

● Scuttlebutt ●

At the August meeting we shook things up a little bit by having our featured presentation immediately after club business was completed. This was followed by our door prize raffle and Ships on Deck. Being “creatures of habit” this seemed a little strange to many of us, but the overall feeling was very positive.

Special thanks goes out to **Rick Szydelko** for coming in early, and getting everything set up. This really helped to keep things moving along.

Speaking of door prizes, the big winners were **John Mitchell** and **Glenn Estry**. John took home a 3-piece set of X-ACTO knife handles, and Glenn snapped up a Toolmaker's Surface Gauge.



We would like to welcome our newest member, **Richard Gardiner**. He originally hails from Great Britain, which certainly gives our organization a bit of an international flavor. Richard stated that he has decided to get back into the hobby after an extended hiatus.

Other than building model ships at a record pace, there's probably nothing **Bob Sykes** enjoys more than



competing in local model competitions. His most recent awards came at the *Royal Hobby Anniversary Show* in Rockford, Illinois. The 75 mile drive was worth it as he came away with 2nd and 3rd place certificates, as well as the People's Choice Award. Congratulations, mate!

● Save the Date ●

The 44th Annual Midwestern Model Ships & Boats Contest and Display will be held on May 15—17, 2020 at the Wisconsin Maritime Museum in Manitowoc. As of our September meeting night, that gives you exactly 8 months to finish your current project!

September Meeting Notice

Cutter Kits

Two of the hottest kits on the market are HMS *Alert* by Vanguard Models, and HMS *Cheerful* by Syren Ship Models. Both are cutters, yet they differ in many ways. Allen Siegel will give us a chance to see both of these outstanding kits close up and personal. After a somewhat “heavy” rigging topic in August, this will be a nice change of pace.



Our next meeting will be at 7:15 p.m.
 Wednesday, September 18, 2019
The Dasom Community Church
 501 S. Emerson Street
 Mount Prospect, IL

● Rigging Deadeyes ●

The August presentation focused mainly on how to maintain a consistent gap between the upper and lower deadeyes when rigging your model. Four techniques were discussed with each procedure's advantages and disadvantages being noted. Right and left laid shrouds were illustrated, along with how the port and starboard rigs differed from each other.

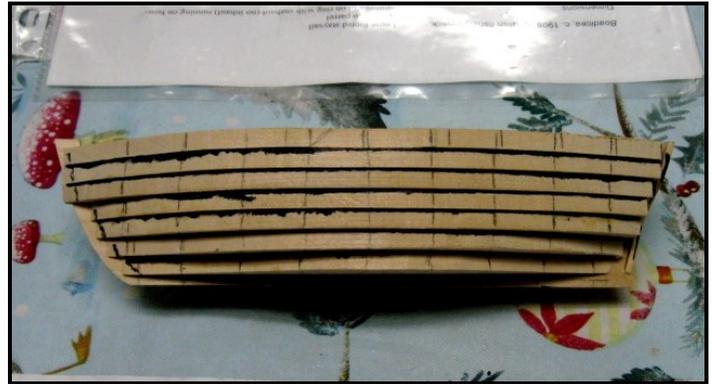
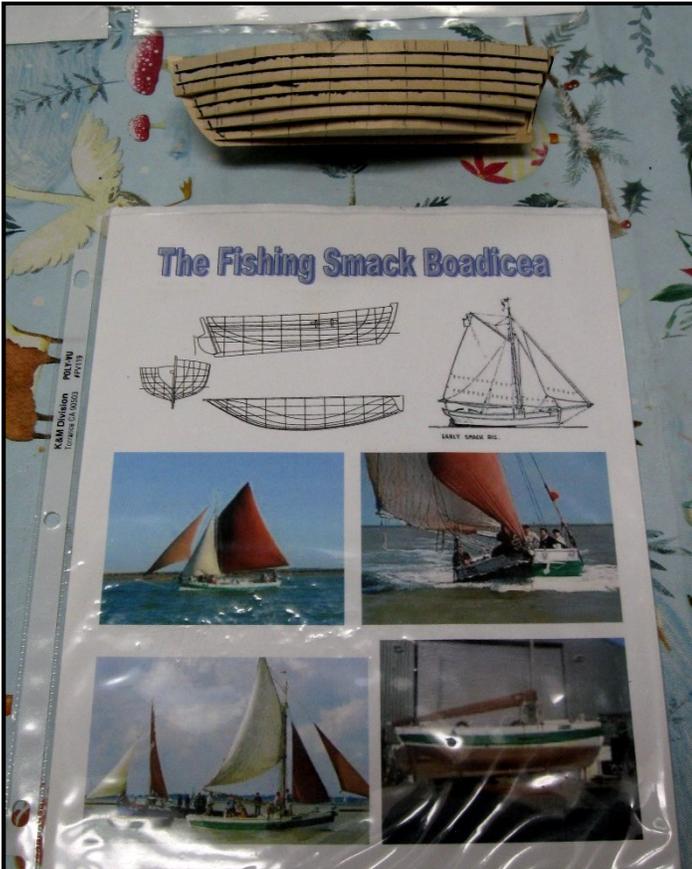


The membership also learned an interesting fact about 4-strand shrouds versus hawser laid 3-strand rope. The 3-strand variety was actually stronger than the 4-strand type! The reason the latter line was used was its resistance to stretching, a key requirement for shrouds and stays. All in all, the membership left with a better understanding of how these key fittings can be rigged on their models.

