The Lynx

WASHINGTON SHIP MODEL SOCIETY – SINCE 1929

NEWSLETTER

"For the Mutual Benefit of Model Ship Building; For the Exchange of Ideas; and to Preserve for Posterity Scale Models of Historic Vessels, We Associate Together to Form this Washington Ship Model Society."

www.dcshipmodelsociety.org Spring Edition 2024

SKIPPER'S CORNER

It has been a real priviledge to serve as the President of the Washington Ship Model Society for the past six years. It have to admit that it has sometimes felt as a very high standard to uphold. Our club is nearly 100 years old, and I feel honored to be surrounded by such talented craftsmen, shipwrights, artisans, and modelers – both past and present! Our club has seen many great names over the years to include President Franklin D. Roosevelt, General George Patton, Ben Lankford and Howard Irving Chapelle who was an American naval architect, curator of maritime history at the Smithsonian Institution, and author of many books and articles on maritime history and marine architecture. I just consider myself as a hobbyist!

There has never been a club meeting where I have not learned something new about our hobby. Our crew of WSMS members has always stepped up to the plate with amazing presentations on maritime history, naval architecture, practical demonstrations, tips and techniques, incredible models, and a wealth of information behind each project. Our club has certainly lived up to our mission of exchanging ideas and benefitting the hobby. New members who have joined the club in the past few months will find they have stepped into an organization with a great group of modelers who have vast resources and knowledge behind them.

We have a full schedule this year of club events, model shows, and our annual auction in May…which has now become a BBQ Picnic & Auction! Great deals can be found at our WSMS auction (for WSMS members only) where plenty of kits, tools, and hobby-related items are up for bid! All proceeds benefit WSMS. Be sure to keep abreast of these activities, and more, by reading the newsletter and visiting our website. We will try to announce all events early in our newsletter, before they occur, but sometimes the dates or details may not be available prior to publications – so check our website and keep a weather eye out for our group email reminders. I hope you enjoy this Spring Edition of the Lynx. And remember, for any interested model shipwrights out there, we welcome you to any of our meetings held each month! Bring a project to share, and join the crew for novel and interesting meetings!

/s/Larry Valett
WSMS Skipper

CLUB MEETINGS

Our regularly scheduled April 13th Meeting will be supplanted by the IPMS Northern Virgina Show, in Fairfax, VA. Our regularly scheduled May 11th Meeting will be supplanted by our annual BBQ Picnic & Auction. See details under upcoming events and keep an eye out for group emails!

Generally, the Washington Ship Model Society meets in person between 10 a.m. and 12 noon, during the second Saturday of each month. Our club

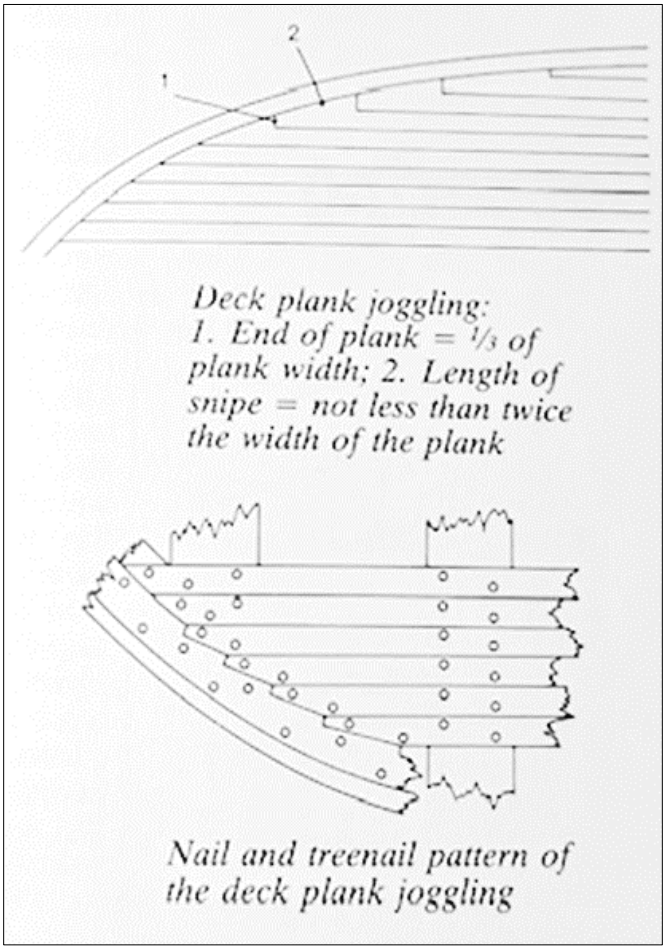
meetings are alternately split between Virginia and Maryland, which allows many of our members to select and participate in various meetings closer to home. Generally, our Virginia meetings are held at Hollin Hall Senior Center, 1500 Shenandoah Road, Alexandria, VA. 22308. (Room 217). Our Maryland meetings are held at the Emmanuel Lutheran Church, 7730 Bradley Blvd, Bethesda, MD 20817, in the lower floor meeting room. All members and interested parties should check our website and club email reminders to confirm dates and details about each meeting.

Some highlights from our February 10, 2024, Maryland Meeting are as follows:

WSMS member Peter G. shared a demonstration on planking decks. He used his ongoing project of the *Flying Cloud* clipper ship as an example. Peter has been working on his 1:96 scale rendition of the *Flying Cloud* wooden model kit by Mamoli, to which he added many alterations and corrections. Peter was able to taper and shape each deck plank to fit along the water way, and joggle adjoining planks, by using hand chisels and a lot of patience. In summary, Peter demonstrated how he would take appropriate measurements of each successive plank against its neighbor, mark off applicable tick-marks, then cut the plank using the chisel to the correct length in a manner which would fit into the nipped edge.

Through a variety of options, the modeler can color the butt and edging of each plank to represent the oakum between the deck planks, then cut and shape

to size. By taking time and following the contours of the hull, planking can be made to look realistic and follow standard practice. No sharp pointed edges! There are many examples in model ship guides and books on how to form deck planking in a similar manner and Historic Ship Models, by Wolfram Mondfeld, provides some good descriptions and assorted drawings of deck joggling detail.

