



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

VOLUME VIII ISSUE I

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Fifteen members were here, plus **Phil Krol**, who attended to demonstrate his rope walk, and, fortunately for us, brought along his *Rattlesnake*, partially to demonstrate the advantages of the rope walk in providing the many different diameters of rope necessary in a full rigged ship.

TRI-CLUB MEETING PLANNED

Speakers are already pretty much set for next year, and the planning is well along. This last meeting was our most successful yet, and we look forward to a continued successful event, one that will come to involve more modelers and potential new members as we help it grow. The date is probably on November 9, 2002. The site as yet is undetermined but we will provide more information as this becomes available.

DUES PAYABLE

The Deadeyes dues are payable as of January 2002. Our price, \$20, is still a bargain, when one considers the instructional value and friendship associated with it. We are smaller than we used to be, and that's all right, but we do have a few expenses, so **Pay Up!**

BOAT SHOW, MARCH 23

As in 2000, in Oak Brook, there will be a one-day show of static and radio

controlled models, the results of much of the work of the three Chicago area static model clubs, and three radio-controlled modeling clubs. The show is becoming an annual event, and probably will meet with more success, as it becomes publicized. Several of us involved in the organization of this are anxious to make the show a big success, and we want you to participate if you can. Plan to bring your models, and I will personally help in any way I can to assist. This is a big feather in our collective hats, and we need to actively support it. Anyone having suggestions as to how to help is asked to please contact me.

Tables will be \$10 and need to be scheduled as soon as possible. We need to sign-up for tables listed by model and hopefully to have those from each club together. Six clubs in all, and many will be coming from various places. There is indoor parking. There may even be some models in the nearby pond if the weather permits.

LIABILITY INSURANCE

The presidents of the three stationary model ship clubs have been discussing the liability insurance coverage available from the Scale Modelers Association of North America (SSMA). The SSMA is a club, which offers \$1,000,000 of liability coverage for any of our events,

even the monthly meetings. The cost would be \$25 annual SSMA dues for the individual club plus \$100 per year for the insurance coverage. There must be five members of participating clubs with individual memberships, at least two of which must be officers. I plan to join, and **David Botton** is doing the same. Since **Bob Filipowski** and **Kurt Van Dahm** are also joining, we need only one additional member.

Kurt did the research initially in this, and points out that the special events, such as the Tri-Club Meeting and the Greater Chicago model Ship and Boat Show are covered at no additional expense if the SSMA is notified 30 days before the event.

The Deadeyes, without doing the math, have saved considerable money on the newsletter by using e-mail for many of the members. This I believe will more than offset the cost. We need one additional club member to join the SSMA. Those of us in favor of this feel it would be a wise decision, as most of our homeowners policies would not cover in this fairly specialized instance.

The SSMA has a quarterly newsletter; insurance was used in the old days on a short-term basis and was very expensive, **Ed Hunter** points out. This needs only a letter specifying the date, 30 days in advance, and they will cover a member club at no additional cost.

WESTERN SHIP MODEL CONFERENCE AND EXHIBIT

The Ship Modelers Association will present this exhibit on board the *RMS Queen Mary* on April 5, 6 and 7 in 2002.

This event is the largest and most widely attended event on the west coast. It features over 300 models on display, speakers and attendees from around the world, a wide array of vendors selling

books, tools, kits and models, and an exceptional reception and banquet! Demonstrations are held on the various techniques employed in the building of model ships!

For more information contact Ken Clark at: KClark8552@aol.com.

SCIENTIFICALLY SPEAKING

The American Science Center, 5316 N. Milwaukee Ave., Chicago, IL 60630, 773-763-0313, is offering some very interesting buys. They have reduced prices on telescopes and microscopes, as well as a wide variety of other miscellaneous items, as tools, motors, and machine parts.

SHIPS ON DECK

Phil Krol showed his scratch-built *Rattlesnake*, upon which the forestay shrouds, futtock shrouds and ratlines are placed. These comprise four different sizes of rope used already, indicating the usefulness of having ones own rope walk. The model is made after plans by Harold Hahn.

Tung oil finish was used; one wipes on the oil, wipes, dry the excess, and allows one or two days to dry, then buffs with steel wool. A second coat is seldom necessary. The oil is thinned slightly with mineral spirits for better workability.

Bud Salika brought plans for a "day sailor" which is 23' x6' in size, which has a complete kit.

Norm Dertz continues work on his *Santa Ana*, a Spanish Galleon. He is done with first planking and will need to cut holes for gun ports, a new challenge! (With the *Royal Louis* we know!).

Ray Oswald has put the top bulwark strake in and has planked down to the main whales of his pilot boat, the *Katy of Norfolk*. She is in 1/4 " scale.

