



ADMIRAL - RITA BERG CAPTAIN - DOC WILLIAMS
 YEOMAN - SID WOTMAN PURSER - DAVE BOTTON
 Northfield, Illinois

VOLUME VII ISSUE VIII

AUGUST 7, 2001

Fourteen members of the Deadeyes attended, not the least of whom was **Carl Le Masters**, who is selling a number of items. He is scaling back on his ship modeling, and a partial list of things he is offering follows:

Books:

- Basil Lubbock, *The Log of the Cutty Sark*
- Longridge, *Anatomy of Nelson's Ships*
- Chapelle, *History of American Sailing Ships*
- Peter Morton, *Ships Figureheads*
- Underhill, *Plank on Frame Models*, Volumes 1&2,
- Underhill, *Masting and Rigging*
- Johnson, *Steel's Elements of Mast, Sail, Rigging, Ship Model Building*
- E. W. Hobbs, *How to Build Old Time Ship Models*
- Nordbeck, *The Lore of Ships*
- Charles Davis, *Ships of the Past*,
- Chapelle, *The Baltimore Clipper*
- George Campbell, *China Tea Clippers*
- J.H. Martin and Geoffrey Bennett, *Pictorial History of Ships*
- National Geographic Society, *Romance of the Sea*

Kits:

- Kanrinmaru* - Dutch Sailing Ship - Plank on Frame - 50"L-30"H-11"W

HMS Victory Carronade/1805, Artesia Latina

Plans:

Small Boats, Underhill. *Christian Radich*, From the Pres. Of the Christian Radich Society. *Nippon Maru*, *Eagle*, *L'Avenir*, *Danmark*, *Juan Sebastian*, all by Underhill. Whaleboat, Marine Models. *Napoleon*, Nice Museum, Nice, France. *Cutty Sark*, Underhill.

Lots of Wood, Fittings and Line.

Tools:

Dremel lathe with duplicator and turning tools, Dremel Disk/Belt Sander, 5" disk Sander, many hand tools, drill bits, pin vices, etc.

The *Cutty Sark* model, Billings, under construction.

For those interested in any of the above items, contact **Carl**: 847 869-1260

SHIPS IN SCALE CD SET

Ships in Scale Magazine has come up with a new CD (a two-disk set) which contains the entire first ten years of *Seaways Ships in Scale* magazine, pictures, articles, covers and all. This dates from Jan-Feb 1990 through Nov-Dec, 1999. Every page is reproduced, and any or all material is yours to study, print and use. It is compatible with all

PC's or with MAC. The same material, if purchased in magazine form (which is no longer available) would cost \$442.25, but the CD set is available for \$39.95 post-paid. Send a check or credit card info to:

Seaways Publishing, Inc.
2271 Constitution Drive
San Jose, CA 95124

You also may phone or Fax your order to (408) 978-5657 or e-mail at:

CD@seaways.com

This comes from Clayton Feldman, and the website from which we obtained this information is:

[http:// www.seaways.com/CD.html](http://www.seaways.com/CD.html)

PROFESSIONAL MARINER, ET AL

Rita Berg, Admiral in Command, brought some publications with her with might be of interest to many. At the website:

www.professionalmariner.com

one can obtain information about the *Professional Mariner's* Magazine, which has much material of interest, plus two bonus issues, *American Ship Review*, and *Tugboat Review*, featuring detailed reviews of significant tugs and ships built in the US each year.

For the less "cyber-oriented" one may phone: (207) 772-2466. A regular six-issue subscription is \$28, and it includes the two bonus issues.

NRG IN OCTOBER

The annual meeting of the **Nautical Research Guild** will be held on Oct 4,5,6,7. Rockville, MD.

TRI-CLUB SET FOR NOVEMBER

The Tri-club meeting, now a tradition of the three Chicago-based model ship clubs, will be here, at the **Lutheran Church of the Ascension**, and will be Nov. 3, 2001. Price will be \$18 for members of any of the participating clubs, and \$25 for non-members. The speakers will include Sid Wotman, who will discuss researching one's model, artist Jim Griffith, and Bill Thiesen, the new curator of the Manitowoc Maritime Museum, who will discuss the transition from wood to iron in shipbuilding, the topic of his Ph.D. thesis.

Round tables will include John Hazard, who will discuss his methodology for the award-winning Constitution shown at the Manitowoc competition this year. Gus Agustin, who will discuss his foolproof method of making flags, will lead another roundtable. Finally, Dave Crement (Shipwrights) will discuss resistance soldering, greatly useful in modeling assemblies requiring multiple parts.

Jeff Phillips will offer an update on the merry adventures of the Denis Sullivan, and there will be Ships on Deck, where participants describe their current or recent projects.

