

## Sorry Mates, No Meeting This Month



### ● Scuttlebutt ●

A special thanks goes out to those of you who submitted photos of your current project. It was a huge help putting this issue of the *Forecastle Report* together.

A new segment added to this issue, *Ships on Deck Remembered*, will feature models built over the past 20 years. Many of the Shipwrights who created these works are no longer with us, so it'll be a nice way to honor their memory.

Your officers are currently exploring the feasibility of having online meetings using the app, **Zoom**. We hope to schedule our first get-together within the next week or two. Stay tuned, mates.



**WISCONSIN  
MARITIME  
MUSEUM**  
AT MANITOWOC

Although no firm decision has been made concerning the 44th Annual Midwest-ern Model Ships & Boat Contest and Display at Manitowoc, it certainly does not look promising. Due to the COVID-19 pandemic, the museum is currently closed, and the staff is weighing various options.

As you may recall, the contest is currently scheduled for the weekend of May 15, 16 and 17. As we learn more, we will contact all of you.

# ● Ships on Deck ●

## **Sanson by Ken Goetz**

Photos by Ken Goetz

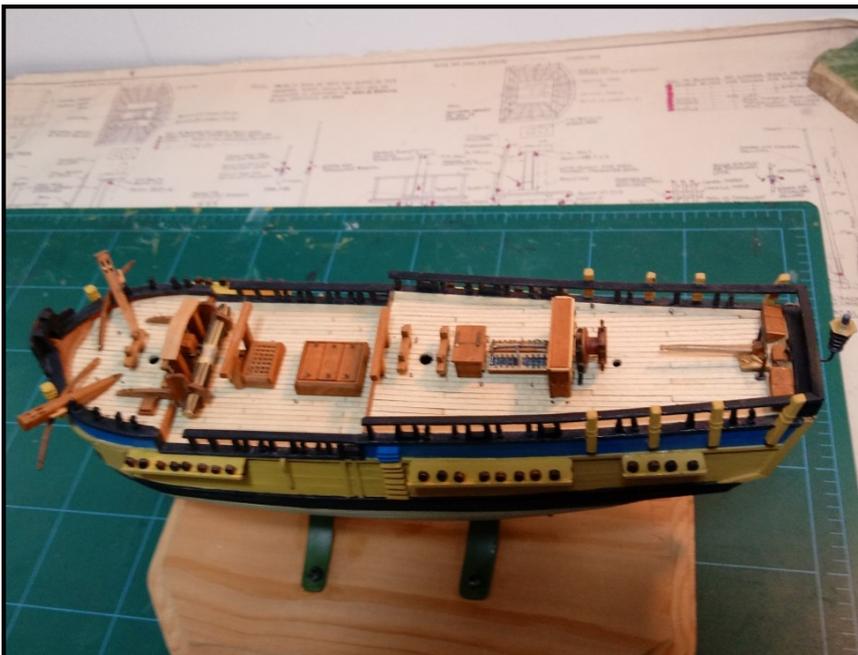
**It's finished!**



● **Ships on Deck** ●  
Continued

**HMS *Endeavour* by Gordon Field**

Photos by Gordon Field

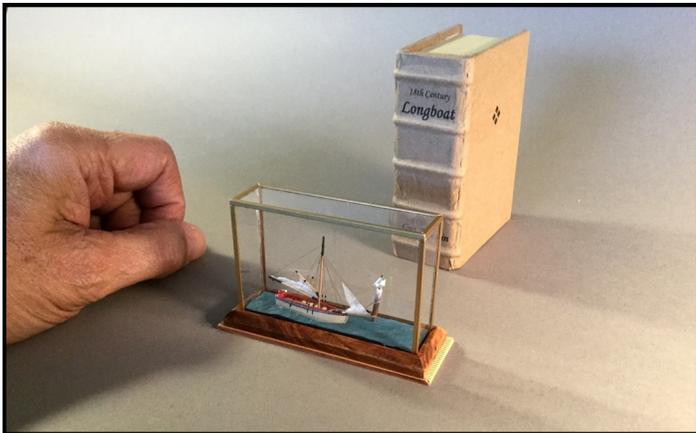


● **Ships on Deck** ●

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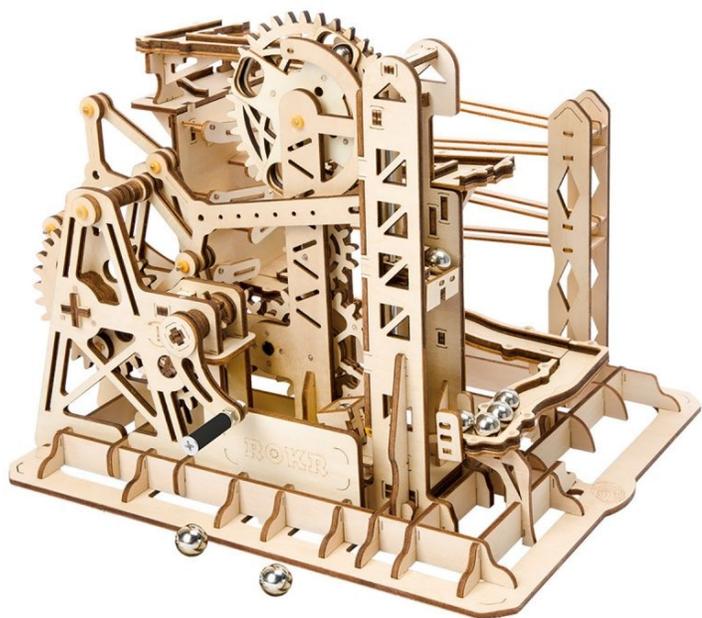
**18th Century English Longboat by Gus Agustin**

Scale: 1:192 Photos by Gus Agustin



**ROKR Marble Lift Coaster by Sid Wotman**

As most of you know, over the past few years, Sid Wotman has lost most of his eyesight, and he misses the hobby terribly. He recently discovered a company that specializes in rather unique kits that are laser cut, do not require the use of sharp knives, and can be assembled without the use of glue! It sounded perfect, so Sid ordered the kit pictured on the left, and intends to give it a try. Manufactured by a European company named ROKR, this handcrafted Marble Run set is full of crazy twists and turns! It is composed of an intricate system of cogs, gears and wheels, and when completed, is fascinating to watch as marbles race down the twisting slides. This sounds like a fascinating project, and we wish Sid the best of luck constructing it.

