



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

May, 2021

● Scuttlebutt ●

A Virtual Competition



By the time you read this, all the models entered in the Wisconsin Maritime Museum's Virtual Model Ships & Boats Competition will have been judged and the scores tabulated. In addition to this event being virtual in nature, there were other notable differences.

There weren't any categories, so there weren't any "Best Of" awards such as Best Miniature, Best Great Lakes Model, Best Novice or Best of Show. The Nautical Craft category was also eliminated this year. Each entry was "competing" against a standard, and not each other.

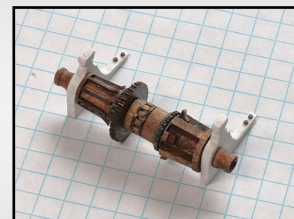
Certificates will be awarded (gold, silver or bronze) at a Zoom meeting on May 15th.

May Meeting Notice

A Scratch Built Windlass

By
Dave Kupczyk

The windlass on a sailing ship is probably one of the most complex deck fittings you can scratch build for your model. David Kupczyk accepted the challenge, and produced an excellent example for his *Bluenose*. This particular type is unique due to the fact that it was designed to handle both chain link and anchor cable. This is one presentation you don't want to miss!



Proceedings will begin on Wednesday, May 19th, 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 May 18th. Hope you can join us!

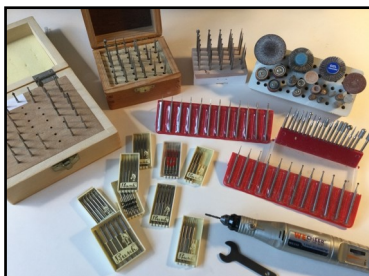
● Carving Techniques ●

By
Gus Agustin

One of Gus Agustin's closing comments when it comes to carving techniques was an appropriate analogy. "Learning to carve is like learning to swim. No matter how much instruction you receive, you still have to jump in and try it."

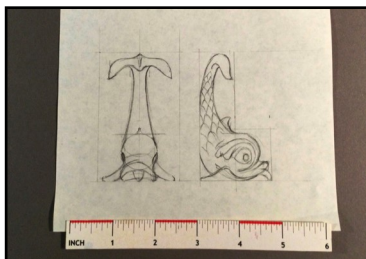
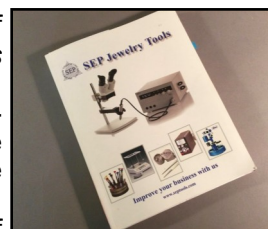
Gus provided ample information concerning tools, supply companies, recommended types of wood, and techniques. But he admitted that he could only do so much for those in attendance.

Agustin admitted that, although he has a set, he really doesn't use micro chisels very much. His preferred tools are the WeCHEER Micro Carver and a large collection of rotary burs.



His favorite source for many of his supplies is *SEP Jewelry Tools* at www.septools.com. Supposedly, they do not offer catalogs any longer. Gus stated that their complete inventory of supplies can be viewed online.

Agustin displayed a number of different carvings, including an excellent dolphin made out of boxwood. Starting out with a rough sketch, the lines were transferred to a wood block where the removal of wood began. Sometimes, layers have to be glued together to achieve the block size required. This was the case with the dolphin. When finished, the seam was invisible.

