

Model Ship World
Model Shipways Brig Syren Prototype
Chuck Passaro

<http://modelshipworld.com/phpBB2/viewtopic.php?t=1729>

#1: Brig Syren - Chuck Passaro's prototype build Author: Chuck, Location: Rutherford □ Posted: Fri Mar 23, 2007 5:58 pm

This is the prototype build log for the US brig Syren. From designing the plans to building the model, this build log contains all of the discussion for the prototype.

Chuck



#2: Author: walter coopers, Location: Norwich Connecticut □ Posted: Fri Mar 23, 2007 9:09 pm

Hello Chuck, you are doing a wonderful job! The boat davits look good. I really like the gun port lids.

Walter

#3: Author: captainpugwash, Location: In that nook-shotten isle of Albion □ Posted: Fri Mar 23, 2007 9:19 pm

Lovely work Chuck. Very impressive!

#4: Author: Chuck, Location: Rutherford 📍 Posted: Fri Mar 23, 2007 11:13 pm

Thanks guys. I cannot wait to get this model on the stocks.

#5: Author: woodenshipster, Location: Richmond, Virginia 📍 Posted: Mon Mar 26, 2007 12:29 am

Very nice job, Chuck!

Mark G.

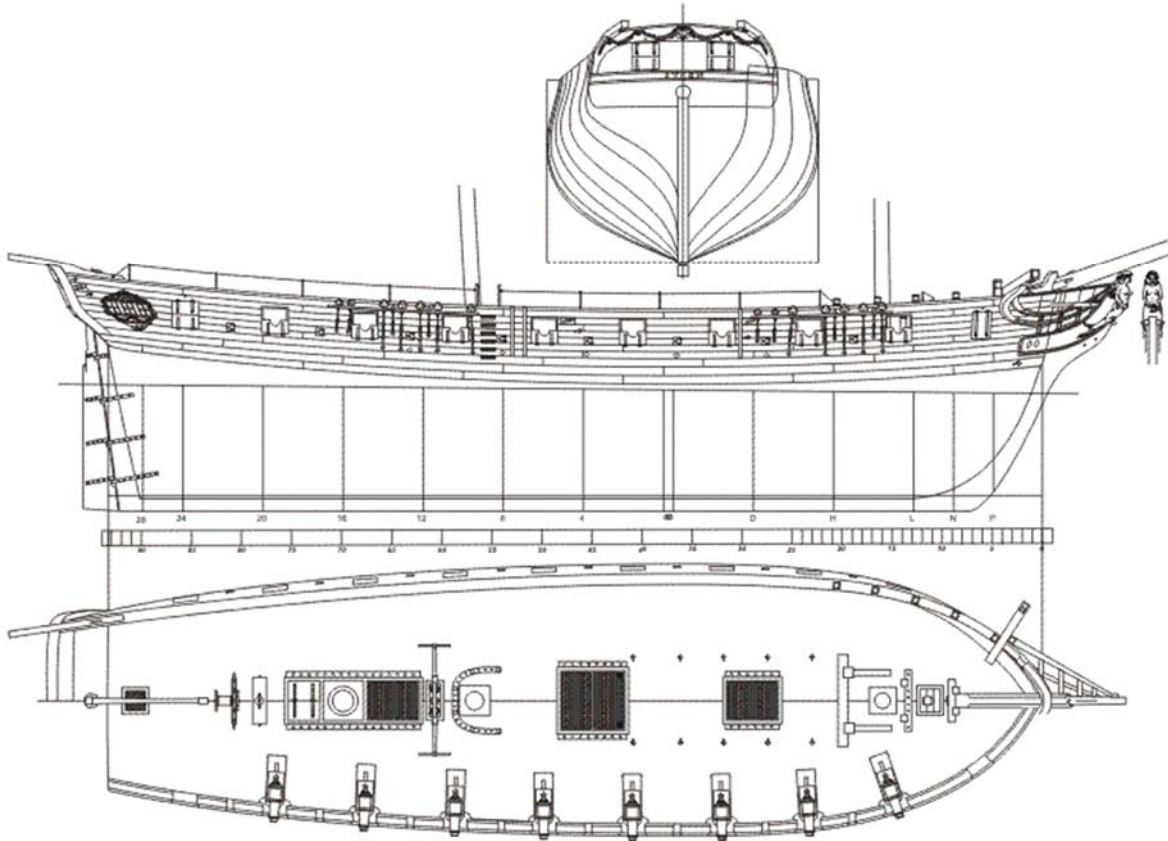
#6: Author: Chuck, Location: Rutherford 📍 Posted: Tue Apr 10, 2007 6:09 pm

I have finished the templates for all of the bulkheads and frames. I am now starting to draft the positions for the deck fittings. I am using many different sources. Chapelle, EW Petrejus, Lavery, Davis, and many others. It is my opinion that the deck plan Chapelle created has some problems and I will change it as I research more about it. I will add a binnacle and ship's wheel which Chapelle has omitted. I also added the front view for the figurehead. Things are moving along and you can see the start of laying out the deck plan. Again...any opinions will be considered while drafting the plans if anyone has come across some information that would be helpful. I would only ask that you include your sources. Thanks in advance and I hope you find the progression with these plans as interesting as a build log for an actual Model.

#7: Author: Chuck, Location: Rutherford 📍 Posted: Fri Apr 13, 2007 8:21 pm

Slow day at the office so I made a lot more progress on the deck layout. Thought I would share it. Follow the link for the full sized PDF.

Just a few more details to add...



#8: Author: RustyJ, Location: Chittenango, NY □ Posted: Sat Apr 14, 2007 3:55 am

For me this is as much fun as following an actual build. In a way it truly is a real scratch build.

#9: Author: Cut-Throat Jake, □ Posted: Sat Apr 14, 2007 9:06 am

A couple of questions - just for my information - I'm not suggesting there's anything amiss with the drawing. You have the pump abaft the mainmast, and the distinctive horseshoe mainmast bitts, as in the Lightley model. Is this arrangement peculiar to US naval vessels of the time? I'm used to seeing a winch and mainmast bitts where you have the pump. Did Syren have a winch?

Rich

#10: Author: Chuck, Location: Rutherford □ Posted: Sat Apr 14, 2007 3:26 pm

Fair question and I thought the same. But none of the research I have read through or any of models built of Syren or Argus had a winch. I am certain they were used but you must understand that at this time getting any type of equipment was tough and these brigs were built very quickly. Most were built with stored material meant for large 74 gun ships which Congress ordered but not built due to their expense. However, if anyone finds proof to the contrary please do share it. It was only during and after the war of 1812 that the expense of maintaining and building an American Navy was taken more

seriously. This ship was built in 1803 when the building of gunboats was considered a better use of public funds.

These ships had only the bare essentials. At this time I feel that it is more plausible that the Syren did not have one. But yes, the horse shoe shaped rail around the main mast was very common as was placing the pumps abaft the main mast. If a winch was used I have seen them there with the pumps on the fore side but this was much later. One interesting point was choosing the correct type of pump. Log pumps were just as common as the cross head pump which was becoming more popular. No one knows for sure which ones were used on Syren. Both are plausible. I decided to go with the cross head pumps because they look more interesting to build and I have already made so many elm tree pumps for models. I am using Davis' Built up Ship Model as a source for some of these deck fittings. It is also worth mentioning that no deck layout is known for any of these US Brigs and Chapelle reconstructed all of the details as best he could. As this is the case, I have decided to blend the deck plans of the Syren and Argus and take some details from both. I personally feel the he made the deck a bit crowded (too many skylights and companionways) aft of the main mast for Syren and so I am using his arrangement for the Argus instead (binnacle and ship's wheel).

There will be sixteen 24 lb carronades (when launched) along with two long 12 pounders. My biggest question now is whether to place those long guns at the bow or stern. It is a 50/50 toss up and either would probably be plausible. I just have not decided yet. Some sources say one was to be placed at the bow and another at the stern but there does not seem to be adequate room at her bow so I am leaning toward the Lightly model and placing them at them both at the stern. One source says only 14 carronades at launch which would then leave a port at the bow with sufficient room for them. This is the part I hate. Many so-called credible sources with contradicting opinions.

#11: Author: Cut-Throat Jake, □ Posted: Sat Apr 14, 2007 4:48 pm

Thanks, Chuck. I understand the amount of research, deliberation and soul searching that goes into a project like yours. Uncertainty about historical accuracy must make many projects waver. That's why, after I've searched all the reasonably available sources and justified my decision I still say, "I'm the captain of this ship, and this is how it's going to be". If I didn't, nothing would get built!

Anyway, I'm really enjoying Syren and appreciate all the hard work that lies behind every line in the drawing.

Rich

#12: Author: Chuck, Location: Rutherford □ Posted: Sat Apr 14, 2007 5:29 pm

Thanks Rich,

I do appreciate it. Hopefully, the plans will be finished while I build that pesky dollhouse for my

daughter. Then I hope Jim will allow a group build if there is enough interest. Yes I do also say that I am captain of my own ship, BUT when you start doing these projects for public consumption you would be surprised at how many people look a gift horse in mouth. You shouda, You woulda.....etc. The beauty here is it is its scratch build and you can make it how you want. Hopefully folks will understand that. That is why I was kind of hoping for more feedback. Having more eyes out there might turn up more info that I have overlooked. I thank you sincerely for your thoughts and contributions Rich. I will painstakingly try and remember to quote my sources as I write the tutorial so everyone will know how I arrived at my conclusions.

#13: Author: Russ, Location: Biloxi, Mississippi ▯ Posted: Sat Apr 14, 2007 6:01 pm

Just a quick question to clarify. When you guys are talking about a winch, do you mean a windlass? I would not think these brigs had a windlass.

The overall deck layout looks okay. It jives with the typical deck layout for those early Naval brigs and sloops. Since the deck is a complete reconstruction with no clear cut source to guide you, there is some leeway. I think the binnacle is a nice touch, although you can argue it either way.

Russ

#14: Author: Chuck, Location: Rutherford ▯ Posted: Sat Apr 14, 2007 6:37 pm

Yes, a winch not a windlass or better yet a winch-type windlass. They served the same purpose but were much lighter and more mechanical. .They was used much later and usually on American brigs and schooners as in the picture attached of the Prince De Neufchatel... I am not even going to try and spell it correctly. This is the Model Shipways kit. People call them different things but I think this is what we were talking about. They were not in use as early as 1800-1803. Not to my knowledge.

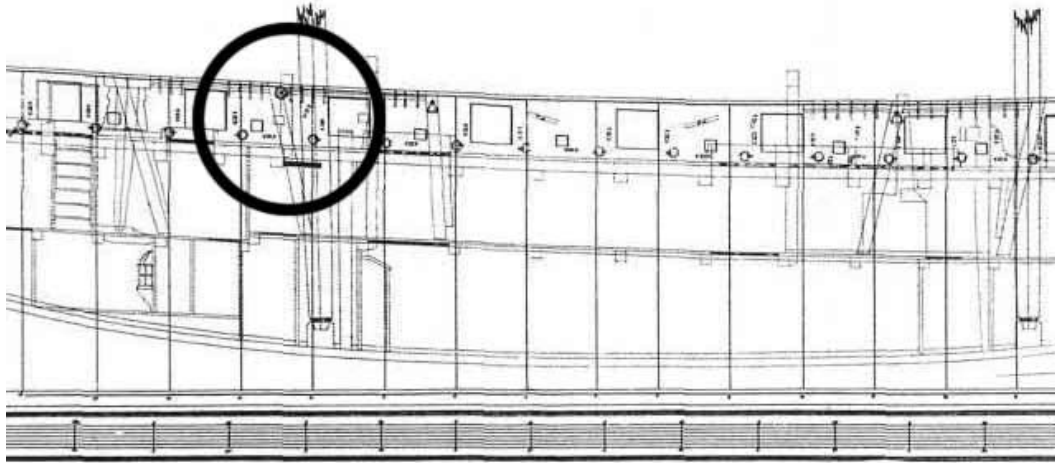


#15: Author: Cut-Throat Jake, ▣ Posted: Sat Apr 14, 2007 6:49 pm

Here is an example of a winch from a contemporary model of a Cruizer class brig.

NAVAL ARCHITECTURE. PLATE XIII.

Inboard Works of a Brig of War, Built in the Year, 1804.



Plan: David Steel, *The Elements and Practice of Naval Architecture*, London, 1805

Model: NMM

#16: Author: Chuck, Location: Rutherford **Posted: Sat Apr 14, 2007 7:02 pm**

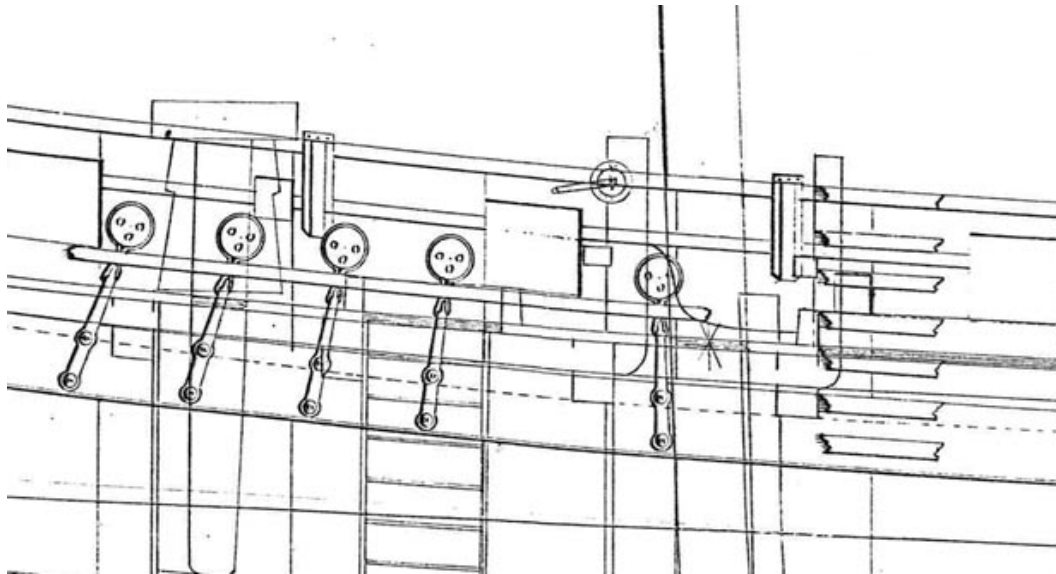
Rich

Great plan and photo. Looks like I am real close. I think I will omit that winch none the less as I have never seen it on an American Brig at this time period in plans or on models (especially for the Navy). I will be building the same type of companionway and adding the Binnacle. I am going to try and make

working hinges on the companionway and show the ladder leading down to a false deck below. Thanks, that is a big help. What ship is shown in the plan?

#17: Author: Cut-Throat Jake, ▣ Posted: Sat Apr 14, 2007 7:02 pm

Just a thought about the dates of use - are you talking only about US dates of use? This picture from an original plan of a 14 gun brig-of-war from 1781.



#18: Author: Russ, Location: Biloxi, Mississippi ▣ Posted: Sat Apr 14, 2007 7:05 pm

Okay, I just wanted to make sure we were all talking the same terms. I have seen the winch you describe, and I agree that American ships did not use them quite that early.

The windlass I have seen here and there, but I agree it is not right on these ships either.

Russ

#19: Author: Cut-Throat Jake, ▣ Posted: Sat Apr 14, 2007 7:06 pm

It is an unidentified model of a Cruiser class brig in the NMM collection. I'll mail you the pictures I have.

Rich

#20: Author: Newbie, Location: Ludwigshafen/Rh. ▣ Posted: Sun May 13, 2007 10:31 am

I have found your thread and must say it's a great work.

I have one question. Want you build that Syren?

http://www.modelismonaval.com/magazine/syren/marco_syreni.html

Jürgen

#21: Author: Chuck, Location: Rutherford □ Posted: Sun May 13, 2007 12:13 pm

Thanks Jürgen,

That link you posted I have seen. It shows the Syren as she looked later in life (1812). I will be building her as she looked at launch. If I understand your question correctly, I want to build the Syren because I want to build several American vessels of different rates. All will be POB at this point. I will create a set of plans and write a practicum describing how I built them. This way everyone can build the ships should they want to.

Thanks for the kind words. As soon as I am finished with the Mayflower (soon I hope), I will finalize the plans and begin building.

#22: Author: Chuck, Location: Rutherford □ Posted: Wed May 23, 2007 6:55 pm

Sheet one is almost completed. I have to flesh out the stern chasers and add more detail to the carronades. Other than that only some minor modifications will be made as the build progresses.

Sheet two has been started. It will consist of the bulwark elevation. This will show all of the fittings in profile and the position for the cleats and miscellaneous items on the inside of the bulwarks. In addition to this it will have a detailed schematic of each deck fitting and gun. I will post a link to sheet two soon.

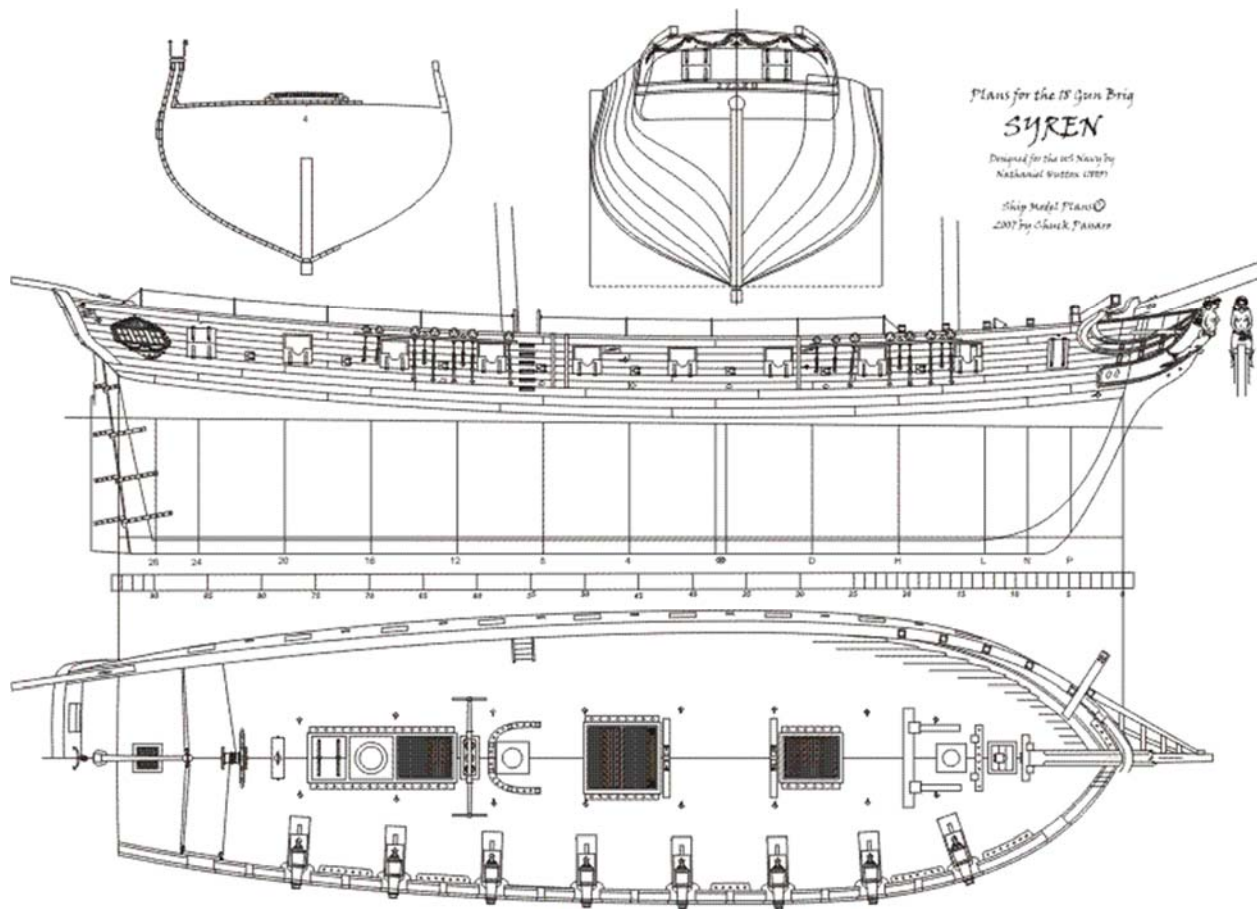
Sheet three has all of the templates for the bulkheads and bulkhead former. It also has the drawings for the stern timbers. It is already completed.

Sheet four will show the framing plan without planking along with any misc. building diagrams. Mast and spar plans also. (Started)

Sheet five will be the standing rigging diagram and belaying plan.

Sheet six will be a running rigging plan.

That should do it. Please note that the plans will show how the model will be constructed and not how the ship was actually built. You will no doubt determine this by looking at the cross section on sheet one (that is actually bulkhead #4 showing how the model will be planked). I think this is the better way to go.



#23: Author: Russ, Location: Biloxi, Mississippi **Posted: Wed May 23, 2007 7:15 pm**

These are really great looking plans. The details are very well done. I'll be following the progress of the build for sure.

Russ

#24: Author: zeldazork, Location: Omaha, Nebraska **Posted: Wed May 23, 2007 7:28 pm**

This is such a lovely little ship, but she reminds me so much of another ship, but I can't think of it right now. Perhaps it is the bay windows on the side. Any way this will be a fine ship to watch you build.

#25: Author: Chuck, Location: Rutherford **Posted: Wed May 23, 2007 10:42 pm**

As I get closer to starting the actual build, I will try and drum up enough support for a group build. Hopefully there is enough interest. I figure everything will be ready by mid August (give or take). This way folks have time to decide if they want to participate while finishing up any current projects they are working on.

#26: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu May 24, 2007 12:04 am

Your work on the Syren is outstanding. I'm looking forward to participating in building her along with the Triton build and finishing the Constitution and, and ..

#27: Author: Elia, Location: Rose Valley, PA □ Posted: Thu May 24, 2007 1:49 am

Your Syren drawing is coming along extremely well. I look for to seeing the set, and then your build of her.

#28: Author: Alex M, Location: Heidelberg □ Posted: Thu May 24, 2007 7:35 am

The plan looks very nice, the details, fittings and decorations... great job!

Alex

#29: Author: buckaroo, Location: Winston Salem, NC □ Posted: Thu May 24, 2007 2:16 pm

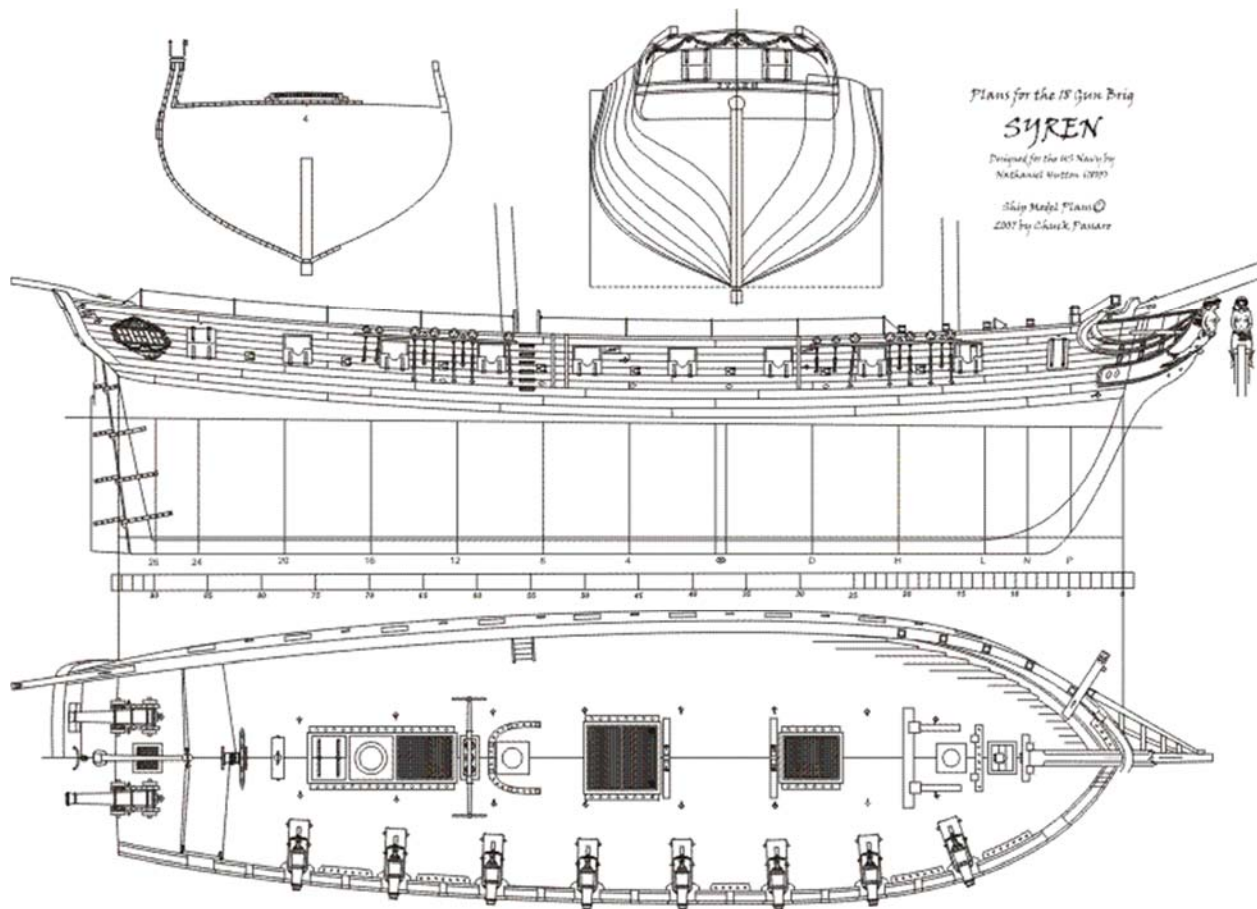
Chuck, ever since I laid eyes on your first sheet, I knew that I had to build this beaut. I look forward to building this wonderful looking ship. What a magnificent job you are doing.

#30: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Thu May 24, 2007 5:20 pm

I'm game. I like to build it too

#31: Author: Chuck, Location: Rutherford □ Posted: Thu May 24, 2007 5:32 pm

Thank you so much guys. I am looking forward to it also. I am working on some surprises for this build also. It should be fun – an MSW exclusive.



#32: Author: AnobiumPunctatum, Location: Duisburg 📍 Posted: Thu May 24, 2007 7:04 pm

Do you want build a POF model of this beautiful brig?

The drawings are very good.

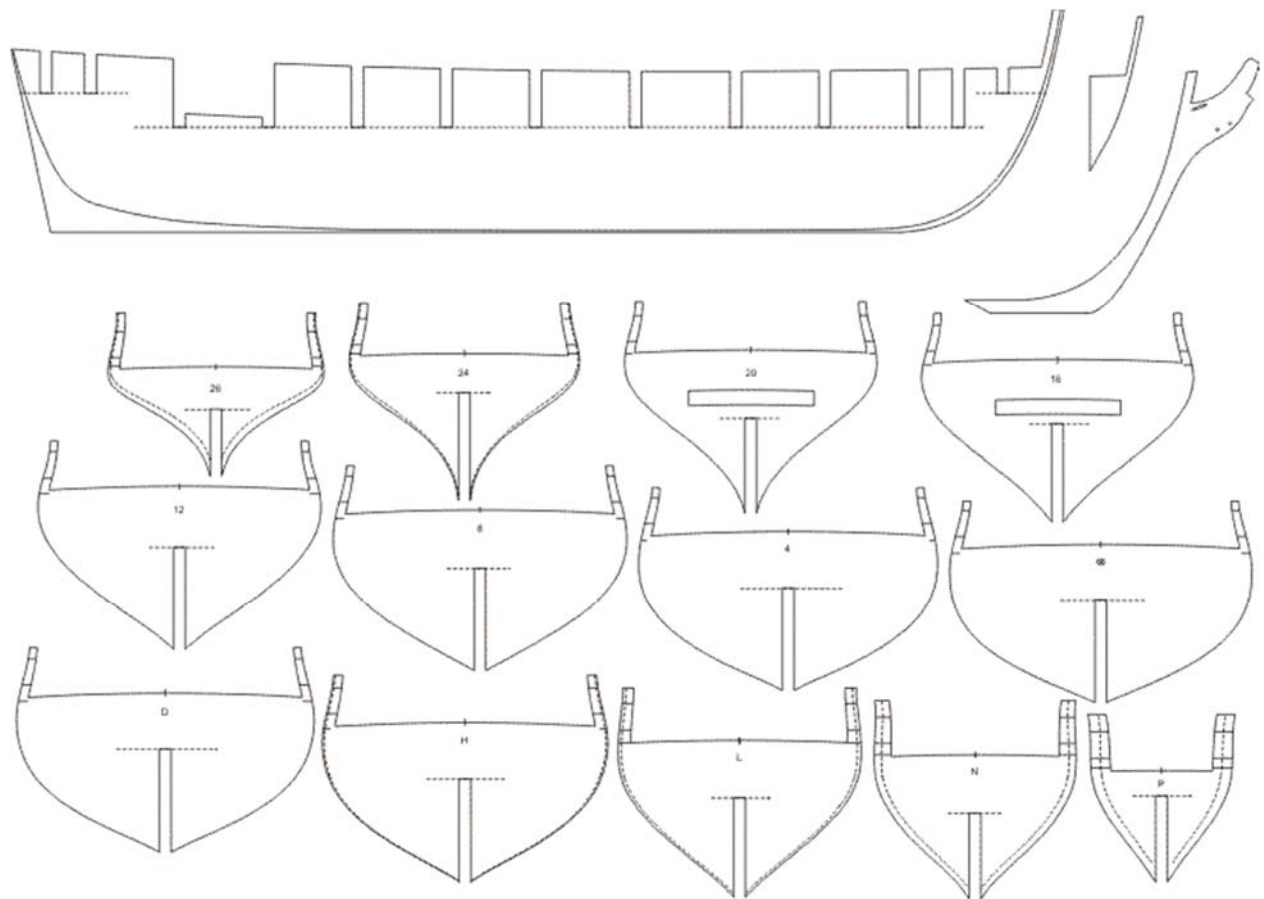
Christian

#33: Author: Chuck, Location: Rutherford 📍 Posted: Thu May 24, 2007 7:16 pm

Yes that would have been how I built her if I was not producing the project for the public consumption. But I really wanted to help folks who have been hesitant to stray from kits. So I am going to go with POB for this build. I will be providing a list of commercially available parts for some fittings because I understand that those folks probably do not have a lathe or 4" table saw or the equipment produce castings and silver soldering. It will be a baby step up from kits towards a full scratch build on my next project. The only power tools really needed is a scroll saw and a Dremel rotary tool. Otherwise you can use the same tools you would have for any kit.

#34: Author: Chuck, Location: Rutherford 📍 Posted: Fri May 25, 2007 6:43 pm

Here is a sneak peek at what the bulkheads and bulkhead former look like. The stern frames and stem knee and other frames will be added to this sheet.



#35: Author: Russ, Location: Biloxi, Mississippi  **Posted: Fri May 25, 2007 7:00 pm**

That's very good. It looks like it is very accurate.

One question, and forgive me if you already answered this, but is this to be single or double planked?

Russ

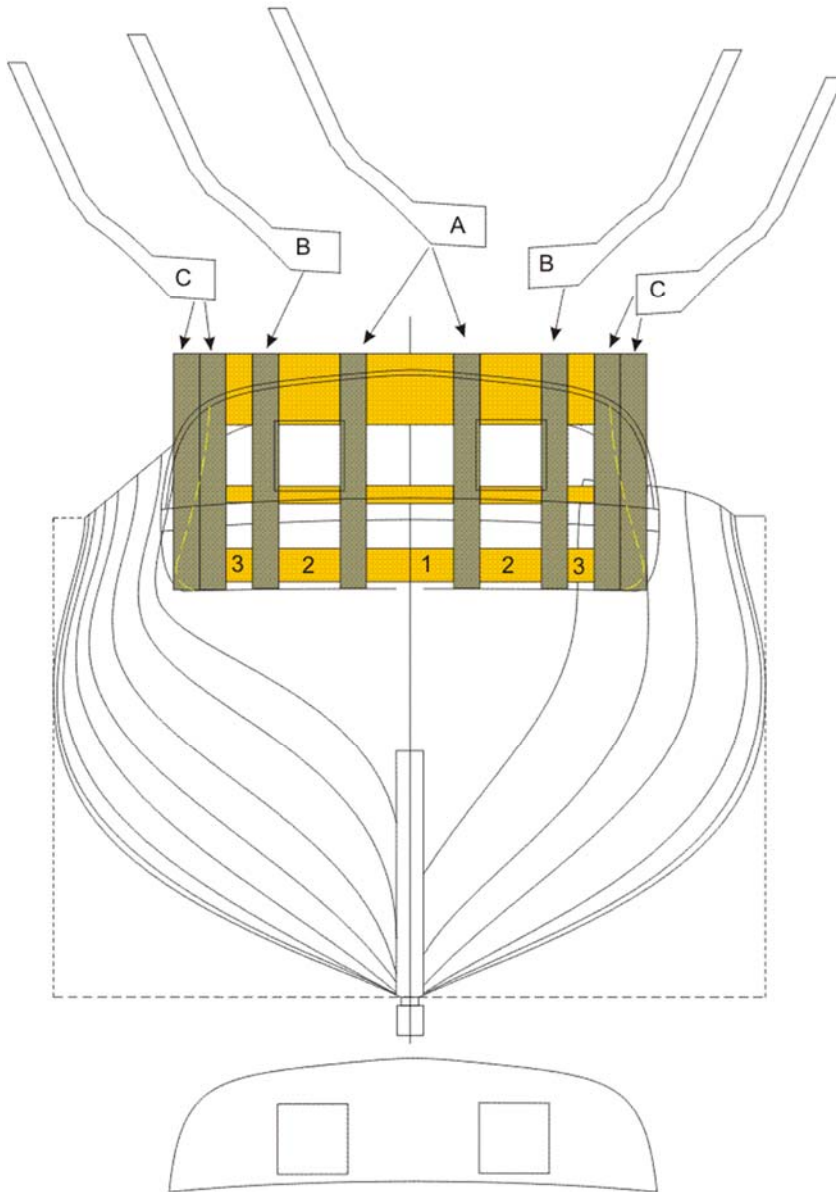
#36: Author: Chuck, Location: Rutherford  **Posted: Fri May 25, 2007 7:10 pm**

It will be single planked.

#37: Author: Chuck, Location: Rutherford  **Posted: Tue May 29, 2007 5:49 pm**

Here is the very simplified Stern framing plan for the model. It will be of course accompanied by many build photographs and the tutorial.

SYREN STERN FRAMING



#38: Author: Russ, Location: Biloxi, Mississippi **Posted: Tue May 29, 2007 6:13 pm**

This is very similar to what I am planning for the Triton's POB version, if we do it. It is very simple and yet it mimics the actual stern framing enough so that one could fit out the stern cabin if one chose to.

Russ

#39: Author: Chuck, Location: Rutherford **Posted: Tue May 29, 2007 7:14 pm**

This is a good way to go. It is a pretty standard simplification for POB stern framing. The stern frames are straight up and down versus being angled. This is how I framed the Essex and it went without a hitch. Is there much interest in the Triton as a POB project. It seems like a tremendous amount of work to prepare building plans for both a POF and a POB model. I know firsthand the amount of work you and your draftsmanship are putting into the project. There will be plenty of overlap but some things will have addressed. For example I plan on having the companionway built with the doors open. It will have a SIMULATED view of the deck below. The bulkhead former as well as the bulkheads (20 and 16) on both sides of the companionway needed to be altered.

#40: Author: Russ, Location: Biloxi, Mississippi ▯ Posted: Tue May 29, 2007 7:34 pm

I posted a thread a while back regarding Triton's POB plans asking for anyone's input if they had some ideas of what they would like to see in that version, but there has been no response. I think there will be a few folks who might want to build Triton POB, but it is difficult to say how many since there has not been any response to my thread.

If we were to do it, I would want to have the entire gun deck open bow to stern so it could be fitted out with cabins, interior bulkheads etc. The stern frames would be very much like the POF version in that they would heel into a wing transom. Once the framework of the hull is put together, the rest of the build will be very much like the POF version in that there will be decks to plank, interior ceiling planks to lay, etc. From the gundeck upward the POB and POF version will be very much the same.

The outer hull should be single planked which means we would want to have about 20 or so bulkheads (maybe as many as 24) in the frame work.

If anyone has any ideas they would like to contribute, check out the thread on Triton's POB configuration in the Triton complete hull forum.

Now, back to the Syren.

Russ

#41: Author: Chuck, Location: Rutherford ▯ Posted: Tue May 29, 2007 8:04 pm

Russ that sounds good. How long is Triton? Offhand I cannot recall. The Syren being only 94' long will only have about 1 1/4" between each bulkhead (give or take). I shifted some slightly here and there. At the bow and stern less than 5/8" between them for a total of 13 bulkheads. After all of the gunports and sweeps have been framed it will almost have a solid bulwarks to plank in a single layer. Below the wales the space is so minimal between the bulkheads the shape of the hull should be fine with the single planking. As you might suspect I am a fan of the solid hull and usually fill the space (below the wales) between the bulkheads anyway. It is not necessary – but recommended.

#42: Author: Russ, Location: Biloxi, Mississippi ▯ Posted: Tue May 29, 2007 8:45 pm

Triton is about 124 ft long on deck, give or take, and 144 ft long figurehead to taffrail.

I'd like to have a bulkhead at least on one side of each frame. This will help locate the gunports and make them easier to frame. Figure the bulkheads will be about 12 scale inches thick each and there will be perhaps another bulkhead in between each gunport. That would give us 24 bulkheads. I am thinking about using solid vertical hawse timbers up forward and solid horizontal transom timbers aft, along with some other framing related to the POF version.

Well, all this need not clutter your Syren thread. If anyone has ideas for Triton's POB configuration they can post them in the Triton forum.

Russ

#43: Author: JerzyBin, Location: Vienna ▯ Posted: Tue May 29, 2007 9:00 pm

I am not sure if I missed that or not, so I simply ask (again?) What software are you using to draw your plans?

#44: Author: Chuck, Location: Rutherford ▯ Posted: Tue May 29, 2007 10:13 pm

Thanks Jerzy

I am using Corel Draw x3.

I believe it is the latest version out there. Cad is much more sophisticated but Corel is closer to doing it the old fashioned way. It like drawing with a mouse with the ability to have exact measurements. A great time saver.

#45: Author: guillemot, Location: Portugal ▯ Posted: Thu May 31, 2007 4:55 am

Lovely drawings! Brigs and schooners are my favorite square riggers. By August I ought to have my 'workshop' unpacked. So how does a group build work?

Fraser

#46: Author: Chuck, Location: Rutherford ▯ Posted: Thu May 31, 2007 1:39 pm

I will be posting the plans as a download along with a written practicum (for lack of a better word). If there is sufficient interest. More than just 1 or two people, I will ask Jim to set up an area just like the Triton projects. Here we can create build logs and topics for various stages. I am going to try and get a few chapters ahead before I start releasing the first three plan sheets and practicum chapters. This way I

am sure everything works out OK. I may have to make adjustments. The plan sheets for the deck fittings, masting and rigging will follow later in the project. Otherwise it would be a year before everything is completed.

#47: Author: UweK, Location: Munich and Vienna □ Posted: Thu May 31, 2007 5:14 pm

This sounds really good and I am sure that there are much more interested members than only one or two...

#48: Author: AnobiumPunctatum, Location: Duisburg □ Posted: Thu May 31, 2007 7:07 pm

This sounds very interesting. But first i have to finish the section and then the Complete Triton build.

Christian

#49: Author: UweK, Location: Munich and Vienna □ Posted: Thu May 31, 2007 7:20 pm

Ja Ja, we are very busy....but you are right....so much interesting projects.....I need more time, free time.

#50: Author: scuttlebut, Location: South Tyneside North east of England □ Posted: Thu May 31, 2007 7:43 pm

You can add me to your list. All the household chores are done for this year so with two triton builds i will fit another build in somehow.

Bill

#51: Author: Chuck, Location: Rutherford □ Posted: Thu May 31, 2007 7:50 pm

I am glad there is some interest. I will probably start the group build sometime in August. I am finishing up the Mayflower now and after that I will finalize the plans and begin building.

Until then I will continue to post my progress with the whole thing here. I am very excited to see that we may have several people building the Syren. It should be a blast.

#52: Author: buckaroo, Location: Winston Salem, NC □ Posted: Thu May 31, 2007 11:20 pm

Chuck, I don't remember whether I told you or not, but I've been eagerly awaiting this project from the first time I saw your first drawing.

#53: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Fri Jun 01, 2007 1:56 am

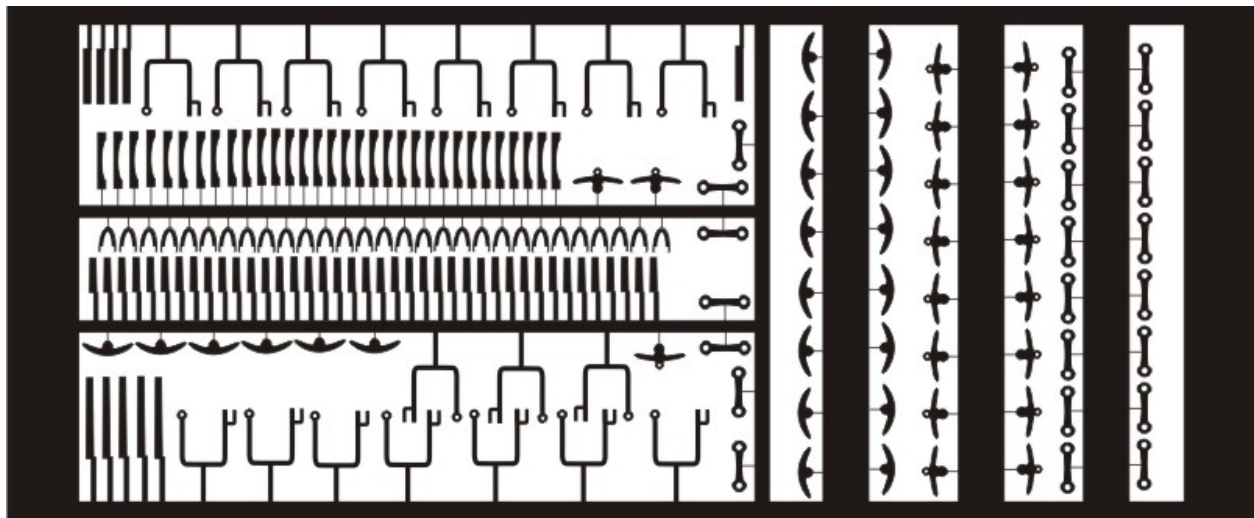
ME TOOME TOO I may have to build two at a time, but count me in.

#54: Author: Chuck, Location: Rutherford 📅 **Posted: Fri Jun 01, 2007 2:45 am**

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That is great, I am getting more excited and eager each day as well. I have asked Jerzy to photo etch some parts for the model project. Since I do not want to scratch every element I thought it would be a good idea. I intended for this whole project to be a first step for folks away of commercially made kits. I wanted to build a subject that was not available in kit form. I do not expect though that everyone will have the tools and experience to build everything from scartch. Especially the metal work. I have sent some drawings to Jerzy for the port lid hinges, sweep hinges, carronade parts, hammock cranes, etc. Jerzy has done fantastic work for other model builders and I am sure this will be no different. He has given those tired of kits a resource to help build any ship without having the tools and experience with advanced metalwork.

I hope this news will get you even more excited as they will be available to anyone who chooses to use them. I may still describe how I would make them from scratch but I think this is the way to go for anyone without the tools needed. Here is a sneak peek. This is all new to me so I am venturing into new territory also and am very excited about it.



#55: Author: UweK, Location: Munich and Vienna 📅 **Posted: Fri Jun 01, 2007 7:48 am**

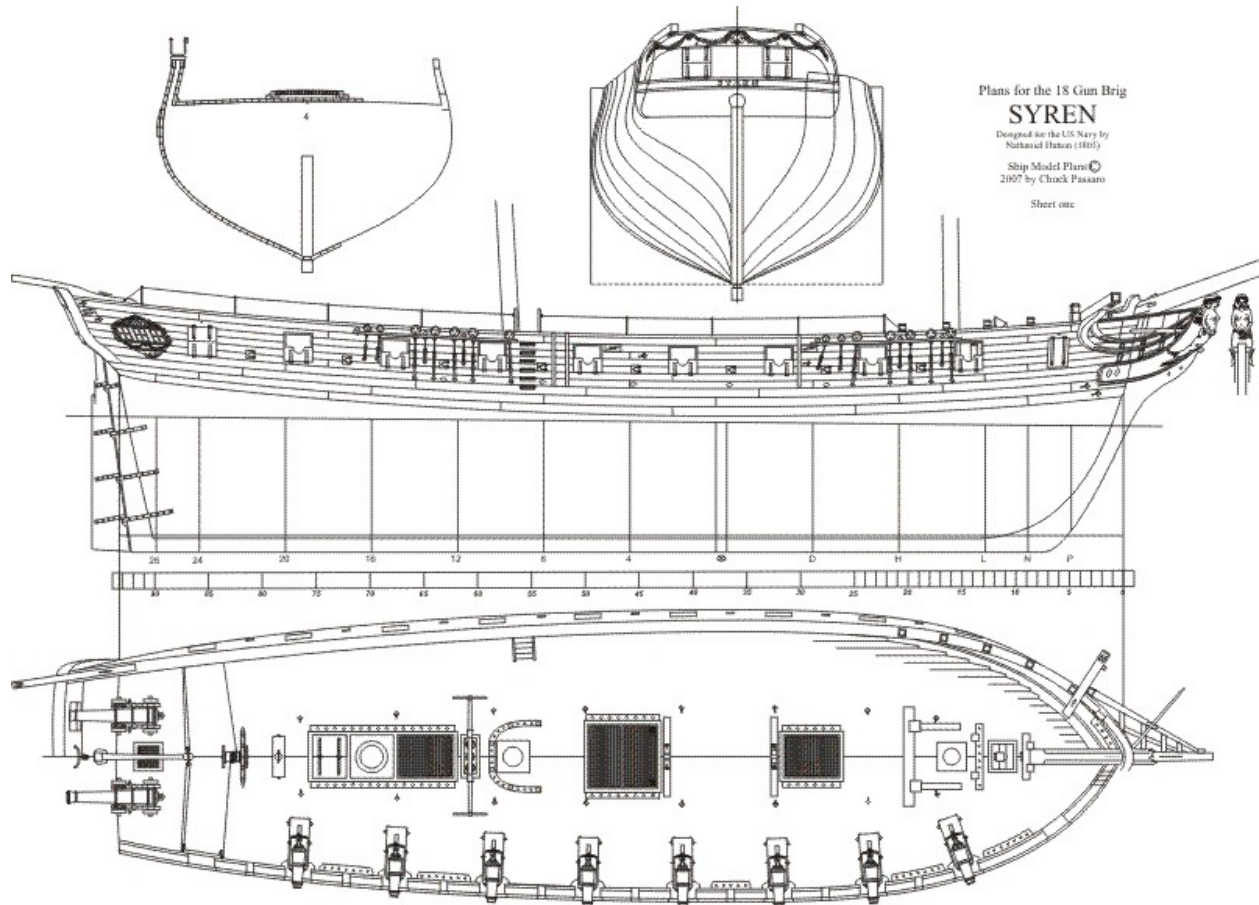
This is a great idea with the combination of the photo-etching parts. 8)

#56: Author: Chuck, Location: Rutherford 📅 **Posted: Wed Jun 06, 2007 4:24 pm**

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I only have a small amount of tweaking to do on these first three plans. The framing plan is almost done. There is almost enough completed to start the project. I will most likely be changing the locations for the eye bolts and rigging to come later. Most of them have not been included yet. As I start building I will continue working on the remaining plans. It will be some time before I have to worry about the masting and rigging plans. Here is a sneak peak at them. Hopefully I will get some sawdust flying in the workshop soon. Sheet four will have the bulwark elevation inboard and all of the deck fittings. I have some time on

that one also. I decided to build my daughter's doll house and this model at the same time. I just cant wait to get to started and as long as she sees some ongoing progress on the doll house I will be able to have my cake and eat it to. As soon as I am satisfied that the plans are good for public consumption I will release the PDF versions for these three plans. I suspect some minor adjustments will be required as a result of the actual build bringing things to my attention. I also moved this topic to the build logs which I think is more appropriate at this time. Hopefully some photos soon. No rest for the weary.



