



Newsletter of the Chicago Tri-Club Association

♦ April 2025

Returning to Port



It has been repeated for the last three months, but the Midwest Model Shipwrights will be resuming face to face meetings on April 16, 2025. As in the past, we will meet on the third Wednesday of the month at the Dasom Community Church (formerly South Church) in Mount Prospect, Illinois, on the lower level.

For those of you who may not be sure of the location, a map and directions will be sent out prior to the meeting. The church does not have face mask or social distancing requirements. Whether you follow these practices at Shipwrights meetings will be entirely at your discretion.

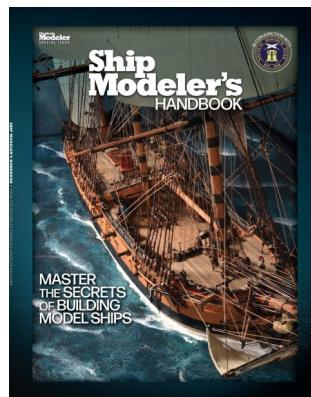
Zoom meetings will continue to be offered by the North Shore Deadeyes and Nautical Research and Model Ship Society. Check the meeting notices in the right column on this page.

With the continuing of F2F meetings, 2025 dues will begin being collected again. Some of you have already paid. If you are not sure if you are one of the members in good standing, Contact Bob Filipowski for confirmation.

A Hot Item

One of the hottest items being sold in the NRG store is the Ship Modeler's Handbook. At the last MMS meeting, Director, Kurt Van Dahm stated that the Guild has gone into its third printing of this remarkable publication. If you are wondering what is so special about this handbook, here is a sample of its contents:

- Working in tight places
- Bending brass pipes
- Simulating splices
- How to copper a hull
- Hoist your colours
- Painting a waterline
- Make your ship's grate
- Bases and mounting models
- The art of creating the ocean
- Strategic detailing for ships
- Undoing glue joints
- Thoughts on bending wood
- Making round eyebolts
- Embossing dimples
- Chart a different course



April Tri-Club Meeting Schedule

The NSD April Meeting



The April North Shore Deadeyes meeting is a Zoom virtual meeting that will occur on the second of the month. The featured topic has not been determined yet, but a Zoom invite will be sent out a few days before the meeting.

The NRMS April Meeting



For April, the Nautical Research and Model Ship Society meeting will be a hybrid session. The face to face segment will be held at 237 S. Lincoln Street, Westmont, IL. Kurt Van Dahm requests that those who plan to attend in person let him know so they can be accommodated.

For those preferring to attend the virtual version, an invite will be sent out a few days before the April 12th meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.

The MMS April Meeting



It feels like it has been a long time coming, but the inaugural 2025 face to face meeting of the Midwest Model Shipwrights will be held on Wednesday, the 16th of April.

Proceedings will begin at 7:00 PM, but you will be able to enter the building as early as 6:30 PM.

As usual, F2F Shipwright meetings are held at the

The Dasom Community Church

501 S. Emerson Street

Mount Prospect, Illinois

Hope you can make it!

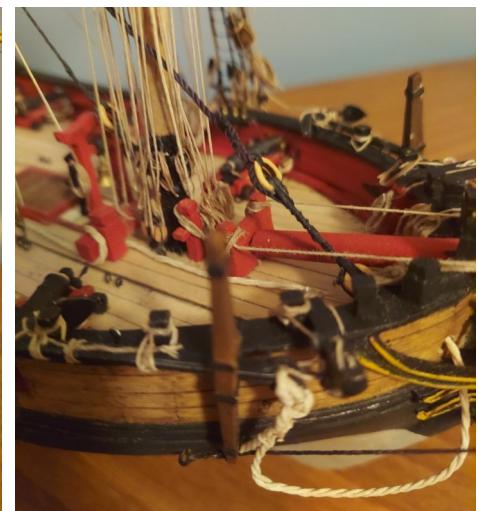
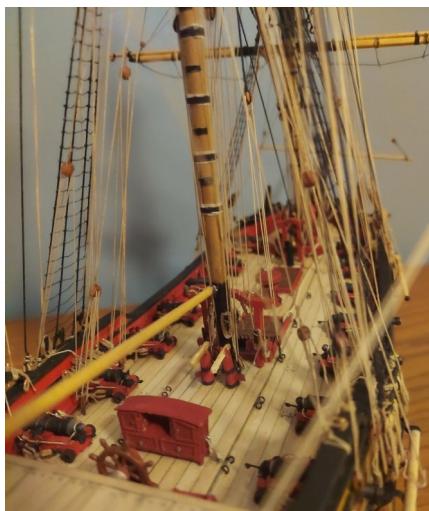


