

● Scuttlebutt ●

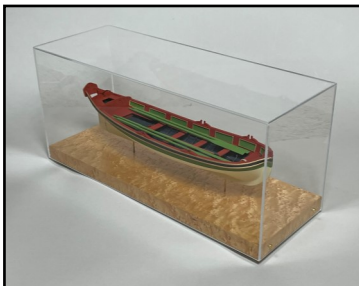
MMS Members Elect A New VP

It is not very often that we get a chance to elect a new officer to the Midwest Model Shipwrights' Staff. With Glenn Estrý stepping down, Bob Frysztak volunteered to take on the duties of Club Vice-President, and was unanimously accepted by those in attendance at the December meeting. As long as our get-togethers continue to be virtual in nature, Bob's responsibilities will include composing the Ships on Deck PowerPoint, and conducting the meeting SOD. Once we return to face to face meetings, his tasks will undergo some changes. Frysztak will also backup Bob Filipowski if he is unable to attend a meeting for some reason.

Again, we want to thank Glenn Estrý for his years of service and dedication to our organization, and we welcome Bob Frysztak aboard as our new VP.

● Making Acrylic Plastic Cases ●

John Pocius' presentation on making acrylic plastic cases was not a lengthy talk, but he nailed all the key points, which included materials and tools needed. They included an 18"x24" Optix .093 Acrylic sheet, SCIGRP Weld-On Cement, sandpapers, Novus Polishes 1, 2 and 3, a plastic cutting knife, a straight edge, a Diablo D1080N 10" 80 tooth saw blade, two 45 degree angle clamps, a bottle applicator, and a polypropylene funnel for pouring the cement into the applicator bottle.



The five pieces can be cut with the 80-tooth saw blade or the plastic cutting knife. The knife leaves a rougher edge that can be refined with 120 and 600 grit sandpaper.

MMS OFFICERS & STAFF



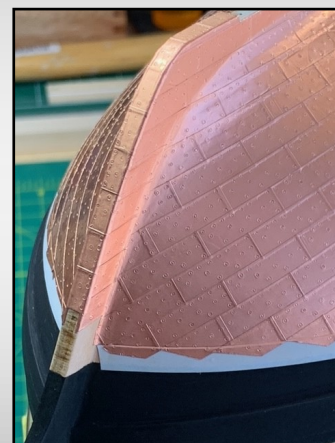
President - Bob Filipowski.....(847) 394-0757
 Vice Pres. - Bob Frysztak(630) 234-5684
 Treasurer - Allen Siegel(847) 446-7248
 Secretary - Bob Sykes.....(630) 766-6645
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 Leon Sirota(847) 541-6285
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January Meeting Notice

Gudgeons, Pintles & Coppering

By
Patrick Sand

All of you have been following Patrick Sand's progress on his *Syren* over the past several months, and it has been a remarkable journey. With this presentation, Patrick enters uncharted waters as he provides information on his first coppering job and scratch-built gudgeons and pintles. They say you can learn a lot from your mistakes, and Patrick has always been willing to share his trials and tribulations with us. This should be a most informative and enjoyable talk.



Proceedings will begin on Wednesday, January 19th, at 7:00 PM, but you will be able to log on as early as 6:30 PM. Hope you can join us!

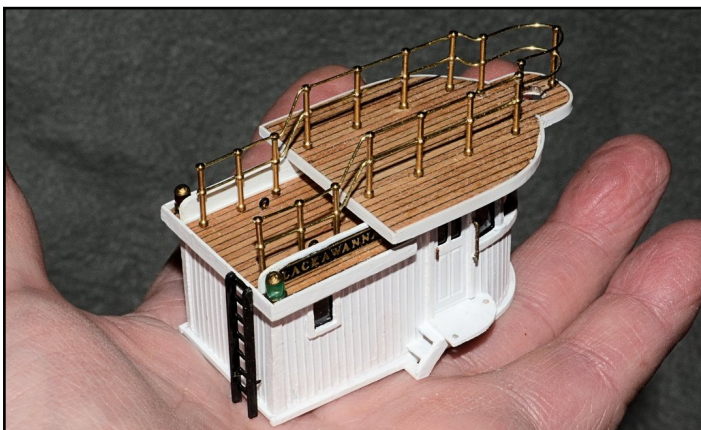
Using the two clamps, the sides are glued first. Then, apply masking tape to three edges to hold the case lid in position while gluing the fourth top edge.

Buff out glue marks with Novus polish. Large glue marks can be sanded with 2500 grit wet sandpaper, then buffed.

John used Baltic Birch 3/4 inch plywood and a cherry veneer for the base. The veneer was glued in place with clamps and a piece of flat scrap wood. After applying three coats of Tung oil varnish, pads were attached to the base. Mounting holes were drilled for the pedestals, and in the base ends to immobilize the plastic case.



