



Newsletter of the Midwest Model Shipwrights ♦

[www.midwestmodelshipwrights.com](http://www.midwestmodelshipwrights.com) ♦

November, 2020

## • Scuttlebutt •

We continue to have excellent numbers for our virtual meetings. In fact, the last two months the number of participants has exceeded what we normally experience for our face to face gatherings! Keep up the good work mates.

It was good to see our old friend, Gordon Field, attending the October meeting. You may recall that he and his wife recently relocated to the Minneapolis area. Well, the "Land of 10,000 Lakes" had a special welcoming gift for them. On meeting day, Minneapolis experienced a hefty 7.9 inches of snow, which became the heaviest snowstorm recorded in the city this early in the season. Many Shipwrights felt that this was too good to pass up, and Gordon received some good natured ribbing before the meeting. We miss you, mate!



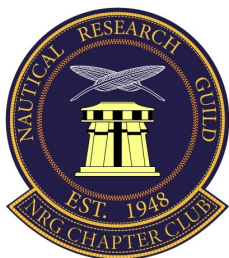
## NRG Annual Membership Meeting



Just a reminder for all of you that are Guild members. The first ever virtual NRG Annual Membership Meeting will be held on Saturday, December 5, 2020 at 11:00 AM—CST. To attend, you must notify the Guild office by Friday, November 20th at [info@thenauticalresearchguild.org](mailto:info@thenauticalresearchguild.org)

Unfortunately, submitting an Agenda Item is no longer possible. The deadline was November 1st.

### MMS OFFICERS & STAFF



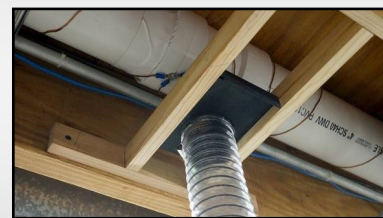
President - Bob Filipowski.....(847) 394-0757  
Vice Pres. - Glenn Estrzy .....(847) 259-1574  
Treasurer - Allen Siegel .....(847) 446-7248  
Secretary - Bob Sykes.....(630) 766-6645  
Club Photographers:  
Leon Sirota .....(847) 541-6285  
Bob Fryszak.....(630) 234-5684  
Web Master - John Pocius...(630) 957-7298  
[jpdesign@mindspring.com](mailto:jpdesign@mindspring.com)

## November Meeting Notice

### Building your own dust collection system

By  
Rick Szydelko

Dust can really mess up a workshop, not to mention the potential health hazards it can pose. Rick Szydelko, like most of us, had this problem, and decided to do something about it. The dust collection system he designed and built is most impressive. This presentation may not be for all of us, but it should still be fascinating to see what is possible with a little ingenuity and a lot of determination!



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

## Building Out The 'Tween Deck

by Toni Levine

When building plank on bulkhead models, scratch or kit, it's very rare that a modeler will go that extra mile and incorporate a lower deck. Reasons for this include the potential weakening of the bulkheads where the lower deck will be, the fact that very little of the work done below deck will be visible when the main deck is installed, or the modeler may not have enough information concerning the general construction, arrangement, and type of deck furniture located in this area of the ship.



