

© 1957 Edwin Tunis
 While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969), 82. Used by permission of the estate of Edwin Tunis

Ropewalk

The Newsletter for
Shipwrights of Central Ohio

September 2018

Next Meeting: November 17, 2018

"Wood Finishing" – Mike Runkle

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September Meeting

October Meeting - Canceled

No, you did not read the notice of our next meeting incorrectly. Due to my travels to the NRG conference in Las Vegas (leaving 10/20, returning 10/28), those in attendance decided that we would cancel the October meeting. See you in November.

Business

Library Display

Each year we try to provide a display of ship models at the Westerville Public Library as payment for using their classrooms for our meeting at no charge.



This year we filled their display cases for the month of September. Top shelf, left is Stan Ross *Black Prince*, and on the right my skipjack. The middle shelf held Stan's *USS Kearsarge* and on the right is Mike Knapp's sternwheel steamer *Robt. E. Lee*. Bottom shelf is Stans *CSS Alabama*.



George Montag leans against a long display case holding Alan Phelps 1949 Chris Craft Runabout (R/C) and Georges German Workboat and display of the Kammerlander Method.



Loran Black provided a display of ship modeling kits in the other long display case, featuring Plastic, Solid and POB hull construction kits.

Donald Mikalouski Estate

Again, we were asked to help in disposing of the ship modeling materials of a modeler who had passed. Don lived in North Royalton, OH, a suburb of Cleveland. He passed away last spring and his daughter, via our web site, contacted me, asking how to dispose of his ship models and supplies. I referred her to either Fiddlers Green Model Ships or American Marine Model Gallery to determine if they were willing to help. If not, she could try to sell them on eBay.

I was contacted this month, if we would accept donations of two partially completed models: Corel -HMS Victoria & Wappen Von Hamburg, plus some parts and supplies.

Since we had a meeting on Saturday, I drove up to North Royalton on Friday to pick up the models and supplies and notified the club members that I would have them at the meeting.

Surprise, there were not two partially built models but three. Besides the two Corel models, there was also a Caldercraft *HMS Victoria* that he purchased just prior to his death which he had framed up.



Caldercraft: *HMS Victoria*

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Corel: *HMS Victoria*



Corel: *Wappen Van Hamburg* – This I had to leave behind. My SUV would not handle the height of the masts. Darrell Markijohn will contact the daughter about the *Wappen*.

Both models that I brought back have found a home. I also have a pile of wood that I will sort through and have available at the November meeting.

Club Officer Election - 2019

At the November meeting we will vote on the club officers for 2019. Those standing for election are:

Bill Nyberg – President (for life)

Alan Phelps – Vice President

Lee Kimmins – Treasurer

Alan Phelps – Club Photographer

We also need nominees for the following:

Web Master: maintain our web site (built and now needs to be kept current)

Special events – State Fair, Library Display, road trip coordination

Editor – Writes & edits the Ropewalk

Contact me if you are willing help out.

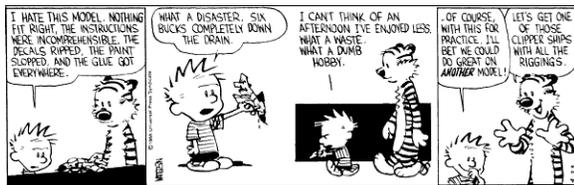
Presentation Planning - 2019

At the November meeting we will also review the presentation schedule for 2019. Because we have had guests who are new to ship modeling, I am purposing that 2019 be devoted to "Ship Modeling Simplified" covering subjects from reading plans through framing a hull, planking, decking, furniture & fixtures, making masts/yards/booms/gaffs, standing & running rigging.

It was also suggested that besides the Power Point presentations that the actual practiced be demoed on a model during the meeting. The second suggestion was to add an additional session each month where we gather and work on our models. Many of the clubs/guilds/societies operate this way: a meeting for business & presentations and a working session where "how-to-do" knowledge can be shared as the model is built and the modeler can give and get help on problems experienced.

