



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

December 2019

• Scuttlebutt •



The November meeting was a most noteworthy gathering. The membership unanimously agreed to become a Chartered Chapter of the NRG. This also allowed us to sign up for liability insurance that became available as a result of our Chapter Charter. The total cost of these benefits for 2020 will be \$130. (\$30 for the Charter, and \$100 for the insurance).

To commemorate this special event, the Chicago Tri-Club Association, of which the Midwest Model Shipwrights are a part, is sponsoring an NRG membership drive for the upcoming year. Any Shipwright member that is not an NRG member can join the Guild and receive a \$10 discount. This applies to either the digital subscription for the Journal or the hard copy. Over half of our organization is currently in the NRG, and we would certainly like to see that number grow.

The normal cost of NRG membership is \$50 per year for the printed Journal, \$40 per year for the digital Journal or \$65 per year for both. The Tri-Club will pay the NRG \$10 towards any of the membership choices above. Your cost will be \$40 for the print Journal, \$30 for the digital Journal or \$55 for the combination of digital and print.

In order to take advantage of this opportunity, contact the NRG office at (585) 968-8111. State that you are a member of the Midwest Model Shipwrights, and provide your name, address, phone number, and email address. Have your credit card handy (M/C or Visa only), and the office will process your NRG membership.

To see a copy of the digital version of the Journal, follow this link - <https://www.thenrg.org/digital-edition.php>. This version has the advantage of being full color (except for historic B/W photos) while the printed version features the center 40 pages in color.

This is a limited time offer, which ends on January 31, 2020.

If you sign up for two years, the NRG will add an additional \$5 discount to each option. With a total savings of \$15, your final cost will be \$85 for 2 years print, \$65 for 2 years digital, and \$115 for a 2 year subscription for both digital and print.



December Meeting Notice It's Pizza Time!

Ahoy, mates, we're all set to end the modeling year with a great pizza feed and an exciting flea market. Be a part of the action and bring items you'd like to sell, and enough cash to take home some treasures, too.

Let's all really enjoy the comradeship we've built up over the years, and share our good times together. Hope to see you all on the 18th!



Our next meeting will be at 7:15 p.m.
Wednesday, December 18, 2019

The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL

• Steve Wheeler •

It is with deep sadness, and a profound sense of loss that we report the passing of Steve Wheeler, long time member of the Midwest Model Shipwrights.

A native of Racine, Wisconsin, Steve's favorite haunts were the Kewpee Sandwich Shop in downtown Racine, the Racine Yacht Club where he had many friends, and the Wisconsin Maritime Museum in Manitowoc.

His craftsmanship was remarkable, but he never lost sight of the fact that modeling should be fun.

This was exemplified by his participation in the annual contest in Manitowoc each year. His remarkable models won a record number of Best of Show, Best Great Lakes, and Gold Medal Awards. In spite of these accomplishments, Steve was always willing to share his knowledge, and was a friend to all who knew him.

We bid Steve Wheeler farewell. May his seas be calm, and the wind always at his back ... he will be greatly missed.



● Scale Rigging ●

Bob Filipowski began the November presentation by stating that out of the five discussions given on rigging in 2019, this talk might have been the most important one. The basic rule of thumb for rigging your model is the higher you go on the mast, the lighter the rigging should be. Which mast the line is used for can also impact its dimensions.

Most novices are not aware of this, and use the line supplied with the kit, which can be wholly inadequate in terms of quality, quantity, and scale. A model constructed in the late 60's by Bob was shown as an example. It was completed long before he belonged to a club, or had a reference library. Filipowski referred to it as little more than "string art" since all the running rigging was white, semi-fuzzy, and the same size.

