



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

Northfield, Illinois

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Thirteen members attended. There was discussion on the A&E channel presentation, Shackleton, which aired on April 7th. This was a first rate presentation, and did have some excellent footage of the ship's breakup in the ice. It gives credit to the power of nature, but even more credit to the tenacity and leadership powers of **Ernest Shackleton** himself. One of the most incredible parts of the presentation was the likeness of **Kenneth Branagh** to the real Shackleton, down to the grimly determined facial expression. Branagh is regarded by many as one of the newer members of the great actors of Shakespearian origin. We enthusiastically agree!

MARCH 23 BOAT SHOW

The boat show, in its second year, will be a long tradition if any of the results of this years' effort are to be believed. All who attended found many excellent models, and there was a full day of exchanged ideas and technique tips. Many new members were found for the various clubs taking part, and, most importantly, many new friendships were made, and old ones renewed. As the show becomes more publicized, which it will, it promises to be a continued and increasing success, and a way for us (as model shipbuilders in general) to make

ourselves better known to the Chicago land area.

Three hundred fifty people visited the model show; now including eight clubs. The St. Louis Admiral's are the newest to join the show. All had a good time, and it will certainly be an annual event

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 penciled in as November 16, 2002; if it is confirmed as expected it be take place at Community Presbyterian Church, Rte 83. (Gregory and Main) in Mount Prospect.

A LONG DRAWN OUT STORY

We have an inside track to the following from **Phil Krol** and others on the subject of draw plates for treenails:

"Bamboo is a good choice as the long fibers provide great strength for the size. I would change your skewers to the longest length you can find, which should be 12 inches. These should be split in 2 or 3 pieces, and then trim with hobby knife so that it will barely pass through the largest drawplate hole. Then,

using a disk sander twirling the skewer between thumb and forefinger, sharpen/taper the end. Secure the drawplate in a vise. Insert taper into the largest hole offering some resistance, grab with pliers and pull through. Keep doing this by decrementing size holes until you reach the desired size. If the tip breaks, resharpen on disk sander to a fine taper and continue. I have been able to draw down to a #78 drill size. Smaller sizes than this are not practical, as the material will not stand the stress.

“It should be noted that not all draw plates are suitable for making treenails. This is because a typical jeweler’s drawplate is designed to swage wire, not shave wood. If your drawplate does not produce shavings when drawing the skewer, it indicates it is not cutting, but rather swaging. A machine shop might be able to modify the plate by countersinking the holes on one side, then surface grinding the other side, leaving a sharp cutting edge in the hole, then heat treating the plate so it will stay sharp.”

In addition, **Greg Grimm**, from Michigan, suggests using sandpaper to grab the skewer both in starting to push it through and in pulling it through. He even changes the grit as he goes along and the skewer gets smaller. He has pulled skewers down to 0.018” and never mangled nor broken an end. He still prefers bamboo bought in Oriental specialty stores (especially Japanese), as the quality is far superior to those found in the supermarkets. It is assumed that we know to pull the skewer by placing it in the narrow side of the hole first, rather than the beveled end, as we want to shave the fibers, not compress them

BUILD IT FROM SCRATCH

Clayton Feldman, of SIS, has come out with a new CD for the purpose of creating a practicum format for scratch building. On his behalf, Paul R. Mitchell has provided us with the following detailed information:

“The CD contains Adobe Acrobat PDF versions for his articles and book about three scratch building projects, the Bermuda sloop Corsair (45 pages), the privateer Fair American (157 pages) and an armed Virginia sloop (134 pages). The CD contains all the information necessary to build respectable models of each of these three ships: plans, illustrations, photographs, instructions and some history.

The articles and book were scanned at the relatively high resolution of 300 dpi (dots per inch). The scanned images were then processed using OCR (optical character recognition) technology, then exported to Adobe Acrobat PDF files. What this means to you is that the text is extremely clear when displayed on your computer’s monitor or printed out, since the words are stored as text within the PDF file rather than scanned images, as in the Seaways Magazine CD. Photographs and line art are also included in the files at their 300 dpi resolution, not down sampled to a lower resolution. This was practical since there are significantly fewer pages associated with this project as compared to ten years of complete magazine issues on the Seaways CD.

