



Newsletter of the Chicago Tri-Club Association

September 2023



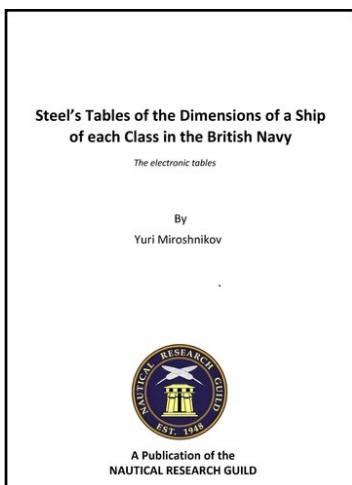
The Nautical Research Guild®

Steel's Tables

The Nautical Research Guild is proud to offer a reprinting of Steel's Tables compiled and arranged by Yuri Miroshnikov for Model Ship World and the Nautical Research Guild.

If you have ever tried to use Steel's Tables for your masting and rigging, you will appreciate how much work went into this compilation. This book is a must-have for anyone building a British warship of the late 18th century. This version is arranged by the size of the ship, making it easy to find any information. This downloadable version is in .pdf format, allowing you to print only the pages you need for your current project. You can also have any print shop print the pages to any size you need – pin them on the wall by your bench.

The price is only \$10, \$8 for members with your NRG discount. It is available in the NRG STORE



September Tri-Club Meeting Schedule

The NSD September Virtual Meeting Unique Model Ship Cases



The September North Shore Deadeyes Zoom meeting will feature a discussion on how you can create cases that vent without allowing dust or small insects to collect inside. Rick Szydelko would also appreciate any new photographic updates you might have for Ships on Deck.

Proceedings will begin on Wednesday, September 6th at 7:00 PM CST, but you will be able to log on at 6:30 PM. Invites will be sent out a day or two before the meeting.

The NRMS September Meeting



The Nautical Research and Model Ship Society's September meeting will be a hybrid session. The face to face segment will be held at 237 S. Lincoln Street, Westmont, IL. For those preferring to attend the virtual version, an Invite will be sent out a few days before the September 9th meeting. Proceedings start at 7:00 PM, but you will be able to log on as early 6:30 PM.

The MMS September Meeting Cases That Breathe



At the August meeting, there was a considerable discussion about building model ship cases that breathe. Bob Filipowski will share some of his techniques for building bases that accomplish this. A simplistic way of anchoring your plastic case to the base will also be discussed. Don't forget to bring your current project for S.O.D.



The meeting will commence at 7:15 p.m.
Wednesday, September 20th at
The Dasom Community Church
501 S. Emerson Street
Mount Prospect, IL

• Congratulations NRMS •



Ninety-five years is a long time, no matter what the celebration is for. Recently, NRMS club president, Kurt Van Dahm, announced that the Nautical Research and Model Ship Society had reached that milestone.

Unfortunately, no one is still alive today to tell us how that first meeting went way back in 1928. No doubt, they would have been very proud to learn about their club's longevity! Congratulations, Mates!

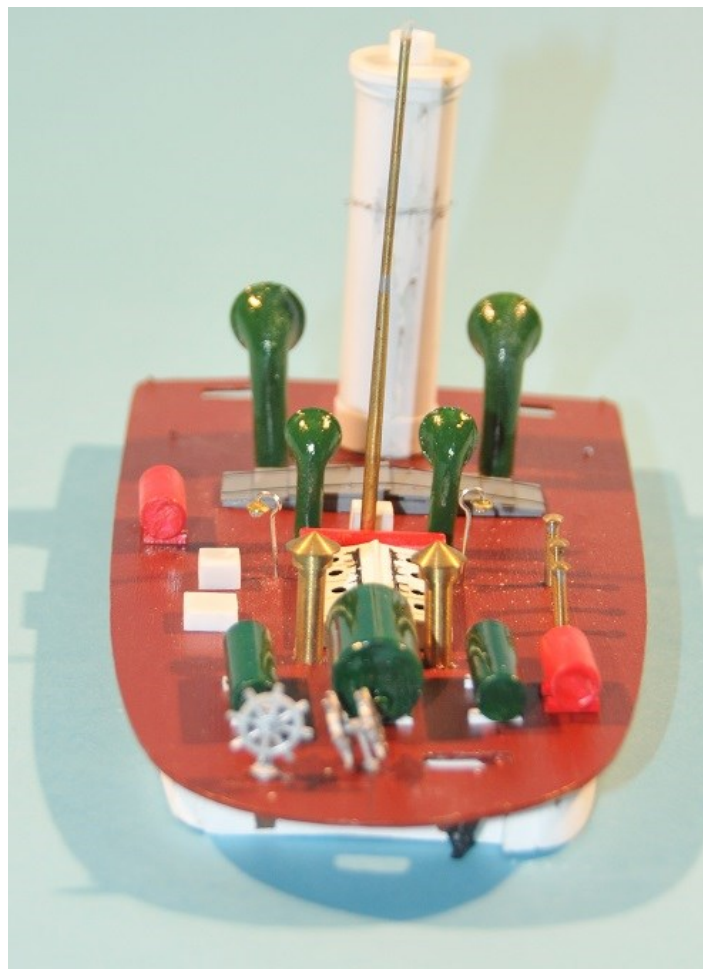
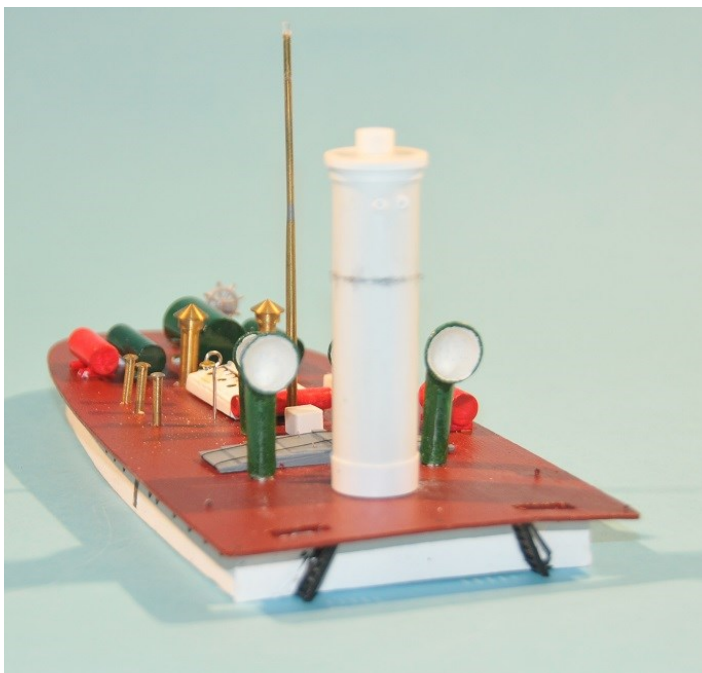
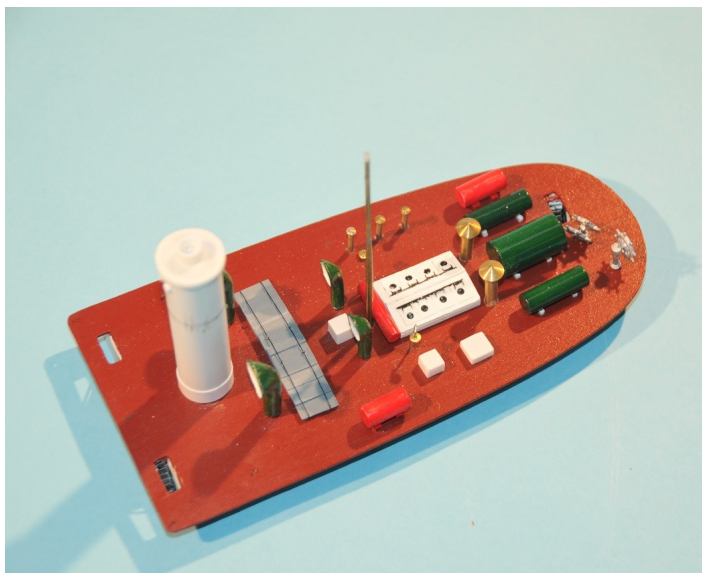