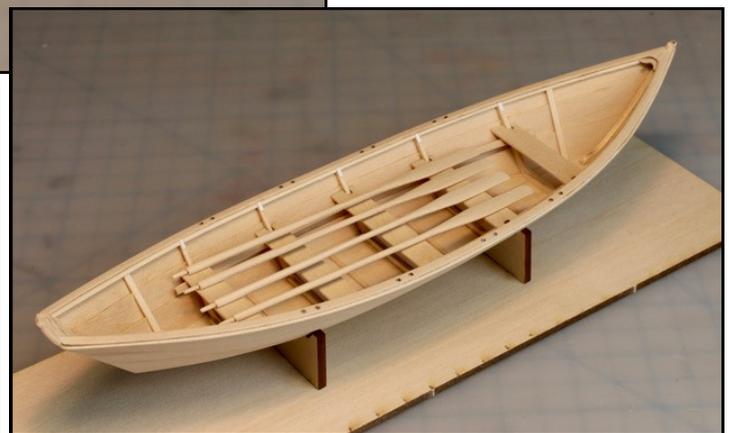
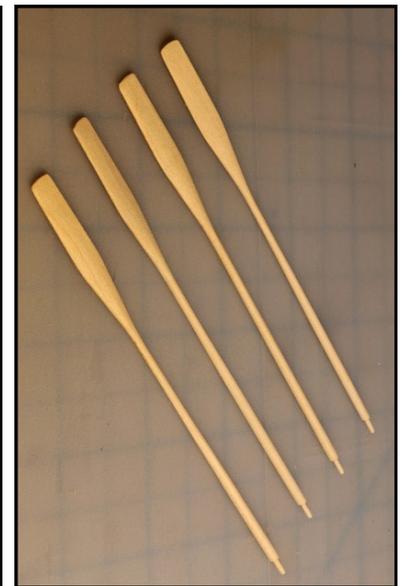
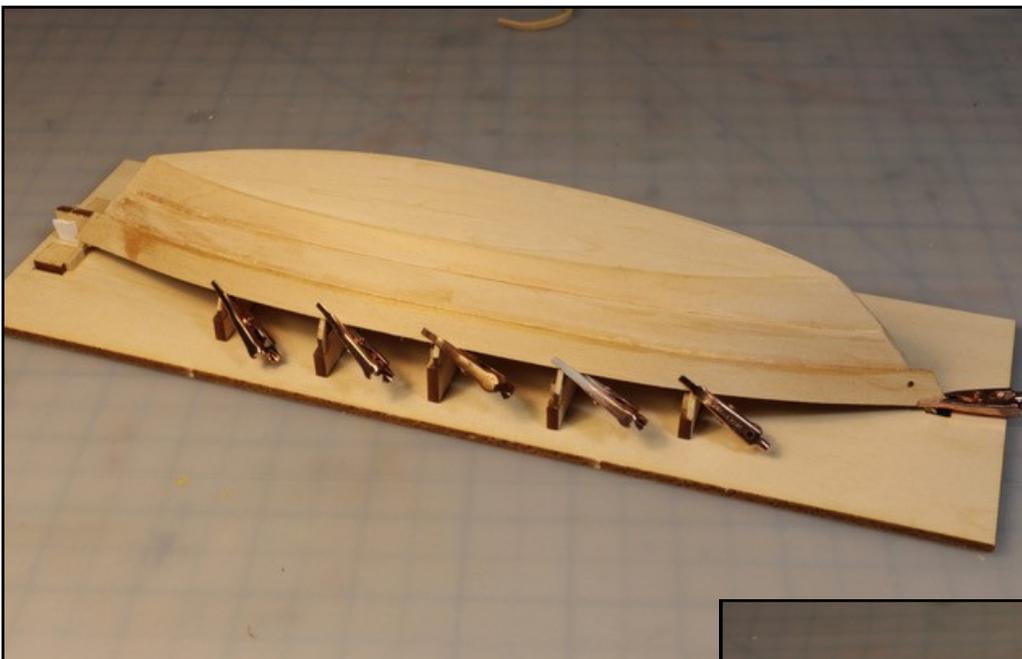
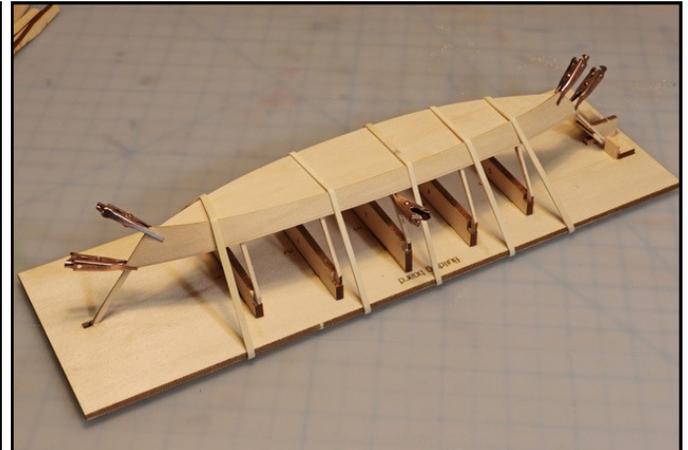
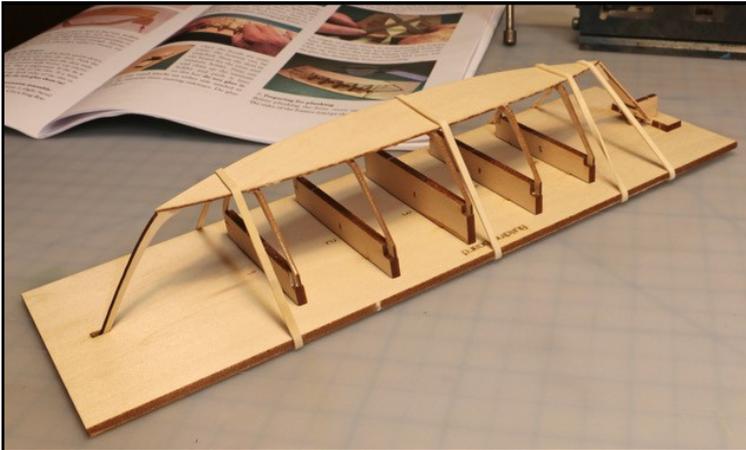


