



Newsletter of the Midwest Model Shipwrights ♦

www.midwestmodelshipwrights.com ♦

June 2019

● Scuttlebutt ●

The May meeting did not set a record for attendance, but the 28 members and a guest were the club's best showing since May 2016. Our Web Master, John Pocius, made the trip east from Oregon with three models that he planned to enter in the competition at Manitowoc. See "Ships on Deck" and "Manitowoc 2019" for more information on these beautiful pieces.

It is not very often that we get a visit from a member that we haven't seen in 32 years, but that's exactly what happened. One of our founding members, Jim Hohenzy, paid us a visit, and it was certainly good to see him again. Jim was the club's first Forecastle Report editor, and he held the job for several years.

● Manitowoc 2019 ●

The 43rd Annual Midwestern Model Ships and Boats Contest and Display in Manitowoc was a very special edition of this longest running model ship competition.

Special events included the Burger Boat Exhibit Opening & Reception, which was held on Friday. This took place in the museum's Wisconsin-Built Boat Gallery where models of the *Splash*, *Lady Isabel*, and *White Swan* were put on permanent exhibit. These models were built by Kurt Van Dahm, Steve Wheeler, and Richard Young respectively.



Thirty five models were entered in the contest, with another 13 being designated as "Display Only." The Chicago Tri-Club Association had excellent representation with many members scoring well in the competition.

OFFICERS & STAFF

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June Meeting Notice Serving Lines & Stopping Blocks

By Bob Filipowski

Early in the year Bob Filipowski promised more presentations on rigging techniques. The June meeting will feature the second talk on this topic for 2019. Bob will offer some hints and tips as well as a little historical background on how lines were served, and blocks were stopped.

Our next meeting will be at 7:15 p.m.

Wednesday, June 19, 2019

The Dasom Community Church

501 S. Emerson Street

Mount Prospect, IL

● Saw Safety ●

Safety related presentations will probably never make any of our top ten choices list, but it's hard to argue that Kurt Van Dahm's talk on Saw Safety may have prevented one of us from having an unfortunate accident in the future. Kurt covered all aspects of using a table saw, which included cutting techniques, safety guards, and in



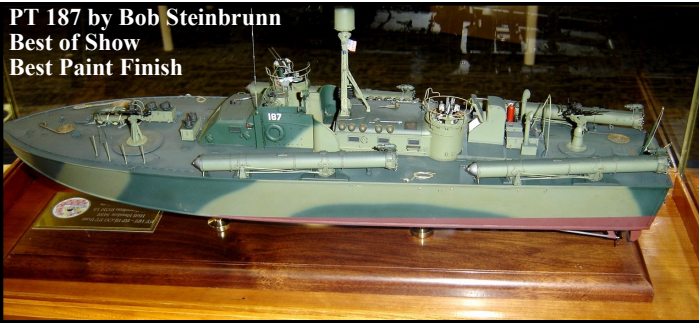
some cases, design flaws in the saws themselves. He backed up his talk with photos of some gruesome injuries, which certainly got our attention!

Suggestions for upgrading the Preac and Byrnes models were also provided. Many of the modifications were of Kurt's own design. All in all, it was a very thorough presentation!

● **Manitowoc 2019** ●

Special Award Winners (All also received Gold Awards)

