



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

Northfield, Illinois

Special Manitowoc Issue

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Fifteen Deadeyes gathered, with the main topics of conversation being silver soldering, ably covered by **Phil Krol** in his presentation, and the upcoming Manitowoc Model Ship Competition, which is described below.

Sporting newly fractured metatarsals were such dignitaries as **Sid Wotman** and, yours truly, **Doc Williams**. I do not think this "Fad" is going to catch on! We are not discussing the causes of the fractured metatarsals (!).

WEDNESDAY!

Yes, it's true! The meetings will forthwith take place on the **first Wednesday of the month**, due mainly to the utilization of the usual meeting room in the church on Tuesday evenings. We are not sure in which room the meeting will take place, but never fear, we will certainly locate it, and the Deadeyes move on. Progress! If you turn up on Tuesday you have the option of attending children's bible evening school, or coming back the next evening. Please address all nasty letters to:

Doc Williams
C/O Santa Claus
North Pole

26th ANNUAL MODEL SHIPS & BOATS CONTEST--MANITOWOC

The Manitowoc weekend was a spectacular success, with close to thirty models entered, most for competition, but a few for display only. The event was sponsored by Ships in Scale Magazine and hosted by Nautical Research and Model Ship Society. **Kurt Van Dahm**, who was the energizing force behind the event was organized to the max, and brought his BlueJacket 1889 Maine Fishing Boat for display (see SIS, September/October, 2002). Speakers **Gus Agustin** and **Tim Riggs** (both of the Midwest Shipwrights) also brought models to display.

The first evening (Friday) we were treated to a walking tour of the museum expansion, which has undergone incredible progress since the year previous. Among the new features of the museum is a full sized engine from a lake steamer, to be used in conjunction with a moving propeller. The propeller is to be of a synthetic material, as the real thing (which they also possess) would require even more buttressing of the structure, and would require major insurance coverage. The propeller is to be displayed in motion and visible from two museum levels. They have a new display area, already containing two lake craft, the largest of

which is 44 feet in length. There is a structure resembling a ship built into the new addition, which has its bow facing the river. The "pilot house" has a beautiful view of the riverfront. There is a new library. New offices have been constructed.

After the tour most of us drove over to **Richard Young's** new shop, which is a coach house, using the first floor for heavy power tools and the second for the shipbuilding and carving activities. Richard has developed quite a second career in carving and regularly holds classes therein. The shop is presided over by a large and much revered white ferret.

The next day featured the judging of the models and the formal presentations. **Steve Wheeler** gave a presentation on doing photo etching in the home, and although I still have much to learn about this technique before trying it myself, I at least have some concept of the material and methods use in conjunction with it. **Gus Agustin** described his technique for making flags, which many of us swear by and which are presented in a very organized way. **Tim Riggs** showed his techniques for sharpening, from which all of us benefit. A sharp tool is a pleasure to use, and a dull one is both frustrating and dangerous.

The Awards banquet was held at the much larger and less congested Elks Club just north of the museum, a venue with a beautiful view and good food. The awards were given at the banquet, except for the modeler's choice and people's choice awards. Among the winners was our own **Bob Filipowski**, who won a gold medal for his clipper ship *Black Hawk* half hull. Bob said he brought the model "just to participate." I'd say that's some participation, some

participation indeed. **Steve Wheeler**, who talked on photo etching, won best in show for his *Gloriant*, a 1:12 scale model of a family owned sloop. A certificate of merit was earned by **Art Kosar** of the Nautical Research and Model Ship Society of Chicago for his YT 230 65' Motor Tug.

On Sunday, the modeler's and people's choice awards were given for same model: The *USS Essex*, a 1/96 scale model done in the dock yard fashion—a well earned award for buider **Jim Bortz**.

All who attended made a lot of new friends, renewed acquaintances with old ones, and learned a great deal.

MEET ME IN ST. LOUIS

Kurt Van Dahm will attend the St. Louis Admiral's R/C Model Boat Regatta at the St. Louis Union Station, September 14-15, 2002. Kurt is a member of the group, and those wishing more information may call Kurt at:

1-630-968-3189 or
kurtvd19@voyager.net

NEW 4" TABLE SAW

The following is a review written by our own **Phil Krol**, and it is quoted below:

"I have had the opportunity to evaluate a new 4" table saw designed and built by **Jim Byrnes**. Yes, the same craftsman who manufactured those superb draw plates for list members.

"I have a well equipped shop which includes a 10" table saw, 10 1/2" band saw, 10" radial arm saw, scroll saw, home brew 4" table saw and a 2 1/4" table saw. I mill all of my own model lumber from hardwood billets, boards and occasionally logs (apple and

pear). I also have an appreciation for high quality tools and enjoy using them.