Get your checks in to Kurt as soon as you can. Tempus fugit!

IPMS SHOW

There will be an IPMS show on November 10, on Plainfield Road near Darien, Wisconsin. More information will follow.

MANITOWOC WEEKEND

For those of us, who attended the Manitowoc Maritime Museum's 25th Annual Model Ships and Boats Contest, August 4, and 5, 2001, it was a delight.

According to my count, there were 22 separate participants in the competition, many of them with more than one model entered. It is fair to say, and not just by me, that there were no poor models at the show. All there had merit, and it was a pleasure to view them, meet the builders, and make new friends.

If there was a dominant star of the show, it was **Robert N. Steinbrunn**, who won Gold for his USS Kidd, as well as the Dana McCalip Best Miniature's Award, and best in show for the same model. He was also one of the featured speakers.

The People's Choice Award was one by **Henry Schumaker** for his USCG Cutter, Mobile Bay. The real think was tied up in the river nearby and we think the crew "stuffed the ballot boxes" (just kidding). This model also won the Roger Jaekel Award for the single best entry that represents the Great Lakes.

Modeler's Choice was the Confederacy, built by **F.P. Blake, DDS**.

As to Chicago modelers, **Art Kosar** won both a Certificate of Merit and a Silver Medal, and **John Hazard** won Silver for his Constitution. Both are members of the Nautical Research Society and Model Ship Club of Chicago, the group that sponsored the event.

Oh yeah, by the way **Doc Williams**, of the Deadeyes (as well as the other two clubs) won a Certificate of Merit for the *GJØA*, and a Silver for the *Flying Cloud*. Really. No Kiddin'.

The first of the three speakers on Saturday afternoon was **Gordon Stiller**, carver extraordinaire, who described his technique as was quick to point out there was no substitute for experience. He uses English Boxwood for all his detailed model carvings. The wood is obtained from the "Lumber Yard," in

Ohio. He attaches a frontal and a side view of the proposed figure on opposing 90° faces of a square block.

Two preliminary cuts are then made, using a De Walt scroll saw, outlining the project in two planes. The carving is done with a hand held drill, usually one without a cable (for maneuverability), utilizing progressively smaller bits as the carving progresses. When the piece is complete, he floods the surface with light cyano, which renders it hard and durable. He uses a Number 5 Optivisor, and generally round burrs, down to 0.25," and uses flamed shaped burrs for fine features. Although he prefers the boxwood, alternate woods, for some applications, might include briar, Thornwood or lilac.

For flat carvings, as on a ship's transom, Gordon glues an appropriate piece of flat wood to a piece of scrap, placing a piece of newspaper print between them. The glue he uses for this is Elmer's, which allows removal with water, or removal of the finished carving by using a razor blade, which slips through the paper, neatly removing the carving.

His source for burrs is:

Pfingst and Company, Inc.
105 Snyder Road
South Plainfield, NJ 07080

- (908) 561-6400
- Fax (908) 561-3213

Rusty Dramm, Forest Products Technologist from the Forest Laboratory, Madison, Wisconsin, presented a talk on woods for model building and pointed out characteristics, advantages and uses of many.

He described the woods used in the recent restoration of the USS

Constitution and a short history of this restoration, then went on to describe some individual woods and their characteristics. Of particular interest is the chemical composition of wood. It is 45% cellulose, 27% hemicelluloses, which a group of cellulose like sugars, and about 28% Legnin, the glue that holds the fibers together and provides stiffness.

Woods available in the Midwestern United States for modeling include basswood, aspen, hard maple, birch, cherry, walnut, sycamore and beech. He discussed the uses of basswood, which is useful for many applications in modeling, and cited as advantages its lightness, bend ability, gluing characteristics and ease of finishing.

Mention was also made of some alternate woods, such as sweet gum, Osage orange, holly and apple.

The final presentation was by Robert **Steinbrunn** on the building of the USS Kidd, and for that the reader is referred to the current series in SIS.

Finally, it would be a major omission not to mention the work done by the members of the Nautical Research Society, with particular gratitude to **Kurt Van Dahm**, the ever-energetic leader of the group, who ran the award ceremonies, watched the store, and helped find us find some darned good local places to eat. **Dave Botton** was of enormous help, both for his support and in many practical ways. (Thanks for helping me load the *Flying Cloud*, Dave!).

The meeting next year will be lengthened a little, with dates set at August 10, 11 and 12.

SHIPS ON DECK

Kurt Van Dahm brought the Midwest 1860's Revenue Cutter, in the early stages of construction. He is

evaluating a number of kits for them and this is the latest in the series.