PT 187 by Bob Steinbrunn
Best of Show
Best Paint Finish



HMS Atalanta by Toni Levine
Modelers' Choice
Best Wood Carving
Peoples' Choice



Sultana by Patrick Sand
Best Novice Builder



Splash by Kurt Van Dahm
Best Racing Class Sailboat
Best Great Lakes Model



HMS Sussex by Gus Agustin
Best Miniature



English Pinnace by John Pocius
Badger Airbrush & Compressor

● **Manitowoc 2019** ●

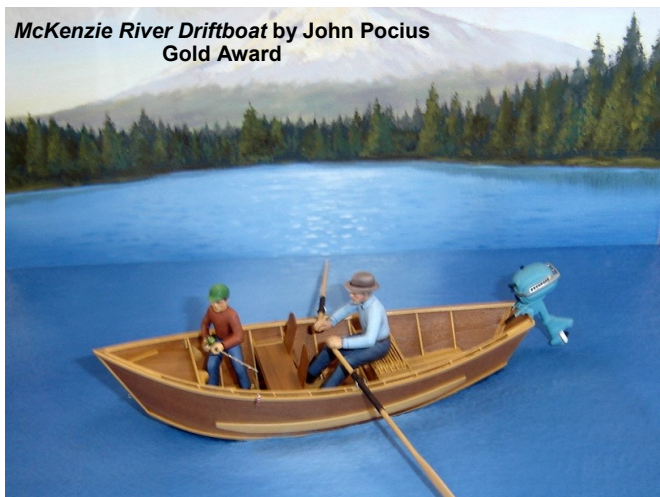
Additional Tri-Club Participants



**Vaux Junior by John Pocius
Gold Award**



**8 Foot Washstrake Dinghies by Steve Wheeler
Gold Award**



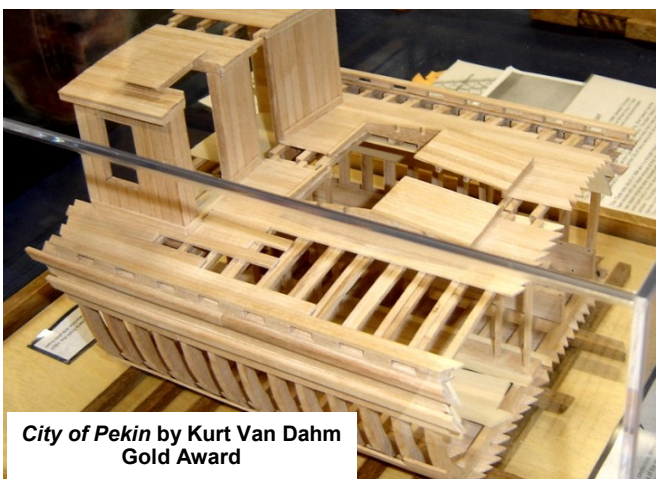
**McKenzie River Driftboat by John Pocius
Gold Award**



**SS Bremen by Earl Krantz
Bronze Award**



**Rattlesnake by Gordon Field
Display Only**



**City of Pekin by Kurt Van Dahm
Gold Award**



**Dutch Kaag by Allen Siegel
Display Only**



**110' Subchaser SC-1 Class
by Sam Parent
Silver Award**



**HMS Royal William
by Richard Williams
Display Only**

● ***Taeping* by Donald McNarry** ●

Photos by Markus Imthurn

This amazing model suffered extensive damage as a result of a careless accident. The age of the model has also impacted its appearance. Efforts are being made to locate a qualified restorer.

Model Specifications

Scale 1:384, 32':1"

Built January 1957

Size overall 39 x 19 cm, height 23 cm

Wooden base 39 x 19 x 3.8 cm

Height of the glass box 21 cm.

Hull without bowsprit 16.5 cm

Ship overall 21 cm

32 Sails

Rigging consists of brass wire and hair.

Summary of damage

The hull

The parts broken off on the deck are still fully rigged. Due to the tension of this rigging the broken parts cannot be reattached correctly.

The copper plating at the waterline was destroyed due to old age, not by the accident.

Masts, sails and rigging

Two of the three masts are completely broken off. The third mast is kinked, and is almost broken off. The bowsprit is partly broken and completely loose.

2 yards are damaged.

5 studding sail booms are damaged.

2 tops are damaged.

23 of the 32 sails are damaged. Mostly the corners are torn off. The sail material is extremely brittle.

The rigging (standing and running rigging) is damaged in at least 47 places.

3 shrouds are damaged.

The sea

The sea is carved out of wood and painted. The foam crowns are made with plasticine.

Numerous foam crowns are either cracked or torn off and missing.

Numerous abrasion marks exist, and, in many cases, the wood underneath is visible.

Display case glass

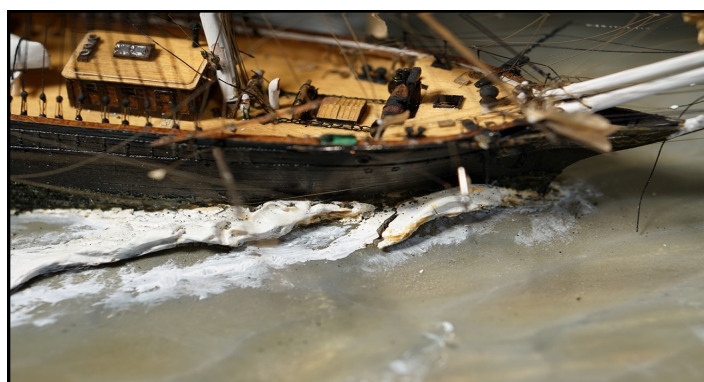
The glass is completely shattered.

The deck is covered with numerous fine glass shards.

Display case wooden edges

The wooden frames that supported the glass are still 98% present, although they are partly fragmented, particularly at the mitered ends. The frame could be reassembled from these parts.

List of the damages provided by Markus Imthurn.



