



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

Northfield, Illinois

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**S**ixteen members attended, undaunted by the cold winter night.

**Tim Edgerton** was here for the first time, looking to see what we all did. Welcome Tim, and please come back. Also **Michael Lee Hunter** was here. Mike, longtime Midwest Shipwright, who obtained a year's free membership in the Deadeyes by winning it at the Tri-Club Meeting, (we'll take 'em any way we can get 'em) is doing a study of the various English WWII Coast Guard escort vessels, describing the sizes, different types, and classes, with detail on each. He has volunteered to give a presentation on this later in the year. We accept the offer!

#### **WHICH WOOD WOULD IT BE?**

**Kurt Van Dahm** recently spent a week in the Madison, Wisconsin area furthering his education. It was not all work. He found, in a moment of free time, a laboratory capable of identifying woods—any woods. This laboratory claims to have the “World's largest research wood collection.” They will identify up to four wood samples for any individual free of charge. Samples must be large enough to be compared for grain, etc. About 2” long would be minimum size to ask to be identified. Also, they can tell you the

weight tolerances of various sized timbers, etc.

Center for Wood Anatomy Research  
Forest Products Laboratory  
USDA Forest Service  
One Gifford Pinchot Drive  
Madison, WI 53705-2398

Phone: (608) 231-9200  
FAX: (608) 231-9592  
<http://www2.fpl.fs.fed.us>

Send samples to:

Alex C. Wiedenhoeft, Botanist  
USDA Forest Service  
Forest Products Laboratory  
One Gifford Pinchot Drive  
Madison, WI 53705-2398  
Phone: (608) 231-9384  
FAX: (608) 231-9508  
<http://www2.fpl.fs.fed.us>  
Email: [acwieden@facstaff.wisc.edu](mailto:acwieden@facstaff.wisc.edu)

#### **“LITTLE DABS” OF SUPER GLUE**

Those of us used to using super glue (cyanoacrylate) have come to recognize some limitations and requirements of this highly useful and occasionally problematic tool. Having just finished a restoration where this was used in, should I say, overabundance, I can attest to these problems. I found the footropes on the recent venture were placed forward of the sails (a highly impractical location), and I had to

remove the sails and re-rig them. To get the sails removed, I not only had to remove the lines, but the sails were solidly glued to the yards, necessitating the use of a ¼" chisel to remove them—too much super glue? Undoubtedly.

The amount of cyano needs to be carefully controlled, especially the fast-acting one. How then, do we avoid this oft-encountered problem? From the Ships in Scale e-mail list, **Phil Krol** suggests a way:

“My preference for controlled dispensing direct from bottle is Teflon micro droppers. When I could no longer find these in the hobby shop, I resorted to making them myself. You will need some Teflon tubing (must be teflon) approximately 3/32" to 1/8" inside diameter and thick walled. You hold the tubing in both hands between thumb and forefinger and while heating in a flame, torch or candle, you soften the Teflon while pulling. You draw fine capillaries and the fineness is regulated by how far you draw. Then cut in middle and again at the thick end, leaving a stub sufficient to force over the bottle spout. Heating just a little facilitates this. Caution should be exercised when heating this material so as not to actually burn it, just soften. The fumes from burning Teflon are toxic. You can dispense true micro drops with these.

“Another dispenser is the eye of a needle. You can use various sizes to dispense varying amounts. You pour a small quantity of CA into a plastic depression, dip the needle eye into liquid and a film of CA will stay in eye. Touch this to part and CA will seep in. The needle can be bent and put on the end of a dowel that makes a convenient handle.

“A fellow listee Art Herrick had a tip for a variation on the needle eye. Using chain nose pliers, form a loop on a piece of wire with various ID's. These loops I think should be soldered shut. Dip the loop in CA and apply to joint. Place wire in dowel as above if desired.”