Ships on Deck



***William Irvin* by Paul Pollowy**

Photos by Robert Fryszak



"Ships on Deck" continued on Page 3

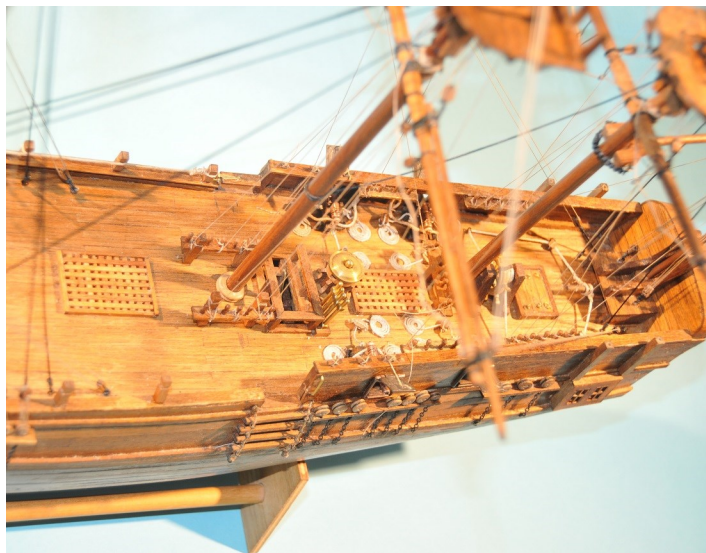


Ships on Deck



Bashing the *Bounty* by Keith Zeilenga

Photos by Robert Fryszak



"Ships on Deck" continued on Page 4



Ships on Deck



Rigging Project by Toni Levine

Photos by Robert Frysztak

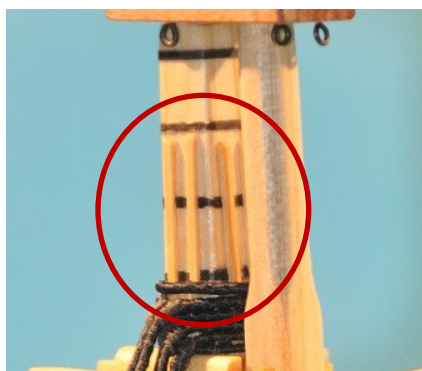
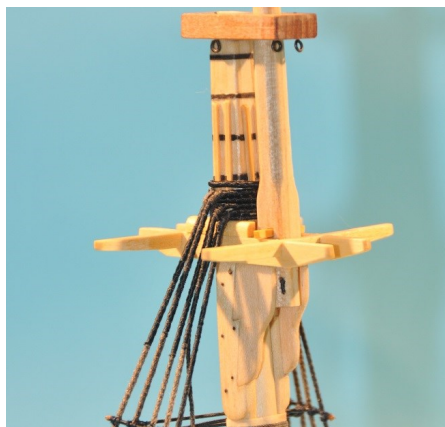


Toni is designing this kit as a rigging training aid for the NRG. It represents the main mast for the *Swallow*, Circa 1779.



Toni's attention to detail on this training aid is quite evident. It includes eight masthead battens, two on each face. These battens ease the bend of the shrouds and stays as they loop over the mastheads.

In David Antscherl's book on rigging a sixth rate, he refers to them as "fussy work". They require cut and filed grooves into the underside of each batten to fit over the iron head hoops. The upper ends of the battens are snapped off, i.e. cut at an angle.





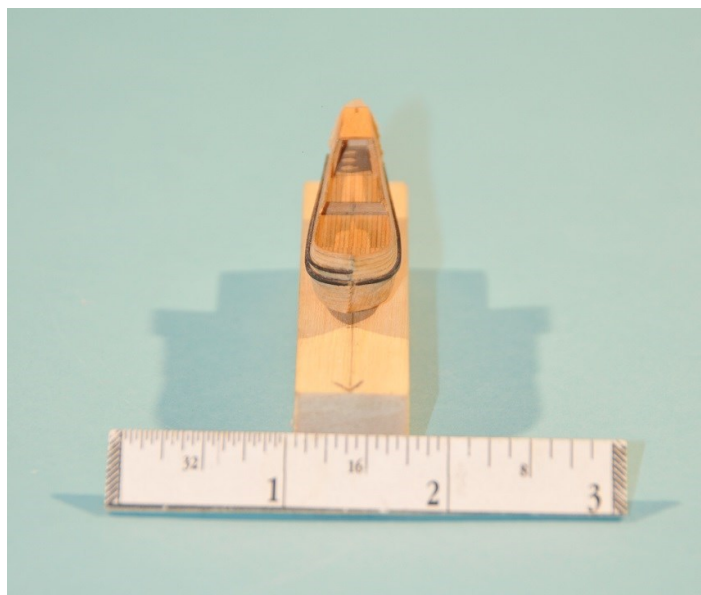
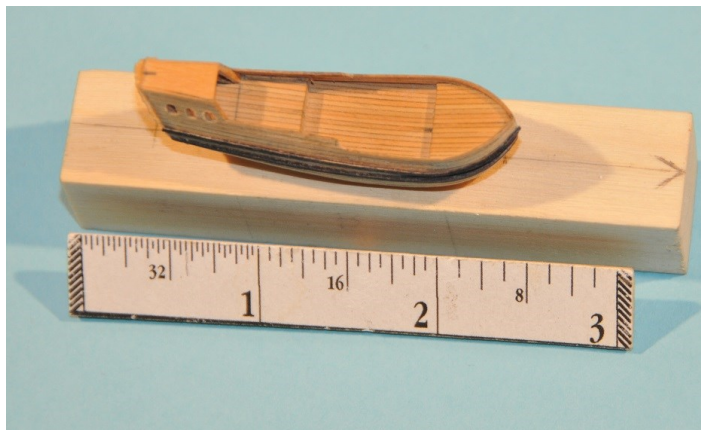
Ships on Deck



HMV Mary Circa 1660 by Gus Agustin

Scale: 1:384

Photos by Robert Frysztak



Coat of Arms of the South Sea Company by Gus Agustin

Circa 1711

Photos by Robert Frysztak

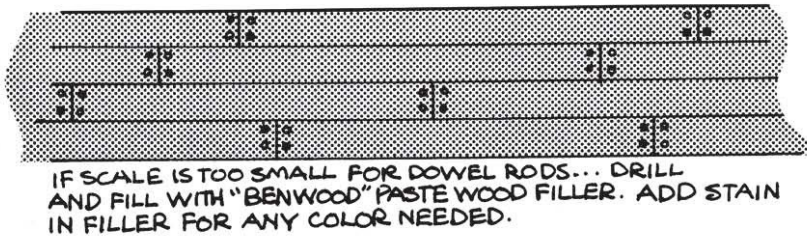




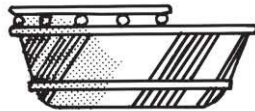
Deadeye Hints & Tips



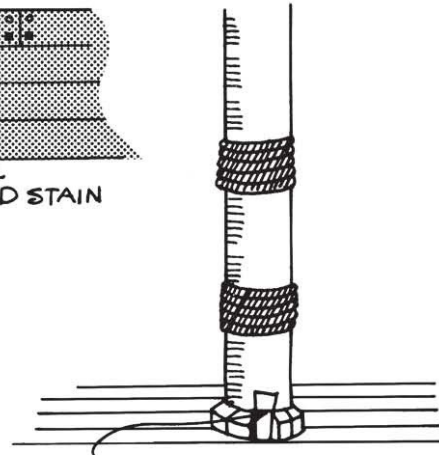
Rick Szydelko has been digging back into the rich history of the North Shore Deadeyes. There was a time when the club journal featured many articles, hints and tips. Some would not be considered acceptable by today's standards, but many of the procedures developed back then are still used today. Here is a sample of the items that were featured during the August meeting, some good, some not so much. This will be the last posting in this series. We hope you have found it to be instructive and enjoyable.



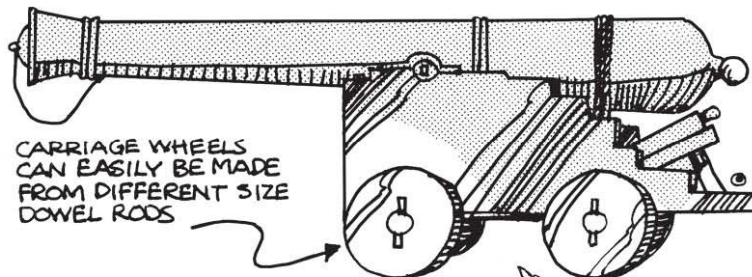
IF SCALE IS TOO SMALL FOR DOWEL RODS... DRILL AND FILL WITH "BENWOOD" PASTE WOOD FILLER. ADD STAIN IN FILLER FOR ANY COLOR NEEDED.