● ***Taeping by Donald McNarry*** ●

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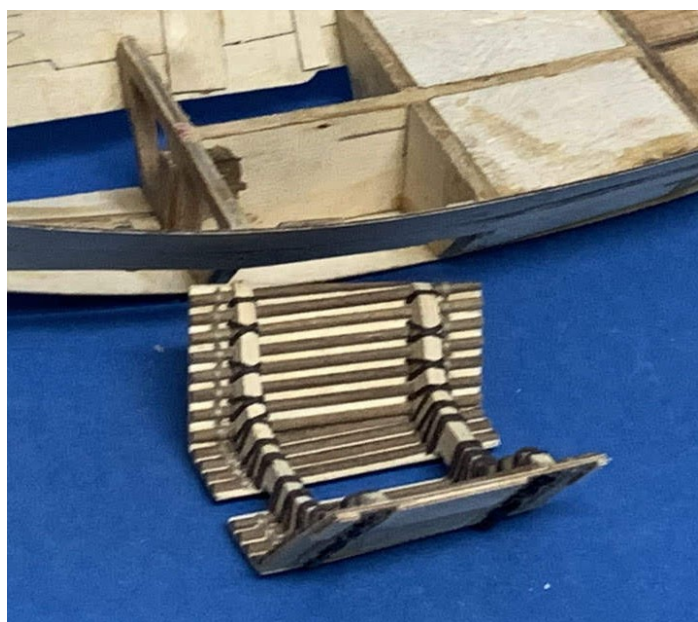
● Ships on Deck ●

Photos by Leon Sirota

Swedish Gunboat 1801 by Ken Goetz



Egyptian Boat *Egeza* by Rick Szydelko



● **Ships on Deck** ●

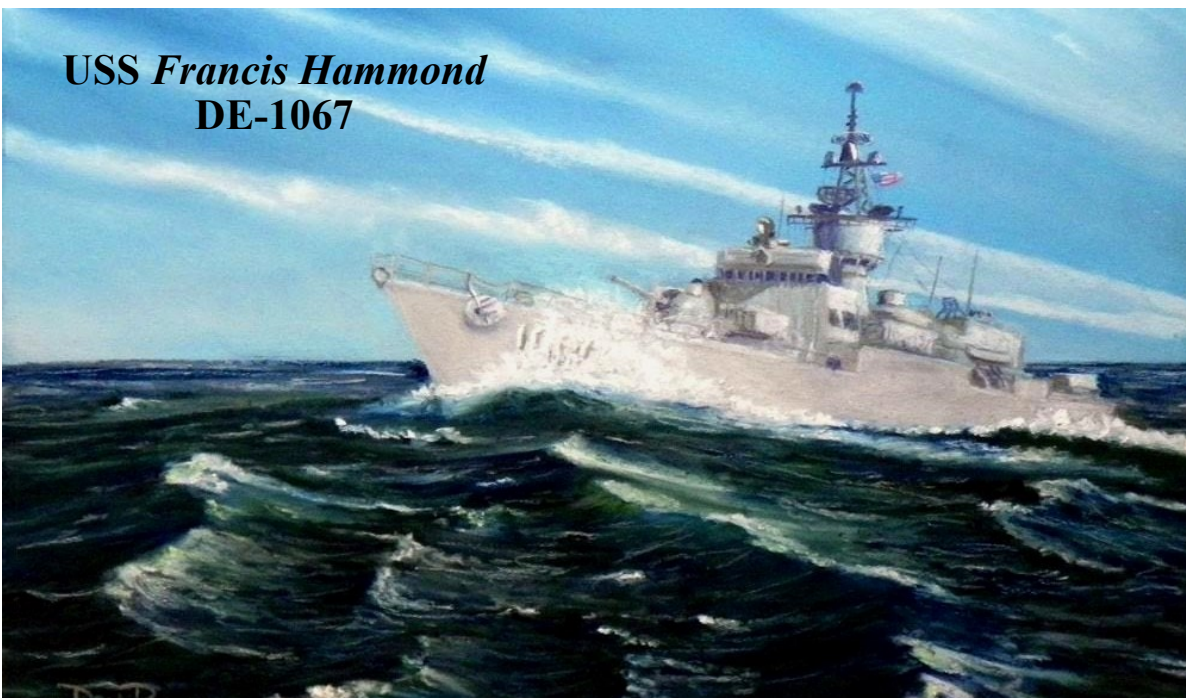
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Maritime Works of Art by Don Purney