Mike Tavella, also of the Ships in Scale e-mail list, offers the following helpful hint:

“I have read a lot of comments on improved tips for CA use. One tip I learned is that, with whatever tip you are using, you should tap the bottom of the bottle a couple of times after you use it. This causes the CA to drop back down into the bottle. It really works. I couldn't believe it, but it does.”

### **CHICAGO MARITIME SOCIETY**

The Chicago Maritime Society wants our participation in the “Chicago Maritime Festival,” which will take place between February 28 and March 2, 2002. They are looking for short talks to promote interest in the ship modeling hobby, and some models to display. Our participation in this event will take place on March 1, and will consist of the above. The presidents of the three clubs will get together on this. We will keep you informed.

[jbu@ris.net](mailto:jbu@ris.net)

**SCOTTIE DAYTON REPORTS:**The Wisconsin Maritime Museum has two sneak previews scheduled for next month.

On 15 March, be the first to enjoy the new Model Gallery, Carferry Exhibit, and *Chief Wawatam* steam engine, one of the only working triple-expansion steam engines in the U.S. Shake a leg, lads. Admission is FREE from 09:00 to 12:00. Author Art Chavez will autograph

his book *Images of America: SS Badger, the Lake Michigan Carferry* from 10:00 to 12:00. Hourly educational programs begin at noon and run until 17:00. These are free to visitors and include the "History of Car ferries on the Great Lakes." At 17:30, the city holds its St. Patrick's Day Parade followed by fireworks. Dress warm. You'll be standing alongside the Manitowoc River or lakefront.

Get a sneak preview on March 22 of the Burger Wisconsin Waterways Gallery and Aurora Little Lakefarers Room. Again, admission is free from 09:00 to noon. Bring belaying pins and daggers to keep unruly rug rats (and their parents) under control.

The museum's Grand Opening is 26 April from 09:00 to 17:00. Ceremonies begin at 09:30 with the ribbon cutting at 10:30. Tour a Coast Guard cutter or partake in naval roundtable discussions. Other events are scheduled, but not identified.

For more information, call the museum at (920) 684-0218 or visit [www.wimaritimemuseum.org](http://www.wimaritimemuseum.org).

Scottie, your inside trader

### **OAKBROOK UPDATE**

By Kurt Van Dahm

On March 22 the 3rd Annual Greater Chicago Model Ship Show will be held at the Oakbrook Terrace Park District Health Center at 1 Parkview Plaza, at the Northwest corner of 22nd and Rte 83 in Oakbrook Terrace, the same location as the two previous years. The show will be open from 9 until 3 and will be participated in by the

Deadeyes, the Nautical Research and Model Ship Society of Chicago, and the Shipwrights. In addition, the local R/C clubs, the St. Louis Admirals, the Ohio group from Menominee and the Three Rivers club from Indiana.

I urged the club to bring (or let me bring) any models they could, as the show speaks well for our club, and may serve to interest new hobbyists.

We will need to know who plans to attend and show models so we can reserve table space, and we need an estimate of this by February.

### **ERIN GO BRAUGH ! – THE JEANIE JOHNSTON SAILS AGAIN**

Although costing about \$17 million (over budget by any account) the replica of the Jeanie Johnston, the Irish "Famine ship," will soon be sailing for the new world, even if some of the ports of call are not the same as the original.

Between 1848 and 1855, the Jeanie Johnston made 16 heroic voyages to North America, sailing to Quebec, Baltimore and New York. She carried over 2,500 Irish people across the Atlantic on the first step in a brave new adventure.

Unlike many of the emigrant ships of these times, no crew or passenger lives were ever lost onboard the Jeanie Johnston, a remarkable record. On average the length of the journey between Tralee and Quebec on the Jeanie Johnston was 46.75 days.

Many Irish emigrants travelling across the Atlantic were stricken by disease and died. It is estimated that at least 30% of the 100,000 who left for Canadian ports in 1847 contracted typhus, of whom two-thirds died at sea or following arrival in Canada.

