



Newsletter of the Chicago Tri-Club Association ♦

March, 2025

## 2025 Midwestern Model Ships & Boats Contest



It's not too soon to be thinking about the next *Wisconsin Maritime Museum Model Ships & Boats Contest*. It will take place May 16-18, 2025, and the contest committee hopes you'll join in! The staff has been working hard to make this year's event better than ever, with exciting new additions and improvements.

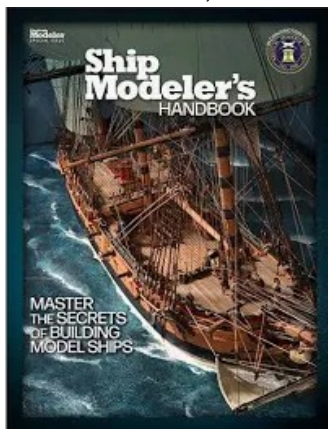


**Registration is open now through May 1, 2025.** Visit the museum's website for full details, the event schedule, and local hotel room block information.

## Ship Modeler's Handbook



Set sail on your next modeling project with the **Ship Modeler's Handbook**, a must-have special, 100-page issue, from *FineScale Modeler* and the *Nautical Research Guild*. This issue features two dozen stories and 100+ tips and tricks that cover all facets of ship modeling, including wood and plastic techniques, and tools to help you perfect your craft. You will gain access to a glossary of nautical terms and discover valuable insights. This special issue includes: A treasure trove of how-to advice from scale shipwrights Kurt Van Dahm and Steven Wheeler.



- A fantastic story about building the battleship USS *North Carolina* (BB-55) by Bob Steinbrunn.
- A step-by-step tutorial for making a base that looks like the wavy chop of the North Atlantic by Ron Neilson.
- Detailing techniques by Chuck Bauer.
- And much more!.

## March Tri-Club Meeting Schedule

### The North Shore Deadeyes March Meeting



The March 2025 gathering will be held on the 5th day of the month. The featured topic has not been determined yet, but Rick always comes up with winners. The ZOOM invite will be sent out a few days before the meeting.

### The NRMS March Meeting



For March, 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 planning to attend in person let him know so seating accommodations can be made.

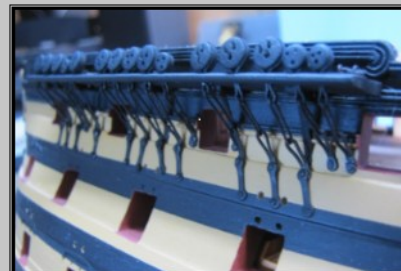
For those preferring to attend the virtual version, an invite will be sent out a few days before the March 8th meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.

### The MMS March Meeting



The Midwest Model Shipwrights March meeting is scheduled for Wednesday the 19th. This will be the last of three sessions virtual in nature.

This March presentation will deal with fabricating deadeye chain link assemblies. Do not confuse this topic with Deadeye Chain Plates, which are not as complex. Invites will be sent out a day or two before the meeting. Proceedings will commence at 7:00 p.m. but you can log on as early as 6:30 pm.