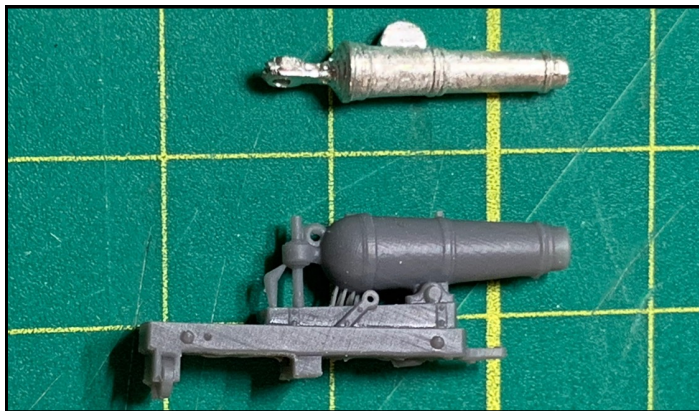
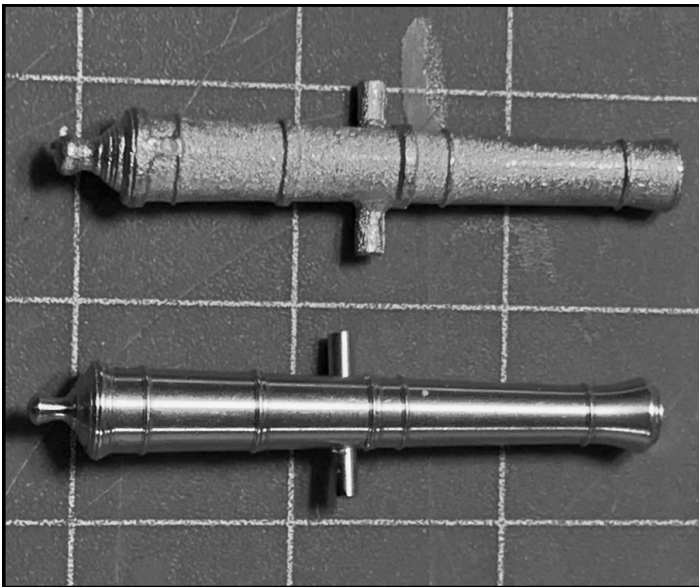
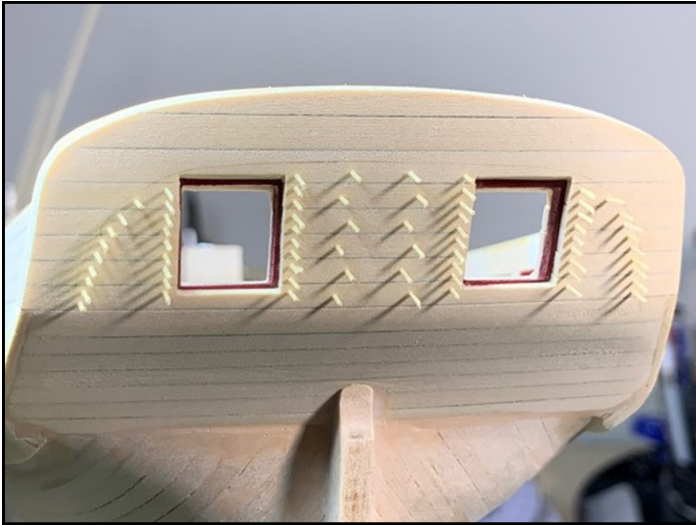
Toni Levine overcame all of these concerns, and more, while constructing the lower deck on her HMS *Swallow*. In a very concise presentation, she explained all the techniques she used. In some cases, this included a slight compromise in the level of detail displayed. The ship's stove was a prime example. Toni stated that this was due to the fact that only tantalizing glimpses of the deck furniture would be available once the main deck had been installed.



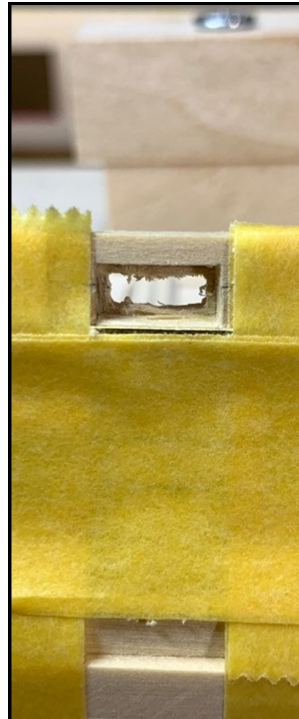
## ● Ships on Deck ●

### US Brig *Syren* by Patrick Sand

Photos by Patrick Sand



3D Printed carronades by Model Monkey. \$24 for a set of eight. The metal version is kit supplied.



"Ships on Deck", continued on Page 3



● Ships on Deck ●

**Dutch Statenjacht *Utrecht* 1746** by Gus Agustin

Photos by Gus Agustin

The mast is not broken. Per Gib McArdle's book, that's the way the Dutch built them.