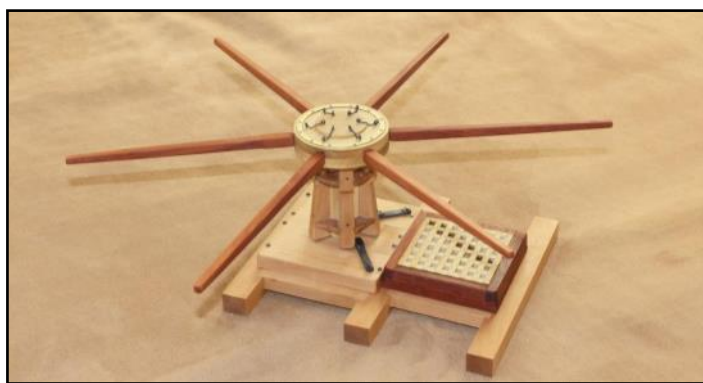
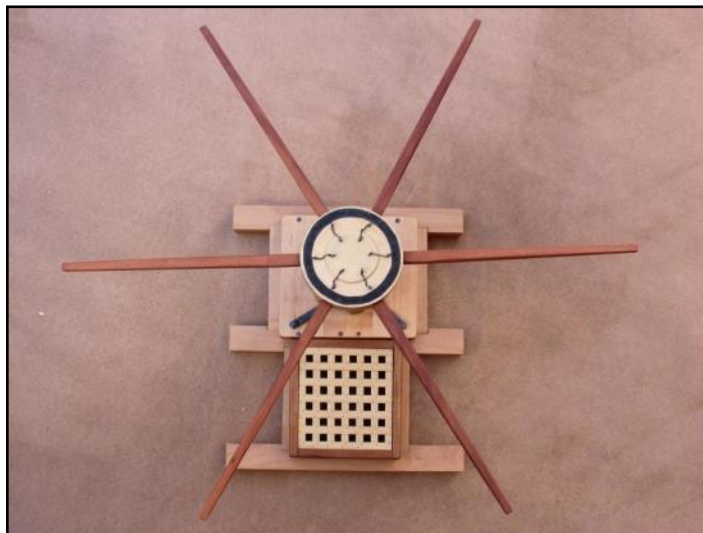
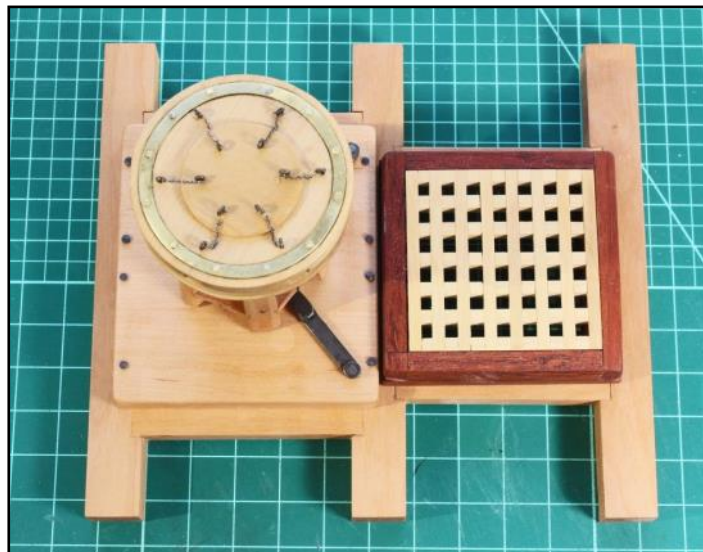
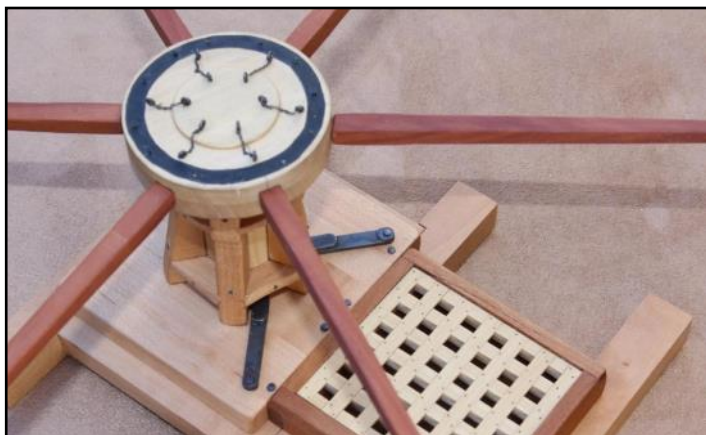


● Ships on Deck ●

NRG Capstan Monograph c.1776 by Toni Levine

Photos by Toni Levine

NRG Chair, Toni Levine, has developed a new monograph that features a capstan used in 1776. This will be marketed as a first scratch build. When released, this project will provide the plans and monograph. Toni built two prototypes. The series of photos on the left show the intermediate version for which the fanciest tool used was a Preac saw. The advanced version shown on the right will required 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 on Page 4