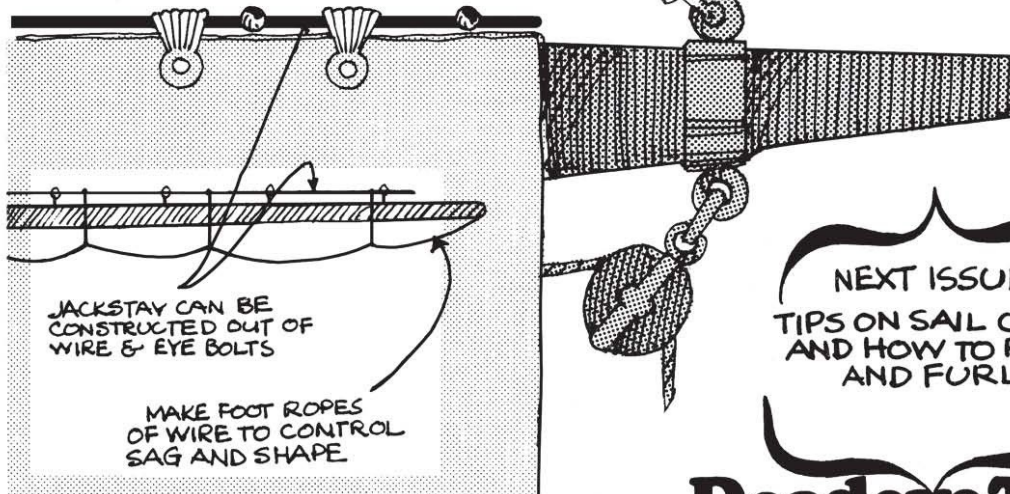
TOPS CAN BE MADE BY CUTTING FROM BASS WOOD OR PLY AND USING WOOD OR BRASS STANCHIONS - EVEN BEADS WILL RAISE RAIL TO PROPER HEIGHT.



ADD WOODEN WEDGES TO ADJUST MAST RAKE... THEN "MAST COAT"



CARRIAGE WHEELS CAN EASILY BE MADE FROM DIFFERENT SIZE DOWEL RODS



JACKSTAY CAN BE CONSTRUCTED OUT OF WIRE & EYE BOLTS

MAKE FOOT ROPES OF WIRE TO CONTROL SAG AND SHAPE

NEXT ISSUE:
TIPS ON SAIL COLORS
AND HOW TO PAINT
AND FURL.

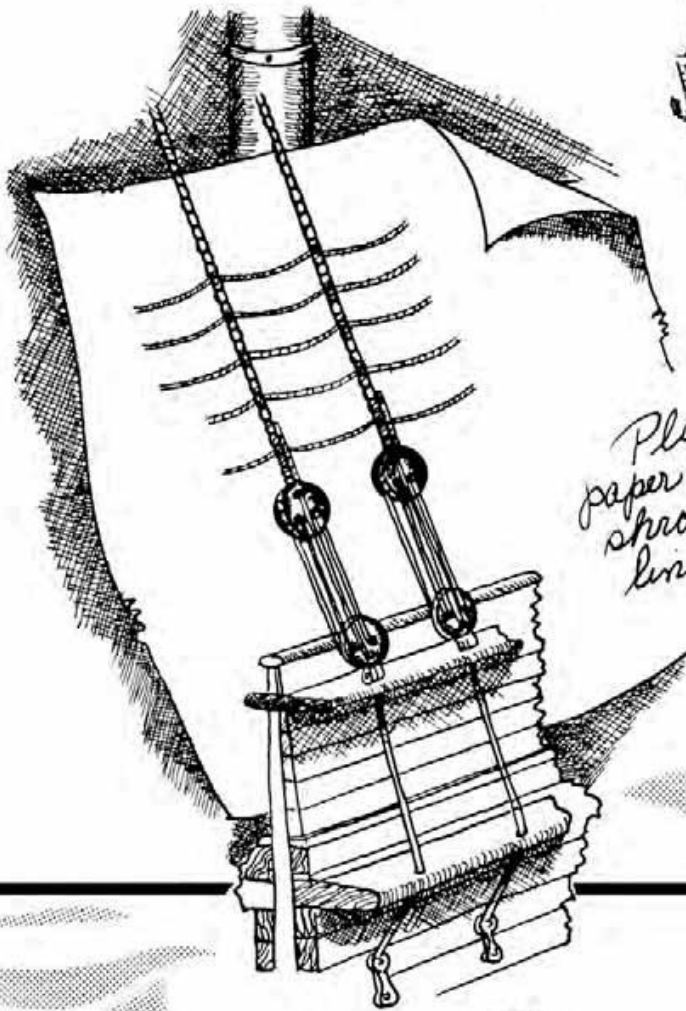
Deadeye Tips



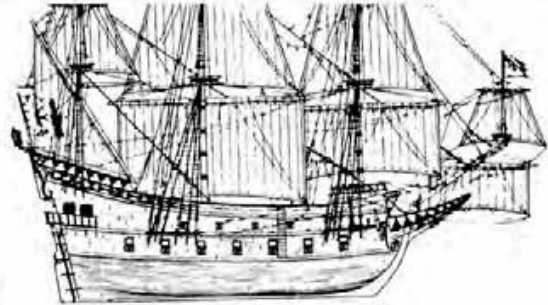
Deadeye Hints & Tips



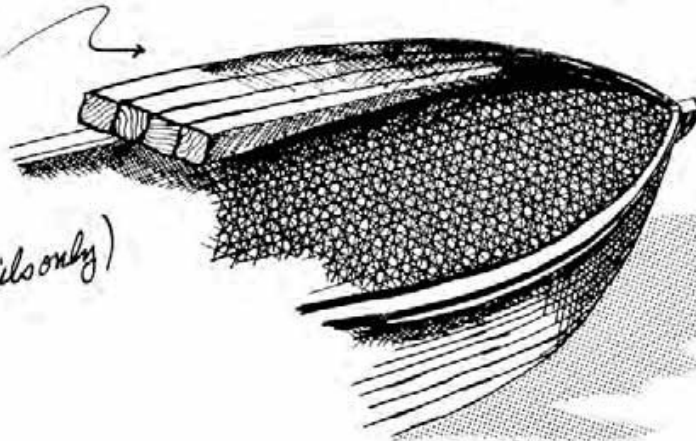
Deadeye Tips



Place a piece of white paper between mast and shrouds - makes black lines stand out -



*Easy railings!
Use square stock
built-up - makes
easy to bend
Sand and fill
(good for painted rail only)*



