

● Scuttlebutt ●

What's Next?

It has been a year. On March 15, 2020, Bob Filipowski sent out a general email canceling all future meetings until further notice. The week leading up to this fateful decision had been a difficult one.

Seven days earlier, the Forecastle Report had indicated that it would be business as usual. Members were advised to take precautions, but we were going to go for it. Then, the news started getting worse. The virus was spreading, and senior citizens appeared to be especially vulnerable. Some club members indicated that they would not attend the next meeting, while others felt the Corona virus was no more serious than the common flu. Cancellation was not a popular decision, but, 500,000 deaths later, it was the right one.

Since then, we have found virtual Zoom meetings to be a viable substitute, and many have asked what is going to happen when things get back to normal? There has been some discussion among the Tri-Club officers, and here is one possible scenario that is being considered:

The *Midwest Model Shipwrights* would return to regular meetings with possible virtual sessions being held only in January and February. These two dates might be weather related. The hall where we currently meet is not conducive to including virtual meetings. It has been tried, and the results were not satisfactory.

The *Nautical Research and Model Ship Society*, which meets on the second Saturday of the month, would have "hybrid" meetings that allow members to attend the sessions face to face, or via Zoom. Kurt Van Dahm's studio is conducive to this concept, and it is already being done.

The *North Shore Deadeyes* would become a "virtual model ship club" featuring only Zoom meetings. For those of you who are unable to attend regular sessions, this would give you the same benefits you have enjoyed for the past year as a Shipwright member. You would have the option of transferring your membership to the *Deadeyes*, or the *Nautical Research and Model Ship Society* if the second Saturday is more appealing to you. You could also have membership in multiple organizations. This is something many of us already enjoy.

There are a lot of details that need to be worked out yet, but this gives you an idea as to how the *Chicago Tri-Club Association* may eventually look when things return to "normal." When that will happen is a question no one can answer.

"Scuttlebutt" continued on Page 2

March Meeting Notice

Upgrading *Syren's* Carronades

By
Patrick Sand

Patrick Sand's efforts to upgrade his US Brig *Syren* are quite evident in his March presentation. Discarding the kit-supplied carronades, Sand replaced them with castings marketed by *Model Monkey*. Although the quality was outstanding, he felt they could be better. See what he did to improve these detailed pieces!



Proceedings will begin on Wednesday, March 17th, 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 March 16th. Hope you can join us!

● Mast Hoops ●

By
Ken Manske

When it was Ken Manske's turn to give his presentation on mast hoops, he realized that, due to a very lengthy Ships on Deck, he would be under certain time constraints. In spite of this handicap, he did an excellent job.



Thinking outside the box, Ken used freshly cut Japanese Maple to create 2mm slabs. After some practice, he was able to use a spoke shave to produce



5mm slices that possessed a natural curl. Manske wrapped the shavings around a dowel possessing the proper diameter, and soaked them with stain. Once dry, the hoop ends were overlapped and glued together.



The hoops were then secured with a simple clove hitch to the ring on the sail. Manske experimented with other woods and obtained similar results. He was also able to re-soak dried out slivers and reform them with no problem.



● Scuttlebutt ●

Continued

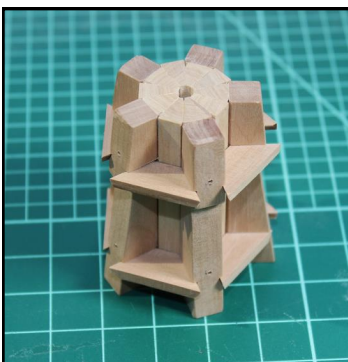
This particular issue of the Forecastle Report has some pretty special content in it. In addition to our monthly artwork by Capt. Richard DeRosset, this issue of our humble newsletter is featuring sketches by Ian McLaughlan, Chairman of The Society of Model Shipwrights, an organization home-ported in the U.K.. Much of this artwork appears in Ian's book, "The Sloop of War 1650—1763," and reflects the amount of research and effort that went into this treatise.



Mr. McLaughlan was kind enough to join us for our February virtual meeting. This was especially noteworthy when one considers the six hour time difference between London and Chicago. Our English guest managed to stay with us until after Ships on Deck was concluded at 3:00 AM GMT!

Toni Levine, was introduced to the members as the new NRG Chair. Toni has exhibited an amazing amount of dedication to the Guild. Among her many accomplishments is the development of a tutorial half hull planking kit, which has been a very popular item in the NRG Store.

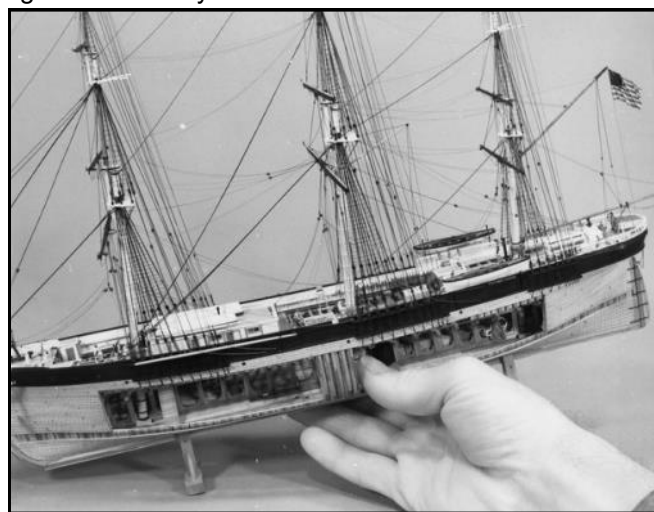
Certainly not resting on her laurels, Levine is developing a monograph that features a capstan circa 1776. This item will be marketed as a first effort scratch build. Two types of construction will be offered that will be dependent on how well equipped your workshop is. (See pages 3 & 4.) The photo on the right shows the less complex version early in its construction.



We would like to welcome new Associate Member, Alan O'Neill. Alan resides in Ontario, Canada, and is the current NRG Secretary. See page 13 for some amazing work! Welcome to our happy band of boat builders, mate!

