



ADMIRAL - DOC WILLIAMS  
YEOMAN - SID WOTMAN

CAPTAIN - RITA BERG -  
PURSER - DAVE BOTTON

**VOLUME X -ISSUE VI**

**JUNE 2, 2004**

**PATROL BOAT OUTING: WE MADE IT BACK!**

Yes it's true! We embarked on a chilly but otherwise beautiful June 2<sup>nd</sup> from the Du Sable pier under the able leadership of **Jack Hadfield**, and had a great time, living, for a short while on an actual moving boat, with beautiful views of the city and the sail boat races taking place nearby. We made it back in spite of the fact that the helm was manned by such as **Cole Seskind, Doc Williams, and Marty Meyer**. I managed to get in Jack's view of some of the equipment during the outing, but in spite of my best efforts we made it back without incident, or, for that matter, any problem whatever. Jack belongs (unless I am misquoting him) to an organization called Manatra:

**MA**rine **NA**avigation and **TR**aining Association

In 1946, following the end of World War II, a group of Coast Guard reservists formed MANATRA in order to provide an opportunity for retired or discharged military and merchant marine personnel to practice seamanship and leadership skills aboard a vessel. Applying to the Navy for consideration under the Navy's excess equipment program, the group went to the Brooklyn Navy Yard and resurrected a 110-foot Navy submarine chaser in very bad condition. Using their own skills, and the skills of ex-Navy and Merchant Marine volunteers who joined the group, the vessel was brought to seaworthy condition and named MANATRA I. During these early

years, the vessel was docked on the North Branch of the Chicago River, eventually moving to the old Randolph Street Naval Armory, which was, at that time, just South of the locks on the Chicago River.

In the 1950's, members began to bring their children aboard. Some of these young people were members of the Sea Scouts or Boy Scouts, and those groups began to develop an interest in MANATRA. A Sea Scout group chartered the vessel for a week in 1963 and the relationship with Sea Scouts began to become more formal. During the 1960's, MANATRA ran eight-day cruises from Chicago to Mackinaw Island for members and Sea Scouts, using the trips for training in seamanship, watch standing, and navigation. Eighteen to twenty-two young people were aboard for each voyage. Young people learned both skills and responsibility from adults with years of sea experience.

In 1970, the organization obtained the use of a 125 foot retired US Coast Guard cutter built in 1927 (USCGC McLane WMEC-146). After bringing the ship, MANATRA II, from Orange, Texas, to Chicago via the St. Lawrence Seaway, volunteers were able to continue and expand the training programs for young people from throughout the Chicago Area. During the 1970's the United States Naval Sea cadet Corps began underway training. The NSCC is a national organization for young people ages 11 to 18 and has units located nationwide, one of those early units was

located in the Naval Armory, where the ship was docked.

In 1989, MANATRA II had outlived her usefulness, and at the age of sixty-two years, was retired. She is being restored and is on display in Muskegon, Michigan at the Great Lakes Maritime Museum. The organization was then able to obtain an 80-foot Yard Patrol vessel, originally built in 1974 for use by the Navy as a training vessel for naval midshipmen and officer candidates. MANATRA III is currently docked in the turning basin of the Chicago River, just west of the Chicago Police Department Marine Unit Headquarters.

Here are a few vital statistics of the vessel we enjoyed:

Length Overall 80' 5" Rudders Twin  
Draft 5'4" Shafts Twin Beam 17' 9-3/4"  
Propellers 2 - 3 bladed, 36" diameter  
Displacement (full load) 67.13 ton Engines 4  
- Detroit Diesel 6-71 series 165 HP each  
Diesel Oil Capacity 1,980 gallons Cruising  
Speed 10 knots Lubricating Oil Capacity 50  
gallons Cruising Radius 350 miles Fresh  
Water Capacity 800 gallons Maximum Safe  
Personnel Capacity 36.

#### **Chart Room:**

The Chart Room is located on the main deck, and it acts as an information-clearing center while underway. The ship's personnel can chart courses, plot positions, communicate to other vessels and direct the ship safely through dangerous waters using the ships radar, loran, and speed and depth sounding equipment.