Photos by Sam Parent



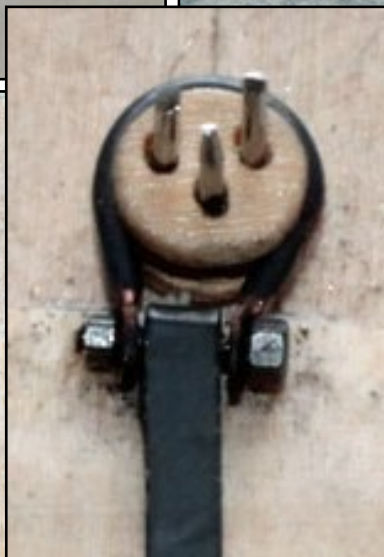
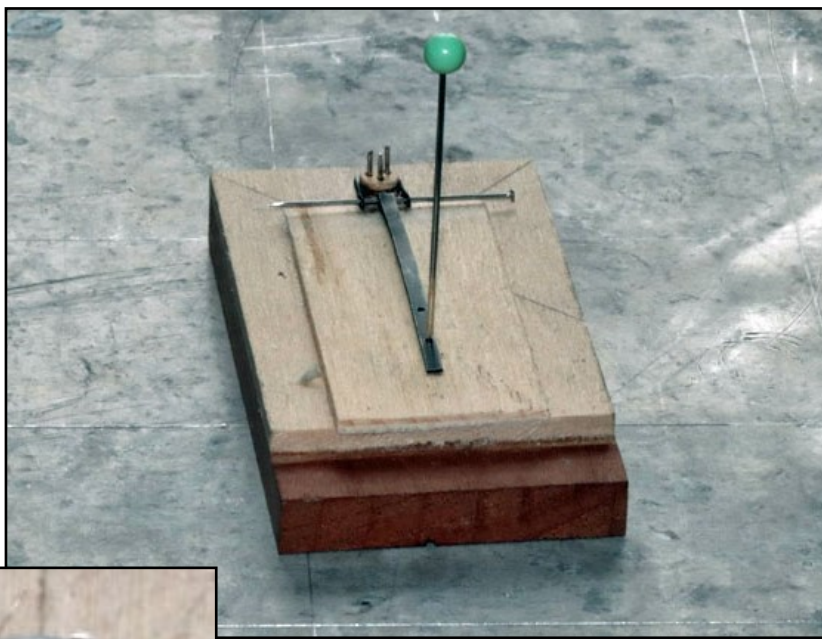
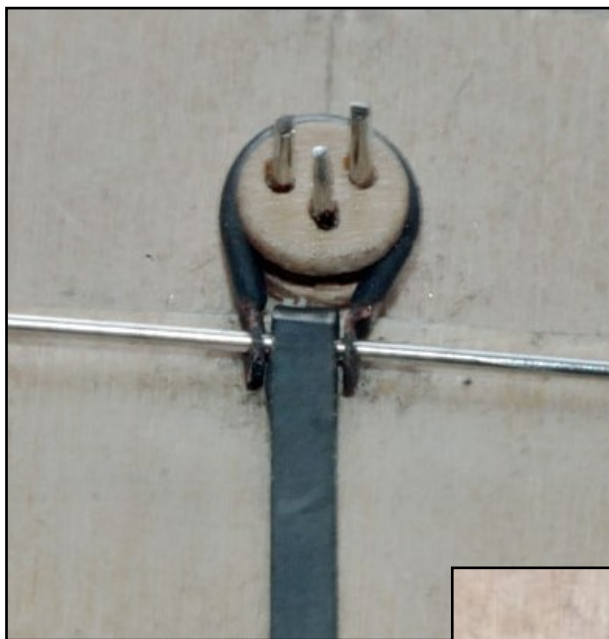
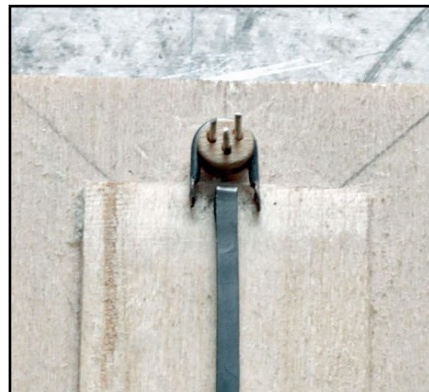
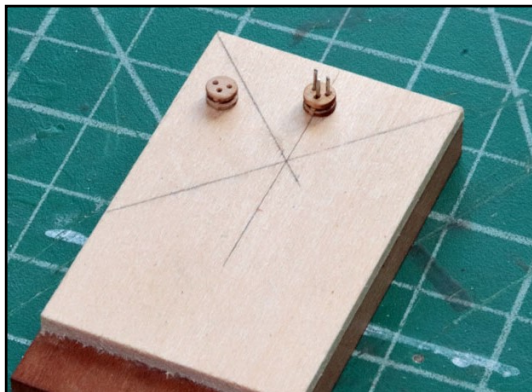
● Ships on Deck ●