Think about that and we will discuss it at our November meeting.

Presentation Youth Model Workshop



An interesting note was observed watching the young (8 – 13-year old's) who showed great interest in ship modeling during the fair. I expect their parents didn't think they either had the time or skills to help their sons or daughters with another activity. So.....



We have been asked to explore how we can hold a 2-hour workshop during the 2019 Ohio State Fair that will introduce ship modeling to 8-10-year-old and provide a "make & take" model. The objective is:

1. Introduce ship modeling to young people (boys & girls)
2. Gear the workshop to the skills of 8 – 10-year-old
3. Provide "Hands on" experience building a model for the youth.
4. Take away – a finished ship model

An alternative objective would be to provide for the young person's adult companion a two-hour space where they can explore the displays of quilts, arts, crafts, woodworking, leather craft, carving, food, etc. found in the Cardinal Hall.

I have copies of two attempts at teaching ship modeling that I had received over the past 12 years.

- An 18-hour course developed by the ship modeling club that met at the Inland Seas Museum that never got off the ground.
- 12-week course held at a senior center in Ontario.

I also came across an article in the Valley News by Eleanor Kohlsaatt, dated Sept. 25, 2016, where she interviewed the president of the Upper Valley Ship Modelers Guild, Mark Coates. In that article, he mentions that they hold a 2-hour shipbuilding workshop for 8-10-year-old. I have tried to reach him without success.



This appeared with the article and is a photo of one of the models they use in their course.

Another source for simple models geared to that age group is Bearco Marine,

Madison, Ohio. They sell kits for that age group of Great Lakes Ore Carriers.

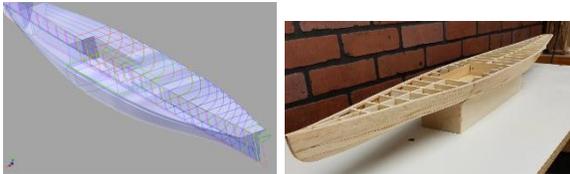


Darrell Markijohn and Jerry Amato have agreed to do the research with Bearco and what can be fabricated before hand so that the project is an assembly and paint with a finished take away model at the end of two hours. They will provide an update at the November meeting.

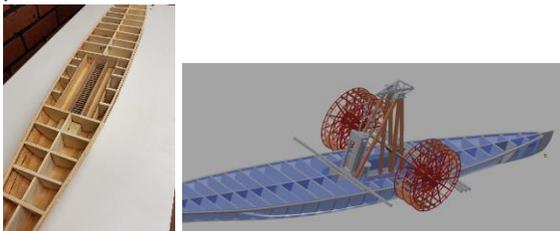
Ships on Deck:

Mary Powell

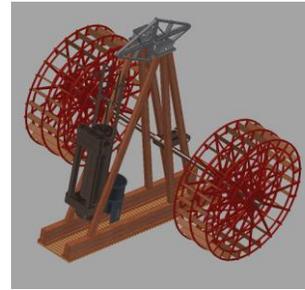
Lee Kimmins shared his progress on building a model of the sidewheel steamer *Mary Powell*. He started with his CAD drawing of the hull then the actual construction of that hull from his drawing.



The photo below shows the location of the engine with the CAD drawing of the engine placement besides.



His next step is fabricating the engine and wheels using 3-D printing.



Ulises

Alan Phelps has made progress on building the POB, R/C tug *Ulises* from Ocio Creativo.



Alan explained how he would position the battery (center), propulsion engine (aft) and controls (forward) to maintain ballast balance.



Dapper Tom

Yards and boom/gaffs are installed and running rigging installation is in process. Slings installed and now working on lifts and braces. I have two belaying plans, one they came with the kit (1950's) and Petersson's for a Baltimore Clipper that differ. Plan to rig all lines before belaying to verify how the line run and the actual belaying point.