● Ships on Deck ●

Continued

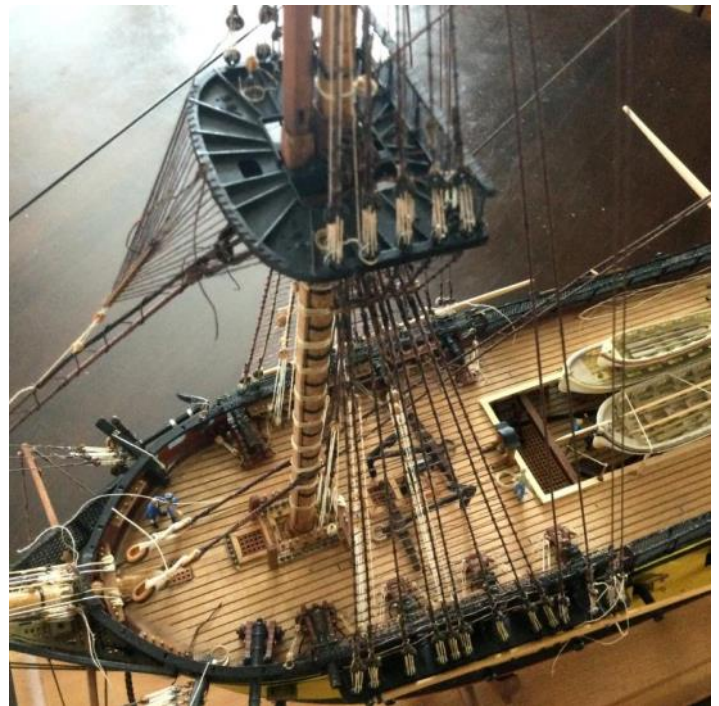
USS *Constitution* c1804 by Richard Romaniak

Photos by Richard Romaniak

Richard is building the USS *Constitution* as she might have looked in 1804 to 1807. The model started out as an old Revell kit engineered back in 1965. All he saved was the hull, anchors, upper deck guns, mast tops and caps. Improvements were made in the ship's boats.

The model was begun sometime in 2009 with work being intermittent for the most part. The photos show how far he got. The standing rigging is more late 18th century before all her refits and rebuilds were done during the next two decades.

All the masts and yards were made from scratch. Romaniak made the model, base, and cradles early on. He feels the whole persona of the ship, cradles and base gives the right look.



● Ships on Deck ●

Continued

Governor Ashley

Photos by Tim Foster

Here is Tim Foster's latest project, the Dumas *Carol Moran* tug kit. With a length of 50" and 12" beam, she's an impressive sight. This is a bit of a fantasy model since the name *Governor Ashley* is based on the founder of the Ann Arbor RR. They never had a tug like this.

The hull was not an easy build. It's a balsa on frame with fiberglass over that, and being such a big model, there was a lot of extra sanding and finishing. When the hull was finished, Foster put the model away for a year. In February, he decided to finish the project and get her in the water. The cabin and deck were much easier, and only took a couple of months to complete. Tim thinks the waterline turned out a little low for a tug but until she's in the water he won't know how much ballast to add. Foster is guessing 15- 20 lbs.

Tim feels that this impressive boat turned out pretty well, but this might be his last big R/C project due to space considerations.



"Ships on Deck", continued on Page 6

● Ships on Deck ●

Continued

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

Photos by Bob Filipowski



Wipe-On Poly applied with a piece of old tee-shirt.



When dry, the Wipe-On Poly was buffed with a sheet of regular printer paper. Three coats were applied.