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Bluenose by Dave Kupczyk

Deadeye Strops & Chain Plates

Photos by Dave Kupczyk



● Ships on Deck ●

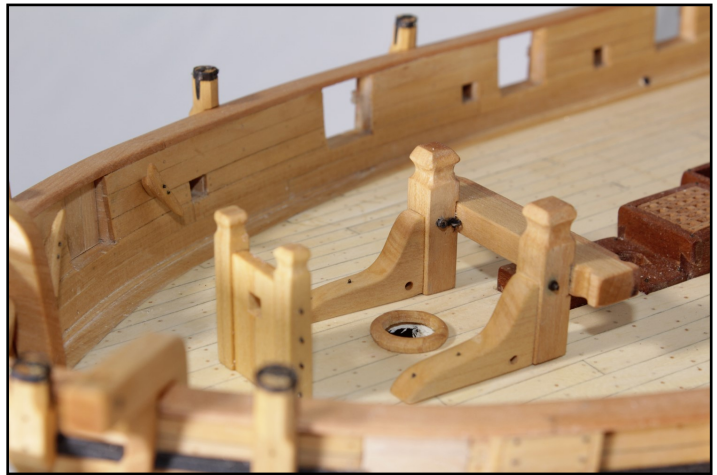
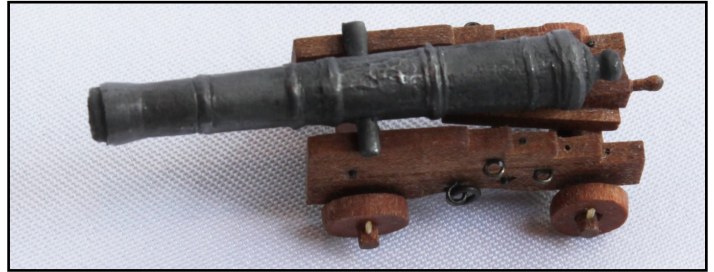
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Swallow by Toni Levine

Photos by Toni Levine



Fourteen 6 pounders were needed for *Swallow*. No example this size was commercially available, so Toni decided to cast her own using pewter.



• Ships on Deck •

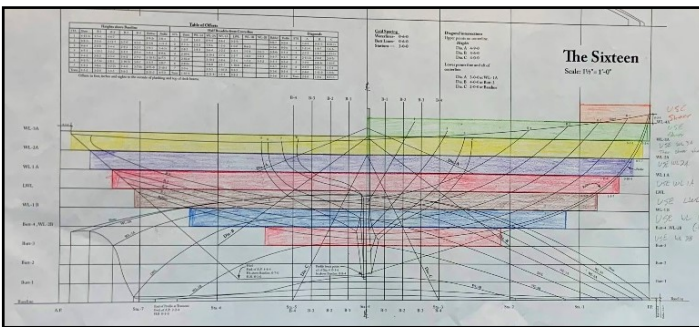
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The Sixteen

by Elijah Jennison
Photos by Elijah Jennison

Elijah Jennison is attending the Northwest School of Wooden Boatbuilding in Washington State. He is currently studying skiff construction, but prior to that, the curriculum focused on half models and lofting.

The model in these photos is simply known as “The Sixteen”, and is a bread-and-butter half-hull based on waterlines from the plans. He simply glued the layers together and faired the lines into each other. The hardest part for Elijah was carving the sheer, because he does not have a drawknife. He did it mostly with chisels and a spoke shave. Jennison feels that, due to the fact that it is a builder’s model, it is not really fit for display. It’s basically finished, and if he were to display it, he would have to do a little more fairing. Unfortunately, the next course, Skiff Construction, has a higher priority, so “The Sixteen” will have to wait.

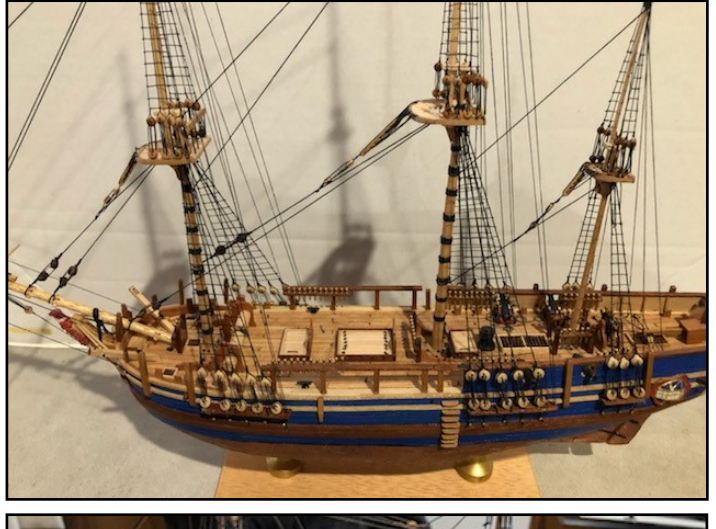


● Ships on Deck ●

Continued

HMS *Bounty* by Ralph Martin

Photos by Ralph Martin



● Ships on Deck ●

Continued

Manitowoc Artifacts

Submitted by Tim Foster



Not a model in progress, but these photos are interesting. Tim recently purchased this gauge which came from the car ferry *City of Saginaw 31* built in Manitowoc in 1929. The relatively low pressure reading indicates it was used for cooling water or lube oil etc. Since the operating steam pressure for this ferry was about 315 PSI, a boiler



Here is an image of busy Manitowoc Shipbuilding in the 20's. In the foreground is a Goodrich passenger boat in winter layup, possibly the *Carolina*. Also, a whaleback and two straight deckers are in for repairs.

gauge for this vessel would have been rated at 500 PSI.