Ships on Deck



Fair American

by Don Purney



Model
is
finished.
Congratulations
Don!



Continued on Page 3



Ships on Deck



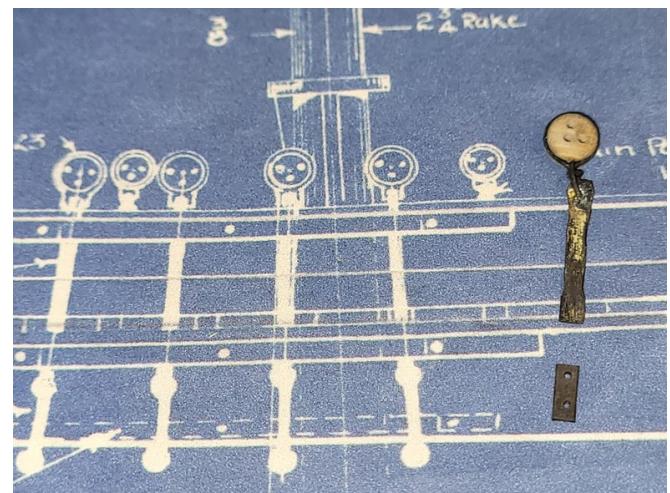
Lucia A. Simpson

by Dan Pacholski

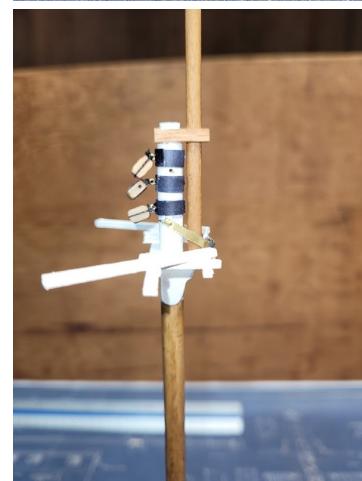


Dan had a problem interpreting the shade of paint required below the load waterline. The plans stated that "Killarney Green" was historically correct.

Dan did the best he could. The hull has a very handsome look to it!



Not too bad ... browned copper chain for anchor line included. Note the hoops on the foremast. These will be attached to the sail eventually.



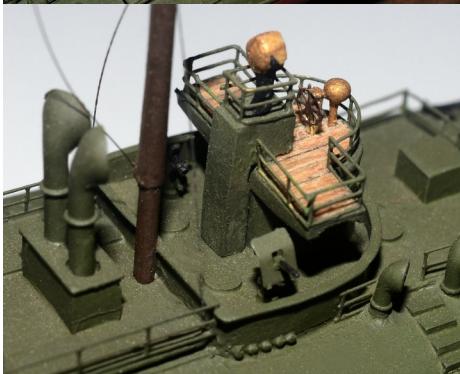
Foremast head detail. Lower stay iron installed - this will secure the jib stay. Hole in mast above is for the outer jib stay to be added next.



Ships on Deck

USS Katahdin

by Samuel X Parent



I am attaching photos of a model that I just recently completed. I do realize that this is not the normal wooden model ship build seen at the meetings. It was a bit of an experiment on my part just to say that I have tried it. This is a resin model of the harbor steam ram USS Katahdin. Distributed by Iron Shipwrights, the vintage would be late 1800's/pre-WW1.