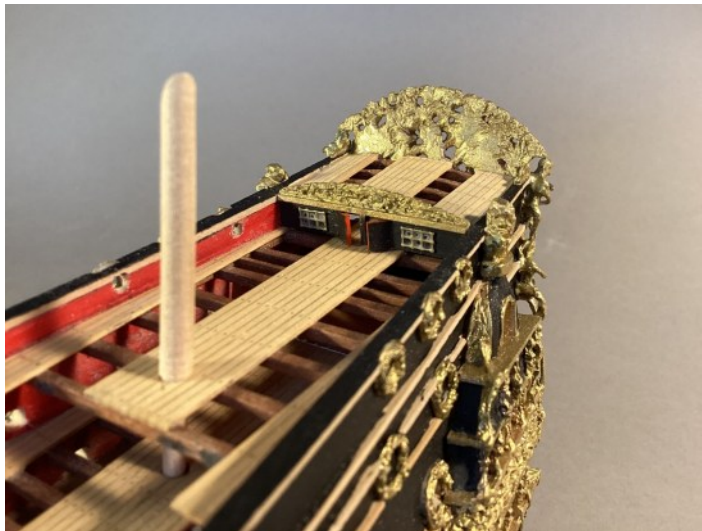
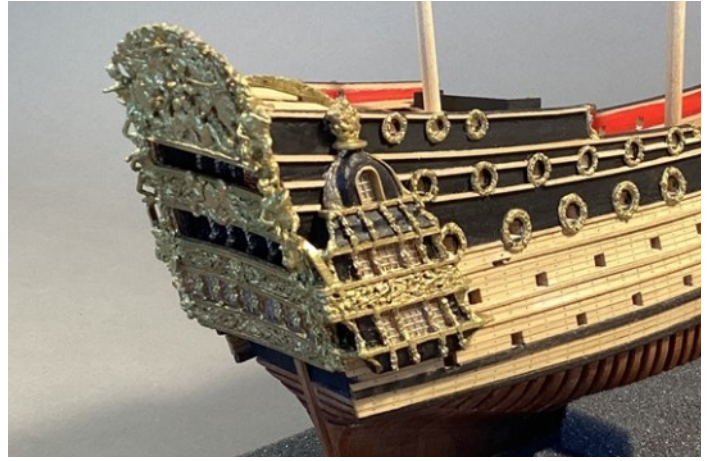




# ***Ships on Deck***



## ***Britannia*** by Gus Agustin







# ***Ships on Deck***



## ***Britannia*** by Gus Agustin



Continued on Page 4





# Ships on Deck



## *USS Constitution*

by Bob Fryszak



Bow view with the main topsail



Started trimming the "tails" from the spar deck guns. Getting a bit too confusing with all the rigging going on. Adding coils.



Close-up of aft part of the sail, where you can see the parrels.



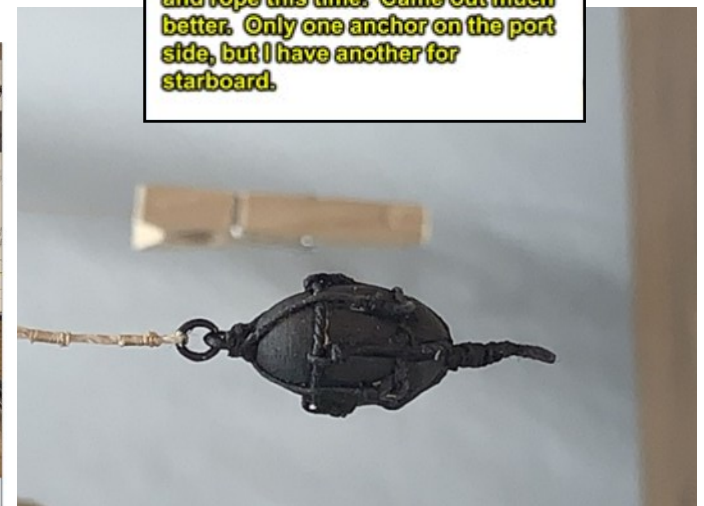
Close-up of the aft of the sail, where you can see the parrels and rigging.



Didn't like the first anchor bouy I made, so redid them out of wood and rope this time. Came out much better. Only one anchor on the port side, but I have another for starboard.



Almost 200 reef points on the main topsail. Pre-rigging as many lines as I can. Work smarter, not harder!







# Ships on Deck



*Lucia A. Simpson*  
by Dan Pacholski

Bulwarks are completed, and ringbolts have been added to the masts for the shrouds.



Water scuppers have been added.



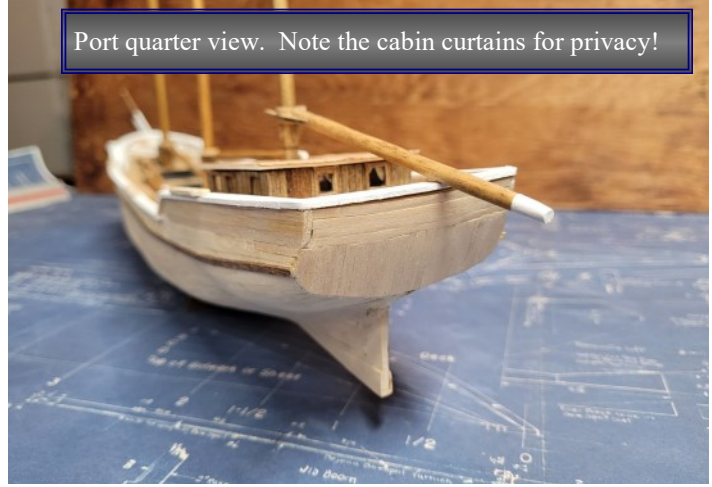
Upper channels ready for staining and mounting below bulwarks.