Acrobat’s PDF file format allows word searches since all the words in the magazine articles and book are stored as text. The PDF format is also scalable. That is, you can zoom in on images to view finer details, or zoom out for an overview. You can also zoom in on text to enlarge it for easier reading.

We've included customized menus to make navigation easy. In addition, each magazine series and the book have been book marked so that you can easily navigate from article to article, chapter to chapter or back to the menus.

The disk is designed to automatically launch Acrobat and loads the menu PDF file to get you started on your PC. Alternately, you can start Acrobat, then open the menu PDF file.

The Bermuda sloop was published as part of Clay's College of Nautical Knowledge series in Seaways' Ships in Scale magazine archive CD, albeit in the lower resolution of 90 dpi formats. This is a personal favorite of mine, with simple rigging to boot. I think even I'll be able to build this one. I know I don't have the patience, to say nothing of the skill, to do a ship of the line!

The Fair American was the subject of two series published in Model Ship Builder magazine. You may already be aware that Clay and I will be releasing a back issue set of Model Ship Builder some time in 2003. However, there are substantial benefits to purchasing the CD—besides getting the articles a year earlier. One, you get the advantages of the Acrobat PDF format. Two, you get ED Belt's previously unpublished running rigging manuscript, complete with stunning color and black and white photographs by Frank Ward—these photos were scanned from Frank's original photographs and color slides, not from a magazine—believe me, there IS a difference. Three, you get four sheets of plans—each sheet file contains a digital photographic overview of the entire sheet PLUS page-sized scans of individual, overlapping panels that you can print and reassemble into full-sized plans sheets. Four, did I mention that you'll get the articles a year earlier?

The Virginia sloop was the subject of a book that is no longer in print. The Virginia Sloop book contains a wealth of information—plans, illustrations and full-sized frame patterns, among others. This will surely be a valuable resource to those who have purchased the Model Shipways Virginia Sloop kit as well as those who want to build her from scratch.

Most personal computers come with Adobe Acrobat installed, so you should already have the software necessary to run the CD. If not, we have included the latest versions of the Mac and Windows install programs on the CD for your convenience. Just copy them to your hard drive and execute the installers.

This project is print on demand. That is, we produce the CD's as they are ordered. However, we try to keep about a half dozen copies in inventory at any given time, so we can usually mail the CD within 24 hours of receiving your order.

To view further information about the Progressive Scratch Building CD, surf on over to:

<http://www.seaways.com/CAFCD.HTM>
[L](#)

MANITOWOC SPEAKERS SELECTED

All appears in readiness for the annual event at Manitowoc as far as the speakers are concerned. The first is to be **Steve Wheeler**, who will speak on the technique of photo etching at home, employing a Xerox machine and Ferric Chloride. He will give a demonstration and describe the technique.

Tim Riggs, of the Midwest Shipwrights, will give a presentation on sharpening techniques, and having seen this once, I can attest it's a good one, and I can well do to see it again.

Gus Agustin will describe his technique of making miniature flags. Simple, yet detailed, this technique is not to be missed, and it demystifies an area where many ship models are lacking.

SHIPS ON DECK

Kurt Van Dahm brought a fireboat which he is cleaning up and restoring for the Wisconsin Nautical society, one of several we are cleaning up and restoring. The boat is not strictly in scale but is charming and well proportioned. Kurt has a sentimental attachment to the vessel, and ones like it, methinks.

Dave-Botton made brass pedestals for the *Benjamin Latham*, which are 3/16" in diameter. Further adjusting will be done, but the appearance is looking good. Nice work, Dave! He is experimenting with the Badger spray paints.

Bob Filipowski Brought some Books, "namesakes," brought from the Milwaukee Museum.

Bob George is working on the quarter galleries of his Mamoli *Constitution*, and dealing with the brittle metal seen in the Mamoli kits. Hang in there, Bob!

Ed Hunter was kind enough to bring along quite a collection of dental tools to give away, mostly scrapers. We are in your debt, Ed. Thanks.