“My first impression when opening the box was WOW!! This hefty gem, about 30 pounds is beautifully crafted from aluminum in its entirety which includes base (rubber feet attached), cabinet, table, and except for parts such as fence, shafts, etc. which are steel. The table measures 10" x 12" by 3/8" thick with 2 table slots (for miter slide), one on each side of blade. The miter slide is absolutely a work of art and unlike anything I have seen on saws small or large, except for expensive after market offerings. This is not a cheap make shift stamping, but rather a beautifully machined protractor with pinned location holes deeply engraved with the degree number blackened for better legibility. The degree numbers start with 90 in the center, then on both sides are 75, 67.5, 60, 45, 30, 22.5, and 15 degrees. The bar is polished steel with a close tolerance fit (no slop) in the table slots. The design and craftsmanship of the fence is no exception. It is made of steel approximately 1/8" thick by 1" wide screwed and pinned to blocks which ride on round polished steel rods located just under the table, front and back. There is a micrometer style adjuster for making micro adjustments to the fence location. While not an actual mic head, it serves the same purpose and for woodworking, is close enough. I am told a mic head could be fitted for extra cost, but I don't think it is needed and would be a waste of money better spent on extra saw blades. The fence glides back and forth very smoothly, and is locked front and back with knurled thumbscrews. In addition, there is a 5/8" riser (aluminum) supplied which screws onto the fence raising the overall height

to 3/4". Locator pins assure accuracy of placement. There is a removable saw slot insert, which allows one to have several if desired, for zero tolerance with an assortment of blade thickness. You would lower the blade, install the insert blank then with saw running, raise the blade cutting the new 0 tolerance slot for blade in use. These could be made from aircraft plywood using the stock aluminum one as a pattern. The trunnion is massive for a small saw, machined from 1/2" aluminum with a 1/2" arbor in sealed bearings. Raising and lowering the blade is accomplished with a thumb wheel located on front of the cabinet. This arrangement allows micro adjustment of blade height and then is locked tight from further movement with a socket head screw operated with a long T handle Allen wrench (provided) inserted through a bushing on the right side of the cabinet. The saw is powered with a 1/4 hp motor, which is more than adequate and runs quiet and smooth. The bearings are sealed, as there are no oil ports. The motor is mounted on a heavy duty swinging gravity bracket with a pressure spring that maintains uniform belt tension throughout the full range of raising and lowering the saw blade. The belt has multiple grooves that ride on matching pulleys. A 20-tooth thin kerf (.046") carbide blade is supplied, and a 40-tooth carbide blade is available for extra cost. Machined flange plates (steel) are also provided and add to the blade stability. 4" slitting saw blades with 1/2" holes and of various thickness can be mounted directly to the arbor, and adapters can be made for blades with different size holes. Slitting blades are hollow ground and the teeth have no set. They leave a satin like burnished cut on the wood, but are not suited to cutting large stock.

“I raised the 20-tooth carbide blade as high as it would go, 7/8". I turned the saw on, and it runs virtually vibration free. As a further test of this, a nickel coin remained standing on its edge while on the saw table. I proceeded to rip an old beech board 3/4" thick (actually 25/32") by 18" long and hard as nails. I was absolutely amazed at the ease of these cuts. No hesitation or stalling of the motor, and amazingly, no burn marks on the wood. The 20-tooth blade is well suited to this heavy ripping, and the absence of burn marks on the wood is a function of the blade and feed rate. I did the same thing with a piece of birch and hard maple. I didn't bother with other woods, as it has been my experience that if a saw can rip hard maple and beech, it can cut anything. The cuts were quite smooth and did not require further dressing through a thickness sander as additional milling was going to be performed on these strips with finer blades.

“I changed the saw blade to the 40-tooth carbide. Blade change is accomplished through the opening in the base, which allows you to reach the arbor with a wrench. The blade must be lowered to the maximum to be free of the insert when sliding the blade off the arbor. Strips cut from the 3/4" stock ranged from 1/16" to 3/8" thick. From these, I cut planks 1/16" thick then 3/64" then 1/32". The 40-tooth blade cuts these very well and leaves a smooth finish. The cross cut is also smooth, but not as burnished as the finish left by a slitting blade. Actually, for glue joints, the former is better. I can also say it was a real pleasure using the miter slide and not having to check it for square and angles. Just move it to the desired

position and insert the pin for absolute accuracy. I have an assortment of slitting blades of various thickness, which I use, for fine work and making gratings. I mounted one that was .032" thick and started dimensioning some small stuff. Strips 1/16" square, then more at 1/32" square were no problem. I then wanted to see how thin uniform cuts could be made and took the 1/16" slab and was able to rip strips down to .008" and .006" thick and about 12" long. These bend into a pretzel with no steam would be perfect for gluing up mast hoops. The saw performed admirably in all respects. I personally would not use a 4" saw to rip 3/4" hardwood, as I have the 10" saw better suited to this. However, for the model craftsman who is not into woodworking and can't justify full size equipment, this 4" saw is by far the best machine I have seen for a one saw model shop. With the 20-tooth carbide blade, it can rip through any hardwood up to 3/4" thick. With the 40-tooth blade and perhaps a couple of slitting blades, the saw can do micro precision milling on small stock as well.

