

© 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

October 2018

Next Meeting: November 17, 2018
"Wood Finishing" – Mike Runkle

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October Meeting

October Meeting - Canceled

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

On Friday, September 28th, we dismantled our display of ship models at the Westerville Public Library.



I want to thank Loren Black, Mike Knapp, George Montag, Alan Phelps and Stan Ross for their contribution to the display.

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

Please 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". The presentations, in one year, to cover subjects from reading plans through framing a hull, planking, decking, furniture & fixtures, making masts/yards/booms/gaffs, standing & running rigging. The proposed schedule would be:

- Plans & Tools
- Hull: Half, Solid, POB, POF
- Planking
- Spiling
- Deck & Bulwarks
- Furniture, Fixtures & Guns
- Masts
- Yards, Booms & Gaffs
- Standing Rigging
- Running Rigging
- Sails
- Model display

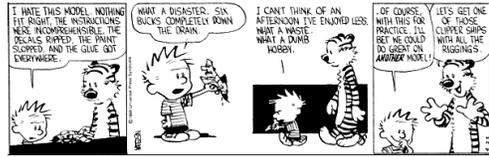
Most of you have the knowledge and skills to share with a modeler new to ship modeling. Think about what you are comfortable or feel you have struggled with and mastered and plan to share that subject with others. That is the purpose of the club.

It was also suggested that besides the Power Point presentations that the actual practice be demoed on a model during the meeting. Maybe a two-part series, presentation followed by practical experience.

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.

Let me know your thoughts and if you know a possible location where we can hold a workshop.

Presentation Youth Model Workshop



The team working on this project are: Jerry Amato, Darrell Markijohn & Jeff Northup. They are looking at a number of options, from Bearco Marine (photo below); a Lowes "Pine Wood" model; and one from Sea Worthy Small Ships who have a number of small models, some of which can be sailed.

The company also has plans for a model pond. I wonder if the fair would let us do that!



They plan to provide an update at the November meeting on what they have found, that can be fabricated before hand so that the project is an assembly and paint with a finished take away model within the two hours or less window we have during the fair.

Planking a Deck

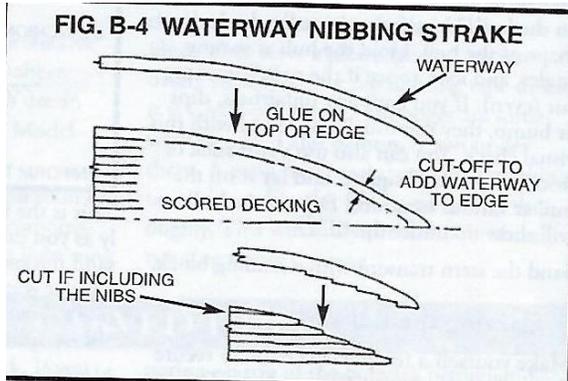
The presentation for the October meeting was to be "planking a deck". Since some of you may be in, or entering, that phase of ship modeling, I thought I would share my thoughts on this subject.

First, check that all your deck openings (hatches, ladderways, cabins, pump access, capstan, mast holes etc.) are framed and that your deck frames are chambered. Your models' deck should allow water to flow to the bulwarks and then drain. That means the deck frames have to have a slight curve. Mark so you can find the openings, since you will be covering some of them with deck planking.

Second, check that the surface of the deck beams are "fair". Trim a piece of decking, about the half the length of the deck. Taper the ends so that when you slide the piece of decking over the deck frames and close to the bulwarks, you can see that there is a tight, smooth fit between the deck beams and deck planking. No dips or bumps.

Third, check that the bulwark framing, gun port framing, stanchions, hawse timbers, knightheads, etc. are in place and square to the deck framing.

Fourth, you now have a decision to make: Will your waterway be smooth or nibbed? The following picture shows both.



If decking a solid hull, you have a solid surface to glue to. If POF, the waterway should be long enough to handle the bow curve. Check. Filler blocks may have to be added to support the waterway and the ends of the planks. If POB, you are probable asked to double plank. First a solid sheet of thin plywood and then add the decking planks on top. Reason – not good to leave your plank ends dangling. By-the-way: A waterway is a strake of timber laid against the frames or bulwark stanchions at the margin of a laid wooden deck, usually about twice the thickness of the deck planking. Don't forget to make sure you have support for the ends of the deck planks at the transom.



