



Model Shipwrights of Western New York

Meeting Log

APRIL 20, 2023

TOPICS

Old/New Business Brief

Call for future topics

We have one more meeting in May, May 18th to be exact, before we recess for the summer. We have some candidates emerging as possible feature subjects for the fall. Please consider contributing to the program with some of your works over the summer so that we can complete a full and rich 2023.

New Member Induction, Guest Recognition

This meeting was well attended both in person and remotely. In total we had 19 attendees including 4 visitors and our guest presenter.

Treasury Report

Jim O. reported there were no expenditures for this past month.

Special Presentations

Rigging A Period Vessel

Bob Filipowski did an excellent job describing his return to an uncompleted Billings model of Wasa started some 40 years ago. His renewed attention was prompted by a request from his daughter to have his work as a keep sake. I can imagine he had no hesitation in returning to the model.

Bob related that the model was a Christmas gift started way back in 1972. He related that his power tool set was quite limited at the time (one Dremel tool) and his work bench was the kitchen table. Yet he was able to complete the basic model sans the rigging before he put the project aside.

Not only did he start the project with renewed focus it appears he also had a more accurate outcome in mind. He alluded to his reference materials on rigging i.e. Lee's book "The Masting and Rigging of English Ships of War 1625 to 1860 and a similar reference from Anderson.

Shown in this first photo was his starting point. He related that his masts were rigged off the model to a point as often this is the most unobstructed measure one can take. In describing the mast construction, he spoke to the fabrication of the fighting tops which were quite impressive. My recollection was they were made of apple wood.

Bob shared a number of his techniques to achieve not only a completed model but by all measures a more realistic one. Here

for example is one of his interim measures for interim rigging tensioning. Certainly a much preferred way instead of clamps.



Temporary tensioning of rigging using straight pins

He shared other noteworthy measures during the presentation that do not lend themselves to recording here. They cover belaying, making hanks, dead eye termination and the like. You will find an excerpted version on our web site under the topic of rigging.

Testimony of his methods and work are these photos of his initial start at the rigging and final product. Fine work Bob!



Modeling The CG 40 Utility Boat



I have to correct my prior statements. Randy is working the 40 foot Coast Guard Utility Boat shown. This was an early dumas offering prior to the 44 foot MLB (Motor Life Boat). Multiple versions of this boat were built in the 1950 through the 1960s. Prototypes were of wood construction followed by glass builds. There were 6 production versions twin and single screw Last build was CG40583. All units were decommissioned in 1983.

Randy's model was inherited from his late father in a state of partial completion. He has been reworking the RC model by upgrading the drive to twin electric motors. This he relates was a far better arrangement than the gear driven single motor original design from Dumas. He has fiber glassed the hull and reworked the forward cabin and deck well to conform to some study photos he obtained from the internet. The latter holds his battery pack. The forward cabin has been reworked to include more windows as well. His paint scheme reflects what is typical of later builds of the craft. Here are some photos of his progress.



Some of the hull rework including the addition of the 2nd prop, deck compartment that holds the battery, upended deck house and detail components.



An early attempt at the paint scheme. Deck house has added windows per an internet referencs of later production units.

Models on Deck

John was not able to attend the session as he had another commitment but we are hoping he returns in May with the Bounty model.

Joe displayed his Cheerful model under construction. He has completed all deck furniture, turned all masts and spars and is currently installing back stays and chain plates in anticipation of rigging her.

Next Month

We have two models that will be featured in our May program.

*Carmen has been working on **Reliance**, the America's Cup Contender of 1903. She was a bit unique as explained in this reference text. So too is Carmen's half hull model!*



The design took advantage of a loophole in the Seawanhaka '90-foot' rating rule, to produce a racing [yacht](#) with long overhangs at each end, so that when [heeled](#) over, her [waterline](#) length (and therefore her speed) increased dramatically (see image at left).