On Saturday, February 20th, Kurt Van Dahm presented part 1 of his virtual workshop on airbrushing. Those in attendance included individuals from the U.K., Canada, and various parts of the United States. Kurt is quite an authority on the subject, and the amount of information he provided was most impressive.

The topics discussed included types of airbrushes, air sources, cleaning supplies, paints, using an airbrush, and finally, cleaning an airbrush. With such an extensive outline, it's hard to believe that everything you would want to know about these devices was not discussed. Nevertheless, there's more to come! Time and date for the second segment has not yet been determined.



This issue of the "Report" features a lot of Lloyd McCaffery's work. Ken Manske has provided us with a unique portfolio of photos and a diorama featuring this miniaturist's work. Back in the 70's, he did some photographic work for McCaffery, and these were extras.

Believe it or not, Coleman Seskind also owns a McCaffery model, and she's a little beauty! Known as a "Pinky", this vessel was named the *Dove*. At a scale of $1/8" = 1'$, technically, she's not a miniature, but she sure looks like one. Can you find the cat hidden somewhere in the photos? That was a McCaffery trademark. (See page 10.)

MMS OFFICERS & STAFF



President - Bob Filipowski.....(847) 394-0757

Vice Pres. - Glenn Estrzy(847) 259-1574

Treasurer - Allen Siegel(847) 446-7248

Secretary - Bob Sykes.....(630) 766-6645

Club Photographers:

Leon Sirota(847) 541-6285

Bob Fryszak.....(630) 234-5684

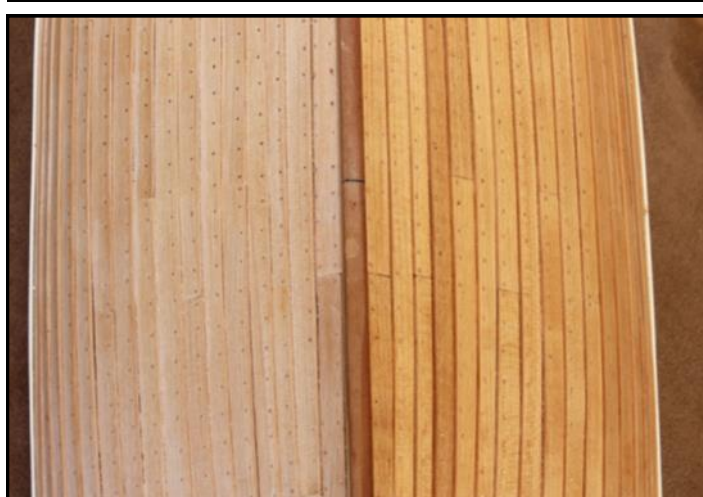
Web Master - John Pocius...(630) 957-7298

jpdesign@mindspring.com

● Ships on Deck ●

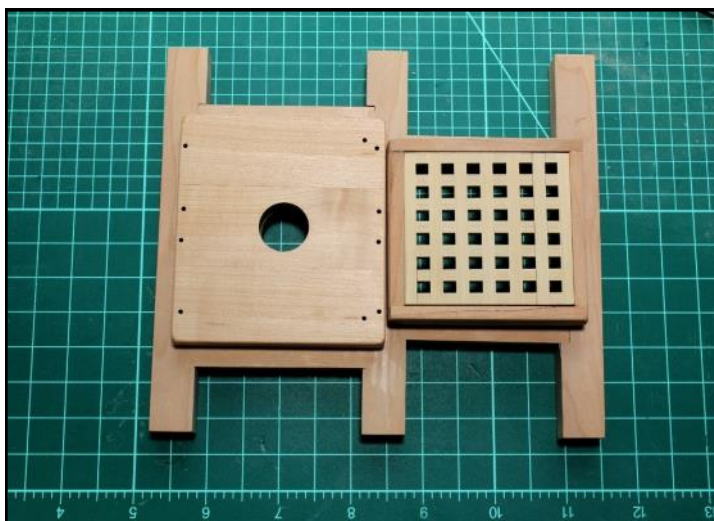
HMS Swallow c.1779 (1:48) by Toni Levine