All this is preparation for installing the deck planks. If the deck planking is a scored sheet, it is a cut and fit process. If you are laying individual planks, it will be a little more labor intensive. First lay a piece of deck planking right down the center of the deck from stem to stern on the center-line. This is a "King Plank" which when installed will become the reference line for all your deck planking. You will be initially planking over the top of all the deck openings. With the "king plank" you will also determine how accurate your framing is. The "king plank" should be equal distance from the bulwarks on each frame. Check for fair and then glue down the "king plank" to the deck beams. You can see the "king plank" (lighter colored plank, on forward deck, in the next photo). After installing three strakes per each side of the king plank, remove the deck planking covering the deck openings. Continue to install the deck planking, fitting the planks as you come to the waterway.



There are different views on how deck planning seams should look. Personally, I don't think you should be able to see the deck seams due to holystoning and bleaching of the deck.



I have seen decks where the seams were marked with a black magic marker as above. On the *Hannah*, I used a #2 pencil on the edges, running my finger along the edge to remove most of the carbon. It allows the deck planks to be seen without having a bold seam.

I do know that a well laid deck will enhance your model. It is the one thing most viewers see first when they look at a model since they look from a birds-eye view.

Ships on Deck:

Ulises

Alan Phelps wrote: The lower hull is fully planked, sanded and sealed. Now working on planking the deck with the superstructure next. Frustrating plans, as they do not show enough detail in the right places. But it is coming along as I improvise.



Normandie

Stan Ross wrote: She is finished. Nothing in the pipe line at the moment



Dapper Tom

Rigging complete. The running rigging includes only lifts and braces, since that was what the original builder had done.





Base waiting on the acrylic case before being sized and finished. The model is sandbagged on the bench.

Odds and Ends

Assoc. of Great Lakes Maritime History

The freighter *J.H. Jones* was missing for more than 100 years. AGLMH Award Winner *Ken Merryman*, who lives in Fridley, Minnesota, cites a combination of luck and research for a quick Lake Huron find. "We've never had that good of a starting point on any other wreck," said Merryman, the search team leader. "Even at that, it was a bit of luck." Aboard the search vessel was Bob Crawford of Warren, Michigan, who is the great-grandson of James Crawford, captain of the *J.H. Jones*. The skipper went down with his ship when heavy wind and rains sunk the 107-foot steamship in 1906.

The shipwreck was found near Cape Croker, a slice of land hanging off the Bruce Peninsula that separates the Georgian Bay from Lake Huron. While the *J.H. Jones'* final destination was Manitoulin Island, it wrecked in route to the city of Lion's Head, Bruce Peninsula, Ontario.

(October 2018 Newsletter for the AGLMH)

Nautical Terms

Cable: A large rope; A *cable length*

Cable length: A measure of length or distance. Equivalent to (UK) 1/10 nautical mile, approx. 600 feet; (US) 120 fathoms, 720 feet (219 m); other countries use different values. Sometimes called simply a *cable*.

Camels: Loaded vessels lashed tightly, one on each side of another vessel, and then emptied to provide additional buoyancy that reduces the draught of the ship in the middle.

Can: A type of navigational buoy often a vertical drum, but if not, always square in silhouette, colored red in IALA region A or green in IALA region B (the Americas, Japan, Korea and the Philippines). In channel marking its use is opposite that of a "nun buoy".

Canoe stern: A design for the stern of a yacht which is pointed, like a bow, rather than squared off as a transom.

Capsize: When a ship or boat lists too far and rolls over, exposing the keel. On large vessels, this often results in the sinking of the ship.

Capstan: A large winch with a vertical axis. A full-sized human-powered capstan is a waist-high cylindrical machine, operated by a number of hands who each insert a horizontal *capstan bar* in holes in the capstan and walk in a circle. Used to wind in anchors or other heavy objects; and sometimes to administer flogging over.

Captain's daughter: The *cat o' nine tails*, which in principle is only used on board on the captain's (or a court martials) personal orders.

Car carrier: A cargo ship specially designed or fitted to carry large numbers of automobiles. Modern *pure car carriers* have a fully enclosed, boxlike superstructure that extends along the entire length and across the entire breadth of the ship, enclosing the automobiles. The similar *pure car/truck carrier* also can accommodate trucks.

