



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

Northfield, Illinois

VOLUME IX ISSUE III

MARCH 4, 2003

Sixteen souls blew in from the storm.

OAKBROOK REPORT

By **Kurt Van Dahm**

“The third annual Greater Chicago Area model Boat and Ship Show took place on Saturday, March 22, 2003 with 86 models on display by members of 5 Scale Radio Control Clubs and 3 Scale Static Clubs. We were joined by the **St. Louis Admirals** club for the 2nd year (10 Admirals attended the event - 1 from Cincinnati!).

“The attendance by the public was good with more attending than last year. We have increased attendance each year and new members were enlisted by at least three clubs. We will certainly do it again next year, same time and same place.

“There were 4 technical sessions with area members making presentations.

Dave Zombra of **Watts Wake Commodores** demonstrated a small steam engine for use in a radio control model. I (Kurt) gave a presentation on airbrushing and painting with Badger Airbrushes and Badger Modelflex Marine Acrylic Paints. **Doc Williams** gave a talk about wood carving for modelers. Finally, **Dave Crement** (Midwest Model Shipwrights) gave a talk on the use of figures on models. The technical sessions were an added feature this year and we will feature

more technical sessions next year. Midwest Model Products and Badger Airbrush gave us support and door prizes again this year. Thanks to all who attended and showed models and if you couldn't make it this year we hope to see you next year.”

In addition to Kurt's report above it is reasonable to add a note on the “People's Choice Award,” a tradition at the Oakbrook event. The third place award went to **Jim Merritt**, of the Midwest Shipwrights for his *Santa Maria* (scratch-built). The second prize went to **Bob George** for his beautiful *Constitution*, near completion. We had a hard time with Bob—he was convinced we were playing a trick on him! The strangest event was first place, which went to **Doc Williams** (yours truly) for the *Flying Cloud*. There were dozens of models there clearly superior to the Cloud, but you can bet I took the award anyway—quick, before they changed their minds!

NEW DROMEDARY CATALOGUE

Clay Feldman reports the following:

Lois Roth, an old friend and the proprietor of the world's least computerized ship model center- The Dromedary- asks me to tell you that her 18th annual catalog is now available. It's 104 pages of plans, kits, tools and other supplies. The cost is \$6.00.

The address is 6324 Belton, El Paso TX 79912. Phone (915) 584-2445. Fax (915) 845-7470.

SHIPS ON DECK

Ray Oswalt brought the “Bathroom” decoration in, and he is fitting the blocks on the deck at present. He described the technique of painting and stropping the blocks. He also made a jig for the making of masts. He made a board hinged to another one, which can be adjusted for varying taper of the masts. The top layer of this is a v-block, which holds the square stock and it is run through the thickness sander, progressively achieving an octagonal shape. The fixture would ideally be made of metal so that it would not bend downward during the passage through the thickness sander. The exit of the Preac thickness sanders may have to have about 3/16” removed from the lower edge. Sails are being made out of drafting paper (Velum).

Ray Kartasuk brought some pictorial materials including old calendars with interesting nautical pictures, as well as reference materials. These were donated to a number of most willing recipients.

Ilia Kerman is almost finished with the deck furniture, and the foredeck of his scratch-built Tsar Alexander ship of the line. The beams and most of the rails are already in place. He has many carvings on the stern and otherwise, and will soon start building the bowsprit, around which he will carve two more angels. The website: www.shipmodel.ru is for Russian ships, and he uses it for sources for ship details.

Pete Penningsdorf uses ¼” wood from the hardware store to bolster the thickness of the plywood bulkheads, allowing for ease in placement of the nails while planking. He adds a perimeter on each bulkhead, stabilizing the hull as a result. He also found some goodies, including many antiques, of

things nautical. There was a set of tools for the placement of oakum between deck planks. He has a needle and hand-protector for the sewing (and patching) of canvas sails. He brought a marlinspike, in two sizes, for turning shackles and working with wire ropes. He brought a fid, which is of wood, but (like the metal one) it is used to open a piece of rope, one strand from another, in order to make a splice. Grommets are used from an “unlaid” piece of rope, in order to make stropping for blocks.

Bob Filipowski brought in a “Scientific” model, clipper ship, built in 1972, as a gift for his father in law, and he re-obtained it after his death. He built it right out of the box, “shake and bake” style, in his first apartment. Bob, you are too modest!

Rita Berg brought the AL Bluenose, most of the standing and some of the running rigging in place. Stick with it Rita, the end is in sight!