Photos by Toni Levine



NRG Capstan Monograph c.1776 by Toni Levine

Photos by Toni Levine

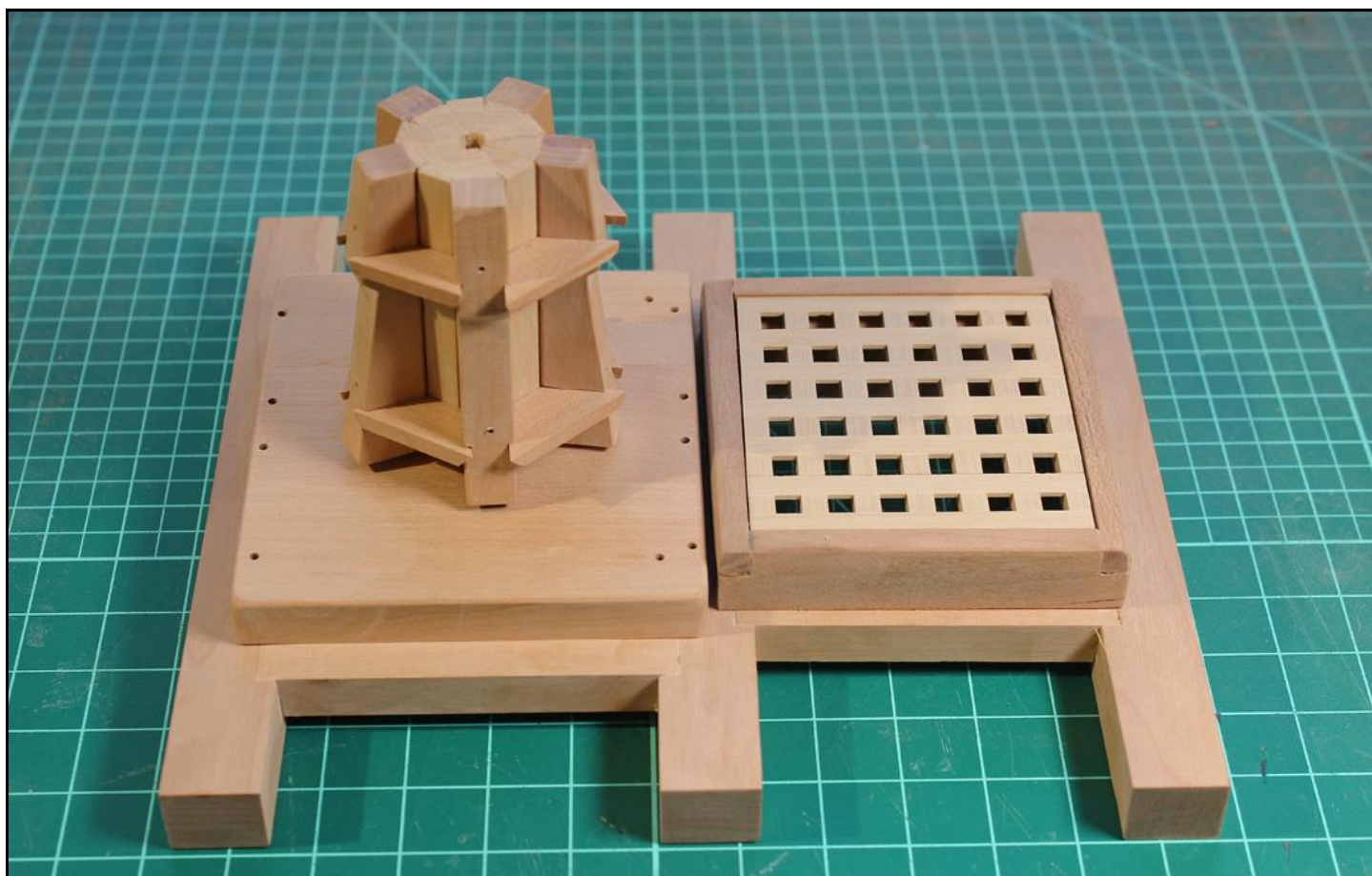
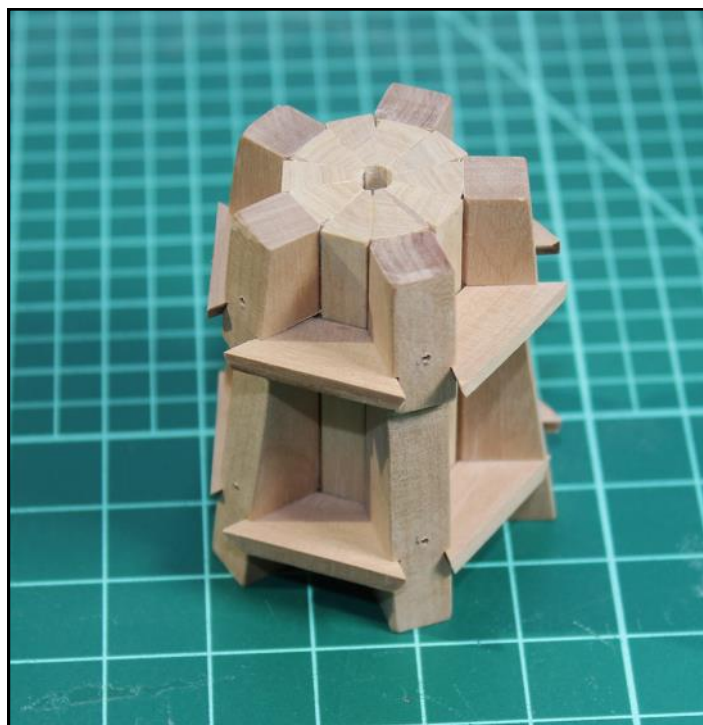


NRG Chair, Toni Levine, is developing a new monograph that will feature a capstan used in 1776. This will be marketed as a first scratch build. When released, this project will provide the plans and monograph but not the materials. Toni is building it two ways. This series of photos show an incomplete intermediate version for which the fanciest tool being used is a Preac saw. The advanced version will require the use of a lathe and mill. Cost has yet to be determined.



● Ships on Deck ●

NRG Capstan Monograph Continued

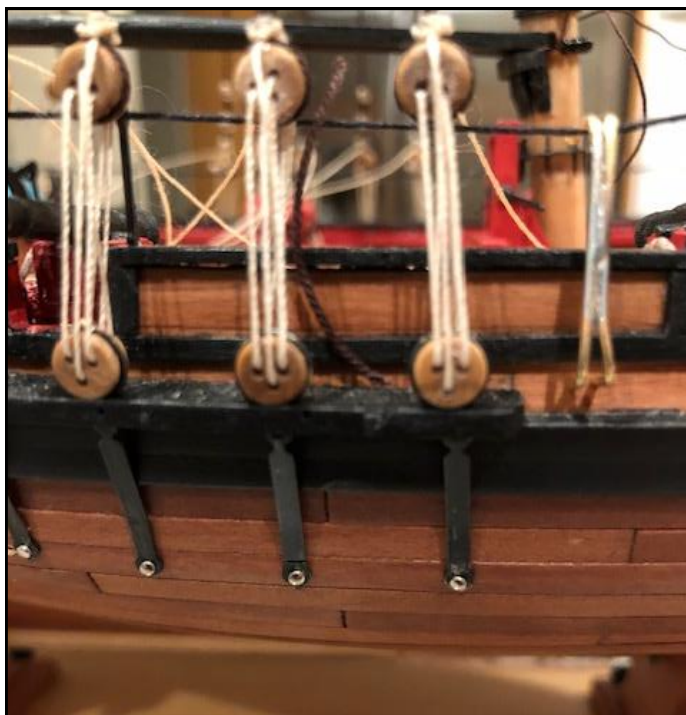


● Ships on Deck ●

Continued

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

Photos by Allen Siegel



● Ships on Deck ●

Continued

The Sinking of the *Mary Rose* by Capt. Richard DeRosset Presented by Ken Manske



Lloyd McCaffery

Photos by Ken Manske

In 1974-76 I had the pleasure of helping world class model ship builder, Lloyd McCaffery, who was promoting his work. I took hundreds of photos working with him to produce items he could use to show the level of skill he had. I thought one of his methods of display, putting a mirror on the plinth underneath the model was amazing.