He is now framing in the stern with the timbers, which are difficult because they need to be “eyeballed,” and are vulnerable to injury. The transom piece is complete; it was difficult because of a compound curve, both around the stern and from deck level to cap rail. He is going to double plank the model. The bulwarks are painted in Jo Sonia (Australia) paint, which is water-based, and odor free.

Ilia Kerman is making “Imperial Eagles” for each cannon barrel, mounted near the breech of each. The anchors are made from bronze and have the ring and flukes soldered on. The ship, a Russian ship of the line, was designed entirely by Russians in 17th century, for Peter the Great. She carried a white on blue flag. The model is 1: 50 scale (about ¼”).

John George is beginning the coppering process, starting at the keel on his *Constitution*. He is using copper that was on a roll, he heated the plates over a BBQ grill and this achieved a good color change. The plates are being installed in close consultation with **Sid Wotman**. Good choice, John!

Kurt Van Dahm continues work on his canal boats for the ever-tightening scheduled completion of the diorama, which he is doing in conjunction with **Dan Dorcey** of the Nautical Research and Model Ship Society.

Kurt is using molds, which he has made using four hour cure RTV (room temperature vulcanizing rubber, a 1:1 mix of two components). He applies a small amount of baby powder to the mold cavity and then brushes almost all of it out of the mold. Very little has to remain as a mold release agent. He then adds a small amount of POR-A-KAST two part resin material, (mixed 1:1) filling the mold. The castings take about

twenty minutes to set, and are trimmed to final size after unmolding. He has made the many windows and shutters necessary for the canal boats, of which there are three, after making a miniature master of each. He advocates the casting technique in situations where multiple identical parts are needed.

Dave Botton has completed a smoke stack for his *Benjamin B. Lathum* by silver soldering appropriate diameters of brass tubing, which is, in turn, soldered to a turned brass base. He plans two stacks, but the other will feature a ventilator top.

Doc Williams has completed the keel, deadwood, sternpost, stem and stem knees of his Royal Louis by using thin walnut veneer on each side, and the facing edge, of the plywood keel piece. The pieces were planned according to a pattern consistent with French ships of the line of the time, and each piece was cut twice to match the port and starboard sides.

He also brought along a four-masted barque, the California of 1882, which he restored in conjunction with **Kurt Van Dahm**. It seems the ship was in a crate, mounted in a cradle, with arrows pointing upward. Someone thought the arrows were supposed to point down instead, and the hull separated from the cradle...well, you can guess the rest.

DEADEYE STROPS MASTERED

A colleague whom I know as Jerry G was kind enough to provide us with the following solution to the perplexing problem of placing those loop-type strops for deadeyes seen in certain Italian kits. I have broken my share to say nothing of an audible deterioration of my language.

Jerry explains:

“ I have found a good way to do this. (fit the collar over the deadeye). Get a center punch or make a tapered mandrel that will allow you to gradually open the inside diameter of the collar by pushing it into the collar. As you ride up the taper the collar will expand. Only go as far as you need to snap the deadeye into the expanded collar, and then squeeze the collar closed around the groove.

“A good way to do this is to make a hole in a block of hardwood the same size as the collar and the deadeye assembly inside the collar. Now countersink the hole so it provides a gradual entry for the expanded collar. Now cut a slot in the block of wood at six o'clock to clear the tail of the collar. Basically, what you are going to do is to reverse the process of expanding the collar to fit it around the deadeye. Once that is done, slowly squeeze it by hand enough to start the assembly into the countersink in the hardwood block with the tail lined up with the slot.

Now take a round rod with a flat end slightly smaller than the diameter of the collar around the deadeye, push the assembly into the block with the rod, and you got it! By doing it this way, you end up with a collar around the deadeye in a neat, concentric fashion.”

Thank you, Jerry G., and fair winds.

SAILS REVISITED

My friend Jerry Blair, whom I met in Manitowoc this year, shares a technique of sail making for which he credits his associate, Jean Eckert.

The process is explained in this series of steps:

1. Use drafting linen or very finely woven cotton (pima) thoroughly washed.

2. Dye, using Rit #16 and 39. ¼ teaspoon each to 4 cups hot water. Wet cloth. Paint some dye in patches for variation; then dip entire cloth. Rinse thoroughly.
3. Iron cloth, then mark scale cloth widths starting at one edge. Strips are scale 24” to 28” wide.
4. Using sharp tweezers, remove the individual threads marking each cloth width.
5. Seize the cloth using a very weak solution of Sobo glue and distilled water. When dry, iron if necessary.
6. Cut strips along the drawn thread lines using sharp blade.
7. Working on wax paper or foil, glue the strips together using a solution of ¾ Sobo glue and ¼ water. Make seams about scale 2” wide. Seam edges face right. Then dry, shiny spots are removed by rubbing gently with a damp paper towel.
8. Make sail patterns from paper to fit yards properly. See “Lees” or “Steel” for info.
9. Mark sail edges on cloth with light pencil dots. Add tabling hems (scale 3”) for leech and foot (scale 4”) for head. Cut with sharp knife.
10. Fold, press and glue the tablings on the after side of square sails and port side of fore-and-aft sails, but check sources for this.
11. Glue on reef bands, corner reinforcements and top cloths.
12. Glue on boltropes. Check sources for proper sizes. Glue on backside of square sails and port side of fore-and-aft.