● **Ships on Deck** ●

Photos by Leon Sirota

Scratch-Built Fishing Smack **Boadicea** by John Mitchell
Scale 1:60



English Cutter **Hunter** by Dan Pacholski



● **Ships on Deck** ●

Continued

Chasing a Smuggler
by Don Purney

H.M. Cutter Alert 1777
by Allen Siegel



32 Pound Carronade by Don Pacholski



● **Ships on Deck** ●

Continued

Alligator Tug **Alice** by Kurt Van Dahm
A 1:48 Laser-cut Train Troll Kit



Fletcher Class Destroyer Water-tight Doors from Rick Szydelko
3D Printed by Shapeways, Scale 1:96



● **Ships on Deck** ●

Continued

Fair American by Neil Horwitz
A Colonial Brig by Model Shipways



Sanson by Ken Goetz
A 1:50 Steamer by Artesania Latina



Royal William by Richard "Doc" Williams



● **The Oregon Maritime Museum** ●

Portland, Oregon

Photos by John Pocius (Thanks, John!)



The Steamer *Portland*
Home of the Oregon Maritime Museum

● **The Oregon Maritime Museum** ●

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Battleship USS Oregon Display



USS Oregon Artifacts



R. R. Thompson Launched 1878, Scrapped 1904



A Columbia River Steamer



Interactive tugboat exhibit

● **The Oregon Maritime Museum** ●

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The M. V. *Cascades*



The *Chief*



A future exhibit?



Liberty Ship *United Victory* VC2-S-AP3



The meeting area aboard the *Portland* for The Nautical Society of Oregon Model Shipwrights

• MMS ANTI-PIRACY POLICY •

By now, all of you should know that there are some kit manufacturers that have been banned from Model Ship World. These are mostly Chinese and Russian companies that have ripped off and duplicated 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. Thus the buyer ends up losing in the long run. This certainly impacts the profitability of the reputable companies, which could eventually cause them to shut down. Again, we lose.



As previously stated in the August Forecastle Report, members will be required to indicate on their Ships on Deck forms who manufactured the kit they are building. If the company is on the "Banned List," the model will not receive recognition in the Forecastle Report or on our website.

Your club officers realize that you may be a victim in all this, but our options are limited, and we want to do our part to curtail this illegal practice.

Below, is the list of banned companies. Many of them do not have websites. They market their illegal products via the Internet on sites such as eBay. If you have doubts as to how reputable a company is, contact Kurt Van Dahm before you make a purchase.

ZHL	Unicorn Model
RealTS	YQ (YaunQing)
Snail Model	Master
XinFeng	CN
JD Model	CF
LHQK	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DU jiao shou
WN	



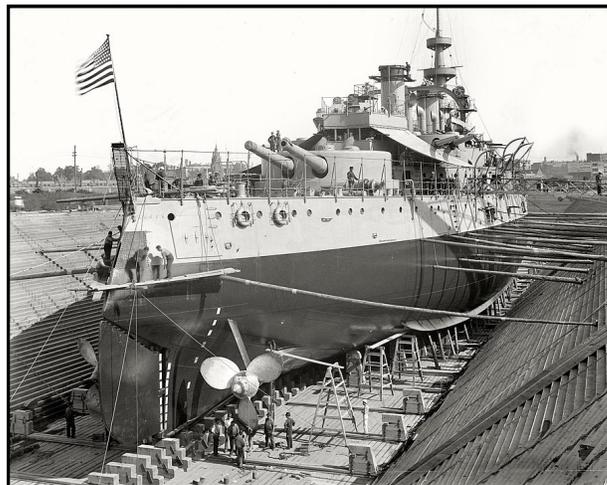
NO

**Model Kit Piracy
is NOT
a Victimless Crime !**

• HISTORIC SHIP PROFILES •

• USS Oregon BB-3 •

The **USS Oregon (BB-3)** was a pre-dreadnought *Indiana*-class battleship of the United States Navy. Her construction was authorized on 30 June 1890, and the contract to build her



was awarded to Union Iron Works of San Francisco, California. She was commissioned on 15 July 1896

Oregon served for a short time with the Pacific Squadron before being ordered on a voyage around South America to the East Coast in March 1898 in preparation for war with Spain. She departed from San Francisco on 19 March, and reached Jupiter Inlet 66 days later, a journey of 14,000 nautical miles. This was considered a remarkable achievement at the time. The journey popularized the ship with the American public and demonstrated the need for a shorter route, which eventually led to construction of the Panama Canal. After completing her journey, *Oregon* was ordered to join the blockade at Santiago as part of the North Atlantic Squadron under Rear Admiral William T. Sampson. She took part in the Battle of Santiago de Cuba, where she and the cruiser *Brooklyn* were the only ships fast enough to chase down the Spanish cruiser *Cristóbal Colón*, forcing its surrender. Around this time she received the nickname "Bulldog of the Navy", most likely because of her high bow wave—known as "having a bone in her teeth" in nautical slang—and her perseverance during the cruise around South America and the battle of Santiago.

After the war, the *Oregon* returned to the Pacific where she served in the Philippines during the Philippine–American War. She would then spend a year in China during the Boxer Rebellion. After an overhaul in 1903, she returned to Asiatic waters and stayed there for three years, decommissioning in April 1906. After the United States joined World War I in 1917, the *Oregon* acted as one of the escorts for transport ships during the Siberian Intervention. In October 1919, she was decommissioned for the final time. In June 1925, she was lent to the State of Oregon, which used her as a floating monument and museum in Portland, Oregon.

In February 1941, the *Oregon* was redesignated IX-22. With the outbreak of World War II, it was decided that her scrap value was more important than her historical value, so she was sold. Her stripped hulk was later returned to the Navy, and it was used as an ammunition barge during the Battle of Guam, where she remained for several years. She was sold on 15 March 1956 to a firm in Japan where she was scrapped.

Reference: [https://en.wikipedia.org/wiki/USS_Oregon_\(BB-3\)](https://en.wikipedia.org/wiki/USS_Oregon_(BB-3))