



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

Northfield, Illinois

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Nineteen members attended.

MANITOWOC IN AUGUST

The annual Manitowoc-based Wisconsin Maritime Museum ship model competition will take place on the weekend of August 9, 10 and 11. Not only is the competition worth seeing (and participating in) but also the museum itself has almost been doubled in size, with extensive new construction and new exhibits. An example is that of a full-sized model of a lake steamer engine spanning three stories in the new addition! This makes for a great weekend; don't miss it.

NRG in 003

From October 9 to 12 the 2003 conference of the **Nautical Research Guild** takes place in the Chicago area, specifically at the **Radisson Hotel Arlington Heights**, 75 W. Algonquin Rd., Arlington Heights, Il. 60005; (847) 397-1500. The three clubs, the Deadeyes, the Midwest Shipwrights, and the Nautical Research and Model Ship Society of Chicago will host the event. There is a fine array of events, speakers and tours, and the latter include subjects, which would be of interest not only to Guild members but their spouses as well. All Deadeyes are urged to attend. The event is a special "feather in the cap" of the entire hobby, and the three clubs

(Tri-Club Association). I will be in charge of the model exhibits at the hotel. I hope club members bring and display some of them, as the Guild needs to see how good our work actually is!

MIDWEST REGATTA

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 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.

NOTES ON CUTTY SARK

Terence Lynock of the Ships in Scale mailing list, offered the following (in my opinion) scholarly comments on the *Cutty Sark*, the only extant clipper ship in the world:

“The present ongoing restoration of *Cutty Sark* started back in 1991 with internal repairs to her hull to make it more watertight. Her bowsprit was very badly corroded at the inboard end due to water finding its way down from the ‘focsle’ deck above, the bowsprit itself was beyond redemption so she had to have a new one; the old sprit was on the side of the dry-dock on display.

“When her foretopmast was sent down to examine the foremast it was found a lot of repair work was required, a shipwright was lowered down inside the foremast and he said it resembled a tea bag. He could see little bits of daylight shining through all the holes all over the place except for the bottom ten feet or so. This was the bit that was replaced in 1916 when she was dismasted, they saved the upper section and built a new bottom section onto it, the bottom part was steel whereas the upper section was original iron plates.

“A new foremast was made using the old one as a pattern. Someone got it wrong though, because the overlaps of the plates are the opposite way around to the original. What happened was the mast was built properly identical to the original but when they added all the brackets, futtock bands and so on they fitted them 180 degrees out. It does not show though unless you know what you are looking for, I have a key ring made from the iron salvaged from the original foremast, also a key ring made from a piece of the shell plating of the 4 masted barque 'Herzogin Cecilie,' which has rounded the horn at least 30 times, a rare pair.

“Much of the layers of paint applied since the 50's have been stripped back and all the old varnish and so on has gone. Her outer hull has had some work and while inspecting the coppering

they noticed that the concrete blocks she has been sitting on since the 50's was putting dents into the keel.

“When the copper was stripped off the keel it was found to be totally sodden and rotting in places. The coppering over the years had sealed it so any water trapped could not get out.

“Another problem was electrolytic action; an iron keel plate to carry the frame feet above a big Elm keel wrapped in copper plus all the salt soaked up after years at sea turned her lower hull into one big battery, which had a very bad effect on the wood of the keel itself. It is now left bare of copper to dry it out.

“This was one of the major reasons for the decision to fit steel pins under the masts to take the weight of them off the keel and hull framing.

“The mainmast has been removed and overhauled and replaced, the mizzen likewise but had to have some plates replaced. I have a few of the original rivets somewhere along with a piece of her coppering. I have some photos of *Sark* without her mizzenmast and she does look peculiar.

“The last I heard was that all decks needed to be stripped of the planking in order to repair and strengthen her framing. A ship in water has her sides pushed inwards and they are designed for this, but when out of water for any length of time the hull wants to fall outwards. The keel was meant for stiffening and strength not to support the full weight of the ship for nearly 50 years, so her hull framing is not as strong as it once was.

“Well Folks, that’s *Cutty Sark* as she is at present, still trying to get a grant from the UK Lotteries organizers in order to carry on the work.

“The problem is, the longer it is left or kept waiting the costlier it will be to do. The cost up to now is approaching £10 million and counting. It will need another £3 million to complete, but she is the last complete tea clipper in existence and, as we pointed out, if Sark was at the South St Seaport Museum or one of the other big US museums the work would have been done years ago.”