● **Ships on Deck** ●

Continued

**Lowell Grand Banks Dory by John Pocius**

**A** Model Shipways kit designed by David Antscherl. Scale 1:24 The Nautical Society of Oregon Model Shipwrights, which John is a member of, is doing a group build of this Dory kit. There are six members participating. Pocius is building the dory straight from the box with no modifications. He stated that he was impressed with the quality of the kit. All parts are laser cut and are very accurate. The pre-spiled planks fit perfectly, and no additional shaping was needed. The model is finished except for paint. Photos by John Pocius.



● **Ships on Deck** ●

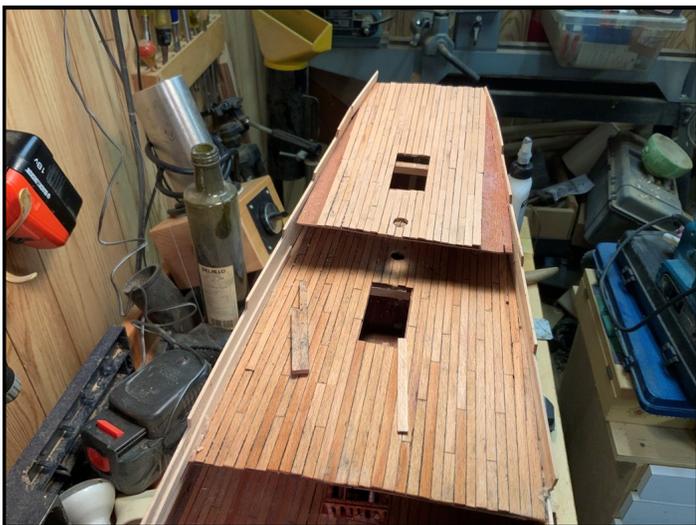
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**Royal William by Doc Williams**

Photos and text by Doc Williams

The upper quarter deck was installed and here you first see the partially planked version. Another photo shows it complete except for a beam enclosing the plank ends, which will be added later. It was then when I realized that five bulkheads should have been added first! I was able to add them later, kind of like putting the tip of a catheter into the left anterior descending coronary artery-no problem, right? Here are some photos showing the result, one with my I-phone flashlight. As the Bard says: "All's well that ends well."

Doc

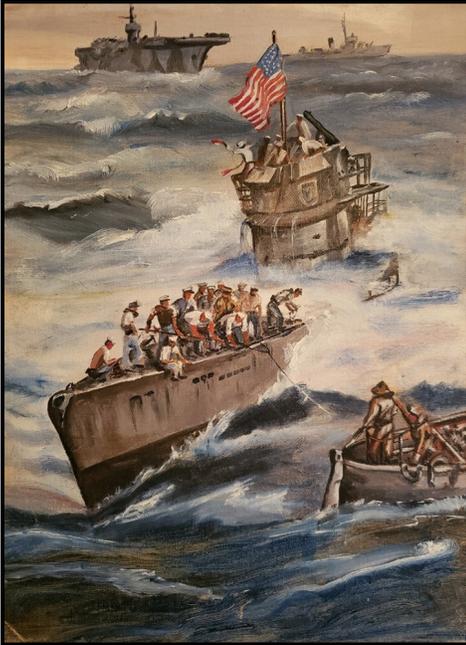


● **Ships on Deck** ●

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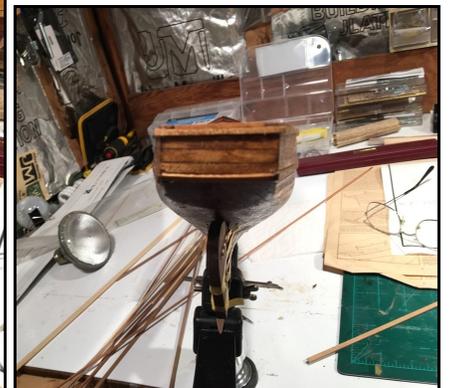
**Artwork by Bill Siebert**

Both paintings are oil on canvas and were done many years ago. The one on the left depicts the capture of U-505. The other features a rendezvous at sea between German Type VII and Type IX U-boats. In addition to being an excellent model builder, Bill is also a talented artist.