I was honored to host a dinner with Lloyd as well as August Crabtree (Yes, THE August Crabtree.) while they were in Portland. It was amazing! It was quite evident that Crabtree was an inspiration for Lloyd. I think McCaffery's work is as good or even better than Crabtree. But who the heck am I to judge?? I hope you enjoy the photos.

Ken Manske



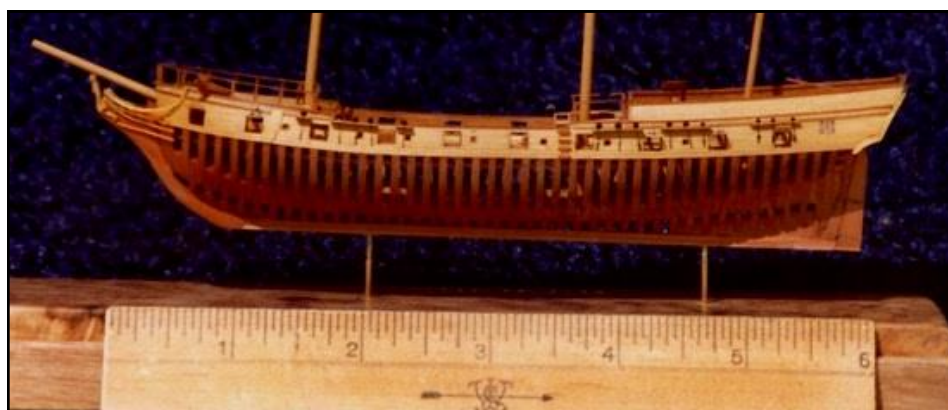
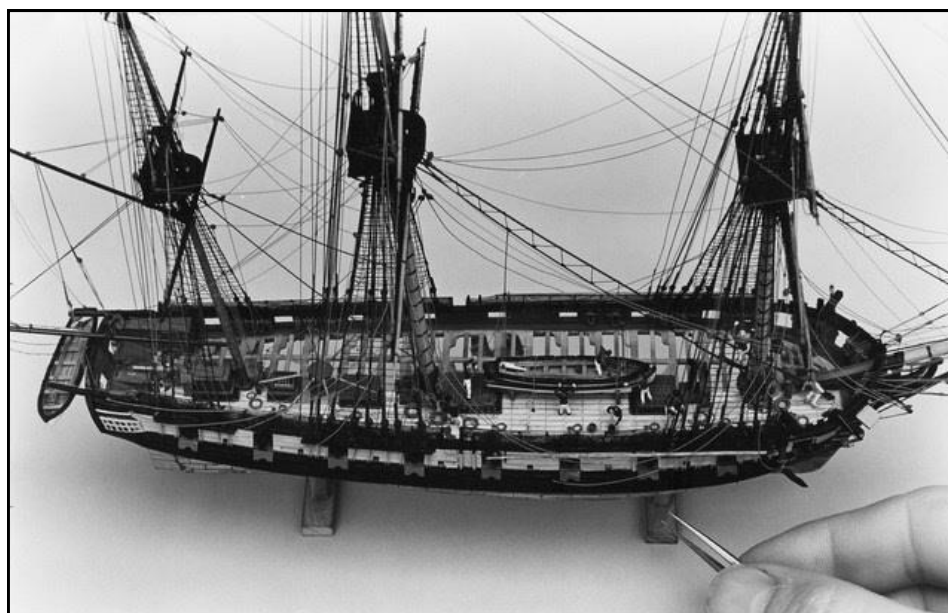
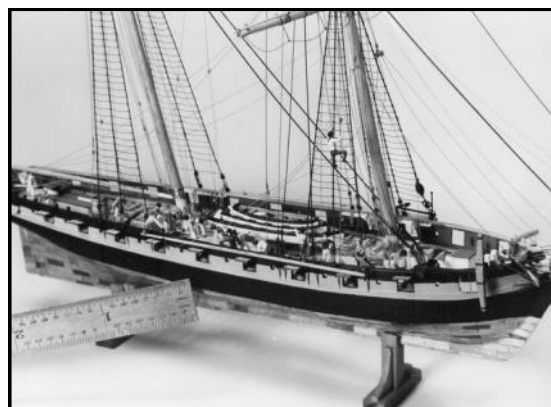
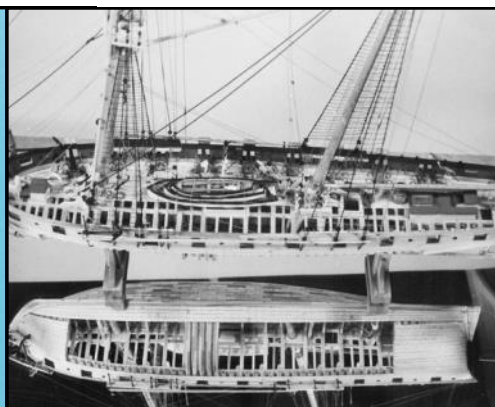
"Ships on Deck", continued on Page 7

● Ships on Deck ●

Continued

Lloyd McCaffery

Continued



When Ken was taking these photos, Lloyd asked him if he would like to buy the Rattlesnake hull he admired so much. McCaffery was asking a whopping \$300 for it (in 1975) which now is probably equivalent to well over \$1000. This was money that Ken, as a new father, could scarcely afford. Naturally, he now has regrets. That hull (which is shown above) would probably be worth several thousand today! Oh well.....