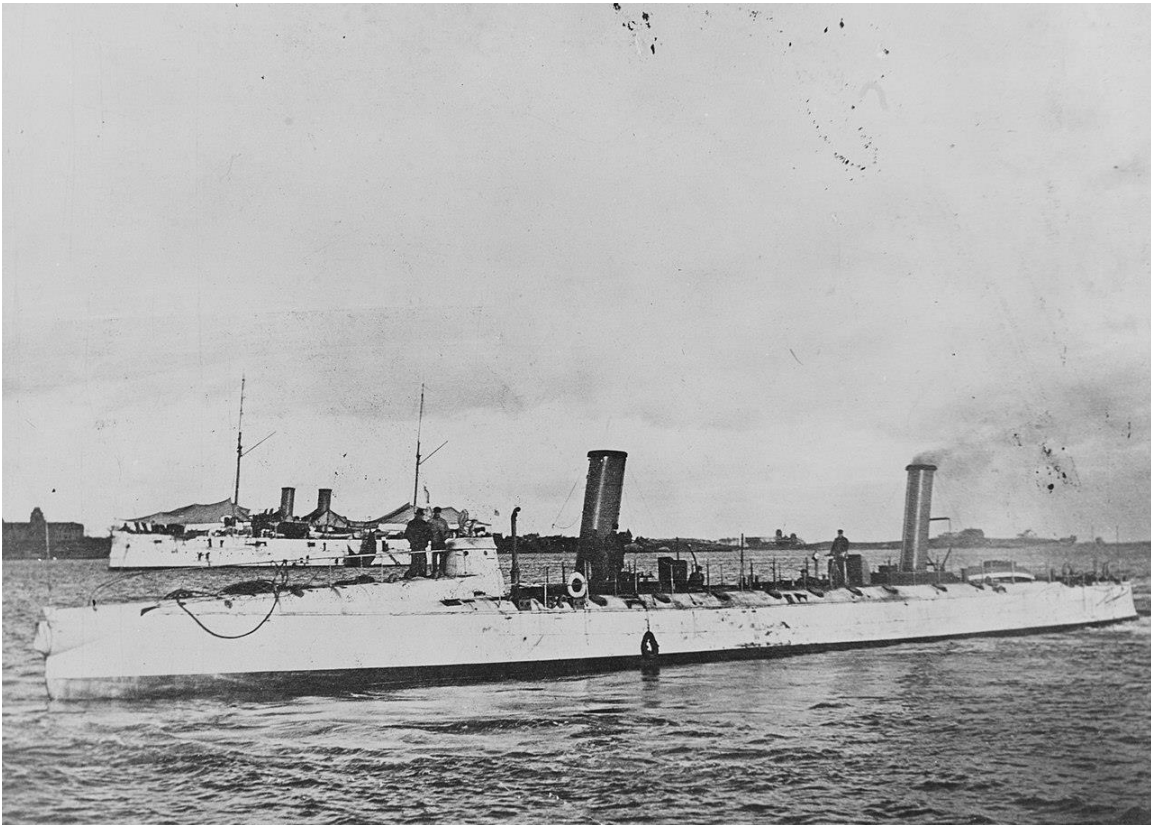
To save weight, she was completely unfinished below [deck](#), with exposed frames. Reliance was the first racing boat to be fitted with [winches](#) below decks, in an era when her competitors relied on sheer man-power. Despite this a crew of 64 was required for racing due to the large [sail plan](#).^[1]

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).^[1] 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 m² (16,160 sq ft) was the equivalent of eight [12 meter class](#) yachts.^[2]

Reliance was built for one purpose: to successfully defend the America's Cup.

*Bill Emerson will update us on his scratch build of the **USS Ericsson of 1894**. This is a rather unique subject as we learned in March. Bill is a master at converting archival drawings into high quality scale models and it will be a further treat to witness his work.*

This reference provides some historical background into the evolution of the US navy's high seas vessels. You may recall she partook in the Spanish American War and played an important humanitarian rescue efforts of enemy naval crew. She had a short life as she was decommissioned in 1898.



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.^[3]

Ericsson was launched on 12 May 1894 by [Iowa Iron Works, Dubuque, Iowa](#); sponsored by Miss Carrie Kiene; and commissioned on 18 February 1897. It was named for [John Ericsson](#), designer of the [USS Monitor](#).

Models On Deck

Rusty has committed to show his finished model of the HMS Winchelsea. I hope we have others to share as well.