**Bluenose II by Keith Zeilenga**

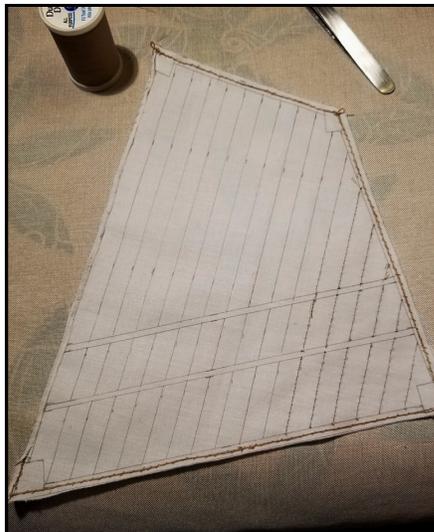
Photos by Keith Zeilenga



**● Ships on Deck ●**

Continued

**HMS *Hunter* by Dan Pochalski**

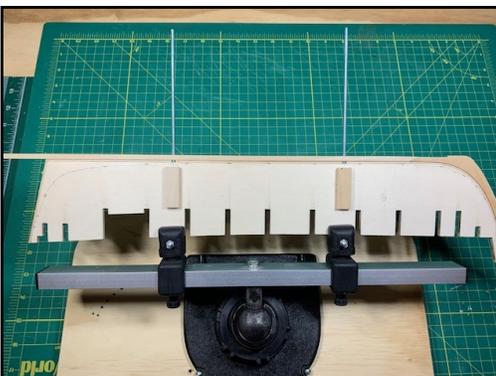
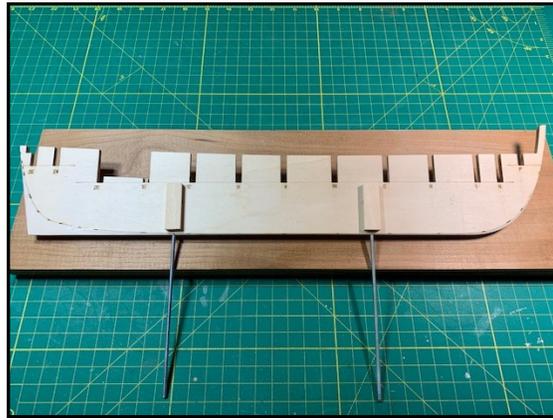
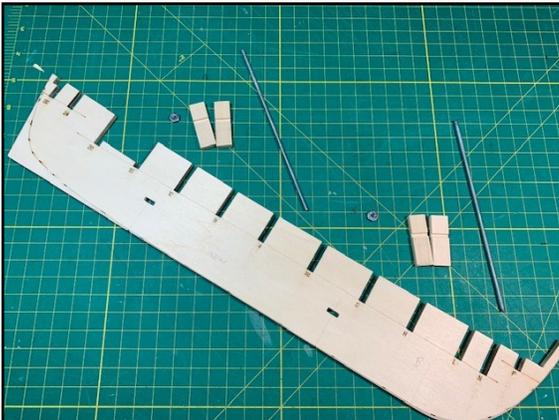
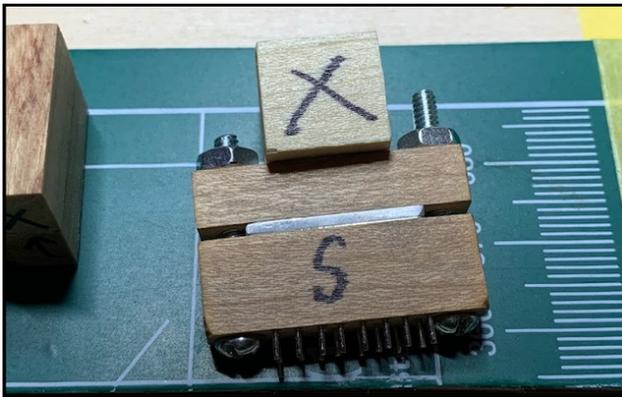
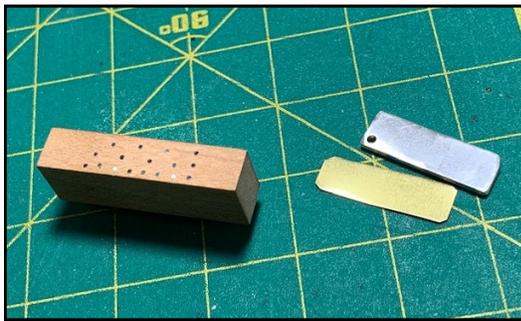
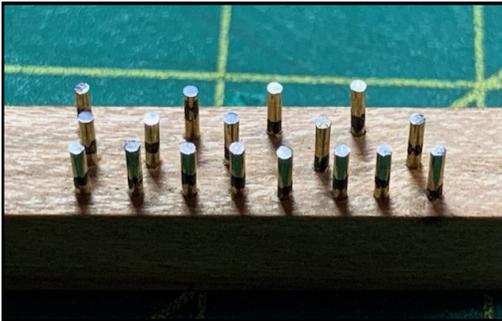