Ilia Kerman continues the good work on his *Predestiny*, the Russian ship of the line.

Marty Meyer continues work on his pirate ship commission, and has the hull framed out, and almost ready for planking.

Doc Williams brought the early *Royal Louis*, French first rate ship of the line, framed out, and in the early stages of the underneath planking. The gun port housings are in place, and the hull has scrap wood between the bulkheads to assure a smooth course for the planks. I admit I may have been carried away a bit by using redwood for the filler, but I had some scraps from the garden arbor I built last year. At least I won't trip over the pieces any more!

MARTY ON HULLS

Marty Meyer gave a presentation on the various methods of hull construction.

1. Solid hulls. These are usually supplied with the keel and bulwarks rough cut, and usually several times too thick. Marty usually removes these oversized bulwarks, cambers the deck, and then builds them anew. He applies .060" styrene plastic to the outside of the hull below the deck line, thereby creating a rabbet to use for the bottom plank of a new bulwark. Once reinforced, these become very strong and are in scale. The hull is shaped using templates, cut from any of several stiff materials, which determine the shape of the hull at the various stations along its course. Along these lines, the contours and lifts,

part of all ship model plans, are the secret to shaping the hull. Marty has agreed to discuss the reading of these at a later meeting. In “bread and butter” hulls, in which the hull is built up from stacked slabs of wood, the lifts determine the size of the individual layers.

2. Plank on bulkhead hulls. Most of the bulkheads are laser-cut. One needs to make sure they are accurate and truly faired, and are symmetrical. The keel slot must be in the midline. If the intervals between the bulkheads are at all large, fillers between them are help. He usually uses balsa for this. Care must be exercised not to create “dips” by overly sanding the comparatively soft fillers. Two layers of planking are generally done, a first or “practice” layer, which can be filled and otherwise improved upon, and a final outer layer, which will be spiled, and made of good wood for the final outward appearance.
3. Plank on Frame hulls. (The Herald Hahn method). The frames are all made to extend to a certain distance above the waterline, and have their timberheads glued to a flat jig. The jig is an exact clone of the pattern of the frames at the deck level. The deck beams are added, and the hull is planked before the timberheads are cut from the jig. This method is favored in the “Dockyard” type of model.
4. Modern ships. These usually have a “bread and butter” style

of hull, and are then sheathed with a flat material.

All who were present enjoyed the conversation and Marty’s presentation, even though I could not convince him to use redwood instead of balsa (just kidding guys).

The final page of this newsletter will feature parts of Gordon Stiller’s presentation on carving.

FUTURE MEETING TOPICS

September 2001 – Kurt Van Dahm will lead a discussion on fresh water American working boats.

October 2001 – Bud Salika will describe his experience in photo etching, the drawing for them, where to get them done, and their application.

November 2001 - Tri Club Meeting

December 2001- Doc Williams will lead a discussion on the clipper ship era history.

January 2002 – Phil Krol has agreed to show us his ropewalk, how he uses it and its construction.

February 2002 – Marty Meyer will discuss the skill of ready ship model plans.

Future Meetings

7:30 P.M.

Tuesday, September 4, 2001

Saturday, November 3, 2001 – Tri-Club

Tuesday, December 4, 2001

R.K.(Doc) Williams, Editor

E - Mail: shipdoc@att.net

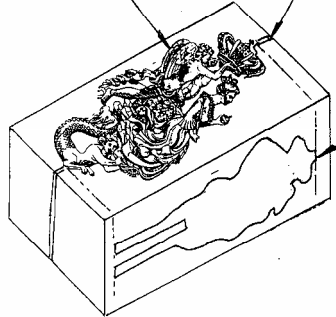
Phone: 1-847-559-8535

Digital: 1-847-404-7413

Rubber cement pattern to rectangular block 1/4" - 1/2" larger than pattern

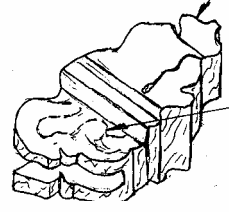
Saw as close to pattern as you feel comfortable with. Spot glue sawed off scrap back onto center block.

Turn block 90° and saw to approximate width contours.



Pay off pieces that were spot glued on and you have your rough blank.

Pencil on approximate shape and start roughing in shape.



1. - Rubber cement pattern to wood of required thickness

2. - Newsprint between pattern wood and scrap. (I use Elmers white glue)

4. - Cut through wood into scrap piece.

3. - Cut excess paper off to pattern edge

5. - Separate pattern from scrap with razor blade at newsprint separator

6. - Defuzz edges and saturate with thin CA glue

Small pieces, just cut for thickest area. Leave enough wood to use for housing cuts