During the Famine years, almost 3,000 voyages were made across the Atlantic to America, carrying over 650,000 Irish people.

The Famine killed an estimated one million people as it ravaged Ireland in the mid-1840s and led to 1.8 million people taking the emigrant boat to England or America.

The original Jeanie Johnston was built in Quebec in 1847 by noted Scottish-born shipbuilder, John Munn. A year later, the prominent Tralee, Co. Kerry hardware merchant, Nicholas Donovan, purchased the ship to use it on the North Atlantic route as a cargo vessel. The dire circumstances of the starving Irish soon altered his plans and the ship made its maiden voyage to Quebec on April 24, 1848, with 193 emigrants on board in search of a new life as the effects of the Famine ravaged the land.

The transatlantic fare on the Jeanie Johnston was £3 10s (in our currencies €4.50 euro or \$4.50). However, in famine times, this represented close to a half years wages for the average laborer. In those harsh times, the cost of the fare had often to be subsidized by a family member who had already emigrated. In this way a system of chain migration was set up to the extent that it was estimated in 1850 that one million pounds had been sent back to Ireland from America to encourage further emigration.

In April 1853, 65 tenants from the Earl of Kenmare's estate in Killarney emigrated on the Jeanie Johnston.

The Jeanie Johnston's doctor, Richard Blennerhassett, spent all of his adult life

at sea. As a graduate of Edinburgh, then one of the most prestigious medical colleges in Britain and Ireland, and with a well-connected family, Blennerhassett would have had a whole range of more comfortable career options available. He was born in Dublin in 1818 and grew up in Dingle. His reputation and popularity were so great, that one of the first questions asked before taking a berth by an emigrant was, "*does Dr. Richard Blennerhassett sail in the ship this voyage?*". He left the Jeanie Johnston in 1853 and died of cholera, which he contracted on board an emigrant ship called the Ben Nevis, in 1854. He is buried in an unmarked grave in Cobh (formerly Queenstown), Co. Cork.

Almost all of the Jeanie Johnston's crew lists and agreements survive. The sailors on the Jeanie Johnston came from all points on the globe, one of them from as far away as Valparaiso. There were usually seventeen crew members on board, including at least two apprentices.

In 1855 the Jeanie Johnston was sold to William Johnson of North Shields in England. In 1858, en route from Quebec to Hull with a cargo of timber, the Jeanie Johnston became waterlogged. The crew climbed up to the main-top, and after nine days clinging to a slowly sinking ship they were rescued by a Dutch ship, the Sophie Elizabeth. The following is taken from Lloyd's List 13 December 1858: *The Jeanie Johnston, from Quebec to Hull, with timber, has been abandoned at sea, water-logged; crew taken from the maintop, after being there nine days, by the Sophie Elizabeth (Dutch Brig), arrived at New York.*

It is estimated that blight destroyed 80% of the potato crop – the staple diet of the

Irish people – in 1848. The blight, which flourished in mild, damp conditions, led to Ireland’s Great Famine.

Most transatlantic voyages from Ireland took place in the Spring and Summer months to avoid the worst weather conditions. The fleeing Irish were so desperate in the Famine era, however, that they were prepared to encounter the perils of trips very late in the year – ships were recorded leaving Tralee as late as November.

Building the remarkable wooden tall ship involved a massive and complex undertaking, which began with in-depth research in 1993 and culminated in the completion of the graceful, triple-masted vessel in 2002.

The project team had to produce a seaworthy ship (the Jeanie Johnston sets sail for North America in mid-February 2003 to retrace the historic transatlantic voyages it made 150 years earlier) while also offering an interesting living history visitor experience.

An international team of young people, linking Ireland North and South, the US, Canada, and many other countries built the replica under the supervision of experienced shipwrights through FÁS, the Irish Training & Employment Agency.

The Jeanie Johnston Project is supported by the Irish Government, European Union, state agencies, local authorities, corporate institutions, local businesses, private donations raised in Ireland and from the friends of Ireland in the US, Canada and around the world.

