



# Model Shipwrights of Western New York

## *Meeting Log*

MAY 18, 2023

# TOPICS

## Old/New Business Brief

### *2023 Schedule and Call for future topics*

*May 18<sup>th</sup> is our last meeting as we will recess for the summer months of June, July and August. We will resume our program in September (September 15 to be exact unless otherwise notified). It has been suggested that we hold a social event in the recess months so we will be considering that gathering.*

*Over the summer please consider helping us. Please consider contributing to the program schedule with some of your works. We do have some subjects planned and will be updating the 2023 schedule shortly. Please review the document and see if you can consider an active participation.*

### *New Member Induction, Guest Recognition*

*We had no visitors or new member inductions.*

### *Web Report*

*Joe is continuing a rebuild of our web site Gallery section which took some unexplained hits last fall. He had hoped to have it completed by the meeting but some family distractions prevented the attention. The process should be concluded in the next 30 days.*

*Joe added an excerpted version of Bob Filipowski's Rigging presentation in April to our Shop Notes section. His method tips, and jigs have been preserved. In the absence of his narrative Joe added some annotation to the included slides.*

## Special Donation

Rusty has graciously donated a very useful bench tool to the group. It is the larger Micro Lux Table Saw. To be fair to the group an auction is being held from 5/18 until 6/18. Bids will be accepted during this period via email to Jim O'Connell ([jjoc57@outlook.com](mailto:jjoc57@outlook.com)). A weekly announcement will be made on the bid activity by Jim in the interim days.

A memo under separate cover was sent to the entire group with all pertinent details on 5/19 hence *the bid period is open!*

## Special Presentations

### Building A Scratch Half Hull Model of Reliance



From the tip of her [bowsprit](#) to the end of her 108-foot (33 m) [boom](#), *Reliance* measured 201 feet (61 m), and the tip of her mast was 199 feet (61 m) above the water (the height of a 20-story building).<sup>[1]</sup> Everything else was to an equally gargantuan scale; her [spinnaker pole](#) was 84 feet (26 m) long, and her total [sail](#) area of 1,501 m<sup>2</sup> (16,160 sq ft) was the equivalent of eight [12 meter class](#) yachts.<sup>[2]</sup>

*Carmen has chosen to model a half hull of this America's Cup Defender in a most unusual scale! Its total scale length is 9 feet! Working with a small vendor in Canada he had a full hull model scaled up and converted to a half hull design. Given the length of his model it had to be built in 3 sections. Carmen slotted the strong back to give the assembly more glue surface and added stiffeners to the bulkheads once he achieved a full assembly. Planking took over 80 planks of 1/4 inch by 5/32 inch cedar planking. Hand bending planks that wrapped the stern area and even below the waterline was not effective so he came up with the idea of using a steam bending rig. He had the bright notion to use a wall paper steamer. His only set back came when trying to use schedule 40 PVC piping as the temperature of the steam began to melt the piping. He resorted to using a heavy foil wrap which worked well albeit it had a short open time.*

*This project will resume this winter when he returns to winter in Florida. He predicts a good deal of sanding to fair the hull and has yet to decide whether he will go with a natural finish or paint. The sequence of photos to follow depict his process and his impressive work to date.*