Being exposed to modelers such as Chuck Bauer, Joe Simmon, Bob Steinbrunn, I wanted to try working in a small scale and getting back to my youthful plastic days. At 1:350, this was also partially instigated by Gus Agustin's work. So, I played with photo etch, extremely fine wire rigging, and a lot of launching of miniature pieces across the room. Well, I have now been there, tried it, and will go back to my sane scales and sawdust. For all of those that choose to do the "teeny, tiny", more power to you, and you can have it all. I have decided that McNarry will not be my aspiration!!!!

Sam

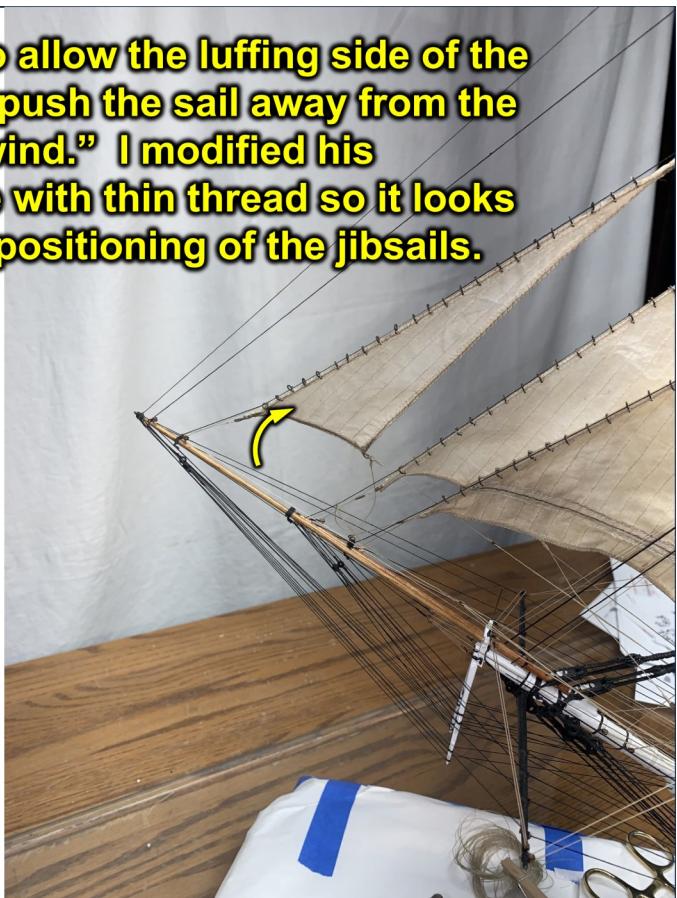
Continued on Page 5



Ships on Deck

USS Constitution

by Bob Frysztak



Continued on Page 6



Ships on Deck



The Whaler *Kate Cory*

by Don Purney

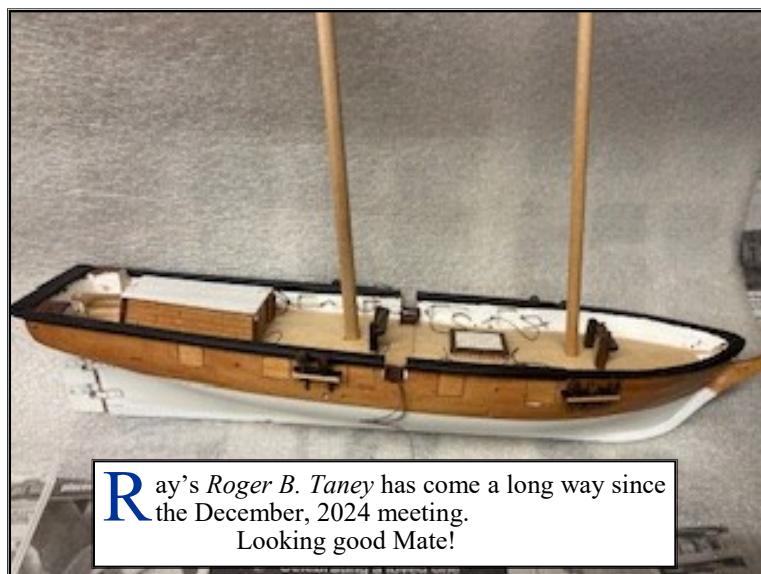


Ships on Deck



Roger B. Taney

by Ray Kroschel



Ray's *Roger B. Taney* has come a long way since the December, 2024 meeting.
Looking good Mate!