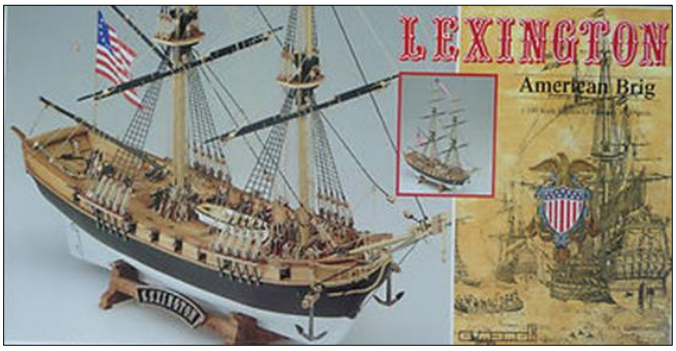


Excerpt on plank joggling, from W. Monfeld's book.

Nathanial J. shared and discussed the construction of his award-winning *USS San Francisco*, 1:350 scale New Orleans Class heavy cruiser. The model was built from a Trumpeter kit, and Nat used scratch building techniques to form the rails in wire and tie downs. He used photo etched parts from Gold Medal Model photo etching, and rigging line from EZ Line scale rope. It took him over two years to build and was completed in 2014, and it is a great show piece! It won at IPMS. The *USS San Francisco* joined the fleet on February 10, 1934, and she served in both the Atlantic and the Pacific. Thirteen years after being commissioned she was decommissioned and placed in the reserve fleet. The Trumpeter model of the USS San Francisco is very detailed and has 263 parts molded in gray, red (hull below water line,) and clear. The search light tower comes in several open latticed parts that fit together well to form a realistic tower.

WSMS Member Alan S. presented the hull he is working on of the American Brig, *Lexington*. Alan started the project in January and has made rapid progress so far. The ship is a plank on bulkhead model, and comes in several shades of wood. Alan double planked his hull and is beginning the decks and bulwarks at this stage. While the color pattern on the kit box presents as black and white, Alan is thinking of just using stains or shellac to bring out some of the natural colors of the wood.

The Lexington American Brig 1776 Model Ship Kit, is manufactured by Mamoli. The vintage kit contains wood and related materials to complete the model.



The *Lexington* was an American Brig from 1776 that belonged to a small fleet of merchant ships that were hastily converted into war ships between 1775 & 1777 to serve the revolutionary cause. Under captain John Barry's command, the *Lexington* successfully took part in various battles in the Bay of Biscay, the English Channel, and the Irish coast. On her return trip from France, the *Lexington* was captured by the English cutter *Alert* on September 20, 1777. After a fight of more than three hours the *Lexington* ran out of ammunition and had to surrender.

WSMS Member Roger F. presented his model of the lifeboat *James Caird.* For anyone who knows Roger, much research and planning has gone into this scratch-bult masterpiece. Roger loves to work with Holly as his wood, and this model is no exception. The model is built at 1:24 scale, and was designed and drafted on the table by Roger from his analysis of plans and historical reference material.

The *James Caird* saved the remaining survivors of the *Endurance*, which was stranded and sank in Antarctica during Ernest Shackleton's fateful voyage between 1914-1917. The book by the same name tells this very compelling and moving story of the expedition, and the struggles the men had to endure in order to survive.

James Caird was the twenty-two-foot-long lifeboat which carried the survivors on an epic, 800-mile ocean crossing to South Georgia Island, the nearest inhabited area. The lifeboat was built by Henry McNish who was the carpenter on the expedition, and who was responsible for much of the woodwork that ensured the crew's survival after their ship sank.

Roger used a steam bending jib he devised to help with the framing, and he plans to fully complete and rig the model to historical accuracy. Stay tuned for future stories and photos of this remarkable model.

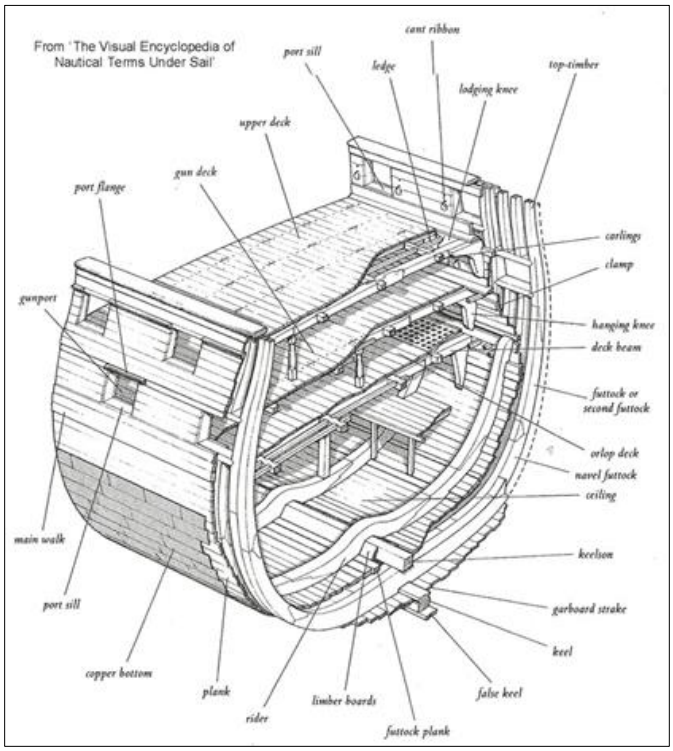
Some highlights from our March 9, 2024, Virginia Meeting are as follows:

Several members brought along some tools to demonstrate various aspects of model ship building. Bruce B. demonstrated how to stretch a piece of 3D printer filament, PLA, into a variety of structures including antennae, railings, poles and other parts. Bruce finds PLA is more workable, and less brittle, than plastic sprue, and can stretch longer without breaking. Gently heat the PLA over an open flame and pull to a desired length!