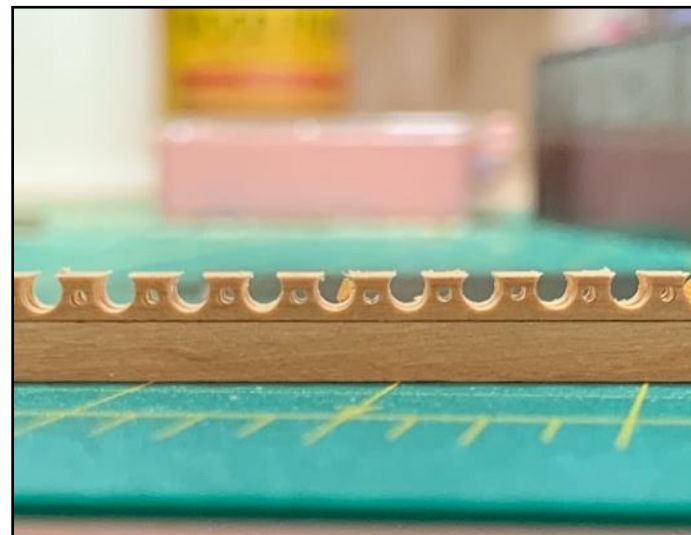
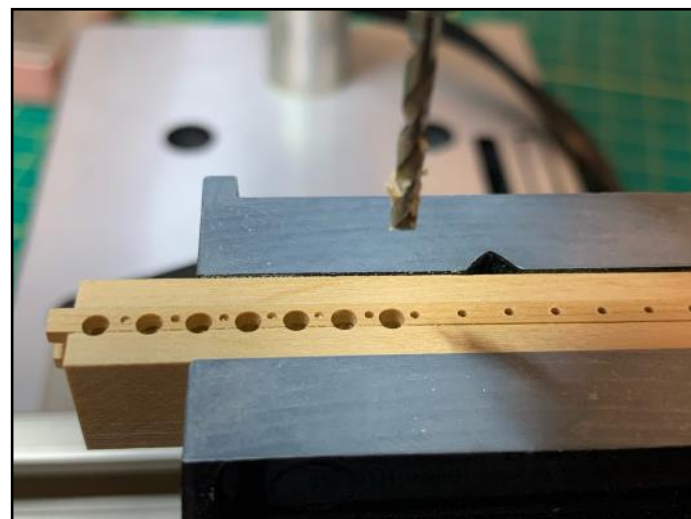


● Ships on Deck ●

Continued

US Brig Syren by Patrick Sand

Photos by Patrick Sand



"Ships on Deck", continued on Page 8

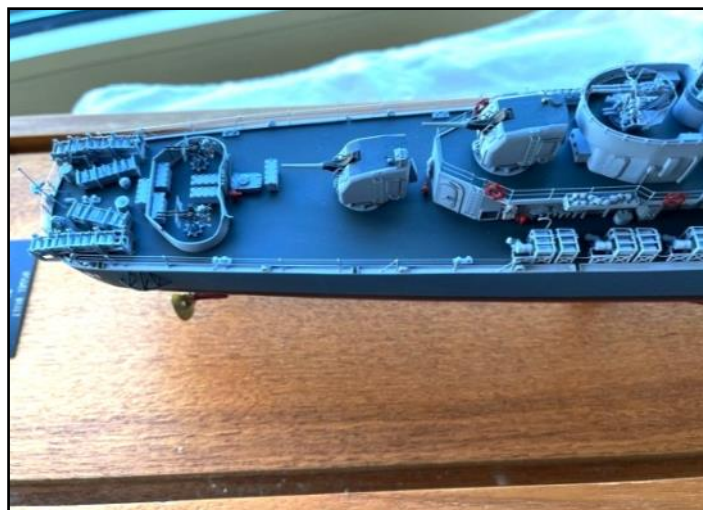
● Ships on Deck ●

Continued

USS Kidd DD661

Model by Don Preul, presented by Coleman Seskind

Photos by Coleman Seskind



"Ships on Deck", continued on Page 9

● Ships on Deck ●

Continued

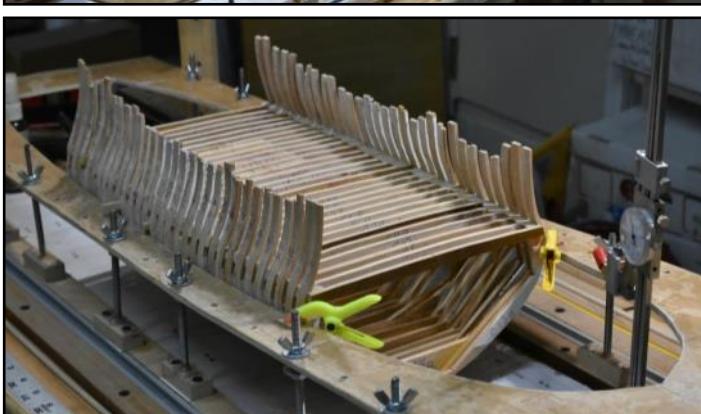
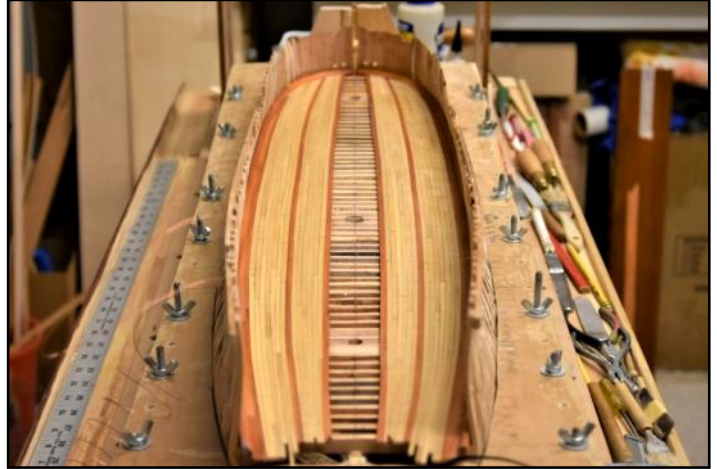
L'Hermione by Bill Sproul