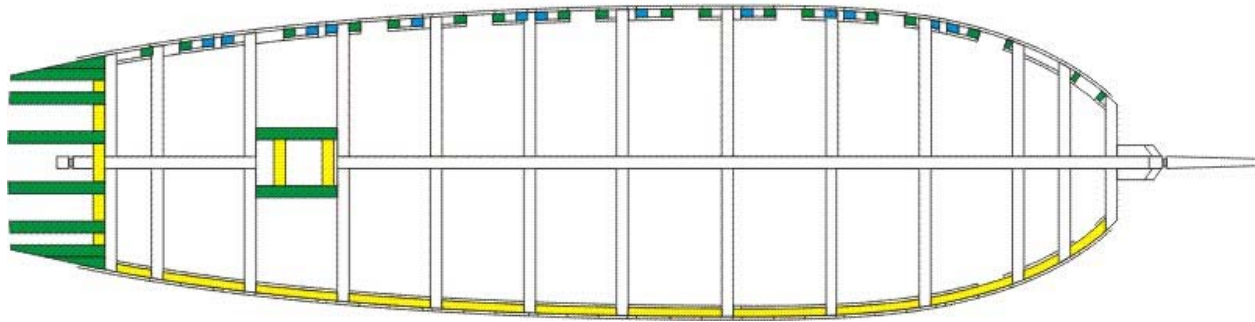
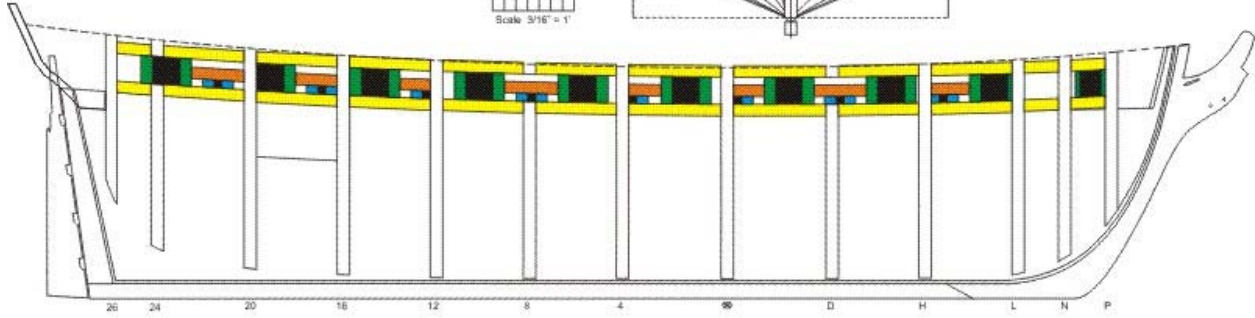
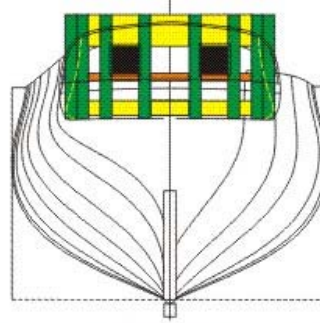
Plans for the 18 Gun Brig

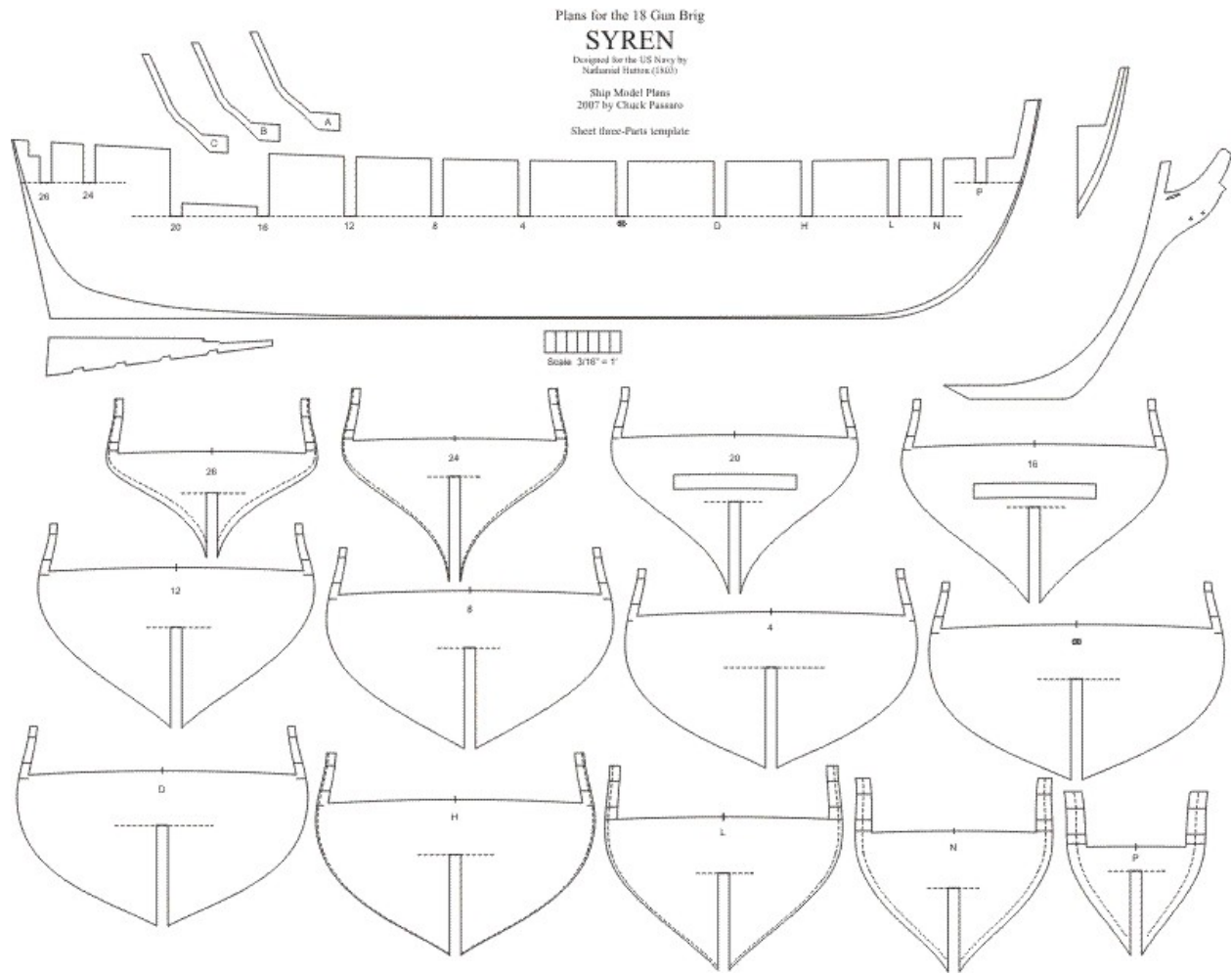
SYREN

Designed for the US Navy by
Nathaniel Eaton (1805)

Ship Model Plans
2007 by Chuck Passaro

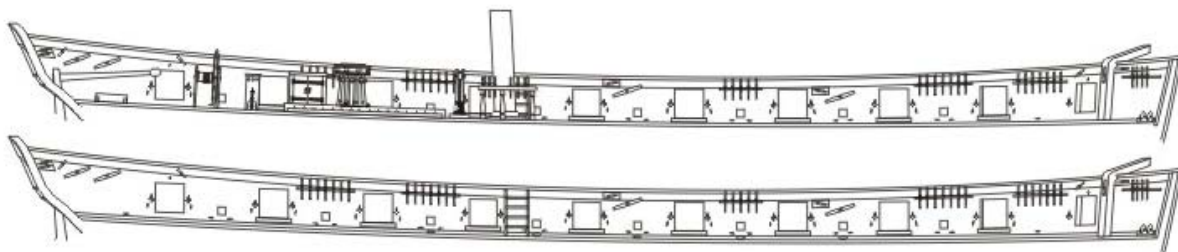
Sheet Two - Framing plan

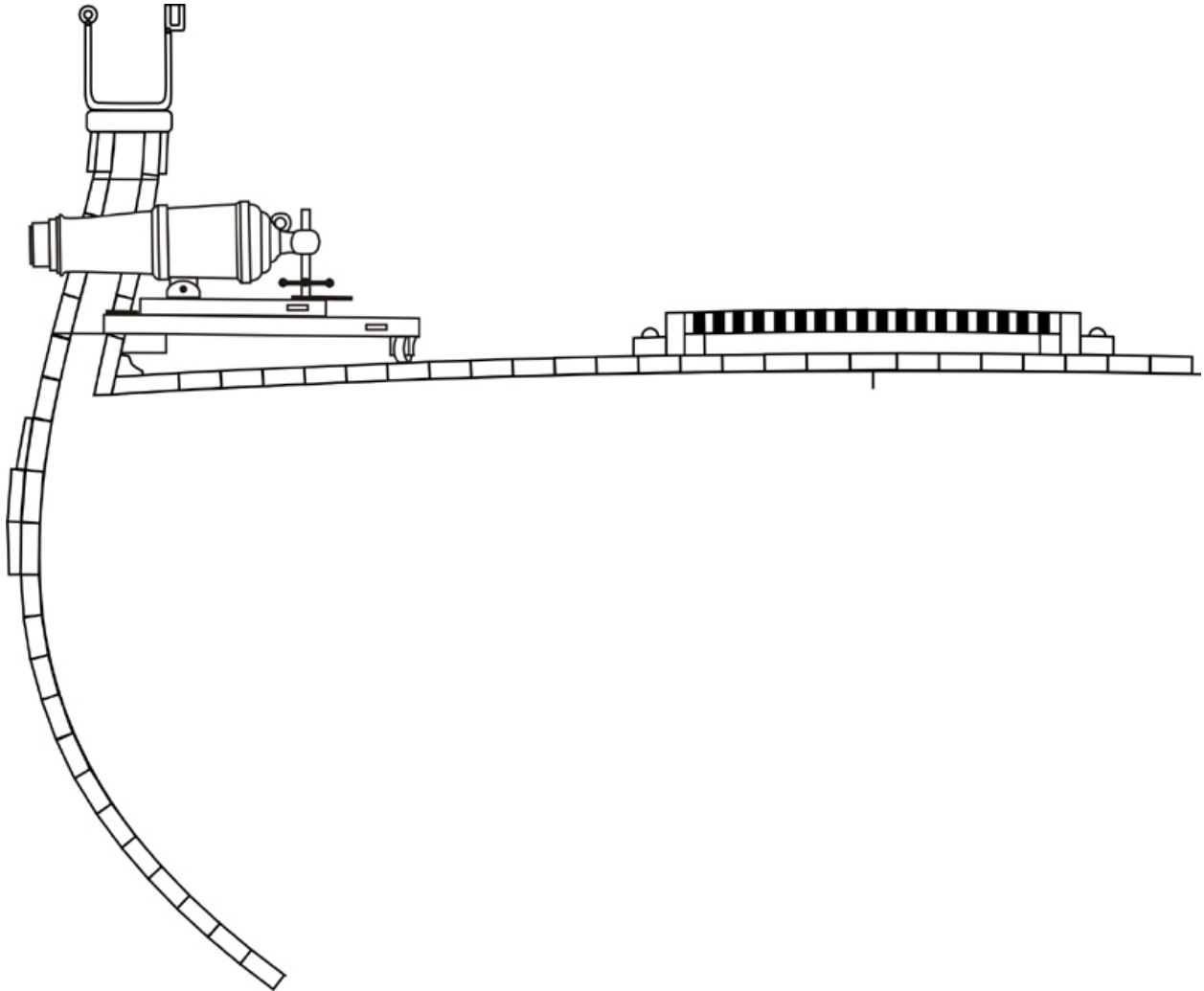




#57: Author: Chuck, Location: Rutherford Posted: Sat Jun 09, 2007 2:23 am

Bulwark plan and carronade.....Next will be an elevation along the center line showing all of the companionways, capstan and rails.





#58: Corel Draw Author: freewheelinguy, Location: Aston, PA ▣ Posted: Sat Jun 09, 2007 11:15 am

Great drawings. I just started learning Corel Draw X3 and I'm very impressed with your ability with using this program.

I want to thank you for taking on this project and sharing. It's a great service you're providing. Hopefully, I'll be able to participate.

#59: Author: Chuck, Location: Rutherford ▣ Posted: Sat Jun 09, 2007 12:44 pm

You are very welcome. If you need any help let me know. It is a great program. It is not as sophisticated as CAD but it gets the job done. It sure beats doing it by hand.

#60: Author: zeldazork, Location: Omaha, Nebraska ▣ Posted: Sat Jun 09, 2007 4:19 pm

You know Chuck that there are good free CAD programs out there?

#61: Author: Chuck, Location: Rutherford NJ Posted: Sat Jun 09, 2007 4:38 pm

Yes I know, I even have Autocad at work. My philosophy is this we are not building jet engines. If you have a good understanding of ships plans and how to read them, plain 2d vector programs are just fine. I might be a 1/64" or 1/128" off here or there but to me that is an acceptable tolerance. Every ship modeler should be able to compensate for such minor fluctuations. I have gone through the plans with a fine tooth comb and without having created any saw dust they are darn close. I will of course make any minor adjustments as the prototype comes together.

I personally believe that CAD is not an absolute must but a mere luxury to have above and beyond doing it the old fashioned way. I rather enjoy the challenge of fairing my hull with the use of water lines and cross referencing. I do not wish to give all that pleasure to a CAD program.

#62: Author: zeldazork, Location: Omaha, Nebraska NJ Posted: Sat Jun 09, 2007 4:59 pm

I've never used Corel Draw X3 or any of the Corel programs. I know there very popular and also their expensive. The only reason I have AutoCAD 06 on my computer is that someone wanted to try it out on my computer. I've had several different CADs on from time to time but I have become comfortable with AutoCAD. One of these days I must learn other drawing types of programs. I also have Adobe Illustrator, but haven't messed around with it too much either. I just like CAD. I also want to get one of these days is a nice large plotter too.

#63: Author: powder monkey, Location: Walworth, NY NJ Posted: Mon Jun 11, 2007 2:16 am

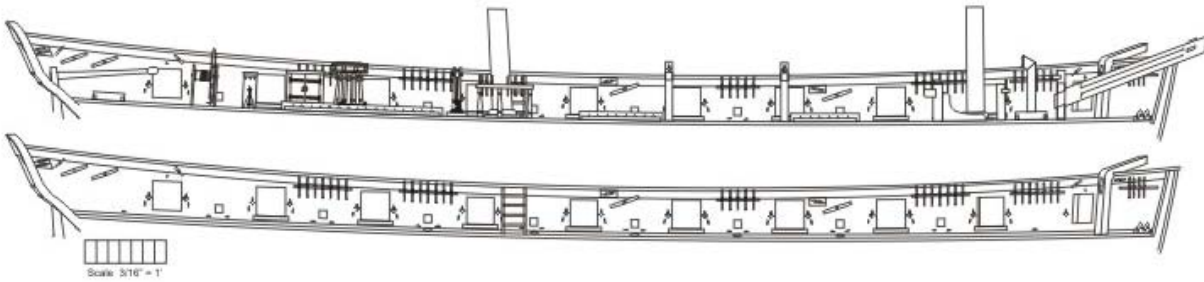
It continues to amaze me how much more detail your drawings have. As a photo etcher for the last 20 years, I am impressed with your photo etch layout. I believe you have made full use of the technology to do what it does best. The parts you have selected are well suited to etching. If I may make one suggestion, it would be to add the ship's name and scale to the fret. That way, when you pull one out of the spare's box five years from now, you will know what it is for! Alternatively, you could add a nameplate to the fret. Keep up the good work.

Pete

#64: Author: Chuck, Location: Rutherford NJ Posted: Mon Jun 11, 2007 2:54 am

Pete,

I would have never thought of that. That is a great idea. I will be sure to do that the next go around. Jerzy is working up the prototypes for me now and if it works out on the model I will be sure to add those features when I make those parts available. Thanks for the kind words. I just picked up the plywood sheets today and will soon start cutting out the bulkheads. The inboard works plan is nearly completed as well. I just have to start the exploded views of each deck fitting. It is a lot of fun just producing the plans.



#65: Author: Cut-Throat Jake, □ Posted: Mon Jun 11, 2007 5:52 am

I'm really enjoying the development of Syren, the work on the plans is second to none!

This is WAY ahead of time but, as I'm already building Syren in my imagination, how are you intending to frame the gunports where they coincide with a bulkhead? Cutting out ports after the bulwarks are planked?

I seem to remember you mentioning something, but couldn't find it after a quick scan of the threads.

Rich

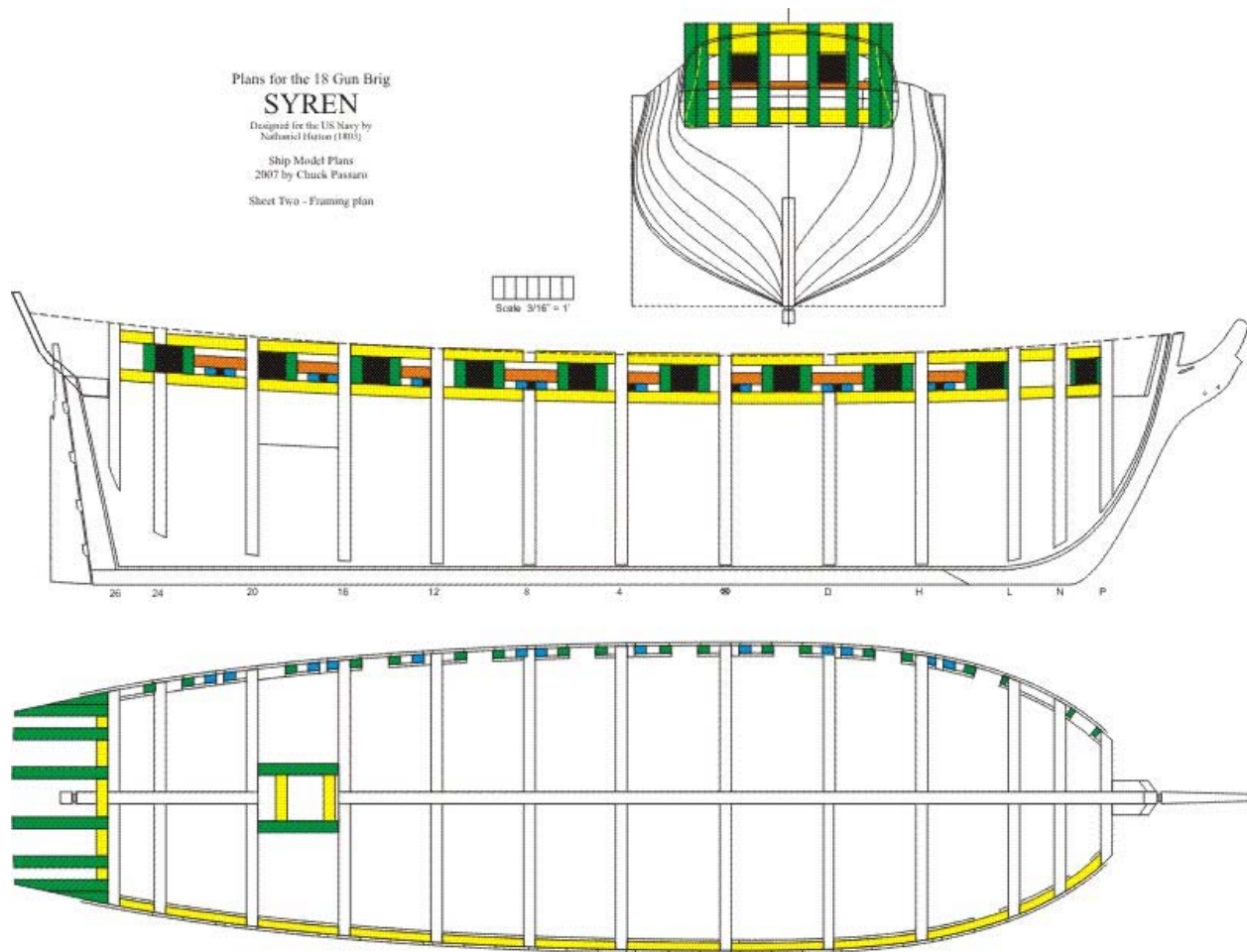
#66: Author: Chuck, Location: Rutherford □ Posted: Mon Jun 11, 2007 1:23 pm

Rich,

I am glad you are enjoying the progress so far. All of the gunports will be framed prior to planking. It will be done similar to how the Niagara kit is framed. During the framing process those two bulkheads that fall between a gunport and a sweep will be removed. I will use a scroll saw blade to do so. You would be surprised how sturdy the framing is at the time these are removed. The framing diagram is color coded. This was done not just because it makes each timber more visible. I did that because it shows the sequence of how I will be framing. Stern framing aside, the ports will be framed in this order.

Yellow first, then green (now I will cut those two bulkheads out with the scroll saw blade), then red, followed by blue. The framing diagram looks more complicated than it is. The framing process is quite simple and provides quite a strong skeleton to plank over.

Hope that helps you sort it out in the meanwhile.



#67: Author: Cut-Throat Jake, Posted: Mon Jun 11, 2007 1:43 pm

Now you've said it, it's obvious! D'oh! Nice one, Chuck. Hope things are still a bit slow at work. Not too busy at work = busy on Syren.

Rich

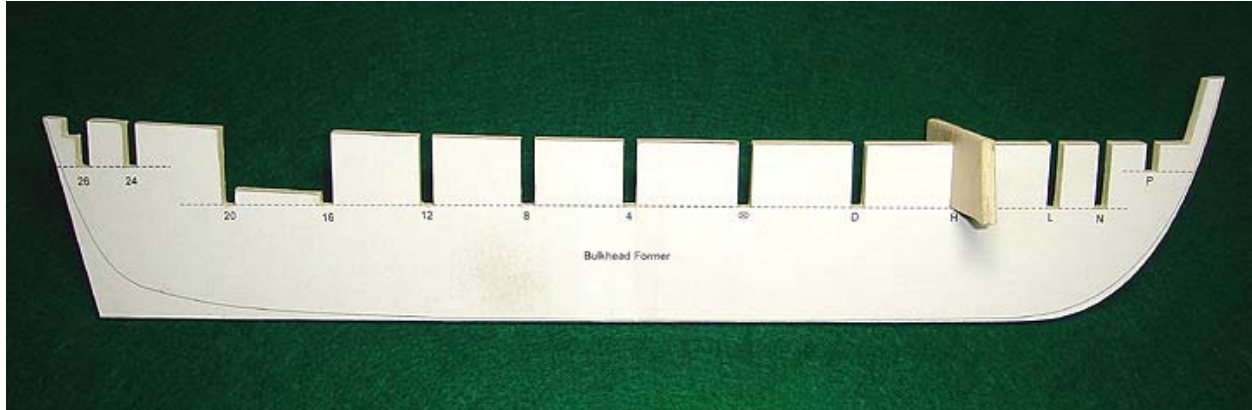
#68: Author: Chuck, Location: Rutherford Posted: Fri Jun 15, 2007 2:36 am

Well....there is nothing extraordinary happening yet. But I thought I would post a picture anyway. I have cut out the first piece for the model and it feels really good. The bulkhead former was cut using a scroll saw. All of the bulkheads and skeleton will be cut from aircraft quality plywood that is 3/16" thick. I used a scrap piece of plywood the correct thickness to make sure the slots were properly shaped. They are nice and tight. The bulkheads will fit well.

Next I will create the rabbet and attach the keel and stem. It feels so good finally start building this ship

after all of the planning and research.

The moment that the hull is framed and I am satisfied with the results, I will post the plans if anyone cares to join me in building this beautiful ship.



#69: Author: Cut-Throat Jake, 📍 Posted: Fri Jun 15, 2007 6:48 am

Quick question, Chuck - how will you be fitting the masts? The POB assemblies I've come across have slots in the false keel so the lower masts will drop into them and already have the correct angle of rake. I haven't built many kits so is there another way of doing things?

Rich

#70: Author: Viking, 📍 Posted: Fri Jun 15, 2007 8:35 am

Looking good so far Chuck, a question if i may, what sort of glue do you use to stick the template to the ply? Because it is nice and flat, no wrinkles that i can see. Looking forward to your progress on this one, might have to put mayflower on hold for a while.

#71: Author: Chuck, Location: Rutherford 📍 Posted: Fri Jun 15, 2007 11:28 am

Rich

There will be filler blocks in between the bulkheads ,right up against the bulkhead former. I prefer to drill the holes through these blocks for the masts. I do not drill long and deep holes as I tenon the masts into the deck.

Viking

I used 3M spray adhesive – the repositionable kind. It is available at Staples and most craft stores.

Chuck

#72: Author: Viking, 📍 Posted: Fri Jun 15, 2007 11:57 am

Thanks chuck.

'V'

#73: Author: Modelshipwright, Location: Niagara-on-the-Lake, Ontario 📍 Posted: Fri Jun 15, 2007 1:18 pm

For some reason, I missed the start and progression of this build. Just caught up with it today. Congratulations on a very professional approach to this model. I look forward to seeing the ship take shape. Looks like a bit of carving in the future as well... nice figurehead.

Bill

#74: Author: Chuck, Location: Rutherford 📍 Posted: Fri Jun 15, 2007 6:02 pm

Thanks Bill,

Yes, I am eager to start carving. I may even skip ahead. She should be a beautiful model when finished. I was a little tired and bored of the Niagara and other US brigs out there as kits. I wanted to build something with some more character and decoration.

#75: Scratch Built SYREN Author: samueljr, Location: New York State 📍 Posted: Fri Jun 15, 2007 6:24 pm

—

Chuck it looks great so far.

Sam

#76: Author: Chuck, Location: Rutherford 📍 Posted: Fri Jun 15, 2007 6:48 pm

—

The doll house is coming along great. Maybe I will post some pictures even though it is off topic. It is taking less time than I thought. The only problem is that you have to paint everything before you assemble it. So as things are drying I am working on the Syren. It is made of MDF so I am not using any nails. I have to wait a long time between assembling each piece. I am using wood glue only as suggested by the MFG. My daughter is thrilled. I just wish she would make up her mind on what colors. PINK, PINK, everything PINK. YIKES

#77: Author: Newbie, Location: Ludwigshafen/Rh. 📍 Posted: Fri Jun 15, 2007 8:16 pm

Nice to see you got start up the Syren build. The first parts are looks like great . I will follow your interesting project and hope I can see more pictures next time.

Jürgen

#78: Author: kelvin12, Location: NSW 📍 Posted: Fri Jun 15, 2007 10:20 pm

Your daughter not being able to make up her mind is bred into her. It is in the genes from their mothers.

Dirk

#79: Author: coater87, Location: wisconsin 📍 Posted: Sat Jun 16, 2007 3:52 pm

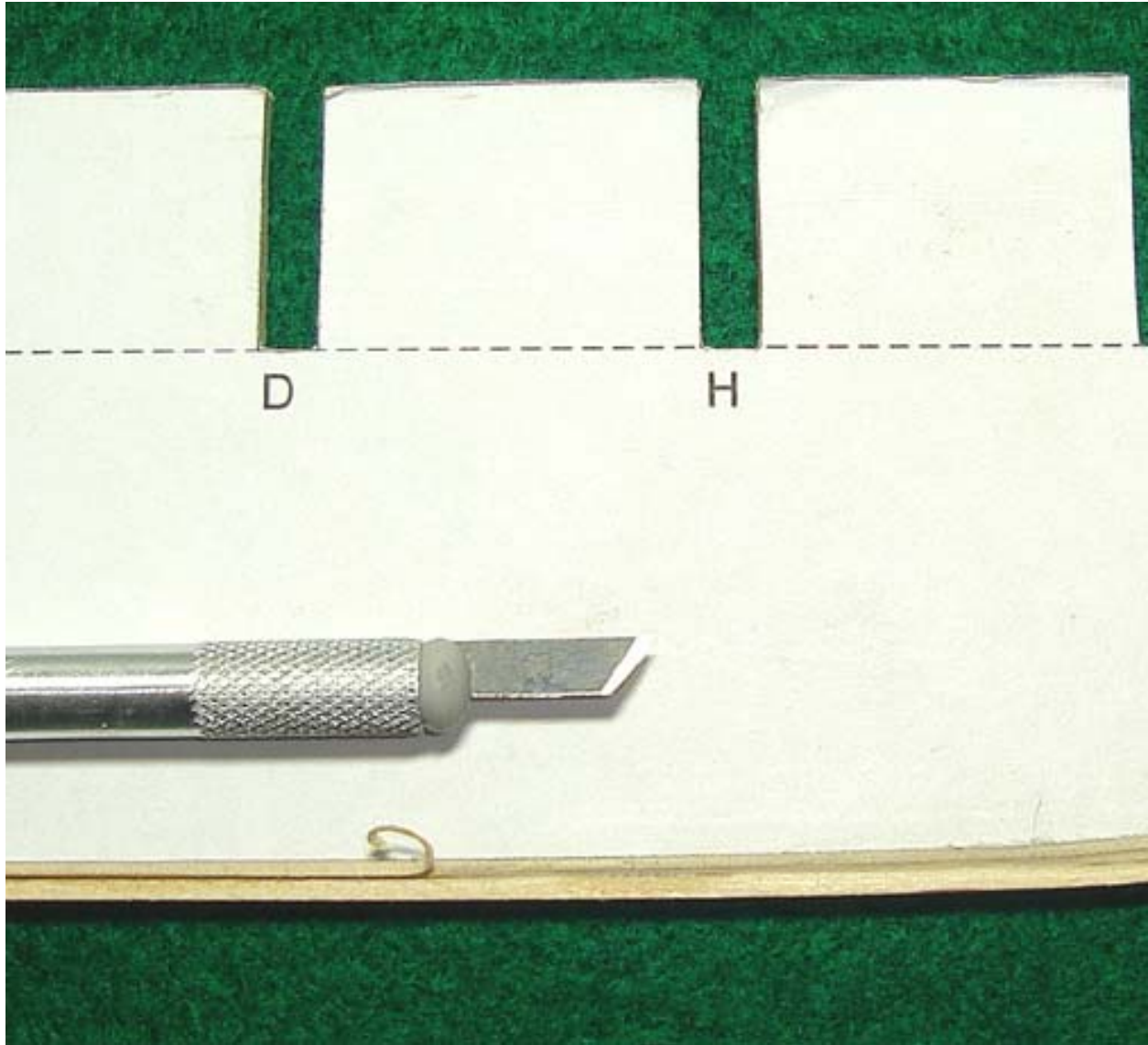
I understand completely "pink, pink, pink and a little purple or blue", your daughter and mine should get together as home decorators, there would not be huge color charts to choose from-just one big PINK color swatch! It is a lot of fun though, makes me smile every time I think about it!

Lee

#80: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jun 17, 2007 1:54 pm

After gluing a 1/8" x 1/16" (0,32cm * 0,16cm) strip to the edge of the bulkhead former I started carving the rabbet. I am carving from the bearding line to the edge of this rabbet strip to create the proper bevel. The width of the bulkhead former is 3/16" (0,48cm) and after the strip is glued along the edge there should be a small gap on either side of the strip which will become your rabbet. That is after I glue the actual keel, stem and sternpost in position. They will also be 3/16" (0,48cm) thick. Sorry about the metric guys. It trips me up a little bit.





#81: Author: freewheelinguy, Location: Aston, PA □ Posted: Sun Jun 17, 2007 9:40 pm

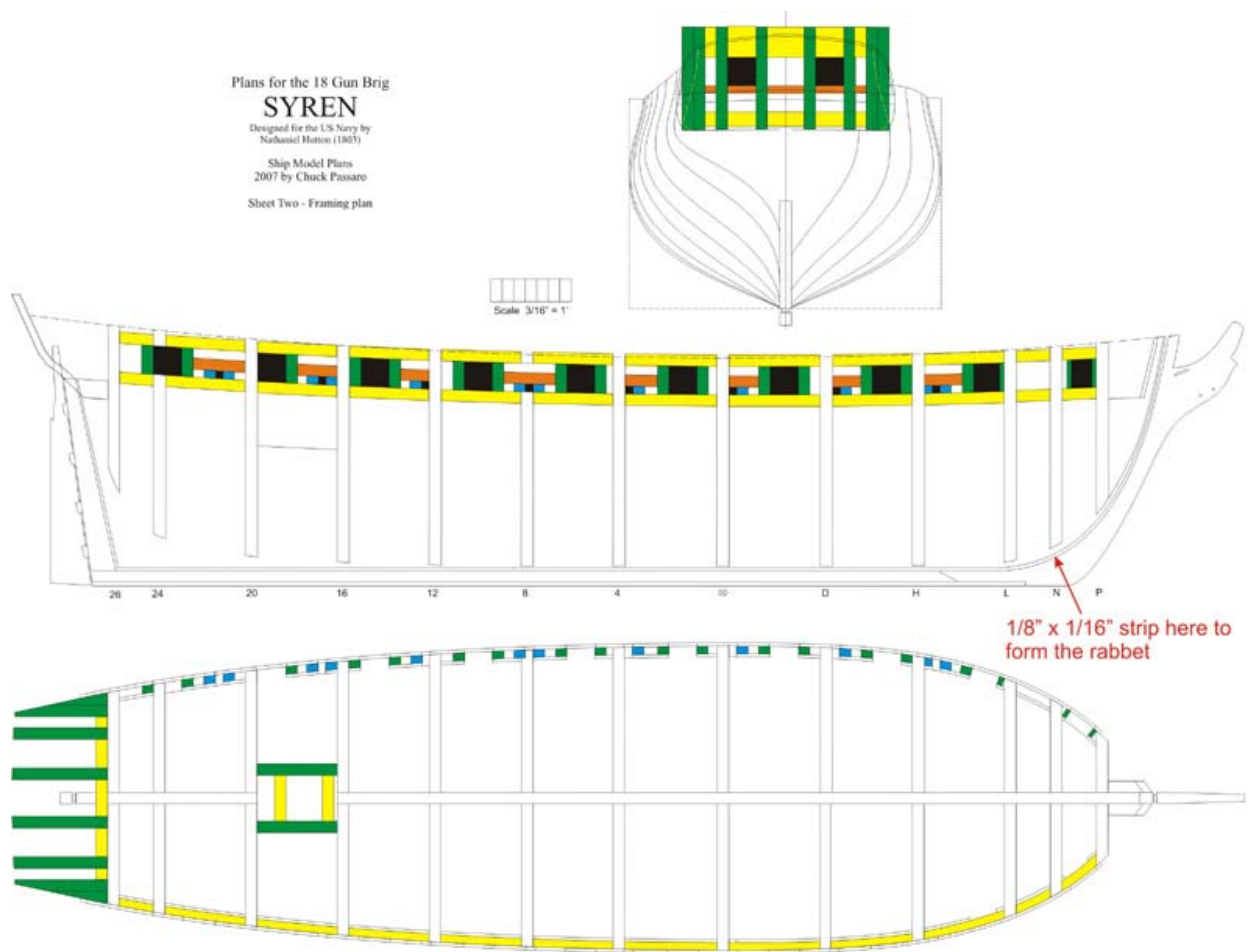
I'm confused about your strip that you glued to the bottom of the bulkhead former. Is this piece permanent or is it going to be replaced by the Stem, Keel, and Stern piece? I've only got to this build portion twice, but each time these three pieces were directly attached to the bulkhead former. Am I missing something here?

#82: Author: Chuck, Location: Rutherford □ Posted: Sun Jun 17, 2007 11:07 pm

It is permanent. The keel will be glued to it. Because it is not as wide as the keel or bulkhead former you will have an instant rabbet perfectly formed using this technique. Take a look at plan sheet two (framing plan) and you will see the rabbet that is represented by using this strip. By carving from the bearding line to the edge of this strip, the bulkhead former will have the proper taper into the rabbet. It will also

be placed at the stern before the stern post is put in place. This is a good technique to use if you do not want to physically carve the rabbet. It can be difficult to carve it if you are using plywood for the bulkhead former. I find this technique much easier. But yes, you could also cut the bulkhead former so it also included the stem knee, keel and sternpost, but then you will have to carve the entire rabbet. This way we will be able to switch materials and use a solid piece of basswood or swiss pear if you wanted to for the stem knee.

Oh...and with most kits they will instruct you to just attach the keel and stem, but they almost never mention the rabbet. The rabbet will help your planks sit properly against the bulkhead former. It will also make the planking process easier at the bow. You will soon see why. The rabbet is rarely mentioned in kits.



#83: Author: Chuck, Location: Rutherford **Posted: Mon Jun 18, 2007 12:11 am**

Here is a picture of the starboard side of the bulkhead former. The rabbet has been carved from the bearding line to the edge of the wood strip I glued along the bottom. This gives a nice taper into what will be the rabbet after the keel and stem is attached. Take a look at the close up view of the stern where you will notice that a wood strip was also applied along that edge as well. Notice how after

#85: Author: Viking, □ Posted: Mon Jun 18, 2007 12:41 pm

Same problem here Chuck, cannot find page comes up but only on the threads, not in the download forum.

That is a good idea putting the bulkheads on a 8"x11" print size, can't make any mistakes sticking sheets together, nice one.

Wiking

#86: I too cannot see you plans Author: brian r, Location: Parma Ohio □ Posted: Mon Jun 18, 2007 12:56 pm

The site comes up for me but you are not on the list of catalogs...I was hoping to get your plans for a future effort – maybe when my skills catch up with my dreams!

#87: Author: Viking, □ Posted: Mon Jun 18, 2007 1:03 pm

Brian

Welcome to MSW, if you join the group build, you can download the 3 plan sheets already available. i expect chuck will help you out with this.

Viking

#88: Author: Chuck, Location: Rutherford □ Posted: Mon Jun 18, 2007 1:32 pm

Brian,

That is not a problem. I also realize that printing these plans to size and scale may pose a problem to some folks. So if you are not going to build the model now I would wait until they are all finished. This way you will be sure to get the latest version. I will also have them printed when the project is completed and make them available to anyone who wishes to buy them. I realize that to some this is the preferred format. I will add you to the list. As long as the downloads forum is functioning we should be in good shape. And please before saying there is a problem make sure you are using the most recent version of Adobe Reader. That usually clears up any problem.

Also do not forget to set your Adobe Reader to "no Scale" before printing. This will ensure they print 1:1.

#89: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Jun 18, 2007 8:59 pm

I've downloaded the plans and have compared them to my Lexington. It's remarkable how similar the two vessels are. The Lexington is also 3/16" = 1"scale. Since the vessels are so similar, I'm half thinking it

would be silly of me to build an almost "sister" ship, however, if I did build it, I'd have the makings of my own 3/16" fleet! That might be too much to resist. What are you going to do colorwise? Black wales and rails? Will the hull be "whitened"?

Alan

#90: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jun 18, 2007 10:56 pm

That is very interesting. I realize that these two ships are a quarter century apart but I would have never guessed. I have been flip flopping on the color scheme. I may do as you mentioned. Black wales and trim. Red bulwarks. The bottom of the hull will be coppered. I have also been thinking about no paint at all. But in the end I will probably go with a painted model.

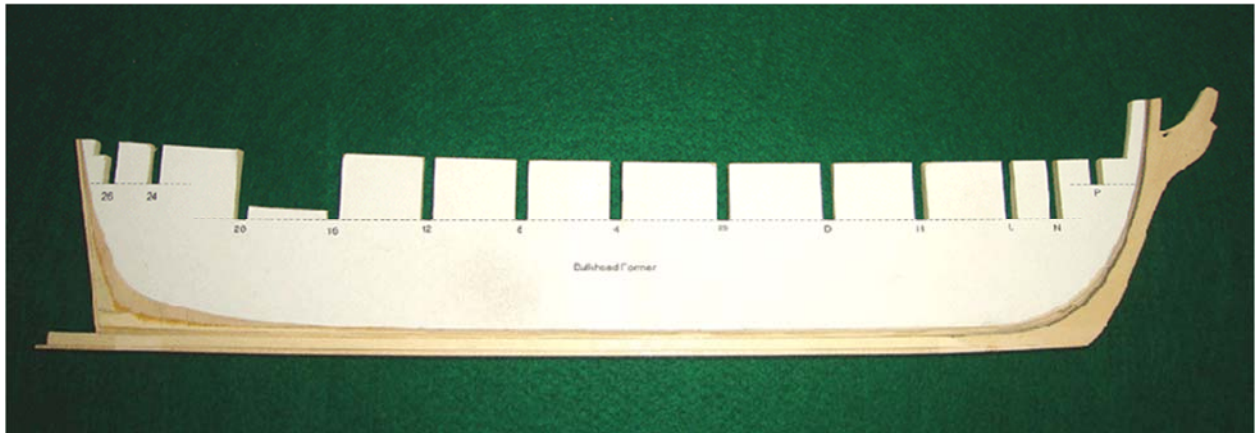
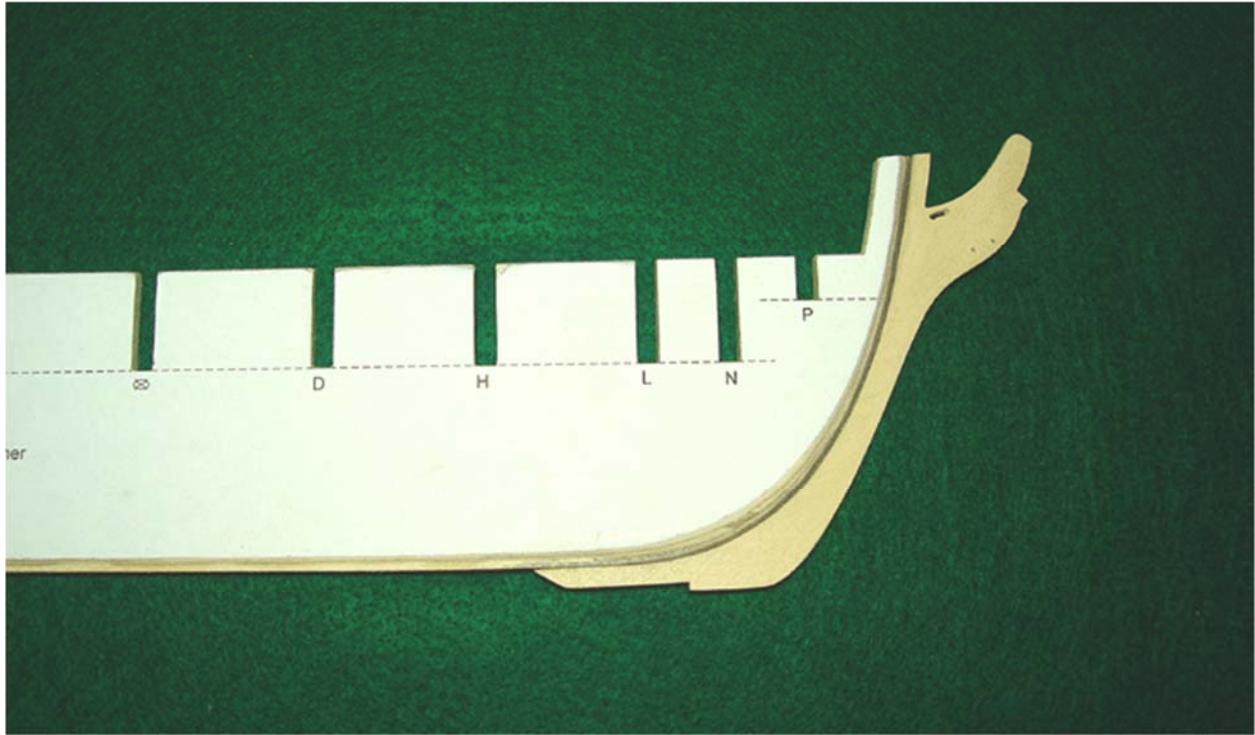
#91: Author: Chuck, Location: Rutherford 📍 Posted: Fri Jun 22, 2007 2:47 am

Chapter One has just been completed and is now ready to be downloaded. You must be a member of this group build in order to do so. With the completion of this first chapter you can now begin your own models and create a build log in this forum as I have done. Be sure to read the guidelines first and I hope you enjoy the project

The bulkhead former has been completed with the stem knee and keel glued into position. I will move ahead to chapter two which will take me a little longer because there are many bulkheads to cut out.