Alan S. has continued his work on a solid hull model sailing ship. In finding the correct color and style of wood veneer material to work with, he realized the challenge of cutting the material into appropriate lengths of decking. To assist, Alan created a hand-held jib, made from a wood block and razor knife blade, which he can adjust and clamp to the block giving him the desired plank width!

Alan S. further demonstrated a technique which has worked for him to help taper the masts of his model. He uses a hand held crank to regulate the speed, then holds a piece of sandpaper around the mast and turns the handle while adjusting the right amount of pressure to slowly shape the mast!

WSMS member Luis V. is making progress on his Mamoli kit of the cross section of the *USS Constitution*. He has finished the frames and has begun stucturing the sheer clamp, deck beams, carlings, and other components of the model. He ordered some additional cannon to see if they would be an appropriate fit, and seems happy with a particular choice he may select.



The mid ship cross section of the ship model of *USS Constitution* reproduces in detail the inside of the ship launched in the second half of the 18th century. The model structure consists of 10 half-frames, whose assembly is simplified by special tools

supplied in the box. Inside and outside planking, and copper sheathing. This will be a nice piece and WSMS looks forward to updates!

WSMS member Bruce B displayed his completed 3D printed model of the *USS St. Louis*. The model was printed by Bruce at 1:157 scale, from a download he discovered on Thingiverse.com. The design was from Prusa and the World of Warships, and took Bruce over 80 hours to print nearly 200 parts. The hull is printed in five sections, which by design clip tightly together. The download comes complete with detailed instructions on assembly. After Bruce printed the model, it was assembled by WSMS member Lou H., who used regular CA glue for adhesive, since the PLA plastic is somewhat resistant to the Testors plastic model glue. The *USS St. Louis* (C-20/CA-18), was the lead ship of her class of protected cruisers in the United States Navy and was launched on May 6, 1905. She was soon assigned to the Pacific Fleet. This 3D model would make a great addition to any collection and is full of detail!

Next up was WSMS Rolf T., who displayed his completed boat of a Norwegian craft from a Billings Boat kit. Rolf said he used a variety of paint and stain

for the color and he does not plan to complete any further work on the masting or rigging of the boat. The base was made from basswood in a pre-cut design, and stained to a reddish color which brings out the nice patina on the craft.

UPCOMING EVENTS

Our next WSMS Club Event will be the **IPMS Northern Virginia Model Classic on Saturday April 13, 2024,** held at Fairfax High School, 3501 Lion Run, Fairfax, VA. 9 a.m.-5 p.m.

IPMS NOVA has been a great event for the Washington Ship Model Society and has produced a lot of interaction which has resulted in member recruitment in past years. We generally set up our table to showcase a dozen models to the public, and some members have entered past IPMS contests as well. WSMS has many IPMS Model winners to include Best in Class and Best in Show. Come out and join the fun for a day with the club. See details at: https://www.novaipms.org/model-classic

Don't miss our May club event which will be our **ANNUAL WSMS AUCTION & PICNIC on Saturday, May 11th**, in Virginia.

Many thanks to our own Lou H. and his family for setting up this event at their property on Lake Barcroft. We will have our annual auction, followed by a catered Bar-be-que, and then some model RC Boating on the lake from the backyard! Event emails with details, times, and location will be sent to all members prior to the event. Stay tuned!

Our BBQ & Auction at a lake house will be great for RC Modeling! Bring your craft!

WSMS MEMBER ARTICLE

SHIPWRECKS & MODEL SHIPWRIGHTS: *By Larry V.* Just North of Fresno, California, at the foot of the Sierra Nevada Mountains, there lies a shipwreck of a sunken galleon at the bottom of Millerton Lake. I know because I put her there in 1980, and I suspect she remains there to this day. Perhaps with the low water levels caused by the California drought over the past several years, some unsuspecting camper may have stumbled upon her. I

imagine her colors have faded, and the wood has begun to rot, but I'm sure she would still be a sight to behold. Her battered hull and evidence of cannon ball damage would certainly leave any trespasser in bewilderment over what possibly could have occurred there over 40 years before.

Millerton Lake, Fresno, California.

Like many model shipwrights, my love of the sea began at the age of 13 when my grandfather first gave me a model kit of the *Cuttysark*. Thereafter I was hooked. I read and studied all things related to maritime history, shipbuilding, and oceanography, and over the years generally fed my combined interest in model building, art, history, and the sea into my lifelong hobby. But plastic ship kits of the 1970's just weren't enough for me. I was interested in wood and woodworking, and wanted to build a real "English Galleon." In the year prior to that fateful summer, I had just finished the 1:96 scale Revell model kit of Sir Francis Drake's *Golden Hind*, an English Galleon, and I found that I loved everything about it. According to Scalemates.com, Revell first produced the plastic kit in 1965, then sold a later rendition in a new box in 1972. The blue colors painted as shown on the box, captured my imagination and I decided to build her again, but this time out of wood…and much larger. She would float and sail, even though I knew little to nothing about such things. All I had was an idea, a plastic model to use as a reference, a small brass sea cannon at 1:24 scale, and a general concept of plank-on-bulkhead building techniques. My biggest problem, however, what that I had no woodshop and no tools, and my father was not very supportive in that regard.

Revell Kit of The Golden Hind, c. 1972

Then my luck turned. As my junior year of High School let out for the summer, I came to learn that my best friend and his family were packing up the car and heading to Mexico for the entire summer. Three full months! I was asked to stay at their place to care for the house and pets. I promptly accepted because there, in the detached garage, was a fully functioning woodshop complete with band saws, sanders, a table saw, and all the tools a novice who had no idea what he was doing could use to succeed…or injure himself. Once they left, I pinned

up the number to the nearest emergency room (just in case), and started to build my ship.