## ● Ships on Deck ●

### Brigantine/Topsail Schooner by Capt. Richard DeRossett

Presented by Ken Manske



The brigantine was the second-most popular rig for ships built in the British colonies in North America before 1775. The most popular type of vessel was the sloop. The brigantine was swifter and more easily maneuvered than a sloop or schooner, hence was employed for piracy, espionage, and reconnoitering, and as an outlying attendant upon large ships for protecting a ship, or for supply or landing purposes in a fleet.

The brigantine could be of various sizes, ranging from 50 to 200 tons burden. The brigantine was generally larger than a sloop or schooner, but smaller than a brig.

The attached painting by Captain Richard DeRossett depicts a topsail schooner beating across the path of a British convoy. Capt. DeRossett explains that these speedy craft would try to “bait” the warships (shown on the left side of the painting) guarding the convoy of British merchant ships bound for America into leaving the convoy of merchant ships (seen at the extreme right of the painting in the horizon).

“The warships must have known that the tiny ships were a threat (as well as a tantalizing prize) and would follow them downwind in a desperate effort to intercept and destroy them. That, however, would leave the merchant ships unprotected. Once noticing that the warships were sufficiently clear of the convoy, the topsail schooner (and/or brigantine) would come about and since it could point into the wind better than the warships and is faster, would beat it’s way back to the convoy virtually unopposed. This was a typical strategy of privateers as well.”

Note the details in the painting, in particular the use of a studdingsail on the windward topsail and extra studdingsail on the main gaff. Just a few of the special “touches” of authenticity that Capt. DeRossett puts into his many depictions.



● Ships on Deck ●

Continued

**HMS Swallow 1779** by Toni Levine

Photos by Toni Levine





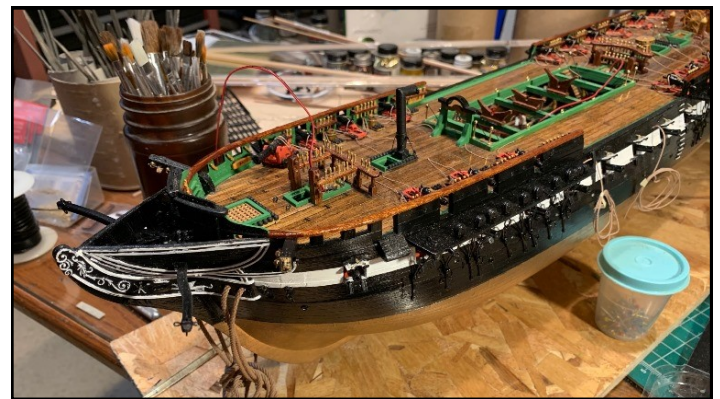
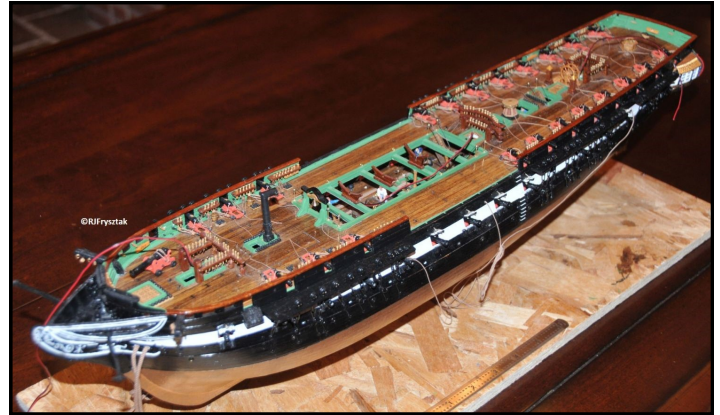
## ● Ships on Deck ●

Continued

### USS Constitution by Bob Frysztak

Photos by Bob Frysztak

**F**inished work on the hull. Moving on to finishing up the masts, which hopefully won't take too long. Then on to rigging. Only thing that I have left off for now are the hammock rails & netting, and the crew. They would just get in the way of rigging and I would probably keep busting them off anyway!