Another shot from the same vantage point: Left to right there are four car ferries: *Grand Haven*, *Chief Wawatam*, *Pere Marquette 19*, and *Ann Arbor No.6*. Between 1924 and 1931, eight car ferries were built in Manitowoc. Ironically, none of the ones pictured in this photo were among those eight.

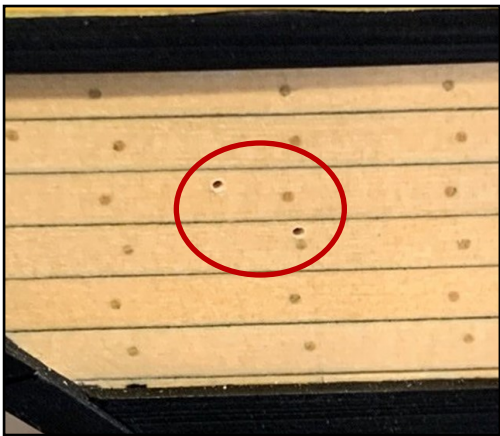
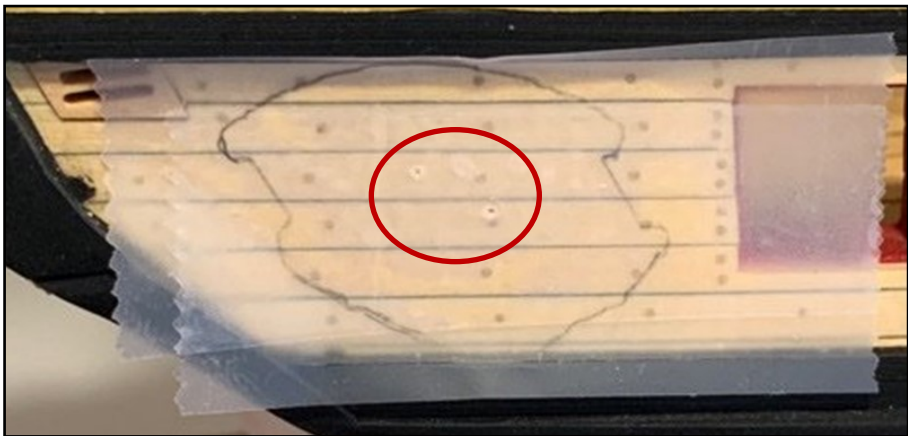
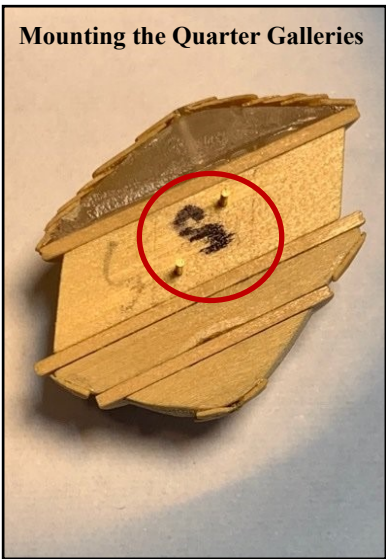
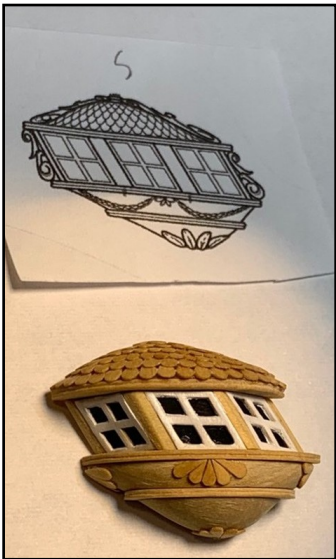


● Ships on Deck ●

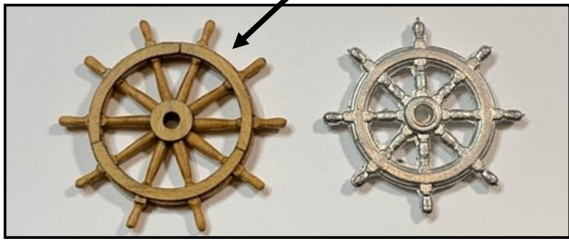
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US Brig Syren by Patrick Sand