That summer went fast but I'll never forget it. I worked literally around the clock in that shop. With the radio playing tunes, I stayed up late at night, drawing crude plans, buying wood, making mistakes, reading books, learning about tools, and most importantly finding out I could do what I put my mind to! Using my little plastic model for reference, I dove right into the project - all freestyle without any large blueprints and using only line of sight, dead reckoning, my right thumb, and left eye. I built her better than I ever expected. She fired a cannon too. I drilled that brass cannon to fire gunpowder from unrolled firecrackers, and quickly learned that a small clay ball packed into the barrel and lit with a

She Floats! Wooden Golden Hind test in pool.

fuse would blast a hole in the bottom of a tin pie plate about 4 inches in diameter! The police learned it too, as they came knocking on my door after several test rounds. When the hull was finished, I coated her with marine resin, inside and out, to prevent any leaks. By the end of the summer the ship was nearly complete. I painted her blue like my model, added masts, and over 50 pounds of ballast. I did several tests in the swimming pool at home and she floated fine, but tipped over with the masts in place. She was nearly 5 feet long and weighed maybe 100 pounds. It took two people to lift her into the camper van. My mom couldn't believe it when she saw it, and took the only remaining Polaroid photographs of the ship floating in the pool. I still have those photos pinned above my work bench as a reminder of days gone by.

Well, she never did look like the actual replica of the Golden Hind built in England during the 1970s but she was colorful and pretty, good enough for me, and floated like a cork (without the masts)! I now had to rig her and add sails to her which I knew would be a challenge and take a considerable amount of time.

And then the inevitable happened. Summer ended and my friend and his family came home. I was dry-docked, and I had to move the ship back to my home. My parents uttered those famous words model shipwrights hear all too often, "Where are you going to put that?" That's the problem with large ships - they take up space and patience. The ship was too big to fit in the house, my room, or the garage, so I kept her in the backyard to the chagrin of my parents who wanted this "project" to go away. School was about to start again, and I soon realized that there was little, if any, chance of ever finishing her in any reasonable amount of time. I knew the following summer I would be working and saving for college, and then have to move away from home. The unlikelihood of finishing her became evident.

Tall Ship Replica of The Golden Hind, England

So, I decided to sink her. I figured it was the only fitting end to such a glorious, but short-lived career. She would go down in style, in history, and in fun. Additionally, my best friend and I could practice our target shooting with the pellet guns as she fired a shot off herself with the cannon one last time. One weekend during September of 1980, we loaded the ship into the camper van and drove to Millerton Lake. We packed the captain's cabin with several illegal firecrackers from Mexico and set a slow fuse before pushing her off from shore. We gave her a broadside with the pellet guns, but she held steady. We continued with several more rounds until suddenly, just like in the movies, there was indeed a large explosion from her upper deck as the magazine exploded. She was soon engulfed in flames and slowly began listing to port. She took about 20 minutes to go down, and it was a sight to behold. In the end, she sank beneath the waves, about 40 feet offshore, and perhaps a depth of 50 feet. If you find her, be sure to return the brass cannon to me!

ARTICLES FROM THE FLEET

The following is an article written by John Knasas for the November 2022 edition of *The Broadside*, Volume XLV, Issue 11. *The Broadside* is the newsletter of the USS Constitution Model Shipwright Guild, Boston, Massachusetts. Interested members can join the guild or subscribe at www.usscmsg.org/join-us/application.

"Resurrecting the Blue Devil"

"Years ago, I built the Lindberg kit of a WW II Fletcher class destroyer, *USS Melvin* – referred to as the Blue Devil by the Japanese. The model was 1:125 scale. It was my first radio control build. It ran great

and I was happy with the look of it, though I knew there were some fundamental inaccuracies. Years later, I built the 1:144 scale Revell kit of *USS*

Fletcher and in comparison, the deficiencies of the *Melvin* became glaring. I began to consider a major upgrade of the *Melvin* using the Revell *Fletcher* as a guide. To begin, the *Melvin's* hull has none of the sweep of the *Fletcher*. Nevertheless, the hull is sturdily molded in thick plastic that invites modification. If you back up – with resin and wood – the inside of the hull aft and forward, you could sand to your heart's delight and better approximate the curves of the *Fletcher* hull. I opted to skip that modification to avoid disturbing the radio control and running set ups already in the boat.

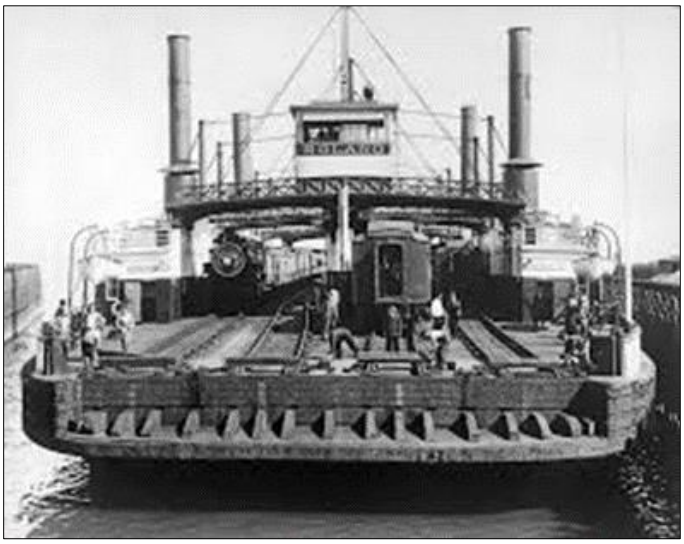
Instead, I decided to raise the sheer line at the bow and stern to give the deck a more graceful appearance. I did this with wood cut to a sixteenth of an inch on my table saw. I then added the armor plating along the sides per the Revell *Fletcher*. The next big modification was the 5-inch gun cabins. These are so boxy that they prevent some of the guns from fully rotating. I first narrowed the guns at the back and then modified the top and bottom accordingly. This modification entailed lengthening the sides. I did that by cutting the sides in the middle and inserting a spacer. I also made the double knuckle on the fore and aft guns and slightly lengthened all the barrels. I attacked the stacks next. The caps are not the WW II versions. I sculptured the war styles with my Dremel tool from small pine blocks glued to the stacks. Then all the detail on the Revell stacks was added. I gave my stacks a slightly greater rake to enhance the silhouette of the model. The main mast was done guided by the photo etched brass instructions from the Revell kit. Speaking of PE, I used the Tom's Modelworks photoetch to jazz