Two stories appeared in the March Forecastle Report that discussed the actions of Confederate Privateers during the Civil War. Although well written, the documents did not finish the story. What happened to those men captured by the US Navy during the conflict? Thanks to our friend, Tom Wolf, the rest of the story appears here.



WHEN IS A PIRATE NOT A PIRATE?

Report by Tom Wolf (with help from Wikipedia)

We ned to view definitions (from Wikipedia):

Pirate: a person who attacks and robs at sea

Privateer: a person who serves on an armed ship owned and crewed by private individuals holding a government commission and authorized for use in war, especially in the capture of merchant shipping. This authority is known as a "*letter of marque and reprisal*" was issued by a Nation or Sovereign and issued during wartime.

However, the line between privateers and pirates was not always clear. The commission (letter of marque) usually protected privateers from accusations of piracy, but in practice the historical legality and status of privateers could be vague. Depending on the specific sovereign and the time period, commissions might be issued hastily; privateers might take actions beyond what was authorised in the commission, including after its expiry.

A privateer who continued raiding after the expiration of a commission or the signing of a peace treaty could face accusations of piracy.

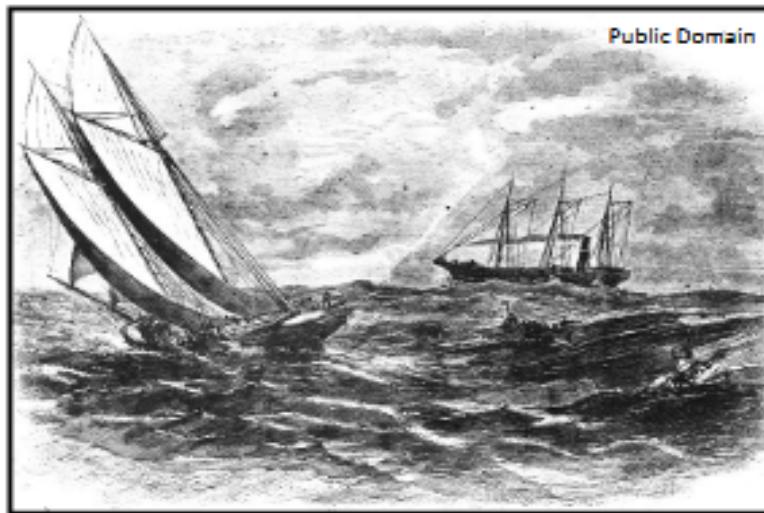
For example, some privateers faced prosecution for piracy. William Kidd accepted a commission from King William III of England to hunt pirates but was later hanged for piracy. He had been unable to produce the papers of the prizes he had captured to prove his innocence.

Both during the American Revolutionary War, and subsequently the American Civil War, were wars of revolution and the rebelling side had no legal authority either as a Nation or a Sovereign State. On strict application of the definition, only a "Nation or Sovereign State" could issue "letters of marque", and yet most of the raiding vessels used by the rebels, in the first instance the US forces and in the latter, the Confederacy, utilised privateer naval forces.

The question of "privateer" compared with "pirate" arose in a case in USA referred to as "*the trial of William Smith*". In early February 2025 I participated in an enthralling discussion of this case presented by Dan Cicero (Nautical Research and Model Ship Society, USA).

The facts as simplified are as follows:

1. In 1861, Smith was a member of the crew of the Confederate privateer "*Jeff Davis*".
2. In July 1861, the "*Jeff Davis*" was in the Atlantic, sailing under a letter of marque issued by the Confederacy. Without such authority any action taken to prey on commercial shipping would be considered piracy.
3. On 6 July 1861, "*Jeff Davis*" encountered the "*Enchantress*", a Union merchantman.