● Ships on Deck ●

Continued

Whaling Diorama by Lloyd McCaffery

Presented by Ken Manske

Lloyd McCaffery made this whaling diorama for Ken as a thank you for working with him on many of his promotional pieces. Not many people have seen this one!

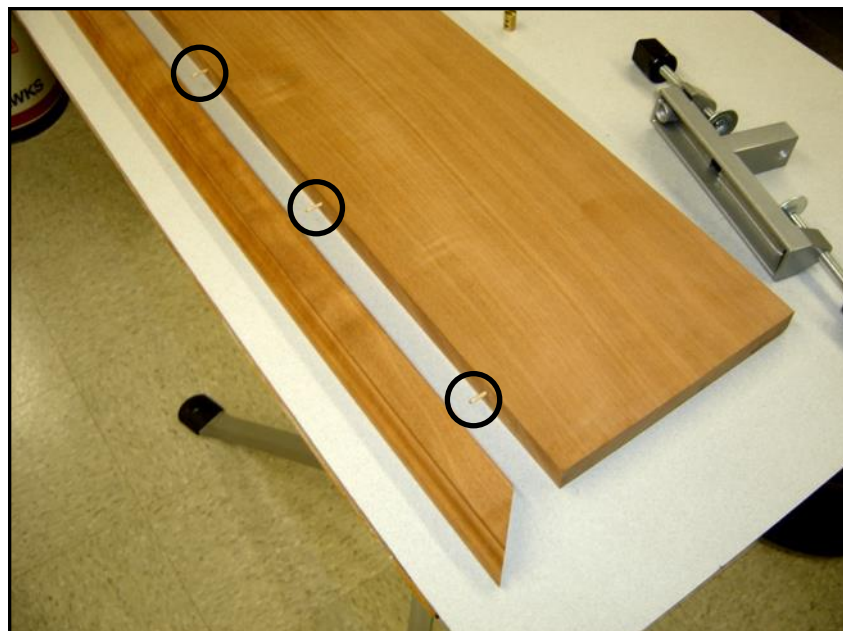


● Ships on Deck ●

Continued

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

Photos by Bob Filipowski



Hull profile template being used to locate mounting holes.

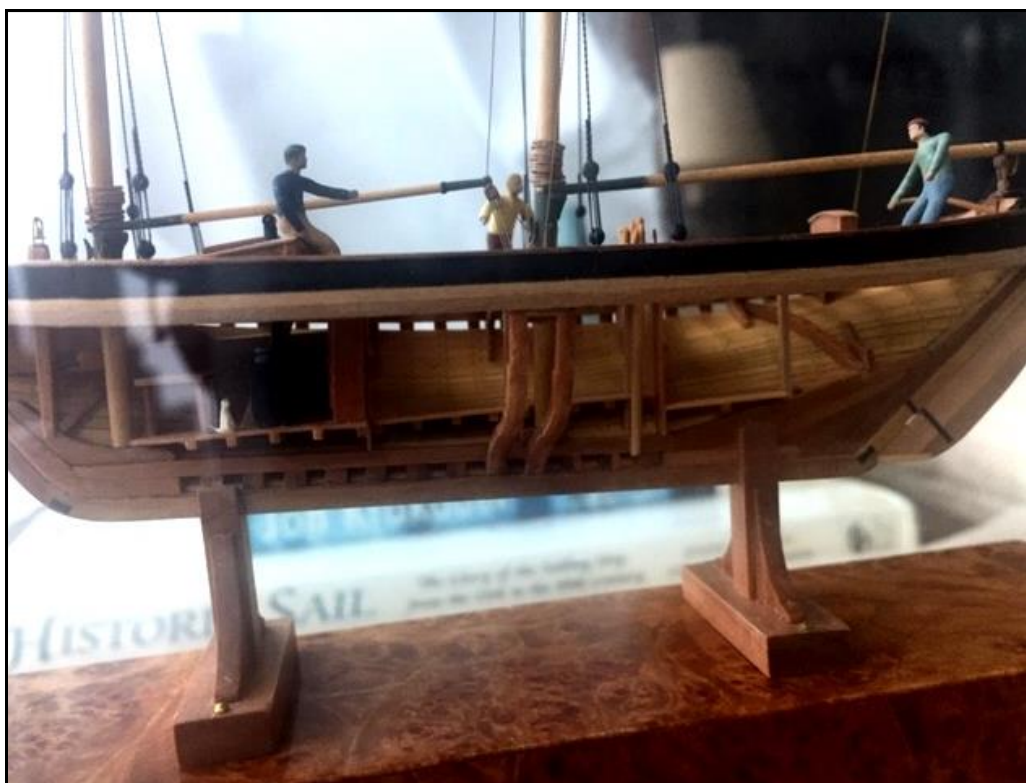
● Ships on Deck ●

Continued

***Dove* (Scale 1/8"= 1') by Lloyd McCaffery**

presented by Coleman Seskind

Photos by Coleman Seskind



● Ships on Deck ●

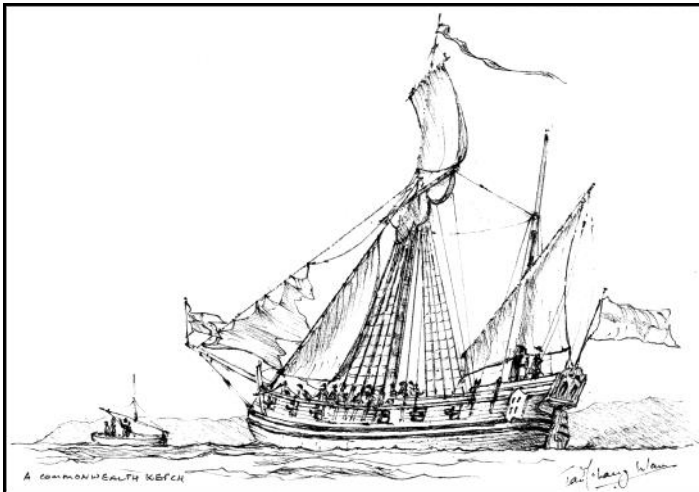
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Ketches, Yachts and Sloops by Ian McLaughlan