Odds and Ends

American Great Lakes Maritime History

Fellow Great Lakes museums leverage the skills of regional modelers to enhance their installations, but each year the pool of artisans is smaller. A generation that reveled in miniature-making is passing as professional trade modeling has been replaced by computer modeling and three-dimensional printing. Younger devotees, far fewer in number, are finding it harder to find part and plan suppliers, often turning to overseas sources. Nearly every article and interview discussing the waning interests quickly blames the popularity of video games and the internet. Other than Lego-sponsored events, younger museum goers seldom get hands-on modeling experiences.

Loss of this visually interpretive tool will have consequences. It will increase the value of existing collections of ship models, but newly commissioned models will come with longer wait times and higher costs. Plastic 3-D modeling will fill some of the void, but experts note that the field is losing its brain trust of expertise—a resource that will be hard to replace. In the meantime, in-museum and off-site demonstrations offer a great opportunity to expose folks to this unique art form.

This article appeared in the AGLMH Newsletter -2018 August.

Nautical Terms

Barca-longa

A two- or three-mast [lugger](#) used for fishing on the coasts of Spain and Portugal and more widely in the Mediterranean Sea in the late 17th century and 18th century. Rigged with single lugsails (a four-sided sail secured to a yard that is normally two-thirds the length of the foot-of-the-sail, so that the sail hangs obliquely) on each of the two or three masts, and reaching up to 70 feet in length.

Barge

1. A towed or self-propelled flat-bottomed boat, built mainly for river, canal, and coastal transport of heavy goods.
2. Admiral's barge: A boat at the disposal of an [admiral](#) for his or her use as transportation between a larger vessel and the shore or within a harbor.
3. A long, narrow boat, generally with no fewer than 10 oars

Barge (also bark)

A sailing vessel of three or more masts, with all masts but the stern most square-rigged, the stern most being fore-and-aft-rigged.

Barquentine (also barkentine)

A sailing vessel with three or more masts; with a square-rigged foremast and all other masts fore-and-aft rigged.

Barrack ship

A ship or craft designed to function as a floating barracks for housing military personnel.

Barrelman

A sailor that was stationed in the crow's nest.

Batten

1. A stiff strip used to support the roach of a sail, enabling increased sail area.
2. Any thin strip of material (wood, plastic etc.) which can be used any number of ways.
3. A narrow strip of wood nailed to various parts of the masts and spars to preserve them from chaffing

Batten down the hatches

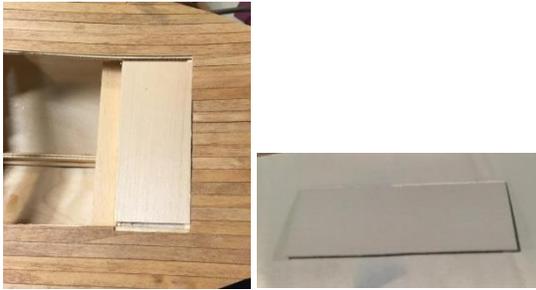
To prepare for inclement weather by securing the closed hatch covers with wooden battens so as to prevent water from entering from any angle.

Information is from the book "A Sea of Words" A lexicon and Companion for Patrick O'Brian's Seafaring Tales" by Dean King. & Glossary of Nautical Terms Wikipedia;

BlueJacket Ship Crafters

Tip-of-the-Month

How to fake a diamond pattern non-skid surface for a pilot-house floor. First cut and fit a proper sized basswood piece and spray with a gray primer.



Next, to mask the diamond pattern, take a piece of metal screening, to scale, and stretch it diagonally and tape it over the piece of wood.



Apply a light dusting spray of flat black.



Pull off the screening and glue the piece in place. The decking makes a reasonable presentation and will be seen through the pilot house windows.



Other Notes: (About "Stuff" & Tugs)

Nautical Research Guild 2018 Conference

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The 2018 Nautical Research Guild conference will be held October 25 – 27, 2018 at the Palace Station Hotel and Casino in Las Vegas, NV.

