

FORECASTLE REPORT

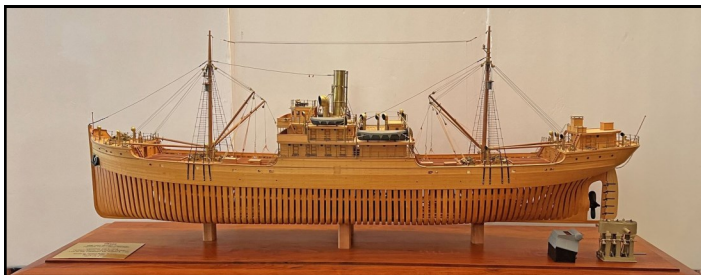


Newsletter of the Chicago Tri-Club Association

August 2024

• NRG Workshop •

The July NRG Workshop Part 1 featured the construction of a most remarkable model.



Built by Dr. Robert Jenkins, the *OKESA* is an example of ship building in the United States during the WWI era. Ships were critically needed to transport goods and troops. With steel being needed for weapons and Navy vessels, it was decided that wooden ships could fill the need.

Dr. Jenkins began his model of the *Okesa*, a 3500 DWT Ferris-type wooden steamship, in 1983. Forty years and about 10,000 hours later (at 4 hours per week), the model was completed. The model is entirely scratch built - except for chain and wire. In 1983, he never expected it would take 40 years to complete the model. The plans for the steamship were derived from the framing off-sets in Charles Davis' 1918 book, "The Building of a Wooden Ship." Extensive research on the history of the Emergency Fleet Corporation and Ferris-type ship construction was performed at/through the University of Chicago, The Mariner's Museum, the Peabody-Essex Museum, the California Maritime Museums (both the San Diego and San Francisco branches) and the National Archives

Okesa was built by the Portland (Maine) Ship Ceiling Company (later Russell Shipyards) and launched July 4, 1918. One of the few Ferris-type wooden steamships to receive boilers and a steam engine, *Okesa* entered the cargo service in the fall of 1918. Unhappily, the ship was lost due to fire near Claremont, VA, August 8, 1920.

The model is built at 1/8" to 1' scale (or 1:96). It is mainly composed of boxwood; with apple and ebony highlights. The engine and boilers were built from brass, wood, and plastic using contemporary plans from the 1918 journal "International Marine Engineering" and other sources. Deck fittings and machinery were built from brass stock using the same references.

Part 2 of Dr. Jenkins' talk will be presented in early August. The final date has yet to be determined. Attendance will be confined to NRG members only.

August Tri-Club Meeting Schedule

The NSD August Meeting One Way to Make Accurate Facades

The August North Shore Deadeyes virtual meeting is scheduled for Wednesday, August 7th at 7:00 PM. Rick Szydelko will discuss his technique for creating facades. A unique subject not discussed very often. The ZOOM invite will be sent out a few days before the meeting.



The NRMS August Meeting

For August, 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 August 10 meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.



The August MMS Meeting Building HMS *Britannia* - Part II

The August face to face Midwest Model Shipwright meeting is scheduled for Wednesday, August 21st at 7:00 PM. Our resident miniaturist, Gus Agustin, will share Part II of his techniques for creating the hull of HMS *Britannia*, a 100 gun ship of the line.



Shipwright meetings are held at the
The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL
Doors open at 6:30 PM.