up the forty-millimeter AA guns, the depth charges, rail netting, and radar. Other modifications are too numerous to mention but can be seen in the photos. This upgrade was my first attempt at weathering. I used oil paints thinned by turpentine. I think that I overdid some areas and may decide to paint them over. I have enjoyed sailing on Quincy's Black's Creek and Butler's Pond, the duck pond on Cohasset Common, and on a pond in the middle of Boston that

shall remain nameless." -*John Knasas, Broadside Newsletter, November 2022*

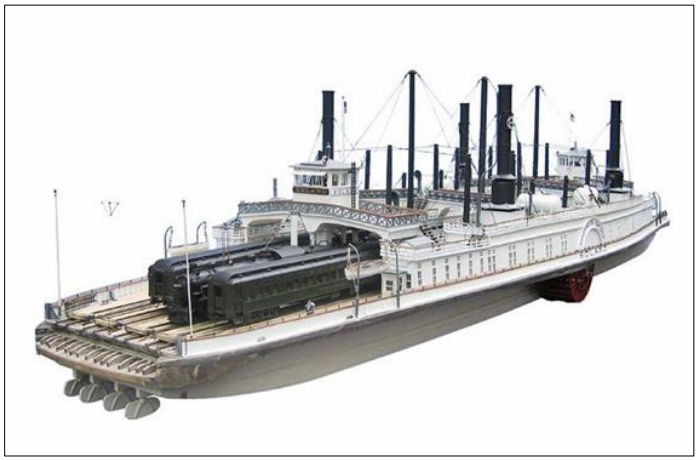
MARITIME HISTORY

If you were asked to picture the largest wooden ship ever built, it is likely that an 1890's windjammer with an impressive row of masts and sails would come to mind. However, a very different type of ship holds the title of the largest wooden ship: a giant paddle-wheeled train ferry built for the Central Pacific Railroad on the west coast named *Solano*. Wikipedia states that *Solano* was built in 1879 and carried trains across the Carquinez Strait, between Benicia and Port Costa in California daily for 51 years, from 1879 to 1930.



When launched, the *Solano* cost $350,000 and was the largest ferry of its kind in the world. *Solano* was 425 ft long, and 116 feet at the beam and weighed a colossal 3,549 tons. She held the record for 35 years until 1914 when she was joined by her sister ship, the *Contra Costa*, which was 13 feet longer. The *Solano* was designed by Arthur Brown, the superintendent of bridges and buildings for Central Pacific Railroad, who reinforced the ferryboat much like a rail bridge using four wooden Pratt trusses longitudinally under the deck of her four sets of rails. She was powered by two 2,000 horsepower walking beam steam engines and could travel at 12 miles per hour She was constructed to ferry entire trains up to 48 freight cars

at a time on the Central Pacific transcontinental line to and from the San Francisco Bay Area. Once in



service, the transcontinental railroad was re-routed from its original 1869 120-mile course from Sacramento to Oakland, to a more level 92-mile course from Sacramento to Benicia and, via the *Solano*, to Oakland. Apart from a few drydocks for rebuilding and upgrading, the *Solano* was in continuous service, 24 hours a day, between Benicia and Port Costa for 51 years, from December 1, 1879, to October 15, 1930. In 1904 she was making 36 to 46 crossings every 24 hours, transporting about 115,000 freight cars and 56,000 passenger cars a year.

The Benicia Historical Society website provides an interesting history about this ferry at:

https://beniciahistoricalsociety.org/railroad-heritage/.

Map of the San Francisco Bay, showing the location of the strait between Benicia and Port Costa, where the Solano operated for 51 years.

Solano model, now located at the Railroad Museum in Old Town, Sacramento, California.

At the time of its launching, news reports stated she was *"Built to convey complete transcontinental passenger trains over our strait waters. The gigantic boat, equipped with a four parallel track deck, could transport with ease two locomotives and 24 passenger cars at one time... She plied the channel in six or seven minutes, despite the dense fog! …Though it could not be seen through the thick mist, whistles and bells indicated the arrival of the huge carrier."*

By the 1920's, cargo and passenger volume had become too great for the *Solano* to handle. Plans for a bridge were begun in 1927, and the Southern Pacific Railroad Bridge from Benicia to Martinez

was completed by the end of 1930. The Benicia Herald reported that *"The last trip of the Solano, Saturday, November 1, was a memorable one to those who had the privilege of taking it."*

In 2003, the Central Pacific Railroad Museum in Sacramento, California, acquired a beautiful HO (1:87) scale model of the *Solano*. It was built by Jim Turner in Michigan, and installed in the museum as an integral part of CPRR history. The model is 4.9 feet long by 1.3 feet wide and includes a modeled portion of her docked at the train yard in Port Costa.

The model is a "working model" that includes features that enable it to demonstrate how the *Solano* operated. There is an electrified and blocked sectioned track that demonstrates the unique process in which whole trains were split and loaded on her decks within minutes. The model of the Port Costa dock has a motorized dock ramp complete with a working detailed pulley and weight mechanisms. The model has motorized walking beam engines and side paddles that bring the model to life, as well as navigation lights, outside and inside cabin lighting. and select interior detail in the pilot house.

Be sure to see this amazing model and learn more about the history of this wooden ferry during your trip to the CPRR Museum in Sacramento, California. More about the museum and model can be found at http://cprr.org/Museum/Ephemera/Solano_Ferry_Model.html.

TIPS & TECHNIQUES

WSMS member Peter Gutterman is a master craftsman and professional antique furniture restorer who is experienced in using shellac on many of his models and display cases to bring out rich, warm colors and a natural glow. Shellac has been a method used to bring out the color of wood without using stains. Unlike other techniques, shellac is reversable, and has been the finish of choice for hundreds of years. Shellac provides a restorable finish which can be revived decades or centuries later. Shellac provides a nice, natural finish while providing protection. Amber shellac imparts a deeper color, while blond shellac brings out a warmer tone to the wood. Once dry, it can be waxed over if desired to provide added protection. Color can be added to

The case of the" Young America" pictured was finished using the described method. No stain was employed. The amber-gold tone of the maple was entirely imparted to the wood using amber shellac polished on using the method described. It is probably why most 18th and 19th century American antiques made of maple have this color.

shellac by adding just a tiny drop of alcohol-based stains. The key to a beautiful shellac finish is in the application. Make a polishing pad or "rubber" by cutting two squares of an old, well-worn, cotton T shirt of any color. You can make the rubber very small for small applications, such as masts and spars,

"Patapsco" Baltimore Clipper. Veneered with Mahogany (rails, base and stand), Mastodon Kaori(deck), Holly(white), Gabon Ebony(black), Box wood (bottom) Beech (cabins). Finished as described with amber and blonde(clear) shellac.