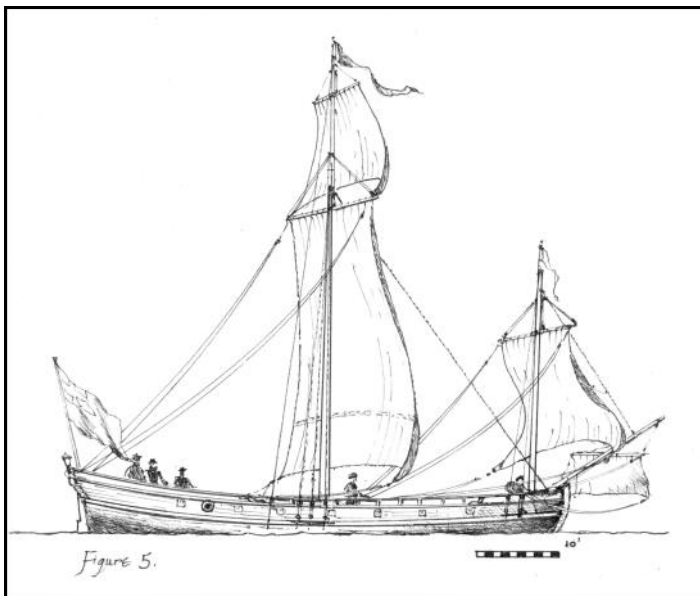
Sketches by Ian McLaughlan

The term "Sloop of War" is an 18th Century expression. The origins of this class lie in the use of small armed vessels to support the fleet and to guard the coasts of England in the late 17th Century. These vessels were the Ketch, the Yacht either Royal or Admiralty and the Sloop. The last of these, purpose built, was in effect a sea-going tug specifically ordered by the Lord High Admiral James (later King of England) for the "towing out of (damaged) ships from the line of battle".

