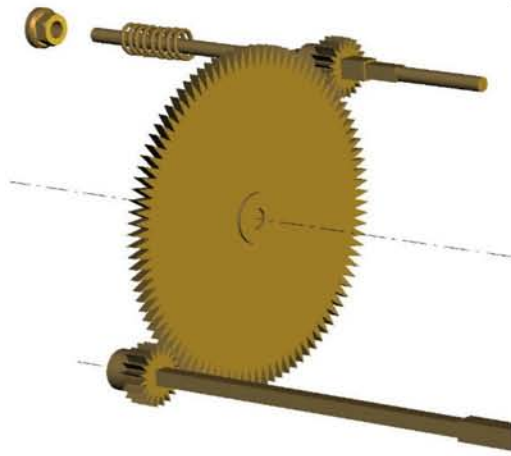
**Please note that CAF has been removed from this list.**

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



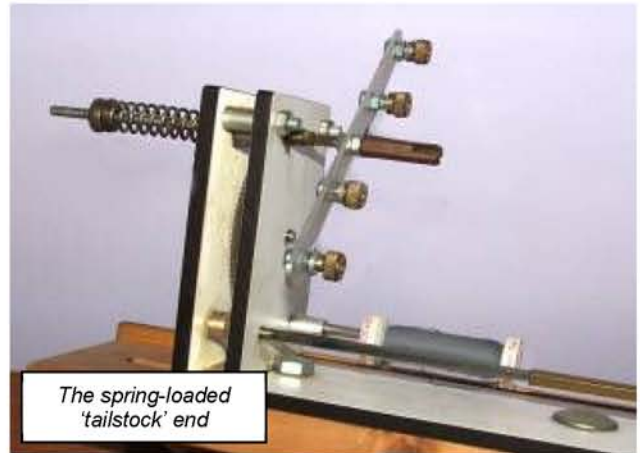
## • A SERVING MACHINE BY JOHN GARNISH •

If you build models of sailing craft, you will certainly face the need to whip and serve ropes and splices. Whipping a splice can just about be done by hand but is fiddly and tedious, and serving any significant length of rope evenly by hand is beyond my abilities. Over the years, I have evolved a machine to help with these tasks. In its current incarnation it consists of two spindles mounted on a variable length frame, hand cranked and geared together through a telescopic drive shaft.



Interchangeable heads for each spindle allow the standing part of the rope either to be clamped or looped around a former, or they can hold a block while it is stopped. The general arrangement is shown above, and the driven end in the accompanying photo. Both spindles are threaded M4 to allow a variety of clamps and formers to be fitted. This 'tailstock' is spring-loaded to maintain tension in the rope being served. I used Meccano gears, giving about a 5:1 ratio.

Very often, especially when serving, the length of rope will be much greater than that of the machine. To cope with this, hollow chucks can be fitted at each end and the surplus rope wound onto transverse arms attached to each spindle. These arms carry a number

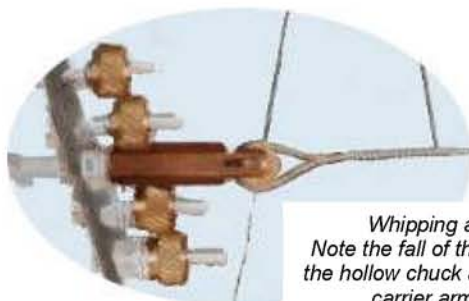


of screw clamps, on which the fall of the rope can be wound. Having an arm on each spindle allows, for example, the centre section of a pair of shrouds to be served. An unexpected benefit is that the arms give a flywheel effect, smoothing out the rotation and greatly improving the uniformity of the serving.

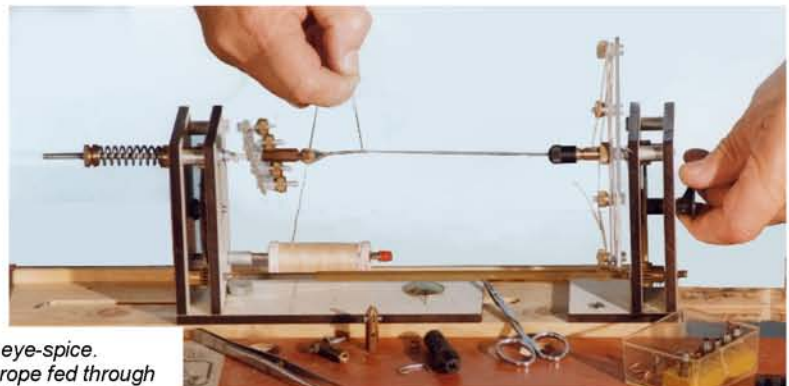
In use, the tailstock end is slid towards the headstock, the rope inserted between appropriate clamps or formers and then tensioned by sliding the tailstock back. Further adjustment can then be made by compressing the spring.