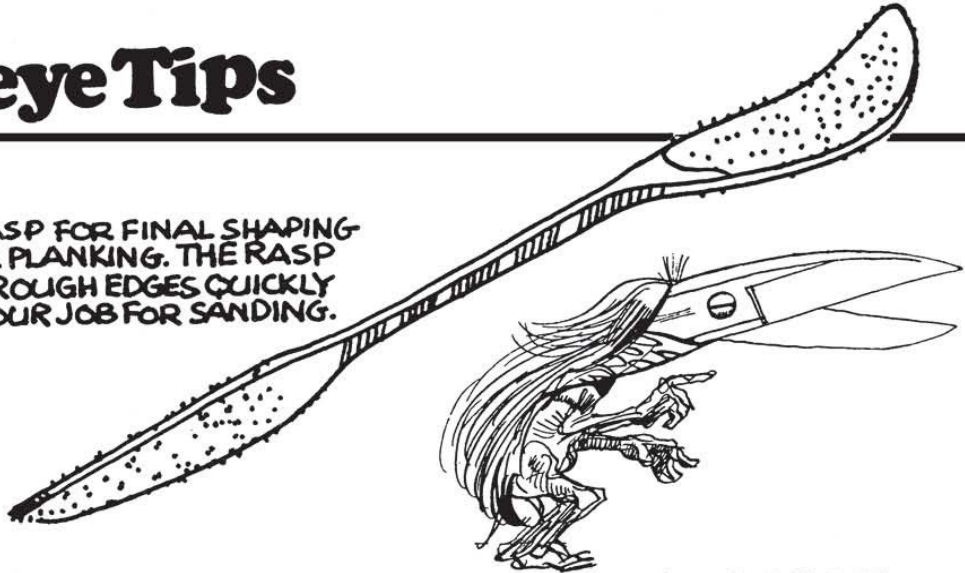


Deadeye Hints & Tips

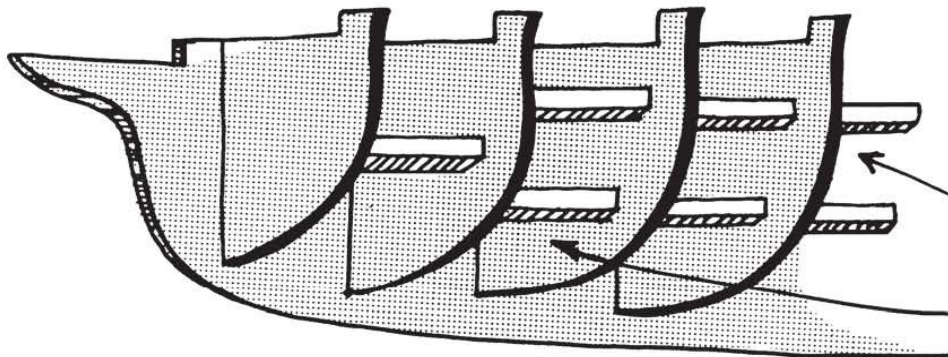


Deadeye Tips

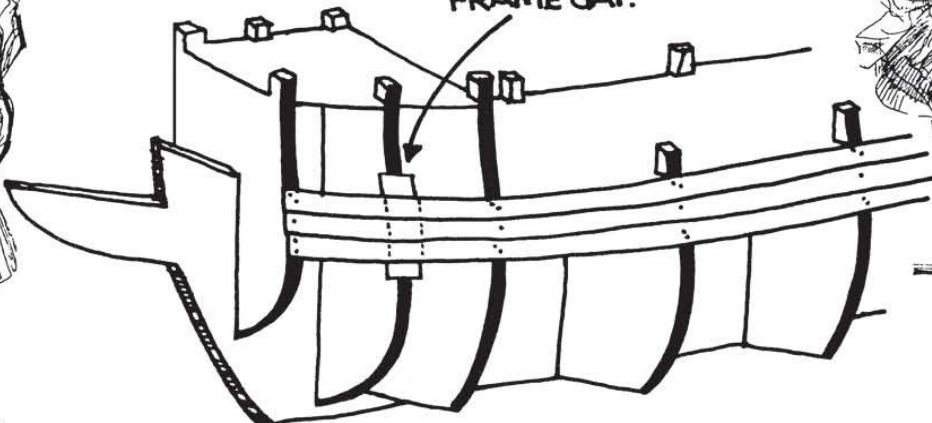
USE A RASP FOR FINAL SHAPING OF HULL AFTER PLANKING. THE RASP WILL TAKE OFF ROUGH EDGES QUICKLY AND HURRY-UP YOUR JOB FOR SANDING.



ALWAYS PLACE ROUGH WOOD SUPPORTS BETWEEN FRAMES FOR EXTRA STRENGTH.



USE WEDGES AS YOU PROCEED WITH PLANKING TO TAKE CARE OF PLANK TO FRAME GAP.

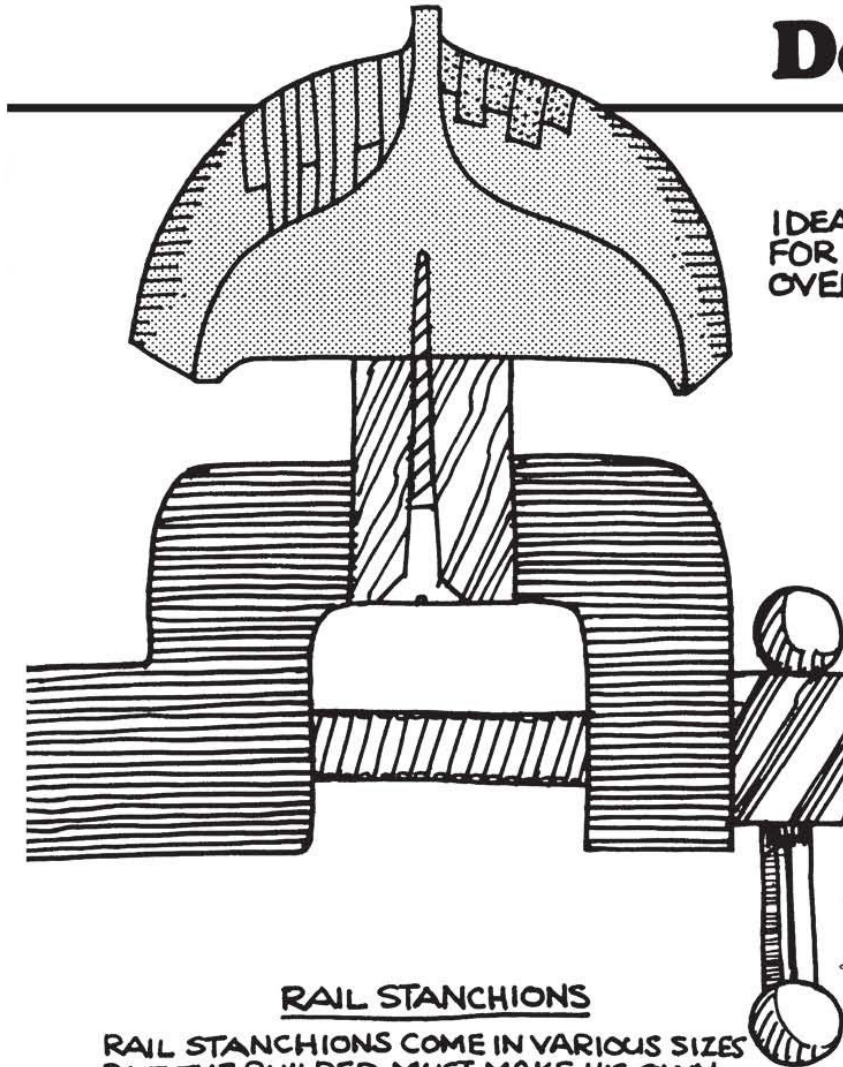




Deadeye Hints & Tips



Deadeye Tips

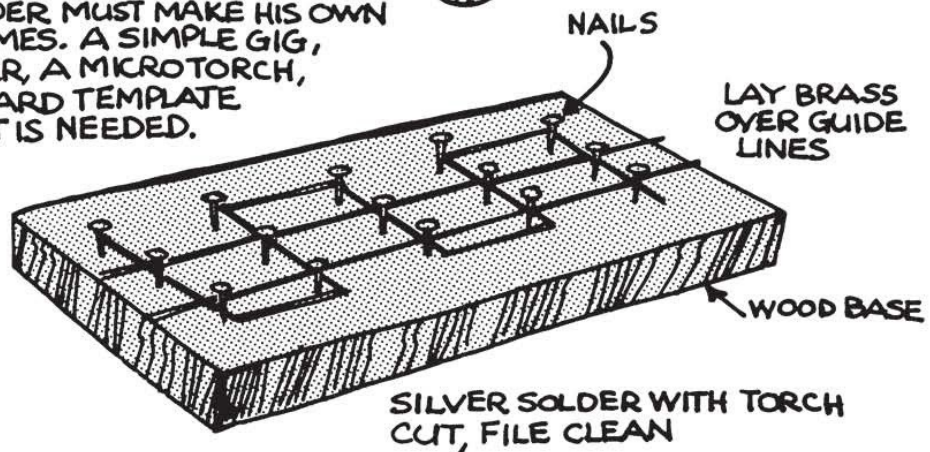


IDEAL WAY TO HOLD HULL FOR PLATING OR PLANKING OVER **SOLID** HULL MODELS.



RAIL STANCHIONS

RAIL STANCHIONS COME IN VARIOUS SIZES BUT THE BUILDER MUST MAKE HIS OWN AT CERTAIN TIMES. A SIMPLE GIG, SILVER SOLDER, A MICROTORCH, AND CARD BOARD TEMPLATE ARE ALL THAT IS NEEDED.