Car float (also railroad car float or rail barge): An unpowered barge with railroad tracks mounted on its deck, used to move railroad cars across water obstacles.

Caravel (also caravelle): A small, highly maneuverable sailing ship with lateen rig used by the Portuguese in the 15th and 16th centuries to explore along the West African coast and into the Atlantic Ocean.

Cardinal: Referring to the four main points of the compass: north, south, east and west.

Careening: Tilting a ship on its side, usually when beached, to clean or repair the hull below the water line. Also known as to "heave down".

Carrack (also nau): A three- or four-masted sailing ship used by Western Europeans in the Atlantic Ocean from the 15th through the early 17th century.

Carronade: A short, smoothbore, cast iron naval cannon, used from the 1770s to the 1850s as a powerful, short-range anti-ship and anti-crew weapon.

Carvel built: A method of constructing wooden hulls by fixing planks to a frame so that the planks butt up against each other. Cf. "clinker built".

Cat: To prepare an anchor, after raising it by lifting it with a tackle to the *cat head*, prior to securing (*fishing*) it alongside for sea. (An anchor raised to the cat head is said to be *catted*.)

Cat o' nine tails: A short nine-tailed whip kept by the bosun's mate to flog sailors (and soldiers in the Army). When not in use, the cat was kept in a baize bag.

Catboat: A cat-rigged vessel with a single mast mounted close to the bow, and only one sail, usually on a gaff.

Catharpin: A short rope or iron clamp used to brace in the shrouds toward the masts so as to give a freer sweep to the yards.

Cathead: A beam extending out from the hull used to support an anchor when raised in order to secure or 'fish' it.

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

This is one of those simple tips which will improve your painting results. Ever wonder how to get taped paint lines to come out perfect? Well, wonder no more.

First, start with some 1/8" wide vinyl tape to define the line. Then add tape to cover what needs to be covered. The first key step is to then spray clear paint over the edge of the masked off line. Unfortunately, you can't see that in this photo, but trust me, it's there. I use a rattle can of clear lacquer. The purpose of this extra step is to seal the tape. If any paint bleeds under the tape, it is clear and won't be seen.



Of course, the next step is to actually spray your color. Once that is done, you can pull off the tape and look at the perfect paint line.



Another Tip

Removing Shellac Finish

(Compliment from Don Pariser, Shipwright Guild of New York, via Seaways Ship Modeling List)

When restoring ship models for museums I have had to remove various finishes, including shellac. Shellac is one of the easier ones since it will liquefy with the use of the appropriate solvent, 180 proof (90%) denatured alcohol.

First, test that it is shellac. Dab on a bit of the denatured alcohol in an inconspicuous spot and see if the finish liquefies. If it only softens, it may be a mixture of shellac and lacquer. Try a lacquer thinner or a mixture of alcohol and lacquer thinner. If it still does not liquefy, you may have to move to more aggressive solvent like acetone or paint strippers which can be purchased at your local hardware store. If it is shellac, use a cotton swab to wet a small section. Leave it a few minutes to do its work, then remove with a clean cloth. Repeat until the area has been stripped. Denatured alcohol evaporates quickly so work on small areas at a time.

Because the fumes from any solvents can be harmful, use a respirator and well ventilated room or work outside.

Other Notes: (About "Stuff" & Tugs)

NRJ – Nautical Research Journal

The NRJ is available in a digital option. This first issue is being made available free to everybody, members and non-members alike.

An additional 16 pages have been added to the *Journal*, increasing the modeling related content.

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

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

New members can pick print, digital or both at the NRG Store. Sign up now. NRG Office – nrghomeoffice@gmail.com or 585-968-8111 Sign up on-line:

<https://www.thenrg.org/join-the-nrg.php>

If you have not already checked out the NRJ, do so. The digital is free.

The Nautical Research Journal is now, the only US magazine dedicated to ship modeling. Membership in the NRG helps support Model Ship World and the hobby of model ship building.

Wreck-A-Palooza

For those of you, interested in something or anything other than football, on Saturday, November 3, 2018 (OSU vs Nebraska – at home), take a drive up to Toledo for "Wreck-A-Palooza" at the National Museum of the Great Lakes (2.5 hours from Columbus).