**The Ships Features**  
Length Extreme: 45m (148ft); Length

Overall: 37.5m (123ft); Beam: 8m (26ft); Draft: 4.2m (14ft); Displacement: 510 tonnes and Rig: 3-masted barque, with 4-square sails/mast, and single topsails

The first 3 ports the ship will visit during her historic voyage to North America 2003 are as follows:

**West Palm Beach, Florida:** Arriving, Thursday, April 17th and departing Monday, April 28th

**Savannah, Georgia:** Arriving Friday, May 2nd and departing Monday, May 12th

**Charleston, South Carolina:** Arriving Thursday May 15th, departing Monday, May 19<sup>th</sup>

### SHIPS ON DECK

**Kurt Van Dahm** brought in his Zhong Shan Gunship; it is a good kit, for only about \$15. There are a lot of new kits being developed out of China. They can cut the import duties by introducing the kit as toys. Kurt recently acquired a new Badger airbrush, the 200-20 Detail airbrush. It is a single action, internal mix brush. Its tip is designed to prevent acrylic paints from drying and clogging. It has a micrometer adjustment, allowing reproducibility in paint application. It’s a beauty!

**Phil Krol** brought a double, iron-stropped block, which he obtained at a flea market. It was in good condition and could serve as a model for those making blocks for a model of that historic period.

**Bob Filipowski** brought several of the lighthouses, which will be centerpieces at the upcoming 30<sup>th</sup> NRG conference. These were being closed out of the Hobby Lobby stores and can be slightly modified to make excellent centerpieces

for the NRG banquet this coming fall. The logo, used on the pins for the symposium will appear on the lighthouses, made from Alumilite. The three stars at the bottom of the logo represent the three local model ship clubs.

**Bob George** is well into the standing rigging, having learned the hard way not to try to add running rigging until it is complete. Ratlines were left off while some of the running rigging was added. This results in some real tricky situations getting them on later. We've all been there, Bob!

**Ilia Kerman** bought the Chinese lathe and mill (as sold in Micro-mark, but from a local dealer) and he is satisfied with the quality.

**Sidney Wotman** states the hull of the *Charles W. Morgan* is complete, and all deck features known to even the most thorough as in place (and it is!). He has begun constructing the masts, which are temporarily fitted in place. He marked the upper parts of the lower masts with lines to assist in squaring off the area for the doublings.

**Doc Williams** (yours truly) has added the channels to his Mamoli *Royal Louis*, which represent the plywood ones in the kit, having been planked with beech on the top and bottom, and stabilized with several imbedded straight pins, which are epoxied into the hull.

The capstan, mounted on the forecastle deck, is scratch built, made after the description by **John Pocius** of the Nautical Research and Model Ship Society of Chicago, who wrote the method in the Fife Rail a few years ago. I used boxwood for the spindle and drumhead, and apple for the flukes and caulks. The result is more detailed, and probably more authentic than that of the kit.

The next challenge, which doubtless raises some question as to my sanity, will be rigging the cannon on deck (about 30) with 3/32" Britannia metal blocks from Bluejacket, which have been painted using Jo Sonja paints. This will be a time-consuming job. I am in debt to **Ray Oswalt** for his considerate assistance in the early stages of this project. With his help I can at least believe these blocks can be dealt with!

### FUTURE MEETING TOPICS

**March 2003 Jack Hadfield** will present a talk on the Chicago fireboats.

**April 2003 Phil Krol** will discuss and demonstrate the making of scratch-built deadeyes.

#### **Future Meetings**

7:30 P.M.

Wednesday, March 5, 2003

Wednesday, April 2, 2003

Wednesday May 7, 2003

R.K. (Doc) Williams, Editor

E - Mail: [shipdoc@att.net](mailto:shipdoc@att.net)

Phone: 1-847-559-8535

Digital: 1-847-404-7413