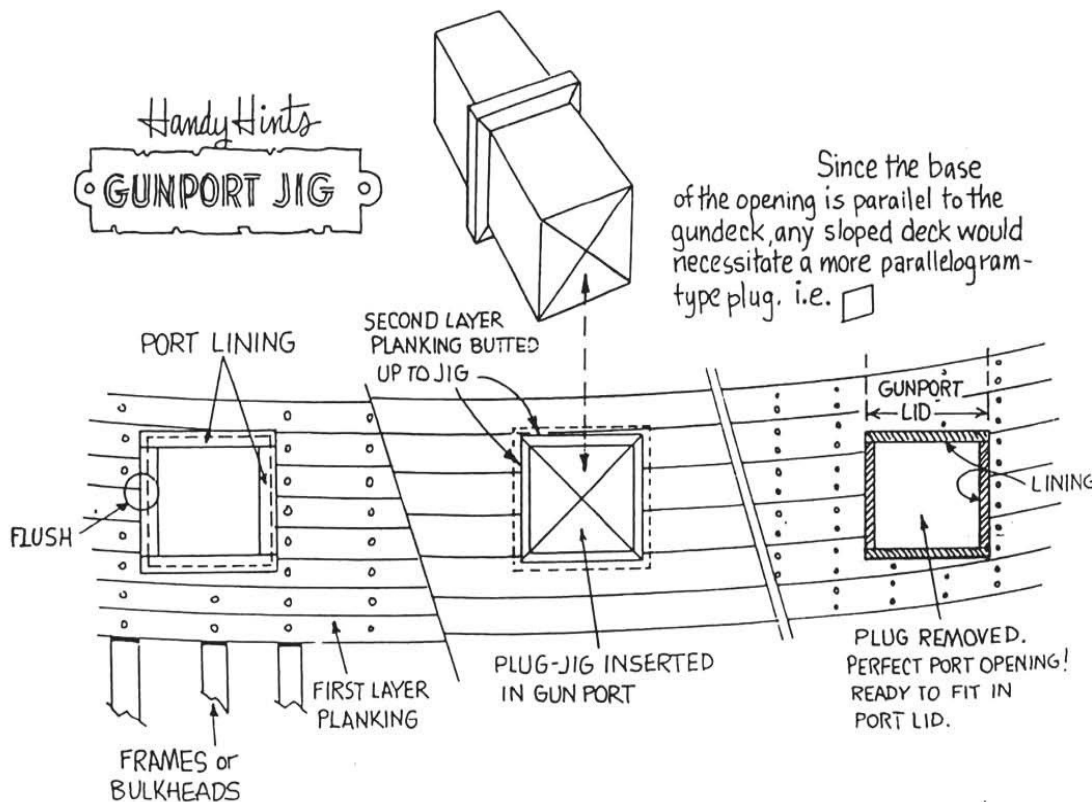


Deadeye Hints & Tips



HINTS: GUNPORT JIG

This is an article from an old SMA Newsletter about a demonstration in April 1991 by our honorary member Don Dressel for making perfect gunport openings.



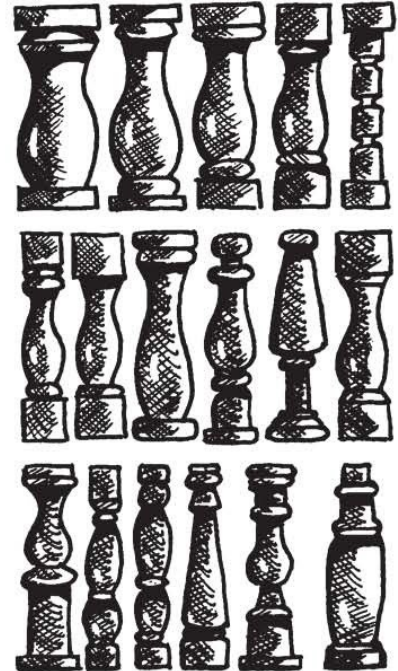
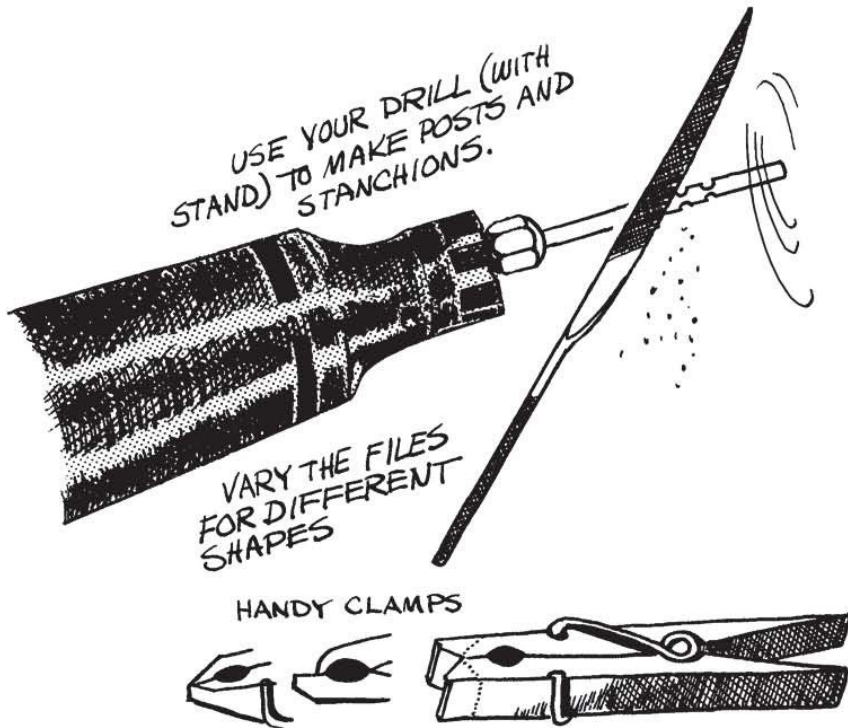
Making a Neat Cut Splice



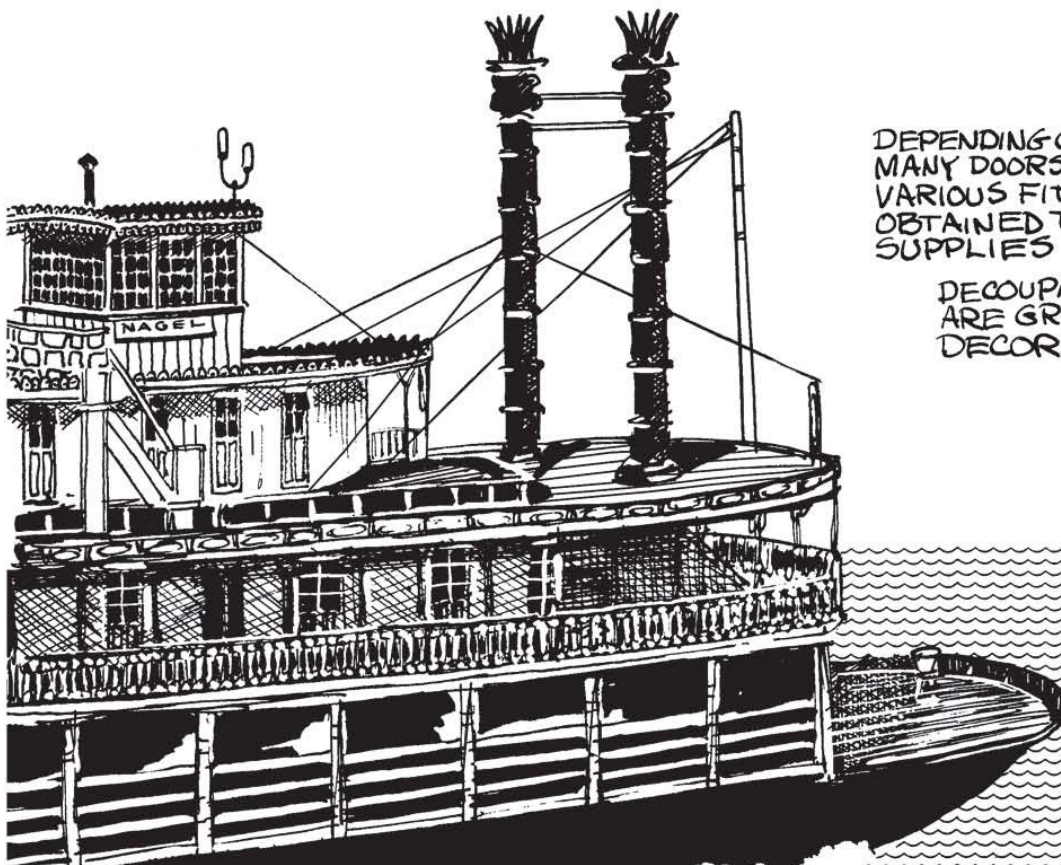
Cut a piece of patch rope of proper length. Apply super glue to each end to stiffen. Cut a sharp angle at each end of the patch, and super glue to the rope after having made a small loop. Seize each splice with thin thread, and apply super glue sparingly.