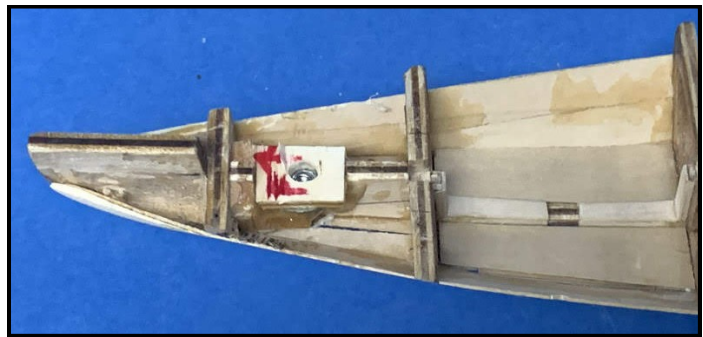
The members were then shown how to measure and catalogue their inventory. A number of references and tables were also discussed, which could be used to determine the proper size rigging for their models.



● Ships on Deck ●

Photos by Leon Sirota & Bob Fryszak

Egyptian Vessel *Nave Egeza* by Rick Szydelko

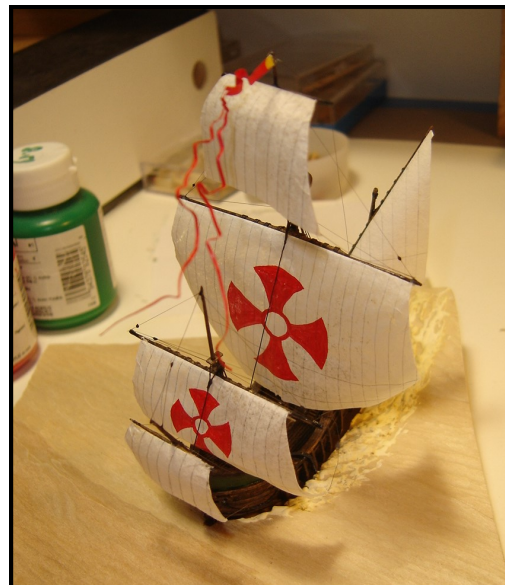
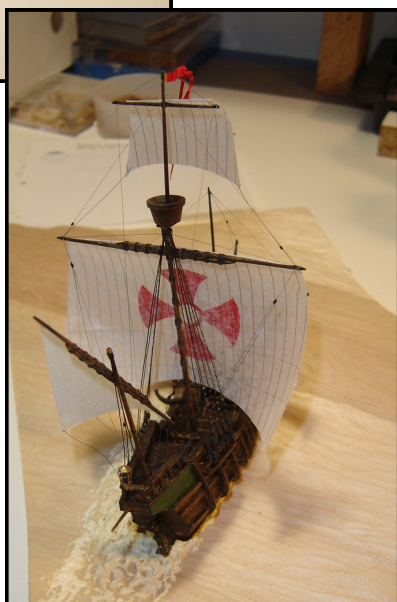
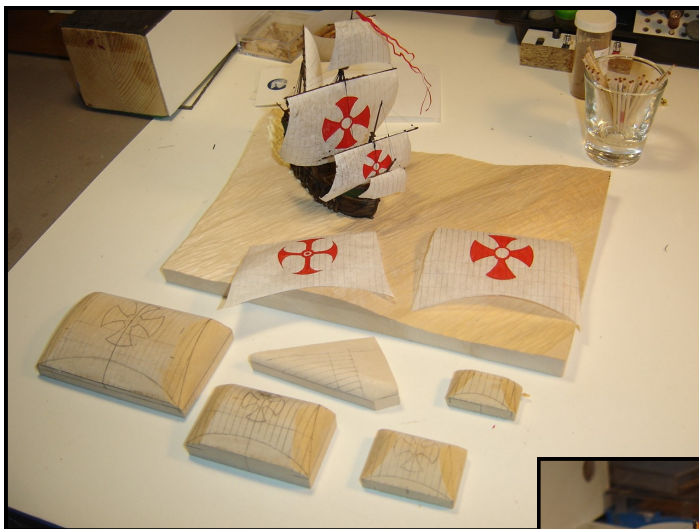


● Ships on Deck ●

Continued

15th Century Caravel Scale 1:192 by Gus Agustin

The rigging is human hair and hair from a horse's tail!