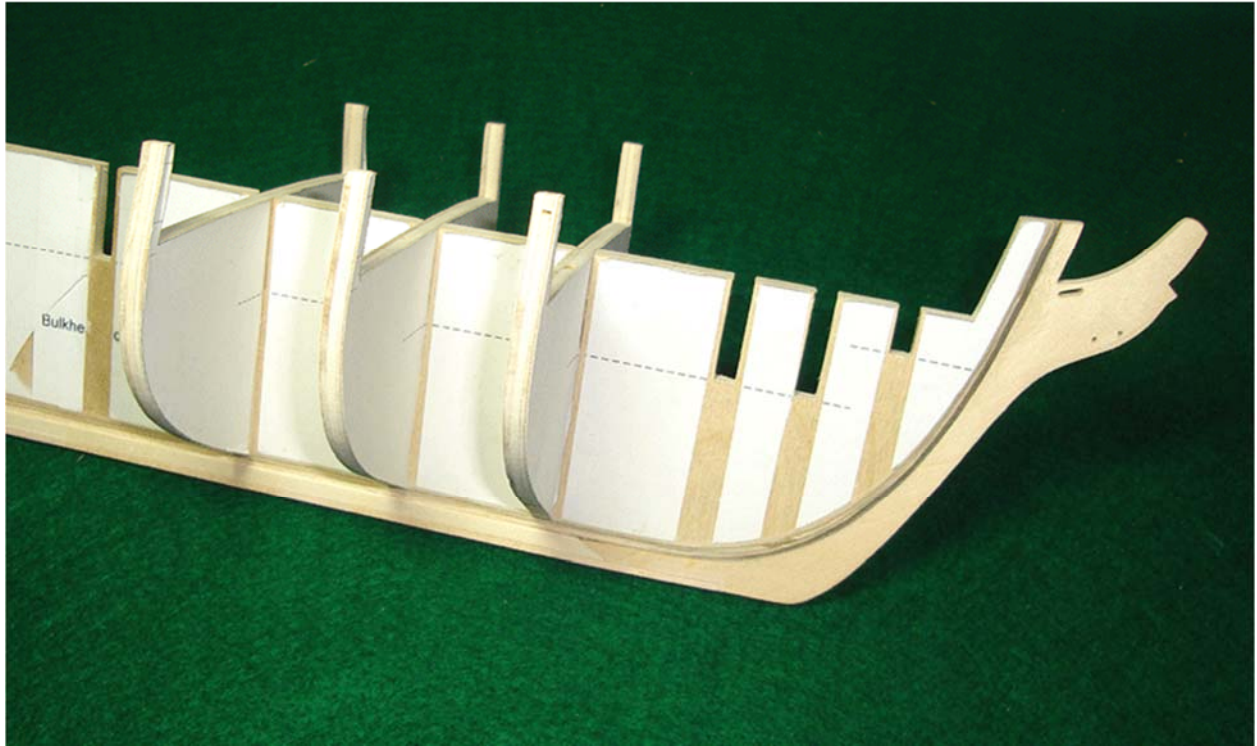
As you can see from the photograph the false keel has been temporarily taped into position. It will be glued on permanently after the hull is planked and copper plated. The stern post will also be added later in the project. It will be a lot easier to run your planking right off the stern and trim it neatly to the edge of the rabbet strip. Then the stern post will be added.

This is all covered in the first chapter with greater detail. Please let me know what you think of the group build thus far. The format and materials. You can PM me if you find something that is not clear. I can always do my best to try and clarify it for you and may edit the materials for the rest of the group.



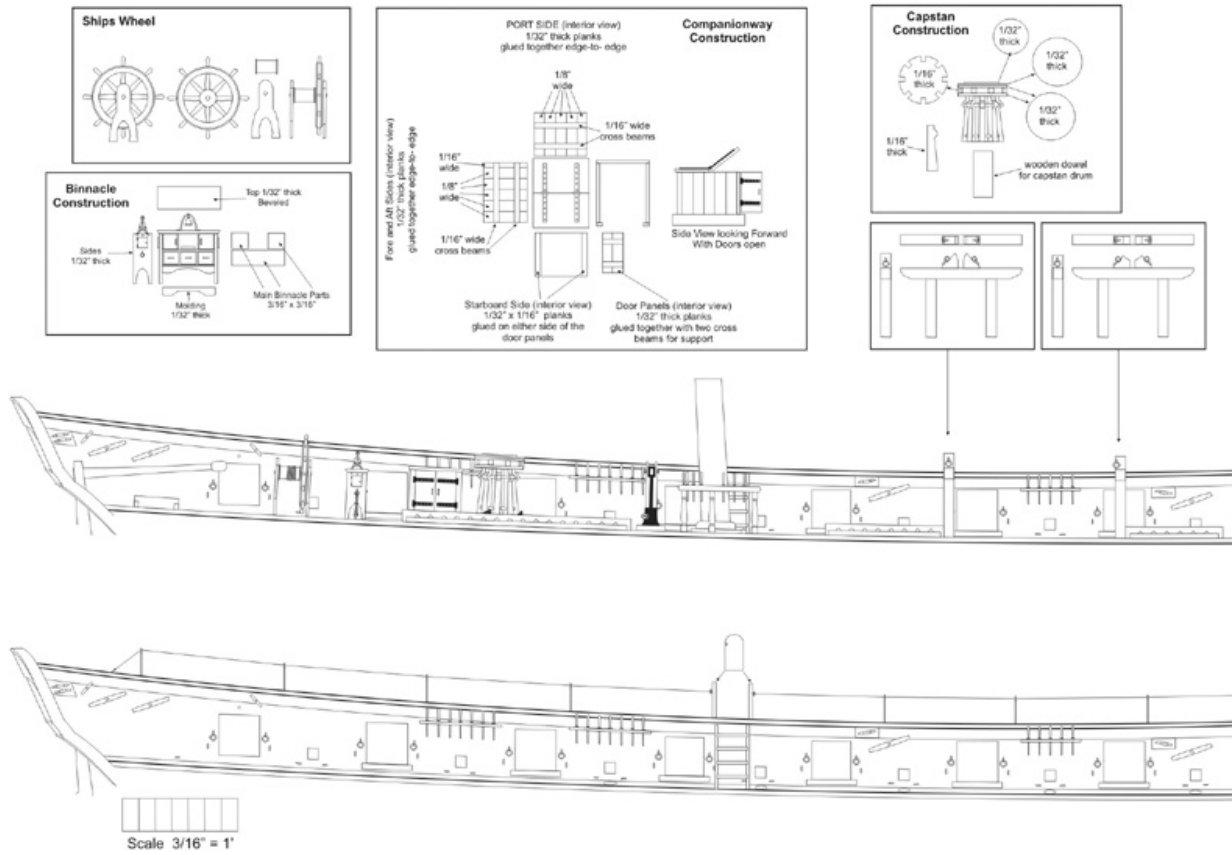
#92: Author: Chuck, Location: Rutherford [📍](#) Posted: Sun Jun 24, 2007 12:21 am

First three bulkheads are now cut. You can see them in the photo below. They are not glued in yet. That will not happen until they are all completed. The bulkheads were cut and sanded so their edges make a smooth transition into the bearding line and rabbet strip. Notice how the template on the bulkhead former was cut to allow a perfect fit for the bulkheads as they were slid into their slots. Many more to go but it is good to see the shape of the hull slowly forming.



#93: Author: Chuck, Location: Rutherford Posted: Sun Jun 24, 2007 1:36 am

Inboard plan is coming together also. Quiet today.



#94: Great effort! Author: brian r, Location: Parma Ohio 📍 Posted: Sun Jun 24, 2007 2:14 pm

Looks good so far.

This is my first group build, and my first 'scratch' build, so I have little to compare to, but so far I am really looking forward to getting into this.

On Saturday I placed my orders for the items my local hobby store did not have.

#95: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jun 24, 2007 2:59 pm

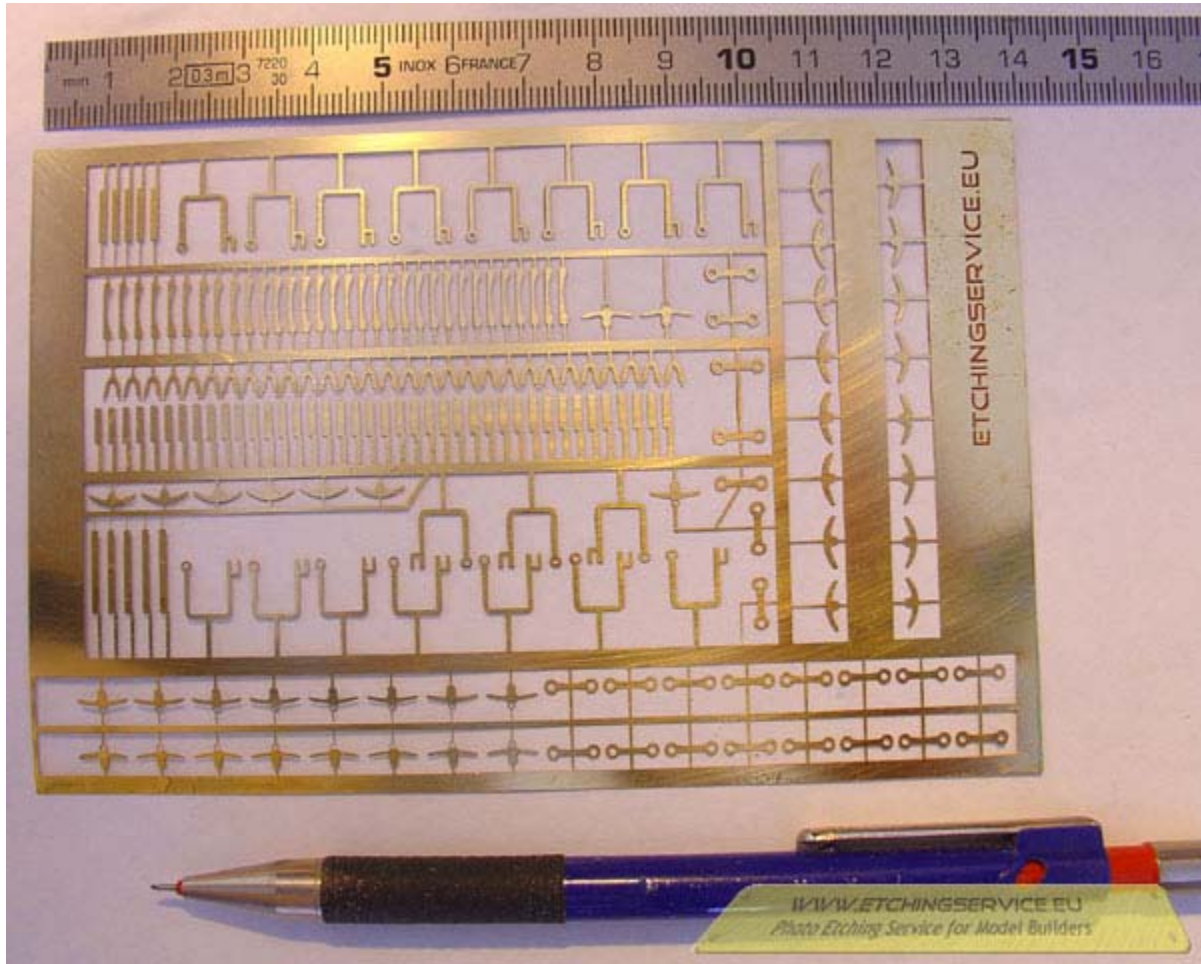
Brian,

Thanks. The outside planking and deck planking will be 1/16" x 1/8". I do not know how many strips we will need yet but I just bought 135 strips just in case. The are 20" long. I bought them from national balsa. If you order them there you will have them in about 2 days. They are the cheapest around and sell good stuff.

#96: Author: JerzyBin, Location: Vienna ☐ Posted: Sun Jun 24, 2007 5:06 pm

Well,

Chuck, here it is. I have modified your picture a bit.



It took me some time due to other commitments, but I hope the result will satisfy you. Tomorrow morning the plate will take off as registered mail to your address.

#97: Author: Chuck, Location: Rutherford ☐ Posted: Sun Jun 24, 2007 5:28 pm

Jerzy

I could not have asked for better. It looks great. That will make life a lot easier for many people who do not have the tools or experience for the metal work. I am looking forward to getting far enough to use them. I hope there are many who take advantage of the good work you provide for us model builders. I will surely be using your services again.

For those of you who have signed up recently these are photo etched parts for the Syren project. Hinges and carronade parts etc. There will still be some scratch work needed but thanks to Jerzy it will be minimal. They are available and can be purchased by contacting Jerzy if you wish to use them. I plan using them.

#98: Author: ronv, 📍 Posted: Sun Jun 24, 2007 5:48 pm

Chuck, I am really enjoying this. About the most enjoyable weekend modeling I've had in a while. I hope to be done with my bulkhead former by the end of the day and get the port side template glued on. Jerzy's brass looks good too. Looking ahead a little, you mentioned planking materials a few posts back.... are we going to double plank the hull? I'm trying to decide what material to get.

Ronv

#99: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jun 24, 2007 7:21 pm

No,

I will be single planking the hull with 1/8" x 1/16" basswood strips. I am estimating between 125 and 140 strips. You could however decide to double plank. I would try to do it in a single layer first. If you do not like the results then you could always sand the hull down a little bit and plank a final layer of thin stuff. Say 1/32" thick. I will be using a slightly different (personalized) approach to spiling which works wonders for me. When we get up to that point in the project I will describe in detail. Single planking should not be a huge problem. Also keep in mind the hull will be copper plated below the water line so any defects can be filled in and sanded there. I am looking forward to you posting some pictures and starting a build log.

#100: Small tip Author: ronv, 📍 Posted: Mon Jun 25, 2007 1:59 pm

I've had a little trouble with the keel slots in the bulkhead former. Scroll saw cuts them close but final sanding is difficult. I glued some course grit sandpaper to wooden tongue depressors last night (like big Popsicle sticks). Wooden paint stir sticks would work also. It works great.

RonV

#101: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jun 25, 2007 2:28 pm

Necessity is the mother of invention. That is exactly how I form the slots. Only I glued the sandpaper to the sides of an old steel file for metal work. I used rubber cement so I can replace it when I need to. Yes it does the trick. I apologize for not mentioning that earlier. Ron, you should start your build log soon so you can write about how you are progressing. Do you have a digital camera?

#102: Author: ronv, □ Posted: Mon Jun 25, 2007 4:11 pm

My wife has a digital camera at work that I could probably borrow but I've never posted images before. I'm not sure I'm ready for my model and your's to be the only ones. I guess it could be the right way and then here is Ron's. It would make everyone else feel good. Hey, I can do better than that!!!!

#103: Author: Chuck, Location: Rutherford □ Posted: Mon Jun 25, 2007 4:16 pm

Ron

I did not mean to pressure you. And I am sure your model will look just fine. Take your time and post it when you are ready. It may get difficult to help you effectively if I cannot see what you are referring to. But we will cross that bridge when it comes. I hope you are having a good time at any rate and the materials have been satisfactory.

#104: Author: ronv, □ Posted: Mon Jun 25, 2007 4:36 pm

It's actually lack of posting knowledge more than anything and yes I am having a blast. Your suggested materials have been good so far. I've used 3/16 ply and I have the basswood strips (not used yet). I'm still unsure of the material for hull planking. Originally I told myself I would use exactly what you are using to avoid problems which would mean all basswood. I really like the look of walnut planking on the kits I have done and I have some stock, so I may decide to double plank and use that. Do you think that would be a bad idea?

#105: Author: Chuck, Location: Rutherford □ Posted: Mon Jun 25, 2007 4:51 pm

Walnut planking might be a little dark. Between the wales and caprail the hull had a light yellow ochre color. This formed a stripe down the side. If you paint the wales black and so forth the basswood (or other light colored wood, pear, boxwood) can be stained to look appropriate. I will recommend that you use a similar wood so the effect can be achieved -similar to the color scheme on my unfinished Essex below. Walnut would not be a good selection for this. The Essex was planked with Basswood. Not bad for a cheap wood.



#106: Author: ronv, □ Posted: Mon Jun 25, 2007 5:26 pm

Basswood it is!

#107: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Jun 25, 2007 6:55 pm

Ron, I'll be posting my build log in about a week or two. The local HS didn't have 3/16" ply, and had to order it in for me. Once I receive it, I'll start a log so you won't feel too alone.

#108: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Jun 25, 2007 11:34 pm

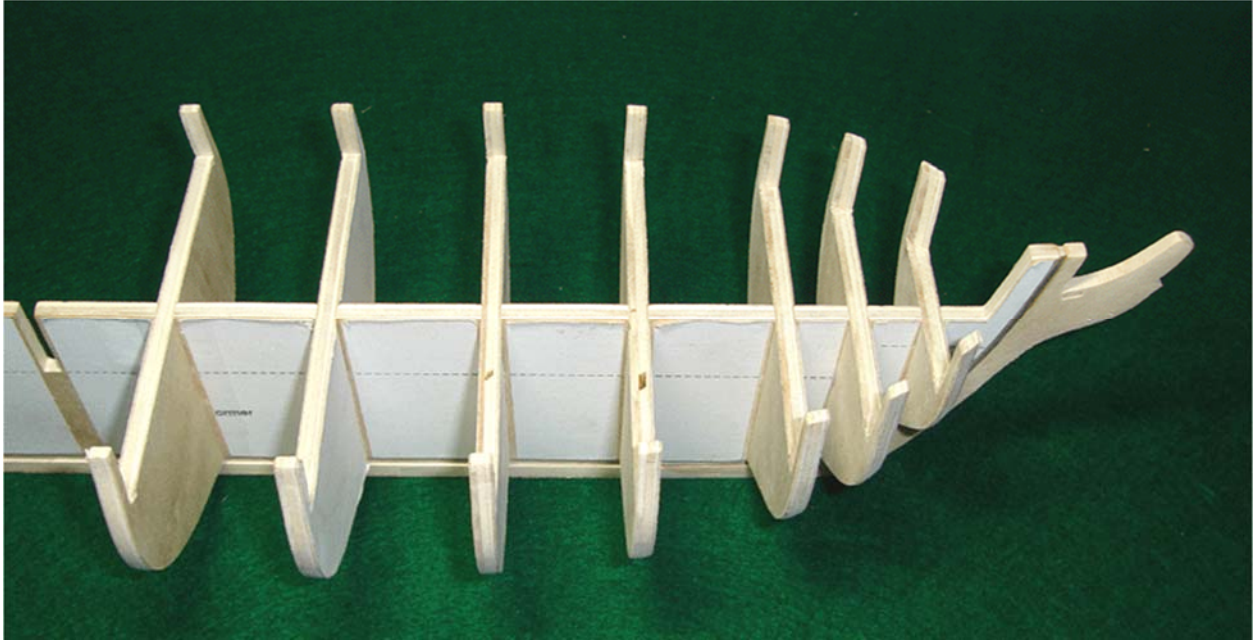
I'm stocking up supplies as you list them and hope to start a log in a month or so. I'm not building yet but following along with you.

#109: Author: Chuck, Location: Rutherford □ Posted: Tue Jun 26, 2007 12:23 am

Rusty,

How many projects can you get started at one time? You are a busy guy. I am slowly making progress. More bulkheads are completed. The template on each bulkhead will face the bow for the lettered bulkheads. The templates for the numbered bulkheads will face the stern. You can see the tapered bulkheads at the bow. There are dashed lines on the templates to help guide you in establishing the correct bevel. I would recommend beveling the bulkheads while they are off the bulkhead former.

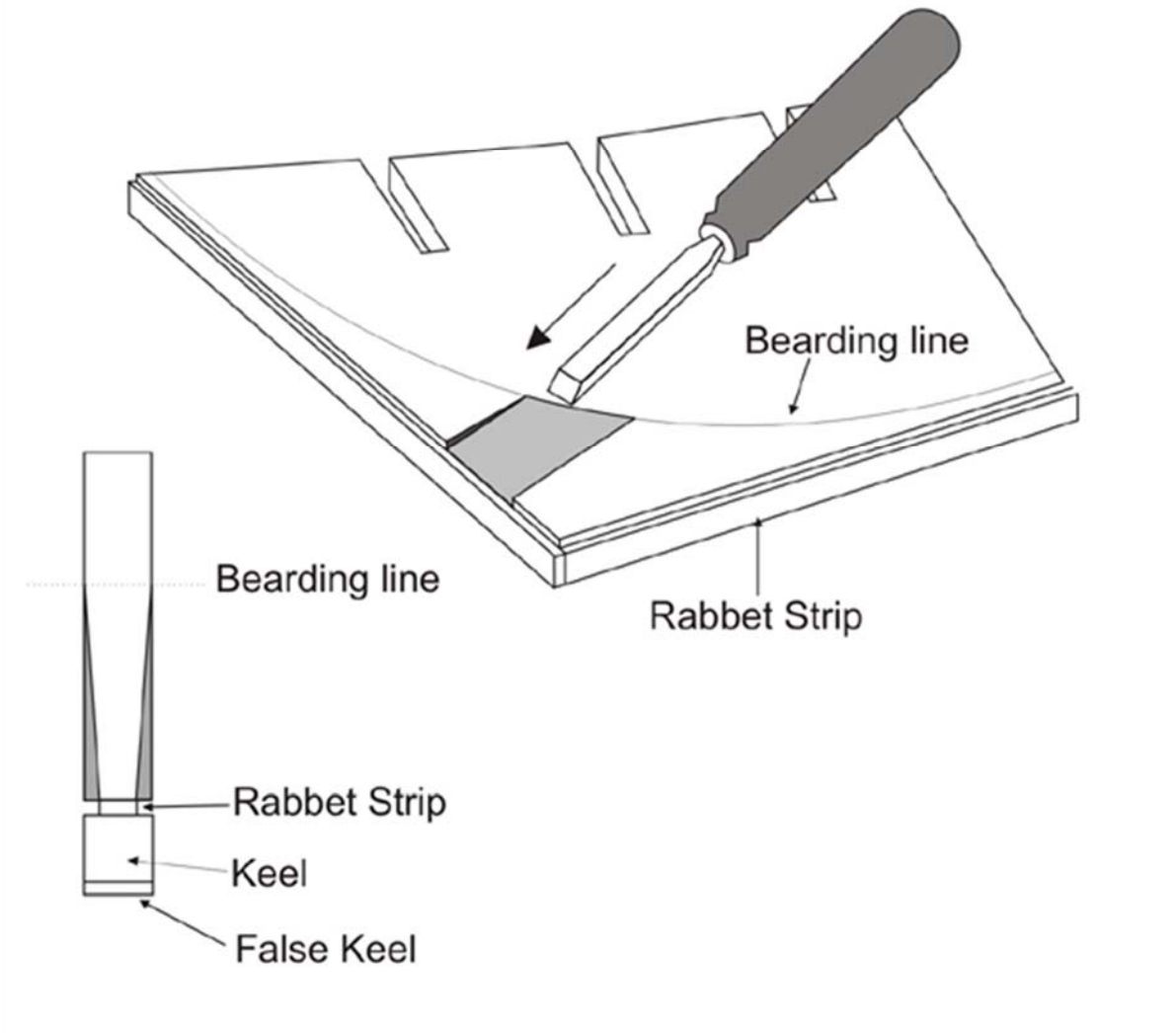
Only bevel it partially to the dashed line. Leave a lot of room and complete the fairing process once the bulkheads are put into position. Then remove them again and match the bevel for the inboard edge of the bulkhead. This is how I beveled the bulkheads you see in the photo. You can also testand retest the fairing of the hull by using a planking strip. Simply hold it against the bulkheads as if you were planking it. Check to see how the plank rests along the bulkhead edges. It should be flat and true to the hull shape.



#110: Author: Chuck, Location: Rutherford Posted: Tue Jun 26, 2007 8:19 pm

I have decided to add some illustrations to my practicum to help better explain the techniques used. For those of you who have not carved your rabbet into the bulkhead former I hope this makes it even easier to do. This is not to scale but will get the message across. Anything I can do to make it even easier please let me know.

Carving the rabbet from the bearding line into the rabbet strip



#111: Author: AnobiumPunctatum, Location: Duisburg 📍 Posted: Wed Jun 27, 2007 5:23 pm

—

the drawings are a very good idea. The drawings are very helpful to understand what you describe, especially if English is not your mother tongue.

Christian

#112: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jun 27, 2007 5:45 pm

I will keep this format with the practicum chapters. They will include photos and drawings where applicable. Cannot wait to see some folks start their own Build Logs.

#113: Author: ronv, 📍 Posted: Wed Jun 27, 2007 6:28 pm

Chuck, I will see if I can figure out how to post photos this weekend and start a building log. I can see that you want someone to do that. I'm wondering who else is actually working on Syren right now. I know several people are saying they will start soon? My bulkhead former is finished except carving the rabbit on the port side. I glued the port side template on this morning, so I should be ready to carve the port rabbit tomorrow. My stem knee is cut out and ready to go except I haven't figured out exactly how I'm going to attack the gammoning slot yet. Probably drill a couple of holes and then a small file. My stem knee is plywood so I guess I will paint. I will probably be ready for bulkheads by the weekend. How is the next section coming?

Ron V

#114: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Wed Jun 27, 2007 8:09 pm

The drawings are a great idea Chuck. You know what they say - A picture is worth a thousand words.

#115: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jun 27, 2007 8:59 pm

Ron,

Its slow going since real work is getting in the way. But my build log should be a good place start while waiting for the practicum to be written. I drilled three small holes for the gamonning slot and used a sharp #11 blade to remove the material between them. Afterwards I filed it smooth with a small round needle file.

Yes, more than 50 people have signed up for access to the FREE plans and practicum but as I understand it only two (you included) have actually started building. This is a lot of work to do for such a poor turnout so far. But it is early. I hope some other folks join in soon. It is one thing to want access to that information but in return I would like to see some participation. Even just some questions or comments. What I may do is close the group build to new folks unless they plan on actually starting a model. But the original people who signed on will not be removed. Many people have asked for access to the plans but they can follow the progress of my build here without them until they are ready to start a model themselves.

#116: Author: jimmadras, Location: Leesburg, FL 📍 Posted: Wed Jun 27, 2007 9:21 pm

I am planning to start the build; just waiting for the material to show up at my doorstep.

A quick question. I would like to build at 1/4" scale, so.....

1. Is that going to pose any problems for me?

2. Since I will have to take the plans somewhere to increase the size, do you have drawings for the bulkhead former available on one drawing so I will not have to attach the two sections?

Jim

#117: Author: Chuck, Location: Rutherford  **Posted: Wed Jun 27, 2007 10:02 pm**

No that should not be a problem. But the materials for your model will change significantly. For example 3/16" plywood will not fit the bill. You will have to increase your thickness in scale with the plans after you blow them up. All of the materials will need to be scaled up as well (planking, rigging, etc) I do not have the plans in any other scale. You have everything in one place in the download forum including the bulkhead former. When you get enlargements made I recommend you get an extra copy of plan sheet 3 with the bulkheads and bulkhead former. This way you can cut it up and use it for your actual templates.

#118: Author: kelvin12, Location: NSW  **Posted: Wed Jun 27, 2007 10:41 pm**

I have started and have the bulkheads and false keel cut, plan on doing the rabbet today, hopefully.

Dirk

#119: Author: Chuck, Location: Rutherford  **Posted: Wed Jun 27, 2007 11:11 pm**

Dirk that is great. I will not be able to do much more until the weekend. But I did take Monday and Tuesday off for the long weekend holiday. So hopefully I will make decent progress.

#120: Author: kelvin12, Location: NSW  **Posted: Wed Jun 27, 2007 11:14 pm**

No worries and no hurry. Have plenty to keep me occupied. That way of making the rabbet is fantastic, well thought out.

Dirk

#121: Author: jimmdras, Location: Leesburg, FL  **Posted: Wed Jun 27, 2007 11:36 pm**

Thanks for the info and the reply. I did order 1/4" plywood and 1/4" cherry for the build. I'll have to play the rest by ear until more plans become available. Thanks for the heads up on getting two prints of sheet three. When I downloaded that sheet I did notice that the former is on one sheet in that drawing. I will attempt to post a log when I get started. Thanks for the help, and from what I have seen so far this is going to be a great looking ship (thanks to all your great efforts).

Jim

#122: Author: Chuck, Location: Rutherford  **Posted: Wed Jun 27, 2007 11:43 pm**

You are welcome,

I am having fun, Your sizes will work out fine. Cannot wait to see what everyone puts together.

#123: Author: Chuck, Location: Rutherford □ Posted: Thu Jun 28, 2007 1:54 am

Dirk,

Thanks

That is an old technique for making a rabbet which has been around for a long time. Some of you might want to go with a rabbet strip that is less than 1/8" wide which I call for in the instructions. You could use a 3/32" wide strip. This way your rabbet will be deeper. The tradeoff is you will have less surface area on the rabbet strip to securely glue your keel and stem knee to. This you can decide on your own or for future builds that you might want to use this technique for.

#124: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Thu Jun 28, 2007 3:34 pm

Chuck, I want to get more done on my cross build before starting the USS Syren. I will start building it on or about the 18 of July. I am looking forward to building it. Also I have to finish my Peapod too.

#125: Author: Chuck, Location: Rutherford □ Posted: Thu Jun 28, 2007 4:30 pm

ZZ

You needs to get some elves to help you. You and Rusty have a lot of projects going. Take your time, there is no hurry. I am just glad you actually want to build her.

#126: Author: woodenshipster, Location: Richmond, Virginia □ Posted: Thu Jun 28, 2007 5:52 pm

Don't despair over the small number who have started on the Syren. I, also, signed up but will probably not begin until the fall when the weather turns cool and everything outside is cleaned up and put away for the season. I'm sure that many others are in the same boat, so to speak.

Jimmadras, I'm also thinking of building the Syren in 1/4" scale to match my other ships. I know I'm being lazy asking this, but what have you figured the approximate length of the Syren to be in 1/4"?

#127: Author: Chuck, Location: Rutherford □ Posted: Thu Jun 28, 2007 5:55 pm

It would be in the 50" length range at 1/4". Give or take. That is too big for the space I have to display it.

The case would be huge.

#128: Author: jimmdras, Location: Leesburg, FL □ Posted: Fri Jun 29, 2007 2:54 am

Hi, Mark...

I am probably newer at this than you are, but I had the plans printed today in 1/4" scale (1:48), and the measurement from figurehead to taffrail is 27". I do not have the dimensions for the bowsprit, and you have the tiller and rudder to add on, so only Chuck can give us an educated guess to overall length.

I took my downloaded plans to OfficeMax today and they were willing to print them for me, in color, for \$30.00 US per sheet. Since I needed four sheets printed (you can do the math), I took them to a local sign shop to see what they could do. I was amazed at the equipment, computers, software, etc. that they had available. They resized my files to 1/4" scale and plotted my four sheets (I had them print an extra sheet of the parts template as suggested by Chuck) on Kodak print paper. I was able to watch the process and was amazed at what was coming out of that machine. When I stepped up to the bar, the owner said that it would cost me \$25.00 for the prints.

If you, or any other member, would like to receive these plans, he is willing to reproduce them for the same price, plus the cost of shipping. I have no business contact with this shop, just a happy camper. Send me an email and I will set it up for you. I did measure the scale bar and it did come out dead nuts 1 3/4". By the way, it was plotted in color.

jim

129: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Fri Jun 29, 2007 3:56 pm

I thought about making mine 1/4th but sense I'm making the Triton that size I have decided to stick with 3/16. I may do a 3/8th one in a year or so or a 1/8th one as I like the big ones and the small ones. I like the big ones because they are easier to do the details and much more visual to the people looking at them and I like the small ones because there so darn cute.

#130: Author: Chuck, Location: Rutherford □ Posted: Sat Jun 30, 2007 1:32 am

FOR THOSE FOLKS WHO WANT TO START ON THE BULKHEADS BEFORE I FINISH CHAPTER TWO....

When cutting your bulkheads out of the 3/16" thick plywood you will notice that the bevel for some of them has been indicated with a dashed line. This bevel can be cut/sanded as shown in the drawing below. It is easier to do this before you glue the bulkheads onto the bulkhead former. BUT...It is very important to only carve part-way to the dashed line on each template. It is there only as a guide. Give yourself plenty of room to bevel it further once all of them are temporarily in position. You can fair the entire hull at that time and use some planking strips as a guide. Hold them tightly against the hull and check them to see if they lay flat across the edge of each bulkhead. Also check that there are no dips as your plank runs from bulkhead to bulkhead. You may have to sand some of them down further or build

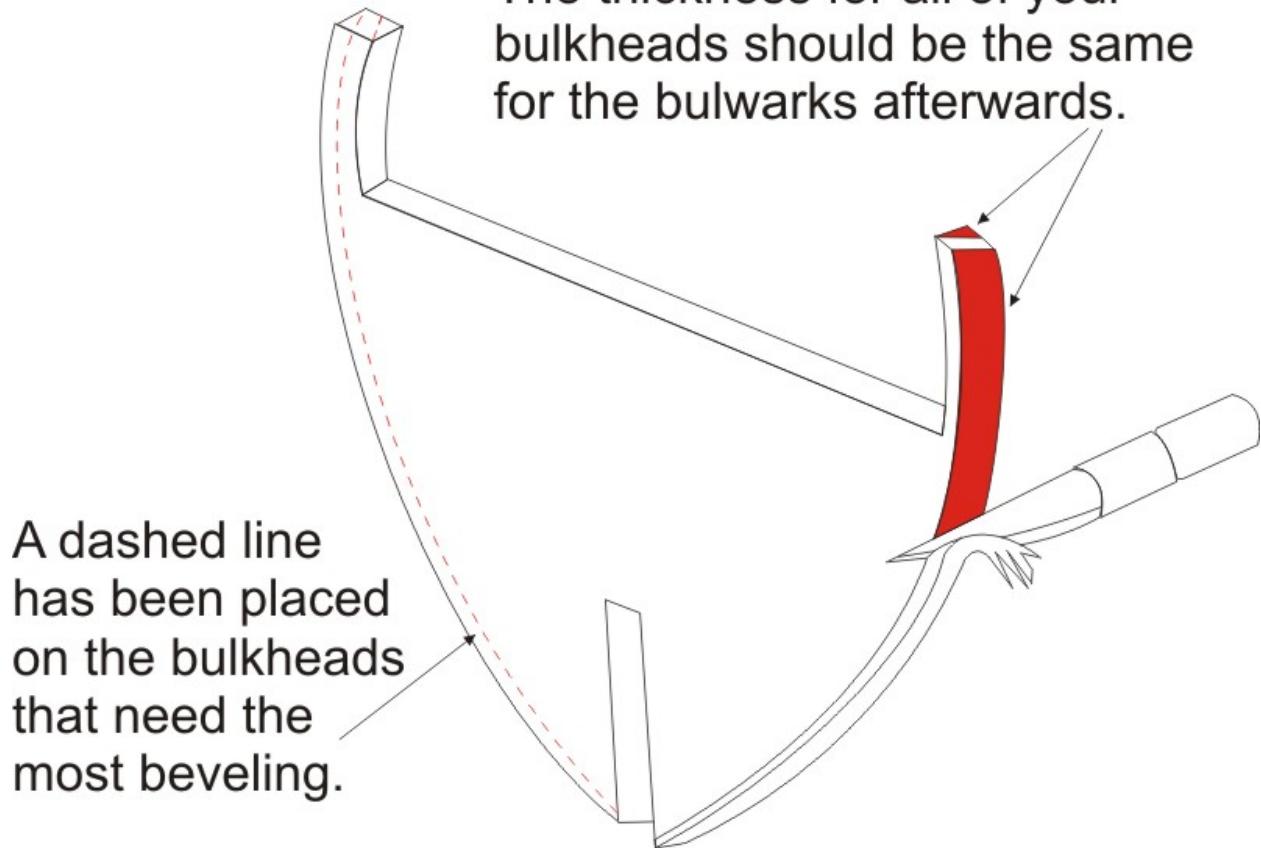
some of them back up until that plank (batten) runs smoothly from bulkhead to bulkhead. Clamp it to the hull in many different positions (where the wales will be, the gunports, mid way below the wales and keel, etc). You need to do this before you glue all of the bulkheads to the BF permanently because it will be much easier to fix by removing them.

Remember...even though the bevel is only indicated on a few bulkhead templates where the bevel is severe, all of the bulkheads will have some degree of beveling. You can only do this effectively when all of the bulkheads are temporarily in position. This is when you will be able to best fair the hull before we start framing the gunports and sweeps.

When you are done the frames for the bulwarks will be just under an 1/8" thick at the top of each and slightly wider at the deck level (just shy of 5/32). Ultimately before we plank the inside of the bulwarks the frames will be 3/32" thick at the top and 1/8" at the deck level. But that last bit of sanding will be done inboard after we plank the outside of the hull.

IMPORTANT NOTE: The template for each lettered bulkhead will face the bow and the templates for each numbered bulkhead will face the stern. Keep them glued onto each bulkhead for Chapter three. The center frame does not matter.

Bevel your bulkheads on the outside first and then do the same on the inside. Be sure to keep the angle consistent. The thickness for all of your bulkheads should be the same for the bulwarks afterwards.



#131: Author: ronv, □ Posted: Sat Jun 30, 2007 8:23 pm

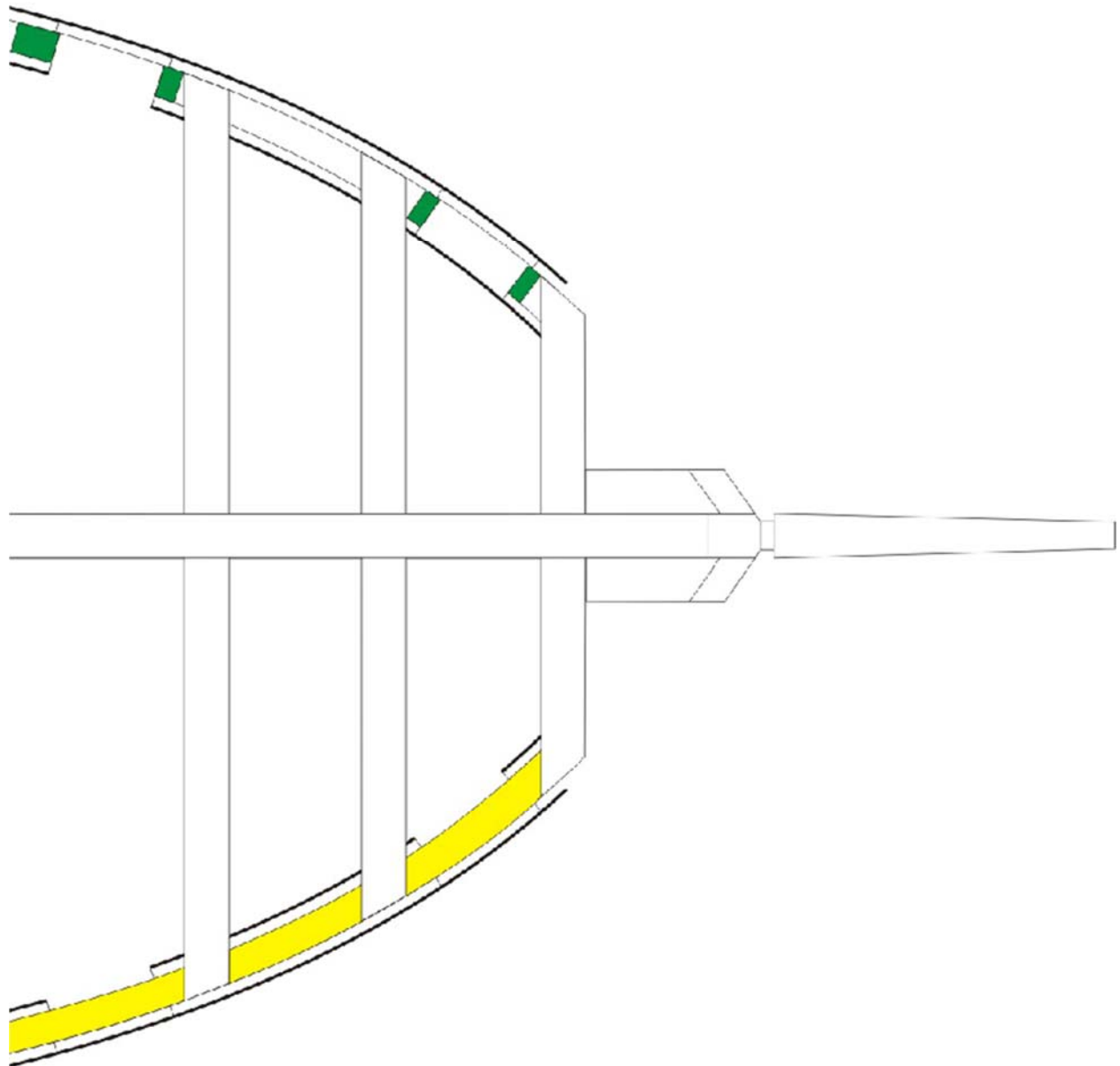
Chuck I think I have screwed up. I'm getting ready to attach my keel and realized the square (in cross section) keel does not fit the tapered stem knee. I tapered the stem knee as you suggested but I tapered it all the way down to where it meets the keel. I think maybe I should have stopped the taper at some point so it would be square where it meets the keel. Or.... should the keel be tapered also?

RonV

#132: Author: Chuck, Location: Rutherford □ Posted: Sat Jun 30, 2007 8:35 pm

Its real hard to say without seeing a picture. I think you are talking about the rabbit strip not the keel. The keel does not get tapered – just the stem knee, but only the forward half. See this illustration. Can you post a picture? The stem knee also only gets tapered at the top where the figurehead will be. As it

progresses down into the keel itself the taper becomes less and less. Remember ...only where the figurehead will be. Did you taper it all the way down to where it meets the keel?



#133: Author: ronv, □ Posted: Sat Jun 30, 2007 9:12 pm

I can see now, I'm gonna have to figure out how to do pictures. I am talking about the keel not the rabbit strip and yes I tapered the forward half of the stem knee all the way down to where it meets the keel. The stem knee is glued to the rabbit strip and when I started dry fitting the keel is when I realized I had a problem. Oh well, I have plenty of plywood.

Or...I may try to do some wood putty magic. I'm afraid if I try to take the knee off I may damage the bulkhead former and I don't want to redo that. Maybe it's good that I'm attacking this thing first.... I'll make all the dumb mistakes.

RonV

#134: Author: Chuck, Location: Rutherford 📍 Posted: Sat Jun 30, 2007 9:22 pm

Ron, yes...only taper where the figurehead will be. If you are using a scroll saw simply cut the bad stem knee off of the bulkhead former and make another. It will not take too long and I bet this time it will come out even better. That is the beauty of making things from scratch. Just cut it off and make another one. That is not such a dumb mistake. I can see where you would get confused and I should have explained it in more detail. Just think though...you will never make that mistake again. That is what this project is all about. Learning.

#135: Author: ronv, 📍 Posted: Sat Jun 30, 2007 9:46 pm

Chuck, there is no way you can think of everything. You are doing a great job and I really appreciate it. Cutting the stem knee off is going to be more trouble than you would think. You see... I got fancy with it and pinned the stem knee through the rabbit strip into the bulkhead former with metal pins. Trying to make it a little stronger. I wonder if the scroll saw would cut the metal pins. I might have to buy another blade. I still may try the putty. The knee is made of plywood so I'm planning to paint it anyway. I'll figure out something. ...You are right – I won't make that mistake again.

RonV

#136: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jul 01, 2007 12:33 am

You can go and buy some heavier blades and give it a try but if that had happened to me I would definitely cut it off and build a new one. Putty is not going to work. Nor would some wood filler. That piece is too important to the overall look of the model.

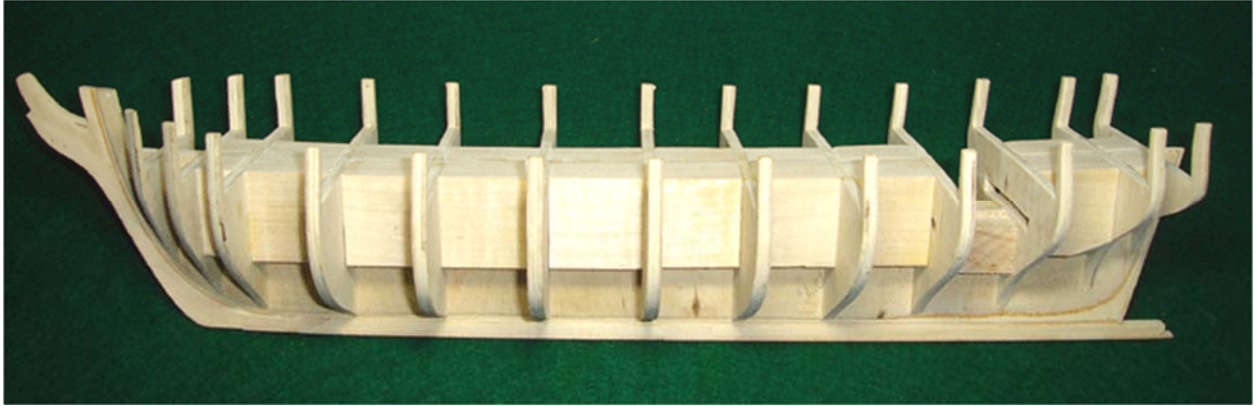
#137: Author: ronv, 📍 Posted: Sun Jul 01, 2007 5:02 pm

I'm going to make a new knee. The figurehead sits on the little ledge at the very top of the stem knee, right? So the projection above that ledge (about 1") is all that gets tapered, right?

RonV

#138: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jul 01, 2007 5:57 pm

You can taper it a little further down maybe another 1/2" below that ledge. It will gradually even out as you do it so the majority of the edge of the stem knee is not tapered.



#140: Author: Chuck, Location: Rutherford ▣ Posted: Mon Jul 02, 2007 8:11 pm

The little platform which will simulate the lower deck is now planked. 1/8" x 1/16" planking strips were used. I stained it with Minwax Golden Oak stain. That is my favorite color to use all around. Even the deck. Some folks prefer a greyer shade but I like the deck and the other natural elements to match using this shade. It is just a personal decision. Not a bad finish for Basswood though.