First carving effort! I used a high speed Dremel with the flexible shaft and a variety of bits





## ● Ships on Deck ●

Continued

**Alert** by Allen Siegel

Photos by Allen Siegel



*"Ships on Deck", continued on Page 8*



## ● Ships on Deck ●

Continued

### WWII *Schnellboot* by Coleman Seskind

Photos by Coleman Seskind





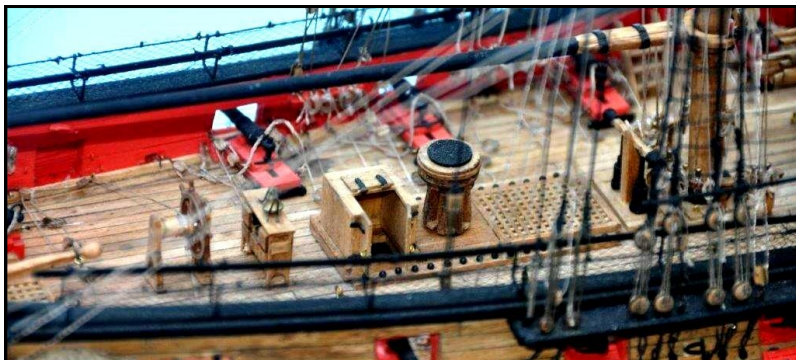
## ● Ships on Deck ●

Continued

### US Brig Syren 1803 by Bill Bosworth

Presented by Coleman Seskind

Photos by Bill Bosworth



*"Ships on Deck", continued on Page 10*

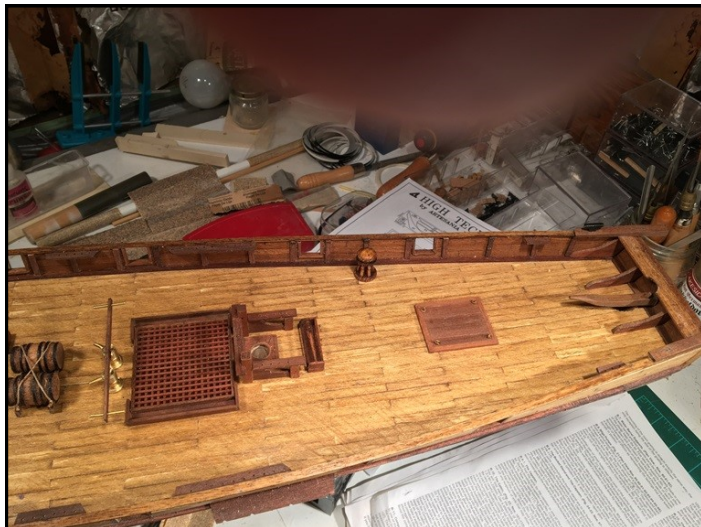


## ● Ships on Deck ●

Continued

### *Harvey* by Keith Zeilenga

Photos by Keith Zeilenga





## ● Ships on Deck ●

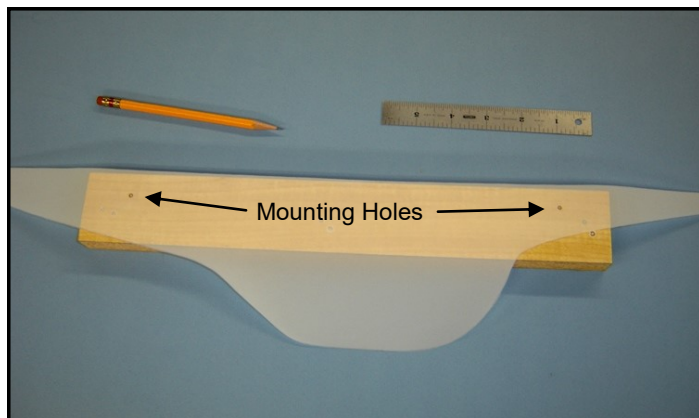
Continued

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

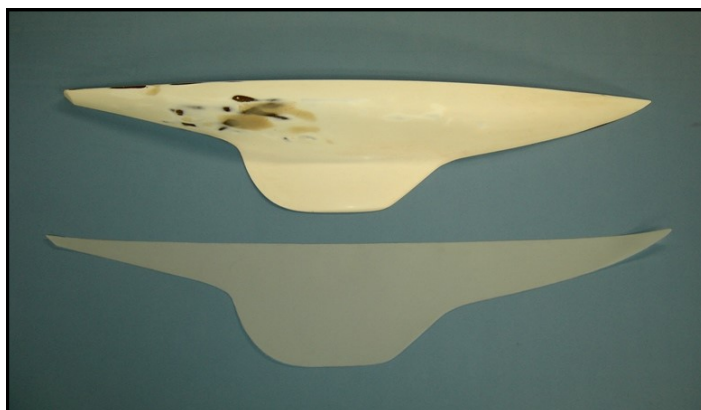
Photos by Bob Filipowski