Photos by Bill Sproul

Bill started construction of *L'Hermione* last July. The hull is 35.5 inches long, and the topmast is 28 Inches high. Had he fully appreciated the scope of this project, Sproul feels that he would have had second thoughts about starting it. He doubts that there will be any more models built from Ancre plans.

The deck alone has 3,500 dowels in it, while the hull will have about 25,000 dowels. Sproul estimates that if he puts all the dowels in the furniture, tops, etc, the total number could easily be in the 50 thousand range. Understandably, he has elected not to do that. The project to date has absorbed 8 ounces of CA and 16 ounces of Titebond.

Bill's attention to detail is exemplified by the fact that everything that moves and 'works' on the real vessel will move and 'work' on his model!



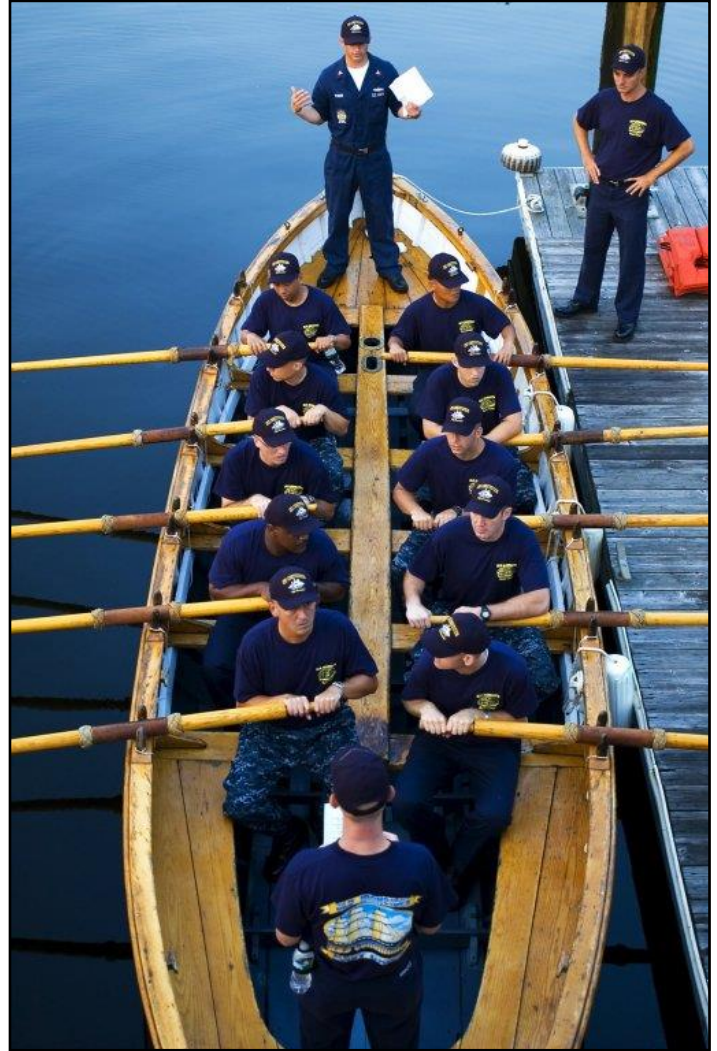
● Ships on Deck ●

Continued

USS *Constitution* by Bob Frysztak

Photos by Bob Frysztak

Bob decided to take a break from rigging and has built a "bread & butter" whaleboat for his USS *Constitution*. At 1/96th, a 28' whaleboat works out to 3.5". He was trying to model it after the photo of the actual boat on the ship. The model includes all cleats, eyebolts, and mountings for the single mast. It still needs the thole pins and oars.