Public Domain

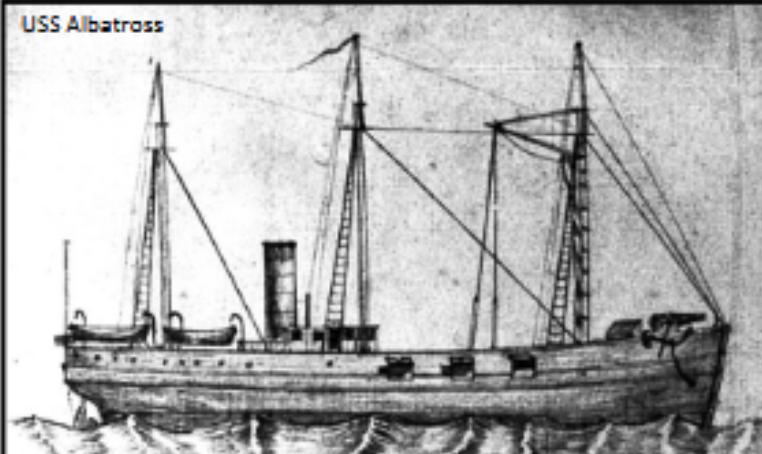
4. On initial approach, "*Jeff Davis*" displayed the Stars and Stripes, but just before attacking she changed her flag to the Stars and Bars, the then Confederate flag. The master of the "*Jeff Davis*" claimed the "*Enchantress*" as a prize, and a prize crew was placed in charge, William Smith was the master of the prize crew.

5. "*Enchantress*" was recaptured by "*USS Albatross*" on 22 July and towed to Hampton Roads and on to Philadelphia where she arrived on 28 July, and Smith and the prize crew were charged with "piracy".

6. Smith's trial started on 22 October, he was charged "*upon the high seas, out of the jurisdiction of any particular State within the admiralty and maritime jurisdiction of the United States and within the jurisdiction of this Court, did with force and arms, piratically and violently, set upon, break and enter a certain vessel, to wit a schooner called the Enchantress.*"
7. Three days of testimony followed, including an account that:
 - i. whilst no weapons were used in the capture, weapons were visible on the "*Jeff Davis*" and its officers and crew
 - ii. a coloured free man named Jacob Garrick, who was the cook on "*Enchantress*", remained on board the captured ship. William Smith made an observation heard by many that Garrick would fetch a good price and be sold as a prize, along with the ship. When "*Albatross*" approached the "*Enchantress*", Garrick jumped overboard and alerted the "*Albatross*" that the ship had been captured and was a prize. He shouted "*Save me, captain, she's bound to Charleston.*"
 - iii. the validity of the letters of marque issued was an issue, as privateering was legal between warring nations, but the Lincoln administration refused to acknowledge that the Confederacy was a "Nation".
8. After much legal argument and directions from the judges, the jury retired and found William Smith "*guilty of piracy*".
9. William Smith was sentenced to death by hanging.

Other facts to complete the story:

1. "*Jeff Davis*" was built in 1845 as "*Putman*", had her name changed to "*Echo*" and was involved in the slave trade. She was captured by "*USS Dolphin*" with slaves on board and forfeited to USA, and she was sold in 1859 and reverted to the name "*Putman*". Her owners applied for a letter of marque, and a letter in the new name "*Jefferson Davis*" was approved. She was commissioned as a privateer on 18 June 1861. After a short but very profitable life as a raider, "*Jeff Davis*" ran aground on 18 August 1861 and could not get free. Her crew were saved, but the ship was a total loss.
2. The Boston based schooner "*Enchantress*" was bound for Cuba when captured by "*Jeff Davis*", no records have been found as to what happened to her after her recapture, but it is presumed that she was given back to her rightful owners
3. "*USS Albatross*" was a screw steamer rigged as a three-masted schooner built in 1858 and acquired by the Union Navy in May 1861 and sold off in 1865 to continue operating in merchant service until 1888 when she was removed from shipping registers



Finally

The sentence of death was immediately met with threats from the Confederacy that if it was carried out, officer Union prisoners of war would be dealt with the same way, and in fact some officers were selected by ballot for execution.