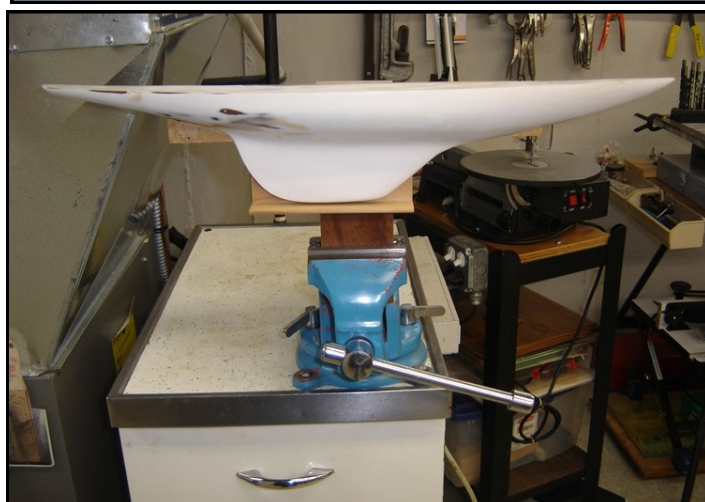
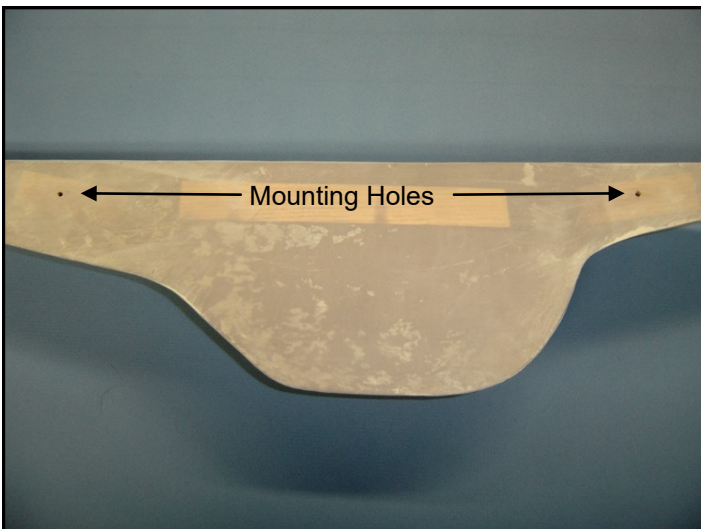
Tracing an outline of the hull.



Mounting holes have been marked on a piece of scrap wood, which will be used to temporarily mount the hull so the deck can be planked. This template will also be used to determine the final location for the mounting holes on the finished backboard.



Tracing placed on back of hull. Mounting holes have been marked.



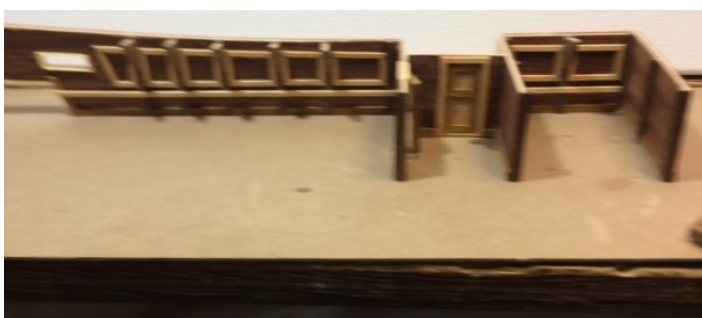


## • Ships on Deck •

Continued

**HMS Bounty** by Neil Hurwitz

Photos by Neil Hurwitz



## Muscongus Bay Lobster Smack

**1:24 Scale Wood Model**

### Model Specifications:

- Length 14½", width 3¾", height 14"
- Historically accurate, detailed wood model
- Laser cut basswood parts for easy construction
- Detailed illustrated instruction manual
- True plank-on-frame construction
- Wooden display base included