13. Seize the clews. Sew on the boltropes, going with the twist of the ropes.
14. Add reefing and bowline cringles and reefing lines.
15. Bend sails to yards, gaff, etc.
16. If sails are to be clewed or brailed up, prepare all lines and have ready some small toothless alligator clips. Take a deep breath and dampen a sail by squirting with distilled water from a fine misting bottle. Using appropriate lines, pull the sail into desired position. Fiddle with it just a little; fasten off lines with alligator clips and Walk Away! Any grossly out so shape areas can be re-dampened with a paint brush later and reshaped, but let the first positioning dry completely first.

Thank you, Jerry. Oh by the by, an example of Jerry's work can be seen on page 81 of the *January/February Ships in Scale*, as his *Grampus*, a gold medal winner. WOW!

MINIATURE ROPE:PHIL KROL

Phil Krol was kind enough to bring his shop-made ropewalk and give us a demonstration. His reason for developing this unique tool was dissatisfaction with commercially available methods and the uneven quality of the pre-made products, in kits and otherwise.

On the right the unit consists of three interdigitating gears, which are mounted on a vertical plate and powered by a reversible motor and rheostat for speed control, which is, in turn, mounted on a long base somewhat over eight feet in length. On the base (which is itself a

jointed two by four) is a length of model railroad track and a "topper" consisting of a weighted model railroad flatcar, upon which is mounted a grooved, circular guide for the lines used. The gears on the right have attachments in the centers to which three lines are attached, which will become the rope. These gears are called the "whirls," as they create torsion as the rope is made.

At the left is a ball-bearing fishing swivel, such as is used to attach lures, and this is the "looper." The looper is the point of attachment of the three lines, tied together at this point, from which the rope is formed. The left side of the looper is attached to a line, which is rigged over a post at the left of the tool. This is weighted to maintain an even tension on the three lines as the rope forms.

When the whirls begin, little appears to be occurring until the torsion on the small (left) end of the topper begins to propel it to the right, toward the whirls. Once this occurs the rope forms comparatively quickly. The result is a length of perfect miniature rope, which is a small version of the real thing, and the size of the rope is determined by the size of the lines one uses to form it. The unit, for all its length, is portable, as it joints, and the appearance of the rigged model will be greatly enhanced thereby.

Thanks Phil, for a very helpful demo!

GENTLEMEN CAPTAINS

Gentlemen Captains, court favorites of the Tudor and Stuart kings and queens of England who were appointed to command ships in the English Navy without having had to work their way up by promotion from lower ranks. Very often they had no knowledge of the sea or the ways of a ships, but solicited these appointments for the opportunities of

plunder and prize money which they offered. Such captains were disliked by the crews of the ships they commanded and particularly by captains who had reached their rank by the normal methods of promotion, known as tarpaulin captains. Equally disgusted by the backstairs method of appointment was Samuel Pepys who, as Secretary of the Admiralty, 1673-9 and 1684-9, made the lives of gentlemen captains a misery by insisting that they remained on board their ships unless given official leave and also by requiring them to forward logs for their ships punctually every month to the Navy Office. Under this strict regime few courtiers found it worthwhile to solicit appointments to command ships and the practice was effectively stamped out.

FUTURE MEETING TOPICS

Before discussing future meeting topics I feel it's reasonable to discuss future-meeting topics...er, that is to say, what some of the member want as future meeting topics. As an example, **Rita Berg** is interested is a demonstration of how one makes miniature gratings, and **Bob George** wants to see some material on the use of the Preac saw.. Rita and Bob, your wishes are our command (See April, below). **Sheldon Factor** is an expert in the use of the computer, and computer aided lofting. The subject of rigging sequence is of interest to **Ray Oswalt**, and photo etching to **Sid Wotman**. **Bob Filipowski** likes duplicating cannon. The list goes on. I will endeavor to set up presentations on these and other subjects as the year progresses. Keep me informed on other subjects of interest and we will do them. The idea of the club is to share knowledge to enhance our learning

about this fascinating craft and that we will do—you betcha!

FUTURE MEETING TOPICS.

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

March 2002 – Kurt Van Dahm will show his pictures from his visits to the Mantua and Mamoli plants.

April 2002 – Phil Krol will discuss the use of the Preac saw, particularly with reference to the making of hatch gratings.

Future Meetings

7:30 P.M.

Tuesday, February 5, 2002

Tuesday, March 5, 2002

Tuesday, April 2, 2002

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