“Jim clearly understands the fundamentals of table saw function as evidenced by his design. The use of high quality materials and quality of build make this machine a pleasure to make sawdust with. I just cannot find anything about the saw that would warrant a negative comment.”

Phil Krol
Wheaton, Illinois

SHIPS ON DECK

David Nanberg. Is soon to begin construction on the *Oneida* from the lumberyard. David is yet to obtain the instructions, as they need to be e-mailed.

The laser cut parts are accurate and the general appearance of the kit is of high quality. A few of the frames have been assembled.

Bob George has the deck cannons installed on his Mamoli *Constitution*. The hammock netting is in place of “dress maker’s tulle,” which is hard to work with. It will not absorb anything, but ca glue worked pretty well. Nice work, Bob!

Ray Oswalt is tying on blocks onto ringbolts, in preparation for the rigging. He is making mast hoops using grocery bag paper. He used lunch bags (.004 thick) rather than Jewel’s bags, which are too thick (about 0.008”). He cut the bands individually, using the lathe. He was able to maintain an exact width of the bands by turning the longitudinal feed consistently for each. Maxim: “get the mast hoops on before you glue anything to the masts.” They will stain well too. After all, they’re really wood aren’t they?

Pete Penningsdorf has a lathe, given to him by a brother in law. A ½ horsepower motor (or ¼) it may be an old jeweler’s lathe. It has a steady rest for wood turning, and appears to be suitable for miniature work.

Doc Williams brought a double stairway, to be used in the poop deck of his Royal Louis, made in cherry, and used in place of the metal castings provided in the kit. The castings are not bad in their appearance, but I felt that wood was better, and besides, it was another excuse for some building fun!

Bud Salika brought a kit for a Boothbay Lobster Boat, by Midwest. Looking to sell it. It is for radio control and those interested should contact Bud. **630-527-1423**

SIR GEORGE COCKBURN

Sir George Cockburn (1772-1853), British Admiral of the Fleet, was one of those fortunate young gentlemen in the Royal Navy who had relatives and friends in high political and naval circles. He was a protégé of Admiral Lord Hood, and lacked neither appointments at sea nor rapid promotion. In 1782, although he was still at school, his name was entered on the books of a frigate commanded by Captain Rowley, an intimate friend of the family; this was to ensure that he gained enough seniority for his later promotion to Lieutenant. In 1792 he passed his examination for lieutenant and was appointed by Lord Chatham, First Lord of the Admiralty and another family friend, to the Mediterranean, where Lord Hood was to take over as commander-in-chief on the outbreak of the French Revolutionary War in 1793. Within a year Cockburn was a post-captain and his future assured. He served under Horatio Nelson in the operations of 1796 off the Italian coast, and commanded the frigate *Minerva*, with Nelson on board as commodore, at the evacuation of Elba in 1797. Being always a man of action and a skilled seaman, he had a most successful war, capturing many French and Spanish ships and amassing a fortune in prize money.

He was made a rear admiral in 1812, commanded the British squadron off Cadiz, and was later sent to American waters to take over command of the British squadron operating in the Chesapeake. It was here that he performed the feat for which he is chiefly remembered, the destruction of military stores at Washington valued at about 3,000,000 pounds, and the burning of the White House. He returned home in 1815 and was appointed to command

the squadron, which took Napoleon to captivity in St. Helena, remaining as Governor of the island until 1816 when Sir Hudson Lowe relieved him. He had two spells of duty on the Board of Admiralty, as a junior lord from 1818 to 1830 and a first naval lord from 1846 to 1850. He became admiral of the fleet in 1851.

SILVER SOLDERING BY PHIL

KROL

Phil Krol presented the technique of silver soldering, showing both the method and the materials. There is no way for me to reiterate the talk here, but suffice it to say, there will be a video of the event available which was made by **Bob Filipowski**.

Phil emphasized the importance of cleanliness in the pieces to be soldered, as well as the proper fit of the relevant parts. He recommended the use of a torch with flexible tubing that has a variable flame control, comfortable in the hand. He uses a flameproof porous pad to affix the parts to be soldered. An aqueous solution of Sparex is used to clean the newly soldered work piece.

In conjunction with his presentation Phil recommends the use of the following book:

The Complete Metalsmith
Tim McCreight
An Illustrated Handbook
Davis Publications, Inc.
ISBN: 0-87192-240-1
Library of Congress Catalogue
No: 81-66573

The book is available on Amazon.com as well as the Micro-Mark Catalogue

Some of the materials used in the technique may be obtained from Bartlet's Jeweler Supply (Chicago loop), or on the Web.

An excellent way to blacken brass objects, which have undergone assembly with silver soldering, is by the use of Casey's Brass Black.

FUTURE MEETING TOPICS.

September 2002: The Hunley Project. A videotape will be presented on the restoration project of this famous civil war submarine.

October 2002: Photographing your model. **Kurt Van Dahm** will lead a discussion on technique of model photography.

Future Meetings

7:30 P.M.

Wednesday, September 4, 2002

Wednesday, October 2, 2002

Wednesday, November 6, 2002

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