• Ships on Deck •

Fire & Fuzz

Photos by Allen Siegel

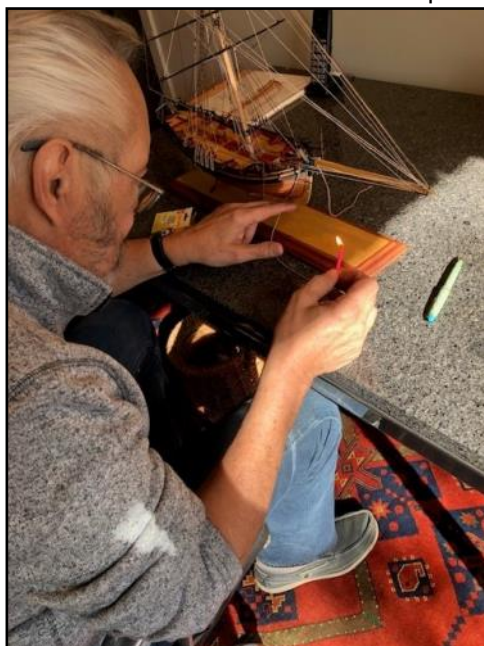
In the age of sail, fire was probably a ship's worst enemy. This might also apply to model sailing ships.

Allen Siegel had a major fuzz problem with his *Alert*. He knew this could be the "Kiss of Death" in a competition, and something had to be done about it. Unfortunately, he waited until the model was finished to tackle the problem.

A technique not often used to eliminate fuzz involves running the offending line through, or just over, an open flame. It works, but trying this on a rigged model is courting disaster!

After discussing his problem with Gus Agustin, Gus asked Allen if he would like to try this little used technique, and Allen decided to go for it.

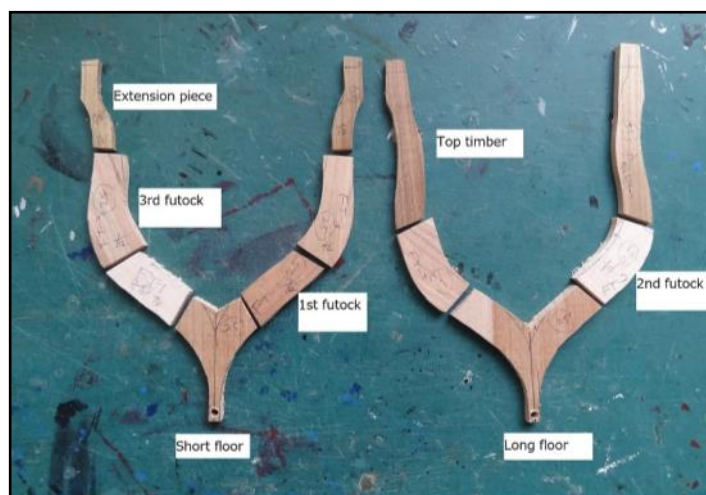
At first, things went well. Then it happened. Fortunately, the damage was confined to the rigging, and after reviewing the situation, Allen decided to re-rig the model. Since then, he has invested in a new rope walk, which should help upgrade the model's appearance.



News From the Rope

Photos by Mr. Norio Uriu

You may recall that in the April *Forecastle Report* we noted that our friend, Mr. Norio Uriu, of the Rope in Tokyo, Japan, was going to start working on the cant frames for his current project, the French Frigate, *Le Hermione*. This would be his first attempt at such complex framing. Well, the photos speak for themselves!