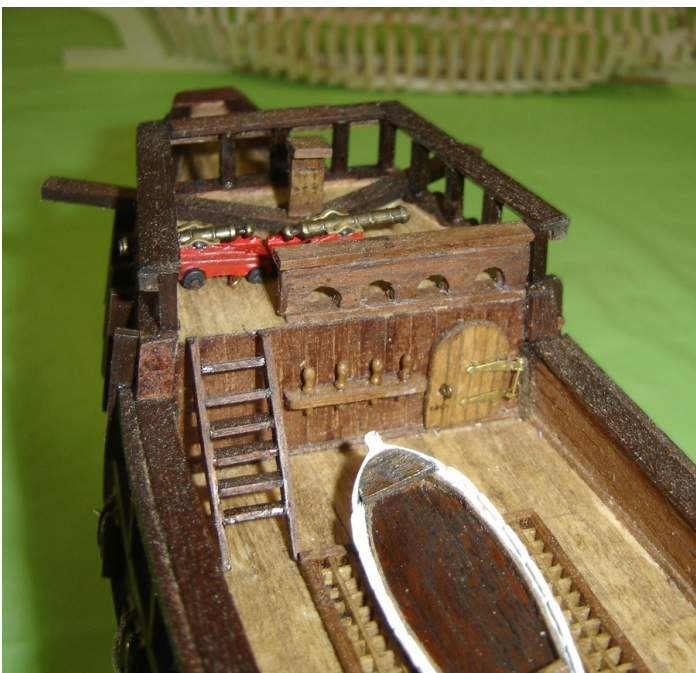
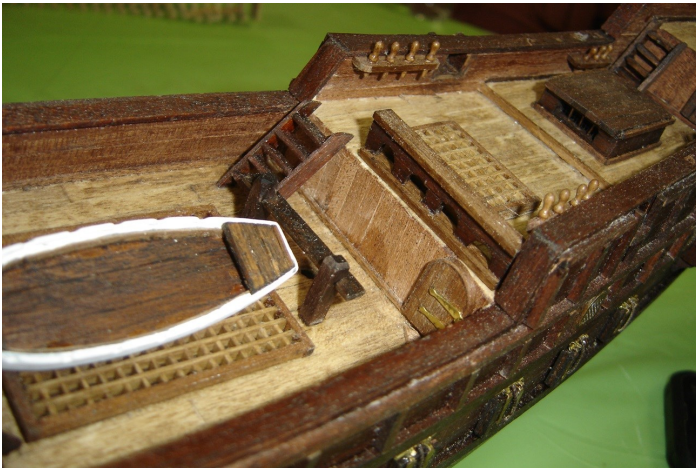


Ships on Deck



Golden Hind 1:48

by Keith Zeilenga



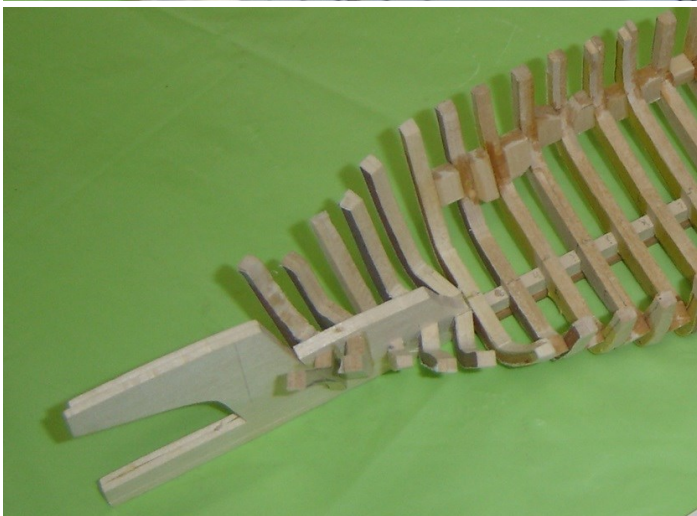
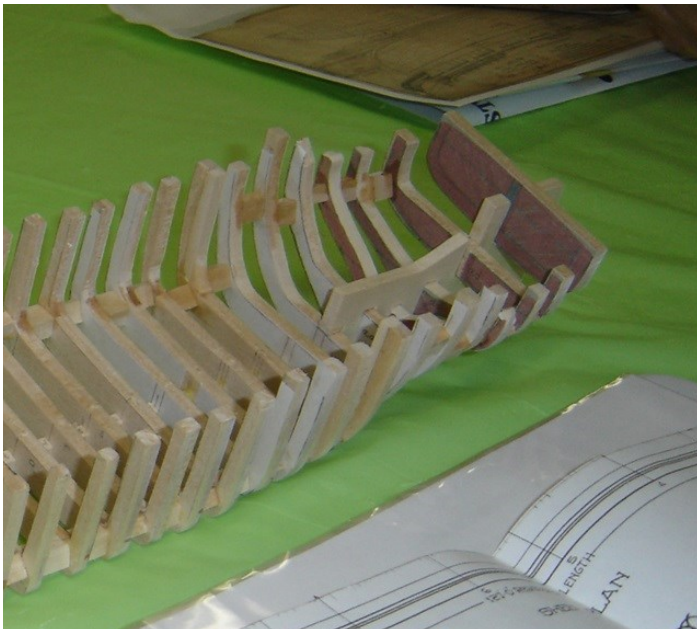
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Ships on Deck