To avoid this retribution, William Smith's death sentence was annulled and he became a prisoner of war instead.

As for the rest of the crew of "*Jeff Davis*", although arrested and charged with piracy, the charges were never brought to trial and they also became prisoners of war.

● Tri-Club 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*.

DryDock Models and Parts (Canada) sells for companies that pirate.

CN	ZHL
CF	RealTS
shi hai	Snail Model
4H Model	XinFeng
Moxing	Crown JD Model
Microcosm	JD Model LHQK
WN	Huasong
Jaocdoen	Shi Cheng
SC	woodenkit (Russian MFG)
DUJIAOSHOU	YengFan
LHQK	Unicorn Model
Master	YQ (YaunQing) Modelship Dockyard (China)

...Join the *Nautical Research Guild* and get the only authoritative digital & print magazine for serious ship modelers, the quarterly

**NAUTICAL
RESEARCH JOURNAL**

Get a free digital copy at:
www.thenrg.org

NAUTICAL RESEARCH JOURNAL

Don't Miss The Boat...

EST. 1948

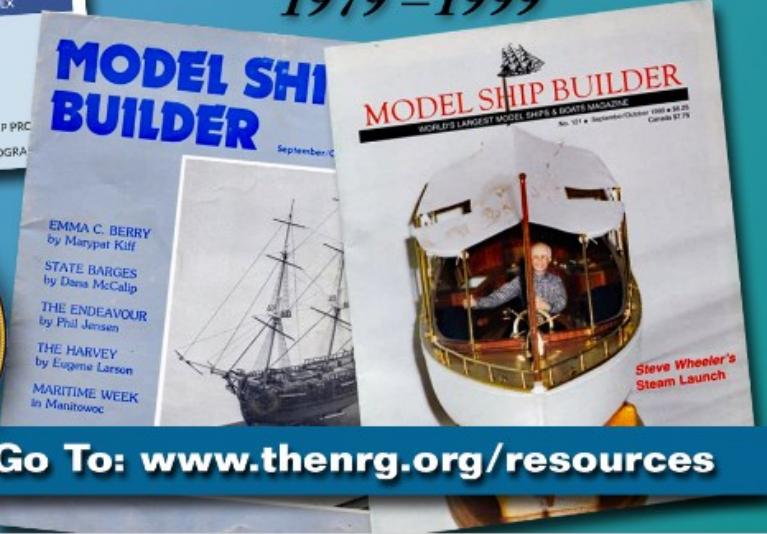
James Northcote, 1746-1841 "Sinking of The Centaur"

● NRG Ship's Store ●

MODEL SHIP BUILDER MAGAZINE
20 YEARS. 121 ISSUES. 1,623 ARTICLES.



*Free Downloadable
Searchable Article Index
1979 - 1999*



*Any
Full Issue
PDF file:
\$8.00*



Go To: www.thenrg.org/resources

Chicago Tri-Club Association Officers & Staff



NSD President - Rick Szydelko — szydelko@sbcglobal.net
NSD Vice President — Kurt Van Dahn — modelshipyard237@gmail.com
NSD Admiral Emeritus - Richard Williams — shipdoc27@comcast.net
NSD Treasurer - Ed Urbanczyk — turbaned@comcast.net

NRMS President – Kurt Van Dahn — modelshipyard237@gmail.com
NRMS Vice President - Dan Cicero — dan_cicero@sbcglobal.net
NRMS Treasurer - Ed Urbanczyk — turbaned@comcast.net
NRMS Secretary -



MMS President - Bob Filipowski — logline2@gmail.com
MMS Vice President - Bob Frysztak — rffrysztak@luc.edu
MMS Treasurer - Rick Szydelko — szydelko@sbcglobal.net
MMS Club Photographer - Robert Frysztak — rffrysztak@luc.edu
MMS Web Master - John Pocius... jphydroplane@gmail.com

www.midwestmodelshipwrights.com