#141: Author: jimmadras, Location: Leesburg, FL □ Posted: Mon Jul 02, 2007 11:59 pm

She's really coming along and looking good! Hope mine comes out half that good.

jim

#142: Author: Chuck, Location: Rutherford □ Posted: Tue Jul 03, 2007 2:10 am

Thanks Jim,

She's not looking like much yet. I figure another three weeks and the first bit of planking will be done. That's when the Syren will finally start taking shape. The gunport and stern framing comes first and it can be a bit boring to do. But these first 4 chapters I consider to be the most important. Creating the skeleton that could become a great model. It is nothing close to a fully framed ship. Certainly not close in beauty. I always want to get past it quickly and cover it up so its true form can be seen. I consider this

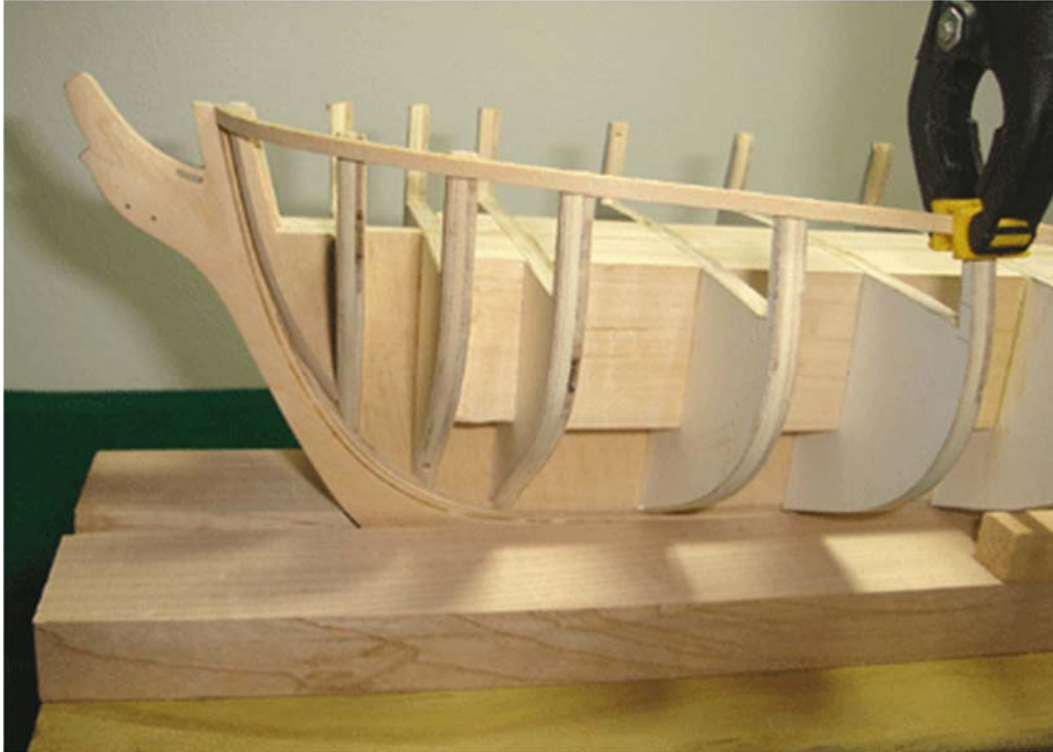
part of the project a means to an end. Hopefully, a beautiful one.

I am just pondering. It is very pleasing to just look at a fully framed ship model with no planking. I have been building plank on bulkhead for years and solid hulls. Unlike a fully framed ship model, at this stage it truly is just a means to an end. There isn't anything satisfying about them. Not to look at anyway. However all of these methods when executed with care and good craftsmanship have given me the same satisfaction when they are planked over and completed. That is why I try and build the skeleton with such care. It may take me a lot longer to do than some folks but in the back of my mind I can picture what it will look like with some skin on those bones.

#143: Author: Chuck, Location: Rutherford 📍 Posted: Tue Jul 03, 2007 6:09 pm

In these two photos you can see I added the bow fillers. I also faired the hull so a planking strip lays correctly along the outside edges of the bulkheads. This is crucial. It is probably one of the most neglected procedures that novices make while putting together a POB kit. Chapter two is now completed. I have also made a working cradle so-to -speak. It is just some scrap wood wood glued up to keep the hull upright and stationary.





#144: Author: Chuck, Location: Rutherford ▢ Posted: Tue Jul 03, 2007 7:11 pm

Chapter two is now available in the download forum. Remember any comments are welcomed as I can update it if something needs to be clarified. Here is a picture of the other projects I am working on also.



#145: Author: jimmadras, Location: Leesburg, FL □ Posted: Tue Jul 03, 2007 7:26 pm

You forgot to paint the front door before you installed it (would have been much easier). And don't forget the hardwood floors, crown, chair, window and door moldings, the wallpaper, and the fireplace. I built one for my daughter 25 years ago, so I have an idea what you are going through. Now I have two granddaughters, age 1 and 2. Oh, oh.

jim

#146: Author: Chuck, Location: Rutherford □ Posted: Tue Jul 03, 2007 7:35 pm

Yes, it is a lot of work but fun. The door isn't glued in yet. I am scheduled to paint it tonight. Let me guess, pink. Maybe purple.

#147: Author: ronv, □ Posted: Tue Jul 03, 2007 8:51 pm

My five year old granddaughter would love that. Is it from a kit?

RonV

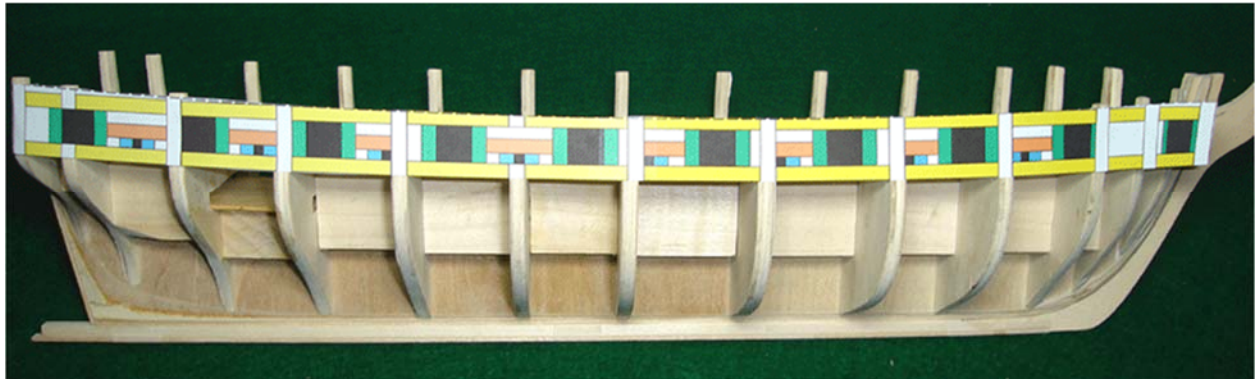
#148: Author: Chuck, Location: Rutherford ▢ Posted: Tue Jul 03, 2007 9:09 pm

Yes, it is a kit I picked up at AC Moore craft shops locally.

#149: Author: Chuck, Location: Rutherford ▢ Posted: Tue Jul 03, 2007 9:21 pm

OK, The moment of truth

Not really. I printed the framing plan and taped it to the hull to check the bulkhead spacing. This is how we will frame the gun ports later. They are all dead on except for bulkhead number four (dead center in the photo) That one must have lost its square with the bulkhead former when I was placing the filler blocks into position. But this is really no big deal. It is about 1/16" off on both sides but the hull has been meticulously faired. I may have to make some small adjustments to compensate when I frame the gun ports but you will see how easy that is as I progress. This hull will still be sound and in proper form. I don't want any of you to fret if when you check the locations as I have done your bulkheads are slightly off. They are all in acceptable ranges. We will talk about how to make adjustments. This is a step in the process that is never done when building a kit. Also, I must note that this is not a good way to check the proper location of the first two bulkheads at the bow. The curve of the bow will not match the perspective in the drawing so don't tape the front to the hull. When you look at them straight on you will see if they line up, and mine do.



#150: Author: ronv, ▢ Posted: Wed Jul 04, 2007 1:07 pm

Chuck, I wonder if it would be a good idea to use the gunport framing plan to check bulkhead spacing BEFORE they are glued into place.

Ron V

#151: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jul 04, 2007 2:00 pm

You absolutely could do that. But it has been my experience that most of the misalignment happens while the bulkheads are glued up and the fillers put into place. Like I said earlier this really doesn't matter at all. You will soon see that. But it is always good practice to do everything that you can to keep your bulkheads square and even. Just as important is making sure they are slid into their slots to the appropriate levels. As indicated by the dashed lines on the bulkhead former and bulkheads. If that is a little off it is ok too. We will place a batten along the hull to make sure the gunport sills are all lined up. Take a look at this picture. There were some adjustments that were made after I followed my gunport reference lines on each bulkhead. So I adjusted the batten and then marked the outside edge of each bulkhead. It is expected that things will not sit 100% perfect. Take a look at the batten as it runs along the hull and check for dips and breaks in the smooth run across it. Make any adjustments as I did and the ports will look perfect after they are framed. It is not really necessary that you follow the reference lines on the bulkheads exactly. Trust me...you will have to make adjustments. Most of them minor.

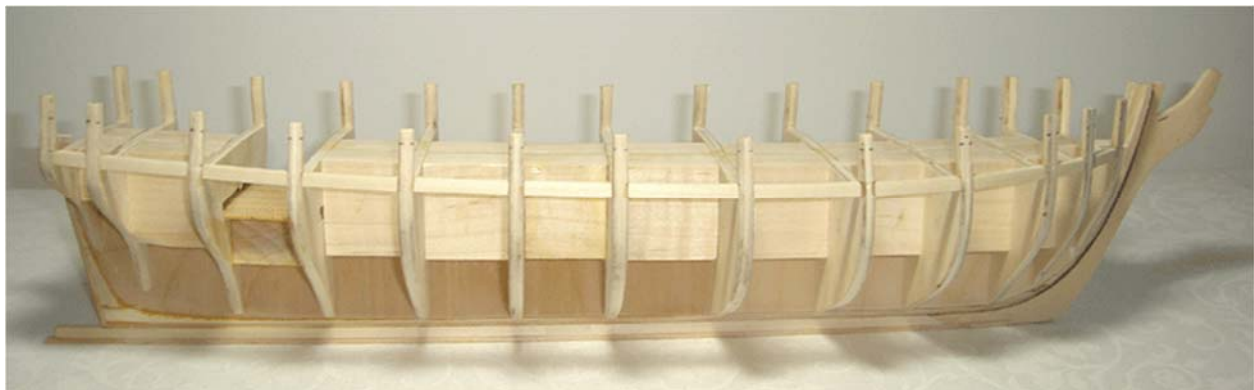
The top two reference lines on each bulkhead are for the gunports and the bottom line is the top of the wales. We will start chapter three by framing the gunport sills followed by the top of each port. The name escapes me for that at the moment. These frames are indicated in yellow on the framing plan.



#152: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jul 04, 2007 7:34 pm

When your satisfied with the run of that batten you can mark the outside edge of the bulkheads. The picture below shows the gunport sills in place. I used 3/16" x 1/4" strips and placed them between the bulkheads. The 1/4" side of each strip is the top and bottom of the frames. This is extra wide so the frames can be faired properly. NOT TOO TIGHT. It will spread you bulkheads out of square. Remove the bulkhead templates first above the wales reference line. That is the last reference line we will need.

With the gunport sill finished I can do the same with the upper gunport frame (Name escapes me, someone help me out here). Rather than use the reference line on each bulkhead you should just measure from the lower sill instead. The gunports will be 15/32" high. You should have removed the templates anyhow. You can see my pencil marks on the bulkhead edges in the photo for the upper gunport frame. Sand them flush with the bulkhead sides inboard and outboard. Follow the shape of the hull as you do so. Again...imagine that this is a solid hull as you sand. If you folks have never faired a hull to this extent before planking I can promise you that this will be the "fairest hull" you have ever made. As you sand these frames down you are actually reducing the thickness of the frames for the bulwarks at the same time. Do not reduce them too much. Hopefully when we are done they will be right on target. This will complete step one of the gunport framing. Step two will be putting in the uprights which are green in the framing plan.



#153: Author: Russ, Location: Biloxi, Mississippi  **Posted: Wed Jul 04, 2007 7:57 pm**

The term you are looking for is lintel.

Your model is coming along really well.

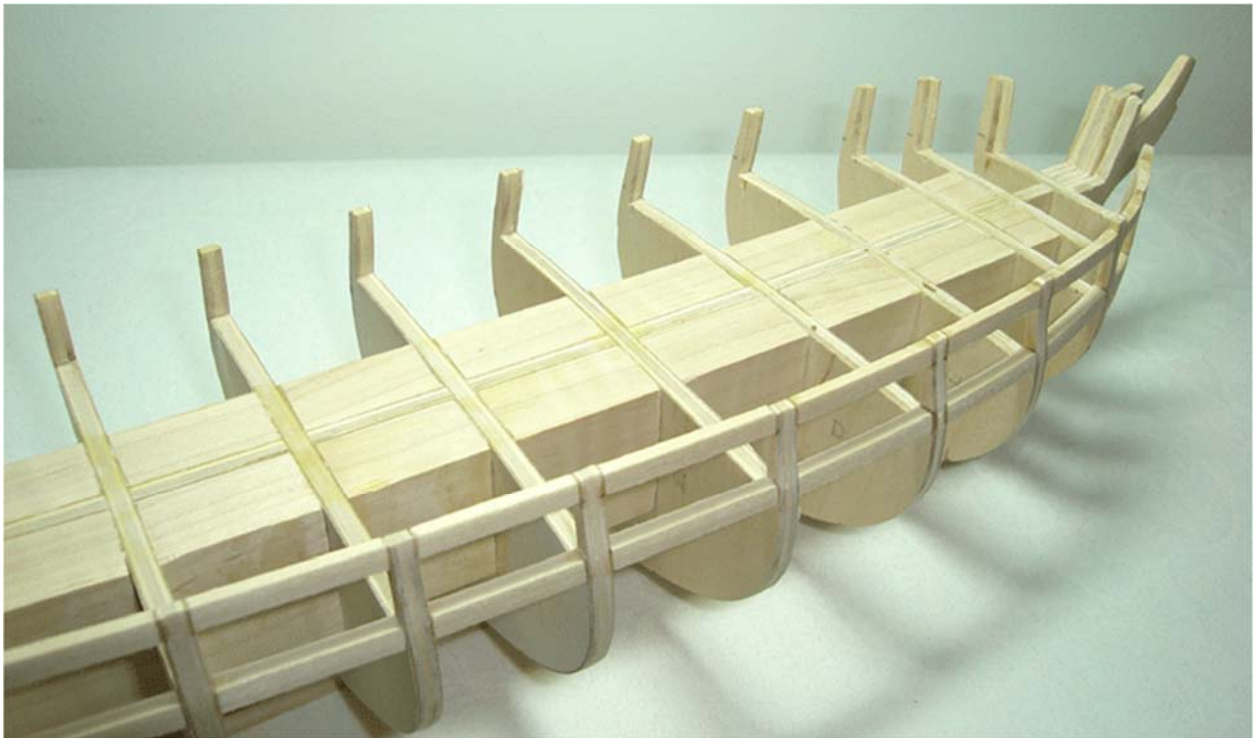
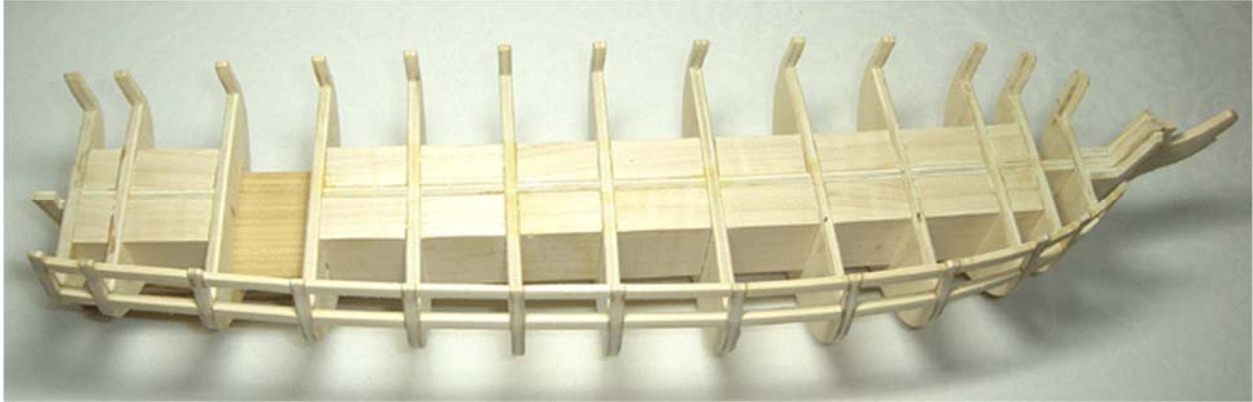
Russ


#154: Author: Chuck, Location: Rutherford  **Posted: Wed Jul 04, 2007 11:44 pm**

Thanks Russ,

The lintel is finished on the starboard side. It has only been partially faired to its final thickness. The inside will be thinned down some more after the outside of the hull is planked. I do not want to weaken the hull too much. The shape of the hull is finally starting to show. I will finish framing this side and then do the other. It really does not matter but I want to finish writing up chapter three.

No pictures from anyone else's projects yet?



#155: Author: knightyo, Location: Meridian, Idaho  **Posted: Wed Jul 04, 2007 11:58 pm**

Your build progress looks great, Chuck. I'll start posting pictures of my progress after I've ironed my wood.

#156: Author: Chuck, Location: Rutherford  **Posted: Fri Jul 06, 2007 1:12 am**

Plan Sheet Four. The Inboard/Fittings plan is now available in the downloads section. I have left some room on this plan to draw any other details that might need explanation down the road. Or if I just plain forgot to do them. So, if you paid to have them printed I would not print this one yet. We have plenty of time before anyone gets that far. I think for example there is enough info on all of the plans so I do not have to isolate and draw the catheads or davits. I may be wrong but the practicum will also have some info. If you see anything that might be difficult to build from what is present please let me know. They

only two plans remaining are the standing rigging with masting and the running rigging. Not sure if I will get to a sail plan because I am not planning on rigging it with sails.

#157: Author: JerzyBin, Location: Vienna 📍 Posted: Fri Jul 06, 2007 7:18 am

Last night was watching Master and Commander after quite a while and saw guys repainting Surprise to Syren.

Does it have any link to your Syren here?

#158: Author: Cut-Throat Jake, 📍 Posted: Fri Jul 06, 2007 9:44 am

POB fans will be disappointed with Master and Commander as a recreation of his novels, as elements are taken from several of his books to create a mish-mash plot that has little to do with the original chronology of the novels.

The Acheron/Siren incident didn't happen in the books. If it did then it would probably have a basis in historical fact as POB could be quite particular in this respect.

It might be that they have taken the idea of Sophie's (based on Cochrane's HMS Speedy) encounters with the 32 gun xebec Cacafuego, and altered it for the purposes of the film. I've only ever seen the film once - visually spectacular and not a lot else - so I can't remember much about the plot (plot? Hah!), so this is only conjecture.

In the first encounter Sophie is disguised as the 'Danish prig Clomer' (as described by her captain). She escapes using this ruse, but the second time there is an engagement, in which Sophie is the unlikely victor.

POB's inspiration for this incident comes from Speedy's real encounter with El Gamo. I won't go into it here (I've rambled on too much already) but try Googling the pair of ships, and you'll be amazed at the real story.

In the novels, the ship harassing the whalers that Surprise is sent to protect is the fictional ship Norfolk, although she is based on the actual USS Essex.

So, in short, nothing to do with 'our' Syren.

Rich

#159: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Fri Jul 06, 2007 4:17 pm

I tried to read POB books, but I didn't like them at all. I found the dialog quite boring and hard to follow. My favorite author for these types of books is Alexander Kent. I have the set except the last two books. I

did love the movie though. It would be nice to build a popular ship that had a good reputation, unlike the Bounty. This USS Syren is a nice ship, but I wonder if sometime a merchant ship would be fun to build. I've been thinking of building a 74 that didn't exist and giving it a cool name unlike some of those odd English names. Here we have a black hulled 74 with black sails named "The Angel of Death" - probably not huh.

#160: Author: Russ, Location: Biloxi, Mississippi ▯ Posted: Fri Jul 06, 2007 4:58 pm

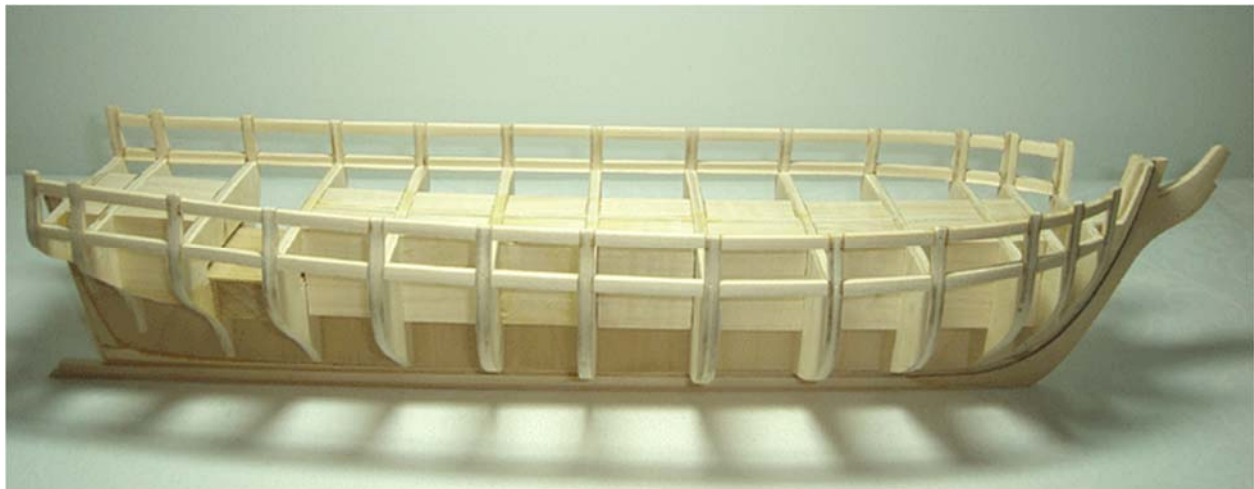
Jerzy:

In short, the answer to your question is no. This Syren was a warship built for the US Navy while the Surprise was being repainted to look like a merchant whaler, I think. Nothing at all to do with this little brig.

Russ

#161: Author: Chuck, Location: Rutherford ▯ Posted: Sat Jul 07, 2007 8:54 pm

The port sills and lintels are completed. They were sanded inboard and outboard and the hull is faired pretty good. Note how the thickness of the bulwarks is consistent on both sides of the hull. Next I will add the frames on either side of each gunport using the framing plan as a guide.

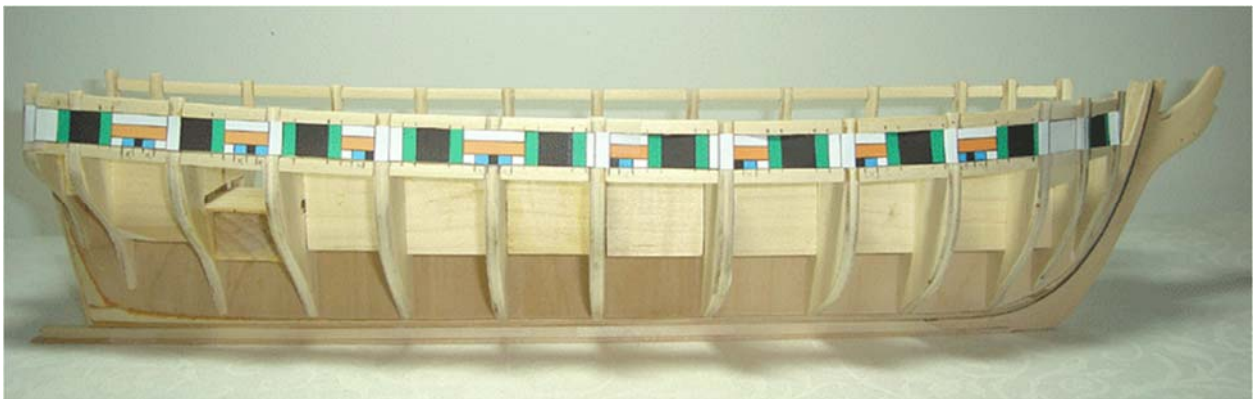




#162: Author: Chuck, Location: Rutherford □ Posted: Sat Jul 07, 2007 11:04 pm

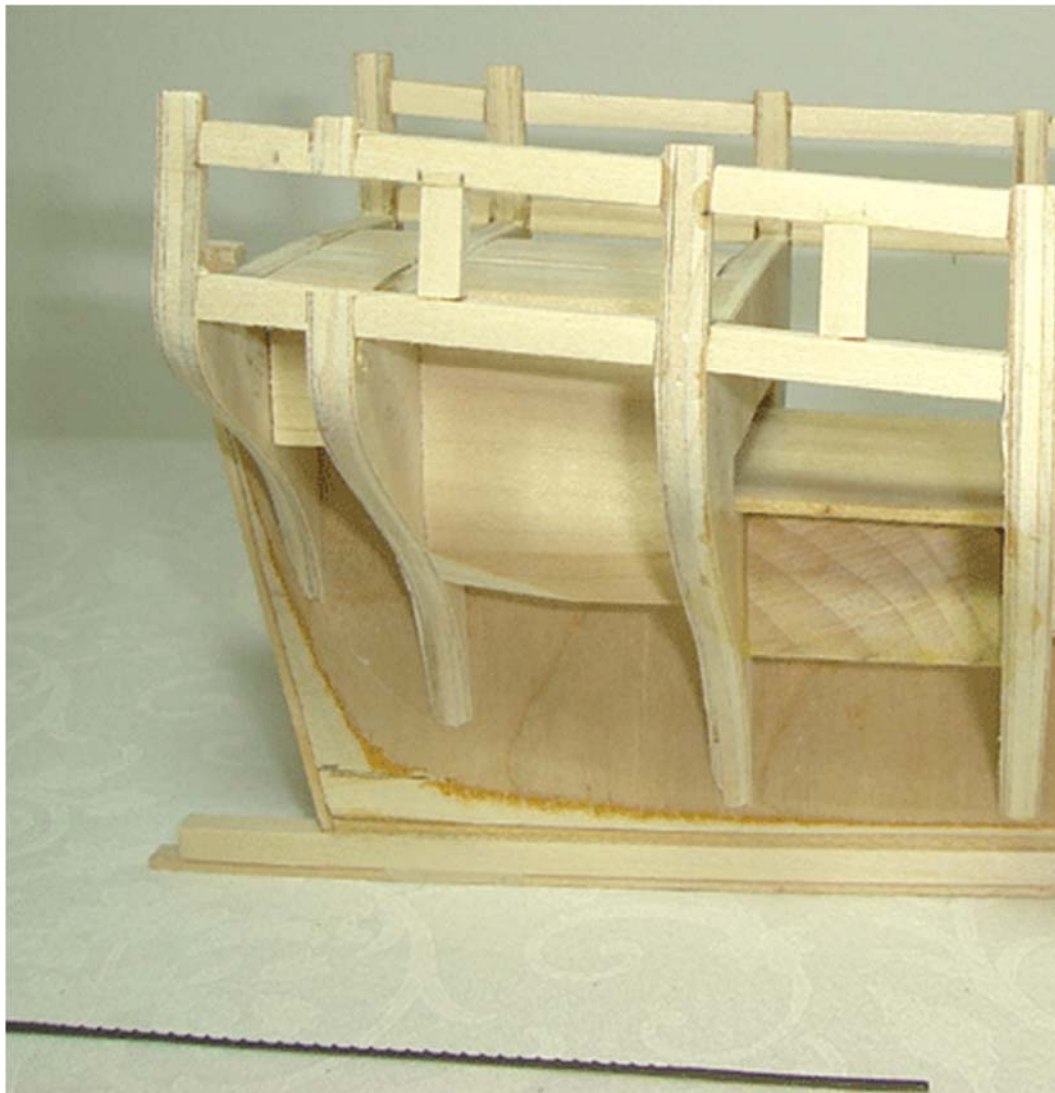
You can use the framing plan as I have done below to mark the placement for you port frames (green frames). This is what I meant by not worrying about the fact that your bulkheads may not line up with the framing plan. It really does not matter. Just line up the template with bulkhead 26 and where ever the green frames appear, mark their locations. If you use this technique you will be certain to line up the gunports correctly. There will be a flipped version in the practicum chapter so you can do the same thing on the port side. As long as your bulkhead 26 is square you will be fine. Sure you may have to make some adjustments while putting in the uprights. In the end they will be spaced and located correctly. Do not worry about the bridle port. That is the forward-most gunport. That cannot be marked using this technique. The curve at the bow makes this impossible. That port will be located smack in the middle of bulkheads P and N. If you are wondering, there is supposed to be more space between the first two ports than all of the others. This was common practice and done intentionally.

Check the overhead view of the framing plan for details. This is the order which we will frame the ports. Yellow first, then green, then red, followed by blue. Any questions.



#163: Author: Chuck, Location: Rutherford □ Posted: Sun Jul 08, 2007 1:51 am

You will notice on the framing plan that some of the bulkheads must be cut away where they fall in line with a gun port or sweep port. This is true with bulkhead 26. Bulkhead 8 also needs to be cut to make room for the sweep port. This is not difficult to do and you will be amazed at just how strong your hull is at this point. Leave bulkhead 26 as the last green frame to be inserted. After all of the others are in position then use a scroll saw blade or jigsaw blade to cut the bulkhead out. Take a look at the photo below that shows the bulkhead cut out. I used a little Elmer's Wood filler in the cracks and sanded it smooth and you would be hard pressed to tell there was ever a frame there. Be very careful and cut it out slowly with a fine toothed blade. A good tip is to always cut the top of the bulkhead first and then do the bottom. Trust me on this one. I held the scroll saw blade you see in the photo between my fingers and cut it out by hand. Remember slow light cuts. Do not rush this and do not apply a lot of pressure. I cut from one side of the bulkhead half way through and then finished the cut from the other side. Do not cut it straight through from one side. It will probably splinter and you will need more wood filler. I barely had to use any.



#164: Author: Chuck, Location: Rutherford  **Posted: Tue Jul 10, 2007 12:22 am**

The sides of the gun ports are completed on the starboard side. These are shown in green on the framing plan. The same 3/16" x 1/4" strips were used. However in some instances I had to use 1/16" because there was not enough space. Check the overhead framing plan to see which ones.

Note the added frame aft of bulkhead 26 where we had to cut a portion of that bulkhead out.

Once I complete the other side I will establish the height for the sweep ports. These are shown in red on the framing plan. As you can see the bulwarks are filling out nicely. In fact, they will almost be solid when we are done with the framing. You could add fillers below the wales to make the entire hull solid. Much the way the Jerzy did for the Galleon Wodnik. You should check out his build log. I usually do this because as you know, I am quite fond of the solid hull model. But this time I have decided not to do so. I have described it as a viable option. It may make planking easier for some of you who also prefer a solid hull.



#165: Author: zeldazork, Location: Omaha, Nebraska  **Posted: Thu Jul 12, 2007 5:34 pm**

I have a question. I have looked at your building progress many times trying to fix it in my head so I will have less trouble when I start mine, and I noticed something. In the picture where you faired the bow filler pieces, you had a strip of wood along the top outside of the bulkheads which looked like you had started gluing in, but it wasn't in any other picture. Now you are putting in the sills and lintels in. So I would like to know what you think if the outside plank was put on and then the lintels glued between the bulkheads and to the planking. It would seem to me that it would help the lintels follow the curve of the ship better and increase the strength too. I don't think it would interfere with putting in the sills and the gun port frames. Or does my reasoning totally stink? The reason I'm thinking this is, it seems that there might be a very small gap between the lintels and the outside plank and if the plank was there already then it might be easier to glue the lintels which should be slightly shaped before being put in especially in the bow area.

#166: Author: Chuck, Location: Rutherford 📍 Posted: Thu Jul 12, 2007 6:01 pm

Actually, I think that would be a horrible approach to fairing a hull. I always complete all of the framing first – then lintels and sills. Then plank over it. The plank you saw was just to show how often I check the fairness of the hull with a planking strip. It is not glued into place yet. I do that quite often as I am framing the ports and sweep ports. Otherwise you will go nuts trying to sand all of the framing elements to match the inside shape of the planked over hull. In addition, the framing helps fill out the hull so the planks lay correctly. They will not flatten between bulkheads because the framing is not there to guide them into the graceful shape of the hull. Remember I had mentioned in one post that I often fill all of the space between the bulkheads below deck so I could shape the hull as if it were a solid block. This would be the best approach.

The lintels should not follow the shape of the hull planking if done first as you describe. Instead the opposite is true. The planking should follow the framing done first after all of it has been faired.

Just my opinion and I am sticking with it. Zz you can give it a try but it is akin to siding a house before you completely frame it with studs. It just does not make any sense.

#167: Author: Russ, Location: Biloxi, Mississippi 📍 Posted: Thu Jul 12, 2007 6:03 pm

ZZ:

Chuck will be able to comment on the engineering of this area, but I would think it would be best to follow his lead in every aspect of this build. There is always a reason for why things are done the way they are done. In this instance it simply makes a ton more sense to complete the framing of the hull before you plank it. That is always a good idea.

Russ

#168: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Thu Jul 12, 2007 6:27 pm

Thanks guys, I always appreciate your advice. I was just curious. I shall build it as you suggest, but I will not guarantee that I will not have any more of these "observations" I like to ask questions. I don't want to do things by rote, I want to understand especially because I want to teach something someday too.

#169: Author: Chuck, Location: Rutherford 📍 Posted: Thu Jul 12, 2007 6:54 pm

ZZ

By all means make these observations known. However I would ask that you do so on my build log if it is just a "hey I was just thinking...." kind of question.

There will always be more than one way to skin a cat when it is appropriate. Here is an example. When it

comes time to plank the deck there will be two methods to consider. It only depends on which one you prefer. I will be planking the deck with 1/16" thick strips right on top of the bulkheads. The strips will lay across each bulkhead. This is just my preference.

OR...

Keeping in mind the model was designed for 1/16" thick deck planking you may opt to first cover the bulkheads with a 1/32" thick basswood sheet. This is usually how it is done with a kit. This would be referred to as the sub decking or false deck. Then you could use 1/32" thick planking strips on top of that if you should prefer this method.

There are Pro's and Con's for both. The sub decking will make it easier to nib the deck planks at the bow. But 1/32" thick planking is usually inferior to the thicker stuff. It does not leave that much to sand to a proper surface for finishing. Treenailling is usually another problem with thin planking. But it would be easier to stagger the planks joints on a sub deck rather than use method #1.

Here is the kicker...There may be yet a third approach but like Russ mentioned. Since I designed the model I am aware every pitfall you may encounter (at least I think I am). Should you decide to change the prescribed methods before asking I may not be able to help you avoid pitfalls?

So please do ask. At the very least these discussions will serve as a learning tool should you decide to design your own kit. They can be quite complex and a decision early on can have disastrous consequences later in the project. Believe me I know firsthand.

#170: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jul 16, 2007 2:46 pm

I have framed the lintels for the sweep ports on the starboard side. They will be 1/8" high so I simply measured from the sill to find the proper height. I had originally planned to frame the lintels like every other frame. I was going to place the 1/4" x 3/16" strips so the 1/4" side was on top and bottom. This would allow enough overhang inboard and outboard to sand the frames to the shape of the hull. The bulwarks were thin enough to turn the frames so the 1/4" side was facing out. This fills in more are on the bulwarks making it more solid and stronger. I will change the framing plan soon to reflect this change but doing it either way would be sufficient. As you can see the hull is filling in rather nicely. Only the sides of the sweep ports remain. That should not take too much time. Note that bulkhead #8 had to be cut out to allow the sweep port to be framed there. This was done just like the frames I removed earlier for the aft-most gunport.



#171: Author: kelvin12, Location: NSW ▣ Posted: Mon Jul 16, 2007 9:56 pm

Haven't bothered with a building log but I am up to gluing in the filler blocks. Looks like I had better get a move on.

Dirk

#172: Author: Chuck, Location: Rutherford ▣ Posted: Mon Jul 16, 2007 10:47 pm

Dirk

You should start one. You are not far behind at all. Once the framing is done I have to write the chapter so there will be some time before the stern framing. But once the planking starts things will start to slow down. I take my time planking. Are you having fun though? What are your thoughts on the project so far?

#173: Author: kelvin12, Location: NSW ▣ Posted: Mon Jul 16, 2007 11:25 pm

Really good to work from your plans, very accurate. I left a little excess on the outside of the frames just in case but when I faired them they came out spot on. This computer drawing stuff is great. I am determined to learn how to do it no matter what. Can't believe just how accurate a plan can be made using these programs.

Really enjoying the project, I think these type of community builds push you along more so than a single home build. Sort of inspires you to a dead line even though there is in fact none. I like idea of hearing from others and their comments and progress.

Dirk

#174: Author: ronv, □ Posted: Tue Jul 17, 2007 1:05 am

Hi Chuck. I too am gluing the filler blocks in (without a build log). Sounds like Dirk and I are about neck and neck. Do you know how many people are building the Syren right now? I know seven have building logs plus you, Dirk and myself. Any other "charter members"?

RonV

#175: Author: queequeg, Location: Riddle's Peak, Iowa □ Posted: Tue Jul 17, 2007 1:42 am

Hello All, I'll be starting this coming weekend. Wood should arrive Friday, I've got the templates printed out. I have plenty of tools hand and power so it shouldn't take me too long to catch up. I'll probably start a build log Saturday evening.

queequeg

#176: Author: Chuck, Location: Rutherford □ Posted: Tue Jul 17, 2007 1:49 am

I think there are about 10 of us. I do not know for sure. Why have not you folks started a build log? I wish you would. I think it would be very helpful for all of you in case you have any questions or concerns. It will pretty hard to address them without seeing your progress. I am so glad there that many people so far. Hopefully more will join but I am very satisfied and flattered by the turnout. I hope I do everyone justice. I am working very hard to make the model conceptually easy to build.

#177: Author: ronv, □ Posted: Tue Jul 17, 2007 12:38 pm

Chuck, my problem with the build log is that I don't know how. Could someone do a short tutorial on how to do photos. It's probably pretty simple....if you know how. Everything is simple if you know how.

RonV

#178: Author: queequeg, Location: Riddle's Peak, Iowa □ Posted: Tue Jul 17, 2007 8:00 pm

Another method involves using the Member Uploads button under the MSW Navigator heading, the button is one of two in green. Follow the instructions after logging in and then once you have uploaded the picture copy and then paste the pertinent code in to your posting. More help is sure to follow.

queequeg

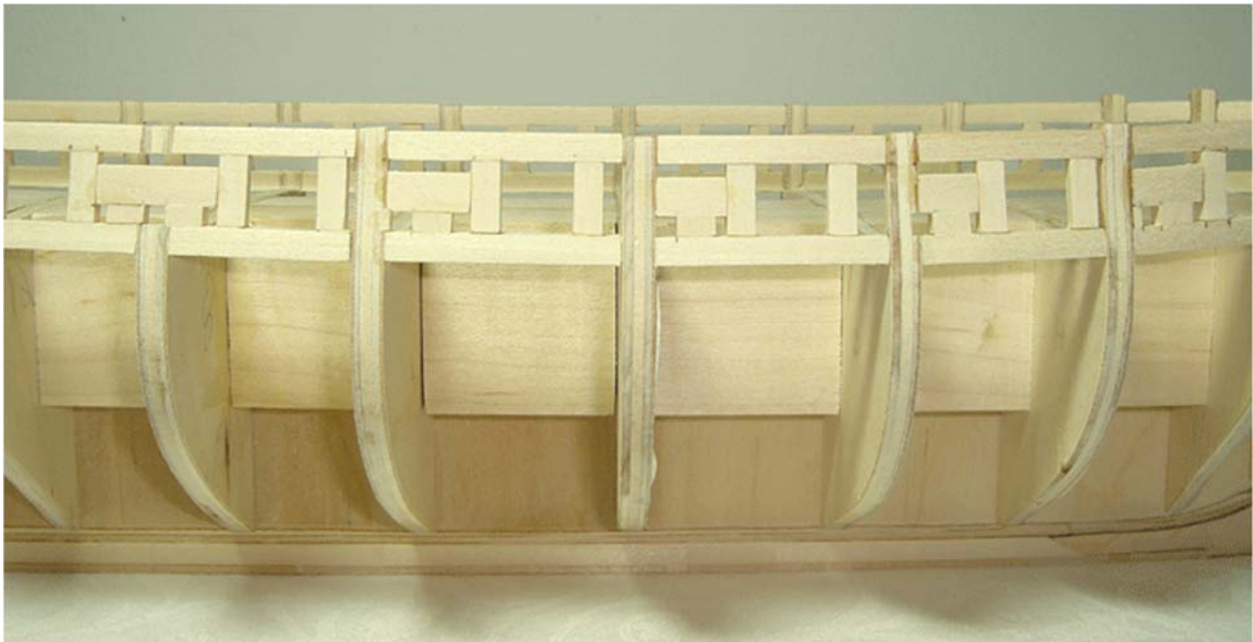
#179: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Tue Jul 17, 2007 8:52 pm

Chuck, I work on mine in the morning because its 100 in the afternoon in my garage. It is about 1/4 cut out and sanded so far. As soon as I finish cutting it out and sanding I start my building log.

#180: Author: Chuck, Location: Rutherford □ Posted: Wed Jul 18, 2007 12:08 am

All of the port framing is now completed. The sweep ports were finished using the same 3/16" x 1/4" strips. Sometimes I had to switch to a thinner wood strip when there wasn't enough space for the larger size. I used the framing template first to establish the locations for the side frames. This was the same way I established the locations for the gun port sides. Line up the template again with your gunports and then mark the locations for the sweeps in pencil.

I will write the 3rd chapter which will have more details and I will plow ahead to the stern framing which is next.

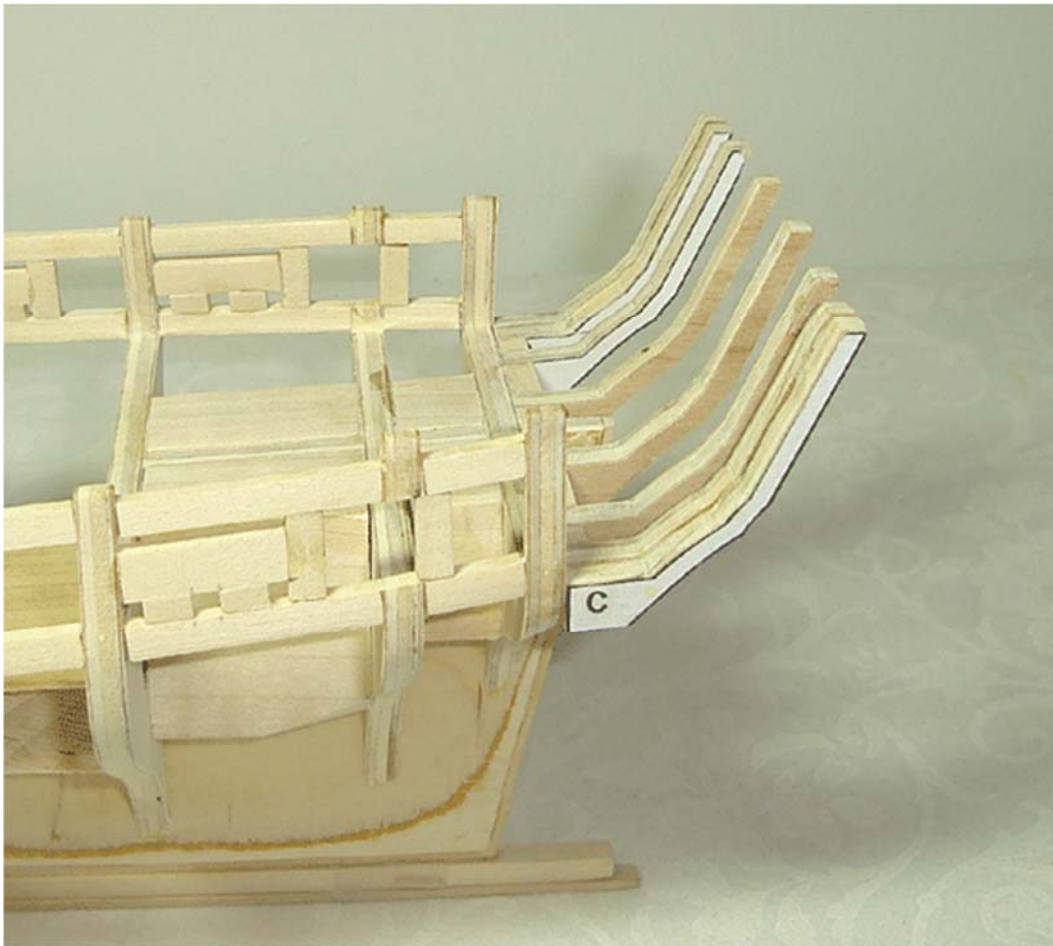


#181: Author: Chuck, Location: Rutherford □ Posted: Wed Jul 18, 2007 1:43 am

Chapter Three is now available and ready to be downloaded. Please let me know if anything needs to be clarified or if you have any questions.

#182: Author: Chuck, Location: Rutherford □ Posted: Sat Jul 21, 2007 10:36 pm

I have started to add the stern framing. All is going well. There are spacers shown on the framing plan between each stern frame. These ARE CRUCIAL. Be careful to cut them exactly the correct length. The stern frames will create the sides of the stern ports. If the spacers are off then the placement and size of the stern ports will be off. The process of framing the stern will not take long. The fun part comes when you fair the outer-most stern frames to the rest of the hull.





#183: Author: Chuck, Location: Rutherford □ Posted: Sat Jul 21, 2007 10:59 pm

Next you take the stern framing template and tape it to the outside of the stern. Make sure the frames face inboard. Then mark the top of the stern port sills as you can see in the photo. Then you just have to put the sills and lintels in like they were done on the sides of the hull. You can cut the template along the upper counter or knuckle. Then position it on the stern to match.



#184: Author: Chuck, Location: Rutherford Posted: Sun Jul 22, 2007 12:50 am

The stern port sills are finished. Measure $15/32$ " to find the bottom of the port lintels from the top of the sills. This time though the lintels will be doubled in thickness to give the stern assembly some strength. Two pieces of $3/16$ " x $1/4$ " will be glued together so you end up with $3/8$ " x $1/4$ " lintels.

You will see what I mean in the next photo installment.



#185: Author: Chuck, Location: Rutherford Posted: Sun Jul 22, 2007 2:43 pm

Stern port lintels are in position. I have decided to fill the spaces you see to the outside of each stern port in order to strengthen the stern assembly further. After I do this we will establish the shape of the hull on the inside of the stern so it can be faired. Once that is done I can start planking above the wales. I will post a photo next showing how I established the shape of the hull on the sides of the stern so you can use it as a guide while fairing it.

Questions or comments. This type of framing can be done to any European kit that has a good set of plans. Rather than plank the hull and cut out the ports afterwards. Then they usually give you a casting or metal frame to insert into each port opening. This just does not look good. But the framing I have outlined can be used on any of the kits and looks 100 times better afterwards. It really isn't difficult and the proof is in the pudding afterwards.