Doc Williams brought the *Royal Louis*, now sporting several rigged cannons. I am about half way through this “mini-project” and the time for each cannon installation has decreased from one day to about two hours. I have begun adding each to the model after fully rigging it; at first I was afraid that would allow inordinate tangling but with care it is actually a time saver, and the close work of placing line though the tiny blocks is done more comfortably on the work table rather than bending over the model. By the time this is done I will have learned how!

BLUE JACKET SHIP CRAFTERS

I recently received a card from Bluejacket, respected and versatile provider of things nautical. The blocks I have been using for the *Royal Louis* cannons are from there, and they are

worth recommending. Here is the relevant information:

Order Hours via Phone (9-4 EST):
1-800-448-5567, 1-207-548-9970
FAX: 1-207-548-9974
INTERNET: www.bluejacketinc.com
EMAIL: info@bluejacketinc.com

MIDWEST RIGATTA

On July 19th and 20th of 2003 at Shoaff Lake in Franke Park, Fort Wayne, Indiana there will be a show: The Great Lakes Scale Model Boat Show and Regatta, sponsored by Midwest Products Co., Inc. The Indianapolis Admirals, and Maumee Valley Model Boat Club, the Michigan Scale Model Boat Club and the Three Rivers Scale Model Boat Club bring this to you.

Upon mailing a registration form you will receive a packet of on the show and local areas of interest. There are special rates at the Fort Wayne Marriott of \$59 per night for a king-sized bed or \$65 for a double room, if reserved by June 27, 2003.

Two boats per competitor are allowed for the running events, and as many as one wishes may be entered in the static competition. The fees are: \$15 for the first boat and \$12 for the second. Two raffle tickets will be received by those registering by July 15.

CHICAGO FIREBOATS

Jack Hadfield was kind enough to present a discussion and videotape on Chicago fireboats from 1948 on. There was even a momentary cameo appearance of himself as a child in some of the tape. It was an enlightening presentation, and one about a subject little known to many of us (with the notable exception of Kurt Van Dahm, who sports an original oil of one on the

wall of his shop!). Thanks very much, Jack!

COPPER TAPE REVISITED

Clay Osterling, from the Ships in Scale e-mail list, has the following thoughts about using self-adhesive copper tape on hulls:

“I’ve got a different approach that maybe you would like to try on the self-adhesive copper tape. I’m surprised that I’ve never seen the technique published, as it gives a very nice copper plate appearance. I lay the tape in strips onto the ship, with the proper segments “cut” once the strip of tape is laid. To “cut” the tape, I use a semi dull scalpel blade and rock it across the tape leaving a dent to indicate the individual plate. This will sometimes cut through the foil tape - but don’t worry about it. This is easier to do one tape strip at a time. Once the entire hull is coppered, I use a syringe needle (23 gauge is usually my choice) that has the point cut off perpendicular to the shaft of the needle to make the nail impressions. The effect is best if the needle hole is reamed out which leaves a nice dimple in the copper tape that looks just like a rivet. Rubbing the tape flattens it and makes it look more like a nail head. I use this all around the periphery of each plate. This gets to be tedious - but, tedium and ship model building are synonyms, aren’t they?

“From there, I use copper oxidizing treatments to get a greenish tinge and then washes of dilute India ink to tone it down a bit and to add depth to the plates. Once dry, I over spray with a flat finish to stabilize the finish.

“Try it, you’ll like it!”

John Weliver, also of the e-mail list, adds the following comment:

“Of course there are many methods which shipmodeler's use when coppering the bottom of a models hull. I use self-adhering copper tape also BUT, I first use the proper scale sized pounce wheel on the BACK of the tape (before the release paper is removed), and then only on two edges, the other two edges are covered by overlapping the scale sized plates, as was done in original practice.

“By using the pounce wheel on the backside of the tape the end result is to produce the "small bumps" that you referred to. I then cut the tape into scale sized plates which are based upon the real plates being approximately 2' x 4' and then after removing the release paper apply the plates as the original were applied ...one by one. It really doesn't take too much longer to do it this way and in my opinion produces a more realistic look to the copper plating.

Just another point of view.”

Gentlemen, thanks, for both “points of view!”