The following is for shellac finishing using amber shellac (Zinsser brand). Everything is available in most hardware stores. Buy shellac in the smallest amounts available since shellac has a limited shelf life of only about 1 year maximum. Take the shellac, straight out of the can, and cut it 50/50 with denatured alcohol. Mix well. I use an old "Ken's" salad dressing bottle as a container (perfect for its' dispenser cap, as shown).

or large enough to polish a tabletop. Crumple one square into a tight ball and wrap it tightly with the other square. Then twist the end and tie it with string or a strip of cotton cloth. Don't use a rubber band, as

"Rubber" using cut pieces of an old T-shirt.

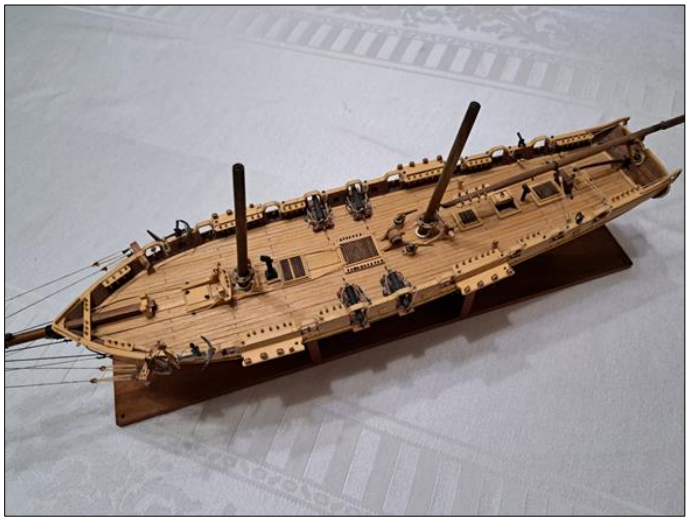
the alcohol will destroy it. Hold the rubbing pad against the dispenser (or dip the end of it into the shellac mixture) and let the pad absorb the shellac mixture, DON"T OVERLOAD THE RUBBING PAD! Just enough so that it is wet through, but not dripping wet or soaking wet. Carefully stroke and polish the surface to be finished with quick easy strokes. The surface should be hard, or otherwise hardened, and sealed before the application. Shellac

Peter Gutterman's Young America & case

won't work on raw balsa wood or bass woods. If necessary, wood hardeners which use a water-based acrylic (like P.C. Woody brand) work well. Polish the surface to be finished with shellac until well and evenly coated. The shellac polish evaporates and dries quickly. Keep the pad moving, or it will stick. A tiny bit of boiled linseed oil spread across the surface of the pad will help lubricate it and keep it from sticking to the wood. Apply the linseed oil by dipping your fingertip in a drop of oil and spread with fingertip. Less is best. Once the shellac is applied to the wood, the drying seems illusory. While it may appear dry, it is not - and repeated rubbing will begin to remove the shellac.

Accordingly, give the piece being polished plenty of time to dry thoroughly for several hours. Then repeat the process until satisfied with the surface and color desired. Amber shellac will impart a warm golden-amber tone. Or, if desired, use blonde shellac for a warm clear finish.

The polishing pads should be kept in a tightly sealed glass jar for re-use. even if it is somewhat dried out, the pad can be refreshed with denatured alcohol. If you don't like your results, the finish can be wiped off with alcohol and you can start over. The many repeated coats of polish will accrue and leave a polished surface - even approaching glass - if you so desire, although a soft semi-gloss luster is normally best for models and cases.



"Grecian" Baltimore Clipper. Carved solid hull veneered with Boxwood, Tanganika, Mahogany, Gabon Ebony. Finished as described with amber and blonde shellac.

FROM THE WORKBENCH

Model shipwright John Bullock of Pennsylvania posted to the Facebook site *Wooden Ship Model Making* about the progress he has been making on a model of a Delano whale boat. From 1720 to 1920 nearly 60,000 whaleboats were consumed by the American whaling industry. With a useful life of no more than three years, these hardy whaleboats were discarded

on the spot throughout the coastal U.S. and around the world. Remarkably, only a dozen or two have survived to become part of several museum collections. According to Model Shipways, in 1916 the Dartmouth Historical Society commissioned the building of a half-sized model of the bark *Lagoda*. Local whaleboat builder Joshua Delano was retained to build seven half-sized model whaleboats needed for the project. Delano built these models according to the design of the full-sized boats he had built for the whaling industry for more than forty years. Whaling historian Erik A.R. Ronnberg, Jr. made a thorough study of Delano's half-sized boats to produce a kit for Model Shipways. Modeler John reported that he has had the kit in his stash for years and finally got around to building it. The boat davits were inspired by a similar display at the Mystic Seaport Museum in Mystic, Connecticut. John scratch built the boat davits, positioned on top of a base board affixed to a mockup of a whaler's side. The Model Shipways model is a plank-on-frame kit. The kit includes all pieces and the hull planks, oars and paddle blades, tubs, casks, and rudder are

accurately laser cut basswood. Authentic scale whaling gear gives this kit remarkable detail. Photo-etched copper fittings include harpoon, lance and cutting spade heads, knife blades, oarlocks, and mast hinge hardware. Once completed, the model measures in at Length 24" / Height 4-5/8" at a scale of 3/4" = 1 ft (1:16).

Here you can see the model was painted with acrylic paints, with weathering detail expertly applied. The kit is built using authentic plank-on-frame construction which duplicates the original construction techniques. The kit comes with laser cut

Basswood components, photo-etched copper fittings and gear, including a cast Britannia compass bowl and bomb lance gun, sailcloth and three diameters of rigging line.

