



Newsletter of the Midwest Model Shipwrights

www.midwestmodelshipwrights.com

January 2020

● Scuttlebutt ●



One of the more noteworthy events that occurred at the December meeting was the presentation of the Nautical Research Guild Certificate of Charter to our organization. Bob Filipowski also stated that a copy of the Certificate of Liability Insurance was also available for viewing by any member who wished to do so.

There is still time to take advantage of the Chicago Tri-Club Association NRG membership drive. Any Midwest Model Shipwright member that is not an NRG member can join the Guild and receive a \$10 discount. This applies to either the digital subscription for the Journal or the hard copy. Over half of our organization is currently in the NRG, and we would certainly like to see that number grow.

In order to take advantage of this opportunity, contact the NRG office at (585) 968-8111. State that you are a member of the Midwest Model Shipwrights, and provide your name, address, phone number, and email address. Have your credit card handy (M/C or Visa only), and the office will process your NRG membership.

This is a limited time offer, which ends on January 31, 2020.

For those that had never had the pleasure of meeting Steve Wheeler, Bob Filipowski spent a few moments describing the remarkable legacy Steve has left behind.



In the 22 consecutive years that he had competed in the Midwestern Model Ships and Boats Contest, Steve amassed an amazing 9 Best of Show Awards, 9 Best Great Lakes Model Awards, 7 Modelers' Choice Awards, and 22 Gold Medals! It would be safe to say that no one will ever come close to achieving such a record. In addition to being a fine person, Steve Wheeler was the consummate craftsman.

January Meeting Notice Copper Plating Part 1

It has been over nine years since we discussed copper plating. So, that's exactly what we are going to do. This will be a three-part presentation, with the second and third segments being featured at the February and March meetings respectively.



Our next meeting will be at 7:15 p.m.
Wednesday, January 15, 2020
The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL

● 2020 Elections ●

As is customary, the Midwest Model Shipwrights held their annual 2020 election of officers during the December meeting. It's interesting to note that the proceedings did not occur until after the crew had been fed. Needless to say, it was a landslide endorsement for the current slate of officers. Bob Filipowski quickly thanked the membership for placing their trust in the current leadership, and promised not to raise the dues.

MMS OFFICERS & STAFF



President - Bob Filipowski.....(847) 394-0757
Vice Pres. - Glenn Estray(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

● **Ships on Deck** ●

Photos by Bob Fryszak

The one meeting every year when members are not encouraged to bring in their current projects occurs in December. Mixing model ships and pizza just doesn't work very well. Nevertheless, two brave Shipwrights took a chance, and we thank them. Enjoy!

HMS *Endeavour* by Gordon Field



● Ships on Deck ●

Continued

15th Century Caravel Scale 1:192 by Gus Agustin

The rigging is human hair and hair from a horse's tail!



● **Ships on Deck** ●

Continued



Works of art by John Pocius

Both pieces are oils on 9"X12" panels. John considers these practice paintings. He is still trying to master rendering water.

**Canoers on Trillium Lake
By John Pocius**



● **Ships on Deck** ●

Continued

Fred Martin Runabout Catboat
By John Pocius



● **MMS ANTI-PIRACY POLICY** ●



Here is our 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
LHQK	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DUJIAOSHOU
WN	

● Scenes from the December Meeting ●



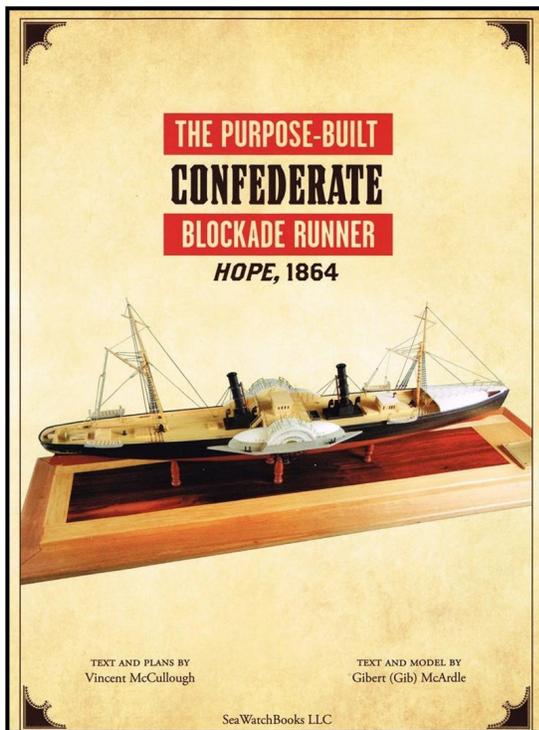
The Purpose-Built Confederate Blockade Runner *HOPE*, 1864