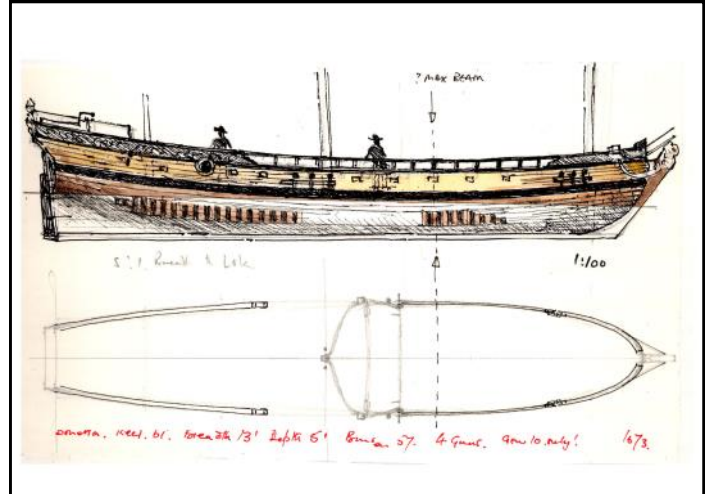
Ian McLaughlan



Commonwealth Ketch c.1650



Pepysian Sloop c.1673



Pepysian Sloop 1673



Stuart Royal Yacht on Fleet Duty 1673



Changing Guard Sloops 1673

● Ships on Deck ●

Continued

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

Photos by Ray Kroschel

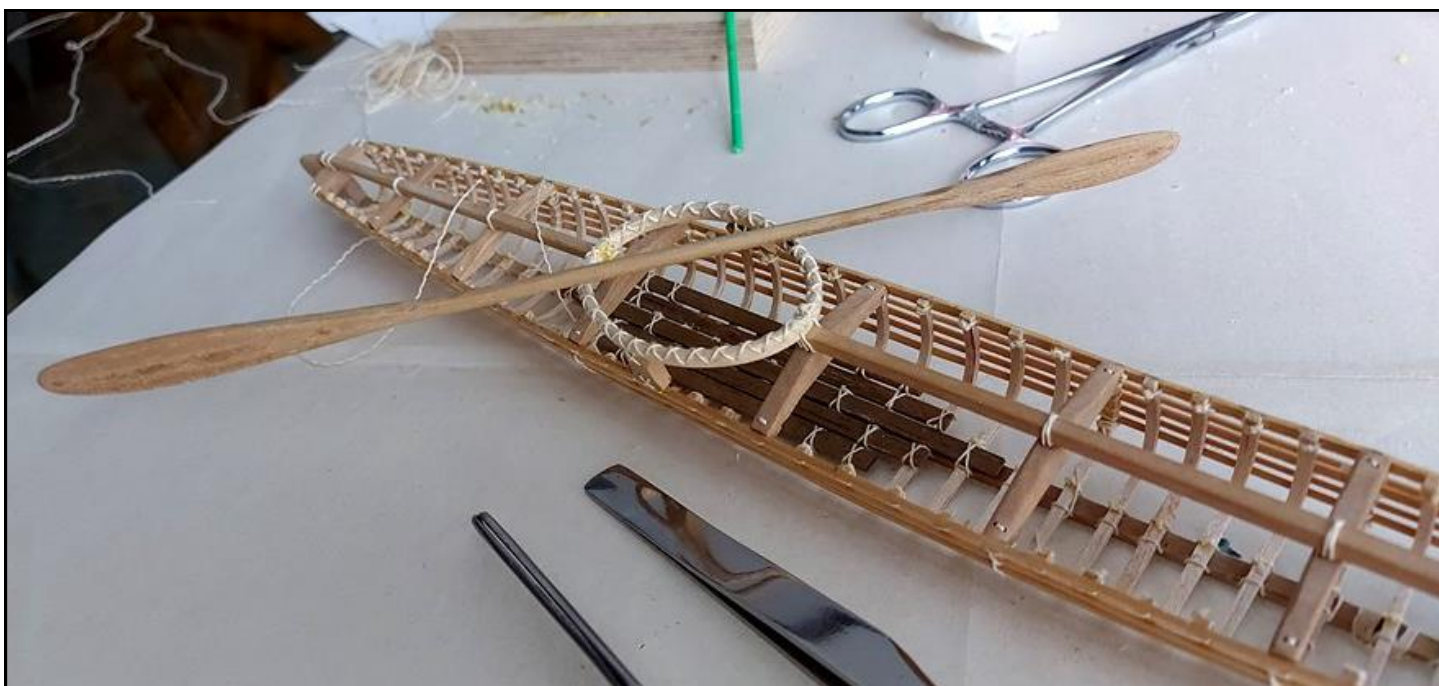
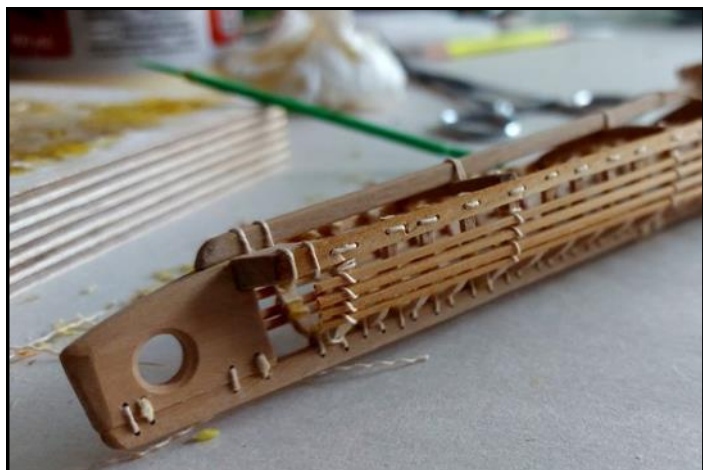
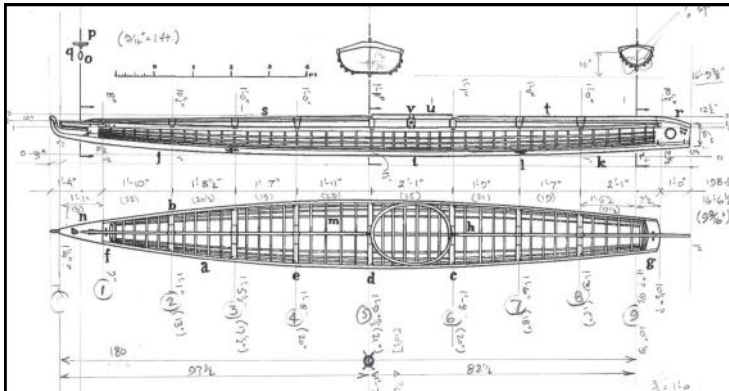


● Ships on Deck ●

Continued

Baidarkas (Aleutian Kayak 1:12) by Alan O'Neill

Photos by Alan O'Neill

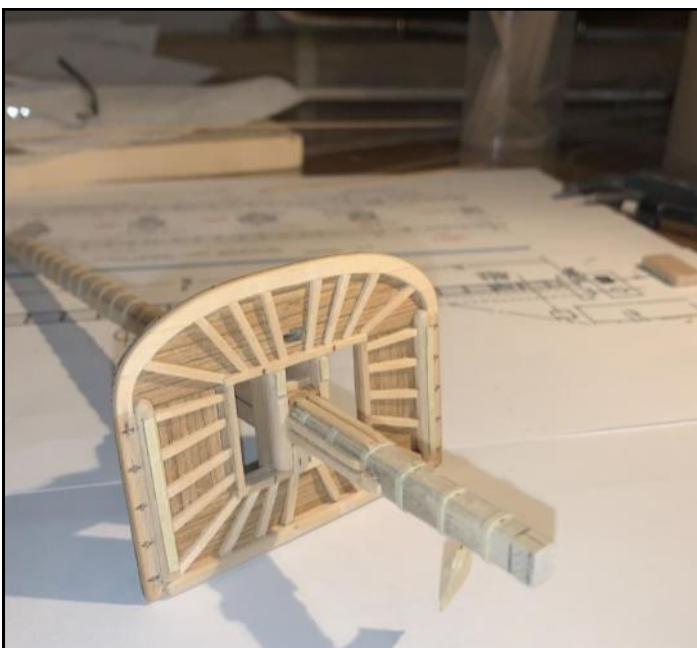
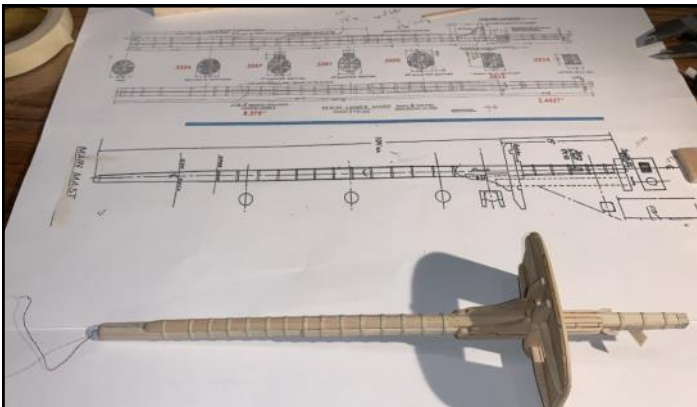
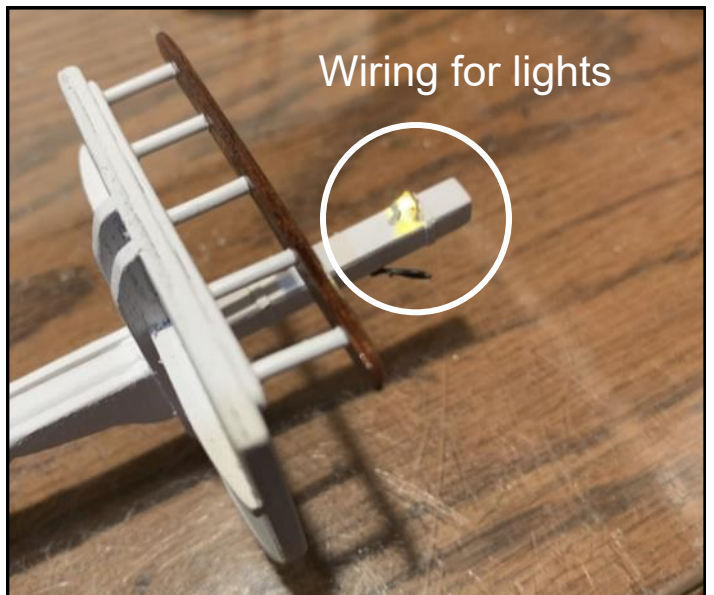