Photos by Patrick Sand



Syren Ship Model Co. Ship's Wheel

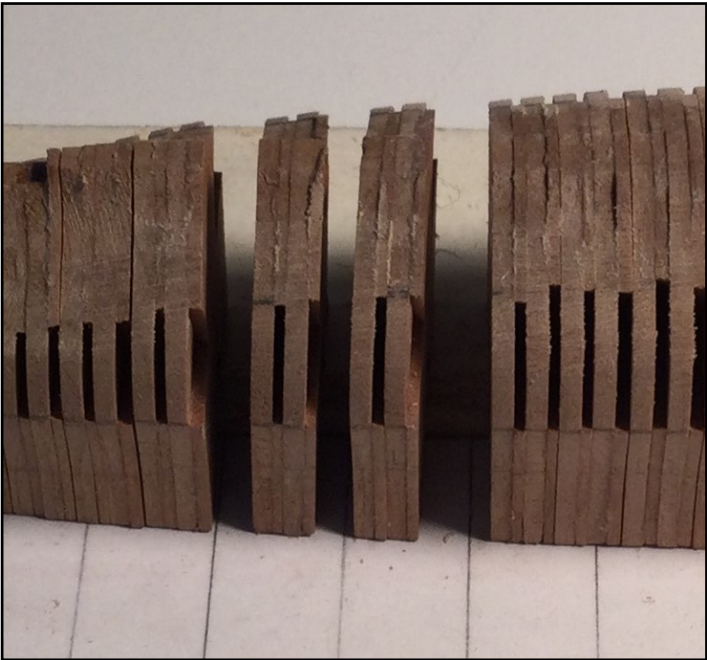


● Ships on Deck ●

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Speedwell, 1752, by Gus Agustin

Photos by Gus Agustin

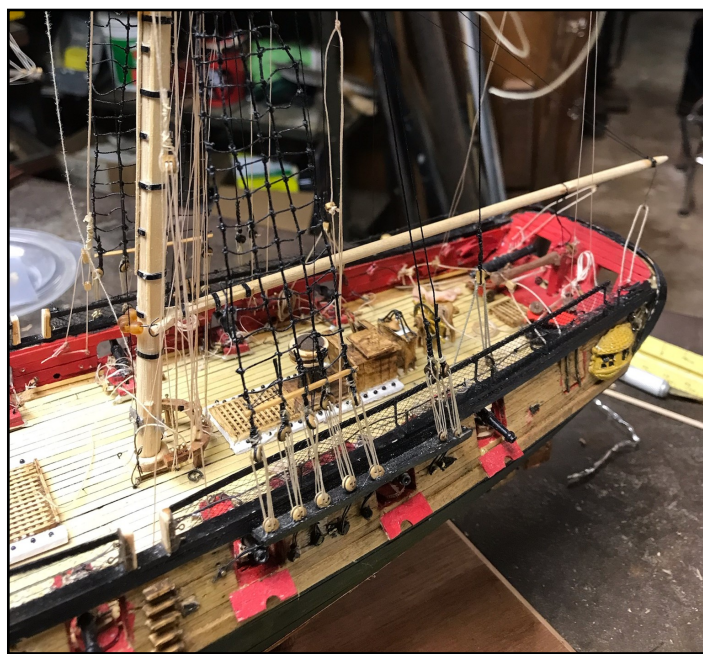
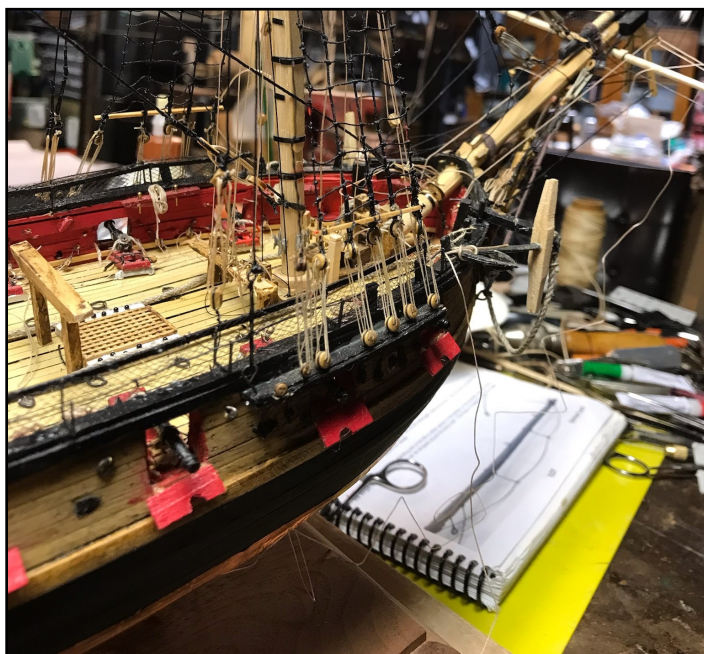


● Ships on Deck ●

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US Brig *Syren* by Ray Kroschel