Wreck-A-Palooza is NMGL's (National Museum of the Great Lakes, 1701 Front Street, Toledo, Ohio) annual shipwreck program and for 2018, they have consolidated it into a one-day event. The session will run from 10:00 AM to 3:00 PM with presentations about our Great Lakes and Ohio history through the loss of four extraordinary vessels. You can sign up for one presentation, a half day, or the entire day (with lunch included!). Register at <https://www.eventbrite.com/e/wreck-a-palooza-tickets-48131448458>. Cost for the full day is \$60 for members and \$70 for non-members.

October 18, 2018

10:00 am – Carrie Sowden: "Lake Serpent"

In the summer of 2018, the National Museum of the Great Lakes and the Cleveland Underwater Explorers mounted an archaeological excavation project to identify the remains of a shipwreck initially thought to be the *Lake Serpent*. This will be the first time these results have been discussed publicly from the archaeologists.

11:00 am – Andrew Sewell and Justin Zink: "Salvage Archaeology of the Black Diamond Canal Boat"

In February of 2016, a contractor working on the berm foundation as part of emergency dam repairs at Buckeye Lake made an unexpected discovery: large amounts of timbers that appeared to come from a boat, and not the usual old dock remains and logs he had been finding. Historical research and analysis of the timbers strongly suggest the recovered remains represent material from the wreck of the *Black Diamond*, a canal boat that sunk in Buckeye Lake in 1850. The wreck represents one of only a handful of historically recorded shipwrecks in Ohio that are not located in Lake Erie, and is the only canal boat wreck formally identified in the state. This paper presents an overview of the context, discovery, analysis, and interpretation of the canal boat remains and suggests avenues for further archaeological research on Ohio canal boats.

12:00 pm – Lunch for all day registrants

1:00 pm – Kevin Magee: "Cornelia B. Windiate – Lake Huron Mystery Ship"

In 1986 Paul Ehorn and John Steele made an amazing discovery off the Presque Isle, Michigan, coast. It was a pristine three-masted schooner sitting on the bottom in 180 feet of water with its name on it - the *Cornelia B. Windiate*. However, it was in the wrong lake and supposedly sank in Lake Michigan in December, 1875, not in Lake Huron. It was also remarkably intact and is one of the best shipwrecks of this type in the Great Lakes. In 2003 Joyce Hayward organized an archaeological survey to study and document this ship utilizing recreational technical scuba diving volunteers, one of the first projects of this magnitude. This shipwreck continues to amaze, and

speculation continues on the final voyage of this remarkable vessel.

2:00 pm – Ric Mixer: "*Le Griffon* – Fact vs. Fiction"

Le Griffon became the first shipwreck in the upper Great Lakes when it vanished with a fur cargo in 1679. Since that time, fantastical stories have been made up about its loss, from native legends to yellow journalism and baseless TV news reports about the wreck's discovery. Ric Mixer dives into the mystery behind the wreck and shares some of the most famous claims to its whereabouts- finding many times the quest is more for headlines than it is for archaeology.

Old Salt Blog

This popped up in my in-box, where, normally most of the information ends up in my "Trash bin". The following caught my eye and adds to the wealth of information that could be attributed to "Global Warming" or the dumping of bilge water by ships from other parts of the world.



Mutant Green Crabs Invading Maine

Posted: 10 Oct 2018 06:55 AM PDT, Photo: Hans Hillewaert

It sounds like a low budget horror/sci-fi flick "***Nasty Mutant Green Crabs Invade Maine.***" Sadly, it is no movie pitch "LiveScience" reports that an aggressive breed of green crab is indeed invading Maine's waters.

Green crabs have been in North America since the 1800s. They are believed to have arrived in the ballast water of ships from Europe. In recent years, however, a genetically

different European green crab from Nova Scotia, Canada — one that is more combative and more destructive of ecosystems — has appeared off the coast of Maine.

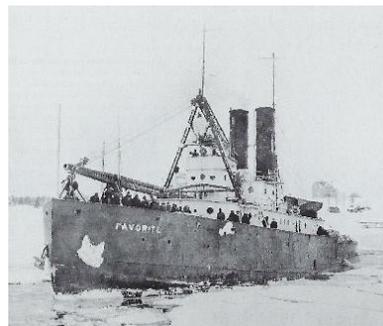
Known as the "cockroach of the sea", the green crab can decimate marine environments as it reproduces quickly, mows down eelgrass with its claws and devours just about any species it comes across that's comparable in size or smaller.