Great Lakes Schooner *Lucia Simpson* by Dan Pacholski

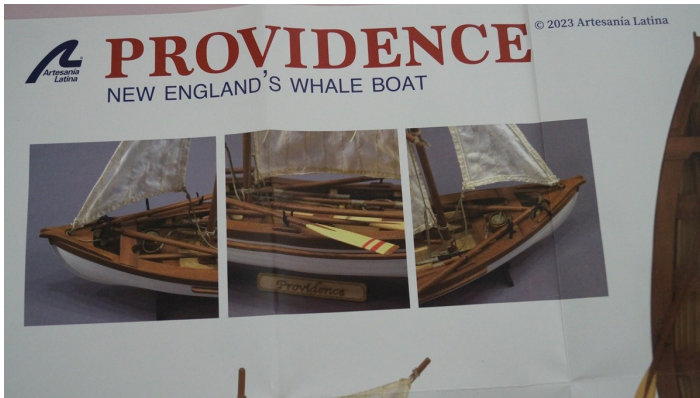




Ships on Deck



Providence - New England's Whaleboat by Claude Benusiglio



Claude is considering a more challenging project after he completes the whaleboat. It will be quite a step up in difficulty. This is where belonging to a club can pay dividends. Members are ready, willing and able to help!



Ships on Deck



Intricate Parts Made With a Homemade I.H6 CNC Mill

by Paul McClay

When it comes to writing an article on this kind of technology, your editor knows next to nothing. New member, Paul McClay, brought in some remark-



able samples he made on his home made table top CNC machine. The photos pretty much speak for themselves!

Apparently, Paul has the ability to fabricate two versions of the CNC mechanics: one for 3d printed parts and one for laser-cut hardboard.

McClay stated he would be happy to help anyone who wants to build their own little mill, or at least bring one of his units in for a round table demo, possibly in October. This last option is too good to pass up!

He stated that he is not trying to sell anything. Paul just wants to pass around an idea that worked well enough that it seemed worth making it known. Fortunately, he picked the Midwest Model Shipwrights.



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Ships on Deck



• The IPMS Regional •

**2024 IPMS Region 5 Regional
Show & Competition
Sponsored by the Butch
O'Hare Model Club**



**Saturday, November 2nd, 2024
Wheatland Salem Church
1852 95th Street, Naperville, IL**



• HMS K4 • By Dan Cicero

In January 1917, the British submarine HMS K4 ran aground on Walney Island, Lancashire, England. The K-class submarines, including the K4, were steam-propelled vessels designed to operate with the Grand Fleet at high speeds. K4 was built by Vickers in Barrow-in-Furness and commissioned on January 1, 1917. While the grounding incident did not cause significant damage to the submarine, it added to the K-class's reputation for being problematic, which earned them the nickname "Kalamity Class." The K4 remained stranded on Walney Island for a period before being refloated and returning to service.



The K4, along with other K-class submarines, faced numerous operational challenges due to their complex steam propulsion systems, which made them difficult to maneuver and slow to dive compared to their diesel-powered counterparts.

In November 1917, K4 collided with its sister ship K1 off the Danish coast, leading to the scuttling of K1 to prevent capture. Tragically, K4 was later lost during the Battle of May Island on January 31, 1918, when it collided with other submarines during a night-time fleet exercise, that resulted in the loss of all hands on board.

None of the K-Class subs ever achieved any kind of success, but one did engage an enemy vessel. K7 fired a dud torpedo at a U-Boat and then steamed away.

• The NRG Rigging Kit Group Build •

As the previous group build was held on alternate Saturday's and it was found to be a good fit we will follow the same format for this group build. The build is scheduled for 4 or 5 sessions depending on class progress. The workshops will be held in Kurt Van Dahm's shop and will run from 9:00 AM till noon – with instructions starting promptly at 9:00 AM. The start date will be determined once interest is judged to be adequate to start a group build. The available dates are August 18, September 8, September 22, October 6 and October 20. The latest date we can start and get in five sessions is August 18, so if you do not have your kit you need to order it very soon.



There is an NRG 20% discount for NRG members. Member Price: \$103.20 - with IL Sales tax: \$110.94 with shipping: \$120.94 Non-member: \$129.00 - with IL sales tax: \$138.68 with shipping: \$148.68. The shipping cost can be saved by picking up the models at Kurt's house. Join the NRG now and get the member price on this and everything in the NRG Store.