● Ships on Deck ●

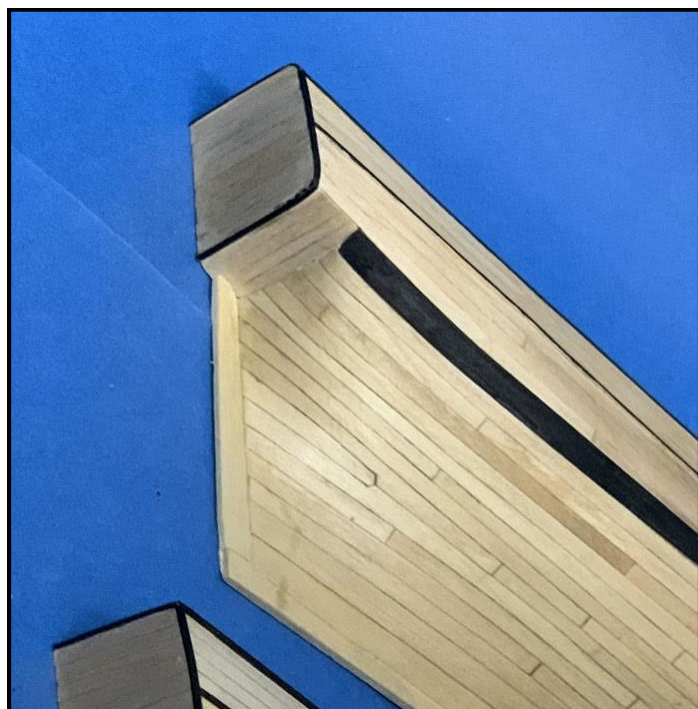
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NRG Spiling Practicum designed by Toni Levine



The price for the kit is \$52 for NRG members and \$65 for Model Ship World members. The kit will include everything required to build the kit except the building board. The manual is available as a download.

If you are interested, please contact the NRG office at info@thenauticalresearchguild.org.



● Ships on Deck ●

Continued

Sanson by Ken Goetz

Scale: 1:50

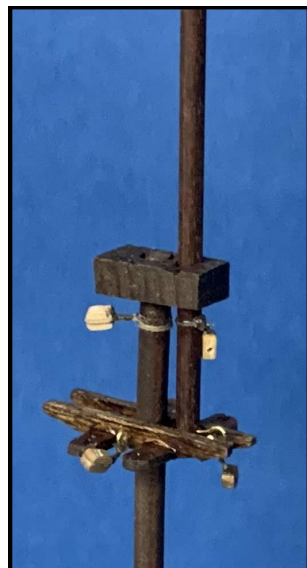
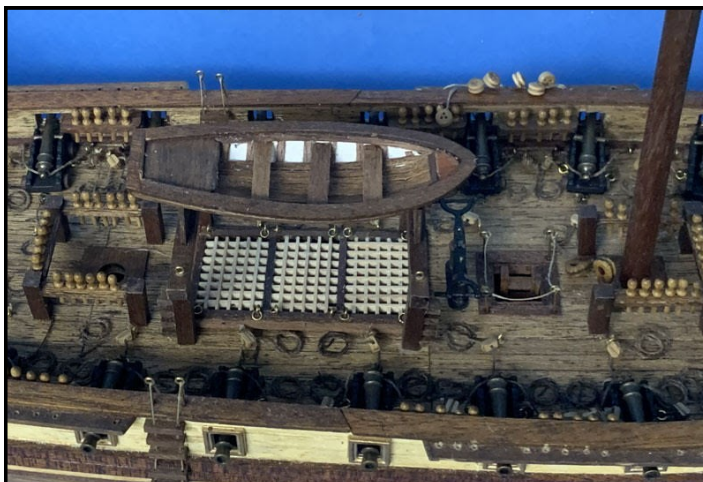