Deadeye Hints & Tips



USE THESE SHAPES TO
HELP YOU DESIGN



DEPENDING ON YOUR SCALE
MANY DOORS, WINDOWS AND
VARIOUS FITTINGS CAN BE
OBTAINED THRU RAILROAD
SUPPLIES (HO etc)

DECOUPAGE MATERIALS
ARE GREAT FOR
DECORATIVE TRIMS.

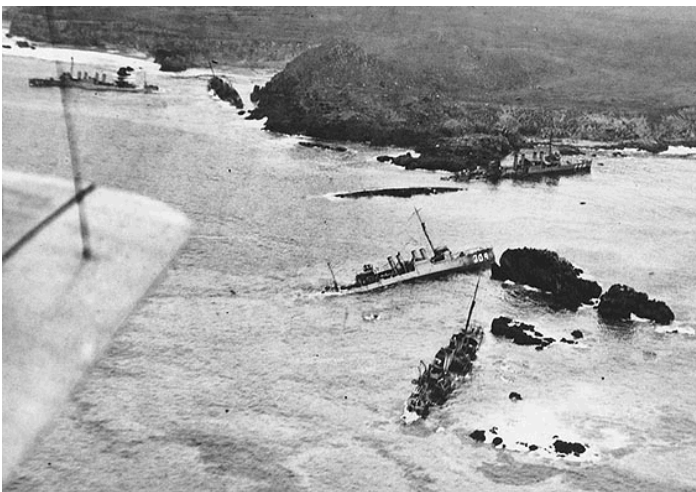


The Honda Point Disaster

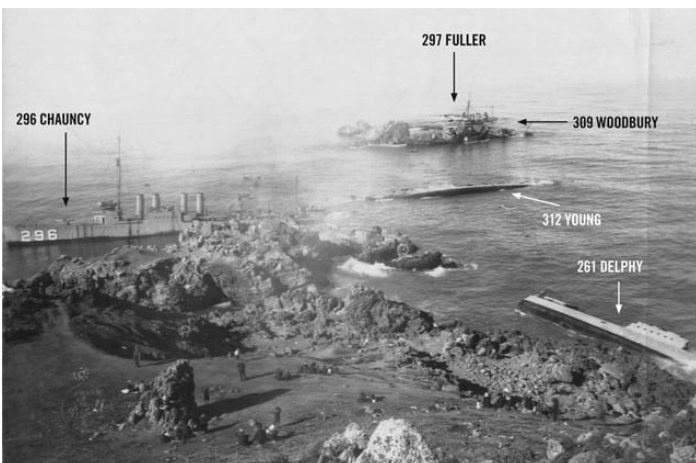
Based on an Article by Mackenzie J. Gregory



It was 100 years ago this month, September 8, 1923 to be exact, that the worst peacetime disaster in the history of the United States Navy occurred. 14 Destroyers from Squadron Eleven, led by Captain Edward Watson USN, were making for San Diego from San Francisco.



After clearing the "Golden Gate", the Squadron formed up in column formation astern of the leader *Delphy*. Steaming at 20 knots, the ships headed south for the 12 hour run



down the Californian coast to San Diego. Unfortunately, poor visibility meant the Squadron navigators had to rely only on Dead Reckoning. At the speed ordered, depth sounding could not be taken.

When the ships were due to alter course to the east into the Santa Barbara Channel, the radio direction finding (RDF) equipment stationed at Point Arguello (a few miles South of Point Honda) indicated that the Squadron of Destroyers was , in fact, still to the North of the Channel. RDF was still in its infancy, and the warning was not accepted. The 14 ships sped on oblivious to any impending danger.

It is noteworthy that the Squadron Commander did not take the prudent action of ordering his ships to slow down



so the depth of water under his Squadron could be measured by the depth sounding equipment that was available. Instead he trusted his own judgement and that of his navigators, and ploughed on regardless of any risks.

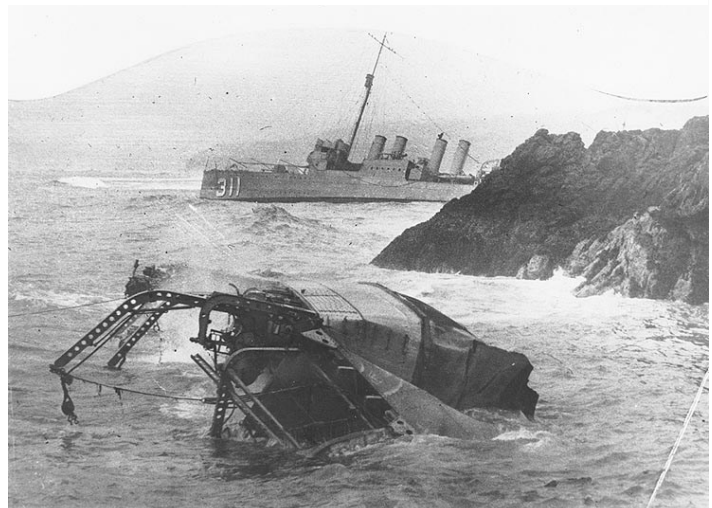
Barely five minutes after turning eastwards, *Delphy* ran into the Honda Point shoreline, and stuck fast. Next came USS *Lee*. On observing her leader suddenly stopped, she turned hard to port, but it was too late, and came to grief north of *Delphy*.

Coming up fast, USS *Young* could not react and struck submerged rocks, ripping open her thin hull, and turning her onto her starboard side, just to the south of *Delphy*.

The next two ships in line, *Woodbury* and *Nicholas* turned to starboard and port respectively, but alas, both ships also met the same fate.

Next came USS *Farragut*, one of the lucky ones, her Captain ordered his engines full astern, and so avoided any disaster.

Wrecks of the USS *Delphy* (Foreground) & USS *Nicholas*.

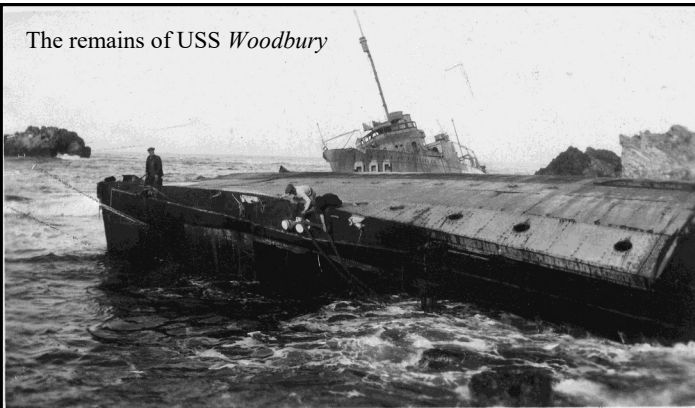




The Honda Point Disaster



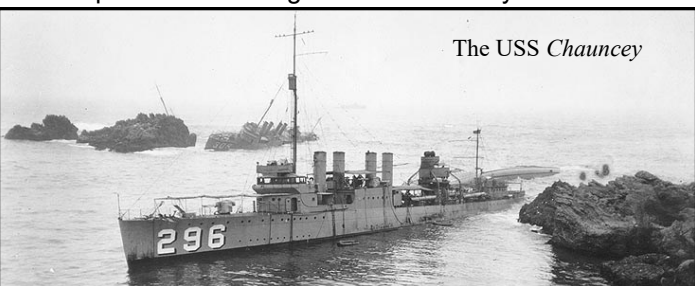
Fuller came to grief near *Woodbury*, while *Percival* and *Somers* managed to escape the fate of their sister ships.



The remains of USS *Woodbury*



Chauncey, in a valiant effort to rescue men clinging to the wreck of *Young* went aground herself. The final four ships out of the long line of 14 destroyers had time to



The USS *Chauncey*

avert any disaster, and all were able to turn in time to clear the coastal rocks and shoreline. In a matter of minutes, seven ships, barely 5 years old, had been lost and 23 sailors had perished. Twenty of them were aboard the *Young*, which flooded and sank so quickly, escape was almost impossible.