Photos by Ray Kroschel



"Ships on Deck", continued on Page 11

● Ships on Deck ●

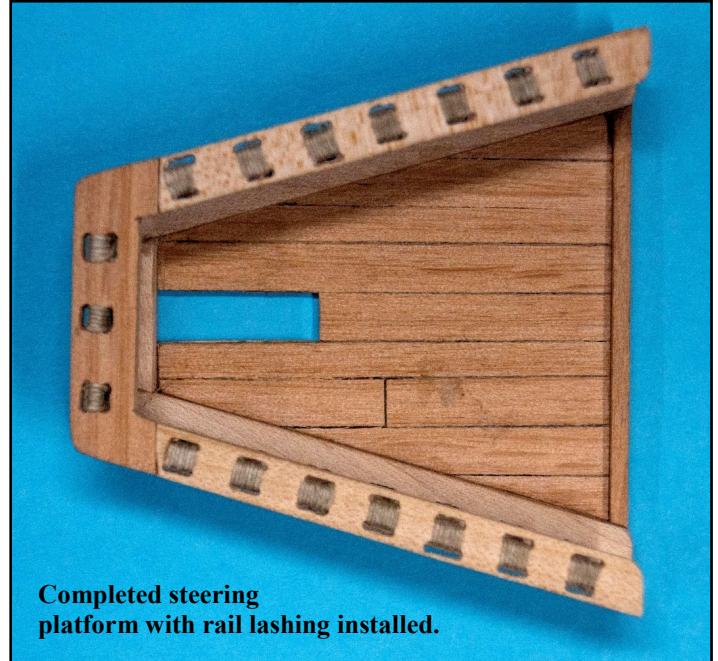
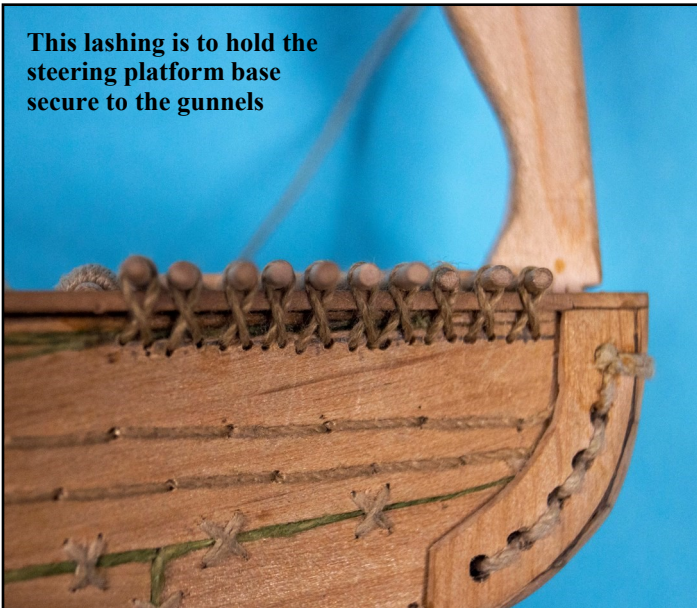
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Egyptian Boat *Egezia* by Rick Szydelko

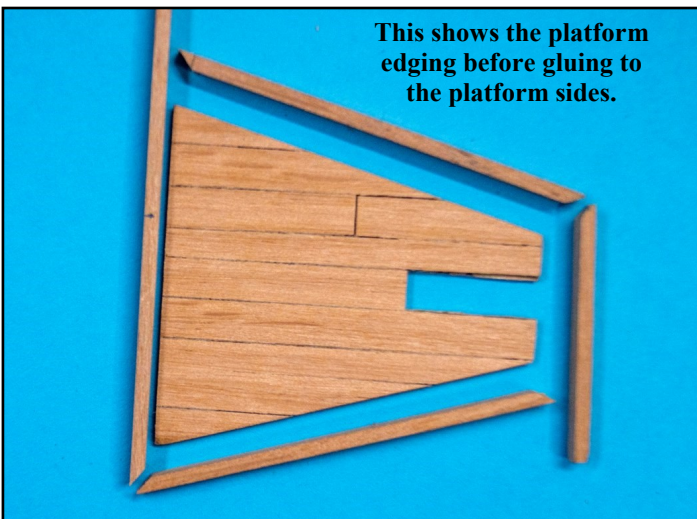
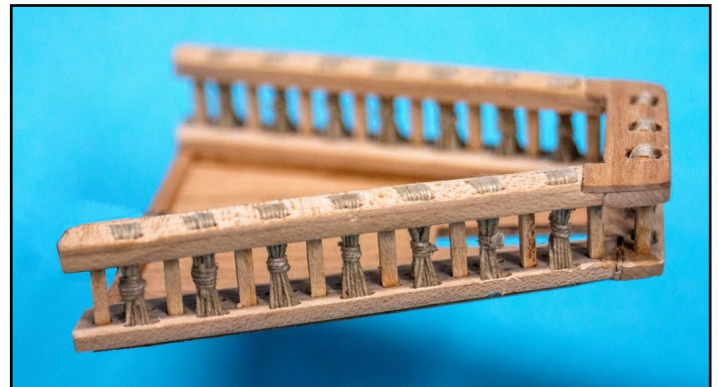
Photos by Rick Szydelko