Terence adds the following about the colors used on the deck structures:

“The Sark has had two major reconstructions in her life, according to the Tudgay painting of her circa 1872. Her deckhouses are all teak varnished; the roll around the roof of each deckhouse is painted white as is all of her rails and lower masts. These were iron plate rolled and riveted, so they had to be painted.

“When she was under Portuguese ownership at least one of her deckhouses was removed so the present ones are not original. The number of panels, Etc, do not correspond to the originals as far as I know. Also, her ‘focsle’ has changed much since her launch. Her present configuration is as the Tudgay painting, which is thought to be the most accurate depiction of her in her tea trade days available.

“Capt Dowman bought the Sark from her Portuguese owners for £4,000 in 1922, when she looked just about ready to sink and rigged as a barquentine. She had lost her top hamper in 1916 in a dismasting. He set about reconstructing her as a skysail yarder a la’ tea clipper configuration. One thing he did get wrong was the rigging of the shroud deadeyes, by fitting them with thimbles and shackles rather than the proper way of turning in

the shroud around the deadeye in the conventional manner.

Her move to the Thames to act as tender to HMS Worcester in 1938 after the death of Dowman saw a few changes to her rig to make it more maintenance manageable; then in the mid-50’s, after HMS Worcester was scrapped. She went to her present location and had another major restoration to her present form, which depicts her as of 1872.

“All of her woodwork is Teak and not Mahogany as many people think. In modern photos it looks like Mahogany because a preservative made by a Swedish (?) company, Sikkens, was used on all of her woodwork. It was very good stuff but the wrong color. So during her present restoration, which began in 1991, all woodwork is being scraped back to teak and clear varnished.

“The next major step is the removal of her decks, repair and stabilizing her iron framing, then relaying of her decks etc. Her original main deck planking is still in place but badly damaged by years of misuse in her Portuguese days, instead of removing this in the 1950’s restoration. It was left in place then planked over with 1” marine ply and a new deck laid on top of this; this is why her waterways are so low.

Cutty sark will never sail again. Even if they could get her to the water to take the strain off her old hull and while each mast was sent down for overhaul a 6” diameter steel pin was driven down through her keelson, keel and into the concrete underneath and her main and fore masts now sit on these pins. She is literally pinned into the concrete berth she now occupies and will never move again.”

Further, as to moving the “Sark,” Terence adds the following:

“It’s a long time back now but as I remember it the ship was offered to the City of London for preservation. They owned the dry dock at Greenwich and made it available as a dry berth for her in the mid 50’s. She was rigged down to lower masts only to get her centre of gravity down and make it much safer to move her.

“Her reconstruction meant laying a new deck over the top of the old one, new deckhouses and much more. At present I doubt you could move her. She is a long way from the river now and the access channel to her dock was filled in years ago. It would be a major engineering feat to clear it out again plus it is smack bang alongside the Observatory, so conservation and all sorts of other considerations would come into play if the trust relinquished ownership of her. Anyone buying the ship would soon find it was a poor money earner.”

DUBIOUS RECOMMENDATIONS

Jack Hadfield shares with us the following:

Advice from a retired man.

It is important for men to remember that as women grow older it becomes harder for them to maintain the same quality of housekeeping they did when they were younger. When men notice this, they should try not to yell.

Let me relate how I handle the situation. When I chucked my job and took early retirement a year ago, it became necessary for Nancy to get a full-time job both for extra income and for health insurance benefits that we need. She was a trained lab tech when we met thirty some years ago and was fortunate to land a job at the local medical center.

It was shortly after she started working at this job that I noticed that she was beginning to show her age. I usually get home from fishing or hunting about the same time she gets home from work. Although she knows how hungry I am, she almost always says that she has to rest for half an hour or so before she starts supper.

I try not to yell at her when this happens. Instead, I tell her to take her time. I understand that she is not as young as she used to be. I just tell her to wake me when she finally does get supper on the table. She used to wash and dry the dishes as soon as we finished eating. It is now not unusual for them to sit on the table for several hours after supper. I do what I can by reminding her several times each evening that they aren't cleaning themselves. I know she appreciates this, as it does seem to help her get them done before she goes to bed.

Our washer and dryer are in the basement. When she was younger, Nancy used to be able to go up and down the stairs all day and not get tired.