**Skill Level 3**



This is the third and last kit in this series of progressive model tutorials. Sometimes known as *Friendship Sloops*, or *Maine Lobster Sloops*, these boats had sleek lines and were fast sailors with two holding wet tanks for their catch. They had a pivoting centerboard to help reduce leeway drift when the wind was on the beam.

MS1490 - Wood Model Ship Kit Only  
See website for specific kit paint set and more tool options

**WWW.MODELEXPO-ONLINE.COM**

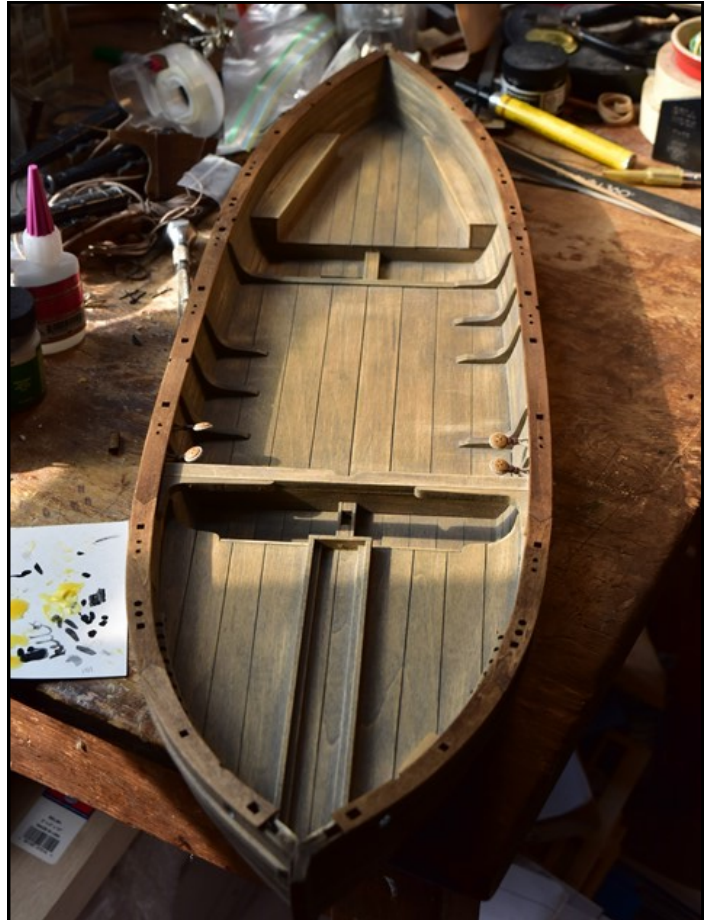
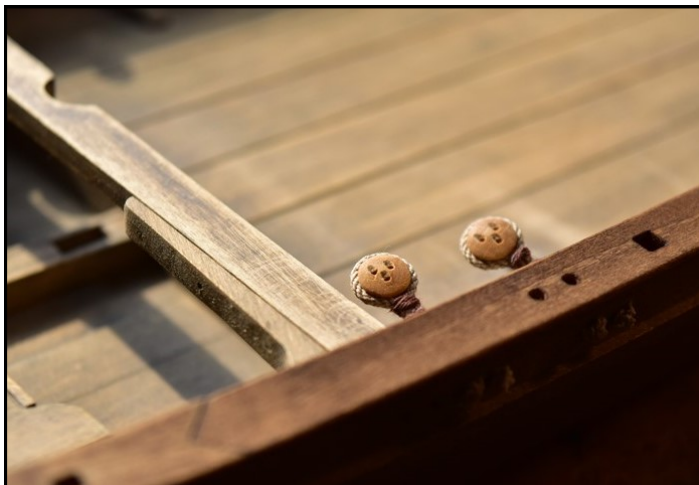


## • Ships on Deck •

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



## • HISTORIC SHIP PROFILES •

### • WWII E-boat •

E-boat was the Western Allies' designation for the fast attack craft (German: *Schnellboot*, or *S-Boot*, meaning "fast boat") of the Kriegsmarine during World War II. E-boat could refer to a patrol craft ranging from an armed motorboat to a large *Torpedoboot*.