*A selection of clamps, grips, formers and hollow chuck*



*Whipping an eye-splice.  
Note the fall of the rope fed through the hollow chuck and wound onto the carrier arm on the right*

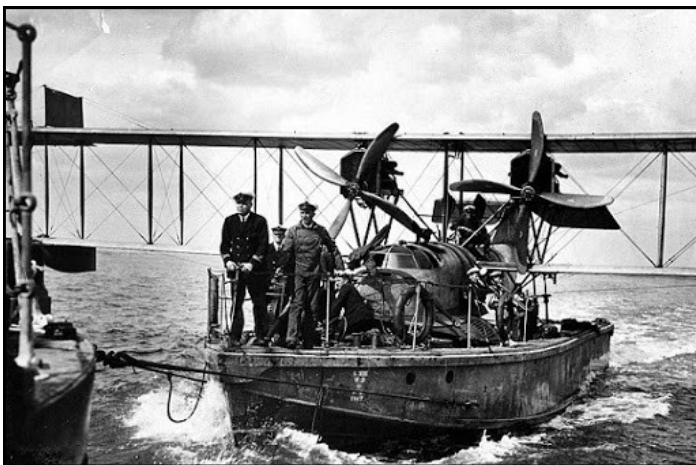




## • HISTORIC SHIP PROFILES •

### • Seaplane Lighter H21 •

During WW I, before ships and techniques were developed to allow aircraft to take off and land at sea, the Royal Naval Air Service used seaplane lighters to support seaborne aircraft operations. These lighters were towed behind warships at speeds of up to 30 knots, and were used to operate both flying boats and fighter aircraft such as the Sopwith Camel



SEAPLANE LIGHTER H21 was designed by Thornycroft, in collaboration with a serving Naval Officer, with a specific purpose in mind: to extend the range of the successful Felixstowe flying boats. These aircraft were loaded onto a lighter, which could then be towed at high speed to a launch point closer to the German coast.

"H21" was built by the Royal Engineers in 1918 at Richborough, a port constructed by them near Sandwich, Kent, to re-supply the armies fighting in France. Her structure, particularly the combination of a fast planing hull shape with a semi-submersible docking bay was unique. Some of the equipment used for this purpose is still in place, which makes this vessel the only substantially complete seaplane lighter in the UK.

During the Great War, fifty seaplane lighters were ordered, but work ceased at SEAPLANE LIGHTER H32 when hostilities ended. The first 25 had galvanized steel hulls, but the remainder had steel hulls in order to reduce costs.

At sea, seaplane lighters could be flooded in order to lower them in the water, which enabled the embarkation and disembarkation of an aircraft. The water would then be pumped out using onboard compressed air bottles to restore buoyancy. SEAPLANE LIGHTERS were supplied with sufficient compressed air to perform two complete operations.

Several of the seaplane lighters built were used to carry and launch a single high performance fighter aircraft as a defense against the high flying Zeppelins used by the German Navy for reconnaissance over the North Sea. One successful attack was made by a Lieutenant Culley,

which resulted in the destruction of a Zeppelin in 1918.

For fighter aircraft, the lighters were modified further by being fitted with a temporary elevated inclined wooden deck from which the aircraft took off. There was no way of landing on the seaplane lighters, so the aircraft either had to land ashore or ditch alongside the vessel.



A single much larger towable Flying Boat Dock was built for the RAF in 1922 to enable maintenance work to be carried out at some of the remote bases used by flying boats in the inter war years. There was no direct aviation development of the towed lighters, except that similar emergency measures were introduced in the Second World War to counter the threat posed by the Focke Wulf Condors operating over the Atlantic in 1941.



SEAPLANE LIGHTER H21 was subsequently operated by Thornycroft as a cargo barge on the River Thames from Platts-Eyott Island, Sunbury from 1932 to 1966, when she had the registration number T3.

This rare vessel is currently at the Fleet Air Arm Museum in Yeovilton, Somerset. The lighter is undergoing restoration work with every stage involving careful examination of the craft. This includes everything from its paintwork remnants to all of its hardware and fittings. Plans are in hand to build a new demonstration hall to display the craft. This exhibit will include a Sopwith Camel on an elevated deck.