Note stowed cargo below deck.



Port quarter view. Note the cabin curtains for privacy!







# Ships on Deck



## HMS *Bellerophon*

by Alan O'Neill

Alan has completed the assembly of his 28, 1:64 scale, 32 Pdr cannons for the gun deck of his HMS *Bellerophon* (1786).

The carriages and the cannon barrels are 3D resin printed from models he created.

The carriages received 3 coats of brushed on yellow ochre acrylic. The bolts and truck locking pins are painted black. The colour is as seen on images of the *Bellerophon* gun deck and also on the *Victory*.

The barrels received multiple light spray coats of acrylic flat black. Then the raised details were dry brushed with a mixture of black and white to make a smoky grey. As these details were not very proud of the barrel surface it was difficult to keep it to the details but he found it muted the black barrel adequately to help reveal the details.

The rings and eye bolts are 5mm (0.02 inch) copper wire blackened with a permanent marker. The rings were soft soldered and the eye bolt shanks were twisted.

The quoin handles are Pau Marfim drawn to 0.057 inch diameter and left bare.

The cap squares are blackened card stock curled at the hinged end, and the chain for the locking bolt is black thread.





## Making & Rigging Cannons By Joe Lorenzo



One of the unique aspects of our friend Joe Lorenzo, a member of the Model Shipwrights of Western New York, is his willingness to share aspects of our hobby that did not necessarily go well for him. This was the case with Joe's talk on fabricating and rigging cannons.

The work he displayed was excellent, and it was difficult to imagine that there were times when he "struggled."



The subject used for the talk was the 12 gun, HMS *Cheerful*, a 1:48 Syren Ship Model product. Lorenzo admitted that he was a little naïve about the task. After all, how hard could it be ... especially the cannons?

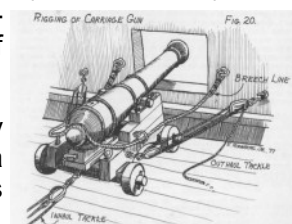
It wasn't long before he began encountering confounding factors. They included:

- Parts and steps
- Sequence issues
- Task monotony
- Start/Stop engagement
- A lack of experience
- Parts problems

He would eventually achieve his goal and be much wiser as a result.

As stated earlier, *Cheerful* required 12 cannons. That equated to 146 parts being needed. Necessity being the mother of invention, Joe built a jig to aid in carriage assembly. Other supporting efforts included turned wheel square shafts (48 operations), and paired cannon wheels (24 operations). It took five thin coats of paint to cover the carriages.

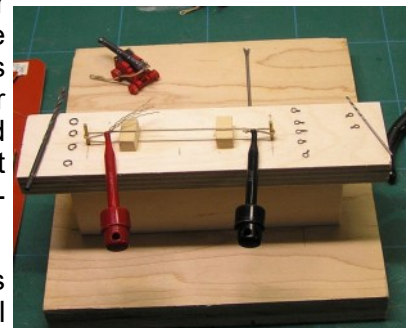
When it came time to actually rig the cannons, it was quite a revelation for Joe. The 12 guns required 300 rigging elements



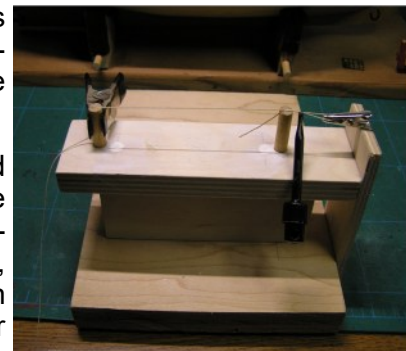
to do the job in a manner that would reflect how these guns were actually rigged!