Laser Cut Bulkheads from Modelers-Workshop.com





Sectional build of bulkheads on strong back



Lateral bulkhead bracing added

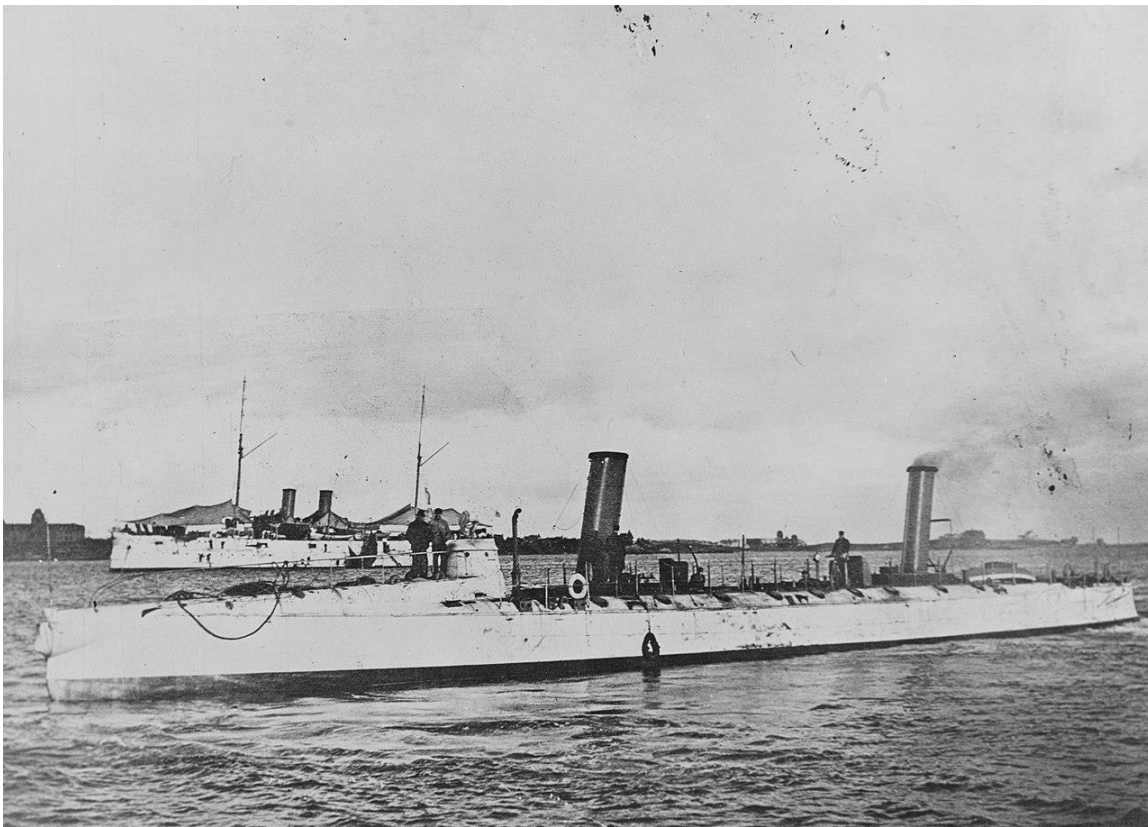
The 9 foot framework



Fully planked  
awaiting fairing



## Scratch Building The USS Ericsson of 1894



The first **USS Ericsson (Torpedo Boat # 2/TB-2)** was the second [torpedo boat](#) built for the [United States Navy](#). The first, [Cushing](#), had been built seven years earlier.<sup>[3]</sup>