#186: Author: freewheelinguy, Location: Aston, PA 📍 Posted: Mon Jul 23, 2007 12:46 am

Great job, Chuck, but are you being facetious when you say: "The fun part comes when you fair the outer-most stern frames to the rest of the hull." You know how much I love sanding the birch plywood. Can I use Balsa?

#187: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jul 23, 2007 12:56 am

I say that because the shape of the hull requires a little eyeballing. This is the one time where I am going to use a Dremmel rotary tool with a sanding drum to remove most of the material. There will be a lot of material to remove. If you have a rotary tool I recommend using it here. Even I would dread sanding all of the excess stern area by hand. The stern has to be very strong and even with the plywood... well you will see how delicate it is. The good news is the skeleton is now complete. Except for a few stern filler blocks we will add later this is where the fun starts.

#188: Author: kelvin12, Location: NSW 📍 Posted: Mon Jul 23, 2007 12:59 am

I notice you haven't filled in the area between the outer stern frame (C) and the last bulkhead (26). Do you have something else in mind for this area or something to do later sort of thing.

Dirk

#189: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jul 23, 2007 1:06 am

I usually do not fill that area on models that do not have quarter galleries. Since we will plank the sides of the hull above the wales in the next step, the outside planks will keep the structure rigid. There is no reason why you could not extend the sills and lintels there if you are worried about the hull staying in shape. It will not be unplanked for long so I am usually very careful not to break the stern assembly. The distance is not that great and the shape of the hull there is also straight. The hull planking will bridge that gap well and conform to the overall hull shape without it.

#190: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jul 23, 2007 1:35 am

Hold a strip of planking (1/16" x 1/8") along the hull. Cut the end of the strip at an angle so it rests evenly on the stern as shown. As you run this plank down the hull a little at a time mark the inside of the stern with a pencil. This will give you a very close idea of the stern's final shape. You can see that there is a lot of wood that needs to be removed outside of that line. I am going to use my rotary tool with a sanding drum to get rid of most of it. Then I will fair the hull's final shape by hand. A rotary tool can remove a lot of wood very quickly so I will only be sanding it to within safe limits of the line. You can see why I will fill the openings outside each stern port. Fairing the stern will take you dangerously close to that opening and filling that hole will give you much more strength.



#191: Author: Chuck, Location: Rutherford ▯ Posted: Tue Jul 24, 2007 1:47 pm

Hey guys, I made a change to plan sheet one. Well it is more of an addition. I have added the channels to the plan sheet. This was the most logical place to put it. I know some of you folks have already printed the plan but I will isolate the channels in the practicum so there is no need to print it out again. These will fit on an 8 1/2 x 11 sheet. I just wanted to show their position related to the other items shown on the plan.

#192: How-to question for Chuck. Author: ronv, ▯ Posted: Tue Jul 24, 2007 8:39 pm

First thing Chuck.. I am really enjoying this build. Thank you so much for doing this. I find myself looking forward to Syren during the workday. You are not hearing a lot from me, but I am hanging in. I am into chapter three and have installed the gunport sills (or cills) which is correct? The outboard side of the sills have been faired to the bulkheads. I am pleased with how that turned out. I am having trouble with fairing the inboard side of the sills. On the outboard side I used my old trusty paint stir stick with attached sandpaper. That doesn't work inboard. How do you sand the inboard sills?

Ronv

#193: Author: Chuck, Location: Rutherford 📍 Posted: Tue Jul 24, 2007 9:24 pm

Ron

I am glad to see you are enjoying the project. The insides are tougher to fair. What I did was take a pretty large piece of sandpaper and fold it in half. This made it sturdier. The folded piece was long enough to stretch across three bulkheads. Then I bent the sand paper along its length so it had a slight curve to match the inside of the bulwarks. This prevents the edge of the sandpaper from getting hung up on the port sills as you sand. That is it. It takes some time but that is the way I did it. 3M has some fancy sanding blocks on the market and I sometimes use them but not on this project. They are able to bend to any shape.

#194: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jul 25, 2007 1:32 am

The stern is faired with the rest of the hull. Last thing to do before planking is to add a few filler strips under the counter so we have some surface area to glue the hull planking to. You have probably seen some folks place a solid block there and shape it before planking. That would be just fine. I always place a strip under the counter and another down the bulkhead former. This should leave an acceptable amount of space to glue the planking to. You guys can use either method it really doesn't matter.

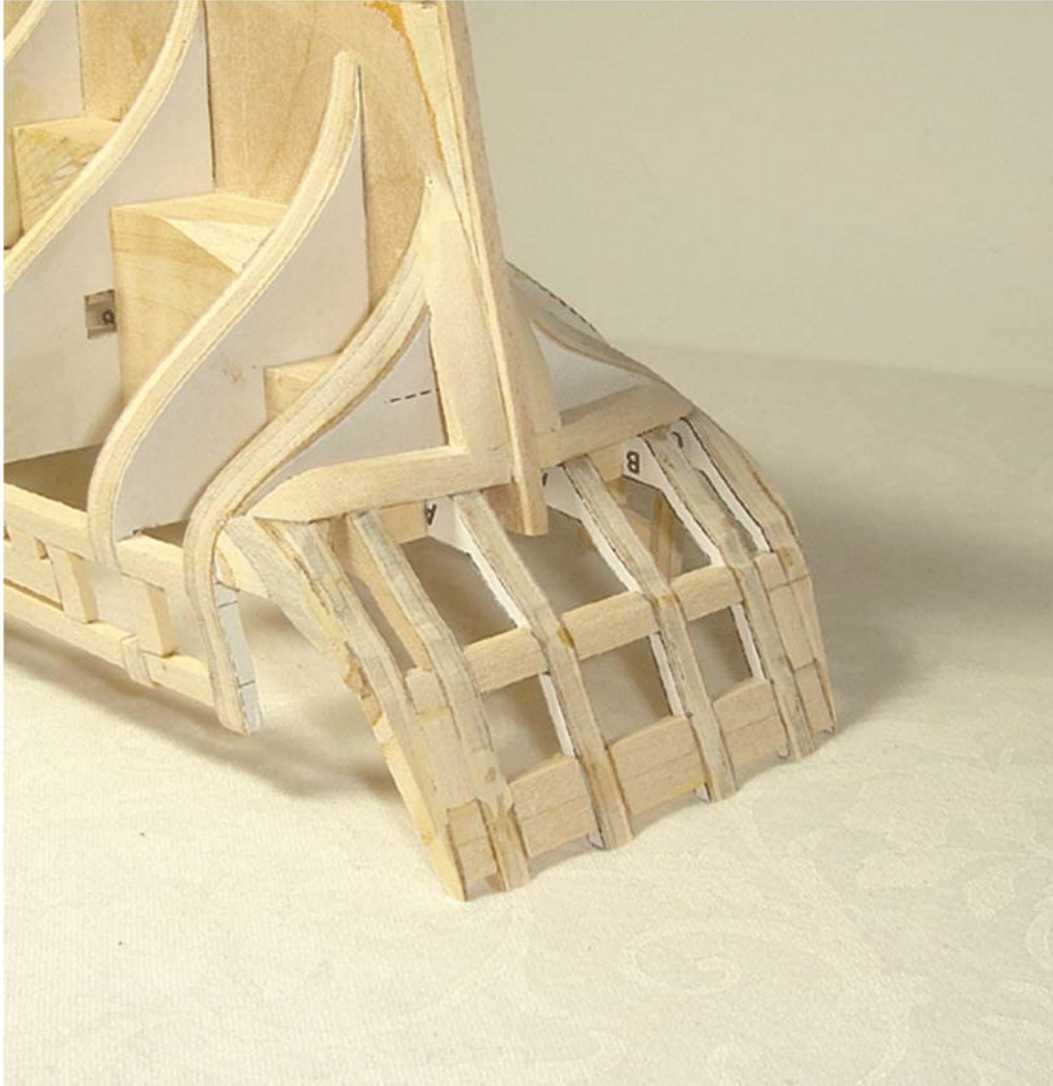


#195: Author: Chuck, Location: Rutherford ▣ Posted: Wed Jul 25, 2007 4:04 am

You can put away the scroll saw at this point. You will not will not be needing it any more. The filler pieces were added at the stern. It has been sanded and faired to shape. Like I said earlier you could use a solid block here but that is not the only way to do it. These two strips will give you more than enough surface area to glue the plank ends to.

I will write up chapter four and have it ready real soon.





#196: Author: jimmdras, Location: Leesburg, FL ▣ Posted: Wed Jul 25, 2007 4:10 pm

This looks like it could be the toughest part of the build to date; looking forward to it.

jim

#197: Author: Chuck, Location: Rutherford ▣ Posted: Wed Jul 25, 2007 5:50 pm

It is not any tougher than what you are working on right now. You just have to be gentle until the outside planking is in place.

#198: Author: kelvin12, Location: NSW ▣ Posted: Wed Jul 25, 2007 10:08 pm

You are telling me you need to be careful, it is a delicate little piece frame work alright. My timber doesn't like being glued end grain at all so I pinned nearly all of the gunport frames that firmed it up no

end. Onto the interior fairing today and stern pieces.

Dirk

#199: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jul 25, 2007 10:10 pm

Chapter four is completed and available for download. Please take a look and let me know if you have any questions.

Dirk,

What kind of glue are you using? I am using CA for the gun port framing.

#200: Author: kelvin12, Location: NSW 📍 Posted: Wed Jul 25, 2007 10:37 pm

I am using CA but I don't think it is the glue – it is the timber. I am using very old (100 year old +) hoop pine and it is harder than the normal pine of these days and doesn't like gluing end grain. Just a characteristic of this timber. I kept breaking away the lintels and gunports framings so decided to pin them.

Dirk

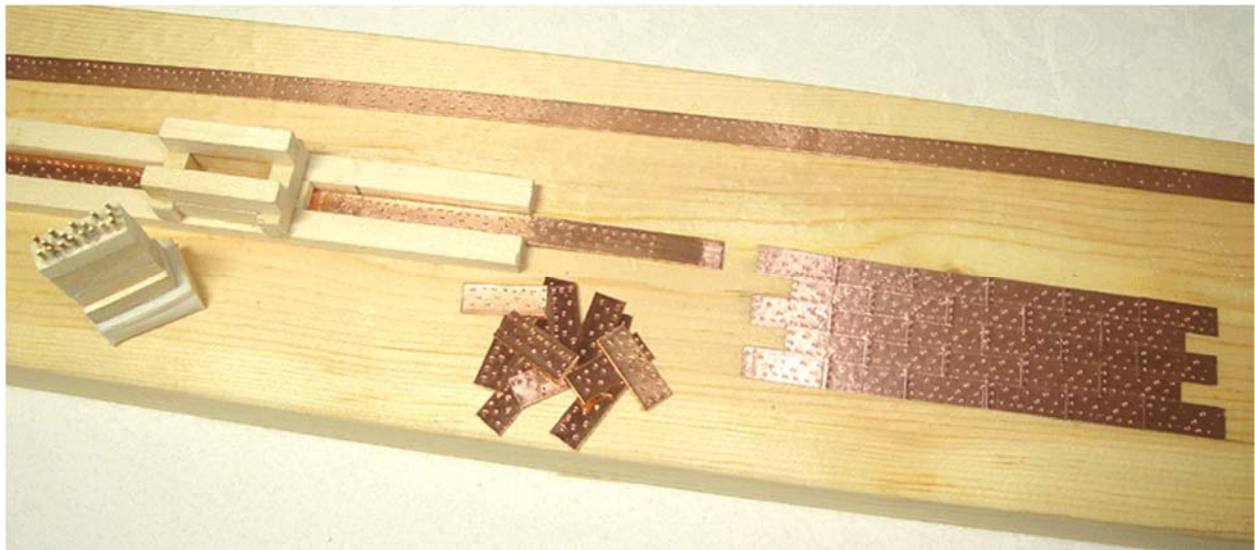
#201: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jul 29, 2007 11:08 pm

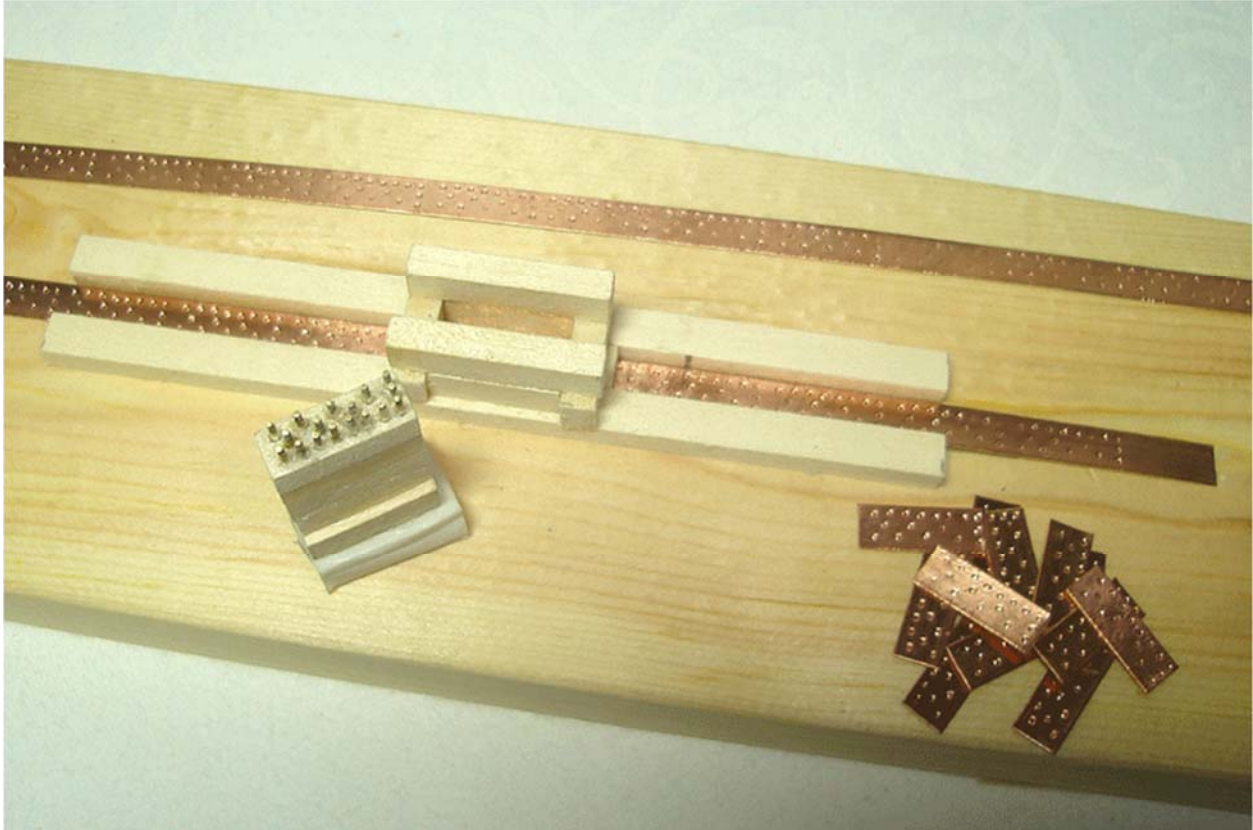
What I will be doing is getting a head start on cutting copper plates. Here you can see an old jig I created to stamp a row of about 15 plates at a time. The plates we will be using are going to be 1/4" wide by 11/16" long (16 x 44 actual). This is close to a probable size used here in the states. The nail pattern is only simulated and does not reflect the true number of nail heads. I have established a row of nails along the bottom of the plate and another down the left hand side. There are a few more spaced further a part in the center. Since we will be overlapping the plates there is no need to place the top row or along the right hand side. The plates will overlap nicer if you do not have to overlap a series of divets. I have to make another punch (stamp) for the port side because the nail heads need to be on the other side of the plate.

I stamp them with the copper facing up. Then I burnish them with the back of my finger to flatten them out. They really do look like flat nail heads. It is very difficult to capture the look of a nailed plate in this scale and nearly impossible to replicate actual practice. You might consider just cutting the copper tape to size and using it as is without nail heads simulated. It is up to you. I may not have time to create a new jig and take pictures as I build it. I am hoping you can see it simplicity from the photos. It is just two strips of wood with a 1/4" gap in between. I built up a 'well' over the top to accept the stamp. The stamp fits perfectly and it acts as a guide. I glued an old eraser to the end of the stamp as I press the plates with the palm of my hand rather than use a hammer. I marked the side of the jig so I know where to stop the finished plate as I slide it through the jig. Then I stamp the next one. You can see a finished strip

of plates in the photo and some others after they were cut into individual plates. I drilled the holes on the end of the stamp which is the same dimensions as a plate. Then I glued some tiny brass nails into each hole. It is VERY important to file the nails down flat and to the same level so the plates will come out even. This is the difficult part. Once you have this jig it will last forever. I had two of them but loaned one to a fellow builder who never returned it. They take a little bit of time to build but it is worth it if you like the look it gives you.

I hope this is informative for you because I know this is a popular subject. I hope I have time to build another one so I can write a mini article on how to do it. The plates do not come out perfect and even from plate-to-plate but I think it shows they were made by hand and not a machine. I think it adds to the uniqueness of my models. There will be probably about 2000 to 2250 plates on the Syren. You will need to buy two rolls of copper tape but you will have a lot left over for another project. I do not think one roll will do it. Model Expo sells them in 1/4" widths.





#202: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Sun Jul 29, 2007 11:34 pm

Chuck, do these copper plates stick to the wood very good without actually nailing them down?? I know it is going to be a while yet, but I want to go ahead and begin stock piling them like I'm doing with the tree nail sticks. I figure if I do a little at a time then it will be easier to finish the small amount that is needed to finish the coppering.

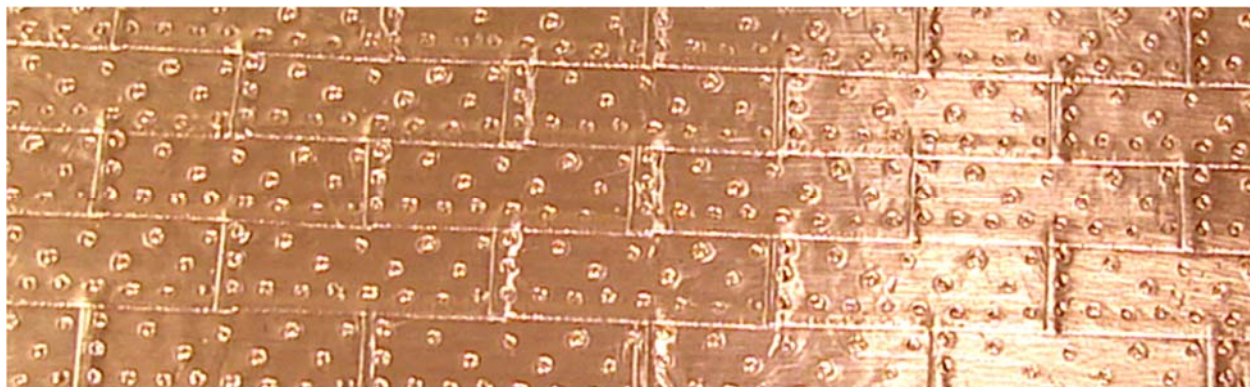
Also didn't "we" decide that the nails should be on two edges instead of all over the plate. I remember discussing that in the Triton build. Or was that only for the Triton?? I know there were some pictures of the all over nail patterns for some coppering of ships.

#203: Author: Chuck, Location: Rutherford □ Posted: Mon Jul 30, 2007 12:57 am

That is a lot of questions. The copper plates will have a nail pattern down the aft-most side and along the bottom of the plate. When you overlap the plate over the previous row it will look fine. I do not want to only include nails around the perimeter but also in the center. There aren't as many though. I will post a drawing soon - before the week is out. You could also make the nails along the bottom and BOTH sides. I would always leave the top without a row of nails. Doing it this way will elevate the need for two stamps. But as you copper the hull the plates will sometimes need to be tapered and shaped. These outlined nail patterns will make this more difficult if on 3 sides as the edge pattern will not be constant and will show poorly.

It is hard to explain. If I want to trim the plates for a particular area I will usually trim one of the two sides with no row of nails on them. SO YES. There will only be a row of nails close together along two outside edges. The center of the plate has a few nails spaced further apart since it would not look good to just have it blank.

ZZ you can make any pattern you want to. I did not decide with the others. This is the way I always make them and it is a "SKETCH" representation of the actual practice of copper plating a hull. It works for me but since there are so many possibilities depending on you skill level and patience you have to find one that works for you. This one....well it works for me. Yes they also stick very well and I rarely have to augment them with glue. I burnish them onto the hull when I am done and use steel wool to clean them as well. I only rub from bow to stern because of the overlap in the plates. Then I apply some lemon juice and Red vinegar. I mix equal parts and rub it on with a rag and let it air dry. It is smelly for a while but creates a nice patina. The picture below is too shiny but then again I just created it. I did apply the special sauce and post an updated photo when it starts to darken.



#204: Author: zeldazork, Location: Omaha, Nebraska  **Posted: Mon Jul 30, 2007 2:55 pm**

OK so the plates are actually overlapped as they are added and not but joined. The overlapped area should be as wide as the row of nails? Or just barely overlapped?

#205: Author: Chuck, Location: Rutherford  **Posted: Mon Jul 30, 2007 3:03 pm**

Thanks ZZ

That is why I do not put the nail pattern across the top of the plate. You see... it depends on where the plate will be placed on the hull - the overlap may vary. This would be difficult if there was a row of nails there. I will probably (as in the example I showed) overlap about 1/32" to 3/64" on average. This will as I mentioned vary and depend on where they are.

#206: Author: phrygian, Location: Kentucky  **Posted: Mon Jul 30, 2007 3:11 pm**

It's been said before, but the copper tape is available at stained glass supply shops.

It is perhaps also worth noting, for other models and scales, that this tape comes in a variety of thicknesses and widths. The brand I use in my stained glass work is VentureTape (what my local store sells). I have three or four different widths on hand for varying thicknesses of glass. The manufacturer offers:

Thicknesses: 1.0, 1.25, and 1.5 mil

Widths: 1/8, 5/32, 3/16, 7/32, 1/4, 5/16, 3/8, 1/2

The various widths would be useful for copper sheathing work in other scales.

Bob H

#207: Author: Chuck, Location: Rutherford  Posted: Mon Jul 30, 2007 3:23 pm

The Model-Expo number for the 1/4" copper self adhesive tape is

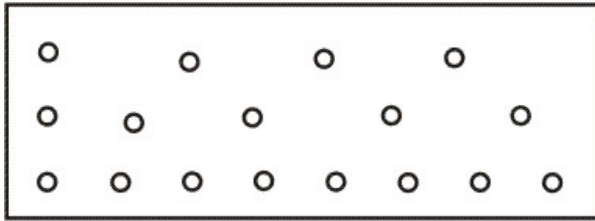
VT1710-14

It is a 36 yard roll. I believe one roll will not be enough but you will not use the entire second roll.

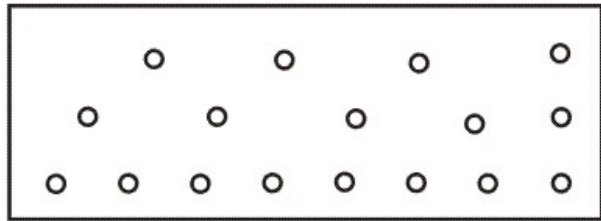
#208: Author: Chuck, Location: Rutherford  Posted: Tue Jul 31, 2007 3:11 pm

Here is the plan for the plates and plating pattern I am using. I will upload this sheet as a PDF tonight but it will be included in the appropriate chapter also. I just want to post it now in case any of you want to get a head start on the plate production. You might decide to go with another nail pattern or none at all. It is really up to you. The nail heads are not to scale since at this scale it would be impossible to do so. I consider this more of a "sketch" to simulate the texture and look of a plated hull. You will need to make the jig and stamp the plates with this pattern as shown earlier. Many other techniques exist but I find this one the easiest.

Enlarged 3x for clarity - actual size on model 1/4" x 11/16"

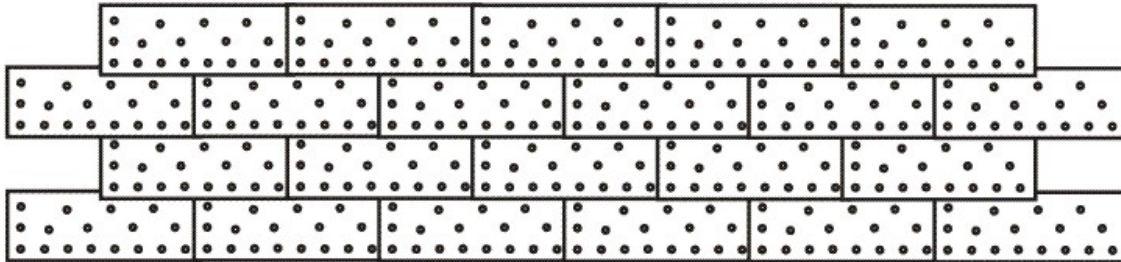


Starboard side plates

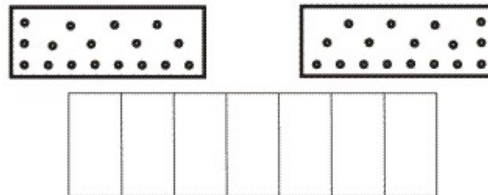


Port side plates

Overlapped plates from the stern → Bow.



Actual size plates



Scale 3/16" = 1'

#209: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Tue Jul 31, 2007 3:48 pm

That is pretty cool Chuck. I never thought about the opposing side being the opposite of each other. It's a good thing you remembered it. This will be good practice on my Triton build - just as soon as I can get back to it that is.

ZZ

#210: Author: Chuck, Location: Rutherford □ Posted: Tue Jul 31, 2007 3:53 pm

I have built this model several hundred times in my head from start to finish. So far I have not overlooked anything to terrible. But we have a long way to go.

#211: Author: Chuck, Location: Rutherford 📍 Posted: Wed Aug 01, 2007 12:14 am

The PDF for the copper plate template is now available. If I have time I will try and build a new Jig and write the instructions on how to do it. But please let me know if what I posted already will suffice with a little deep explanation or maybe after you ask some questions about what I did not cover. I really do not want to if I don't have to. There is just not enough time in the day.

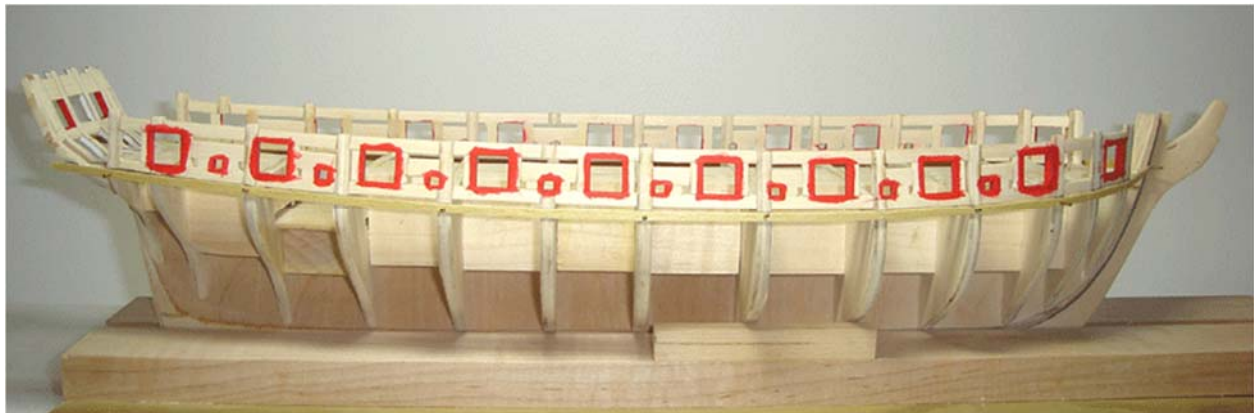
#212: Author: Chuck, Location: Rutherford 📍 Posted: Wed Aug 01, 2007 2:07 am

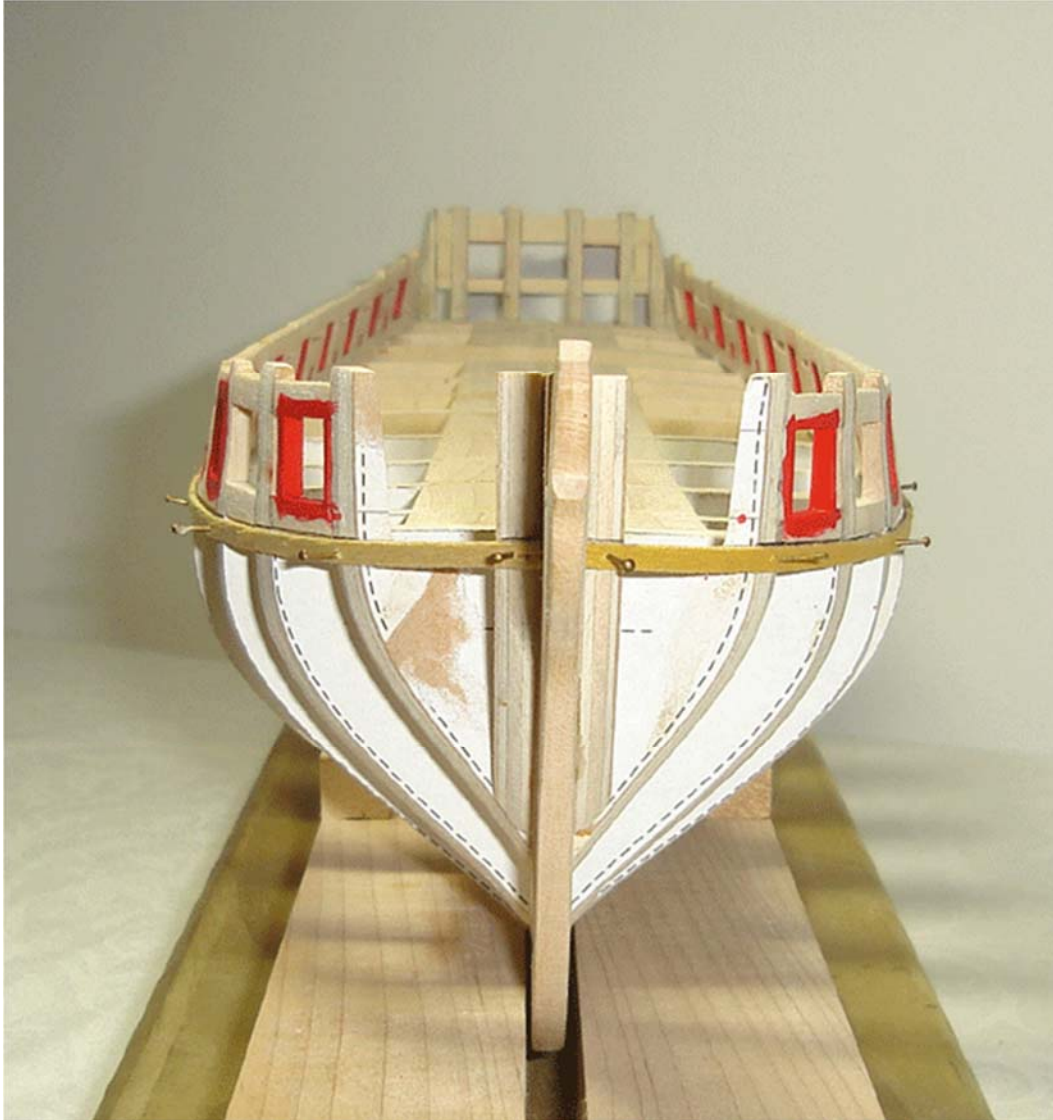
Before we get into the planking a few things need to be done in order to prepare for it. I painted all of the gun ports and sweep ports RED. The inside and the outboard side a little bit. This will look nice and clean once the planking butts up against it. Keep in mind the red color I am using does not look this bright. That is the flash and the camera. I am using Windsor and Newton acrylic paints from a tube. The red is called "Crimson" and I mixed it with some "Burnt Umber" to tone it down.

You guys can leave it natural if you like or pick a shade of red or "Constitution bulwark green" if you want to.

Then I used a batten as before to find the smooth run of the top of the wales. Do this on both sides so you can check the symmetry at the bow and stern. The worst thing you want to see is the wales on either side of the ship at different levels.

Then we can start planking (Chapter Five). More will follow.





#213: Author: queequeg, Location: Riddle's Peak, Iowa □ **Posted: Wed Aug 01, 2007 3:21 am**

Chuck, If you get a chance please photograph the ship looking straight down on it. I would like to be able to see the thickness and the run of the bulwarks.

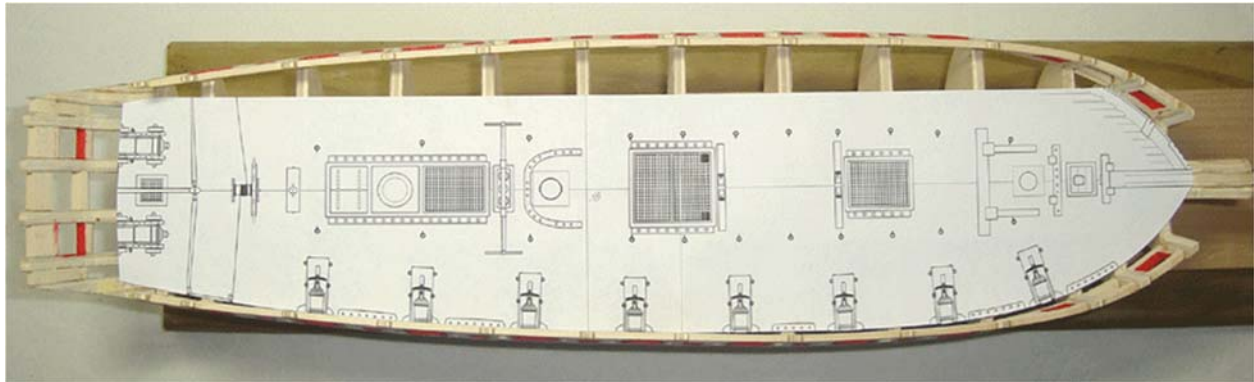
Queequeg

#214: Author: Chuck, Location: Rutherford □ **Posted: Thu Aug 02, 2007 12:39 am**

Here is the overhead shot and I also added the deck layout from sheet one. Keep in mind I will sand the bulwarks even thinner after the outside planking is finished. I will keep it this way for added strength now. The top lintels are about $3/32$ " + thick now.

I did however make a tiny adjust at the bow in order to get the template on sheet one to fit better.

What you see is that result. I hope this shot helps. Do not worry about printing another deck layout since I will include it in the practicum chapter like the other sheets. You will have to tape it together but it will print out on a normal printer. It is real close now.



#215: Author: queequeg, Location: Riddle's Peak, Iowa  **Posted: Thu Aug 02, 2007 12:52 am**

Thanks Chuck, Just what the doctor ordered. I've got one side done and the other started. I noticed that your lintel is somewhat thicker near the bow, mine tends to do the same. That's a great shot and I'm glad you included the deck plan!

Queequeg

#216: Author: Chuck, Location: Rutherford  **Posted: Thu Aug 02, 2007 12:58 am**

Yes, it is thicker there. It is good to leave it that way until the outside planking is done. When you bend the planks around the bow they might put more pressure on that area and force it out of shape.

#217: Author: jimmadras, Location: Leesburg, FL  **Posted: Thu Aug 02, 2007 12:59 am**

I have to admit; it does look good. Nice, clean work. Mine almost resembles that, but it's a lot bigger.

jim

#218: Author: jimmadras, Location: Leesburg, FL  **Posted: Thu Aug 02, 2007 1:03 am**

PS: I noticed how your bow splays out a little at the bow, as mine does. I thought I may have had a problem, but I feel better now and may be able to sleep tonight.

jim

#219: Author: Chuck, Location: Rutherford  **Posted: Thu Aug 02, 2007 1:31 am**

Yes that is how they were shaped. I should have posted the overhead sooner. I will remember that for the next project.

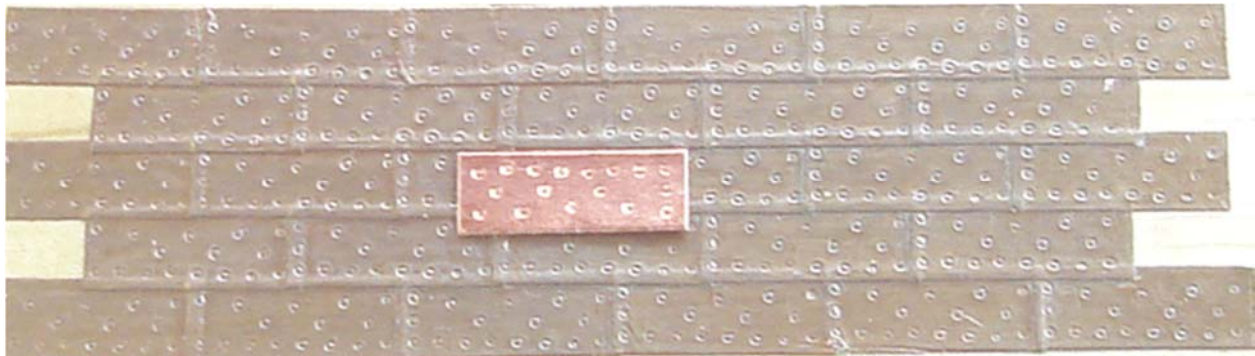
#220: Author: jimmadras, Location: Leesburg, FL □ Posted: Thu Aug 02, 2007 1:34 am

Thanks, Chuck.

jim

#221: Author: Chuck, Location: Rutherford □ Posted: Sat Aug 11, 2007 6:09 pm

Here are the plates I made while away. The second shot shows how the original plates have toned. I found quite by accident a nice way to tone them in about 3 hours. I was applying some sun tan lotion on my daughter in order to head to the beach. I must have accidentally got some on the plates. They toned up real well. So I put some sun tan lotion on a rag and wiped it onto the plates. I wiped it off leaving only a thin layer. After a few hours in the sun the plates looked like what you see in the photo. Not too dark and not too light. A "virgin" plate is also in the photo for comparison. Yes the nails are a little large and out of scale but they add a sense of the correct texture and I prefer them to plain plates. I did use plain plates on the Essex hull I made. You can check that thread for comparison.



#222: Author: zeldazork, Location: Omaha, Nebraska 📅 Posted: Sat Aug 11, 2007 9:37 pm

Chuck, I was curious to see what you thought of the strip coppering on the clipper ship scratch build.

#223: Author: Chuck, Location: Rutherford 📅 Posted: Sat Aug 11, 2007 10:25 pm

ZZ,

I think it looks very good. However I prefer that the nail pattern also be placed in the center of each plate. I also like the look of plates that overlap. When you have to taper some of the plates where they need to narrow I do not like the look of the plate with the nail pattern only around the outside. Laying the plates in strips is a lot faster and I have used that approach before. I do however prefer the look of the individual plates. The ponce wheels make it so your nail pattern is more consistent. They are also smaller but this can also be achieved with the stamped method. You only need to use thinner nails and keep them shorter so they do not bend under the pressure of stamping. As you saw with the stamping it was also produced in strips of multiple plates and can be used to the same affect. It will however allow you to make the nail pattern in the center of the plates as well. You would have to make the nail pattern extend all the way around the plate on 4 sides though and this is the effect I do not care for. There are several other methods but these two are the most often techniques used. The ponce wheel or the stamp. It only depends on how much time you have and what the overall look you are shooting for.

I personally like the less mechanical and less precise look. It gives the model that hand-made look where every nail is not precisely in alignment and the individual plates are also slightly less perfect as they are laid across the hull.

#224: Author: Chuck, Location: Rutherford 📅 Posted: Sun Aug 12, 2007 2:34 pm

Chapter Five begins. This is where we separate the men from the boys. The planking was started on the outside of the hull. If you recall I placed a batten across the hull to mark the top edge of the wales. That first plank is the top most wale plank along my reference mark. It is 5/32" wide x 1/16" thick. The wales will all be 5/32" wide. I put it down in one piece as it is more important to create that smooth run of the planking (second photo). Above this plank we will place seven 1/8" wide planks. The last one will establish the shear or shape of the hull. We will place the cap rail on top of this last plank later.

Remember to stagger your butt joints. My planks are long enough to stretch across 4 bulkheads. This would be about 27 feet long give or take.

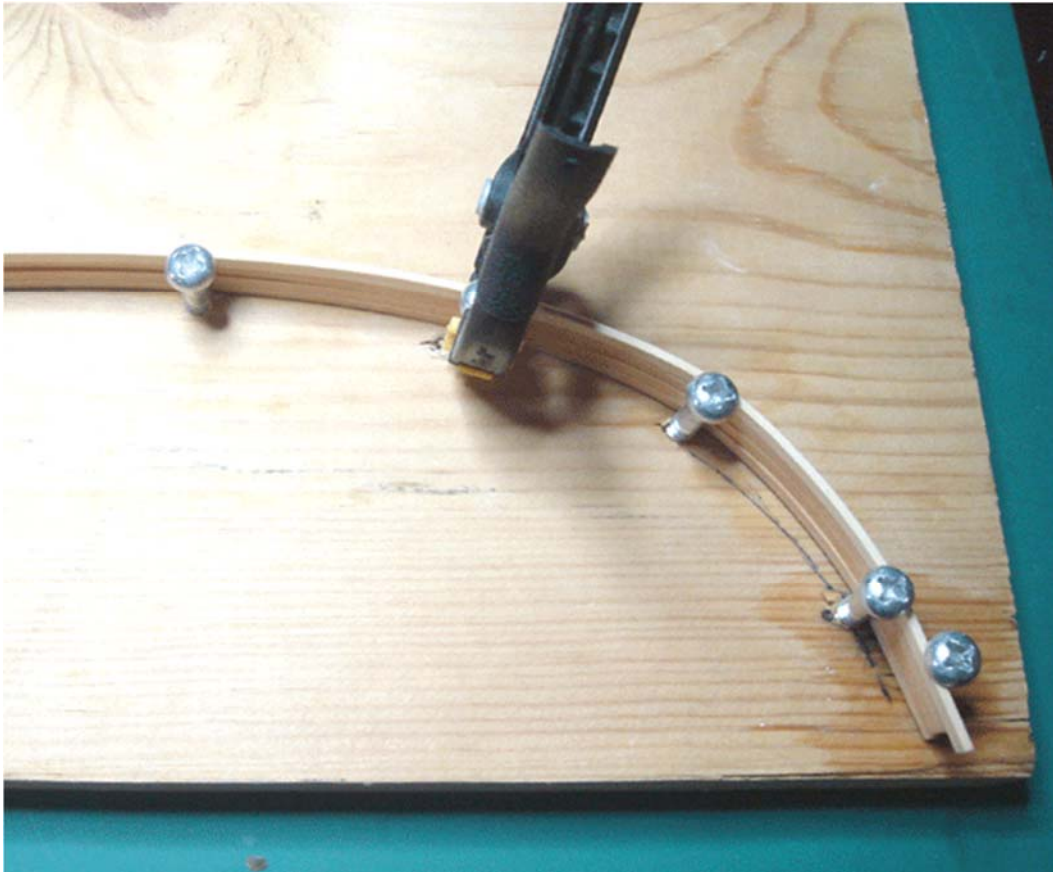
Also remember to simulate the caulking between the planks. Several techniques exist for this but I will stick with the pencil along the edge of each plank. It is more subdued and less perfect. Each plank was pre formed in the jig below to establish the curve at the bow. I used the deck layout to establish the correct curve and locations for the screws you see in the jig. It took me about 5 minutes to make.

The planking will be stained with golden oak wood stain. Treenailing can wait till later. The difficult part is cutting the second 1/8" wide plank around each gunport and sweep port (first photo). You should leave a slight lip around each port where the lid would fit into it. This is what makes the lid water tight. I see too often that this lip is made too large. 1/32" is actually too large a lip or rabbet to have around each port. That would equate to a two inch lip. I think it would have been closer to 1" or 1 1/4". It would be 1 1/2" at the largest. So when you cut the planks around the ports leave slightly less than 1/32" reveal around each port.

You will need to position each plank length on the hull and hold it in place while you mark the gunport and sweep port opening to be cut. You can clamp them or just hold them as I do. No tapering or spiling is needed above the wales. The planks between each port and sweep port would have no plank butt joints. They would have used one length so only stagger your joints above and below the ports.

I do not intend to write a treatise on planking a ship model. Too much has been written on that subject already including the tutorial we have on this site. So I will only mention how I intend to plank the hull which deviates slightly from the norm. Keep in mind the hull will be coppered and the planking beneath the wales does not need to be treenailed. It also does not need to have historically accurate stealers and such either. You folks can approach it as you feel comfortable doing. For all of those people who have not planked a hull I recommend you read the tutorial posted on this site.





#225: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Aug 12, 2007 5:31 pm

That planking looks great, Chuck. Have you already applied stain to it? I can't wait to see more planking applied.

#226: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Sun Aug 12, 2007 6:03 pm

Thanks Chuck. I kind of figured you would say that actually. And I completely agree with you, but I can see some places where a strip could have its advantages too. There would be a few places where they would fit in and not be noticed as a strip when the other plates are fitted in. The main idea of building a ship model to scale is to enjoy the build, not to rush through it. Unless of course your making a living at

it and need to move them out quicker. I like the individual plates because, like you said, what happens when they need tapering and also the overlap is noticeable too. And besides we get paid the same.

#227: Author: knightyo, Location: Meridian, Idaho ▣ Posted: Sun Aug 12, 2007 8:01 pm

Question: I'm trying to print the inboard profile PDF, but can only print the top left corner of the document; I can't get the PDF to print to scale on multiple sheets. Is this an issue with my printer setup, or the PDF itself? Sorry to clutter up this log with a question like this, but there might be someone else in this build as dim as I am.

#228: Author: Chuck, Location: Rutherford ▣ Posted: Sun Aug 12, 2007 8:51 pm

I did apply some stain to it for the photograph. It helps things to show up better. I am not really sure how to get that sheet to print out properly. I tell you what I am going to do. I will split it up and put it on 2 pages so you can print them on 8 1/2 x 11 paper. I will try to get that done tonight.

#229: Author: Chuck, Location: Rutherford ▣ Posted: Mon Aug 13, 2007 1:18 am

Here is what I got finished with today. Not much but I am a slow plunker. The finish will change a lot because I will be sanding several more times. Treenailing and restraining. All in all I am happy with the results so far. Note how the top of seventh 1/8" wide plank above the upper wale creates the shear of the hull.