Frank Vitek brought a few new WWII aircraft, upon which he has plied his techniques of weathering. He uses tester's enamel, then Dulcote, then he weathers with a brush, slow and tedious, by hand. He also uses washes, removing the excesses with a towel. Ship modeling

is anticipated soon for him, but he is enjoying the weathering of the small aircraft for the time being. He uses a photograph to rate his success; if the picture looks like the real thing, then it's a success. He also brought a catalogue of the art of **Micheal Blaser**, who paints detailed and documented steamships, especially riverboats, with scenes of shores of American waterway ports. Each project is researched, in terms of factual information, from archives, and they are set in scenes, which are the result of photos he takes of the various locations originally sailed by the ships themselves.

Ray Oswalt just finished the skylight for the Katy, not using the kit supplies. He has also weathered the hull. He has experimented with the chinks, which are easy to use, but they require a flat fixative or they will be quickly lost.

Doc Williams brought the Royal Louis, which has the floor timbers for the head in place, using cherry, which are half lapped and pegged with 0.038" cherry treenails. This was used in place of the gold metal piece, provided in the kit, which does not fit nor resemble wood. The fore deck is now tree nailed, and the beams are in place for the poop deck. There are two windows to be placed in the officers' quarters and the ship's wheel must be added before the final deck can be placed. For this, the plywood "sub-deck," supplied in the kit, will be used (greatly modified for fit), but it will be split longitudinally to allow both the deck camber and shear, a configuration not possible otherwise.

A GRATING LESSON

Phill Krol gave a demonstration on the making of hatch gratings, so often

represented out of scale, or out of “the box,” or both.

He prefaced his presentation by a description of the use of the Preac table saw and safety features associated therewith. Although the saw is small, it is capable of major injury to the operator who is careless or distracted. The safety principles utilized in a three horsepower ten-inch table saw also apply to the little Preac. A cut finger inflicted with the Preac is not a clean cut, but a thin-section excisional biopsy! It may seem trivial to some, but these features, when observed, will maximize the enjoyment of the hobby and help avoid an unnecessary, and possibly permanent, injury. Take it from one who broke a thumb from a saw kickback (Editor).

In the making of hatch gratings, the use of a specialized crosscut sled is suggested. This may be made from thin aircraft plywood, which is held intact by relatively tall front and back slants placed across the front and back of the sled, as well as a rider piece of wood attached to it's underside, which precisely fits the miter gauge slot, allowing a slit to be cut the exact width of the blade.

The width of the blade determines the scale of the grating, as the spaces between the grates need to be exactly the same as the grates themselves. The only other requirement in the sled construction is an “indexing key,” consisting of a strip, in square cross section, the size of the blade, and spaced one blade width to the right of the slit. The sled is lubricated by the use of kitchen waxed paper, which may be rubbed on the underside of the sled and the saw top, facilitating free movement.

Wood stock, flat or in strips, is milled to the exact thickness of the blade, and cut in convenient lengths and widths for the making of “combs” for the grates. Several of these strips are then “spot glued” at one end with cyano after having been aligned with one another, and the are sequentially passed over the blade, moved one cut after another progressively to the left until a full comb is made. The height of the saw blade is set at about one half the thickness of the work pieces.

This process is essentially the same as that in a box joint jig, familiar to woodworkers. Once the slots are cut, the individual strips (now combs) are separated by cutting off the glued end and separating them. These combs can then be used to assemble the grates.

The resultant grates are glued by cyano, applied with a thin Teflon tubing. The excess cyano is easily removed by blowing through the grate. Care must be used not to inhale the fumes at this point, as they are very concentrated. After drying, the grates are sanded to the thickness desired and a flat, even surface achieved. If possible it is best to make the grates first and the hatch coamings can be made to fit around them, as the reverse process is much more difficult.

Woods used for the gratings need to be easily machined and fine-grained, as apple, pear or cherry.

Although not strictly necessary, upgrades, which allow fine adjustment of the blade height and rip fence position, make the process a lot easier.

FUTURE MEETING TOPICS.

May 2002 – Power Tools - bring your favorite upgrades and most useful power tools.