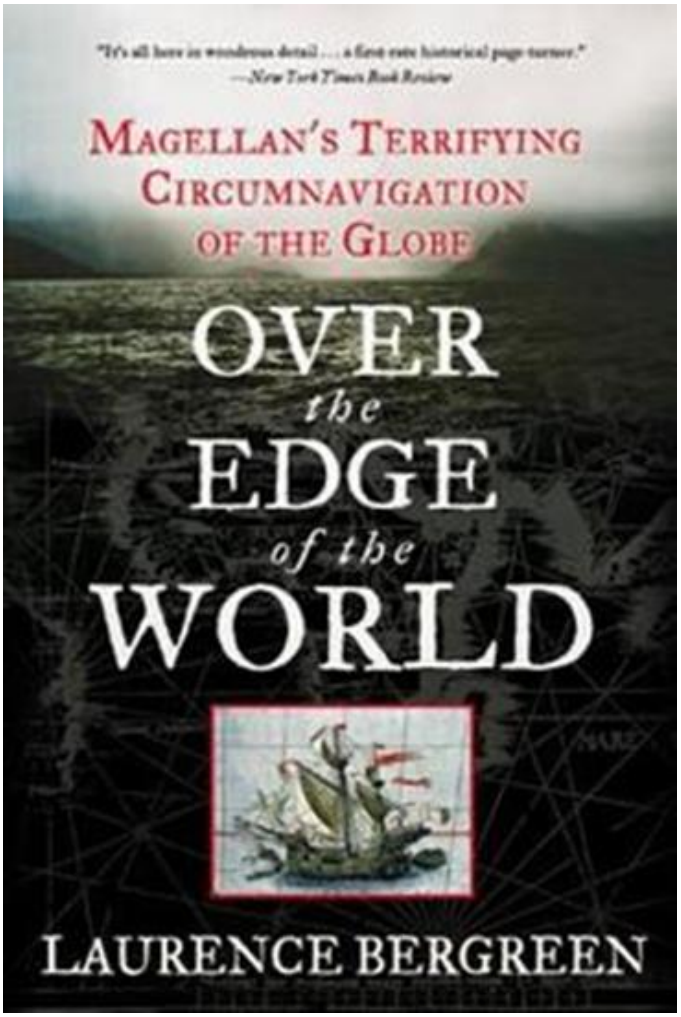
To guide you through the process are six sheets of precise, highly detailed plans, and a 150-page illustrated instruction book by Erik A.R. Ronnberg, Jr. The book, entitled To Build a Whaleboat, gives you step-by-step building instructions, designs, and technical data. John's choice of colors and display make for an attractive and interesting model worthy of showcasing.

BOOKS OF INTEREST

Released in 2004, *Over the Edge of the World* explores Ferdinand Magellan's daring circumnavigation of the globe in the sixteenth century. His three-year odyssey is brought to life with a variety of candid, firsthand accounts of discovery that changed the way explorers would thereafter navigate the oceans. The book was a wonderful read, with insight into the mindset and religiosity of Magellan and his crew. The book provides interesting detail into the structure and mechanics of Magellan's vessels with clear descriptions and accounts of each ship.

The New York Times book review stated, "This is a riveting story of Ferdinand Magellan's historic ocean voyage. Prodigious research, sure-footed prose and vivid descriptions make for a thoroughly satisfying account... it is all here in the wondrous detail, a first-rate historical page turner."

Another reader on Thrift books left a review stating author "Laurence Bergreen provides a deep look at Portuguese navigator Ferdinand Magellan's sixteenth century quest that led to the first known navigation of the world. This journey is a pivotal point in how Europeans viewed the world as people realized that not only will one not fall off the globe, but that Europe is not the epicenter of the orb."



"Mr. Bergreen followed the ill-fated journey through what is now the Straits of Magellan at the tip of South America and uses satellite images to further enhance the trek. Of interest to historical buffs is the daily journal that encompasses known research from around the globe. This includes sailor Albo's log and the comments of scholar sailor Pigafetta. The author debunks several modern-day myths such as Magellan's mission was not to go around the world, but to find a water route to the Spice Islands; and that the voyage was not glorious but brutal and filled with tragedy and misfortunes. Magellan never made it. The trek took three years with only one ship and eighteen survivors making it back to Spain. This is a great account of one of the legendary journeys of history. Supplemented by maps, inserts, and firsthand accounts, readers join in on the harrowing trek that proved once and for all that the world is round."

Personally, one of my favorite parts in the book is the eye-witness description of the ships as they sailed out of port on their journey, black in color from hull to mast, covered in pitch…ready for the open ocean.

CAN YOU NAME IT?

These conical tools have been part of a ship's essential equipment to help sailors for centuries. The pointed end is driven into coils of rope to losen knots or to splice individual strands. They were made of wood or bone, and often decorated by sailors to help pass the time on long voyages. What is the name of this tool? (You are on your own to research and find the answer. Good luck!)

From Marlinspike Magazine online

WSMS WEBSITE

Be sure to check out our website! Interested parties and members are encouraged to frequently check the Washington Ship Model Society website to see the latest news. See www.dcshipmodelsociety.org to learn more about our organization. We have various items identified in the ship's store, and appropriate links are provided for members to purchase WSMS apparel. As a reminder, Washington Ship Model Society commemorative plates are available in limited supply for $25. Members can purchase them by emailing the skipper before attending a meeting, at which time your plate will be hand-delivered to you!

As a reminder, all members can post and upload their own photographs and workshop builds onto their page at the website. If you need a reminder or tutorial on how to accomplish that, please email Alan S. at the top of every club group email. For members wishing to contribute to future editions of The Lynx please email the Skipper with any of your photos, ideas, or articles of interest, including books and links to other exciting or interesting findings in the world of model ship building. Tips and techniques are of particular interest!

LYNX & CONTACTS

The Washington Ship Model Society does not endorse any vendor or commercial website. The following links are provided for information purposes only.