Another surprise involved the number of bulwark holes needed for the various pieces of hardware. To maintain a consistent height, Lorenzo designed a drill bit guide that worked well

Falling back on another building aid, Joe decided to fabricate a jig for the breech lines. The red and black clips are quite handy for fine rigging work, and can be purchased at stores similar to Radio Shack.



A similar jig was made for the outhaul tackles. The two slotted peg standoffs were added to facilitate seizing the blocks to the tackles.



It was time to add the 48 hooks for the 24 outhaul assemblies. To save time, Joe purchased Syren 3 mm eye hooks for the tackles. Unfortunately, there was an unforeseen problem lurking. Joe decided to test fit the hooks, which was an prudent idea, because the hooks did not fit. Replacements were made using Crafty Sailor 3mm hooks.

The final problem became known when Joe realized that the outhaul block separation didn't look right.

Although not truly correct, Joe decided to remove the outhaul tackle hook at the bulwarks, thus providing more space. He would also move the carriage away from the bulwarks a distance of 3mm. It gave the assembly a more properly proportioned look.



Thanks, Joe for a very enlightening presentation.





# BOOK REVIEW: "AUSTRALIAN CONFEDERATES"

by TERRY SMYTH – Published 2015 by Ebury Press

Book report and historical Research by Tom Wolf, Sydney Model Shipbuilders Club

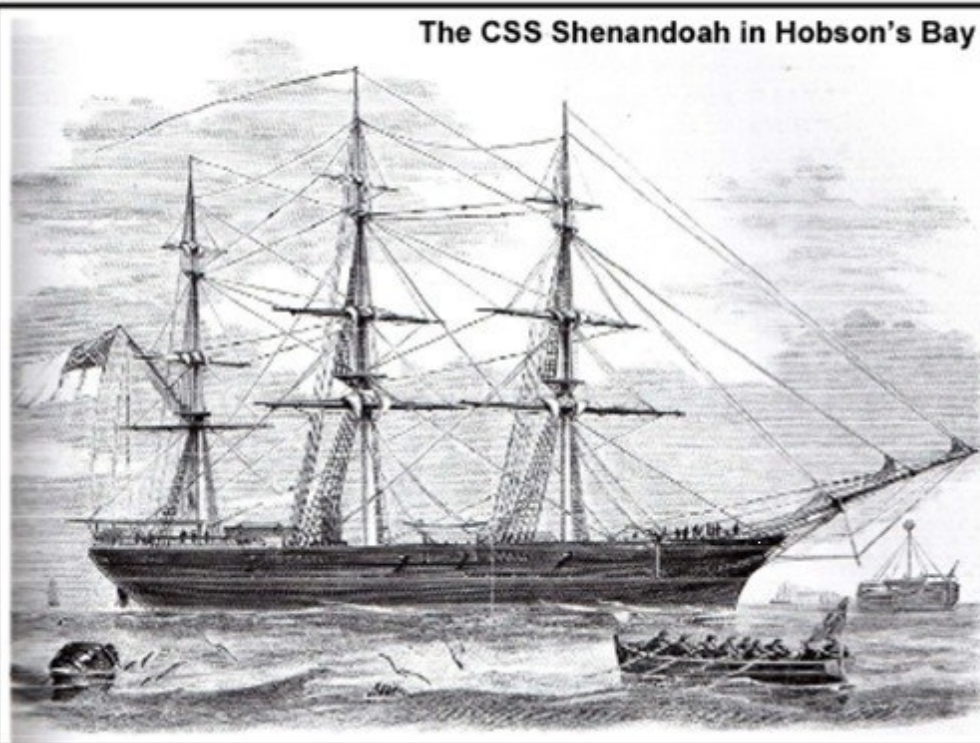
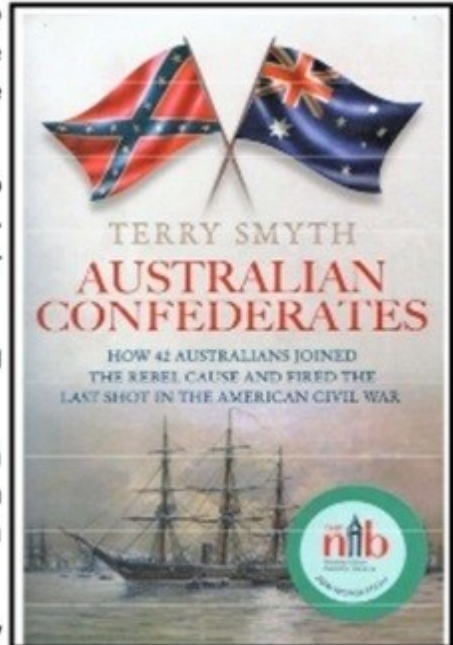
The book sets out the story of the Confederate States Ship Shenandoah when she visited Melbourne in 1865 and the consequences when 42 Australians joined the Rebel cause and fired the last shot of the American Civil War.