#230: Author: zeldazork, Location: Omaha, Nebraska ▣ Posted: Mon Aug 13, 2007 10:22 pm

Looking ever so excellent Chuck, ever so excellent. I have decided to only pant the gun ports and inside that wall red and the rails and wales and any molding black with a copper bottom. No other colors. I like a subdued look.

#231: Author: Chuck, Location: Rutherford ▣ Posted: Mon Aug 13, 2007 10:29 pm

Thanks...and for the painting,

Great minds think alike. I will do the same. But there are other parts to consider as well. The mast doublings, The spars, the stern, the head rails, the stem knee, decorative stern carvings, quarter badges, Catheads, carronade sleds, gun carriages, etc. I have not thought it all through yet but it will be subdued as well. I hope anyways.

#232: Author: zeldazork, Location: Omaha, Nebraska  **Posted: Mon Aug 13, 2007 10:42 pm**

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AHthe inexperienced seem to forget all those things and look I did too...

#233: Author: Chuck, Location: Rutherford  **Posted: Tue Aug 14, 2007 1:35 am**

Not to bore the heck out of you but here is what one side looks like after it has been planked above the wales. Now to do the other side. I do not believe what they say about planking one strip on each side at a time. I have never had a hull get mis-aligned buy planking one side at a time. I never do the whole side but I still think its bunk. Especially after you make the skeleton rigid by using fillers and framing the ports like we have done.

This planking job is nowhere near perfect. Some of the ports are mis shaped and some are larger than others. That is ok though as I will keep noodling with them. If you obsess over every plank than nothing will ever get finished. I do not have the luxury of time – maybe when I retire. I also have to touch up some of the red paint on the gun ports. I will do that after the other side is done.

I made my first wale plank a little high at the bow so the sheer is a little off there. I will sand it down a little and adjust the second layer of planking for the wales to compensate. No one will ever know. Crap, I should not have let you guys know. Only kidding. You will notice how high the bow planking rises and it is well above the top of the stem. By about 1/16". It not so bad that it will destroy the model. In fact no one will ever notice when it is done. As long as I make the other side match.





#234: Author: AnobiumPunctatum, Location: Duisburg □ Posted: Tue Aug 14, 2007 6:06 pm

Your model looks beautiful.

Christian

#235: Author: UweK, Location: Munich and Vienna □ Posted: Tue Aug 14, 2007 6:10 pm

I can fully agree with Christian!

....very good planking-job as well as outstanding building log and "tutorial" for the preparation of this community built!

#236: Author: Chuck, Location: Rutherford □ Posted: Tue Aug 14, 2007 11:00 pm

Thanks guys, it means a lot.

I put together a quick 2 page guide in the downloads for my copper plate jig.

<http://www.modelshipworld.com/syren/copperjig1.pdf>

I hope it helps if any of you wish to stamp your plates rather than use a ponce wheel. You could also omit the nail pattern all together.

Let me know what you think of it. If you feel its sufficient I will ask these guys to also put it on the MS database or as a mini article. This type of jig can be used for any model not just the Syren.

It is down and dirty. I did not elaborate on it too much. Drawings are included but not to scale. They do not have to be.

#237: Author: kelvin12, Location: NSW 📍 Posted: Tue Aug 14, 2007 11:53 pm

Defiantly put it on the database, it is a good article. Have a talk to Rich and see what format he would like it in.

Dirk

#238: Author: Chuck, Location: Rutherford 📍 Posted: Thu Aug 16, 2007 10:13 pm

I decided to break chapter five up into smaller steps. Planking the hull could make this chapter quite large and create a huge PDF file. So the first step in chapter 5 has been uploaded already. Go on ahead and download it. This will prevent you guys from waiting till it was done as well. It is going to take me several weeks to complete the planking anyway. Are you guys printing the chapters out? I have done so and I am keeping them in a large 3 hole binder along with the plans and other notes. You guys should do the same. There is going to be a lot of stuff accumulating throughout the project.

There are so many great books and tutorials out there on planking but I have decided to show you how I do it (exactly). I take a little bit from here and a little bit from there. Some of it you will take a look at and think to yourself "this guy is nuts". But what the heck, why should I just do it the way everyone expects it to be done?

Take a look at it and let me know if you have any questions. I cannot wait to see your models after they are planked. I know everyone will do their own thing here and that is fine. Spiling, whats spiling?

#239: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Fri Aug 17, 2007 3:53 pm

Nicely done Chuck. I was curious about what appeared to be a slight edge around the gun ports, but I didn't want to say anything about it yet. I figured you would in the instructions and you did. I'm not a kit fan because of the quality of the plans and the wood or spending \$350 or so for a good kit, but this build you have taught us with is a great one. If the wood is bad it is our fault. Plus we are getting a very good "kit" at a reasonable cost - practically free. I'm frugal with money. So we thank you for your good efforts.

#240: Author: Chuck, Location: Rutherford 📍 Posted: Fri Aug 17, 2007 4:06 pm

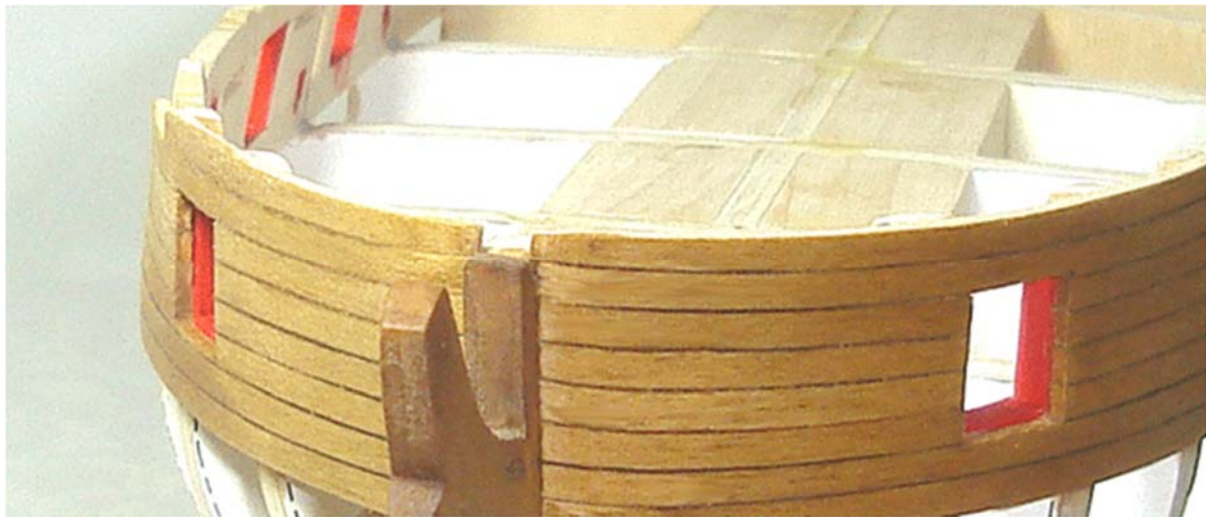
Thank you sir. Take your time with that planking above the upper wale. This planking will make or break your model. Also...treenails have been discussed to death on this forum. At 3/16" scale it will be a challenge to use actual wooden treenails. However at 1/4" you should be fine. Rather than two treenails per frame folks may want to go with one. Otherwise they would need to be really small. More about that shortly, if anyone has the time. Please make a small mockup of 5 or so planks and take a picture of it after you have simulated the plank caulking and treenails. I would like to assemble a sticky above the

build logs with all of them so everyone can see the different styles in one location. I hope I am not asking too much but I think it would be a great help to those who have never shown this on their models. Also apply the stain of your choice and tell us a little bit about how you did it. Mine will be posted soon.

#241: Author: Chuck, Location: Rutherford 📅 **Posted: Sat Aug 18, 2007 1:08 am**

Here is a shot of the planking at the bow. Disregard the finish as it will be redone ten times over before the final coat of stain is applied. Not the notch above the stem. The uppermost plank should be higher than the stem. The bowsprit will rest on the stem and sit in a small round opening there. This plank needs to be edge glued into place here at the bow.

Note the symmetrical placement of planks on both side of the hull. Be conscious of this as you place the planks onto the hull. Most of this area will be covered up with the head rails details but it is still good to keep things place properly.



#242: Author: Randy, Location: Atlanta GA 📅 **Posted: Tue Aug 21, 2007 9:28 pm**

Chuck, Your planking sure makes the model as you said. I am impressed. Keep up the good work. Thanks for your time and effort.

Randy

#243: Author: Chuck, Location: Rutherford 📅 **Posted: Tue Aug 21, 2007 9:46 pm**

Thanks for saying. I will not be in the workshop tonight though. I have our monthly ship model club meeting at the South Street Seaport tonight.

#244: Author: Chuck, Location: Rutherford 📅 **Posted: Thu Aug 23, 2007 1:55 am**

I started step 2 of the planking chapter. It will be planking the counters and a little work on the stern.

The upper counter was done first. There is 1/16" from the top of the stern port sills to the top edge of the upper counter plank. The upper counter consists of only one 5/32" wide plank. You could go a little wider if you want but not much. Then there are 6 more 1/8" wide planks for the lower counter. It has a slight curve to it so that first plank is crucial to position carefully. The counters will be painted black at some point in the future. The transition from the upper to lower counter is only slight. I sanded the upper counter to make it slightly concave and more noticeable. It is not mandatory though. There will be a molding strip on the top and bottom of the upper counter to better define it later. The molding will be left natural. Remember the upper counter is only 1/8" wide. That is some mighty small letters to carve the word SYREN. I have asked Jerzy to add some tiny letters to the photo etched plate to paint and use. However it will probably be best to paint the letters on the counter any way. This is what I did for the ESSEX (picture below).

Take notice also the copper plates which did not have nails embossed on them. There was no copper patina artificially darkened either. That was after a year or so sitting around. They are straight up. All of the carving is from Basswood as well. I am going with a similar color scheme with the Syren.





#245: Author: Randy, Location: Atlanta GA □ Posted: Thu Aug 23, 2007 2:09 am

Chuck, If you keep up this kind of work you are sure setting a high level for all of your students to attain.

Randy

#246: Author: Chuck, Location: Rutherford □ Posted: Thu Aug 23, 2007 2:13 am

Thanks Randy. I look at afterwards and see a lot of things that could be improved. I am never satisfied. As get that is a good thing though. It keeps me wanting to outdo myself with each project.

#247: Author: knightyo, Location: Meridian, Idaho □ Posted: Thu Aug 23, 2007 2:31 am

The coppering on your Essex looks great. I love the sharp and perfect line between the copper and the planking. I also like the "pure" sheen of the copper. I don't know if I'll be able to force myself to age my copper plates for the Syren or not.

#248: Author: wefalck, Location: Paris, France □ Posted: Thu Aug 23, 2007 9:40 am

Looking at Chuck's embossing device, it occurred to me, whether it would not be a good idea to etch an embossing stamp.

Take a thick piece of brass (or perhaps better steel) and photoetch the nail pattern onto it. Stick the metal onto the wood block and emboss away. It would have the advantage that all heads are

automatically at the same height and if the etching isn't too deep, it would also prevent one from punching through the copper.

Perhaps this is something for JerzyBin's etching factory to commercialize? Could then be made as an all-metal long-life stamp...

8)wefalck

#249: Author: UweK, Location: Munich and Vienna □ Posted: Thu Aug 23, 2007 2:32 pm

And with photoetching I guess it is possible to make and show much more "nails" in the correct distance, pattern and size like with the usual use of normal nail-or needle-points.

...now it is up to Jerzy to think about the way of execution.

#250: Author: Chuck, Location: Rutherford □ Posted: Thu Aug 23, 2007 2:36 pm

I think it is a great plan. However I wonder if after etching the "nail" would be strong enough, sharp enough to do the embossing. I would love to see it flesh out into a marketable product. Jerzy, this could be the better moustrap.

#251: Author: wefalck, Location: Paris, France □ Posted: Thu Aug 23, 2007 3:11 pm

I believe professional die-makers use etching for such purposes.

Steel would be certainly the most wear-resistant option. You don't want too sharp edged, because otherwise you'll punch out holes.

If made from brass, running it against a steel wire wheel would take off the sharp edges around the 'nipples'.

I think I'll try to make one for myself to simulate riveted strips. This might be better than the microscopic punching wheel I made recently.

wefalck

#252: Author: jimmadras, Location: Leesburg, FL □ Posted: Thu Aug 23, 2007 9:01 pm

I really like the coppering you did on the Essex, and in fact the whole build. She's a beautiful ship, and she may have helped me to make a decision on coppering the Syren.

jim

#253: Author: Chuck, Location: Rutherford □ Posted: Thu Aug 23, 2007 9:05 pm

I do not know what I did but I am glad to help.

#254: Author: powder monkey, Location: Walworth, NY □ Posted: Thu Aug 23, 2007 9:12 pm

At work, we photoetch a lot of low relief dies. Usually we use tool steel or sometimes stainless steel. The tool steel can be hardened but it should not be necessary for hitting copper plates. You can break the edges by re-etching the die after you remove the photoresist, or you can do it mechanically with a wire wheel.

#255: Author: jimmadras, Location: Leesburg, FL □ Posted: Fri Aug 24, 2007 1:09 am

It is not what you did, it's what you didn't do. The coppering of the Essex is devoid of any of the dimpling that I really don't prefer to see on a model as it appears so out of scale. I don't even care to see the effect from using a pounce wheel; it just makes it look too busy. This is only my humble and ignorant opinion, but that is what I liked about the look of the Essex..... CLEAN.

jim

#256: Author: queequeg, Location: Riddle's Peak, Iowa □ Posted: Fri Aug 24, 2007 1:25 am

Jimmy, You are one opinionated shipwright, but I have to agree with you on this one and also add that this exactly how I feel about tree nailing too. But as we all know to each his own and, opinions are like noses most everyone has one. You do what you like and like what you do. Holy Moly where did that soap box come from? Stepping down

Queequeg

#257: Author: Chuck, Location: Rutherford □ Posted: Fri Aug 24, 2007 1:40 am

Well said. I usually bounce around doing different things on different models. I normally do not do the nail pattern either unless it is a larger scale. But I thought it was important to discuss the technique I use when I do. And since I wrote about it I might as well use the plates. There seems to be a lot of interest in the different techniques. We shall see how she looks after the hull is coppered. And how it looks in comparison. It should be a real treat to see so many different techniques on the same model at the same time.

#258: Author: jimmadras, Location: Leesburg, FL □ Posted: Fri Aug 24, 2007 1:44 am

Hi, Quee.....

I just dragged out my soapbox out from the rubbish pile for one last thought. Treenails on a model are

not only for appearance, but in essence for strength (but they should be to scale). At 1/4" scale, they should be employed; at 3/16" scale it's a little iffy due to their size (.015" = one inch, or the diameter of a treenail used for planking) you are hardly going to notice them; at 1/8" scale you can forget about them entirely. OK, the soap box is on its way to the burn barrel.

jim

#259: Author: queequeg, Location: Riddle's Peak, Iowa ▯ Posted: Fri Aug 24, 2007 2:38 am

I agree, but I haven't built anything at 1/48 or above. I also think that the effect is enhanced when used by a very subtle difference in color, and of course drilling holes and filling them with filler adds absolutely no strength.

Queequeg

#260: Author: jimmadras, Location: Leesburg, FL ▯ Posted: Fri Aug 24, 2007 2:44 am

Don't worry, Q, I kept it. You know I'll be standing tall soon again.

jim

#261: Author: Chuck, Location: Rutherford ▯ Posted: Fri Aug 24, 2007 11:48 am

HMMM,

But did you copper plate and treenail that soap box???

#262: Author: queequeg, Location: Riddle's Peak, Iowa ▯ Posted: Fri Aug 24, 2007 2:05 pm

I'm afraid that Jim's soap box is so covered in tar and feathers that you can't tell if there is any copper plating or treenailing, but who am I to besmirch another's soap box, I have taken many a rail ride. Hiding in the cellar

Queequeg

#263: Author: Chuck, Location: Rutherford ▯ Posted: Fri Aug 24, 2007 11:41 pm

Step two is completed now. I cut out the transom and glued it into position. Then I sanded the exposed frames above it. You can see the before and after shots. I have to sand and stain the transom next but after that it is on to the remaining hull planking. We will finish up the stern later. Having the first layer of the transom in place will strengthen the entire hull so planking will be less dangerous.

I was going to have a template for the transom supplied with the stern ports cut out but I think everyone

models will vary slightly. So instead there is another technique. We will cut out the transom without the ports and tape it into position. Then we will trace the port openings from inboard to mark their locations. Then remove the transoms and cut out the ports with a sharp blade. You will have to cut just outside your lines in order to leave the rabbet around the entire port. Just a little ledge like the other ports. The transom is 1/16" thick.

And by the way even though I will probably paint the transom black (I have not decided yet) I always stain the wood and buff it smooth so the wood takes the paint better. Step 3 should not take long and then I will release both of them in the next PDF installment.





#264: Author: zeldazork, Location: Omaha, Nebraska □ **Posted: Sat Aug 25, 2007 4:04 pm**

Its really starting to take shape Chuck. Oh that is a good tip to watch out for too. One side of my stern posts are slightly wider so it is a good idea to remark the gun ports. I was able to pull them in with the proper size sills and a strong clamp, but still a careful measuring is still prudent.

#265: Author: Chuck, Location: Rutherford □ **Posted: Sat Aug 25, 2007 7:11 pm**

In step 3 of the planking chapter we will place three planks under the first upper wale plank. They will be the two remaining wales which are $\frac{5}{32}$ " wide. The one directly beneath it is $\frac{1}{8}$ " wide.

We will also place 3 planks along the keel starting with the garboard strake which is the first one. It will be somewhat wider than the remaining planking at $\frac{3}{16}$ " wide by $\frac{1}{16}$ " thick. You will obviously need two of them. Immediately after finishing the garboard strake two more $\frac{1}{8}$ " wide planks are placed next to it. Notice where the end of the garboard strake lines up with the second bulkhead. This is important. Too often new modelers will bend the garboard strake up the bow too far which makes the hull look

funky. Each plank is shaped at the bow to fit into the rabbet. The finish is also starting to get rich and creamy. It has been sanded and restained about 4 times now and buffed up with a soft bristled tooth brush.

Step 4 will be measuring the distance in three places across the yet to be planked area of the hull and dividing it by the $1/8"$. This will give you the number of planks needed at mid ship and also let you know how much to taper the planks at the bow and how many steelers at the stern. We shall soon see.





#266: Author: Chuck, Location: Rutherford □ Posted: Sat Aug 25, 2007 10:58 pm

With the number crunching I did I figure we will need twenty two 1/8" wide strips at midship. These planks will taper at the bow. You could taper all 22 strips to around 3/32". They should fit ok and because they are so thin I do not think it will require any spiling at all. Or if you prefer, you may opt to not taper any of the plank and use drop planks at the bow as shown in the tutorial here. Or a combination of both.

<http://www.modelshipworld.com/phpBB2/hpttwentyone.php>

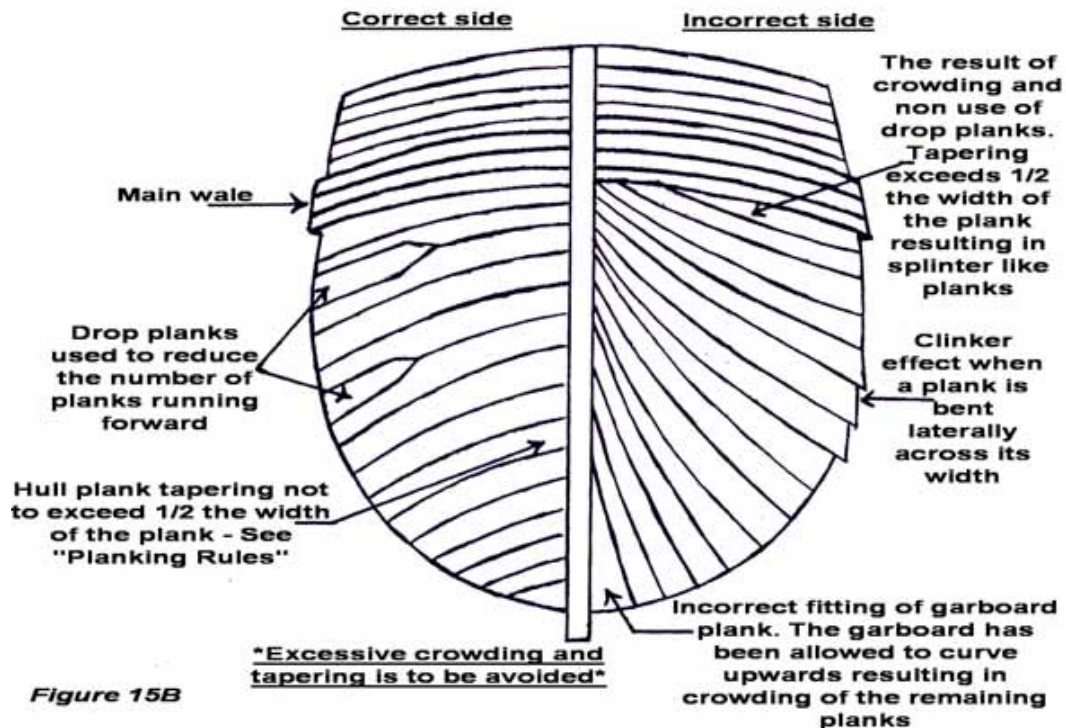
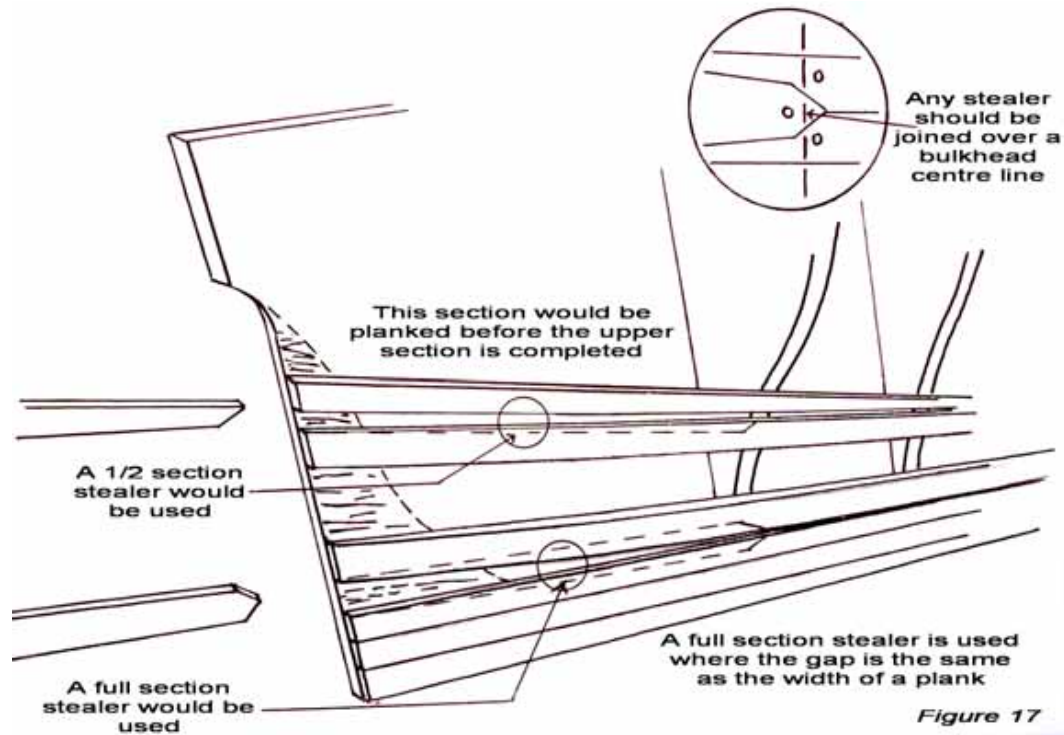


Figure 15B

The stern will require 4 steelers if you stick with the 1/8" planking. you could switch to 3/16 at the stern area and you will need to use less steelers. See this page.

<http://www.modelshipworld.com/phpBB2/hpttwentyfour.php>



I will be planking only about 5 strips more before I put the second final layer of the wales on the hull. This way I could still have the bulkheads visible to create the reference lines for treenailing. Once the treenailing is done I will finish the planking all together.

Step 4 add a few more planks to the hull

Step 5 add the finished layer of the wales and black strake.

Step 6 Treenailing

Step 7 Finish up the planking

#267: Author: Chuck, Location: Rutherford  **Posted: Wed Aug 29, 2007 11:21 pm**

The next PDF installment of planking steps 2 and 3 are ready for download. It includes the template for the stern transom.

Let me know if you have any questions.

#268: Author: Chuck, Location: Rutherford  **Posted: Thu Aug 30, 2007 10:50 pm**

Step four requires that you use a tick strip to measure the remaining gap in the planking. Measure at the center bulkhead. Take that measurement and divide by $1/8$ ". Your answer will be the number of $1/8$ " wide planks needed to fill that space. On my model the number was 22.5

Keep mind that you will experience what is called "creep". Creep occurs when the thickness of the glue between planks along with the variations in the plank width and not butting the planks tightly together cause the 22 strips to take up more area than you originally thought. It will happen.

Then mark the space available at bulkhead "N". and divide that distance by 22 strips. The answer you get will be the width those 22 strips need to be tapered to. My planks at the bow will be tapered to $3/32$ " I will taper 5" of each plank down gradually to this width.

The stern is handled a little differently. Measure the distance along the stern post and under the counter. Divide that by $1/8$ ". You will see that it will take many more planks than 22 to cover that area. In my case it is 27. This means there will be 5 steelers needed in addition to the 22 planks used at mid ship. I believe after accounting for creep and if I use $3/16$ " wide planks at times I can cut the number of steelers down to 3 or 4.

I mention again to look at the planking tutorial we have here at MSW to see how you can create the steelers.

To complete step 4 I will add about 3 more planks on both sides of this gap and then move on to step 5.



#269: Author: Chuck, Location: Rutherford Posted: Fri Aug 31, 2007 11:35 pm

Wales and black strake are in position. Before painting I will start treenailing. I will not treenail below the wales. What is the point. I will however do the wales. Even though they will be painted the treenails may show through a little bit and add some details. The top strake below the cap rail "Black Strake" I believe its called is 1/8" wide by 1/32" thick.

The top wale is 5/32" wide and 1/32" thick. The two bottoms wale strakes are 5/32" x 1/16" thick.

What do you think so far? Not bad for Basswood?



#270: Author: Maxx, Location: Michigan 📍 Posted: Fri Aug 31, 2007 11:59 pm

Not bad?? Excellent looking is how it is looking.

#271: Author: roger, 📍 Posted: Sat Sep 01, 2007 12:07 am

What do You think so far? I think nothing.....I am all silence!

Roger

#272: Author: Chuck, Location: Rutherford 📍 Posted: Sat Sep 01, 2007 12:22 am

A lot of folks will not even consider using Basswood. I think it looks pretty good if handles properly. Once prepared and stained it is not as soft and tends to hold an edge OK>

By the way. My treenails are being drilled with a 0.55 drill bit.

#273: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Sat Sep 01, 2007 1:53 am

The basswood looks outstanding. I wonder if Varethane would be a good product to apply to the model after it is finished. I believe Varethane would make it virtually impossible to damage the basswood; might be a fun experiment.

#274: Author: jimmdras, Location: Leesburg, FL 📍 Posted: Sun Sep 02, 2007 12:11 am

You stated that you will not be treenailing below the wales. Does the coppering run up to the bottom of the wales? She's looking good!

jim

#275: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 02, 2007 12:58 am

Nope,

But she will be painted black and it will not show any way. Why bother I suppose. The copper will run below the waterline drawn on sheet one of the plans.

#276: Author: jimmdras, Location: Leesburg, FL 📍 Posted: Sun Sep 02, 2007 3:30 am

#277: Author: kelvin12, Location: NSW 📍 Posted: Sun Sep 02, 2007 4:03 am

#278: Author: JohnLea, Location: Atlanta 📍 **Posted: Sun Sep 02, 2007 12:53 pm**

#279: Author: davec, Location: Richmond, VA 📍 **Posted: Sun Sep 02, 2007 1:06 pm**

Your Syren is coming along incredibly - I have enjoyed watching the progress, and learned a lot.

Dave

#280: Author: Chuck, Location: Rutherford 📍 **Posted: Sun Sep 02, 2007 3:05 pm**

I am taking pictures of Syren as we speak. Will show you guys what I have accomplished.

#281: Author: Chuck, Location: Rutherford 📍 **Posted: Sun Sep 02, 2007 3:25 pm**

You can see that the trenails do not show up except in the center. They are very small and it depends on the angle you are looking at the hull. That is good. It would have been too much otherwise. This is just as I thought it would look like. I will paint under the wales also but I figured it would be nice to see the run of the wales for those who are interested. The stem will also be painted and the lower counter. Two pictures...One taken with a flash and the other without.



#282: Author: RustyJ, Location: Chittenango, NY 📅 Posted: Sun Sep 02, 2007 5:11 pm

She's looking great. Outstanding.

#283: Author: zeprader, Location: Kent 📅 Posted: Sun Sep 02, 2007 8:24 pm

Chuck, she's looking fantastic. Are you going to do show how you did the tree nails in the next chapter?

#284: Author: zeldazork, Location: Omaha, Nebraska 📅 Posted: Sun Sep 02, 2007 8:29 pm

#285: message from a neophyte Author: dr_hemlock2, Location: rushville, indiana 📅 Posted: Sun Sep 02, 2007 9:04 pm

Although i am new to this "tree nailing" was very interesting to me and from what i have researched many ships the nails are too emphasized. i think they should not detract from the actual ship herself. Thank you for your great work and i am getting ready to get my hands dirty and get after it. Pictures like these inspire us "new guys" so keep it up.

doc

#286: Author: roger, 📅 Posted: Sun Sep 02, 2007 9:58 pm

#287: Author: zeldazork, Location: Omaha, Nebraska 📅 Posted: Mon Sep 03, 2007 7:14 pm

#288: Author: Chuck, Location: Rutherford 📅 Posted: Mon Sep 03, 2007 10:32 pm

I forget who... but someone asked about treenails. There is not much to else to say but here is a close up image. I drilled holes with a really small drill bit and then reamed the holes out with a pin vise. (a sharpened pin vise)

That is the stage you see in the picture. Then you smear some elmers wood filler in the holes and sand it smooth. Then stain again.

All of the planking is finished now and I just have to clean things up a bit. I will add the stern post and paint the wales down to the water line. This is the port side which was not treenailed yet.



#289: Author: jimmadras, Location: Leesburg, FL □ Posted: Tue Sep 04, 2007 2:54 am

Could you possibly post a picture of the stern, showing how the lower planking wraps around to the stern post?

jim

#290: Author: Chuck, Location: Rutherford □ Posted: Tue Sep 04, 2007 1:01 pm

—

Here are some pictures of the finished planking. You can see I did not pay much attention to the finish. There was no need to simulate the caulking or stagger the plank butts properly. It will be covered up with paint and copper plates. The planking went rather easy. The planks tapered at the bow made it possible to fit all 22 planks without any drop planks. The stern required four stealers. There was no need to create fancy stealers the way they would be on the actual ship for the same reason.

Next I will add the stern post and draw the waterline. Then I will paint the finish coat of black paint on all areas below the wales.





#291: Author: Chuck, Location: Rutherford □ Posted: Tue Sep 04, 2007 5:35 pm

Here is what she looks like all cleaned up. I painted the hull down to the waterline. I used a typical waterline marker to establish the line. I will have a picture in that section of the practicum. I am sure you have seen them. Notice how the waterline looks like it is sloped at the bow and stern. This is just an optical illusion. It is actually exactly parallel to the waterline. To offset this when coppering I will curve the plates upward towards the bow and stern slightly. It is an old ship modelers trick. More so at the stern. I think she coming along fine. I still have to paint the port side.

This completes the chapter on planking which I will finish writing tomorrow. Then its on to chapter six where we will be doing more work at the stern including the fashion pieces.



#292: Author: Maxx, Location: Michigan □ Posted: Tue Sep 04, 2007 5:54 pm

She looks great Chuck

#293: Author: knightyo, Location: Meridian, Idaho □ Posted: Tue Sep 04, 2007 8:01 pm

If a person is going to paint the sides yellow, do you think the planks should be painted before they are glued to the sections adjacent to the gunports and wales? I'm thinking it could be very tricky to paint the sides of the planks in the gunport areas after they are already installed.

I'm really debating about painting her. As much as I love the look of the wood and trenails, I'm thinking I want to go for it and try and make her look as much like the original as possible. I did purchase the paint in the attached pic today. What do you think?

Alan



#294: Author: UweK, Location: Munich and Vienna □ Posted: Tue Sep 04, 2007 9:39 pm

Well done!

#295: Author: Chuck, Location: Rutherford □ Posted: Tue Sep 04, 2007 9:53 pm

Thanks UweK

Alan,

If you are going to pain the hull I would not bother painting to planks first. Once the planking is on the hull you will have to sand it smooth and this would just take all the paint off. The sawdust goes everywhere. In fact, if you look at close ups of my model the red around each port needs to be touched up. If anything I would only paint the edges around where the ports are. This way you only have to touch it up.

The color would not be a yellow ochre like the sides of the Victory. It would be more of a very light yellow/tan color. I cannot explain it but definitely not yellow ochre straight from the tube. I remember seeing pictures of the Constitution painted this way for her war of 1812 look. I will look around to find them.

#296: Author: knightyo, Location: Meridian, Idaho □ Posted: Tue Sep 04, 2007 10:18 pm

Excellent. Well...I'm off to the garage. I've got some big time catching up to do.

#297: Author: Chuck, Location: Rutherford □ Posted: Tue Sep 04, 2007 10:49 pm

Here is one last picture I forgot to add from the rear. I cannot think of a better view to look at a pretty lady. I am eager to start adding those nice little details like the sweep ports with the horse shoe hinges. But I will control my impatience and get the stern completed and then start planking inboard. The copper plates will not be done until the bulk of the heavy planking is finished.



#298: Author: Chuck, Location: Rutherford □ Posted: Tue Sep 04, 2007 11:28 pm

Here is a picture of the Syren and Philadelphia in Tripoli. I think the ochre stripe is shown here well and is the color you should shoot for.



#299: Author: jimmdras, Location: Leesburg, FL □ Posted: Tue Sep 04, 2007 11:37 pm

She looks fantastic, and I really like the color scheme. I was thinking along the same lines today and thought that if I do copper the bottom, it would look much better with the black hull against the copper. If I decide not to copper, then I will use cherry planks below the wales. Like Wifey says, you never know what I might do. Planking starts tomorrow; can't wait.

jim

#300: Author: kelvin12, Location: NSW □ Posted: Wed Sep 05, 2007 12:05 am

Gee, I am going to have to find time to get along with this build. You blokes are really leaving me behind now.

Dirk

#301: Author: Maxx, Location: Michigan □ Posted: Wed Sep 05, 2007 12:06 am

It looks like the MS4803 Hull tallow at Model Expo may be close to the color shown in the painting.

#302: Author: knightyo, Location: Meridian, Idaho □ Posted: Wed Sep 05, 2007 12:19 am

I still wish someone would invent a time machine so I could stand next to the hull and compare paint samples.

I'm really going to have to ponder paint versus stain on this one. It SEEMS like stain would be safest, and

just may produce just the right color. I had so much fun painting the gunports however, that painting is also tempting.

#303: A couple of simple questions... Author: brian r, Location: Parma Ohio ☐ Posted: Wed Sep 05, 2007 10:18 am

I am not this far along yet, but i was wondering

1) is the upper plank on the wales tapered down to the thickness of the regular planking?

2) why no planking across the upper stern?

My apologies if this is covered in the instructions...I am goofing off at work and have not read chapter 5 yet.

#304: where are the downloads Author: Ushant, Location: Wuppertal ☐ Posted: Wed Sep 05, 2007 11:49 am

I am probably just a little dumb today but I couldn't find the PDF-files yet. I looked into the download section of the forum and now I am lost.

Ushant

#305: Author: Chuck, Location: Rutherford ☐ Posted: Wed Sep 05, 2007 1:20 pm

No the thickness of the upper wales is not tapered. It is not as thick as the two bottom planks but it still stands proud of the regular planking.

I am not sure what you mean by the 2nd question. There will be a second layer placed across the top of the transom where the carvings will be placed. That is going to be done in the next chapter.

#306: Author: hardingb, Location: Aurora, IL ☐ Posted: Wed Sep 05, 2007 1:26 pm

I'm guessing that's what Brian was asking...since I was wondering the same thing myself. Glad to hear you'll be planking over the transom, thought it looked a little odd otherwise.

#307: Author: Chuck, Location: Rutherford ☐ Posted: Wed Sep 05, 2007 1:33 pm

I would not call it planking over per say. The center of the transom will stay as is. You could use planks instead of cutting the shape out of 1/16" sheet. I just thought it would be easier for most people this way. In the end most of it will be painted anyway. Stay tuned I am sure you will not be disappointed. There will be some molding strips and a whole lot more added and it will look just swell.

But feel free to switch out and use the planking strips. I am not sure if I will paint the whole transom black yet so I can see where you think it looks a little funky.

#308: Author: Chuck, Location: Rutherford 📍 Posted: Wed Sep 05, 2007 1:37 pm

#309: Author: OldGimpySquid, 📍 Posted: Wed Sep 05, 2007 2:38 pm

#310: Author: Chuck, Location: Rutherford 📍 Posted: Wed Sep 05, 2007 2:50 pm

#311: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Wed Sep 05, 2007 5:09 pm

#312: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Wed Sep 05, 2007 9:22 pm

I have started to install planking; however, when I test fit the 2nd row of planking (planking directly under the first sills), I noticed that the planks didn't line up below the first two gunport sills the same distance on each side. From #3 back they were fine, but one side or the other on the first two need adjustment. Soo...I need to adjust a couple of gunports. I printed out the carronade section of the inboard profile.

My question is this: It appears that the front portion of the carronade sled rests on top of the gunport sill. Is this correct? It looks like it's pretty obvious that is the case, but I just wanted to double check before I started to file.

I also wanted to verify if there is supposed to be an extremely small angle downwards towards the deck from the front part of the sled on the sill to the back end of the sled and wheel on the deck. My ruler is telling me that this is so, but I suppose my printer could also be playing tricks on me.

#313: Author: Maxx, Location: Michigan 📍 Posted: Wed Sep 05, 2007 10:09 pm

#314: Author: Chuck, Location: Rutherford 📍 Posted: Wed Sep 05, 2007 10:30 pm

Knighto

The planking should flow the wales not the gun ports. If your wales were positioned correctly then the planks above this will be also. When they encounter a gun port you will have to trim the planks to fit around them. The port sills follow the sheer of the deck. The carronade sleds lay on the sills more or less. There should be at least 3/16" from the top of each bulkhead at the deck to the top of each sill. Pictures would help here a lot. Before you do anything post a picture of that area in your build log or email me so I can have a look.

#315: Author: kelvin12, Location: NSW 📍 Posted: Thu Sep 06, 2007 4:06 am

#316: Author: Ushant, Location: Wuppertal 📍 Posted: Thu Sep 06, 2007 7:47 am

#317: Author: kelvin12, Location: NSW 📍 Posted: Thu Sep 06, 2007 8:10 am

#318: Author: Chuck, Location: Rutherford 📍 Posted: Fri Sep 07, 2007 11:54 pm

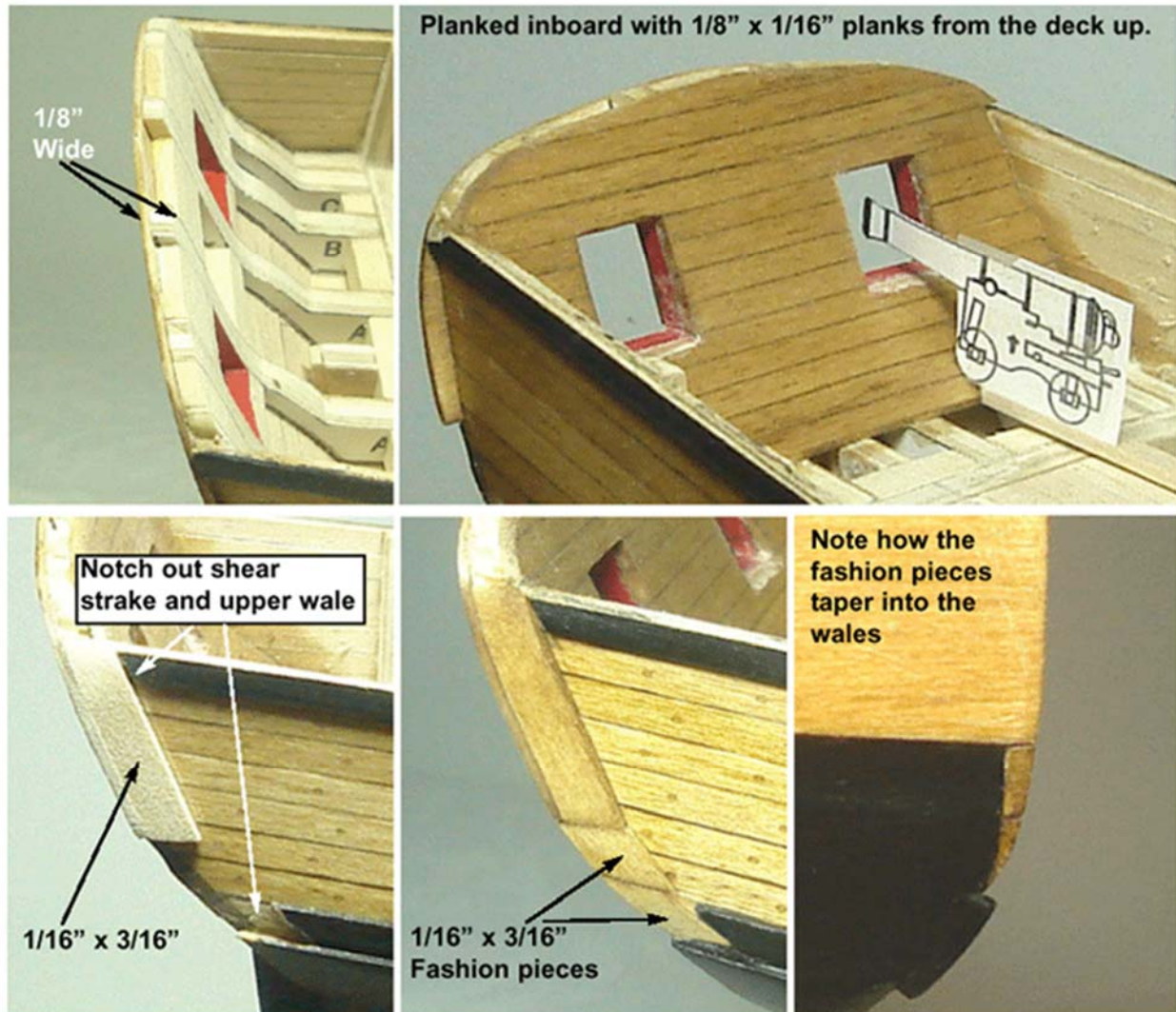
I am starting chapter six. This will cover finishing up the stern (or nearly so). First thing to do is to plank the inboard side of the stern. But before we do that the thickness of the stern must be (very important) sanded down to 1/8" wide along the top of the transom. It can taper to this thickness and does not have to be consistently 1/8" all the way to the base of the port sills. But it is important that the top is 1/8". The planking added to it will thicken it up and another layer will also be placed outboard. The goal here is to place a 1/4" wide cap rail (or molding if you will) on top of the stern transom to finish it off.



#319: Author: roger, 📍 Posted: Sat Sep 08, 2007 12:32 am

#320: Author: Chuck, Location: Rutherford 📅 Posted: Sat Sep 08, 2007 3:26 pm

Here is more progress on the stern

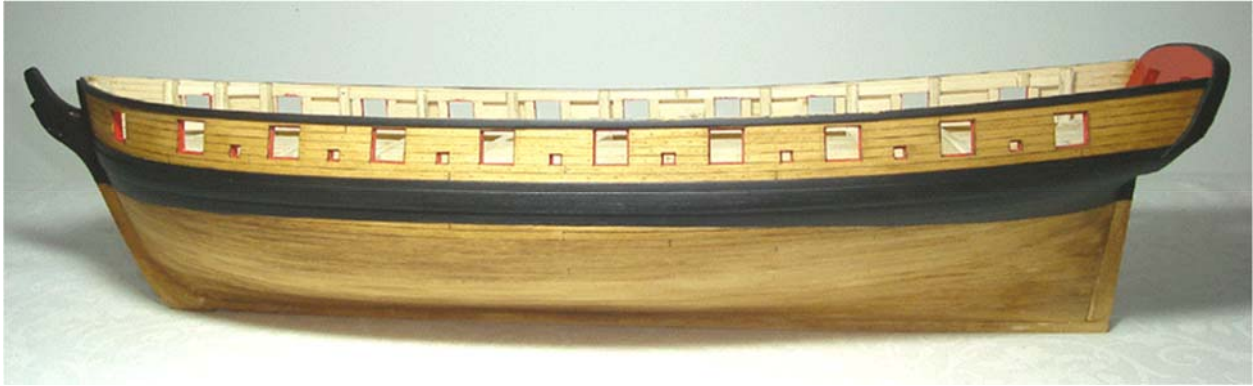


#321: Author: Chuck, Location: Rutherford 📅 Posted: Sun Sep 09, 2007 2:45 am

The stern is completed. First the second layer was added to the stern where the carvings will be added later. It is 1/32" thick

You can see how I bent a strip of wood 1/4" wide for the cap molding around the stern. Once it was formed I split it down the middle and placed it on the model in two pieces. Its easier that way. One half to starboard and the other to port. It was carried all the way down each side of the hull. Then the two fashion pieces were added on top of the 1st layer of fashion pieces afterwards.. This piece of wood was 1/16" thick but it looked too heavy so I sanded it thinner once it was on the model.

Two double beaded molding strips were added on the counter. These were made with a razor blade that I cut the molding profile into. I used a cut off disc in my Dremel to make the profile. I am not sure if I will stick with this color scheme yet. We shall see how it progresses.





#322: Author: marten_kuna, □ Posted: Sun Sep 09, 2007 10:50 am

Lovely work Chuck. Very impressive!

#323: Author: Maxx, Location: Michigan □ Posted: Sun Sep 09, 2007 1:14 pm

She is looking great. She is a sleek looking model.

#324: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Sep 09, 2007 5:02 pm

Whow Chuck,

I was away for a few days with no internet or my model so I log on today to catch up and I can't believe how far you've gotten. She's looking great. I hope I can do half as well as you.

#325: Author: scuttlebut, Location: South Tyneside North east of England □ Posted: Sun Sep 09, 2007 8:54 pm

That model is looking really nice and if mine comes half as good i will be happy.