Dawn Departure



***USS Francis Hammond
DE-1067***



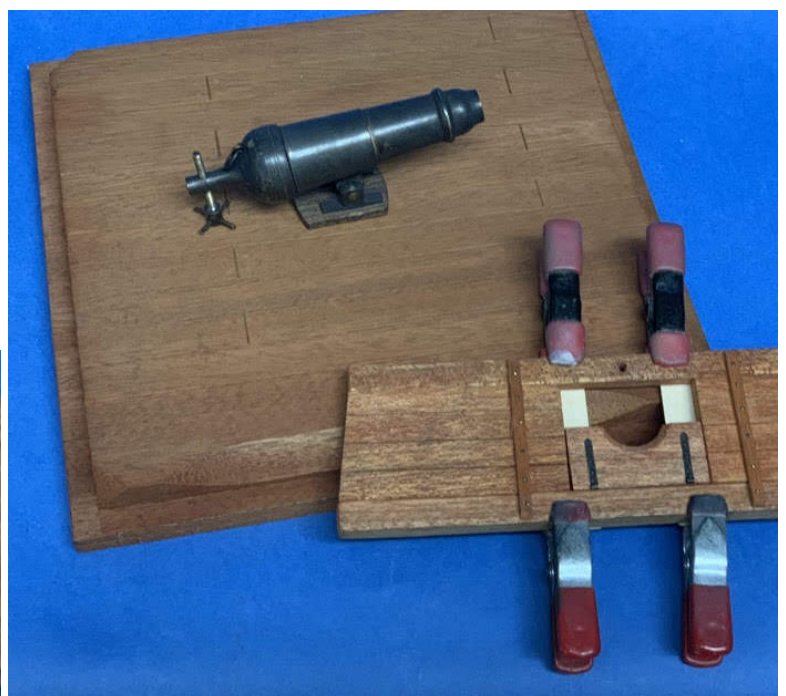
● **Ships on Deck** ●

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Bounty Launch by John Hirsch



French Carronade ca 1815 by Glenn Estray



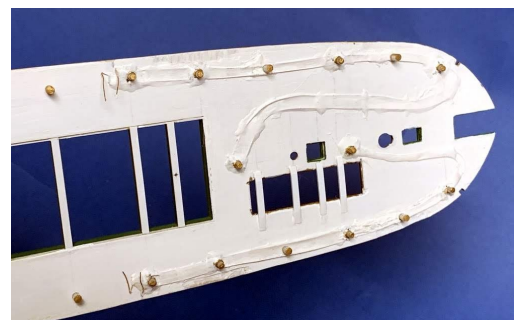
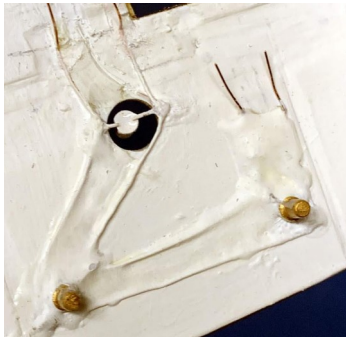
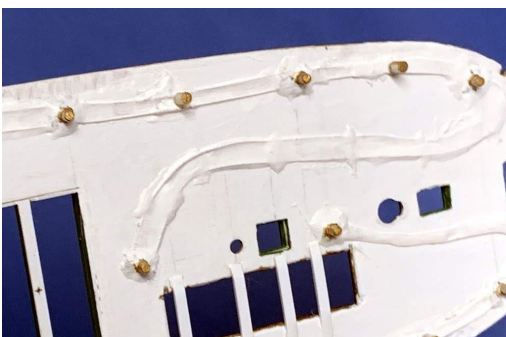
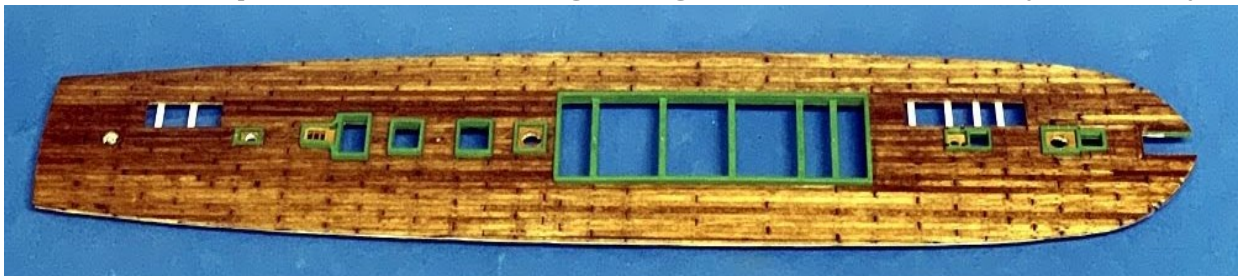
● Ships on Deck ●