SYREN Ship Model Company

For modelers interested in sailing ships, ***Syren Ship Model Company*** has quality crafted parts and detailed fittings including blocks and line and a variety of wooden kits. Syren line and blocks can be used for a variety of projects, and have enhanced realism and appearance. Wooden kits include plans

The 32 Gun Frigate Winchelsea (1764) A plank on bulkhead project for the semi scratch modeler in 1/4" scale by Syren Ship Model Company and the Nautical Research Guild in partnership as a group project on Model Ship World

for many plank-on-frame & plank on bulkhead ships, and connections to forums and downloads to help the building process. The crew at Syren Model Ship Company are accessible and helpful to all model shipwrights on their building journey. Other modeling accessories for any project include items like hooks, fittings, deck furniture and others.

Wooden blocks come in a variety of sizes and styles, including realistic blocks which come in boxwood

and Pearwood which provide the modeler with the option of lighter or darker color. Rigging line also comes in a variety of colors to include black, tan, and light and dark brown.

For extra realism, explore Syren Model Ship Company at https://syrenshipmodelcompany.com/. Most of the products except for brass cannon are made in the USA by founder Chuck Passaro in his Rutherford, New Jersey workshop. Chuck is a former director of the Nautical Research Guild.

GERMANIA FIGUREN
INH. M. CREMERIUS

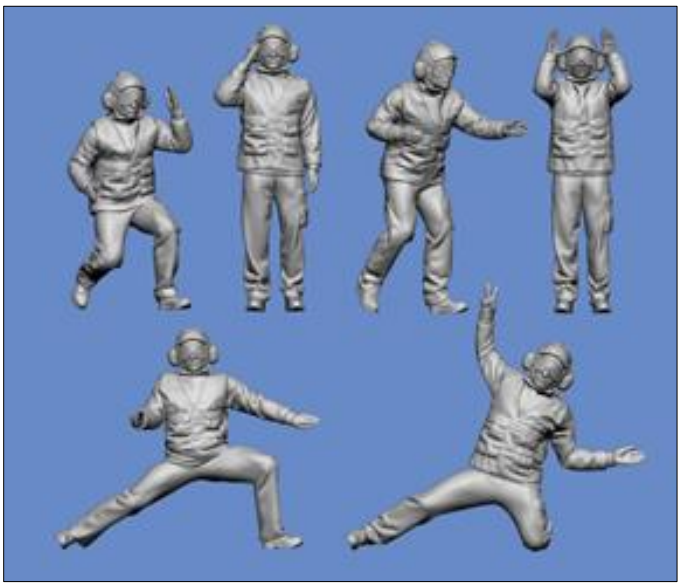
Finding maritime figures in appropriate scales can always be a challenge. Be sure to explore ***Germania Figures***, a European company producing 3D figures

Renaissance Figures

to meet your needs. The company can now look back on a long history since Germania Figures was founded in 2004. It was clear from the start that the figures and other accessories should be produced

Crew of the Hanse Ship "Kogge"

in high-quality resin casting. From this starting point, Germania Figures underwent a diverse transformation as a company. Resin casting was the beginning, today the focus is entirely on modern 3D technology. Great designs on the computer were



Aircraft Carrier Deck Crew

turned into truly extraordinary 3D printed figures. Figures come in different scales, all periods, all centuries, all continents. They are used for model shipwrights, diorama builders, model railroaders, and architectural firms. To learn more, explore at: https://germania-figuren.eu

MARITIME MUSEUMS

The Peabody Essex Museum is located at 161 Essex St, Salem, Massachusetts, and has a wonderful display of model ships. The roots of the Peabody Essex Museum date back to the 1799 founding of the East India Marine Society, an organization of Salem ship captains and who had sailed near or beyond

either the Cape of Good Hope or Cape Horn. The society's bylaws included a provision for the establishment of a cabinet of "natural and artificial

curiosities," which resulted in the creation of a museum. Society members came back to Salem with a diverse collection of objects from the Pacific Northwest, Asia, Africa, Oceania, India and elsewhere. By 1825, the society had moved into its own building, East India Marine Hall. In the late 1860s, the Essex Institute refined its mission to the collection and presentation of regional art, history, and architecture. In so doing, it transferred its natural history and ethnological collections to the East India Marine Society's descendent organization, the Peabody Academy of Science. The modern consolidated museum was established in 1972, and includes the Hull model of the USS Constitution.

Hull Model USS Constitution, c. 1813

The Hull model is the earliest known model of the USS Constitution which was built in 1812 by Constitution's sailors for their gallant captain, Isaac Hull.

The model was presented to the Salem East India Marine Society by Hull on July 7, 1813. Having been built by the sailors who knew the ship so well, the accuracy of the details of fittings on the ship are remarkable. Captain Hull considered it a very correct likeness of his beloved ship. The story goes that the model was the centerpiece at a celebratory naval banquet in Salem in late 1813. You can visit the model today on display at the Peabody Essex Museum.

TALL SHIP LYNX

News from the Tall Ship *Lynx* Facebook page and website: Interested shipwrights, crew, and "arm-chair sailors" can learn more about the mascot ship of WSMS at https://www.tallshiplynx.org/. The Tall Ship *Lynx* is an educational organization dedicated to hands-on programs that teach the history of America's struggle to preserve its independence. The ship is an interpretation of an actual privateer built in 1812. The maritime challenges during the War of 1812 are

Lynx at sea

taught aboard *Lynx* utilizing a comprehensive, interactive program designed to enrich personal achievement through teamwork and the discipline of

sailing. A recent Facebook post stated that being stewards of this magnificent ship requires the responsibility to assume all aspects of the demands of a wood ship, safety, crew, regulations, financial

and other commitments. Lynx undergoes two maintenance periods a year in September and January. In September the ship is hauled with all outboard work done bow to stem. In January at Morning star Marine in St. Simons Island, Georgia, the team concentrates inboard to the mast heads. Down rigging commenced January 1st. If you are inspired and committed to maritime preservation, interested parties are encouraged to consider a donation to the Lynx Educational Foundation, a 501(c) 3 non-profit organization, or by purchasing a tick for sailing at www.tallshiplynx.org.

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