The Canadian Broadcast Company (CBC) quotes Chris McCarthy, a Parks Canada scientist at Kejimikujik National Park. "They can upset entire ecosystems. They cause cascading problems. Ecosystems are getting hammered because of this new invasive species."

No one is entirely sure how to combat the green menace. A Nova Scotian fisherman has developed a trap design which he used to catch more than two million green crabs from one estuary over a few years. But once the crabs are trapped, what is to be done with them? Some have suggested using them for animal feed or compost. Some have even taken the approach of "if you can't beat 'em, eat 'em." So far no one has succeeded in turning the invasive green crabs into a restaurant delicacy.

The Maine fisheries are having challenging times in recent years. While lobster yields have been booming, there is a real concern that the boom may become a bust, in part due to stress from climate change.

Tugs at Work - Salvage "Favorite"



The winter of 1918 was one of the coldest on record in the Northeast, and Penobscot Bay, Maine, was frozen solid. The Great Lakes salvage tug *Favorite*, pressed into Navy service during World War I, was used to bring supplies through the ice to the island of Vinalhaven.

The steel, wrecking tug *Favorite* was built in 1907 for Great Lakes Towing Co. by Buffalo Dry Dock at Buffalo, New York and launched February 2, 1907. She was *Favorite* (3) with measures: 180.7' x 43' x 20.6', 1223 gt, 691 nt.

The *Favorite* was purchased by the U.S. Navy on 23 January 1918 and commissioned on 1 February as USS *Favorite*. The ship performed icebreaker duty off the coast of Maine until March, when she was refitted for overseas service as a salvage and wrecking ship. The *Favorite* arrived at Brest, France, in August 1918 and was used to search for sunken ships and lost material, as well as to salvage and assist grounded ships including the USS *Narragansett* which went aground on January 31, 1919 off the Isle of Wight. The *Favorite* continued to conduct salvage operations at Brest and also in England until departing for the United States in June 1919. She was decommissioned at New York City in April 1920, converted to a seagoing tug, and turned over to the Interior Department on 3 April 1920, and on 1 July 1931 was loaned to the Panama Canal where she operated through WW II.

She was stricken from the Navy List 19 February 1948, and sold by the State Department's Foreign Liquidation Commission in March 1948. She became the Peruvian Navy's submarine salvage ship *Guardian Rios*, later *Rios*, and was operated by the Callao Port Authority. *Rios* was removed from the Peruvian Navy List in July 1958.

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

"USCGC Cherokee"



The reality of salvage: the 4,800-ton freighter *Theofano Livanos* aground on Cape Henry, Virginia, in 1952 with two tug boats standing off to assist. The tugboat just off the ship's bow is the USCGC *Cherokee*; The other is an unidentified Coast Guard 110-foot tug. The photograph makes it seem that salvage would be impossible, the Coast Guard managed to refloat the *Livanos* at high tide, and she steamed into Norfolk under her own power.

USCGC *Cherokee* was launched on 10 November 1939 by Bethlehem Shipbuilding Corp., Staten Island, New York and commissioned 26 April 1940. *Cherokee* served during World War II in the North African campaign and was renamed ATF-66 on 15 May 1944.

Following the loss, during WW II, of the first two ships of the class, the *Navajo* and the *Seminole*, the class was renamed from its original pre-war name of *Navajo-class* to *Cherokee-class*, after this third ship built in 1939. Her measures were 205.04, x 38.5' x 12'. 3000 HP.

(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

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
Wyandotte, MI
April 20 - 21, 2019

43rd Midwestern Model & Boat Show,
Wisconsin Maritime Museum
Manitowoc, WI
May 17 - 19, 2019

October 18, 2018

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

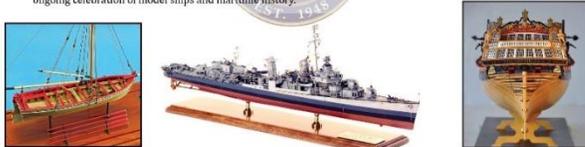
"Artistry in Wood"
Dayton Carvers Guild Woodcarving Show,
Roberts Centre, Wilmington, OH
www.daytoncarvers.com
Oct. 12-13, 2019

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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