● Ships on Deck ●

Continued

Brigantine Corsair by Keith Zeilenga

Scale: 1:50

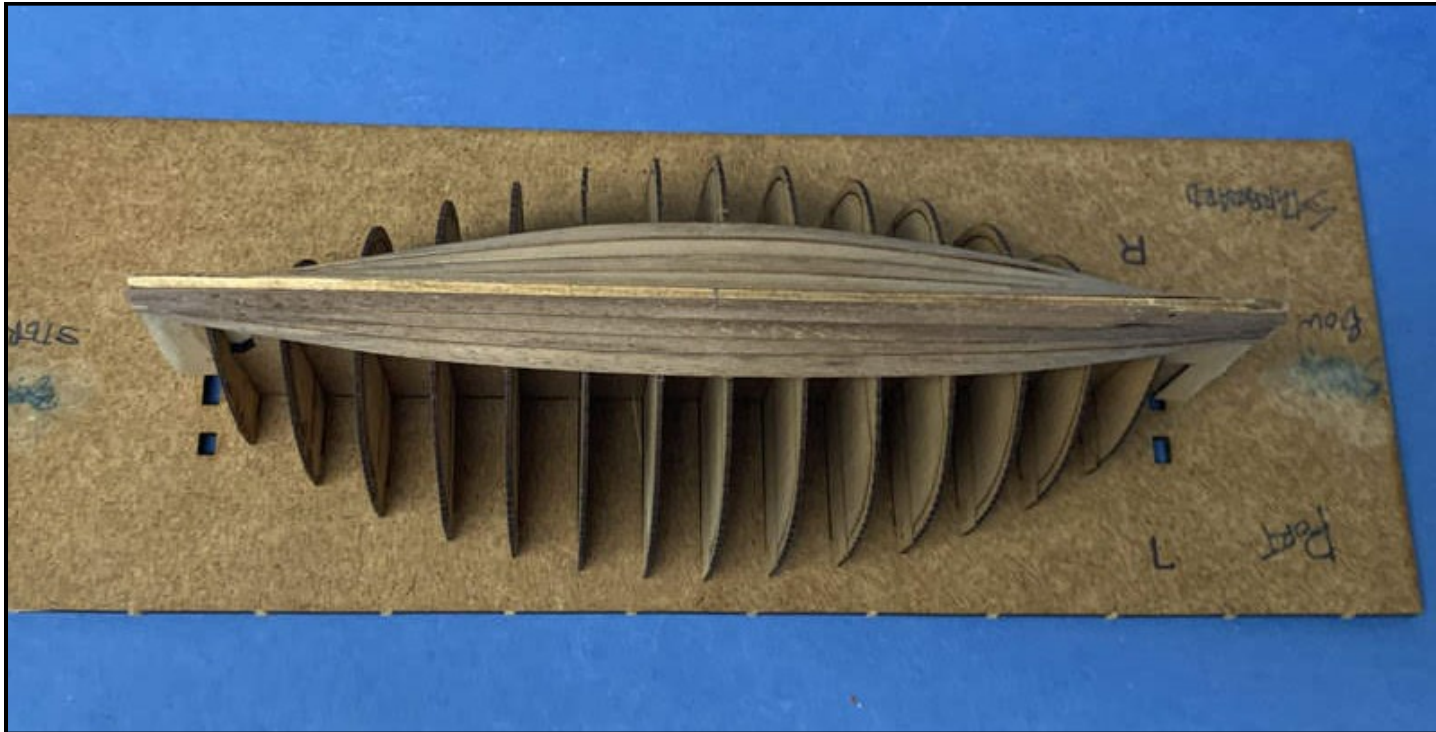


● Ships on Deck ●

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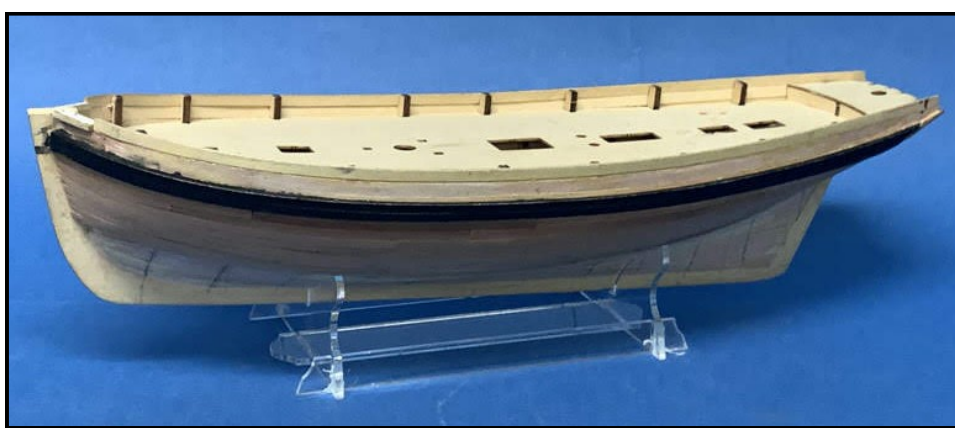
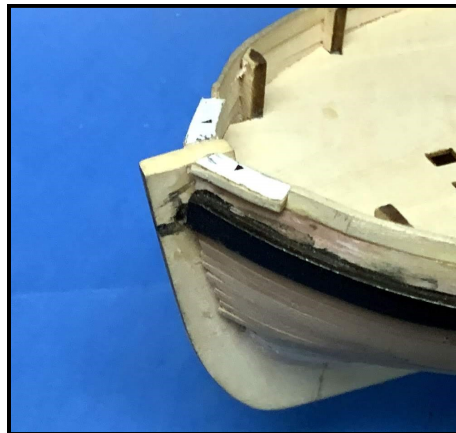
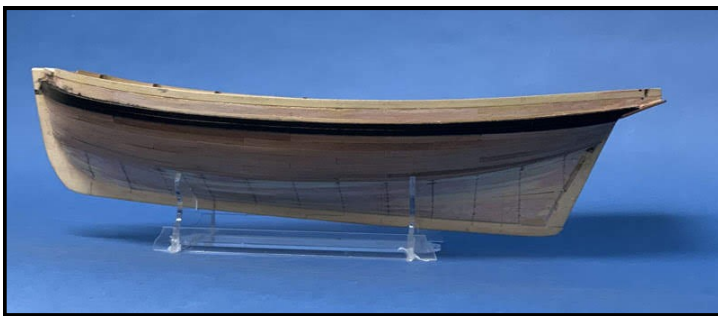
Steamer ***Abrau Dyurso*** by Glenn Estry

Scale: 1:48



Cutter ***Alert*** by Allen Siegel

Scale: 1:68

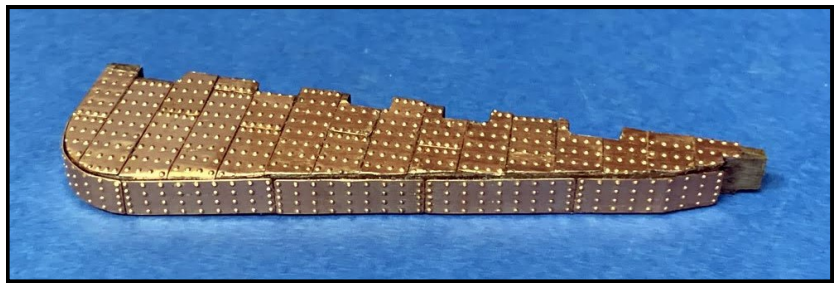
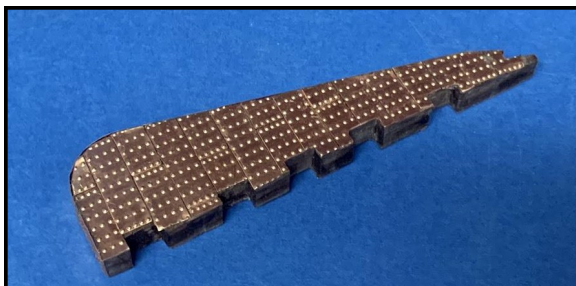


● Ships on Deck ●

Continued

USS *Constellation* ca1798 by Bob Sykes

Scale: 1:85



• Ships on Deck •

Continued

Royal William by Doc Williams

Scale 1:72



• MMS ANTI-PIRACY POLICY •



Here is our list of banned companies that have been pirating and duplicating kits, books, and plans from reputable manufacturers. Quite often these disreputable companies offer their products at what appear to be reasonable prices, but these items are often poor in quality. Many of them do not have websites. They market their illegal products

via the Internet on sites such as eBay.

If you are contemplating your next project, please check this list. If you are not sure, discuss it with Kurt Van Dahm before you commit to a purchase. For easy reference, this information will appear in all future issues of the *Forecastle Report*. Updates will be made as we become aware of any additional companies.