There must be a minimum of six participants to hold the build sessions and a maximum of eight participants due to table/bench spots. Participants will be determined by the order of their responses to this announcement. To secure a slot on the participant list, send an email to Kurt at mod-elshipyard237@gmail.com with the earliest times received getting the reserved slots.

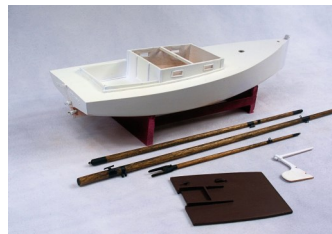
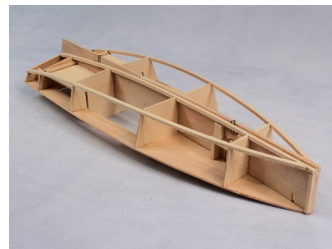




The NRG at the 2024 IPMS USA Nationals



A noteworthy part of the show involved a series of symposiums that dealt with various aspects of modeling. NRG Chair, Toni Levine, gave a presentation on choosing your first wooden ship model project. She used a Midwest Products kit of a *Chesapeake Bay Flattie* as an example. The model was originally built by Sam Parent.



Over the past few years the NRG has made a concerted effort to become an active member in the IPMS (The International Plastic Modelers' Society). When it was announced that the IPMS National Convention was going to be held in Madison, Wisconsin in July, 2024, it was decided that the Guild would be an active participant. This would give us the opportunity to showcase the Guild and possibly recruit new members. NRG attendees were also encouraged to compete in the huge contest that is normally held at these events.

Two Guild members who entered models in the contest were Gus Agustin and Samuel X. Parent. Gus won a Bronze Medal in the



Scratch-Built Ships category for a miniature of the *Mediator*, and Sam took home a gold award in the Sailing Ships - Any Scale category for his Continental Gundola *Philadelphia*.





Sailing on the Edge

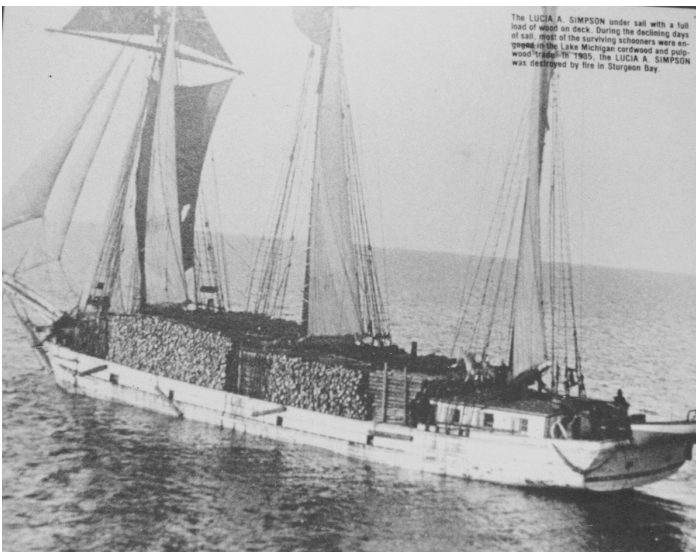


During the age of sail it was common for captains to push their vessels to the limit when loading their ships with cargo. The potential profits were too tempting to leave freight sitting on the dock. Unfortunately, the hazards could be equally great. It was a common sight to see vessels underway with their scuppers awash in moderate seas. Many coastal schooners and sloops were owned and operated by relatives. A sinking at sea could wipe out an entire family.

The geographic area these vessels operated in could dictate what type of cargo was most likely to be aboard these vessels. Probably one of the most common commodities was lumber.



Immediately after the Great Chicago Fire, there was a huge demand for building materials as the city tried to recover from the catastrophe. Loaded to capacity, arriving schooners and sloops were a daily occurrence in the "Windy City." Due to the unpredictable nature of the Great Lakes, many never made it.



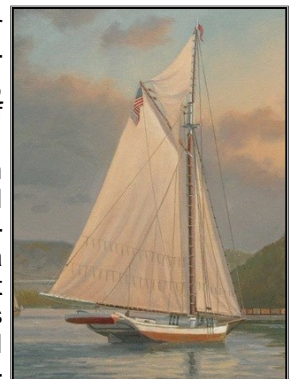
Here is an illustration from "The Sloops of the Hudson River" by Paul Fontenoy. The work of George E. Perrine, it is titled "Brisk Gale on the Bay of New York." Certainly, not as well known as other types of freight, this painting portrays a squall approaching over Staten Island, as a sloop laden with hay runs for the Brooklyn shore.