#### **Pilot House:**

The Pilothouse is where the ship's wheel, engine controls, radar, chart table, navigation equipment and radios are located.

#### **Flying Bridge:**

The Flying Bridge is on top of the Pilothouse, and is used for taking star sights, land bearings, flag signaling, and sending

code by signal lamp when radios cannot be used.

#### **Engine Room:**

This is a sound-proofed control room where the engineering officer can operate and monitor all Engine Room machinery.

#### **Crew Quarters:**

These are forward and can accommodate a crew of 10, plus 12 additional bunks for trainees, along with showers and heads.

#### **Galley:**

This is located aft of the Engine Room and it is designed to comfortably feed a crew of 10 or more. It has a full refrigerator, freezer, electric range, oven, microwave, sink and hot water heater.

All in all, she is a sturdy and attractive craft and it was a great pleasure to tour aboard her, even briefly. Thanks **Jack Hadfield**, thanks very much.

### **SHIP'S WHEELS EXPLAINED**

There has been an active exchange of late on the subject of making one's own ship's wheel for a model. Something not all modelers have the temerity to attempt. This, not surprisingly has been expertly commented upon by **Phil Krol**, and I took the liberty to quote his comments here:

"The Built-up Ship Model" by Charles Davis has some drawings and a pretty good description of how to go about making a ship's wheel. My approach is to first make the spindle center drilled for the shaft and drilled evenly for the number of spokes the wheel is to have. This could be 6, 8, 10 or 12. Then determine the diameter the wheel is to be. Then turn the number of spokes required, all exactly alike with little tenons on both ends. I then prepare 2 or 3 slabs of wood the thickness of the rim and mount one on a faceplate using 2-sided tape. I then carefully cut a circle through the slab the outside diameter of the wheel. Then cut the inside diameter resulting in the rim. In

order for the grain to run around the rim, you will cut segments from this slab, plus additional slabs such that when reassembled, you have a segmented rim with the grain of each segment running the right way. The segments with cross grain are discarded. Then drill holes to mount on the spokes. Then turn handles from square stock with a tenon on the mounting end and then glue into same holes made for spokes. Then mount shim brass, around .005" on face plate with 2-sided tape and cut a circle to fit the rim. You may have to soak in acetone to remove from tape so as not to damage the ring when removing. After you have 2 of these, they can be mounted on the rim with a spec of epoxy, then drill holes and rivet together. A nice finishing touch would be a miniature Turks head on the amidships spoke handle. Styles of wheels varied and some did not have the brass ring on the rim.

This is not an easy project but definitely doable. If you screw something up along the way, just do it over until you get it right and all the parts will assemble into a beautiful ships wheel unlike anything you will ever find in a kit."

**Kurt Van Dahm** adds the following information:

"There is a good how to in a book titled "Making Unusual Miniatures" and it is probably available through your public library inter-library loan program if they don't have it on hand. This book is primarily about dollhouse furniture and the ships wheel is the only non-dollhouse bit in it.

"Graham Spalding is the author and the ISBN is 0946819 13 0. Copyright is 1989. It was printed in Great Britain but I picked up my copy at a local Border's or Walden Books remainder table for a buck or two."

**Mike Taylor**, another highly skilled modeler on the e-mail list, has outlined one method in great detail:

[http://www.scalesailing.pwp.blueyonder.co.uk/main\\_headings/articles.htm](http://www.scalesailing.pwp.blueyonder.co.uk/main_headings/articles.htm)

Finally, the following reference is highly recommended for those with a serious interest in this challenging "project within a project:"

**Clay Feldman's** Progressive Scratch Building CD has instructions for building a small 6-spoke wheel for his Armed Virginia Sloop model. No doubt you could adapt his methods to allow for additional spokes. CD is available thru the SIS web site - <http://seaways.com/> Aside from the ships wheel, there is a wealth of additional knowledge packed in there. Well worth the purchase price.

### **NEW BOOK REVIEW**

"I would like to quickly tell you about a very unique book recently written by Jean Boudriot and Michel Petard. The title is Marine Royale of the XVII - XVIII Centuries, Uniforms Equipment and Armaments.