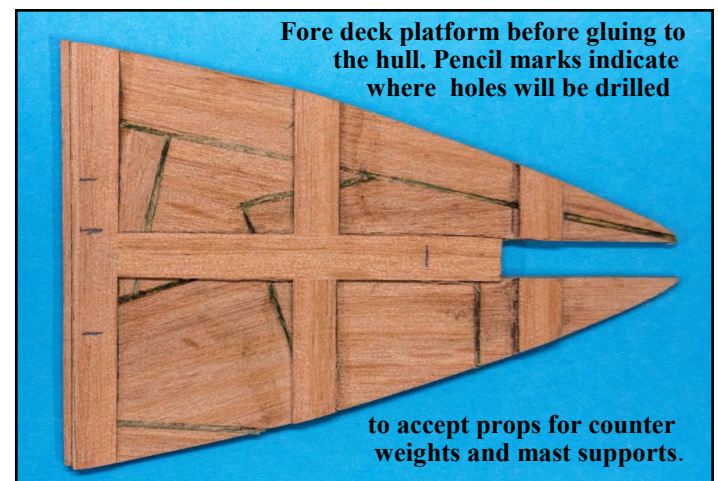
This lashing is to hold the steering platform base secure to the gunnels



Completed steering platform with rail lashing installed.



This shows the platform edging before gluing to the platform sides.



Fore deck platform before gluing to the hull. Pencil marks indicate where holes will be drilled

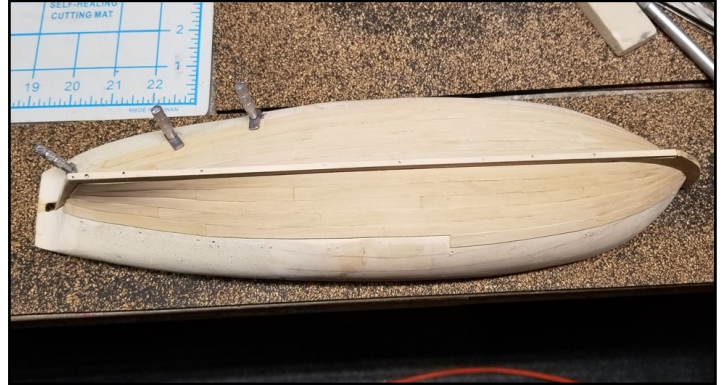
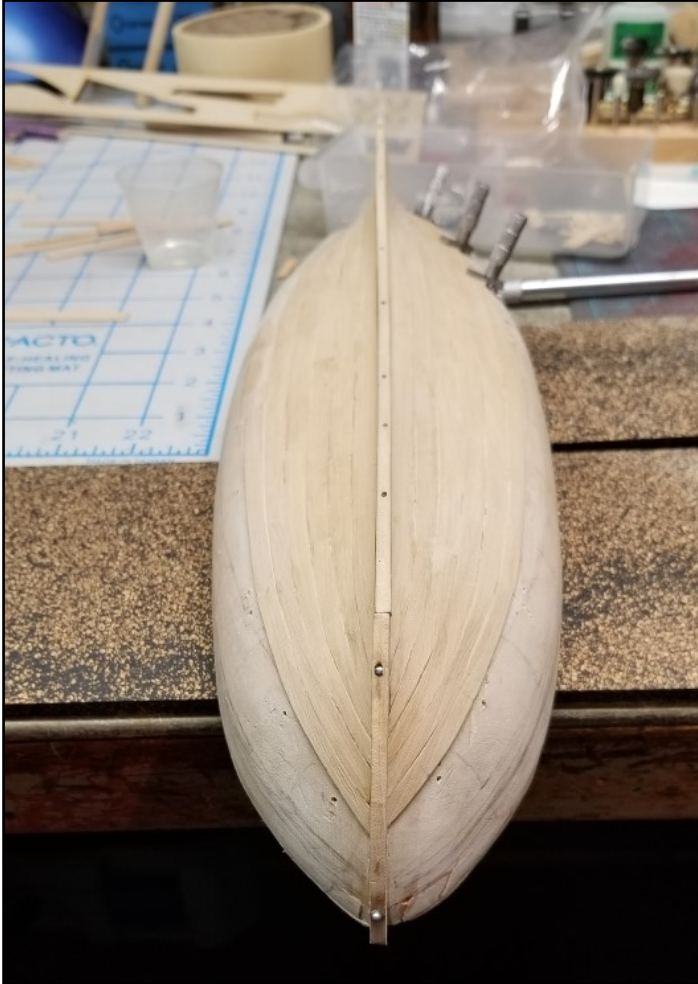
to accept props for counter weights and mast supports.