June 2002 – Hand Tools – bring your favorite personal hand tools, pets that have proven useful for your individual style. Yes, Ed Hunter, bring the large file!

Future Meetings

7:30 P.M.

Tuesday, May 8, 2002

Tuesday, June 4, 2002

Tuesday, July 2, 2002

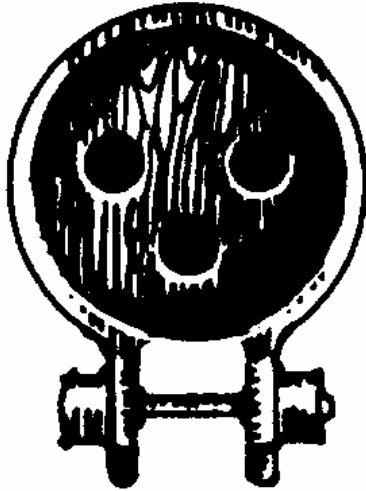
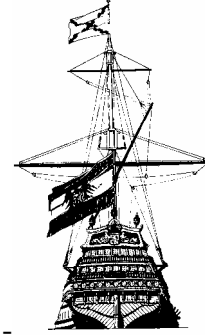
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See the recipe below from **Ed Goyette**. This recipe, valuable not only for its culinary veracity, but its humor as well, will be familiar, and pleasantly so, to those lucky enough to have attended the last Tri-Club Meeting!



Easy New England Clam Chowder



Warning: Dieters Beware !

- 1 **BIG** Yellow **Onion**, or 2 smaller ones (if you prefer white onions, go for it)
- ¼ cup (1 stick) **Butter** (as Julia Child says, “the more butter, the better”)
- 2 6 oz. Cans of **Chopped Clams** (not minced) with juice (add a 3rd can if you like, I do)
- 2 cans of “**New England Clam Chowder**” (10 – 12 oz. size cans OK)
- 2 cans of “**Cream of Potato**” soup (10 – 12 oz. size cans OK)
- 1 can of **Evaporated Milk** (12 or 13 oz. OK and yes, Carnation Brand)
- 2 2/3 cups of **Milk** *Please Note: Use whole milk only or soup won't thicken as it should.*
- Salt** to taste (I use French Sea Salt)
- Pepper** to taste (I use fresh ground from my pepper mill)
- 1 Bay Leaf for seasoning only **DO NOT EAT !**

OPTION: Add a few strips of slightly pre-cooked **Bacon** cut into small pieces.

Note: All sizes of canned ingredients are approximate and are not critical, but should not be omitted. You can even use the BIG cans of soup if you want.

Note: Contrary to belief, **Celery** does not belong in this soup. All ingredients must compliment each other. Celery stands out. **DO NOT USE ! I MEAN IT !**

Step One In a large pot (with cover) melt butter and cook onion in it until onion is tender and somewhat transparent. Next, add a couple of tablespoons of flour to thicken this.

Step Two Add all remaining ingredients, stir and cook over low heat, stirring often. Cover pot while cooking, The use of a baffle will help prevent chowder from burning on the bottom of the pan, but it will happen anyway if you don't stir often. Note: Those of you with electric stoves won't need a baffle, but then I don't cook on an electric stove so you're on your own. I don't like microwaves either. **“Nuke” & Electrocute, are you kidding! Fire, Fire, Fire, the only way to cook!**

Step Three Chowder should be done when it starts to thicken and just begins to bubble slightly. Remove from heat. It should be very hot **but not be allowed to boil**. If it should boil (don't worry, it happens to me) all is not lost. Add some flour, a little at a time, and stir until soup thickens. Allow soup to cool a little before serving.

Serving Suggestions: After ladling soup into each bowl sprinkle with Parsley Flakes, Paprika, and a little melted butter. Yes! More butter! Oyster Crackers are a must!

Chowder can be prepared ahead of time and kept in refrigerator, then reheated before serving time. **But reheat well, or you can get very very sick!**

Excess portions can be frozen in a sealed Tupperware like container for extended periods, but not forever. You can even refrigerate for short periods, or until it turns a greenish/gray and comes to life. If this should happen, dump the whole mess down the toilet and flush.

Proudly served aboard the