By the end of its raiding, the CSS Shenandoah proceeded to wipe out almost the entire New England whaling fleet, capturing, burning 32 and ransoming 6 Union ships and taking over 1,000 prisoners.

Her flag (the Stainless Banner) was the only Confederate flag to circumnavigate the Earth and the last to be hauled down.

In 1865 Australian colonies were obliged to follow British Government policy, which remained strictly neutral even though the population largely was split in backing the South and the North in the Civil War.

The CSS Shenandoah sailed into Port Phillip Bay in February 1865 and moved to a slipway in Williamstown whilst repairs and refit were carried out .



The CSS Shenandoah in Hobson's Bay

The officers and men were feted by parties and functions, and visitors flocked to the port, even paying entrance fee to see the "man-of-war".

Whilst in Melbourne, 42 colonials secretly enlisted to fight for the South, breaching the law against foreign warship enlisting in a neutral port.





After leaving Melbourne fully provisioned the CSS Shenandoah continued raiding. She was at sea when the Robert E. Lee surrendered on 9 April 1865 and was not aware of the fact., in fact this was not known to CSS Shenandoah until informed on 2 August.

Months after the surrender in late July 1865, acting on orders to wipe out the enemy marine fleet, she fired on and sank US ships in Alaska.

It was due to this action that the CSS Shenandoah fired the last shots of the American Civil War.

In addition to the havoc wreaked by CSS Shenandoah, the CSS Alabama was even more effective at raiding and destroying Union shipping. CSS Alabama was a screw sloop-of-war built in 1862 for the Confederate States Navy at John Laird and Sons at Birkenhead on the River Mersey opposite Liverpool, England. In all, five ships were constructed and sold or otherwise delivered into the hands of the Confederate States Navy.

CSS Alabama also served as a successful commerce raider, attacking Union merchant and naval ships over the course of her two-year career, during which she never docked at a Southern port.

The CSS Alabama was sunk in June 1864 outside the port of Cherbourg, France, but not before she took more than sixty prizes.

In what was called the "Alabama Claims", in 1869 the United States claimed direct and collateral damage against Great Britain.

In the case, the United States claimed that Britain had violated neutrality by allowing five war-ships to be constructed, especially the Alabama, knowing that it would eventually enter into naval service with the Confederacy



**Confederate Navy uniform button with anchor and crossed cannons.**



**CSS Alabama**



Other particulars of the claim included the following: "In the summer of 1862, the British-built steam warship Oreto, later renamed the CSS Florida, was delivered to Nassau in the Bahamas with the secret understanding that it would be later transferred to the Confederate States Navy".

Other warships delivered included the CSS Shenandoah (built at Alexander Stephen and Sons in Glasgow), CSS Lark (built at John Laird and Sons, like the Alabama), and CSS Tallahassee (built at J & W Dudgeon in London).

CSS Shenandoah was launched at Glasgow, Scotland in 1863 as the merchant ship Sea King, a state-of-the-art clipper for the China tea trade. Built of teak planks over an iron frame, she displaced 1,160 tons, carrying three masts and a 200 hp coal-burning auxiliary steam engine driving a propeller that could be raised into the hull to reduce drag while sailing. On trials Shenandoah reached a speed of 12.25 knots under steam, but under full sail she achieved 16 knots.