Eleven officers were brought before Courts Martial, and tried, four were found guilty. One of the four, the Commanding Officer of the USS *Nicholas*, had his conviction set aside by higher authority. The blame for the accident rested with the Squadron Commander (Capt. Watson), plus the Captain of the *Delphy* (LCdr. Hunter) and the flagship Navigating Officer (Lt. Blodgett). The Squadron Commander was sentenced to lose one hundred fifty numbers on the list of Captains, and the Commanding Officer of the flagship one hundred numbers on the list of Lieutenant Commanders. This meant that these two officers would never realize any further promotions during their careers. Lieutenant Blodgett, the Navigating Officer in the Squadron Commander's Flagship USS *Delphy*, was acquitted by the Court, and found NOT GUILTY AS CHARGED.



These sentences were mild to say the least, given the extent of the grounding of seven relatively new destroyers and the loss of 23 lives. Those involved were lucky to be treated so lightly. The JAG at the Inquiry, Lieutenant Commander Leslie Bratton, was transferred to Washington DC, and ordered to review the findings of the Court and report back to the Secretary of the Navy.

The Secretary of the Navy was not happy with the findings of the Court. He had wanted heads to roll. The outcome of the review, was that all Officers acquitted by the Court Martial had their findings reversed, but no new trials were ever ordered.

The Secretary of the Navy was replaced in 1924, and it was too late to take any further action. This sorry chapter in the history of the United States Navy was closed.

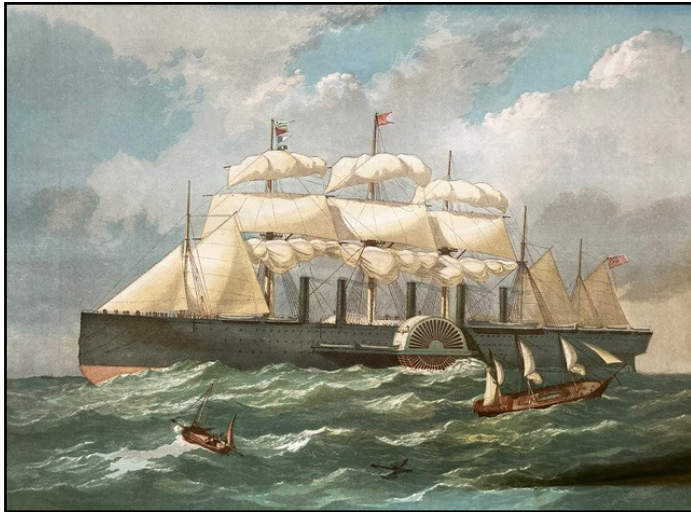


THE GREAT IRON SHIP: SS GREAT EASTERN

Presented by Dan Cicero—Photos Provided By Dan Cicero & Ken Manske

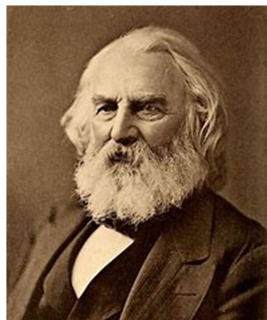


Arguably, no ship in history elicits greater visions of grandeur than the *Great Eastern*. It epitomized everything that was remarkable about the Industrial Revolution.

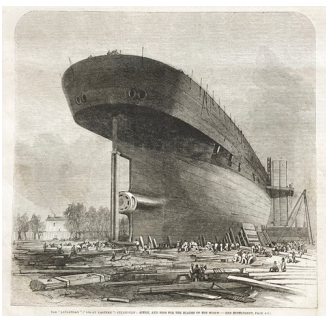


Launched in 1859 on the Thames River near London, she was 693 feet long, displaced 32,000 tons fully loaded, could carry 4,000 passengers, 6,000 tons of cargo, and 15,000 tons of coal. The vessel sported six masts, five funnels, two sets of engines that could generate 11,000 HP. The paddle wheels were 58 feet in diameter, while the screw measured twenty-four feet in length, which, up to that time, was the largest ever built.

Other remarkable facts included 6,500 square yards of sail, 20 lifeboats, two 100' long steam launches, gas illumination, and state-rooms 3x the largest then available. She could steam from England around the Cape of Good Hope to Shri Lanka (Ceylon) without refueling.

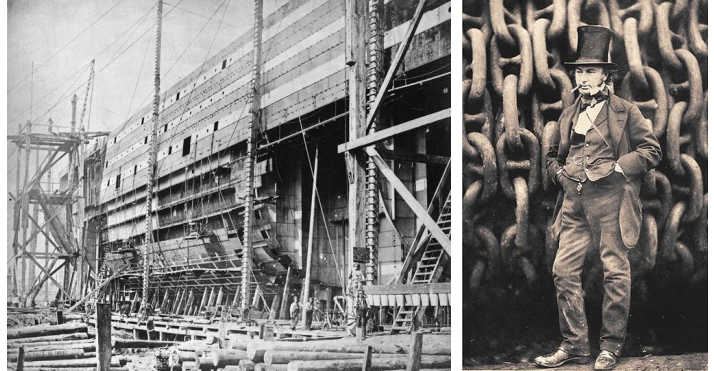


Contemporaries struggled to describe the ship. *Henry Wadsworth Longfellow* once wrote "Sublime in its enormous bulk, Loomed aloft the shadowy hulk." Indeed, the *Great Eastern* was the "Wonder of the Seas."

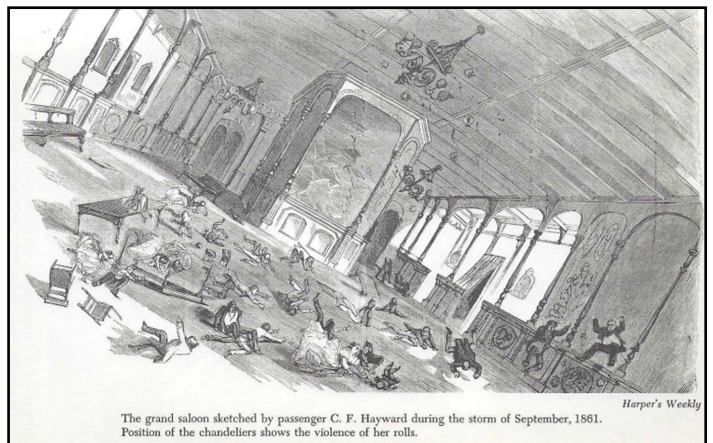


In spite of its many impressive statistics, the vessel did have shortcomings, many of them relating to her immense size. For one thing, no port in the world could effectively handle her. On her first trip to the United States, she smashed the pier with her port paddlewheel.

During the *Great Eastern's* construction, the demand for the 30,000 wrought iron hull plates became so great, it caused price inflation, which impacted the investors who were not pleased with these cost overruns. The man who



was the driving force behind this immense and expensive project was Isambard K. Brunel. In addition to designing the *Great Eastern*, Mr. Brunel was able to arrange initial financing of \$3,000,000 for the ship by promising \$1.2 million/year in profits. Also, being that she was longer than the largest storm wave ever measured, it was felt that seasickness would be a thing of the past. It was stated that the "Great Babe", as she was called, was so stable that Americans could duel without having their aim disturbed. Needless to say, Mother Nature had other ideas as the storm of September, 1861 would prove!



On November 3, 1857, the behemoth was ready for launching. The largest moving structure ever built, would require 1) high tide, 2) hydraulic rams to push her, 3) steam tugs to pull her and stop her when she got into the river, 4) steam winches on shore to let her down the ways and a huge windlass to assist in stopping her.

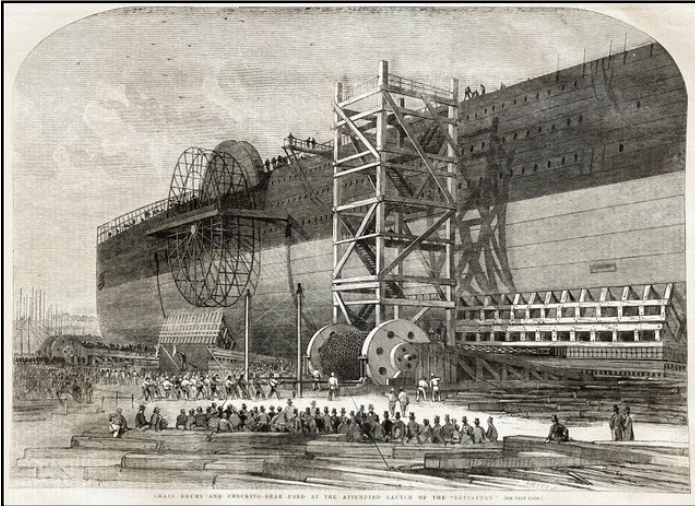
Thousands came to see the historic event. As the signal was given, *Great Eastern* shuddered and the stern moved three inches and stopped! At the same time a windlass broke loose, injuring five and killing two.