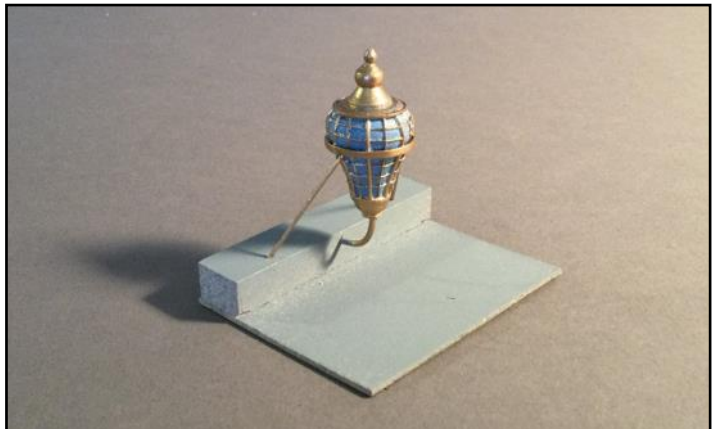


• Ships on Deck •

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 •

• The Jeffersonian Gunboats of Lake Borgne •

In late 1814, the British decided to attack New Orleans. It wasn't long before the Americans began receiving warnings of a British fleet approaching Louisiana. Commodore Daniel Patterson of the New Orleans Squadron, immediately began to assemble any and all types of naval defenses to protect the state's waterways and naval ports. When the British forces under Vice Admiral Alexander Cochrane arrived off the Louisiana coast on December 9, Patterson dispatched Lieutenant Thomas Catesby Jones and a small flotilla to patrol Lake Borgne. The American force consisted of five Jeffersonian gunboats - *No. 156*, *No. 163*, *No. 5*, *No. 23*, and *No. 162*. Gunboat *No. 156* was designated the flagship of the squadron, and mounted one long 24-pounder, four 12-pounder carronades, and four swivel guns. She had a crew of forty-one men. In all, the squadron comprised 245 men, sixteen long guns, fourteen carronades, two howitzers and twelve swivel guns.



Vice Admiral Cochrane ordered three vessels to reconnoiter Lake Borgne. The north end of the lake was to be the disembarkation point for the attack on New Orleans. The three British vessels reported that as they passed Cat Island, Mississippi, two American gunboats had fired at them. Furthermore, lookouts on the masts had seen three more similar vessels. When the fleet arrived on December 11, Cochrane decided to hunt out the Americans.

All the boats of the British fleet were put under the command of Commander Nicholas Lockyer, with orders to find and defeat the American flotilla. The boats came from fourteen ships, and deployed forty-two longboats, launches and barges that were armed with a 12, 18 or 24 pounder carronade. There were also three gigs, each mounting a long brass 12 pounder canon.



The force consisted of some 1200 sailors and Royal Marines. On the night of December 12, the British boats set off for Lake Borgne.

After rowing for about thirty-six hours, the British located the five American vessels drawn up in line abreast blocking the channel. By 10 o'clock on the morning of December 14, the boats had closed to within long gunshot. At this point Lockyer ordered his crews to breakfast. When the British had finished, they formed their flotilla into three divisions and pulled up to the enemy. The main battle began at 10:30 am. The British were rowing against a strong current and received heavy fire composed of round and grapeshot.

The Americans fired as many times as possible before the range closed. They killed or wounded a number of the longboat crews in the process, including most of the men in Lockyer's boat. Eventually, the British sailors and marines began storming the American vessels. Lockyer personally boarded *Gunboat No. 156*, Jones's flagship. In the resulting close quarters combat, both Lockyer and Jones sustained severe wounds. The British then turned *156's* guns against her sister ships, and fired repeated broadsides. One by one, the other four American vessels struck their colors. The engagement lasted about two hours, although the actual hand-to-hand combat was very brief due to the overwhelming size of the English force.



The British won control of the lake, but the battle gave General Andrew Jackson more time to strengthen his defenses. The Americans lost their entire fleet with casualties numbering 41 killed or wounded and 86 captured. Jones was made a prisoner of war for three months and would later be decorated for his bravery in delaying the British advance. The British losses were 94 killed and wounded, along with 2 boats sunk and many damaged. Vice Admiral Cochrane rated the captured flotilla as the equivalent of a 36-gun frigate and promoted Lockyer to post captain.

The British took the five gunboats into service under the names *Ambush* (or *Ambush No. 5*), *Firebrand*, *Destruction*, *Harlequin* and *Eagle*. These vessels remained in Royal Navy service into June 1815, and at least one served beyond that.