Now that she is older she seems to get tired so much more quickly. Sometimes she says she just can't make another trip down those steps. I don't make a big issue of this. As long as she finishes up the laundry the next evening I am willing to overlook it. Not only that, but unless I need something ironed to wear to the Monday's lodge meeting or to Wednesday's or Saturday's poker club or to Tuesday's or Thursday's bowling or something like that, I will tell her to wait until the next evening to do the ironing.

This gives her a little more time to do some of those odds and ends, things like shampooing the dog, vacuuming, or dusting. Also, if I have

had really good day fishing, this allows her to gut and scale the fish at a more leisurely pace.

Nancy is starting to complain a little occasionally. Not often, mind you, but just enough for me to notice. For example, she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. In spite of her complaining, I continue to try to offer encouragement. I tell her to stretch it out over two or even three days, that way she won't have to rush so much. I also remind her that missing lunch completely now and then wouldn't hurt her any, if you know what I mean.

When doing simple jobs she seems to think she needs more rest periods than she used to have to take. A couple of weeks ago she said she had to take a break when she was only half finished mowing the yard. I overlook comments like these because I realize it's just age talking. In fact, I try to not embarrass her when she needs these little extra rest breaks. I tell her to fix herself a nice, big, cold glass of freshly squeezed lemonade and just sit for a while. I tell her that as long as she is making one for herself, she may as well make one for me and take her break by the hammock so she can talk with me until I fall asleep. I could go on and on, but I think you know where I'm coming from. I know that I probably look like a saint in the way I support Nancy on a daily basis. I'm not saying that the ability to show this much consideration is easy. Many men will find it difficult. Some will find it impossible. No one knows better than I do how frustrating women can become, as they get older.

My purpose in writing this is simply to suggest that you make the effort. I realize that achieving the exemplary level of showing

consideration I have attained is out of reach for the average man. However guys, even if you just yell at your wife a little less often because of this article, I will consider that writing it was worthwhile.

[Note: This article was found next to the author's body. The cause of death is still under investigation.]

SHIPS ON DECK

Pete Penningsdorf's footlocker in the basement containing the marlin pike seaman's tools, and several piloting charts, was further explored, and the tools used in interpreting them were shown. The example chart he showed was Panama. He showed a compass rose, which shows the directions, and used a set of "parallel rules," to locate sites on the map. One needs to determine the difference between true north and magnetic north, plus the effects from the iron parts of the boats, especially the engine. There is also need to account for "leeway," the sideways progress made by most sailing vessels, as well as the constant change of direction from tacking. There is a circular slide rule, which can be used to determine one part of the equation between speed, time and distance. Overall, Pete showed a very interesting collection, and we all learned many new things about course plotting and navigation.

Bob Filipowski brought the *Pamir*, a 45-year-old model of a 4-masted barque, from Constructo (Spanish kits). Bob purchased the kit in Spain and built her in the mid 1960's, while in the Navy. She is said to be a German training ship, which was in the nitrate trade before that. Although she represents an early effort, she shows promise of that Filipowski touch. The model was

recently displayed at the Oak Brook model show.

Bob George tells us that the end is in sight, with the anchors, ships boats, gun port lids, lights and final running rigging being the only remaining details of his Mamoli *Constitution*. He feels that the kit, criticized often, redeems itself somewhat when it comes to the rigging, which is described numerically in a consistent and clear manner.

Doc Williams brought the *Royal Louis*, which now sports all of her cannon, as well as the last of the pin rails.

Installation of the deadeyes and chain plates will be next. The ships boats will be equipped with masts, spars, sail material and oars, then reinstalled permanently. Several spare masts and spars are stored on deck in ships of the line of that era, and these will be added. This will essentially complete the hull, with masting being the next step.

FUTURE MEETING TOPICS

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

June 2003-Jig night. Bring one or two of your favorite jigs, either shop-made or commercial, and describe its specialized purpose. Most of us have made or purchased several of these, out of necessity; share your experience!

July 2003-Doc Williams will present a videotape of a four-masted barque rounding the horn in the 1920's. The famous Captain Johnson appears in the amateur-made film as a young man, and narrates the tape as an older man. This is a fascinating account, and one of the only on record of a square-rigged sailing ship during this notoriously difficult voyage.

October 2003 Michael Lee Hunter will describe his recent research

on Coast Guard vessels in the European theater during World War II.

November 2003 Bob Filipowski will demonstrate and describe the technique of blackening metal, emphasizing materials, hazards, pitfalls and results.

Future Meetings

7:30 P.M.

Wednesday May 7, 2003

Wednesday June 4, 2003

Wednesday July 2, 2003

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