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Spanish "74" *San Juan Nepomuceno* 1765 by Bob Sykes



Constitution Spar Deck with Lighting for Gun Deck by Bob Frysztak



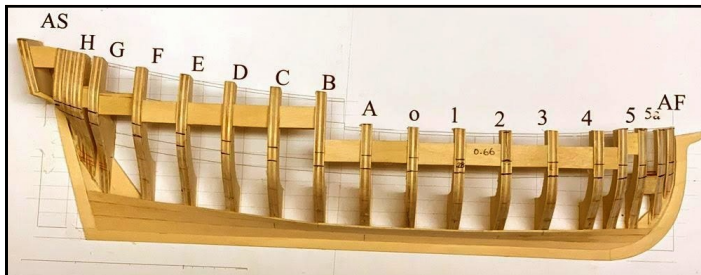
"Ships on Deck", continued on Page 10

● Ships on Deck ●

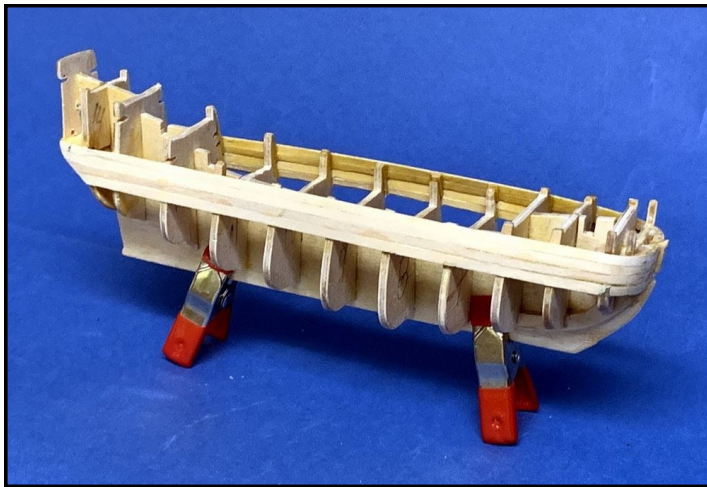
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NRG Spiling Kit Prototype by Toni Levine

Toni is developing a half-hull kit for the NRG that will help novices and intermediates understand how to properly plank a hull using conventional spiling procedures. The finished product will be composed of laser-cut basswood components.



Prins Willem by Paul Katz First Scratch-Built Effort



English Cutter *Diligence* by Bob Filipowski



HISTORIC SHIP PROFILES

● The Great Tea Race of 1866 ●

In the middle third of the 19th Century, the clippers, which carried cargoes of tea from China to Britain would compete in informal races to be first ship to dock in London with the new crop each season. The **Great Tea Race of 1866** was keenly followed in the press, with an extremely close finish. *Taeping* docked 28 minutes before *Ariel* - after a passage of more than 14,000 miles. *Ariel* had been ahead when the ships were taken in tow by steam tugs off Deal, but after waiting for the tide at Gravesend the deciding factor was the height of tide at which one could enter the different docks used by each ship. The third finisher, *Serica*, docked an hour and 15 minutes after *Ariel*. These three ships had left China on the same tide and arrived at London 99 days later to dock on the same tide. The next to arrive, 28 hours later, was *Fiery Cross*, followed, the next day, by *Taitaing*.



Given the close finish, and fearing that the consignees might find reason to avoid payment, the prize, or "premium", was claimed by *Taeping* but shared between them and *Ariel*, by agreement of their agents and owners. 1866 was the last time that a premium was written into the bill of lading of a tea clipper for docking in London with the first of the new crop. Though clippers raced with cargoes of tea for a few more years, the only commercial advantage was in their reputation as a fast ship, thereby securing a better rate of freight in the future.

Whilst the outcome thrilled its followers, it was clear to some that the days of the tea clipper were numbered. The auxiliary steamer *Erl King* had sailed from Foochow 8 days after *Ariel*, carrying both passengers and a cargo of tea. She arrived in London 15 days before the sailing ships. The *SS Agamemnon*, a much more fuel efficient ship than her contemporaries, had just made the fastest ever outward passage to China of 65 days and was on her way to London with a cargo of tea that was two or three times larger than a clipper could carry. The Suez Canal was under construction (and opened in 1869). This would give a much shorter route (a reduction of about 3,300 NM or nearly a quarter less distance), so favoring the steamships, as the Canal was not a practical option for sailing vessels.

Reference: https://en.wikipedia.org/wiki/Great_Tea_Race_of_1866