● **Ships on Deck** ●

Continued

**USS Syren by Patrick Sand**

Patrick made copper plate punches with a unique design. He can replace pins as needed, and the results speak for themselves.



Planning ahead to when the model is completed, Patrick drilled mounting holes with metal nuts inserted into the bulkhead former. He then added the stem, sternpost, and keel on top of a fake rabbet. An interesting kit innovation.

Photos by Patrick Sand.



• **Ships on Deck** •

Continued

**Lobster Boat Restoration by Bob Fryszak**

Photos by Bob Fryszak

A good friend of mine has had this lobster boat in his family for years. Last December, he knocked it off the mantle. Naturally it hit bow first and exploded into pieces. Not wanting to just toss it, he asked if I could take a look at it.



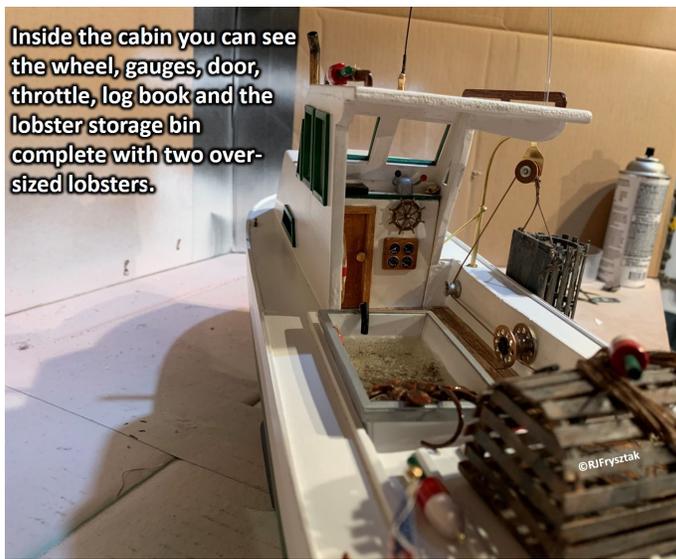
Main cabin showing life preserver, fire extinguisher and forward bulkhead. Even found a starfish to toss in the tank with the lobsters.



All back together. Port side. Installed 1/16" plexiglass windows and trimmer with trim painted green to give it a bit of pop.



Rigged the lobster trap to the winch, added all the trim including anchor, cleats, hatch, exhaust, antenna, rails and even the seagull.



Inside the cabin you can see the wheel, gauges, door, throttle, log book and the lobster storage bin complete with two oversized lobsters.

• **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*. Updates will be made as we become aware of any additional companies.