**CSS Shenandoah**



As the CSS Shenandoah was not only repaired and refitted contrary to the laws of neutrality whilst in Melbourne, and as her officers and crew were feted and comforted, and recruits were also enlisted, the United States Government included this as the claimed compensation from Britain.

At one stage the Americans actually claimed all of Canada as compensation, needless to say this was derisively rejected by the British who consistently claimed in regard to the CSS Shenandoah that the blame lay with the Captain of the CSS Shenandoah who lied to the local authorities.

The American contended that the events with the CSS Shenandoah (as well as the other breaches of neutrality by the British) prolonged the war by anything like 2 years.

In 1871 the sides finally set down and signed the Treaty of Washington whereby Britain, without admitting any guilt, officially expressed regret for the damage caused by the Confederate raiders and agreed to submit the compensation issue to an international tribunal where, along with the major claim regarding CSS Alabama, a serious contention was the liability of the colonial authorities in Melbourne.

The compensation assessed cost Britain almost \$15.5M (in 2015 terms about \$300M) payable in gold within 1 year.

Of the 42 Australians who enlisted, 1 died before the CSS Shenandoah arrived in Liverpool, England where she was surrendered on 6 November 1865 in a neutral port. All the others either remained in Britain or returned unceremoniously to Australia.

The CSS Shenandoah herself never made it back to the USA, nor was she surrendered to a Yankee. After years of neglect in Britain she was sold to the Sultan of Zanzibar as his private yacht and renamed "El Majidi".

After the Sultan's death she was taken to Bombay for repairs and on the return trip she was lost, survivors claimed she either floundered or was scuttled, and her fate remains a mystery, but for sure the luck of the "lucky ship" had finally run out.





## NEW KIT

### CSS *Shenandoah* from Modeler's Central

Kit (KTMS1016) Reviewed by Tom Wolf

The current model is a revised kit of the model of an American Confederate raider first released in 2017. The kit's details are: Scale: 1:84, Length: 1080mm, Width: 260mm, Height: 570mm. All **Modellers Central** kits come with highly detailed English building instructions with colour photos showing every stage of the kit's build. The kit can be displayed as "*Shenandoah*" or "*Sea King*" as both name plates are included in the kit.



As with all new release model ship kits from **Modellers Central** the bulkheads have laser-scored fairing lines that ensure the fairing of the bulkheads is easy, accurate and symmetrical – this feature is unique to **Modellers Central** designed model ship kits.



Back in 2017, **Gary Renshaw** (a director of **Modellers Central**) presented the earlier model at an SMSC meeting. Gary informed the meeting that during the American Civil War, in its raiding, "*Shenandoah*" sailed around the world claiming 38 prizes. Also, she fired the last shots of that tragic conflict.

Normally there is an Australian "connection" to all ship models created by **Modellers Central**, and sure enough this model's connection to Australia is incredible and created a diplomatic furore by the fact that during her circumnavigation of the world, in 1865 at the height of the American Civil War, she was re-fitted and re-coaled in Melbourne. In fact, 42 young Australian men secretly enlisted as crew on the ship in Melbourne.

At that time, Britain (and its colonies) remained neutral and were not supposed to give any assistance to any of the warring parties. At the end of the Civil War, Britain was obliged to pay a very substantial sum as compensation because of its breach of neutrality. The compensation for this, and other breaches, was assessed by a Tribunal in 1871 and cost Britain \$15.5M (in 2015 terms about \$300M and today nearly double that), payable in gold within 1 year.

This history of "*Shenandoah*" and of the other Confederate States raiders is set out in **Issue #33 of Chatterbox** at pages 20-22, a copy may be found on **SMSC's website**.





# Another Confederate Privateer



## *The Jefferson Davis*

by Dan Cicero

For the February Nautical Research and Model Ship Society meeting, Dan Cicero gave us another one of his excellent historical presentations, this time it involved the Confederate Privateer, *Jefferson Davis*. The more interesting aspect of the talk involved how the Northern courts dealt with the Confederates that were captured. Did they have legal rights, or were they Pirates?