THE GREAT IRON SHIP: SS GREAT EASTERN

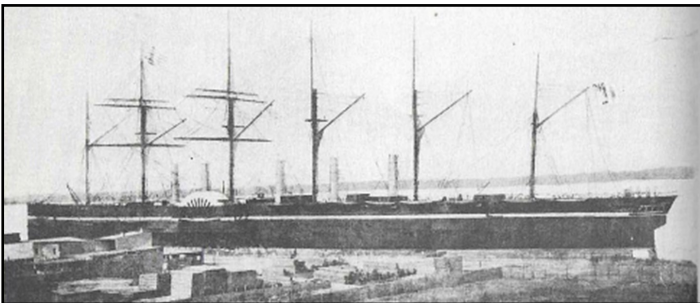


After begging and borrowing more equipment, and making smaller attempts to move the ship between tides, on January 30, 1858 she floated. The launch would cost



\$5,000/foot before she touched the water. To reach this point had taken 5 years, and the overall expenditure had grown to \$4 million. Fitting out would require another \$600,000, and 18 months, before she was ready for her ocean adventures! Her investors wanted out.

Difficulties with the ship were not devoted to only what has been discussed so far. Legend has it that a riveter and his partner (sometimes identified as his son) were lost in the void space between the double bottoms during construction. (The *Great Eastern* was the first vessel ever built with a double hull.) However, no worker was ever listed as missing. Riveters worked in three-man teams, but the story has always been about two men. There was never a claim by a family or a claim for back pay, and no remains were ever found when the ship was eventually scrapped.



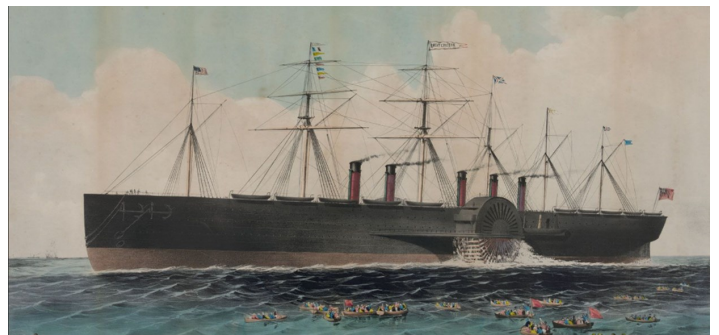
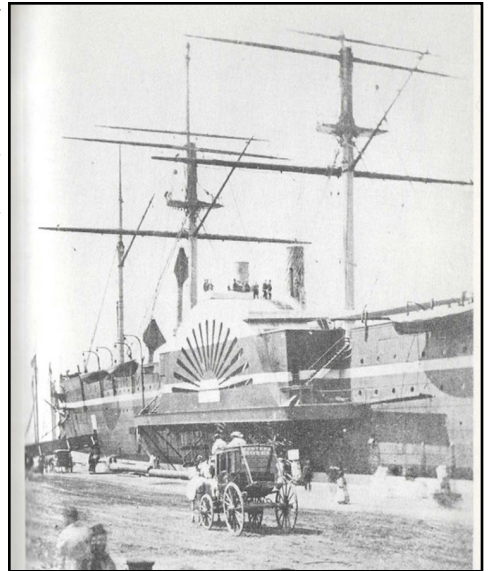
There was great interest in the ship on the other side of the Atlantic. Americans wanted to see the vessel, so she was fitted for trans-Atlantic crossings. The investors thought she could make eight trips per year and return 15% on their money. Unfortunately, that would not be the case.

So far the *Great Eastern* had boarded nothing but gapers, banqueteers and workmen. By launch time, investors had lost over \$3,000,000.

They tried to sell her to the Royal Navy, to no avail. Brunel created *The Great Ship Company*, found investors to throw in another \$1.7 million and sold the ship to the new company for \$800,000.

On her maiden voyage (just up the coast to Holyhead), a boiler exploded and 15 men lost their lives. In addition to this setback, the crew had yet to be paid so they went on strike. By this time it was too late to make a trip to America, so the ship stayed at Holyhead and worked as a tourist attraction.

At this point the bottom line showed a debit of \$180,000. Again, the ship was mortgaged, this time for \$200,000. Her total cost had risen to \$5,000,000. Brunel decided to form another company, this time for \$500,000. The day before she got underway I.K. Brunel had a stroke and was taken home to recover. He died 10 days later at age 53. Isambard Kingdom Brunel never got to see his wondrous creation put to sea.



The first passage to New York went well in spite of heavy weather. On the first day in port 1,500 people paid \$1.00 each to board the ship. In four weeks the "Great Babe" sold 143,764 tour tickets.



THE GREAT IRON SHIP: SS GREAT EASTERN



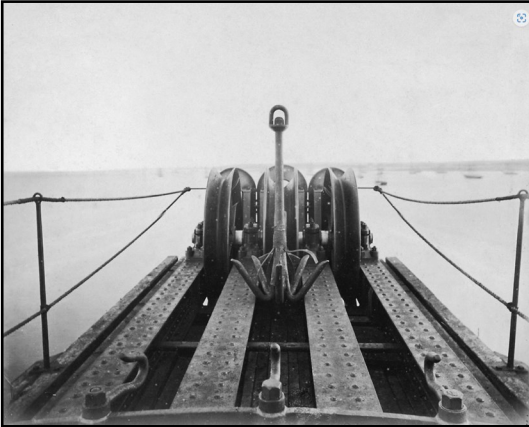
In spite of the great turnout, once the bills were paid, the Great Eastern was still in the red. but she had proved that she could make fast Atlantic transits. The next phase of her life was going to take a most unexpected turn.

In 1865 it was decided that an attempt would be made to lay the first transatlantic cable, and the *Great Eastern* was the perfect ship for this endeavor.

Three tanks were fitted capable of carrying 2,490 nautical miles of cable. She left Ireland on July 23rd paying out cable at 6.5 miles/hour.

All of it had to be inspected for faults and defects. If a fault was found, cable laying had to stop, the cable was cut, the defective part removed and then spliced back together. On July 30th, while repairing the cable, it separated and fell two miles to the bottom.

Finding the cable again required using a bow-mounted grapple. Unfortunately, the cable was so heavy and the grappling line so weak, it parted several times and dropped to the bottom again. They tried several times but failed. On August 17th the ship returned to Ireland.



In 1866 a second attempt was made that went much better. On July 27 after 14 days at sea the first transatlantic cable was connected at Heart's Content, Newfoundland.

Amazingly, the first cable was relocated and brought back to the surface for repairs. On August 31, 1866 there were two transatlantic cables in operation.

The *Great Eastern* would continue to lay other cables at a profit, but the opening of the Suez Canal and the construction of purpose-built ships would spell doom for the "Great Babe". She would end her days as a dance hall and giant billboard.



Chicago Tri-Club Association Officers & Staff



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NSD Admiral Emeritus - Richard Williams— shipdoc27@comcast.net

NSD Treasurer - Ed Urbanczyk— turbaned@comcast.net

NRMS President – Kurt Van Dahm – modelshipyard237@gmail.com

NRMS Vice President - Richard Williams— shipdoc27@comcast.net

NRMS Treasurer - Ed Urbanczyk— turbaned@comcast.net

NRMS Secretary - Dan Cicero— dan_cicero@sbcglobal.net



MMS President - Bob Filipowski — logline2@gmail.com

MMS Vice President. - Bob Frysztak — rfrysztak@luc.edu

MMS Treasurer - Allen Siegel — allensiegel@comcast.net

MMS Secretary - Bob Sykes — (630) 766-6645

MMS Club Photographer: - Robert Frysztak — rfrysztak@luc.edu

MMS Web Master - John Pocius... jhydroplane@gmail.com

www.midwestmodelshipwrights.com





The Benefits of Membership

Photos by Robert Frysztak



One never knows what you might find at one of our meetings. Special guest, Frank Ress, brought in a sizeable collection of plans, a full set of *Ships in Scale* magazines, and some semi-built hulls suitable for RC application. All of this was there for the taking!



• Tri-Club Anti-Piracy Policy •



Here is a 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*.

Please note that CAF has been removed from this list.

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