Bill

#326: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 09, 2007 9:59 pm

Thanks guys. I still have a little cleaning up of the stern to do. But I am pleased with it so far.

#327: Author: Chuck, Location: Rutherford 📍 Posted: Mon Sep 10, 2007 1:24 pm

After cleaning a few things up on the stern last night I have decided to change the measurements posted in the photo a few posts back. It will be changed in chapter six of the practicum. Rather than thin the stern down to $1/8$ " before starting chapter six I think it is best to go even thinner. $3/32$ " would be better. The widths for the fashion pieces will change accordingly as well. I do not think anyone is that far along yet but I thought I would mention the changes now in case anyone leaps ahead.

A word about bulwark thickness. Your goal will be to thin down the bulwarks before placing the $1/4$ " cap rail on top to $7/32$ ". This will give you a slight overhang inboard and outboard after installing the cap rail.

In reality, the ship's bulwarks would have been even thinner but $7/32$ " is not overly out of scale. If you feel up to the challenge, you should work each layer of planking so the end results leave you with bulwarks at $3/16$ " thick with a $7/32$ " cap rail. No easy task. I will be shooting for $1/4$ ".

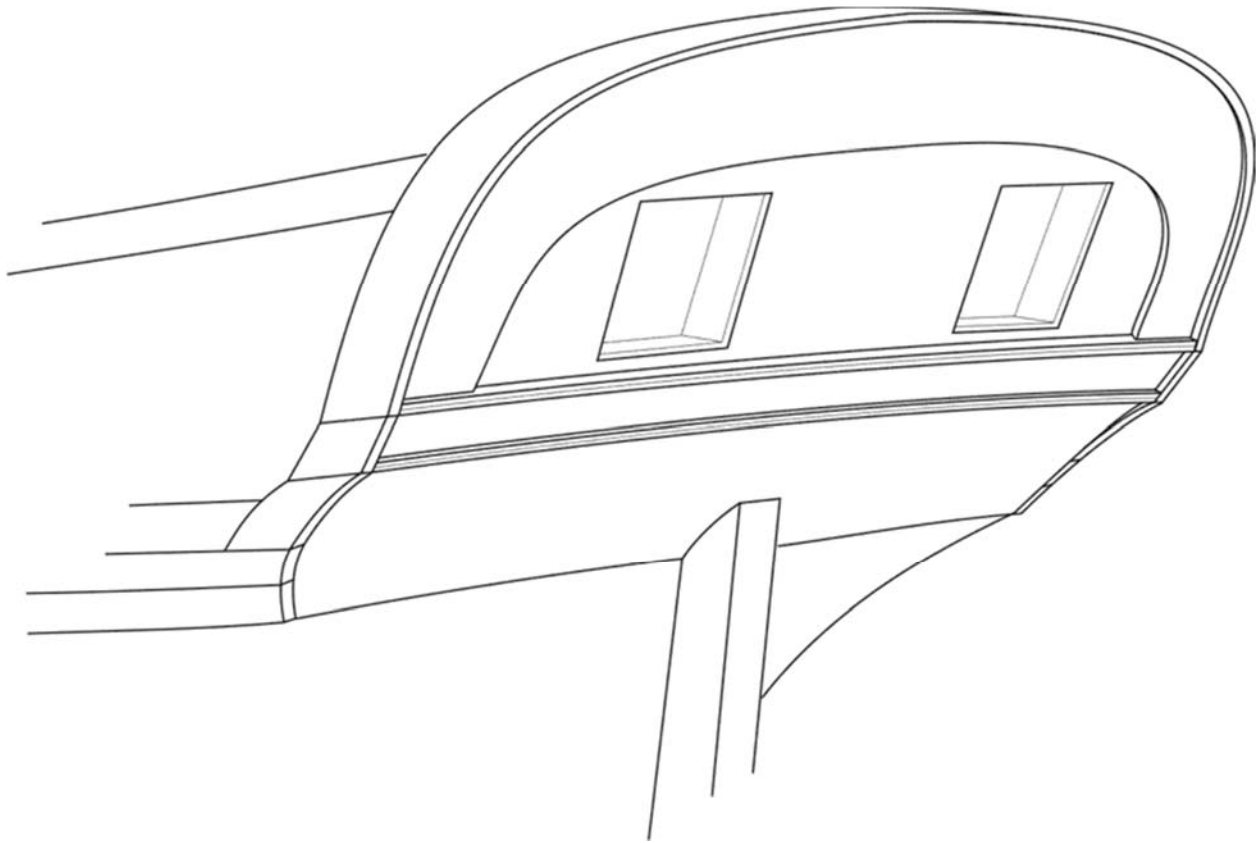
On the real ship the bulwarks framing with inboard and outboard planking would have been close to 10" or 12". The cap rail on top with a little overhang would have been 12 to 14" wide.

Using the $1/4$ " wide cap rail as I am doing would make your cap rail about 2" too wide. Hardly a matter to fret about but I thought it only fair to mention it. I am trying to keep things simple for the new folks who might find it challenging to thin down to that level.

I will post new pictures of my stern tonight after I cleaned it up some.

#328: Author: Chuck, Location: Rutherford 📍 Posted: Mon Sep 10, 2007 7:44 pm

To help with the construction of the stern in chapter six I have created a line drawing. It is available as a PDF for download or should I say will be shortly. I have almost finished chapter six. I will let you know soon.



#329: Author: OldGimpySquid, 📅 Posted: Tue Sep 11, 2007 1:46 am

How sweet she is!

OGS

#330: Author: Chuck, Location: Rutherford 📅 Posted: Tue Sep 11, 2007 1:58 am

Old Gimpy

Thanks for saying so!

I really spent a lot of time on the drawing and will continue to make them if I find them necessary. Let me know guys if the plans and instructions need an illustration to augment them. I drew this in particular to show how the fashion pieces overhang the stern at the upper and lower counters. I also thought it would show the fashion pieces better from the side. I am not all that happy with the way mine came out. I could fix them up and shape them closer to the drawings but what the heck. There will be another model to build after this one. If I redo every piece I am not 100% happy with I would never finish anything. I must push ahead!

#331: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Tue Sep 11, 2007 2:29 am

I can only speak for myself but I think the drawing is a tremendous help. It clarifies what I see in the photographs. Now I Can tell exactly what you want and it makes it much easier. Thanks.

#332: Author: wiho, 📍 Posted: Tue Sep 11, 2007 6:04 am

The Syren is looking good. And all those drawings are a big help. It helps me a lot to understand what's going on.

Grtz WiHo

#333: Author: jimmdras, Location: Leesburg, FL 📍 Posted: Tue Sep 11, 2007 8:15 pm

That picture of the stern is going to help tremendously. It should be a great pic for the book when you publish it (assuming that you will).

jim

#334: Author: Chuck, Location: Rutherford 📍 Posted: Tue Sep 11, 2007 8:26 pm

No publishing. Just on the web here and possibly CD. Thanks for the thumbs up. More to follow.

Chapter seven will discuss the inboard planking of the deck and bulwarks. Chapter 8 will be coppering the hull. Then it is on to the fun stuff.

#335: Author: Chuck, Location: Rutherford 📍 Posted: Tue Sep 11, 2007 10:38 pm

Not that anyone should be keeping track, but I just noticed that it has been 3 months since I first posted plans and got this project off the ground. I started on June 16th which also happened to be my anniversary.

I am amazed at how far we have progressed in that short period of time.

#336: Author: kelvin12, Location: NSW 📍 Posted: Tue Sep 11, 2007 11:23 pm

Pretty damn good Chuck, pretty damn good. You have certainly made a nice model out of this one.

Dirk

#337: Author: Chuck, Location: Rutherford 📍 Posted: Wed Sep 12, 2007 12:00 am

#338: Author: Chuck, Location: Rutherford  **Posted: Wed Sep 12, 2007 12:08 am**

OK guys the bulwarks will be planked first. Just like the stern it has to be....anyone....anyone.....???

Take a look at this picture. What is the difference between the two sides (port and starboard). Correct answer gets a gold star.



#339: Author: jimmadras, Location: Leesburg, FL  **Posted: Wed Sep 12, 2007 12:12 am**

OK, I'll bite. The side on the right, which I assume is starboard, has been ridiculously thinned down by sanding. Put the gold star on my forehead please.

jim

#340: Author: Chuck, Location: Rutherford  **Posted: Wed Sep 12, 2007 12:42 am**

Yes, you are correct. The bulkheads were sanded down gradually from the deck upward to 1/16" thick. With the outboard planking that ends up being 5/32" wide under the cap rail.

After we plank inboard the thickness will be 7/32" thick. BUT... . and here is the thing. We will sand that inboard layer down slightly towards the top of the bulwarks so it is closer to 3/16" thick. Then we will add another plank just like the shear strake but inboard. This will thicken it back up a little bit. In the end the total thickness will be 7/32" thick. On top of this goes the cap rail at 1/4" which will overhang a little inboard an outboard.

#341: Author: erwinl, Location: Nieuwegein  **Posted: Wed Sep 12, 2007 7:50 am**

I've got a question.

I find this all very fascinating and I will certainly give the Syren a try (after I finish my Santa Maria and started with the Triton cross section), but...

With all this thinning of the stern and bulwarks, wouldn't it be easier to build them to this sizes instead of thinning them later? Or would this make them too vulnerable in the earlier stages of construction?

Erwin

#342: i agree Author: dr_hemlock2, Location: rushville, indiana □ Posted: Wed Sep 12, 2007 10:06 am

i realize this is a scratch build but as there has been some changes to widths of wood at the stern and on the sides (bulwarks) wouldn't this make sense like the above person mentions or is my newbie showing again.

doc

#343: Author: Chuck, Location: Rutherford □ Posted: Wed Sep 12, 2007 11:43 am

No that is definitely a newbie question. The bulwarks would most certainly break if created to the size they are now. Even thinning them as above now makes them less sturdy until planked over. They will be sanded to 1/16" thick along the cap rail.

That the same thickness as a planking strip. Take one in your hand and snap it in half. That is how fragile they would have been. Having the hull planked is what makes it possible to sand them so thin without breaking. It is not very hard and will cause you a lot less grief in the long run. Take a look at the picture again. I do not think you realize just how thin they are at this time.

#344: Author: erwinl, Location: Nieuwegein □ Posted: Wed Sep 12, 2007 11:54 am

I thought so.

But I had to ask, just to be sure.

Erwin

#345: thank you Author: dr_hemlock2, Location: rushville, indiana □ Posted: Thu Sep 13, 2007 2:02 am

Thank you for clarifying this I just need to know the reasons behind this as i do not like to do a lot of unnecessary sanding as i have problems right now with my hands and arms, but you have thought this out well i should have known your reasoning i will add this to my book of knowledge of s shipwright i am sure i will have many more questions once i start.

doc

#346: Author: bubbleheadSS567, Location: Redlands, CA 📍 Posted: Thu Sep 13, 2007 6:34 am

The first thought that comes to my mind is how do you sand them. What tools and techniques are used?

#347: Author: Chuck, Location: Rutherford 📍 Posted: Thu Sep 13, 2007 11:42 am

I just took a piece of sandpaper (course) and folded it in half and then started sanding. No special technique or tools. Just elbow grease.

#348: Author: Randy, Location: Atlanta GA 📍 Posted: Sun Sep 16, 2007 3:01 am

Chuck, Any thoughts about using 1/32 basswood inside the bulwarks and stern? I am cheating on the sanding because I have some small power tools to do that for me. I am just asking this to possibly help others. Even with my electric help it is going to be extremely hard to sand the inside of the bulwarks down to the 7/32 at the deck level. I am worried about cutting into the bulkhead at the bulwark. Should I be concerned?

Randy

#349: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 16, 2007 1:16 pm

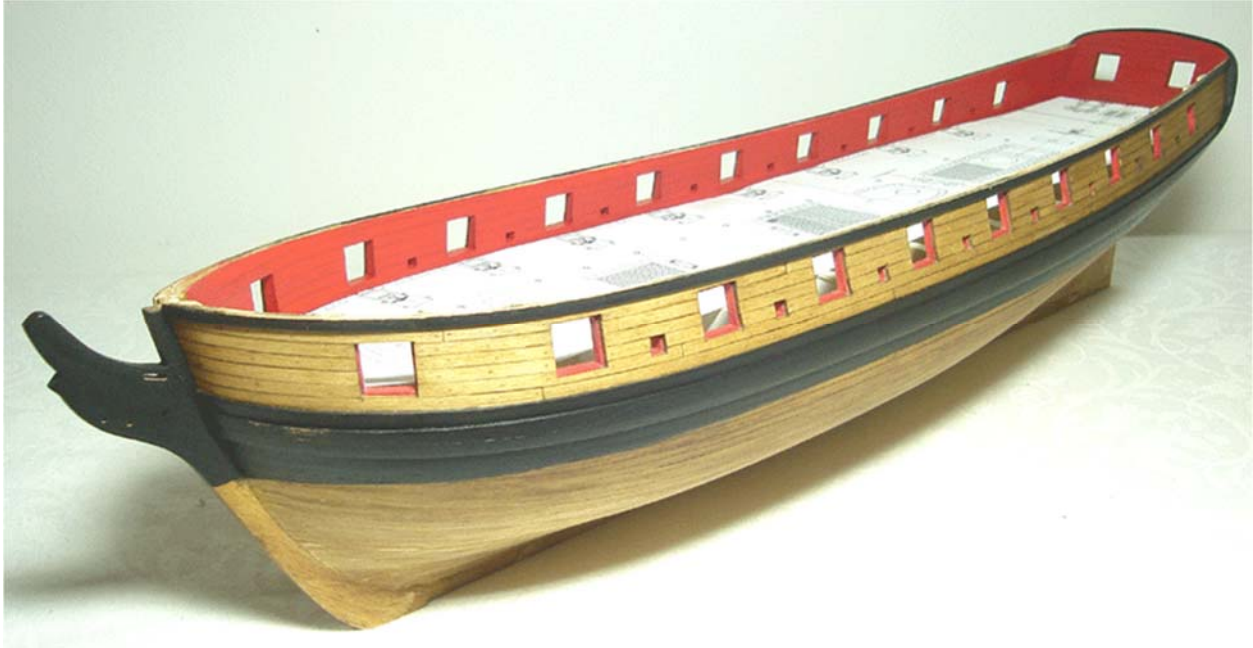
You really do not have to sand it down to that thickness at the deck level. It would be good but you can gradually taper it to that thickness instead.

1/32" would be a little thin I think but you can hold it up against the bulkheads to see how strong it is. If it looks strong enough then you can use it.

#350: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 16, 2007 2:14 pm

Here is a picture of the starboard side planked inboard. I simply placed a filler strip (stanchion) at the stern and sand it down to match the bulwark thickness. This gave me a surface to glue the bulwark planking to. Then I planked it with pre-bent planks and painted it Red.

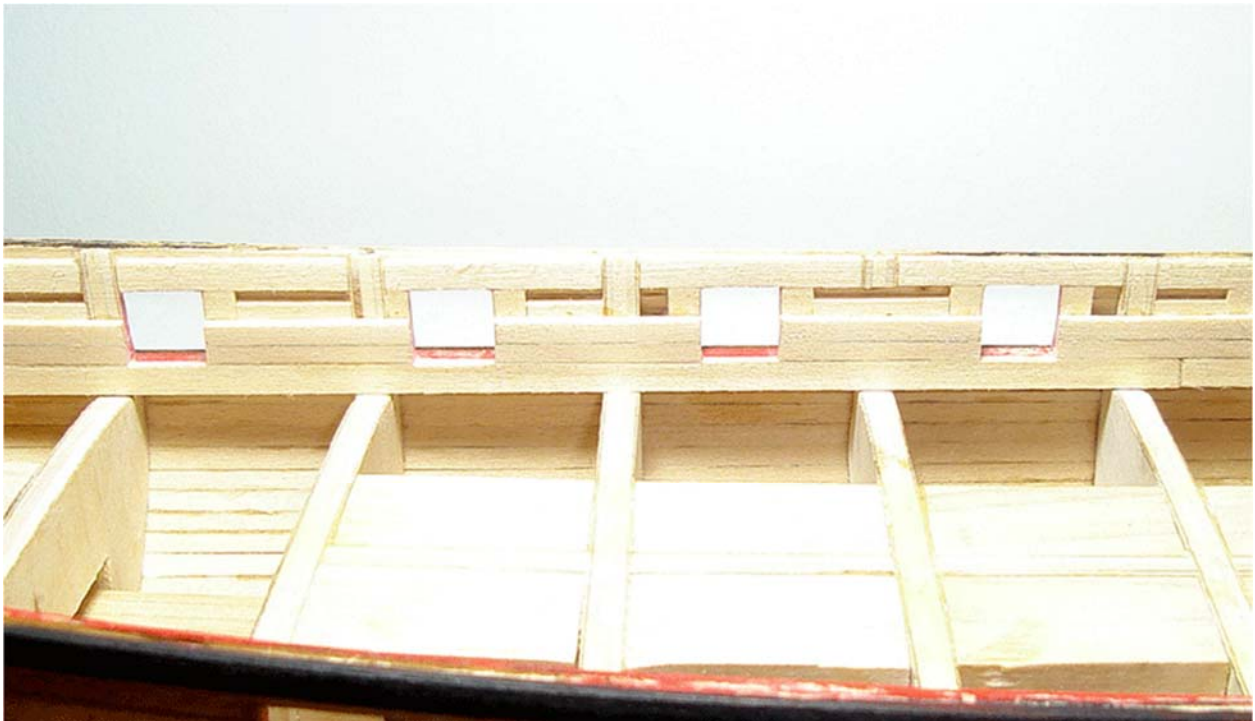
More construction photos will be in the practicum. You can also see that I still have some paint touch up to do.



#351: Author: Chuck, Location: Rutherford □ Posted: Sun Sep 16, 2007 9:31 pm

Once the bulwarks are thinned down I placed a filler strip at the stern so I would have a surface to glue to. See below. Then I started planking from the deck upward. The first plank is $3/16$ " wide and should come right to the gun port sill. Flush. You really need to have $3/16$ " from the top of the sill to the deck. Use a planking strip as a spacer to check if you have it correct. If it is a little off its not too bad. But it should be that far off.

Notice how I planked right over the sweep ports. I will drill a hole from the outboard side and then use a small needle file (square) to shape it. It is easier for me this way but you guys might prefer to plank around them. Keep your corners on these ports square and neat. This is where the details will make you model superior or just average. Use a file to do this. If you need to use some wood filler between the bulkheads on inboard planking to fill any cracks it will be fine. The planking should be as flush to the port sides as possible. Do not look at all the dust on the model. Oh you will also see that I lost my overhang on the stern transom inboard. I had a little accident so I had to sand it flush. It does not look too bad and I can live with it.



#352: Author: freewheelinguy, Location: Aston, PA □ Posted: Sun Sep 16, 2007 10:03 pm

Looks great Chuck. What else is there to say?

#353: Author: jimmadras, Location: Leesburg, FL □ Posted: Sun Sep 16, 2007 10:51 pm

She's looking more and more like the Niagara every day. Good job.

jim

#354: Author: Maxx, Location: Michigan □ Posted: Mon Sep 17, 2007 12:01 am

Looking very good Chuck. What thickness did you end up with on the gun ports sills after sanding? Opps never mind that question. I see after looking again that your bulwarks are sanded the same thickness right down to the deck.

maxx

#355: Author: Chuck, Location: Rutherford □ Posted: Mon Sep 17, 2007 12:29 am

Just a hair under 1/8" thick.

#356: Author: Lukas, Location: Zurich □ Posted: Mon Sep 17, 2007 9:53 am

May I ask how you did the visible caulking on the inboard planking? I don't suppose its natural contrast/shadow? Translucent blackened plank edges, or a dark wash?
It looks very nice.

#357: Author: Chuck, Location: Rutherford □ Posted: Mon Sep 17, 2007 12:32 pm

Thanks Lukas. I rather like the effect. I make the caulking lines just like anywhere else. Using a pencil to darken one edge of the plank. Then I sand it down and apply a stain to just prep the woods surface before painting. It acts like a wood sealer. I will rub it off after applying it which seems to smooth it all out even better. When dry it is ready for paint. I am using acrylic paint. Several (several) thin coats of red are built up which allows the caulking to show through to good effect. The more you paint the better it looks. The bulwarks are completely smooth yet the darker caulking still appears. I sometimes will treenail the bulwarks also which would have shown through as well. I did not do it this time since most of the bulwarks will be covered up with pin rails and rope coils and cleats. Hardly worth the effort yet some may opt to do so. I will sand the red paint lightly before painting the last coat which I use the finest grade sand paper I can find. The final coat of paint is very watered down and really smooth's it out.

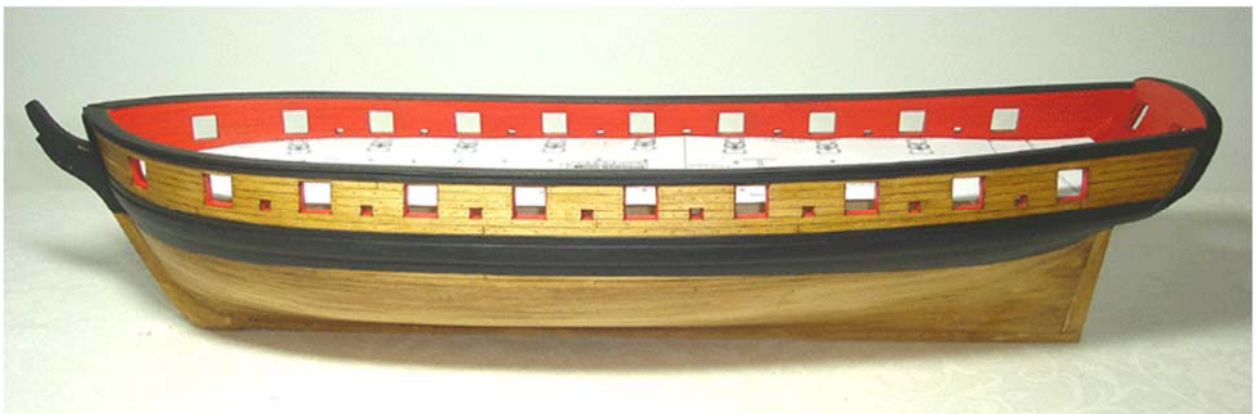
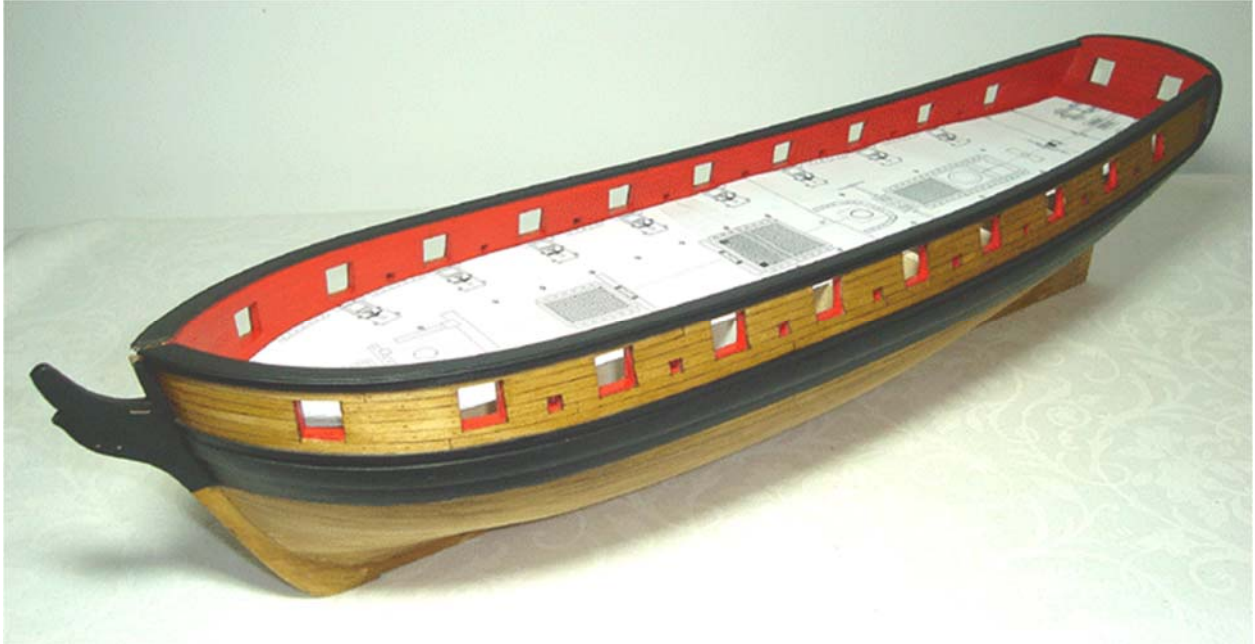
#358: Author: Chuck, Location: Rutherford □ Posted: Tue Sep 18, 2007 8:50 pm

I do not know how good these photos are since I am playing with the camera settings. Anyway, the bulwarks are planked and painted. The cap rail was completed also. It measures 1/4" wide when finished. I turned the model upside down on a 1/16" thick basswood sheet and traced the hull to get the

cap rail's shape. I did it for each side separately. I then drew another line inside of that one making the rail $\frac{1}{4}$ wide. When I placed it on the model I made the outboard edge flush with the outside planking. I then sanded the inside edge of the cap rail to shape keaving a very, very slight overhang. Less than $\frac{1}{32}$ ". Finally added a double bead moulding strip that was $\frac{1}{16}$ " wide from Model Expo to the outside of the cap rail. This finished it off well and then I painted it black. Notice how the extreme bow has a wider cap rail. Just a little bit. This is ok.

Next will be the deck planking.





#359: Author: zeldazork, Location: Omaha, Nebraska 📅 **Posted: Tue Sep 18, 2007 9:08 pm**

Chuck, that looks really, really good. It gives me something to shoot for. This is going to be one beautiful ship. I'm very glad I signed up for it, and all of your efforts too.

#360: Author: Chuck, Location: Rutherford 📅 **Posted: Tue Sep 18, 2007 9:16 pm**

She is looking better and better every day. Thanks for the kind words. Once the deck is planked things will seem to slow down a bit. That is when the bottom will be coppered. I am very happy with how the model is coming together. No major construction problems. If everyone can get to this point it will be very smooth sailing from this point. The deck fittings and details are easy and fun.

You just have to get past the copper plating. Then most of the heavy work is finished.

#361: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Tue Sep 18, 2007 10:39 pm

That looks outstanding.

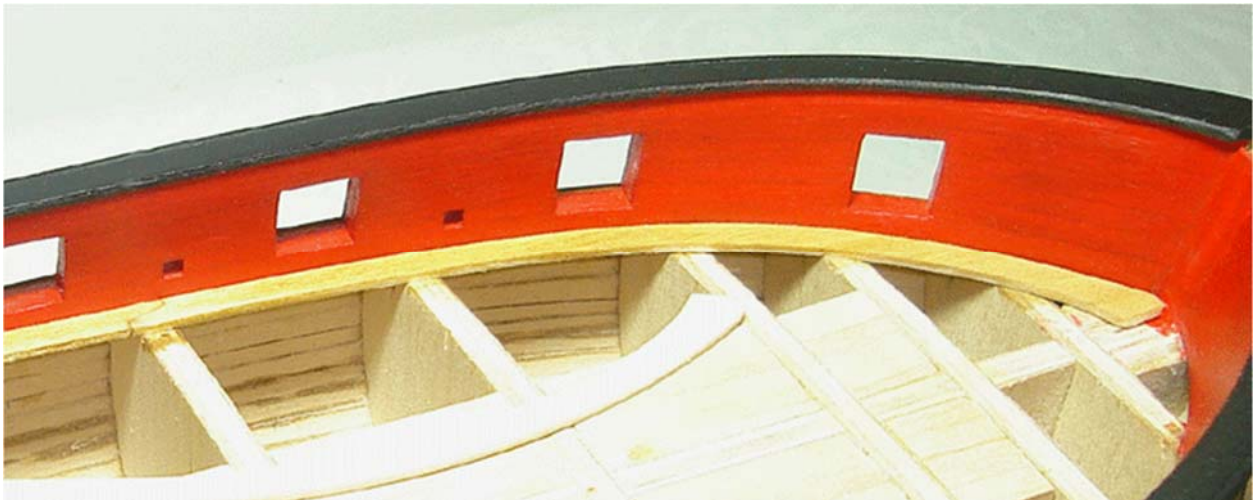
#362: Author: jimmadras, Location: Leesburg, FL 📍 Posted: Wed Sep 19, 2007 12:36 am

My thoughts exactly..... outstanding!

jim

#363: Author: Chuck, Location: Rutherford 📍 Posted: Wed Sep 19, 2007 12:47 am

It is time to frame the companionway with 1/8" x 1/8" strips. Check out the framing plan. I just updated it so download it again. I had used 1/4" before. I do not know what I was thinking. Then you have to cut and install the margin plank which you will nib your planks into. I will attempt to give you guys a pattern for the margin plank at the bow. But everyone's models may be slightly different. It should help though. I used a scarf joint between this piece and the remaining margin plank but you do not have to do this. Simply cut it diagonal or hide the joint under where a carronade sled would be. The margin plank is 3/16" wide.





#364: Author: roger, 📍 Posted: Wed Sep 19, 2007 1:16 am

Looks very nice.

Roger

#365: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Wed Sep 19, 2007 1:36 am

Wow she's looking great Chuck. I hope you're having as much fun as I am. This is great!

I'm also glad you mentioned the cap rail being a bit wider at the bow. Mine is coming out that way also and I thought I was going to have to ask if it was a problem or not. Now I know.

#366: Author: BANYAN, Location: Melbourne 📍 Posted: Wed Sep 19, 2007 1:59 am

Chuck, your usual outstanding effort and finish. I am almost at the point of ignoring my current build to make a start on her myself. I look forward to when I can make a start.

Pat

#367: chuck Author: dr_hemlock2, Location: rushville, indiana 📅 Posted: Wed Sep 19, 2007 6:13 pm

We are not worthy of such master work you are doing on her, i am almost going crazy waiting to get started. I am amazed at her beauty at every step and she gets more and more "tight" (more detailed) at every turn this makes my mouth water. I have a question do you dream about putting her together i do and it makes for a nice sleep.

doc

#368: Author: Chuck, Location: Rutherford 📅 Posted: Wed Sep 19, 2007 6:38 pm

Thanks doc and everyone else for the nice comments. That is the problem. I cannot get to sleep because I am too busy thinking about the project. I constantly have certain aspects of the build swirling around in my head to the point where it makes sleep impossible.

I would hardly call myself a master craftsman. I have a long long way to go. I see so many that do incredible work where the attention to detail blows me away. I just do not have that kind of time but cannot wait until I do.

#369: Author: jpb1958, Location: Merseyside 📅 Posted: Thu Sep 20, 2007 12:07 am

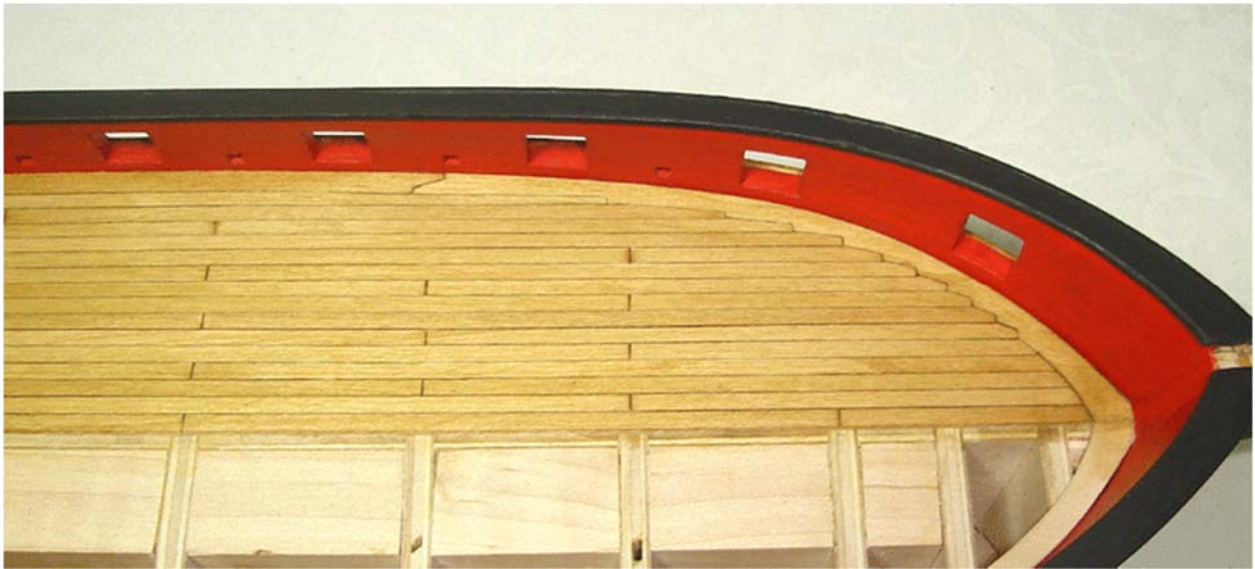
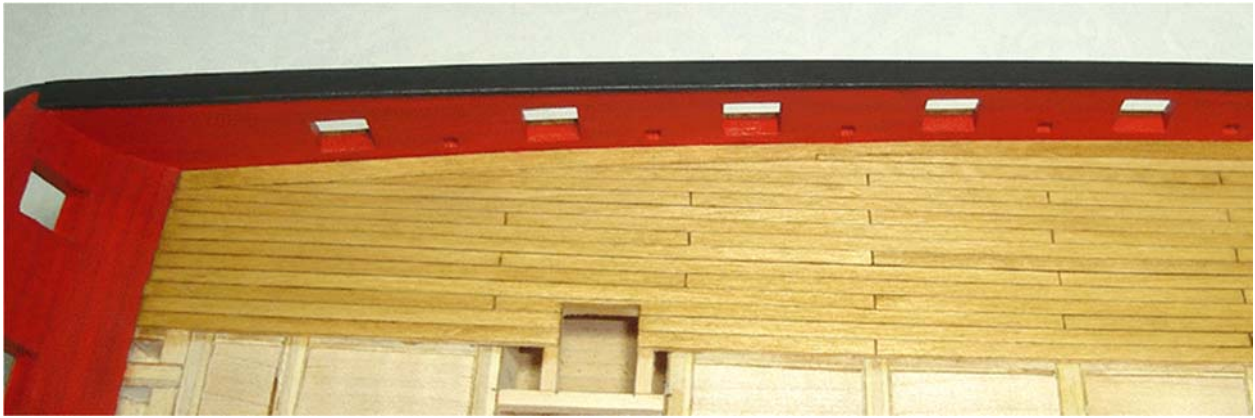
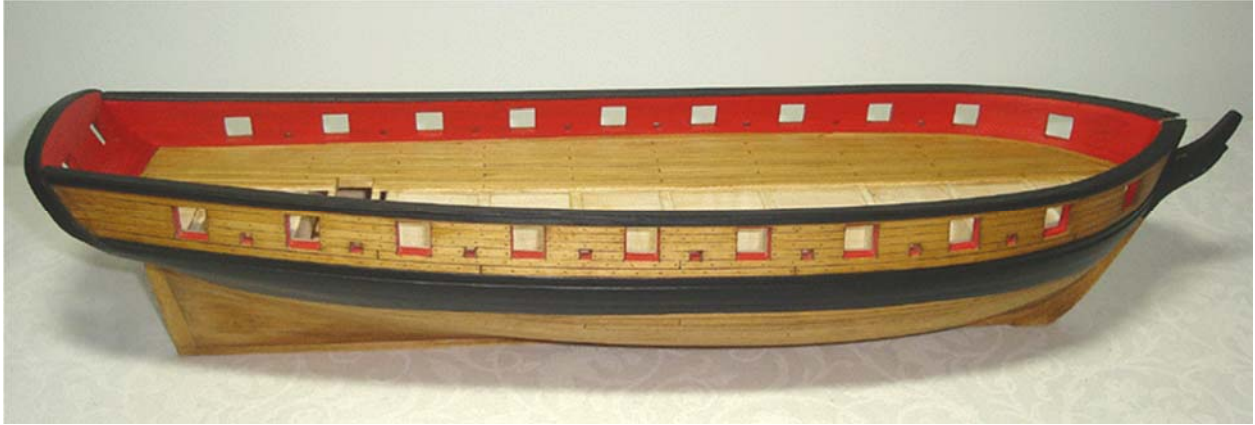
I am not doing the build but have followed your posts. Great work there.

John

#370: Author: Chuck, Location: Rutherford 📅 Posted: Sun Sep 23, 2007 1:05 am

I have planked half of the deck and "nibbed" or "joggled" The planking at the bow. Note the pattern. The first 5 or six planks from the center line do not have to be joggled. The planks should not end with a point as it would have been very weak. This however is a job that requires practice. Look at it this way. If you ever want to show it on your models you have to try it on one of them sooner or later. I will explain shortly how I do it.

I did get lazy and only did this to one plank end towards the stern. They would have also been joggled there to avoid a long skinny, pointed, weak plank. The other probable method would have been to taper every plank towards the stern so they follow the profile of the margin plank at the sides of the deck. This is somewhat more difficult and I opted for the nibbing. Most of the nibbed planks towards the stern will most likely be covered by the carronade sleds and rope coils so I got tired and took the easy way out. Now I have the energy and wish I did it properly. Oh well. I think it looks pretty good. The waterway will be added later and I will treenail the entire deck when it is all finished.



#371: Author: Randy, Location: Atlanta GA □ Posted: Sun Sep 23, 2007 2:00 am

Chuck the only thing that I might add is that you have to be very proud of what you have started. I look at this build and all of sudden it hits me that this would not be taking place unless you put forth the time

Randy

#372: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 23, 2007 2:07 am

Thanks Randy. I am a little proud of what has happened here. I would have never thought it would come together. I am having a blast. I am more relieved at this point since all of the major construction is now finished and there were no major or even minor hiccups. I was worried that I would have miscalculated or made a mistake that would ruin everyone's efforts. The remainder of the build is just the fun part all those great little details. Another few days and I will have her all closed up and ready for copper plates.

#373: Author: Dubz, Location: Hamburg 📍 Posted: Sun Sep 23, 2007 1:34 pm

It looks so incredible beautiful... I'm so close to cancel my current build to start with the Syren.

But one question: Shouldn't the deck be planked with the "Three Butt Shift System"? I'm not sure if the used schema is correct.

Dirk

#374: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 23, 2007 1:51 pm

Yes, it is but I used a 3 butt shift instead of the 4 butt shift seen in larger ships. I also staggered the butt ends from bulkhead to bulkhead instead of from "actual" beam to beam. This makes construction easier. You can see this a lot now because there are not any deck fittings and gratings in place yet. Once they are, it will be just fine. You could absolutely do a more accurate 3 butt or 4 butt shift but that would be up to you. Remember, this project does not strive for 100% accuracy in the way they built actual ships. It will still look incredible when done. I have held back a little to make it easier for the new folks. The next project will take the accuracy (construction wise) that much further.

There is still a lot of room on the Syren project for someone to "bash" my kit design if they should choose to do so.

#375: Author: zeptrader, Location: Kent 📍 Posted: Sun Sep 23, 2007 2:45 pm

She is looking superb Chuck, a few questions regarding the deck planking, are you going to detail this procedure in the following chapters?

I've been looking at the possibility of not painting but using wood stains. I found and tested some ebony and for the red I have tested a red mahogany stain. They actually look quite good; I'll be doing a mock up soon as you suggested further back here.

#376: Author: Chuck, Location: Rutherford  **Posted: Sun Sep 23, 2007 3:16 pm**

If you are referring to the nibbing technique I use. Yes I will be taking some extra pictures when I do the other side. Hopefully it will explain how I do it.

#377: Author: jimmadras, Location: Leesburg, FL  **Posted: Sun Sep 23, 2007 3:35 pm**

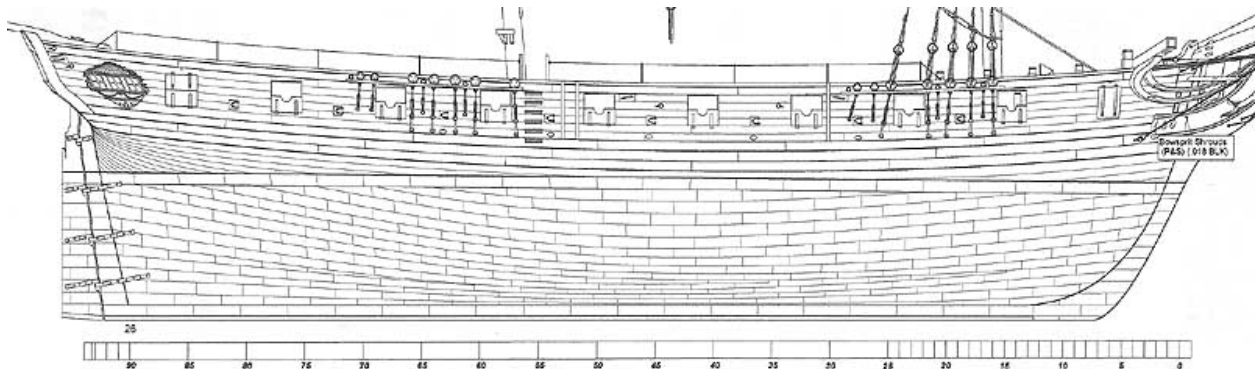
I have an idea for your next project. The name of the ship alone is worthy of consideration, since named for a lot of great people. She was a 54 gun frigate built in 1795. The HMS Madras.

jim

#378: Author: Chuck, Location: Rutherford  **Posted: Sun Sep 23, 2007 6:15 pm**

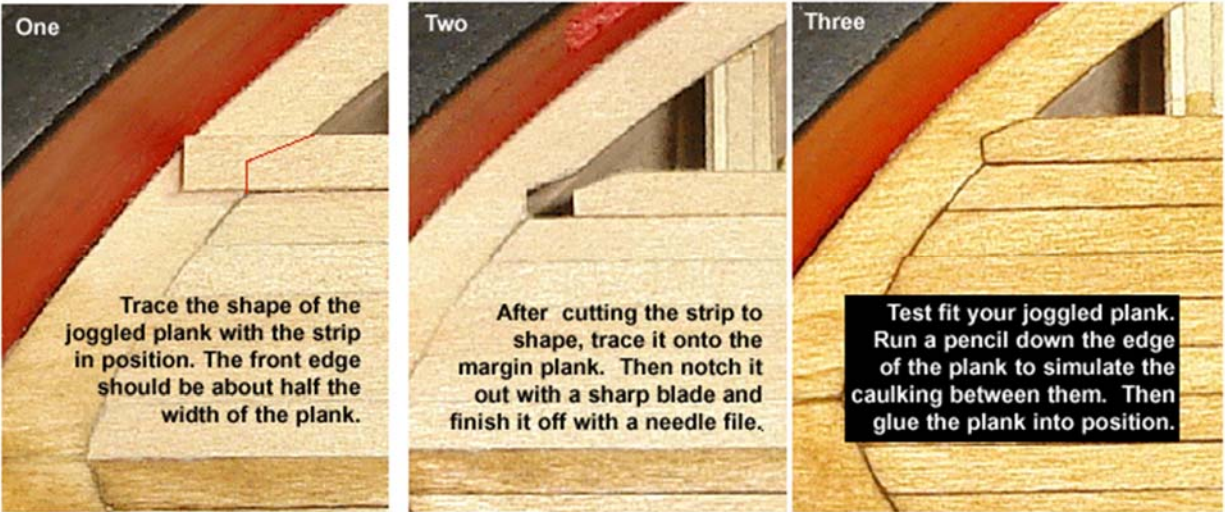
I already have a short list but who knows!!!!

Here is some work I am doing on the plans. I have added a copper plate layout. It will not be broken into two belts as you usually see it. The ship is not a large one and I have chosen the method used by Portia Takajian in her Anatomy of a ship book of the Essex. Many, many ships had there hulls coppered like this with steelers rather than belts.



#379: Author: Chuck, Location: Rutherford  **Posted: Sun Sep 23, 2007 9:25 pm**

Here is how I joggled the planks in the margin plank. The soundbite version...



#380: Author: Chuck, Location: Rutherford □ Posted: Thu Sep 27, 2007 4:45 pm

#381: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Thu Sep 27, 2007 5:17 pm

#382: Author: hardingb, Location: Aurora, IL □ Posted: Thu Sep 27, 2007 7:21 pm

#383: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu Sep 27, 2007 7:56 pm

#384: wish you to feel better Author: dr_hemlock2, Location: rushville, indiana □ Posted: Fri Sep 28, 2007 12:01 am

#385: Author: Chuck, Location: Rutherford □ Posted: Fri Sep 28, 2007 2:09 pm

#386: Author: Maxx, Location: Michigan □ Posted: Fri Sep 28, 2007 2:50 pm

#387: Author: jimmdras, Location: Leesburg, FL □ Posted: Fri Sep 28, 2007 5:07 pm

#388: Author: OldGimpySquid, □ Posted: Fri Sep 28, 2007 5:19 pm

#389: Author: knightyo, Location: Meridian, Idaho □ Posted: Sat Sep 29, 2007 6:10 am

#390: Author: smatsik, Location: Hendersonville, NC ▯ Posted: Sat Sep 29, 2007 2:28 pm

#391: Author: zeptrader, Location: Kent ▯ Posted: Sun Sep 30, 2007 4:34 pm

#392: Author: Donnie, Location: Madison, Mississippi ▯ Posted: Sun Sep 30, 2007 4:56 pm

#393: Author: Chuck, Location: Rutherford ▯ Posted: Sun Sep 30, 2007 5:33 pm

#394: Author: zeldazork, Location: Omaha, Nebraska ▯ Posted: Sun Sep 30, 2007 9:00 pm

#395: Author: Randy, Location: Atlanta GA ▯ Posted: Tue Oct 02, 2007 4:06 am

#396: Author: BANYAN, Location: Melbourne ▯ Posted: Tue Oct 02, 2007 4:18 am

#397: Author: Chuck, Location: Rutherford ▯ Posted: Tue Oct 02, 2007 1:23 pm

I actually finished the deck planking and now will take care of the waterway. Then treenailing of the deck. The will finish out this chapter.

#398: Author: zeldazork, Location: Omaha, Nebraska ▯ Posted: Tue Oct 02, 2007 4:41 pm

#399: Author: kelvin12, Location: NSW ▯ Posted: Tue Oct 02, 2007 8:52 pm

#400: Author: BIKERBOB, ▯ Posted: Fri Oct 05, 2007 12:34 pm

Hope you up to answering a couple questions.