"As you can surmise by the title, this book traces the development of uniforms for the French royal navy and Marine Corps through two centuries. Although the text is in French, the beauty of the book is in the fantastic contemporary and modern drawings of uniforms and equipment. Each drawing is labeled so that no translation is necessary.

"The book is 280 pages long with 170 of them in full color. The format is the usual oversized Boudriot monogram size. It is meticulously bound in cloth with gold page edgings. Two hundred and thirty uniforms are presented so that any one studying a particular period in French naval history can find source material.

“Mr. Boudriot only authorized a limited printing of 700 copies and demand, especially in Europe, has been very strong. We expect this book to be out of print shortly.

“The price of the book is \$275 delivered to you. I know this is very expensive so I have a limited number of brochures available if you would like to see what you would be buying. Just email me off line at bobcat@presys.com with your name and address.

“If you want to buy the book just email me and I will give you payment instructions.”

For those among you interested in building a square-rigged R/C model, here is mention of another upcoming book (haven't we all has fantasies?):

“PierBooks/Dupont Communications will publish a book on this subject this fall. It will be titled William Fredrick and will be authored by Antonio Mendez. We are finishing the sailing shots this month and will be preparing for a fall release. Look for it.”

**Bob Friedman**

### **CALL FOR BOOK REVIEWERS**

The Ships in Scale magazine is looking for scholars who (yes, I mean “Scholars”) are willing to review relevant books in the shipbuilding hobby. I feel sure that **Micheal Kosten** will not mind my quoting him here:

“Hi Everyone. As part of an ongoing effort to improve Ships in Scale to make it more helpful to our readers, we want to make book reviews of relevant titles a key feature of the magazine. Therefore, effective immediately, I will be taking the position of book review editor. I need reviewers to help me with this effort.

“I'm looking for knowledgeable modelers and naval historians who are fair

and open-minded who would like to assists in reviewing books. The review can be as short or long as the title warrants, but generally 1/3 of a page should be adequate.

“Participating as a reviewer has a number of the benefits of. First, you get early access to new books. Second, you get to inform and guide your fellow modelers. Third, your reviews can help shape the future of new titles. Fourth, you get paid. Fifth, you get to keep the books your review.

“So if you're interested, please send an email to [pmk@seaways.com](mailto:pmk@seaways.com).

Regards, P. Michael Kosten”  
Publisher  
Ships Inc Scale

### **SAY THE SECRET WORD AND...**

There is value, as those of us infected with the crossword puzzle virus know, in knowledge of—shall we say—unusual or seldom used words. As an example, I would like to test your collective nautical ken by posing a “secret word” contest. The grand prize for those answering this quiz correctly is having your name in the next newsletter (what, you thought we had a new car or something?). If you know the answer let me know.

The secret word is one, which means: “make fast, nautically,” Do you know it?

### **MANITOWOC WISCONSIN**

The 28th Annual Model Boat and Ship Show and Contest will take place on Saturday and Sunday, August 7 & 8, 2004 at the Wisconsin Maritime Museum, 75 Maritime Drive, Manitowoc, WI 54220.

This annual show and contest will be held at the WI Maritime Museum that was recently doubled in size with the model show display room being expanded to more than double its former size. The show and contest

also features a Modeler's Symposium on Saturday afternoon, which is free to all registrants. There is a \$10 cost to modelers not registered for the contest, paid at the door, and reservations are required. The Symposium will feature two model builders, **Bob Filipowski** on spiling and **Steve Wheeler** on hull construction. There is a Saturday night Awards Banquet, which will take place at a supper club just North of the Museum. At the Sunday Modeler's Round Table you can find answers to your modeling questions or ask the previous day's speakers questions about their work. Contact the museum at (920) 684-0218 or toll free at 1-866-724-2356, or e-mail:

[museum@wisconsinmaritime.org](mailto:museum@wisconsinmaritime.org).