Text and Plans by Vincent McCullough

Text and Model by Gilbert (Gib) McArdle

Distributed by: SeaWatch Books, LLC, Florence, Oregon
 8 1/2" x 11" format, hardcover with jacket, 128 pages,
 8 page color section, bibliography, 10 sheets of detailed plans
 CD w/printable templates
 ISBN 978-1-7320162-3-1

This latest offering from Seawatch Books, LLC, authored by Vincent McCullough and Gilbert (Gib) McArdle starts out with a brief, yet concise, comparison of the North and South in the American Civil War. The primary focus is on the economic and industrial capabilities of both combatants.



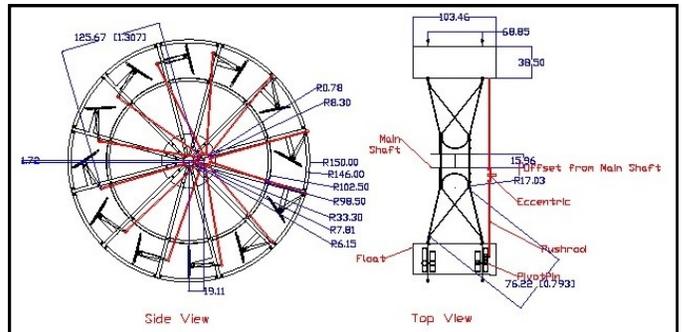
The South's reliance on cotton, and its ability to supply European markets, particularly Great Britain, was especially crucial to its chances for independence. As the war dragged on, the increasing effectiveness of the Northern blockade seriously impacted the South's ability to wage war. Thus, the purpose built blockade runner was developed. At the time, these vessels represented cutting edge maritime technology.

When launched, the *Hope* was larger than average. In spite of her remarkable speed, she would not have a long career as she fell prey to a Northern blockader during her second attempt at entering a Confederate port.

The Purpose-built Confederate Blockade Runner, Hope, 1864, is a well researched book that comes with 10 sheets of detailed plans. Although not true "primary" documents, photographic copies of a set of engravings of the body, half breadth, sheer plans, inboard profile view, and

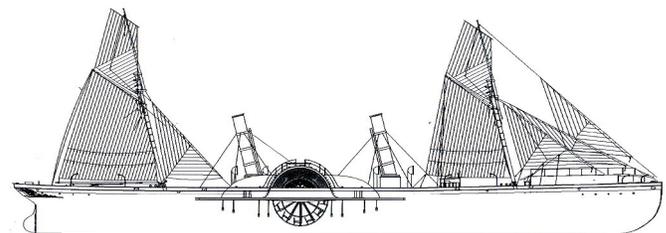
sail plan were obtained from the Archives at the Merseyside Maritime Museum in Liverpool. (The *Hope* was an English-built vessel.) The author explains how these documents were used to develop a set of CAD generated drawings to the desired scale of 1:96.

Almost half this treatise is devoted to the aforementioned plans, and subsequent details on various deck structures. This latter information was obtained from *Shipbuilding, Theoretical and Practical*, a book that was published in 1869, only 3 years after the *Hope* was launched. This is an intriguing segment of *The Purpose-built Confederate Blockade Runner Hope—1864* since it discusses many of the more complex structures found on



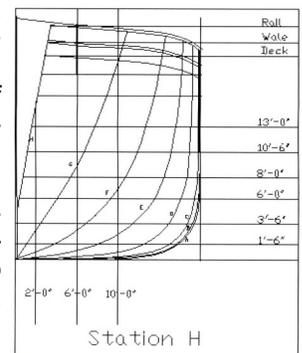
the vessel. They include the paddle wheels, paddle wheel box, and the uniquely raked funnels. For scaling purposes, there are notations in the drawings indicating, in inches, the true dimensions on the actual ship. The authors provide detailed information on how the feathering paddle wheels functioned.

The segment of the book on plans concludes with a discussion of the *Hope's* spars, rigging, sails, and belaying



points. Since information on these items was sketchy at best, the author admits that some of what appears on the plans is conjectural. However, the best references available were utilized while researching this model. This applied to the belaying plan in particular. Being fore and aft rigged, with the two masts so widely separated, the *Hope* should not present much of a problem during the rigging stage of the model.