Registration Forms:

<https://www.thenrg.org/nrg-2018-conference.php>

I will be attending, leaving October 20th to visit my grandson at Cal Poly and spend time with family before the conference starts.

NRJ – Nautical Research Journal

NEW DIGITAL EDITION OF THE NRJ

The digital option that many have been asking for is now a reality. This first issue is being made available free to everybody, members and non-members alike, because we are convinced many will want to sign up for the digital option.

We have updated the cover - We have added the name of the NRG's Ship Modeler's Forum, – **Model Ship World**, - to the right of the new title box as the forum has become so widely used and now such an integral part of the NRG.



We have added 16 pages to the *Journal* and increased the modeling related content. The additional 16 pages are full color – doubled to total 32 pages of color - to feature more modeling content.

Features of the digital edition:

- The same content as the printed *Journal*
- Viewable on any computer, tablet or mobile phone
- Full color photos and illustrations
- Add bookmarks and notes
- Archive of all digital editions released during your membership
- Available immediately when each issue is released...no more waiting for the mail

- New lower-cost *digital only* membership option
- Cost-effective for international members

Go to <https://www.thenrg.org/digital-edition.php> to see the first digital issue.

The digital edition is available for only \$40 or an additional \$15 if both print and digital are wanted.

Existing members - If you prefer to receive only the digital edition (starting with the next issue Winter 2018) or want to add the digital edition to your print copy contact the NRG office to make the change. Non-US members may want to take advantage of the assured delivery and save with the digital edition for \$40 versus the \$62 fee for print copies to non-US areas.

New members can pick print, digital or both at the NRG Store – don't put it off – sign up now. NRG Office – nrghomeoffice@gmail.com or 585-968-8111

Sign up on-line - <https://www.thenrg.org/join-the-nrg.php>

Show your support of the NRG – sign up for the digital Journal. Membership in the NRG helps us support Model Ship World and the hobby of model ship building.

Oldest Wreck on Lake Erie?

MARBLEHEAD, Ohio - Lake Erie has no sea monsters, but it may house a Lake Serpent. *The Lake Serpent*, that is. After weeks of underwater excavation, a team of researchers and volunteers is inching closer to ruling on whether a wreck recently found near Kelley's Island is in fact the *Lake Serpent*, a ship known to have sunk in 1829.

If it is the *Serpent*, as suspected, the site would be the oldest known shipwreck in Lake Erie, a likely candidate for the National Register of Historic Places, and another significant feather in the cap of diver Tom Kowalczyk and the Cleveland Underwater Explorers, the nonprofit group that discovered the wreck in 2015, during a scan of the area. The work, funded by charitable donations and other gifts, has been slow and painstaking. Lake Erie is notoriously volatile, and to explore or work on the site, divers must have near-perfect conditions. On the research trip I joined

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last month, for instance, a second dive was called off after a barely perceptible uptick in wind speed.

Conditions underwater are even more unpredictable, and never good. The western basin, where the wreck is located, is the shallowest and murkiest area of Lake Erie, prone to algal blooms and stirred-up silt. Visibility the day I dove was less than five feet, ruling out any hope of viewing or photographing the ship in its entirety. Indeed, I could only *feel*, not see, the focus of the investigation: the figurehead at the ship's bow. If it's found to be a snake, it's safe to assume the ship is the *Lake Serpent*. Even there, though, lead researcher Carrie Sowden, archeological director at the National Museum of the Great Lakes in Toledo, had to physically place my hands on the area in question. It would have taken me ages to find it on my own.