New York's great population of draft horses required tons of hay for forage, offering a cargo opportunity for the beamy sloops. With such a high deck load, a sloop's mainsail was often reefed and hoisted "two blocks" high. Lookouts atop the hay would direct the helmsman. Talk about a top-heavy load if it got wet or shifted!

It is hard to picture all the hay that would have been transported down the Hudson River. You can't help but wonder what they did with all the horse manure that was generated after the fact! OK, this last comment may not be very nautical, but it does make you wonder!

The specialized Hudson River sloop that evolved was a shallow-draft, flat-bottomed, low-sided, wide boat carrying a large area of sail. In its heyday around 1830, the average sloop on the Hudson displaced about 85 tons and could haul as much as 125 tons of cargo. Seventy-five feet long, with a beam as much as 25 feet, its draft was only about six feet. Emphasis was on large cargo capacity and comfortable passenger accommodations. Even more important was a draft that would allow transit of the notorious shifting shoals and sand bars in the Hudson's upper reaches below Albany.

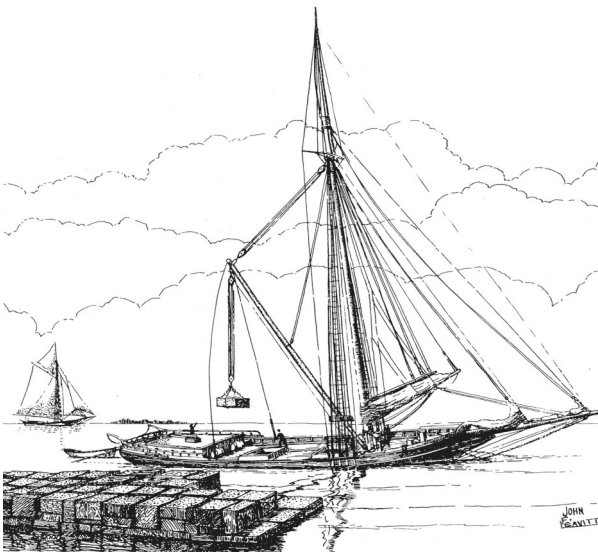




Sailing on the Edge



Coastal shipping in the New England area was facilitated by the proximity of lush forests and many granite quarries located near small inlets and rivers. The stone and granite sloops were somewhat different from the vessels that specialized in transporting lumber. Although most granite transports were custom built for moving the heavy, dense cargo, some were actually modified from conventional vessels that were privately owned. This could result in craft that might not hold up as well in rough weather.



The typical sloop was 90 feet long and displaced 120 gross tons. It was broad beamed and sported a gaff-rigged mainsail of 1,000 square yards (largest sails fabricated in Maine). A crew of six could haul 200 tons of granite, which would be handled with a large derrick located at the base of the foremast.

Although not as numerous as sloops and two-masted schooners, three and four masted vessels also frequented harbors and rivers deep enough to accommodate them.



As you can tell from the photos, the scuppers on the loaded vessels could easily be awash in moderate weather. This condition occurred so often that the sloops earned the nickname of “floating ledges.” (A “ledge” was a maritime term for a ridge or reef located under water near the shore.)



Many coastal cargoes might permit jettisoning in desperate times; however, blocks of granite did not. Since the vessels were often owned and operated by a single family, the loss of a sloop with no survivors could be devastating.



• 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) selling 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)



Chicago Tri-Club Association Officers & Staff



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NSD Vice President—Kurt Van Dahm — modelshipyard237@gmail.com

NSD Admiral Emeritus - Richard Williams—shipdoc27@comcast.net

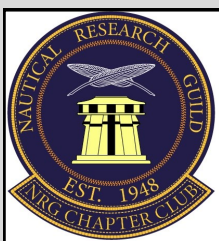
NSD Treasurer - Ed Urbanczyk—turbaned@comcast.net

NRMS President – Kurt Van Dahm – modelshipyard237@gmail.com

NRMS Vice President - Dan Cicero—dan_cicero@sbcglobal.net

NRMS Treasurer - Ed Urbanczyk—turbaned@comcast.net

NRMS Secretary - Dan Cicero—dan_cicero@sbcglobal.net



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www.midwestmodelshipwrights.com