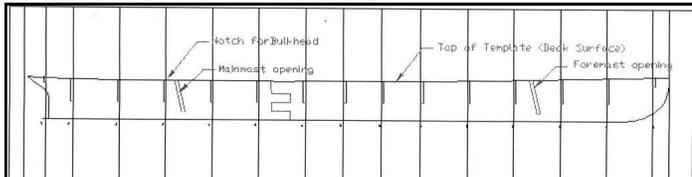
The construction phase of this treatise begins with a discussion on the templates found on the CD that accompanies this book. There are three types provided. Individual station templates enable the modeler to check for the outside shape on a solid hull model, or a hull being made with lifts. Note that stem and stern profile templates are also provided.



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"Blockade Runner", continued from Page 7

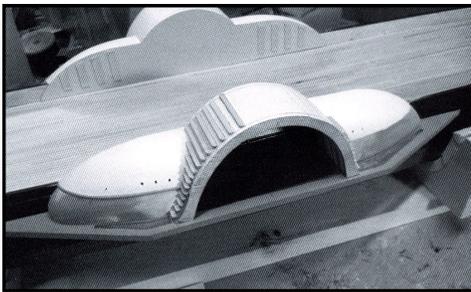
Bulkhead templates are similar to the previous type, but have one important difference. They allow for a layer of planking on the hull and deck. One nice touch is the inclusion of a notch for a spine, which is also derived from a provided template. The spine serves as the keel, stem and stern pieces, and helps maintain correct positioning and alignment of the bulkheads.



Lift templates are the third version, which can be used to construct a "bread and butter" style hull. Hole locations are provided in each template that allow dowels to be inserted for proper alignment of the lifts. The model featured in this book was built utilizing this last method, which eliminates the need for hull planking. *Hope* had a steel hull, and some great tips for simulating the hull plating are offered.

The paddle boxes and paddle wheels are probably the

most intriguing and challenging assemblies on the *Hope*, and would most likely preclude this model from being attempted by a novice. McArdle provides ample information and a

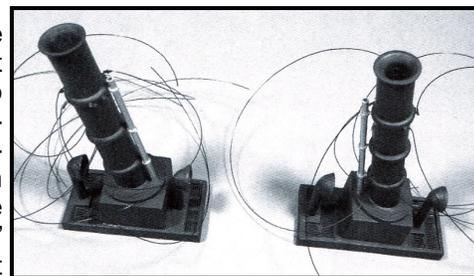


fair number of photos that outline the construction sequence for the paddle boxes, but the same cannot be said for the paddle wheels, which employ silver soldering and brass etching techniques. The text that describes this assembly is somewhat brief, and could leave modelers relying on their own resourcefulness.

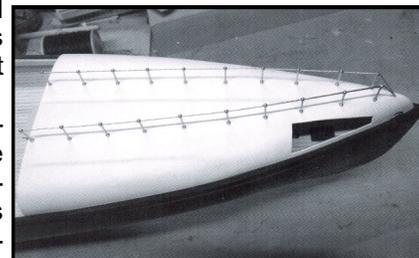
Next to the previously mentioned assemblies, the smokestacks are probably the most striking feature on the model. With their 76-degree rake they are surprisingly complex. Yet, the author makes quick work of these while offering numerous hints and tips for their construction.

By now it should be evident that constructing the *Hope*

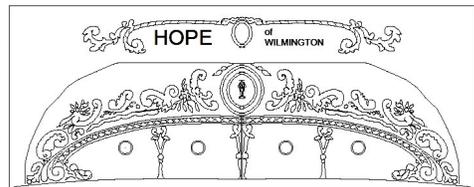
will require some techniques that may be foreign to many of us. Another such challenge is vacuum forming the "Turtle Back" deck located at the bow. McArdle realized this, and tries to be as concise as possible when outlining how he created this piece. He was especially proud of this part since it was also his first attempt at this procedure!



The *Hope* had decorative carvings at the stern and on the paddle boxes. Sketches of this artwork are provided in one of the files on the CD. McArdle opted to use the photo etch process to duplicate these decorations.