The most popular, the S-100 class, were very seaworthy, heavily armed, and capable of sustaining 43.5 knots (50.1 mph), and briefly accelerating to 48 knots (55 mph). They were armed with torpedoes, Flak guns (one 37mm at the stern and at least one 20mm at the bow) plus machine guns. Some had 40mm cannons.<sup>1</sup>

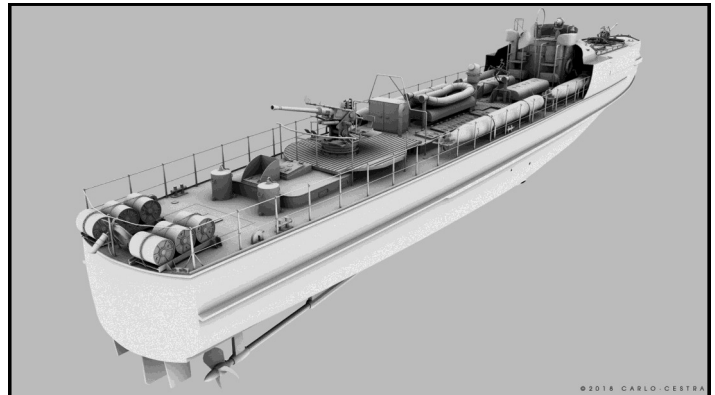
These craft were 114 ft. 10 in long with a beam of 16 ft. 9 in. Their diesel engines provided a range of 700 to 750 nautical miles (810–860 mi), substantially greater than the gasoline-fueled American PT boats and British motor torpedo boats (MTBs).



These fast attack boats were used in almost all theaters of war, the Baltic Sea, the Mediterranean and the Black Sea, but their main operational area was the English Channel where they attacked coastal shipping, especially during the night. During World War II, E-boats claimed 101 merchant ships totaling 214,728 tons. Additional claims include 12 destroyers, 11 minesweepers, eight landing ships, six MTBs, one torpedo boat, one minelayer, one submarine, and a number of smaller craft such as fishing boats. They also damaged two cruisers, five destroyers, three landing ships, one repair ship, one naval tug, and numerous other merchant vessels.

One of the least known facts concerning these craft is that S-boats were also used extensively for mine laying

sorties. In fact most of the missions made by S-boats were mine laying operations, but as the boats could only carry up to 6 mines those operations had limited success. Mines laid by the E-boats were responsible for the loss of 37 merchant ships totaling 148,535 tons, a destroyer, two minesweepers, and four landing ships.



This success was not archived without heavy losses, especially in the later years of the war. Being vulnerable to air attacks and lacking any radar, the S-boats lost the surprise factor in their night attacks, and had to abort more missions than they could bring to an end.

At the outbreak of World War II, only 18 S-boats were in service, but between 1940 and 1945 about 230 of these craft were built. Although there were several classes of these ships, all had the same basic design, and most of them were built at one single shipyard, Lürssen in Vegesack, which continued to build successful fast attack craft after the war. Several boats were used by other navies after VE day, and two of them were added to the newly formed Bundesmarine in 1957.

In August of 1945, just weeks after the end of World War 2 in the Pacific, future US president John F. Kennedy visited Germany with US Navy Secretary James Forrestal.



As a former PT boat commander, Kennedy was keenly interested in the famous German counterpart to the equally famous American PT-boat so he made it a point to inspect an intact S-Boot at Bremen, Germany. It is interesting to note that Kennedy's diary indicated the *Schnellboot* was a far superior machine compared to the storied line of United States Navy PT-boats used during the war.