### TRI-CLUB MEETING

A well-established tradition continues on Saturday, November 6, 2004, 8:30 AM to 4:00 PM, as the Chicago Tri-Club Associations Annual Tri-Club Modeler's Symposium. This year it will take place at the Oakbrook Terrace Park District Heritage Center, Oakbrook Terrace, IL. Here there is a fully equipped auditorium.

This annual event is a get together of the 3 static scale model boat clubs from the Chicago area - the same 3 clubs that hosted the 2003 NRG Conference. The members bring their recent model projects for display and discussion and spend the day with guest speakers and a "ships on deck" session where the attendees get a chance to hear about the models on display and ask questions of the modelers.

The day starts with rolls and coffee in the AM and includes a great lunch together. This event was opened to non-members last year and will again be open to non-members. Speakers are being sought as of this newsletter. There will be more to come on this.

Contact Kurt Van Dahm for information. (630) 968-3189 or [kurt@modelshipyard.com](mailto:kurt@modelshipyard.com)

### POCIUS WEBSITE SITED

Although not a member of the Deadeyes, all who know the name **John Pocius** are familiar with his phenomenal skills as a marine model artist. Few would disagree that he is a modest giant in model shipbuilding.

If you are curious about his work, check the website:

<http://jpdesign.home.mindspring.com>

You will not regret looking this up; it is not to be missed.

### SAVANNAH MARITIME MUSEUM

My friend **John Mitchell** of the **Midwest Shipwrights** and editor of their newsletter just visited the "Ships of the Sea," a quite charming and unexpected maritime museum in Savannah, Georgia. The museum is housed at the William Scarbrough House, home of the Captain of the ship, Savannah, the first steamer to cross the Atlantic.

Here is an account of the "Good Ship Anne," as written by John Ducan, Professor Emeritus, Armstrong Atlanta State University:

"The 114 colonists who established Savannah on February 12, 1733 were transported to America aboard the Good Ship Anne, commanded by Captain John Thomas. They left Gravesend on the Thames on November 16, 1732. The 57-day voyage was not without tribulation. When some water turned "foul & black," and the beer soured, the daily ration was cut "about a pint" and bottles of treacle (Molasses) were distributed to sweeten what water remained. Poultry and other animals died, as did two delicate young children. The Surgeon, Dr.

William Cox, let blood on those “much indisposed.” The Rev. Henry Herbert (the bastard son of the Earl of Torrington) prayed and preached.

“But all was not bad. One night flying fish landed on board. Strange birds were sighted and at least one was caught and presumably eaten. Trustee James Edward Oglethorpe, under a parasol, went fishing in the ship’s longboat. When a dolphin was caught, it was given to the pregnant women without Oglethorpe getting any himself. To celebrate his birthday on December 21, Oglethorpe dispensed mutton, broth and punch to the merry passengers. Toasts were made to the health of the Georgia Trustees and to the success of the colony of Georgia. When some passengers quarreled, Oglethorpe dispensed a pint of “Bumba,” (Cold punch, Rum, Sugar, water and Nutmeg) to everyone and ordered all to be friends. At another time Oglethorpe’s “lurching” dog mysteriously disappeared, perhaps thrown overboard by persons unknown.

“On January 13, 1733, the Anne arrived off the bay of Charleston, S. Carolina. Oglethorpe went ashore and obtained the King’s pilot “Mr. Middleton,” to guide the ship southward to Port Royal. After a short stay in newly-erected barracks, the colonists were brought up the Savannah River aboard six small boats and landed at Tamacraw Bluff on February 12, 1733, the anniversary of which has been celebrated ever since as Georgia Day.”

The website of the Museum is:

[www.shipsofthesea.org](http://www.shipsofthesea.org).

Address:

41 M.L. King Boulevard, Savannah,  
GA 31401

**FUTURE MEETINGS**

Wednesday, July 7, 2004 (Back at the usual time and place). July, 2004: **Gerry Brodick**, new member and a man of great imagination, knowledge and pure grit will describe his amazing project of rebuilding the invading Japanese fleet of Pearl Harbor, 1941 in 1:48 scale. Yes you heard it right. Check it out!

R.K. (Doc) Williams, Editor

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