This book concludes with the installation of the masts, rigging, flags, and ship's boats. An Appendix is also

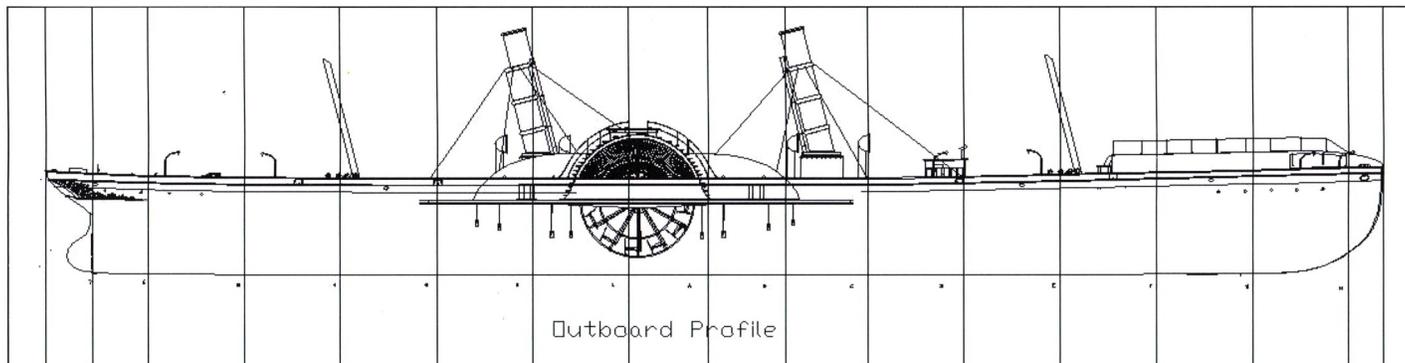


provided that gives a partial transcription of the original purchase agreement for the *Hope*. This document includes all specifications that were relevant to the construction of the ship itself.

The CD Rom that accompanies *The Purpose-built Confederate Blockade Runner, Hope, 1864*, contains material not found in the book. There are two directories on the disk. Measured Drawings contains information on virtually every structure found on the deck of the *Hope*, as well as the paddle decks, paddle boxes and paddle wheels. The Templates directory contains 8.5"x11" drawings intended to assist in the construction of the 36.5" hull.

If you are looking for a well researched, unique project that will challenge your abilities, and help you develop new skills, *The Purpose-built Confederate Blockade Runner, Hope, 1864*, would certainly be worth considering.

Reviewed by Bob Filipowski



• HISTORIC SHIP PROFILES •

• The Sloop of War •

Without a doubt the term “sloop” has to be one of the most confusing nautical words one might encounter. Not only does the period determine what type of vessel it is, but nationality and the geographic location within that nation can make further differences! This discussion will cover only the armed sloop or sloop-of-war.

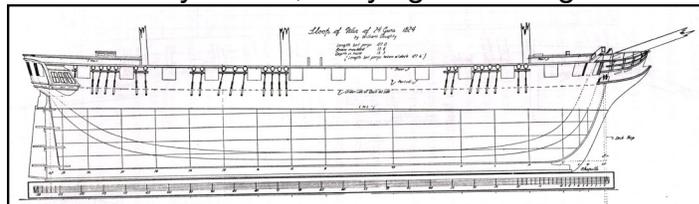


These ships, until the 18th century, meant any small naval vessel that did not fit any other classes. Thereafter, two distinct types evolved, at least in the British Navy, for in America the term remained rather elastic. The one type was the ship-sloop, a vessel rigged as a ship with square sails on three masts. The other type was the brig-sloop, a vessel that could be rigged as a brig, brigantine, snow, schooner, ketch, or even a cutter! However, in time, “brig-sloop” came to mean any brig or brigantine in the Royal Navy.

In spite of their obvious differences in rig, all these sloop class vessels denoted a single rating, that being the next class below a frigate. This was due to the fact that their armament was less than 18 guns, and they were flush decked vessels.

During the early part of the 19th century sloops-of-war became extremely popular in the American Navy. These vessels were always

ship rigged, and, although possessing a flush deck like their English counterparts, they were more heavily armed, carrying 20 to 22 guns.



It was not uncommon for a sloop class vessel, during the course of its career, to change from ship rig to a brig-sloop or vice-versa. Add this to everything already mentioned, and you can imagine some of the problems one might encounter in researching a vessel of this class. Howard Chapelle pretty much bears out all this in one of his books. His remarks concerning sloops were as follows:

“It is this kind of thing that makes naval records so exasperatingly vague as to ship descriptions. A naval sloop could be a vessel of almost any rig, as long as she carried her guns on a single deck. She could also be a sloop if she were commanded by an officer one grade below a captain in rank. Hence, the word ‘sloop’, as applied to naval craft is more descriptive of rank and battery than of rig.”



For an in depth discussion on the early development of these vessels, see *The Sloop of War 1650—1763* by Ian McLaughlan.