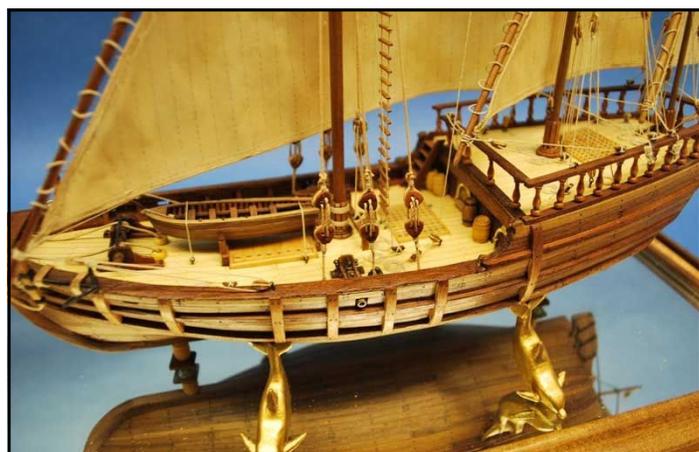
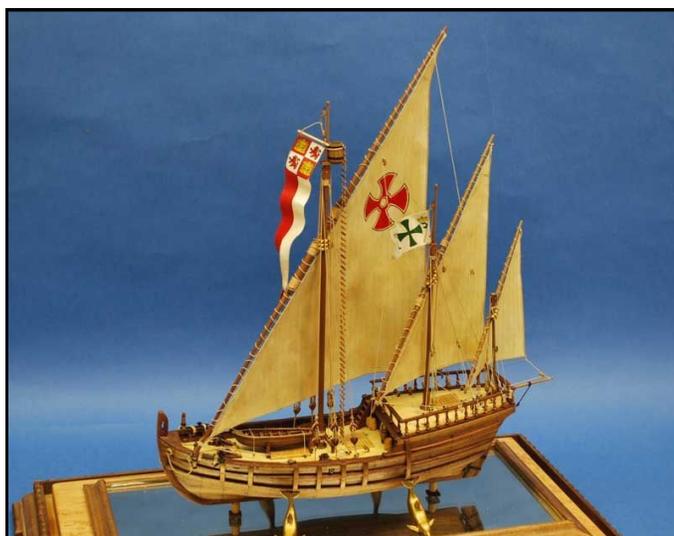
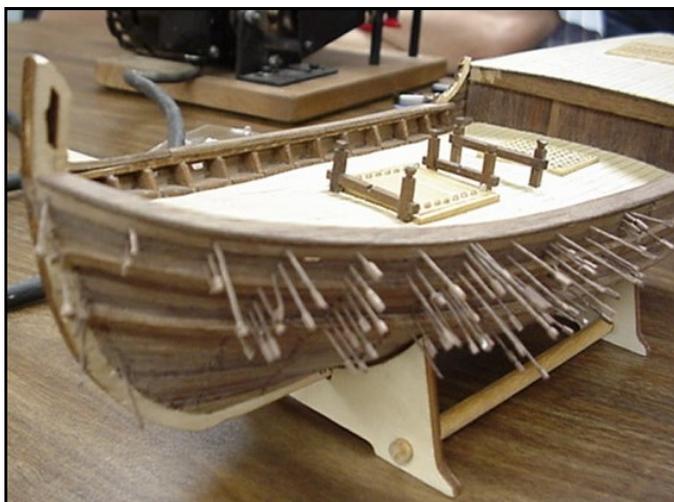
ZHL	Unicorn Model
RealTS	YQ (YaunQing)
Snail Model	Master
XinFeng	CN
JD Model	CF
LHQB	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DUJIAOSHOU
WN	

● **Ships on Deck Remembered** ●

***Nina and Pinta* by Jim Merritt**

After completing the Santa Maria, Jim Merritt decided that he would build Columbus' other two ships, but he would try something different. He would build both of them at the same time. One might think that taking on such a project might cause the models to suffer in quality ... if they were ever finished at all! As you can see from the photos, this definitely was not the case. These two models were constructed from 2001 to 2003. They were simply outstanding!