I couldn't rule on its identity, either. To my hands, the wooden carving felt almost completely worn down, no surprise after sitting in just 45 feet of relatively warm water for nearly two centuries. Had the ship wrecked in the colder, clearer, and deeper waters of Lake Huron or Superior, the story might be different. Little is known about the *Lake Serpent*. All Sowden and crew have to go on are two documents: an article in the Cleveland Weekly Herald reporting the loss of the ship and its load of stone, and the recovery of the bodies of Captain Ezera Wright and his brother, Robert; and a note in the Detroit Gazette detailing "a supposed breach of the revenue laws of Canada."

The whereabouts of two other passengers thought to have been on board is unknown. If they went down with the ship, their remains are no longer there.

My trip to the would-be *Lake Serpent* easily qualifies as the most interesting of my still-young diving career. I've been around and even inside wrecks much larger, more visible, and in better shape, but never have I witnessed or taken part in the process of researching and excavating a new site. Reaching the wreck entailed a boat ride of about 45 minutes from Marblehead, near Sandusky. Once in the area, the team then had to find and attach their boat to a small,

inconspicuous buoy two or three feet underwater. The site's location is being kept secret to ward off armchair archeologists, who might damage or steal from the wreck. Sowden and I then took the plunge and followed a line through pea-green water down to the wreck. In addition to all the requisite diving gear, I carried an underwater video-camera and a small light of marginal utility. Much as bright lights hamper one's vision in a snowstorm, so does light fail to significantly improve the situation in murky water. Once on the site, I spent most of the time observing Sowden in action. I hovered behind her and watched with fascination as she probed port-holes deeply crusted with zebra mussels, took measurements, and jotted notes on an underwater sketch-pad.

She also took me on a brief tour. With her as my guide, I swam around the front half of the 47-foot ship, the part not buried in silt, and all along its lengthy wooden bowsprit. Even if it's not the *Lake Serpent*, the wreck clearly pre-dates the Civil War. Sowden estimates the ship to be at least 170 years old.

I also leant a small hand in the excavation process. While Sowden did her work, another diver, David VanZandt, director of Cleveland Underwater Explorers, ran a long system of cables and hoses from a generator on the back of Kowalczk's boat and began sucking up and tossing away silt around the wreck. I helped get him started by unkinking a hose and holding the vacuum in position. All told, I spent about 45 minutes on the site, and despite the poor visibility, I would have been happy to spend many, many more. I could have watched Sowden and VanZandt work all day, and I don't think there's any limit to the amount of time I would have been content in the immediate presence of a genuine historical artifact.

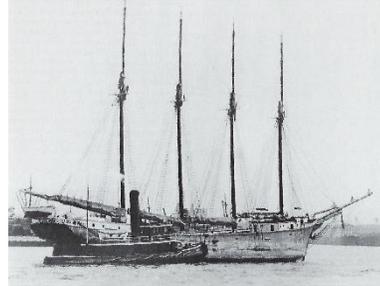
It may be some time until there's a verdict. Since my trip in late July, the team has made only one other dive at the site, and now can expect to make no more than two or three more before summer's end. After that, the window of opportunity closes, not to re-open until next year.

Fortunately, there's no rush. After 189 years at the bottom of the most tumultuous of the Great Lakes, the *Serpent*, or whatever it is,

isn't going anywhere. Neither, too, are Sowden, Kowalczk, or VanZandt. Stewards of history, they won't stop until they have an answer.

August 29, 2018, by Zachary Lewis, The Plain dealer

Tugs at Work "Relief"

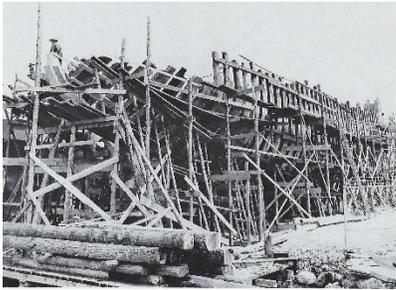


As the age of sail came to an end, the number of schooners engaged in coastwise commerce declined radically, as did the condition of the schooners themselves. Above, the four-master *Albert F. Paul* is being assisted by the steam tug *Relief* in New York Harbor in the late 1920's. The *Relief* was built in 1873, at Chester, PA for McCarien Towing Line, Newark, NJ. Her measures were 75.9' x 18' x 9.6', with a 150 horsepower.