● Ships on Deck ●

Continued

USS *Constitution* by Bob Frysztak

Photos by Bob Frysztak



● Ships on Deck ●

Continued

Harvey 1847 by Keith Zeilenga
Model is Finished! Congratulations Mate!



● Ships on Deck ●

Continued

HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz



● Ships on Deck ●

Continued

Sultana by Don Purney

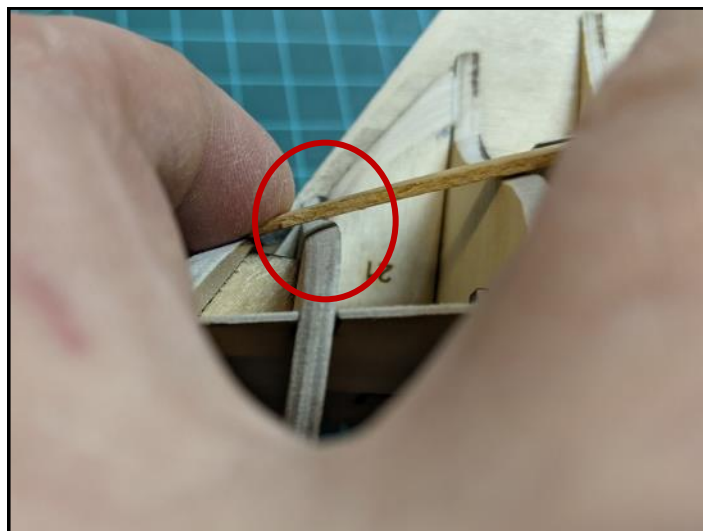
Photos by Don Purney



HMS Flirt by Steve Motyka

Photos by Steve Motyka

Scale: 1:64 Manufactured by Vanguard Models



• 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*.

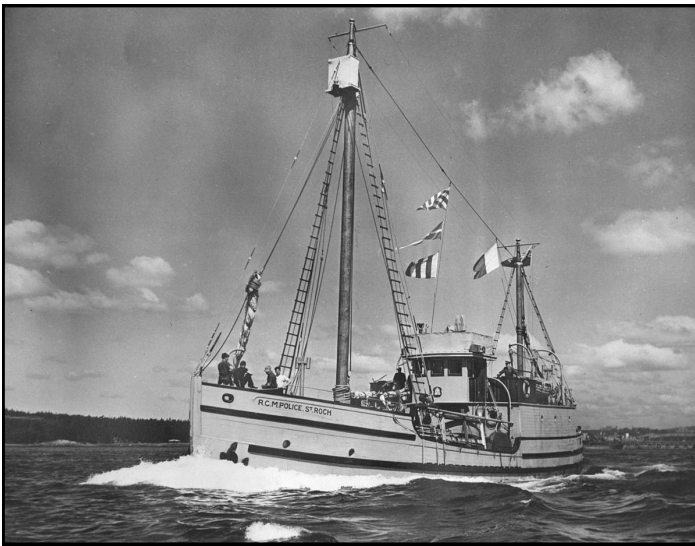
Please note that CAF has been removed from this list.

| | |
|-------------------------|---------------|
| 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 •

• RCMPV *St. Roch* •

RCMPV *St. Roch* is a Royal Canadian Mounted Police schooner, constructed in 1928 at the Burrard Dry Dock Shipyards in North Vancouver. *St. Roch* was made primarily of thick Douglas fir, with very hard Australian "ironbark" eucalyptus on the outside, and an interior hull reinforced with heavy beams to withstand ice pressure during her Arctic duties. *St. Roch* was designed by Tom Halliday and was based on Roald Amundsen's ship *Maud*.



Between 1929–1939 she supplied and patrolled Canada's Arctic. In 1940, the *St. Roch* set out from Vancouver on a secret mission through the Northwest passage. On this voyage, the *St. Roch* combined its normal supply mission with a deliberate assertion of Canadian sovereignty over the Arctic. Due to heavy ice conditions, the ship spent two winters frozen in Arctic waters, finally reaching Halifax on October 11, 1942. This voyage would claim the life of one crew member.



By sailing from the Pacific to the Atlantic, the *St. Roch* was the first ship to complete the voyage through the Northwest Passage from west to east. The vessel followed the same route that Amundsen on the sailing vessel *Gjøa* travelled going east to west 38 years earlier.

In the summer of 1944, it became the first vessel to traverse the Arctic in both directions. It made the return trip through the Northwest Passage via the more northerly route considered the true Northwest Passage, and was also the first to navigate the passage in a single season. Between 1944–1948 she again patrolled Arctic waters.

On May 29, 1950, she became the first vessel to circumnavigate North America, from Halifax, Nova Scotia, to Vancouver via the Panama Canal.



In 1954, the *St. Roch* was decommissioned in Halifax and returned to Vancouver. In 1958, she was placed in dry dock at Kitsilano Point for restoration, partly inspiring the location of the planned Vancouver Maritime Museum, which opened the following year. In 1962, *St. Roch* was designated a National Historic Site of Canada. Although the ship was placed indoors in an A-frame building adjoining the museum, it remained formally under the control of Parks Canada. In 1995 Parks Canada handed over full control of the *St. Roch* to the museum.