***Nina***



● **Ships on Deck Remembered** ●

Continued

*Pinta*

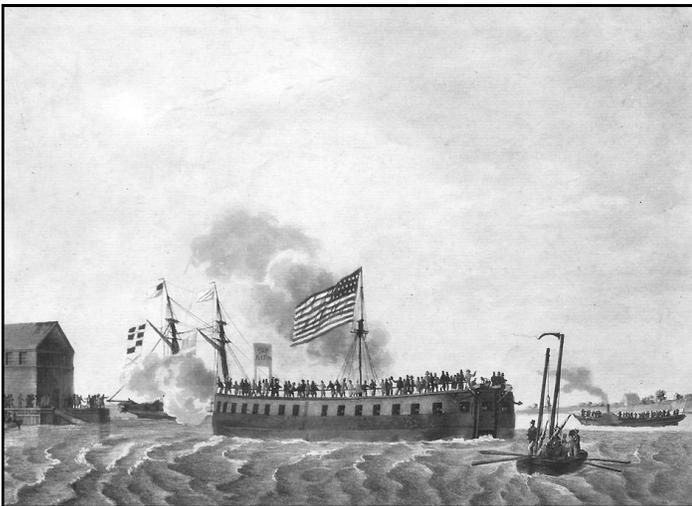


## • HISTORIC SHIP PROFILES •

### • USS *Demologos* ca1815•

The first warship to be propelled by a steam engine, the USS *Demologos* was a wooden floating battery built to defend New York Harbor from the Royal Navy during the War of 1812. Because of the prompt end of the war, *Demologos* never saw action, and no other ship like her was built.

On 9 March 1814, Congress authorized the construction of a steam warship to be designed by Robert Fulton, a pioneer of commercial steamers in North America. The construction of the ship began on 20 June 1814, and she was launched on 29 October. Upon completing sea trials the vessel was delivered to the United States Navy in June 1816. The ship was never formally named; although Fulton christened it *Demologos* or *Demologus*. Following his death in February 1815, the ship was named *Fulton*.

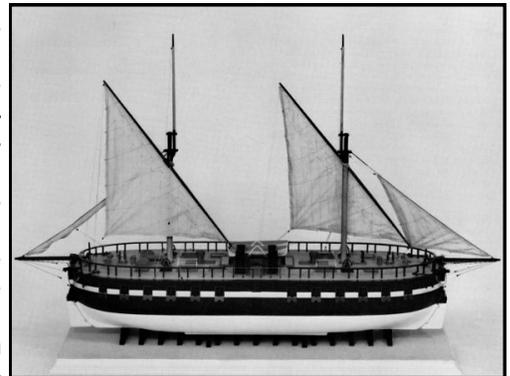


The floating battery saw only one day of active service, when she carried President James Monroe on a tour of New York Harbor. A two-masted lateen rig was added by the orders of her first commander, Captain David Porter. In 1821 her armament and machinery were removed, and the remainder of her career was spent laid up in reserve. After 1825 she served as a floating barracks for the Brooklyn Navy Yard. She came to an end on 4 June 1829 in a gunpowder explosion, killing an officer and 47 men.

*Demologos* had an entirely unique and innovative design. A catamaran, her paddlewheel was sandwiched between the two hulls. Each hull was constructed of 5 foot thick sides for protection against gunfire. The steam engine, mounted below the waterline in one of the hulls, was capable of providing 5.5 knots in favorable conditions. Although designed to carry 30 32-pounder guns, the Navy had trouble acquiring sufficient guns, and a

varying number were mounted while in actual service. Two 100-pounder Columbiads were also planned, one mounted fore and another aft, but these weapons were never actually furnished to the vessel.

Fulton's design solved several of the problems inherent in warships powered by paddlewheels which led to the adoption of the paddle-steamer as an effective warship in following decades. By placing the paddlewheel centrally, sandwiched between two hulls, Fulton protected it from gunfire; this design also allowed the ship to mount a full broadside of guns.



The steam engine offered the prospect of a tactical advantage against sail-powered warships. In a calm, sailing ships depended on the manpower of their crews to tow the ship with boats, or to kedge with anchors. *Demologos*, with steam, might have found it easy to outmaneuver a ship-of-the-line in calm weather.

Ironically, the warship's innovative construction and steam power also fundamentally limited the role *Demologos* could fill. With an unreliable engine, and a hull unsuited to seaways, she was unable to travel on the high seas. The United States Navy planned to build a number of similar steam batteries, but none of these designs got off the drawing board until the USS *Fulton* of 1837. A number of European navies also considered acquiring the *Demologos*, but these inquiries never fully materialized.