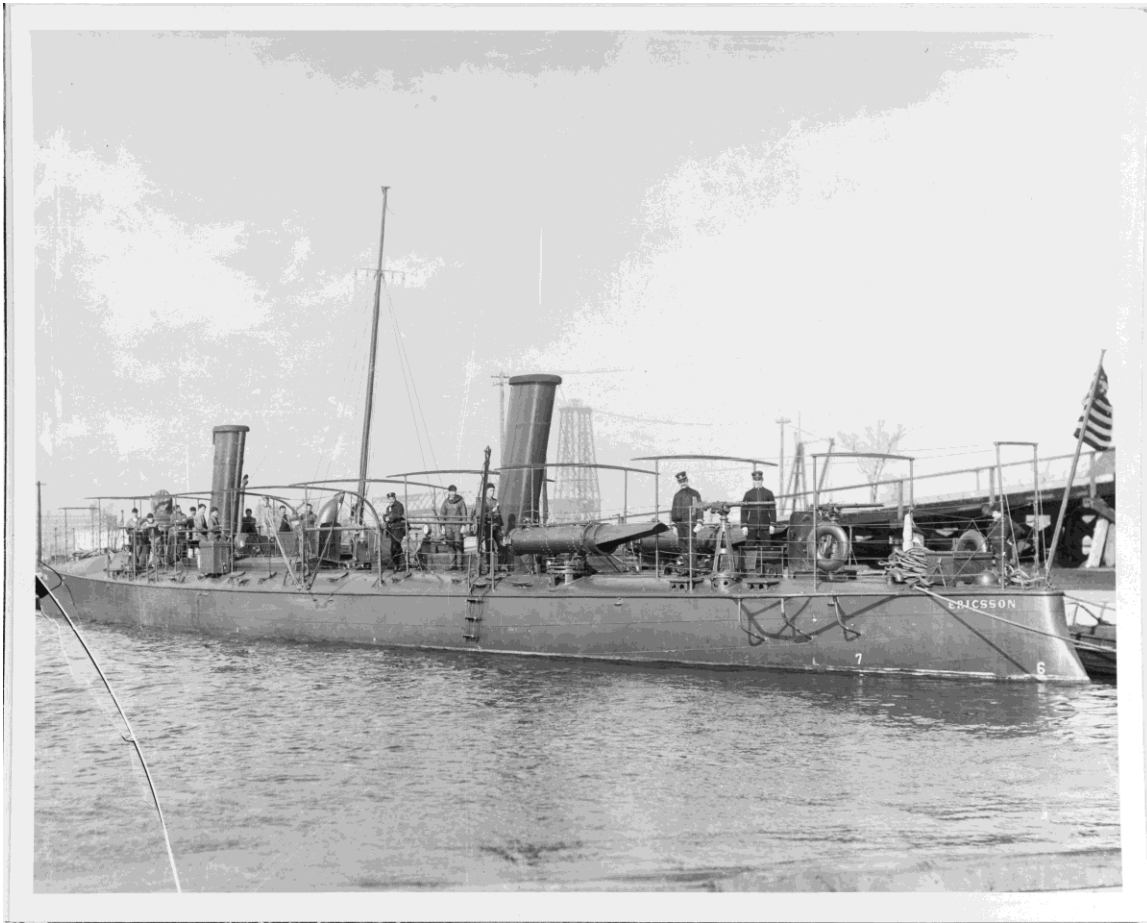
*Bill began his presentation by bringing the early history of torpedo boat evolution to us. He spent some time educating the group on the evolution of the torpedo that included propulsion and steering. He further related that the US Navy was slow to pick up the trend towards these surface craft having built only 6 pre 1900 compared to world navies that had built 1200. The Cushing and Ericsson were among our first. The US Navy's slow take up proved to be more the correct path as these craft fell out of favor with the advent of the larger, faster and better armed Torpedo Boat Destroyer.*

*As many of you are aware Bill selects subjects of unique nature that played a role in the evolution of our Navy regardless of the fact that they may not have been a significant milestone or historically notable in action.*

*Bill moved onto the model and spoke to his current state as shown.*



*Having reached this stage of development he has begun evaluating certain aspects of what he projects would be the finished model and has decided to alter the current state to reflect more of what his archival photos relate. One change candidate is the placement of the forward torpedo tube. In this photo it was below the waterline. He plans to make a change accordingly. In this same photo he called our attention to a deck that portrays a much more complex deck outfit. This too he plans to incorporate.*



*To reach this stage he did share with us some of the excellent detail work he had to develop. Shown in the following photo are his twin screw addition with “fenders”, the deck torpedo launcher and the aft deck guns. He noted that the gun mounts were somewhat of a challenge until he design a conical pattern and fabricated the element out of card stock.*





## Models on Deck

### *The Willis Multimedia Oil of USS Hartford*

*Chuck started us off with a recent purchase at a sale/show in Ohio that he recently attended. He attends this event frequently and has entered and won recognition for entries. In this case he came upon a rather unusual “painting” by a well know artist of the 1900 century; Thomas Willis that specialized in depictions of sailing vessels primarily of yachts for the prominent members of NY Yacht Club and the like. Chuck commented that this painting of the USS Hartford is the only one of a warship by the artist. It is an amazing multimedia oil on canvas with silk applique. It is a truly remarkable execution, using silk thread, silk sails and wool to depict the 3D effect. It is difficult to convey the convincing detail and artful hand of this artist in any photo that can be shared here. It is however at the Military History Society Museum and is a must see.*





### *The Revell HMS Bounty*

*John finally was able to display his Revell HMS Bounty model that he had built in his earlier days and then rebuilt recently. He was especially proud of how his sails turned out in this second make over. Our responses echoed his feelings. Very nicely done John!*



## *The HMS Winchelsea*

*Rusty has finished the Winchelsea! This endeavor has blossomed. In a word it is stunning. Hull and certain details are done in pear wood while most of the detail beyond the hull is cherry. The rich tone of the pear and cherry, accent painting and applied frieze are something to behold. Rusty has once again proved his talent. The following photos say it all. What else can one add?*