● Ships on Deck ●

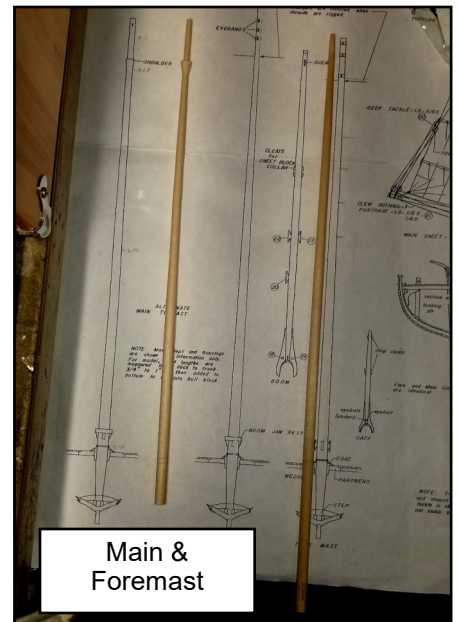
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Katy of Norfolk by Dan Pacholski

Photos by Dan Pacholski



A Poor Man's Lathe



Main &
Foremast

● Ships on Deck ●

Continued

Fair American

Presented by Coleman Seskind

Photos by Coleman Seskind



• Ships on Deck •

Continued

HMS *Bounty* by Neil Hurwitz

Photos by Neil Hurwitz



• MMS 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
LHQB	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

• HISTORIC SHIP PROFILES •

• Lake Michigan's Fury - The Rest of the Story •

Submitted by Tim Foster

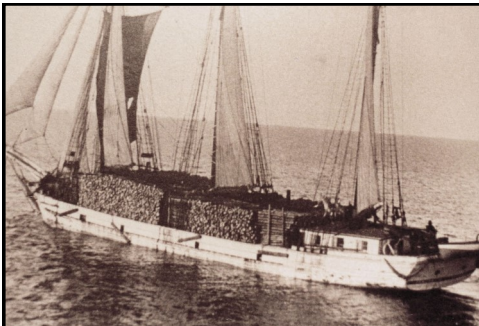


You may recall that in April, 2021, we showcased a group of photos that featured wreckage that had washed up onto the eastern shore of Lake Michigan. Other than surmising that it was the remains of a schooner's drop keel, we knew nothing else about it. Recently, more information came to light, when an article appeared in *The Betsie Current*, a local newspaper that is distributed in the Frankfort, Michigan area. Here is a segment of that article by Mr. Jed Jaworski.

154-year-old Shipwreck on Frankfort Beach

In the fall of 1908, a captain and his crew of five were aboard the schooner *Ida*, bound from Thompson in the Upper Peninsula to Chicago. A cargo of lumber filled the holds of the three-masted schooner, as well as being stacked high on the open decks.

At the time, the *Ida* was 41 years old, nearly twice the average retirement age of a wooden sailing ship, but she had thus far been lucky most of her life - always avoiding shipwrecks and somehow finding one more paying cargo to make the aged vessel worth her keep.



The profits from a successful late-season trip were always welcomed. The crew felt that, like always, the *Ida* would pull through the late fall storms to bring her cargo and crew safely to port. However, that fall, a late September gale, and the aging ship's timbers would change that assumption forever. The *Ida* would not arrive in Chicago but rather find herself driven ashore near Frankfort. The pounding waves would cause the schooner to spring a leak, capsize, and become water logged about 10 miles off Point Betsie.



The captain ordered the ship abandoned and the crew took to the lifeboat, safely making it to shore. Though completely flooded, the *Ida*'s cargo of lumber inside the hold kept the vessel afloat. She drifted before the storm and eventually went ashore hitting a sandbar a few miles north of Frankfort.

The ship quickly broke up, and what was not salvaged sank beneath the waves or sandy shores.

Now, 154 years after the ship first appeared on the launch ways in Milwaukee, Wisconsin, a piece of what is likely the vessel has reappeared on the Frankfort Public Beach.

What is exceptional is that this maritime artifact has likely traveled at least two miles down the coast from the *Ida*'s wreck site. Along the way, from decade to decade, it made a few cameo appearances before finally coming to rest on this municipal beach.

Having been declared a "public safety hazard" by city officials, it was hauled out of the water, and up onto the beach where it sat, further ravaged by the elements and human beings. At least one souvenir hunter took a hatchet to it, but couldn't finish the job. The question was—what to do with this unique piece of maritime history? Many options were explored, which ranged from dumping it back into the lake to donating it to a maritime museum. Unfortunately, there were no takers.



Historical Collections of the Great Lakes
Bowling Green State University



The three-masted lumber schooner *Ida*, in port, riding high. Note what appears to be a trail board at the bow. This might be an indication of how old this vessel was, since these decorative pieces were not as common a trait on Great Lakes schooners in the latter part of the 19 Century.

In the end, the city of Frankfort opted for the safest, and most economical solution. It was moved away from the shoreline and properly buried. The rational was that this would temporarily preserve it, until the community could make a determination on its end use. Somehow, that does not sound very promising.