CRYSTAL WARSHIP

For those among you who may be collectors of the unusual we have a great addition! In the “Sovietski Collection,” a catalogue of “Unique Russian and Eastern European Gear, Gifts and Collectibles,” which was provided to us by Norm Dertz, one can find, well...a crystal warship, complete with base. To further describe let me quote the catalogue:

“Hundreds of pieces of hand-cut, highly-polished, optical crystal are assemble to create the nautical *tour de force*. Incredible detail—gun turrets, missile launchers, radio dishes and life rails: more than 20 different pieces go into the helicopter on the aft deck alone! A

fitting salute to the Russian Navy and a worthy addition in any private collection or museum. 16” bow to stern, 2 ½” beam, 7” tall on 1 ½” base, 6 lbs (We have very few—please order early to avoid disappointment).”

The price for this unlikely prize?: \$895. How many did you order, Norm? Hey look, if you’re really serious, here’s the number: 1-800-442-0002.

OLD GEEZERS

Most of us have had the experience of being referred to (perhaps because of the sedentary nature of our passion) as “Old Geezers.” I personally like being an old geezer. For one thing it means I’ve lived long enough to be one! Also, I don’t have to worry about being a young geezer any more. Some old geezers have finally acquired some knowledge and skill; most have time to apply it, without the rush young geezers have to put up with—I could go on, and no doubt that is the reader’s worst fear, but **Jack Hadfield** has summed all this up for us, and he was good enough to communicate it with us:

At sporting events, during the playing of the National Anthem, Old Geezers hold their caps over their hearts and sing without embarrassment. They know the words and believe in them.

Old Geezers remember World War I, the Depression, World War II, Pearl Harbor, Guadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing, not to mention Vietnam.

If you bump into an Old Geezer on the sidewalk, he will apologize. If you pass an Old Geezer on the street, he will nod or tip his cap to a lady.

Old Geezers trust strangers and are courtly to women. Old Geezers hold

the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Geezers get embarrassed if someone curses in front of women and children and they don't like any filth on TV or in movies. Old Geezers have moral courage. They seldom brag unless it's about their grandchildren.

It's the Old Geezers who know our great country is protected, not by politicians or police, but by the young men and women in the military serving their country.

This country needs Old Geezers with their decent values. We need them now more than ever. Thank God for Old Geezers!

Thank you, Jack, thanks a lot.

COMMON EXPRESSIONS? SURE!

Over the Barrel -

The most common method of punishment aboard ship was flogging. The unfortunate sailor was tied to a grating, mast or **over the barrel** of a deck cannon.

To Know the Ropes -

There was miles and miles of cordage in the rigging of a square rigged ship. The only way of keeping track of and knowing the function of all of these lines was to know where they were located. It took an experienced seaman to **know the ropes**.

Dressing Down -

Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called

"dressing down". An officer or sailor who was reprimanded or scolded received a **dressing down**.

Footloose -

The bottom portion of a sail is called the foot. If it is not secured, it is **footloose** and it dances randomly in the wind.

Booby Hatch -

Aboard ship, a **booby hatch** is a sliding cover or hatch that must be pushed away to allow access or passage.

First Rate -

Implies excellence. From the 16th century on until steam powered ships took over, British naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a **First Rate** line-of-battle ship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 20 to 48 guns were fifth and sixth rated.

Pipe Down -

Means stop talking and be quiet. The **Pipe Down** was the last signal from the Bosun's pipe each day which meant "lights out" and "silence".

Chock-a-block -

Meaning something is filled to capacity or over loaded. If two blocks of rigging tackle were so hard together they couldn't be tightened further, it was said they were "**Chock-a-Block**".

Leeway -

The weather side of a ship is the side from which the wind is blowing. The Lee side is the side of the ship sheltered from the wind. A lee shore is a shore that is downwind of a ship. If a ship does not have enough "**leeway**" it is in danger of being driven onto the shore.

Windfall -

A sudden unexpected rush of wind from a mountainous shore which allowed a ship more leeway.

Groggy -

In 1740, British [Admiral Vernon](#) (whose nickname was "Old Grogram" for the cloak of grogram which he wore) ordered that the sailors' daily ration of rum be diluted with water. The men called the mixture "grog". A sailor who drank too much grog was "**groggy**".

The above are only a few of the terms available at the website:
fortogden.com/nauticalterms.html

If interested in more, look them up and check them out. The site is called Nautical Origins of some common expressions. Interesting stuff, eh?

FUTURE MEETING TOPICS

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

May 2003 Kurt Van Dahm will share videotape on the building of the *Denis Sullivan*.

Future Meetings

7:30 P.M.

Wednesday, April 2, 2003

Wednesday May 7, 2003

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