*Jefferson Davis* was a 187-ton brig, originally named *Putnam* at her launching in about 1845. Sometime later she was renamed *Echo*, and under that name was used in the illegal African slave trade. On 21 August 1858 she was captured by the brig *USS Dolphin* off the coast of Cuba with 270 Africans aboard; the Africans were transported to Liberia, where they were set free. *Echo* was taken to Key West, where a court held that her seizure was valid, and she was confiscated and sold at auction. Her new owners restored her original name and applied for a letter of marque at the start of the Civil War. A week later, they amended their application to rename their ship the *Jefferson Davis* in honor of the Confederate president. Despite the name changes, Northern newspapers consistently referred to her as "the former slaver *Echo*."



Recapture of schooner  
*Enchantress* by USS *Albatross*

On 28 June 1861, *Jefferson Davis* slipped out of Charleston Harbor and easily evaded the rudimentary blockade that was then in place. She remained at sea for nearly two months, making nine captures: the schooner *Enchantress*, brig *John Welsh*, schooner *S. J. Waring*, brig *Mary E. Thompson*, ship *Mary Goodell*, ship *John Carver*, bark *Alvarado*, schooner *Windward*, and brig *Santa Clara*. Of these, *Enchantress* was recaptured, *Alvarado* was chased ashore and destroyed by a blockader, *Windward*, *Mary E. Thompson*, and *Mary Goodell* were released with prisoners, *John Carver* was burned at sea, and the black cook of *S. J. Waring* killed three sleeping members of the prize crew and sailed her to New York City, where he was received as a hero. Only *John Welsh* and *Santa Clara* were taken into Southern ports for adjudication.

*Jefferson Davis* attempted to enter *St. Augustine, Florida*, but arrived off the coast during a gale. Unwilling to risk capture by nearby blockaders, her captain chose not to ride out the storm. *Jefferson Davis* ran aground on 18 August 1861 and could not get free. Her crew were saved, but the ship was a total loss.



## • 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*.

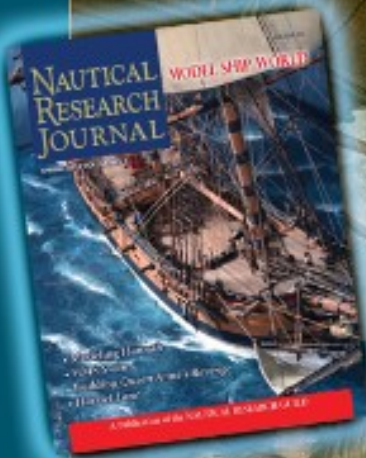
DryDock Models and Parts (Canada) sells for companies that pirate.

CN	ZHL
CF	RealTS
shi hai	Snail Model
4H Model	XinFeng
Moxing	Crown JD Model
Microcosm	JD Model LHQK
WN	Huasong
Jaocdoen	Shi Cheng
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Don't Miss  
The Boat...

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





## ● NRG Ship's Store ●

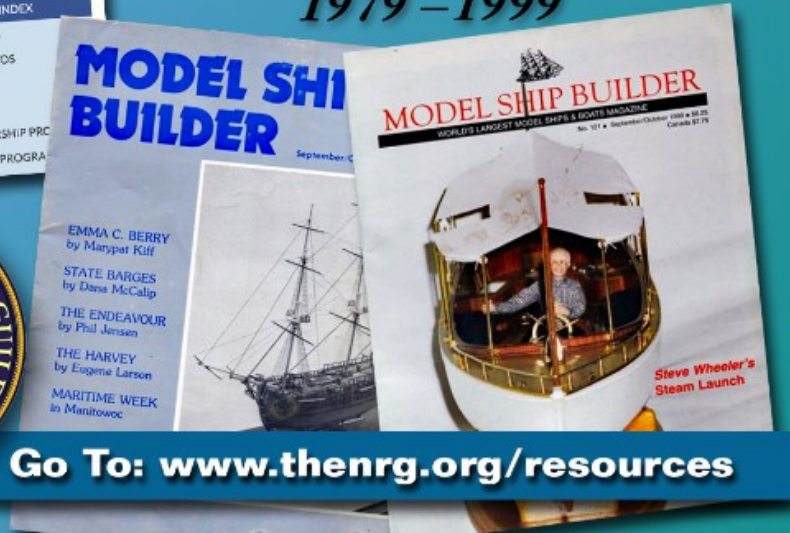
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