ZHL	Unicorn Model
RealTS	YQ (YaunQing)
Snail Model	Master
XinFeng	CN
JD Model	CF
LHQB	Shi hai
Shi Cheng	4H Model
Woodenkit (Russian MFG)	CAF Model
YengFan	SC
Moxing	DUJIAOSHOU
WN	

● Scenes from the November Meeting ●

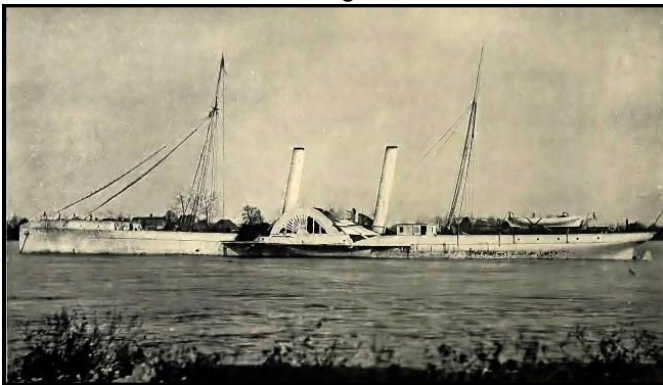


• HISTORIC SHIP PROFILES •

• Confederate Blockade Runners •



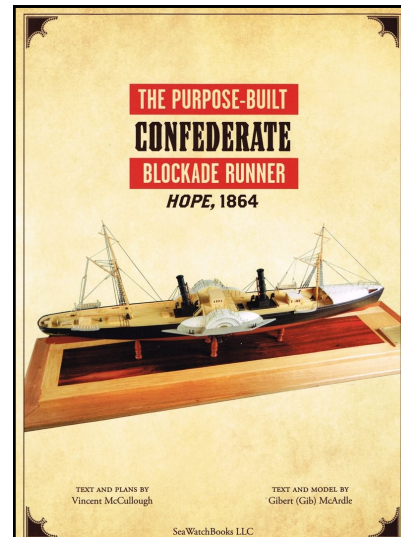
The blockade runners of the American Civil War were seagoing steam ships that were used to get through the Union blockade that extended some 3,500 miles (5,600 km) along the Atlantic and Gulf coastlines. The Confederate states were largely without industrial capabilities, and could not provide the quantity of arms needed to conduct a war against the industrial north. Blockade runners built in England met this need and imported the guns, ordnance, and other supplies that the Confederacy desperately needed, in exchange for cotton, tobacco, and other valuable commodities. A less obvious, but no less important function, was the carrying of important mail and correspondence to suppliers and other interested parties in Europe. To get through the blockade, these ships, were lightly built and carried no armament. Speed and stealth were their modes of operation, and they usually tried to time their arrival and departure in Confederate waters for the middle of the night.



The typical blockade runner was a privately owned vessel often operating with a letter of marque issued by the Confederate States of America. The Union did not recognize these documents, and gave no quarter. If spotted, these vessels would attempt to outmaneuver or simply outrun any Union ship on blockade patrol, very often successfully. Rather than crossing the entire Atlantic, these ships would transport cargoes to and from neutral ports located in Bermuda, Cuba, and the Bahamas.

Neutral merchant ships in turn transported these cargoes to and from other points abroad. Some blockade runners made many successful runs, while others were either captured or destroyed on their maiden voyage. Historians estimate that an estimated 2,500–2,800 attempts were made to run the blockade, with at least an 80% success rate. By the end of the Civil War, the Union Navy had captured more than 1,100 blockade runners, and had destroyed or run aground another 355 vessels. With the end of the war, these unique ships no longer served their specific purpose, and eventually disappeared into history.

If this particular Historic Ship Profile has piqued your interest, you might consider checking out SeaWatch's latest offering, *The Purpose-Built Confederate Blockade Runner, Hope*, written by Vincent McCullough and Gilbert (Gib) McArdle. This book profiles the construction of a model of the *Hope*, a vessel possessing cutting edge maritime technology when built in 1864. A review of this treatise will be featured in the January *Forecastle Report*.



www.seawatchbooks.com

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