Cost saving was very important, and when possible, a schooner would sail directly into a dock, while others would sail as close to their dock before engaging a tug to assist. Towing fees could quickly consume the small amount of profit a schooner could earn. For instance, the *Albert F. Paul*, in a single stay in New York Harbor had to be shifted from berth to berth to unload and take on cargo as well as repaired. A summary of her towing expenses were: Point of Hook to Stapleton, Staten Island - \$50; Poor House Flats to Port Richmond - \$50; Port Richmond to Cadells Dry Dock - \$25; Cadells Dry Dock to West Bank - \$50. The average wage for an Able Seaman in 1927 was \$125/month so a \$175 towing fee was no small sum.

(Original Source: "On the Hawser" by Steven Lang and Peter H. Spectre, 1980)

Building "ATR"



A wooden tug of the ATR 7 class under construction in a Camden Maine shipyard during World War II. ATRs (Auxiliary Tug Rescue) and minesweepers, plus various patrol craft and barges were just about the only wooden craft built by the government during the war.

The ATR in this photograph is in frame and will be planked as soon as the top timbers of the aftermost frames have been fitted and the outsides of the frames have been dubbed fair. The uneven tops of the frames will be trimmed off later to follow the sheer.

(Original Source: "On the Hawser" by Steven Lang and Peter H. Spectre, 1980)

Presentation Selection:

2018

- 01/20 - Sail Making
- 02/17 - Flags
- 03/17 - Scratch building w/plans
- 04/24 - Lofting
- 05/19 - CAD - Computer Assisted drafting
- 06/16 - 3D Printing
- 07/21 - Electro-Plating
- 08/18 - Transporting Models
- 09/15 - Beginners Model Building
- 10/20 - **Canceled**
- 11/17 - Wood Finishing
- 12/15 - Submarines

Events & Dates to Note:

2018

"Artistry in Wood"

Dayton Carvers Guild Woodcarving Show,

Roberts Centre, Wilmington, OH

www.daytoncarvers.com

Oct. 13-14, 2018

NRG Conference

Las Vegas, NV

Oct. 25 - 27, 2018

2019

Columbus Woodworking Show

Ohio Expo Center

Voinovich Livestock & Trade Center,
717 East 17th Avenue, Columbus, OH 43211

January 18 - 20, 2019

IPMS Columbus

46th Anniversary BLIZZCON

Arts Impact Middle School

680 Jack Gibbs Blvd. Columbus 43215

Saturday, February 16, 2019

Miami Valley Woodcarving Show

Christ United Methodist Church

700 Marshall Rd., Middletown, Ohio 45044

March 2 & 3, 2019

64th "Weak Signals" R/C Model Show

Seagate Convention Ctr.

401 Jefferson Ave. Toledo, OH

April 05 - 07, 2019

North American Model Engineering Expo.

Yack Arena

September 17, 2018

Wyandotte, MI

April 20 - 21, 2019

43rd Midwestern Model & Boat Show,

Wisconsin Maritime Museum

Manitowoc, WI

May 17 - 19, 2019

Constant Scale R/C Run - Carmel, Ind.

Indianapolis Admirals reflecting pond

Carmel, IN

May 18 & 19, 2019

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH

July 20-21, 2019

Ohio State Fair

Miniature Ship Building Competition

July 12 - 15, 2019

Ohio State Fair

"Featured Artist in Resident"

Shipwrights of Central Ohio

State Fair Grounds, Cardinal Hall

July 26 & August 2, 2019

Toledo Antique & Classic Boat Show

Promenade Dock, Maumee River, Toledo, OH

Aug 24, 2019

Editor: Bill Nyberg

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THE NAUTICAL RESEARCH GUILD
"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: www.thenrg.org or call 585 968 8111