First: the seventh plank above the wale is above the end of the bulkhead in places. Is this normal and should it be sanded down to the bulkhead end?

Second: as the break in the counter at the stern on my model is not very pronounced is there another way of aligning the first 5/32" plank on the stern. Would it align with the top of the first wale on the sides?

Thanks again; will send more photos when this step completed.

Bikerbob

#401: Author: Chuck, Location: Rutherford  **Posted: Fri Oct 05, 2007 2:02 pm**

No, do not sand the top plank at all. If your wales were positioned correctly then the top plank should be. That creates the sheer of the ship. It will be above the bulkheads at the bow mostly. The stern should be pretty close.

The counter at the stern is a little tricky if you did not make the stern frames with a pronounced break it will be difficult to find that break. The top of the wales is not a good indicator. I am at a loss to help you because everyone's model will be a little bit different back there. I would just try and get as close as possible. It is not such a crucial thing as long as you have room to put the stern molding on below the ports.

#402: Author: ccoyle, Location: Mariposa, California  **Posted: Sat Oct 06, 2007 3:11 am**

#403: Author: Chuck, Location: Rutherford  **Posted: Sat Oct 06, 2007 1:27 pm**

#404: Author: Chuck, Location: Rutherford  **Posted: Sun Oct 07, 2007 5:22 pm**

Deck planking is finished. It has been treenailed and the waterway is installed. Now it is on to copper plating.



#405: Author: UweK, Location: Munich and Vienna  **Posted: Sun Oct 07, 2007 6:33 pm**

I fine piece of work.....my compliments

#406: Author: RustyJ, Location: Chittenango, NY  **Posted: Sun Oct 07, 2007 7:18 pm**

Very nice indeed.

#407: Author: roger, 📍 Posted: Sun Oct 07, 2007 7:54 pm

#408: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Sun Oct 07, 2007 8:21 pm

Question Chuck. Is the deck actually tree nailed or did you drill the holes and fill them with a filler? Looks really great so far.

#409: Author: Chuck, Location: Rutherford 📍 Posted: Sun Oct 07, 2007 8:27 pm

Thank you guys. I have already started copper plating the hull.

ZZ,

The treenails are done just like the outside of the hull. I drilled the holes. Then I reamed them with the pin vise. Then I filled them with Elmers wood filler. Sanded it then stained it with several coats of Golden Oak stain. As much as I would like to treenail the model for real, this looks very good and takes a fraction of the time.

#410: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Sun Oct 07, 2007 8:47 pm

OK a question on the color of the wood filler ... I found three of them one "golden Oak" - a medium color ...two a "natural" really light in color ...and a "walnut" which is dark. So what is your color that you use?

#411: Author: Chuck, Location: Rutherford 📍 Posted: Sun Oct 07, 2007 9:28 pm

Just plain old natural. It takes stain pretty good and looks good with the basswood when stained. If you are using another type of wood then you probably should experiment with some mock ups.

#412: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Mon Oct 08, 2007 5:51 pm

On mine, I found the "natural" almost disappeared while the "golden Oak" was dark enough to be fairly visible so I think I'll go with that one. I don't know why, but I seem to be having trouble putting the first 6 planks on both sides. I have one side finished and the other is nearly, but I didn't want to put the 7 plank on till the others were stained first as I don't paint straight lines very well. So I thought I would first paint the lower edge of plank #7 then glue it on. And that will give me a good line. I will do the same for the wails too. I'm not sure that I want to paint all the way down to the water line with black. I do like the golden oak color and I think the oak color would make a good separation line between the wales and the coppered water line. But I also like the black.

#413: Author: Chuck, Location: Rutherford 📍 Posted: Mon Oct 08, 2007 6:09 pm

The 7th plank you are referring to is the top most plank that establishes the sheer, correct. No need to paint that one since another 1/32" thick plank will cover it. The top most plank is a little thicker. Check

out the diagram on plan sheet one. Also it was not general practice to not paint the area below the wales to the waterline. It was almost always painted black at this time. Especially in the American Navy. But I do realize you need to do what makes you happy. That is what makes this a great hobby.

#414: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Mon Oct 08, 2007 6:17 pm

Hey thanks, I missed that 8th plank. Boy I would have screwed up. I remembered the top plank was thicker, but I forgot the other plank.

I think I'll do the area between the wales and the copper in golden oak and see if I like it better, but I got to tell you I do like your colors on what you did. The black makes it look more sinister.

#415: Author: Chuck, Location: Rutherford 📍 Posted: Wed Oct 10, 2007 1:05 pm

Last night I finished the plates on the starboard side and took several pictures to post. I think the copper plates came out pretty good. Will try and post them soon.

#416: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Wed Oct 10, 2007 4:26 pm

Thus comes the part I dread the most. The only copper plating I've done is the Phantom and it kicked my butt big time. Oh well I'll make sure I have extra tape on hand.

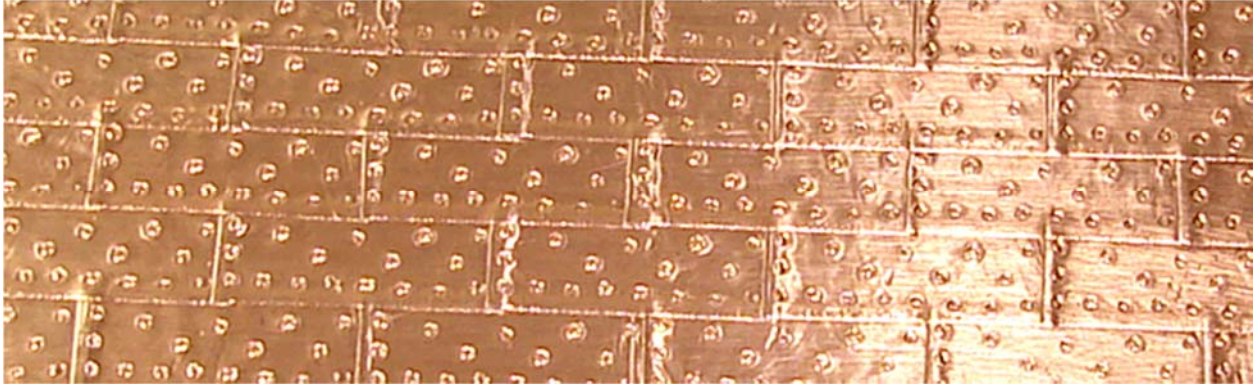
#417: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Wed Oct 10, 2007 4:54 pm

#418: Author: Maxx, Location: Michigan 📍 Posted: Thu Oct 11, 2007 1:16 am

I am looking forward to seeing your pictures of the coppering Chuck. My first couple rows are giving me a bugger of a time. I can post the details in the build log.

#419: Author: Chuck, Location: Rutherford 📍 Posted: Thu Oct 11, 2007 1:58 am

Here is a shot of the copper plates but it is not of the hull because I did not back that one up before it crashed. I do not have any photo programs on this computer. I will try and get you one of those. I am relatively happy with the results but the top "dressing band" of plates needed to have the top edge cleaned up and shaped by trimming it where there are dips and such.



#420: Author: Chuck, Location: Rutherford  **Posted: Thu Oct 11, 2007 2:06 pm**

Plated Hull – Untoned.




#421: Author: Elia, Location: Rose Valley, PA  **Posted: Thu Oct 11, 2007 3:47 pm**

That is looking beautiful.

#422: Author: Maxx, Location: Michigan  **Posted: Thu Oct 11, 2007 3:48 pm**

That is very nice looking.

#423: Author: knightyo, Location: Meridian, Idaho  **Posted: Thu Oct 11, 2007 3:52 pm**

Oh yea!

#424: Author: Chuck, Location: Rutherford  **Posted: Thu Oct 11, 2007 4:09 pm**

Thanks, but keep in mind there is more than one way to do this. You could break the hull into two large bands and copper them separately and then add a single row of plates along the water line to finish it off. Or you can do as I have done (rigging plan shows the plate pattern) and lay all of the plates down in one group using steelers to compensate for the narrowing at the bow.

I also placed the "Dressing belt" or single row of plates along the water line to finish it off. Some models also show a wooden batten across the top of this dressing belt but in this scale I think it will be too much. I am glad to see people experimenting with different techniques.

Nail heads, no nail heads, poance wheel, stamps, etc. Should make for a nice tutorial.

I still have not decided if I will artificially tone the plates. I like them either way but may do it just to show you guys the two different looks.

#425: Author: jimmdras, Location: Leesburg, FL ▯ Posted: Thu Oct 11, 2007 4:10 pm

Sweet!

#426: Author: roger, ▯ Posted: Thu Oct 11, 2007 5:03 pm

Looks great

Roger

#427: Author: phrygian, Location: Kentucky ▯ Posted: Thu Oct 11, 2007 5:23 pm

Good looking.

From the distance of the photo, the 'nail heads' provide texture without really being clearly visible. I think the texture tones down the effect flat copper might have had.

It'll be interesting to see similar photos where the nail heads are smaller or absent, and how that may affect the overall impression.

Bob H

#428: Author: Geonas, Location: Buenos Aires ▯ Posted: Fri Oct 12, 2007 2:52 am

Excellent

#429: Author: richard blevins, Location: Spanaway, Wa. ▯ Posted: Fri Oct 12, 2007 10:00 am

The build is looking great. I would like to take this opportunity to express my thanks for the hard work and effort that you are doing in order to provide the group with this build.

Richard

#430: Author: Chuck, Location: Rutherford  Posted: Fri Oct 12, 2007 12:05 pm

Richard

I am just the opposite. I glad you are almost ready to start. You are very welcome. I am looking forward to seeing your progress. I hope you will have fun with it and enjoy it.

#431: Author: Chuck, Location: Rutherford  Posted: Sun Oct 14, 2007 10:01 pm

I wanted to post some additional pictures of the copper plates. I have finished the hull plating and installed the false keel. Next I will make and install the rudder. I wanted to show these pictures because it has been a week since I finished this side of the hull and I decided to tone the plates artificially. It will be another week or two until it all evens out but it has gotten a nice patina to it. I like it done both ways, left shiny new and toned. I wanted to show you guys the difference so you can better decide what you would like to do. It is a drastically different look. The other side is still shiny new but was just treated so it will all even out in short order.





#432: Author: UweK, Location: Munich and Vienna ▣ Posted: Mon Oct 15, 2007 5:12 am

The patina of the copper plates is looking very realistic....great work

#433: Author: RedHawK, Location: Sperone ▣ Posted: Mon Oct 15, 2007 8:58 am

Chuck your model is amazing.

Since I'm new to many processes of this kind of build (and copping is between these) I would like to know what kind of product you used to give this tone.

#434: Author: Chuck, Location: Rutherford ▣ Posted: Mon Oct 15, 2007 12:13 pm

OK

Do not laugh. Hawiain Tropic spf 50 suntan lotion. I rub it on with my fingers and spread it out evenly and then after about a minute I rub it off.

Within a week or two you will see the results. A second coat and it will get even darker and more uniform. Like an old penny.

#435: Author: RedHawK, Location: Sperone ▣ Posted: Mon Oct 15, 2007 12:57 pm

Brilliant!!!!

#436: Author: UweK, Location: Munich and Vienna □ Posted: Mon Oct 15, 2007 5:53 pm

How you came to this idea?

#437: Author: Chuck, Location: Rutherford □ Posted: Mon Oct 15, 2007 6:00 pm

No joke. I was working on stamping the plates over the summer and I had just applied some sun tan lotion on my daughter so she could go to the beach. I noticed the next day that the plates I had touched became toned very quickly in the humid hot sun. If left indoors out of the sun this took longer but eventually got there. The more coats I applied as an experiment produced darker and darker results. I do not what the main ingredient is that causes this or if every brand of sun tan lotion works but the one I mentioned produces very good results. Remember it is not the oil but the lotion.

#438: Author: phrygian, Location: Kentucky □ Posted: Mon Oct 15, 2007 6:09 pm

Have you used anything to remove whatever oil residue might not have been wiped/rubbed off? Might the residue be an issue if you later put some sort of sealer over the copper?

Bob H

#439: Author: UweK, Location: Munich and Vienna □ Posted: Mon Oct 15, 2007 6:10 pm

A lucky accident....many thanks for sharing.

#440: Author: Chuck, Location: Rutherford □ Posted: Mon Oct 15, 2007 7:03 pm

Bob

I have never sealed any of my copper plates. I always leave them as is. I do not know how it would react if you placed a sealer over the plates after using the lotion. I have just never seen a reason to seal the metal. Why would you want to? It will continue to patina with age this way.

#441: Author: Maxx, Location: Michigan □ Posted: Mon Oct 15, 2007 7:15 pm

The vision of the copper tone girl with the puppy tugging at her britches as the figure head just crossed my mind.

#442: Author: phrygian, Location: Kentucky □ Posted: Mon Oct 15, 2007 8:07 pm

Some people who have done copper sheathing have mentioned putting a clear coat over the copper once it was the color they wanted. I've never done it, and most of the vessels I contemplate building, or have in progress, never would have been coppered.

If you're not sealing it, then possible residue is not a problem, and the continuing development of the

patina ought to give a really nice color in time. Your treatment has already produced a nice subdued color.

bob

#443: Author: Chuck, Location: Rutherford □ Posted: Mon Oct 15, 2007 8:17 pm

The problem with the sealers are that they tend to flake off or discolor the plates even further over time. If the correct sealer is not chosen it can create an unsightly yellow or creamy film over the area. Having never sealed the plates myself I would not know which one to choose. Wanting to avoid that scenario all together, and I have seen it happen more often the not, I just avoid sealing the plates all together.

#444: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Mon Oct 15, 2007 8:35 pm

One thing that comes to my mind is that all copper tarnishes. So when we have finished putting on the layer of copper and then we start to touch it, we will get finger prints all over it until the fingerprint oil has completely covered it. However in the interim our copper bottom will be spotty, so it seems like a good idea to cover it with the lotion first. I'm far too messy to use white gloves. I suppose it would be a good idea if we wanted a bright bottom or one with a patina to --- once the bottom is finished --- to lock it into a cradle and maybe put a towel around the bottom part to keep little hands off - or even big fat hands. What do you guys think?

#445: Author: Chuck, Location: Rutherford □ Posted: Mon Oct 15, 2007 9:19 pm

Once it tones up with the lotion or any other tone accelerator I find that my fingerprints are less likely to have a negative impact on the overall appearance of the hull plates. In fact, in about a week they will get so toned that any fingerprints will not show up at all. It really is a pretty good thing. However, on the Essex where I wanted the plates to tone up naturally. It was accelerated by the oils on my fingers and thus was a pain in the neck to keep even. That is why the fingerprints become an issue. AND That is why I am leaning towards always accelerating the process so I will not have to worry about my fingerprints. Once toned evenly the color will not deepen all that much more with the oils on your skin.

#446: Author: phrygian, Location: Kentucky □ Posted: Tue Oct 16, 2007 11:39 am

I've used the copper tape on stained glass for years. The color quickly evens out. By the time you actually get the copper onto the hull, I suspect that your fingers have already touched the great majority of the surface.

Tape I've put on pieces of glass but not soldered reach a nice subdued (dull?) after few months

Rolls of copper tape I've had for several years, but not yet used remain bright in the package.

Bob H

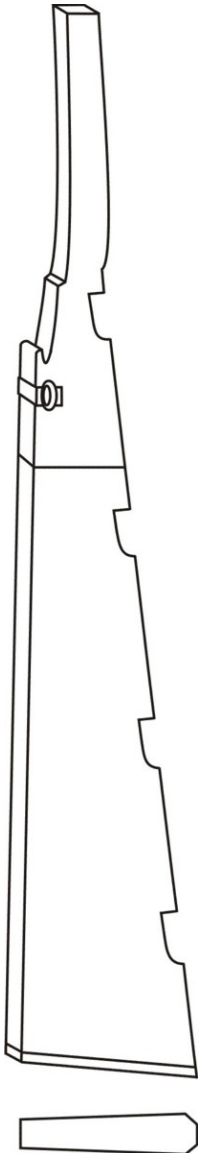
#447: Author: freewheelinguy, Location: Aston, PA 📅 Posted: Tue Oct 16, 2007 12:30 pm

This is just the result for coppering that I was looking to achieve. Great accident. I was fooling around with other methods that I research on the web, but didn't have any success.

I'll say it again. Your build looks outstanding.

#448: Author: Chuck, Location: Rutherford 📅 Posted: Fri Oct 19, 2007 2:48 pm

This weekend I will be installing the rudder. Cutting the hole in the counter for it, making the pintels and gudgeons, etc. Here is a drawing for clarity.



#449: USS Syren Project Author: Alan Peters, Location: Riverview, New Brunswick ▯ Posted: Fri Oct 19, 2007 6:21 pm

Just browsing for now and must say --- you have a mighty fine build there Chuck.

I am in process of acquiring more wood for my build as well but...

I didn't realize how many tool jigs I have to build before even attempting a model ship build.

A stand, a cradle, a Dremel holder so I can sand delicate parts, hate to say it --- even a work bench.

But all in all --- I will persevere and will acquire all needed items to build with.

I have noticed that you are in process of building your rudder. --- Is there a download for the drawing that you show?

Alan Peters

#450: Author: Chuck, Location: Rutherford ▯ Posted: Fri Oct 19, 2007 6:57 pm

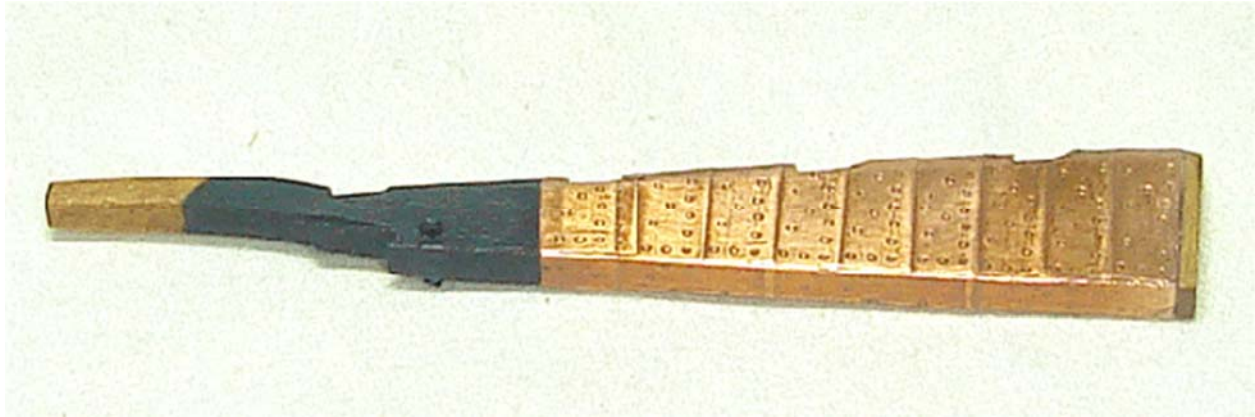
The 2nd template is on plan sheet 3. These additional drawings will appear in the next practicum chapter eight. It will include copper plating and making and installing the rudder. Then it is on to the stern carvings, stern port lids, and the ships name. Also, possibly the stern davits. In that chapter, (nine) I will break it into two parts (starting the exterior hull details and finishing the external hull details). I will work my way from the stern to the bow. More or less.

#451: Author: Chuck, Location: Rutherford ▯ Posted: Sat Oct 20, 2007 12:51 am

Here is the rudder completed. Not much to tell here. It is pretty straight forward. Cut it out and shape it to the profile shown in the drawing I made. Copper plate it. Paint it black outboard. I left it natural inboard. You could also paint the rudder head red inboard. I used a thin piece of copper tape for the iron band through which i placed the eye bolts for the rudder pendants. Do not forget the false keel on the rudder also.

One huge note.....The pintles and gudgeons were made out of the same material as the copper plates. They did not use iron. If they did, the chemical reaction between the copper plates and iron would make them corrode very fast. I happen to have some solid copper sheets that can be cut to 1/16' wide. That is how wide the pintels and gudgeons will be. BUT I will use another technique. Most of you will probably have, or be able to purchase brass strips the correct size. (1/16' wide by about .04 or .05 " thick) What you can do, and I have done this before with good results, is to cover the brass strips with some left over copper tape and burnish it down. You can even simulate the nails heads as was done on the copper plates. I am no chemist and do not know how the two will react over time but it sure looks nice to have

the copper plates and rudder hinges the same color. Once toned it looks really good. I always see the brass used on the copper and it looks yellow and sticks out like a sore thumb. You could use 'brass brown' stuff to chemically darken it but it never looks the same. I would only as a last resort paint them black. Like I said they would not have mixed iron with the copper plates. But I know it can sometimes be hard to find copper sheets in the right thickness so this is a great alternative. Hopefully I will get that done this weekend.



#452: USS Syren Author: Alan Peters, Location: Riverview, New Brunswick **Posted: Sat Oct 20, 2007 2:40 am**

I have a lot to learn and I am going to learn it from the right guy. --- I KNOW IT...

Found it on plan sheet 3. It's a matter of learning what the pieces are called and what they look like.

Alan Peters

#453: Author: BIKERBOB, **Posted: Sat Oct 20, 2007 6:02 pm**

GREAT LOOKING RUDDER.

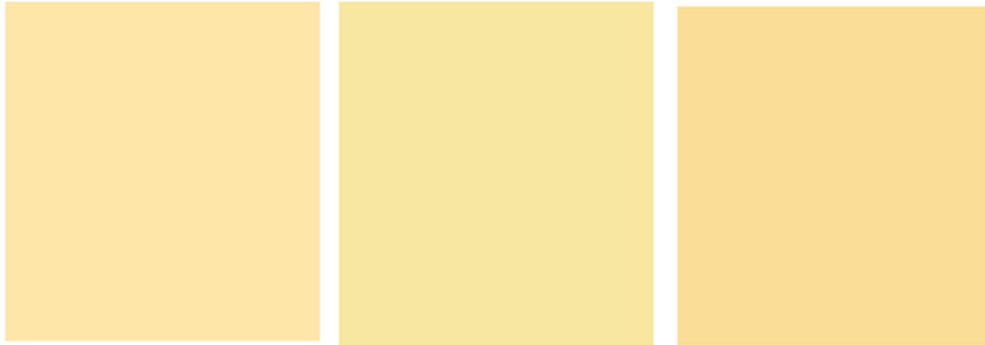
I WAS TRYING TO RESEARCH YELLOW OCHRE ON THE INTERNET AND FOUND THAT THE SHADE VARIES FROM A DIRTY YELLOW/BROWN TO ALMOST A RUST COLOR. CAN YOU DESCRIBE THE CORRECT SHADE OR DIRECT ME TO A SAMPLE.

BIKERBOB

#454: Author: Chuck, Location: Rutherford **Posted: Sat Oct 20, 2007 6:42 pm**

I do not know if this will help you or make it more difficult. I have not seen a pure yellow ochre per say. Folks routinely use that to describe the color but only since it is what is used on the Victory. American ships like constitution were more of a light yellow tan like this. Whatever you want to call it. Anything in these areas would be fine. And you can see there are plenty of variations. In fact it is what you prefer

most, more yellow, more tan, more brownish. But it was pale as far as I understand. Maybe some others would like to jump in here.



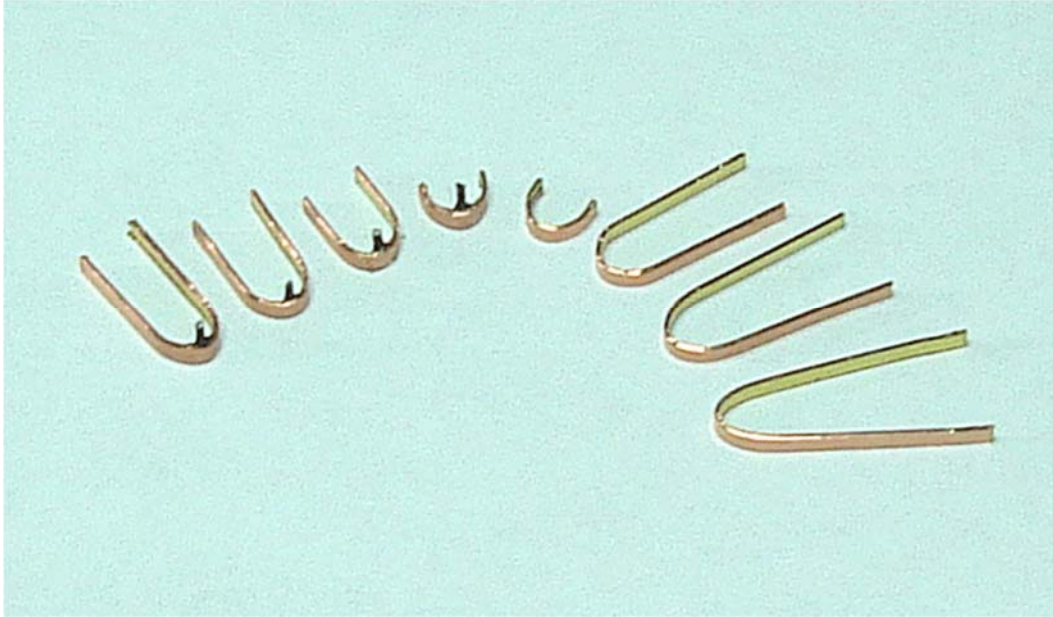
#455: Author: Chuck, Location: Rutherford 📍 Posted: Sun Oct 21, 2007 12:14 am

The rudder is finished. The brass gudgeons and pintels were covered with a layer of copper tape so they match the plates. You can see the inside of each is still brass yellow. I wish I had a thinner brass strip on hand. The strips I used were just a little thick. Please note how high on the counter inboard the hole was made for the rudder head. Do not make it at the wrong angle. It is straight up through the bottom. It is very hard to explain in writing. In the end after I saw these pictures I think the hole should have been a little bigger inboard (wider). But I can live with it. The simulated nail heads on the gudgeons and pintels were made after they were glued onto the hull. I used a sharpened dowel to make the marks and then I burnished them.

Copper is still toning up nicely. The rudder has some catching up to do.







#456: Author: Chuck, Location: Rutherford **Posted: Sun Oct 21, 2007 12:24 am**

I just noticed how unforgiving those close ups are. Boy they show every little bump and mistake. It makes me want to go back and sand it all down to give it another coat. This shot from two feet away is more like how I see it in person. I think I will save you guys the on those crappy mistakes and take them from a little further away next time. OUCH.



#457: Author: knightyo, Location: Meridian, Idaho **Posted: Sun Oct 21, 2007 12:46 am**

Chuck, it's looking outstanding. So once you are done with the model, you are also going to show us how to build a custom display case for it, yes?

Don't worry about taking close up shots. I noticed on some of the close up shots I took of one of my other builds that the pictures made the model look like it had a lot of unevenness in sections, even though they were perfectly flat.

#458: USS Syren Author: Alan Peters, Location: Riverview, New Brunswick 📍 Posted: Sun Oct 21, 2007 2:20 am

Don't ships bump into wharves and other ships?

I don't think you should be so critical of your work. --- It look real fine to me.

Alan Peters

#459: Author: RedHawK, Location: Sperone 📍 Posted: Sun Oct 21, 2007 8:35 am

Little bump? Mistakes? Your work is absolutely outstanding!!

I have a question, too: if I would paint the rudder head, what color should I choose? Red as the inboard? Black as outboard? Or another color?

#460: Author: Chuck, Location: Rutherford 📍 Posted: Mon Oct 22, 2007 12:08 am

Luigi

It is really up to you. There are no hard and fast rules. Inboard the rudder can be stained, (that is what I did) painted red, or black. It is just a matter of you own personal taste. As much as it was the captains at the time.

#461: Author: Chuck, Location: Rutherford 📍 Posted: Thu Oct 25, 2007 1:33 am

What do you think so far. I have to make the carvings a little thicker than I would like to because I anticipate the future need to have them cast or molded. But i do not think they look too bad. I just have the port side to complete. The stern carvings are in three pieces. The letters are the photoetched letters from Jerzy sheet. They are painted to match the wood color.

I am never happy with my work in the end and there are a lot of people that can carve circles around me. So I urge all of you to give it a try using some hardwood. Since you do not have to worry about making a mold you can make the pieces as delicate as you would like to. The pieces you see on the model are actually not the originals but they are the molded copies I have made from them. They were stained to match the wood tone. I will not be painting any of the carved work. I may go back and touch them up a little bit. At 3/16" scale they are incredibly tiny. Maybe I should have gone larger. The quarter galleries will be easier I hope.





#462: Author: Maxx, Location: Michigan □ Posted: Thu Oct 25, 2007 1:48 am

Looks good Chuck, I like what you have done. You say they are molded copies, are you using Sculpey or something similar?

#463: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu Oct 25, 2007 1:54 am

Goodness! First coppering the hull and now such ornate carvings. Your carving looks very good to me. If I can just come close to that I will be ecstatic.

#464: Author: Chuck, Location: Rutherford □ Posted: Thu Oct 25, 2007 2:01 am

Yes, the originals are Sculpey and they were cast copies which were also made from sculpey. Then I gave them a wash with some brown (watered down) acrylic paint to give it more depth. Finally I glued them to the model and then stained them with the golden oak stain. I really have to stop fiddling with it though. It is what it is. I have made worse. I have made better. Here is another picture with another coat of stain.



#465: Author: knightyo, Location: Meridian, Idaho □ Posted: Thu Oct 25, 2007 2:12 am

Hey, I really like those carvings. You think they are too thick? I think they are just right for the space they are filling.

Man, I'm trying to slow down my build and be more methodical, and then you go and post something neat like that and get me excited again.

On a semi-related/unrelated note, how are you going to carve your figurehead? Are you going to carve the bust (tee hee!) out of wood, and pin the arms to her separately?

Alan

#466: Author: Chuck, Location: Rutherford □ Posted: Thu Oct 25, 2007 2:22 am

If I follow the drawing I made and put her arms at the sides I will not have to. If I want to have her arms reaching out or to the sides away from her body then yes. But I will cross that bridge when I get to it. For all those building in 3/16" scale I will make the molded copies available if you want them. Just PM me to let me know. The originals will all be made from sculpey. It is just easier for me to make the molds.

#467: USS Syren Project Author: Alan Peters, Location: Riverview, New Brunswick □ Posted: Thu Oct 25, 2007 2:34 am

If I may be so bold --- what is Sculpey ???

Alan Peters

#468: Author: Chuck, Location: Rutherford  **Posted: Thu Oct 25, 2007 3:07 am**

Sculpey is a clay that can be sculpted and then baked so it hardens. I do not actually carve the pieces I sculpt them. Then after it hardens I work on it some more adding some depth using some carving tools. When I am satisfied I make a mold of it and then make more copies of the original using Sculpey also.

#469: Author: jimmadras, Location: Leesburg, FL  **Posted: Thu Oct 25, 2007 3:20 am**

Nice work, Chuck! The carvings for the stern look great, whether they are cast or not. Did you consider gold paint or gold leaf? I think that is what I will try with my carvings if I ever get to that point. She is really starting to take shape.

jim

#470: Author: phrygian, Location: Kentucky  **Posted: Thu Oct 25, 2007 3:21 am**


The carvings look good. If these are casts from an original, then the original must be mighty nice.

Bob H

#471: Author: Chuck, Location: Rutherford  **Posted: Thu Oct 25, 2007 3:24 am**

No I do not usually do that on ships from this time period. They were probably painted with some bright garish colors in reality but I prefer to make them match the wood used throughout the model. But I hope everyone will follow what they believe will look best. I cannot wait to see the variations people come up with. They are really small though. I did not realize how tiny these pieces actually needed to be. It is hard to add a great deal of detail but it works none the less.

#472: Author: roger,  **Posted: Thu Oct 25, 2007 4:19 am**

#473: Author: sentinel, Location: Mirabel, Quebec  **Posted: Thu Oct 25, 2007 11:03 am**

Chuck, it looks just great! For a beginner like me, I just hope to get it close to what you did. Thanks for this great build!!!

Yves.

#474: Author: hardingb, Location: Aurora, IL 📍 Posted: Thu Oct 25, 2007 12:45 pm

I know what you mean. I'm intending on replacing most of the britannia castings in the Sultana kit with carved pieces, but I certainly did a double-take when I opened the box and saw how small they are. It's hard to get an appreciation for size when all you're seeing is photos online.

But your carvings look great. I agree that they look a little thick, but I think that once you add more detail to the ship (once you're not just looking at a mostly plain hull with a couple carvings) they won't stand out. They really look good.

#475: Author: Chuck, Location: Rutherford 📍 Posted: Thu Oct 25, 2007 2:08 pm

Yup, If I remember correctly the castings for the Sultana were awful – especially the figurehead. The quarter badges were not that difficult to make. Lucky for you there is not that much carving work on that ship which will make it a great introduction to that art form. The remainder of the work on the Syren should go well. The thin aspect of the stern carvings made it so I had no choice but to make them thicker. Guys it may not come as a surprise to you but I am preparing this project so it can be offered commercially in kit form. So you will no doubt see things (especially in the quarter badge designs) that will lend itself to mass production. As always I encourage you folks to carve these elements individually to suit your own tastes. The last photo shows the castings as fragile/thin as I want to go with them so they will hold up while being mass produced and handled. I will post a picture soon of these parts with a coin next to them so you can get a good idea of just how tiny and thin they really are.

#476: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Thu Oct 25, 2007 4:41 pm

Looking nice. Do you plan to put any carvings along the side, other than the bow area?

#477: Author: Chuck, Location: Rutherford 📍 Posted: Thu Oct 25, 2007 5:20 pm

Whatever you see on the plans will be implemented. Less is actually better when it comes to this era of ships. If you are thinking about adding other decorative elements other than what I show on the plans I would seriously rethink it. The original draft is quite well executed and shows everything. The trailboards on either side of the stem will not have any carvings. I think it would be too much. In light of the switch to the "SYREN" rather than the warrior I am omitting what carving is shown on the trailboards on the original draft. To add any more would push the ship closer to a fantasy vessel rather than a representation of the actual ship.

#478: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Thu Oct 25, 2007 5:25 pm

Sounds good to me.

#479: Author: Chuck, Location: Rutherford 📍 Posted: Fri Oct 26, 2007 12:28 am

I just wanted to post a photo of a set of molded pieces (3) that make up the stern decorations. You can see an uncut piece that was molded on top. It needs to be cut free of the excess sculpey around it. Then they can be stained. The piece on top is also a lot more toned than the bottom arrangement. Leaving Sculpey in the oven for a little longer will make it golden brown which is good for our purposes. It looks more like finished wood. The center medallion is smaller than a dime.



#480: Author: Randy, Location: Atlanta GA □ Posted: Fri Oct 26, 2007 1:44 am

Chuck, Your skills continue to amaze me. You find the ship to model. You research and draw up the plans. Then you write a practicum. And now you do the stern carving and make it look that good. Fellow gentlemen of the Syren build we are lucky to have Chuck leading us.

Chuck are you possibly going to make the castings of the carvings available? I have tried carving and am 6 thumbs at it. The first paragraph was to butter you up. Love your work.

#481: Author: Chuck, Location: Rutherford □ Posted: Fri Oct 26, 2007 2:15 am

Thanks Randy.

Yes, I will make them available for everyone. But as I mentioned to a few of you already. It will take me a couple of hours to prepare each set. I want to wait until the quarter badges are finished also. Then I will send them out as a set. The figurehead and cannons will be in a second set later on.

I really hate to ask anyone for money but unfortunately I will have to charge you folks for them. It just takes too long and cost me a few dollars to make which I do not have. I hope you will understand. Do not know how much though. I am horrible with that stuff. The cannons and carronaded barrels from bluejacket alone would cost 36 dollars. I can make them cheaper of course I just do not know yet. Probably in the 20 dollar range per set. After I get the badges done which will consist of 4 pieces I will know for sure. Give it a shot though, you might just surprise yourself.




#482: Author: knightyo, Location: Meridian, Idaho □ Posted: Fri Oct 26, 2007 2:26 am

Chuck, if it comes down to it, I'm pretty sure just about all of us can come up with the cannons, etc on our own rather than having to have you help us out with that.

Alan

#483: Author: Chuck, Location: Rutherford □ Posted: Fri Oct 26, 2007 11:53 am

The only carronade barrels that are the correct length are from Bluehacket but they are kind of wimpy. I have not seen any others. Should anyone find them please post them for everyone to use. They are not difficult to make but it can be time consuming like everything else.

#484: Author: zeldazork, Location: Omaha, Nebraska  **Posted: Fri Oct 26, 2007 4:44 pm**

Very classy looking Chuck, minimum decoration does look best.

#485: Author: bauerm, Location: 82178 Puchheim  **Posted: Fri Oct 26, 2007 5:12 pm**

I am impressed by your work! i

Michael

#486: Author: Chuck, Location: Rutherford  **Posted: Fri Oct 26, 2007 5:27 pm**

Thank you Michael

Will you be starting a Syren model soon? There is always room for one more in the fleet.

#487: Author: bauerm, Location: 82178 Puchheim  **Posted: Fri Oct 26, 2007 5:40 pm**

No Chuck - it is a pity, but I am not able to start a model - but I love reading and watching your building this marvelous model.

Michael

#488: Author: Chuck, Location: Rutherford  **Posted: Fri Oct 26, 2007 5:50 pm**

We enjoy everyone else's progress and drop by when you can. It is good to see you are still interested.

#489: Author: Geonas, Location: Buenos Aires  **Posted: Fri Oct 26, 2007 5:51 pm**

it's an excellent work... Congratulations.

#490: Author: bauerm, Location: 82178 Puchheim  **Posted: Fri Oct 26, 2007 6:06 pm**

#491: Author: AnobiumPunctatum, Location: Duisburg  **Posted: Sat Oct 27, 2007 7:36 am**

Your sculpted carvings are looking very good.

Christian

#492: Author: RedHawK, Location: Sperone 📅 **Posted: Sat Oct 27, 2007 8:36 am**

Good job with your carving Chuck!

When I will be at that point in the construction of my Syren, I will try carving the decoration by myself, We will see what I'll turn out...

#493: Author: duhawk, Location: Saint Charles, IL 📅 **Posted: Sun Oct 28, 2007 11:47 pm**

Kudos on the sculpey work! Your skill is truly an inspiration to us.

Mike

#494: Author: Chuck, Location: Rutherford 📅 **Posted: Mon Oct 29, 2007 12:39 am**

Well thank you. I am just working on the quarter badges. They will consist of a top and bottom and two scroll pieces for each side. Here is a shot of the experimenting. It is not glued on yet but shows the top and bottom held together with wooden strips for the panels between each window. I am happy with the results and ready to construct the final version. The windows will be acetate with pinstripe tape to simulate the individual panes/moulding.



#495: Author: Chuck, Location: Rutherford 📅 **Posted: Mon Oct 29, 2007 12:51 am**

Here is a shot of it off of the model with one scroll made. It is getting there. It is only slightly larger than a quarter. Do not mind the finish it is just the prototype. You can see in the other photo that the molded pieces were stained to match the wood exactly. The sculpey takes it quite well. It is very easy to match the wood finish.





#496: Author: freewheelinguy, Location: Aston, PA 📍 Posted: Mon Oct 29, 2007 1:42 am

Think I'm missing something here, but what is the purpose of the quarter galleries on this ship. Like on my Conny they were the head for officers. On this ship there's no entrance just the solid bulwarks. What am I missing?

#497: Author: coyle, Location: Mariposa, California 📍 Posted: Mon Oct 29, 2007 2:16 am

Does this mean Syren will eventually join the MS fleet?

#498: Author: Chuck, Location: Rutherford 📍 Posted: Mon Oct 29, 2007 2:34 am

That is the plan Chris,

Free wheel

The quarter badges were just for show. Purely decorative and maybe even did not have glass. It may have been painted wood. I will use acetate none the less, but brigs often had quarter badges no galleries. They made the ship look bigger than it was from a distance. It was used to trick other ships looking on from a distance. The Syren surely had them on the original draft even though they served no purpose. The Lightley model shows them and I have used it as my inspiration for the carvings.

#499: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Oct 29, 2007 3:22 am

Uh oh.... We are now getting glimpses of the more detailed aspects of this vessel. Fun! Scary! For the record chuck, I'm pretty impressed with your Sculpey carving work. For those of us who are inclined to try and carve these from wood, do you think Basswood would be good, or would it be better to carve them from a hardwood?

Also, what color do you think these quarter badges were painted? I imagine since their purpose was to be seen by the enemy that they were of a different color than the sides, but maybe not, since the shape of them alone would be (I think) relatively easy to see at a distance.

Alan

#500: Author: Chuck, Location: Rutherford □ Posted: Mon Oct 29, 2007 3:29 am

I not sure really what color they would have been painted. Definitely not gilded. The Lightley model has them natural and I like the look of it so I will go with that for my model. They stand out just fine I think. Even more so after the window panes are in.

I have to tell you. Boxwood is probably best. But these guys are super tiny. I do regret not going with 1/4" now. I am still able to put a good amount of detail into these pieces but look closely at the top photo above. The completed badges are not much bigger than the gun ports besides it. They are only 1/2" and the quarter badge fits perfectly on top of a quarter. So go slow with the carving. Your eyes will go blurry on you from time to time. Trust me on that one. But it is doable.

#501: Author: Maxx, Location: Michigan □ Posted: Mon Oct 29, 2007 9:16 pm

Nice work with the sculpey. Will you have a mini practicum within the practicum on working with sculpey? i

#502: Author: Chuck, Location: Rutherford □ Posted: Tue Oct 30, 2007 1:32 pm

No not this time around Maxx. I want to keep moving ahead. I might put something together at a later date. I in fact changed my mind about the quarter badges. I will make them entirely as one piece out of sculpey. I think they are just too tiny for the average model builder to futz with as four pieces and I was not happy with my results. So it is back to the drawing board. These carvings will make or break any model. The scrollwork to the left and right of the badges were just too tiny and fragile to reproduce in a production environment. As one piece they should work much better. I should have something done in a few days. My originals are in fact done from wood this time around with each shingle on that clam shell top being laid individually. When working with sculpey it is best to use multi medias as long as the finished product will hold up while making the mold.

See this great article by Bob Crane. It is pretty much how I do it.

<http://modelshipwrights.wikispaces.com/Resin+Casting+for+Ship+Models>

#503: Author: skuldelev, □ Posted: Tue Oct 30, 2007 9:24 pm

The badges are very nice, they add a lot to Syren.

I looked around at old boardroom models to see how badges were painted. Most were very simple, with yellow ochre molding and trim on a darker color background.

For Syren, this might mean black, with the raised molding, swags and scales picked out in yellow ochre - nice and neat.

The figurehead will be interesting. Greek legend tells of syrens as birds with women's heads, or simply beautiful women. Later they were described as mermaids. They all sing sweet music to lure men to their death.

I suppose a "realistic" syren could have the body of a bird, or a women, or mermaid. Painting the figurehead in colors would be very right for the time USS Syren was sailing.

I attached a photo of a side gallery very similar in basic form to the badges, showing how they are painted.

Jim



#504: Author: Chuck, Location: Rutherford □ Posted: Tue Oct 30, 2007 10:22 pm

Actually there is a painting of the bombing of Tripoli. It is quite famous and shows the Constitution along with Argus and Nautilus. If anyone has a picture of this painting in color it would be a great thing to use as reference. It is contemporary and is often used by folks to flesh out the details of ship model plans etc. Chapelle referred to it many times and he reduced the rake of masts and other details for his plans using it as a solid reference. I do not have the name and artist at hand.

Jim thanks for the kudos. I think yellows blacks and white and maybe some red were used. But how and where I do not know. Even though painting the decorations including the figurehead would be closer to historical fact, I will still leave mine natural as I prefer it that way. It a little artistic license I guess. The great thing about it is there is no right or wrong, only I am happy with it or I am not happy with it.

#505: Author: Russ, Location: Biloxi, Mississippi □ Posted: Tue Oct 30, 2007 10:28 pm

That is one of the paintings by Michel Felice Corne. He did quite a few of the paintings of the Constitution back then.

I think it is the property of the US Navy Museum. Tyrone Martin included a B&W photo of it in his A Most Fortunate Ship.

Russ

#506: Author: skuldelev, □ Posted: Wed Oct 31, 2007 6:01 am

All the paint colors you've used look right and feel right. Keeping it to a minimum and within the time frame is a very good thing. Less is more, they say.

Unpainted badges and figureheads are a nice option, especially with the natural color of the sculpy you've used. A light varnish or some miniwax will bring out the sheen and tone very well.

Jim

#507: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Wed Oct 31, 2007 4:45 pm

I think a touch of black and gold might be nice without overpowering the color of the ship as is. Especially if some gold leafing were also on the transom decoration too. I believe it would complement the gold letters of the name Triton.

Not a lot of gold, but just a touch on the bow and transom areas.

#508: Author: Chuck, Location: Rutherford □ Posted: Wed Oct 31, 2007 5:47 pm

Here is another painting I found on the web of Constitution and a smaller vessel at Tripoli. Good color schemes to follow.



#509: Author: Russ, Location: Biloxi, Mississippi □ Posted: Wed Oct 31, 2007 6:18 pm

Keep in mind this is not a contemporary painting. There are several errors in it regarding the Constitution's stern. Caveat Emptor.

Russ

#510: Author: Chuck, Location: Rutherford □ Posted: Wed Oct 31, 2007 6:37 pm

I only posted it for the colors. It is a good representation of the color scheme. The pale ochre stripe. no gilding etc. I do not want you folks to look at it for anything else. The overall look is what is important.

#511: Author: freewheelinguy, Location: Aston, PA □ Posted: Wed Oct 31, 2007 10:38 pm

Just curious. If the stern is incorrect, how does one know that. I don't know when this painting was made, but wouldn't the artist paint what he sees?

#512: Author: Chuck, Location: Rutherford □ Posted: Wed Oct 31, 2007 10:46 pm

Here is a look at the new one piece quarter badge....

The challenge will be making one to match for the other side. I am taking a much needed break today. I will play online though until tomorrow.





#513: Author: Russ, Location: Biloxi, Mississippi □ Posted: Wed Oct 31, 2007 10:59 pm

Len:

The painting Chuck posted was done probably within the last 30 years or so. The artist's name is Tom Freeman.

Corne's painted his scene of the battle in 1805.

Russ

#514: Author: freewheelinguy, Location: Aston, PA 📍 Posted: Wed Oct 31, 2007 11:49 pm

Thanks for the info, Russ. Didn't you state in your previous post that it wasn't contemporary? I took that as meaning it was older. I've read several books on the Constitution and I don't think anyone can state how she looked at any given time in the early 1800's. Just a point to ponder. If this artist took license couldn't Corne as well? All the expert's answers are theories. The actual information is just lost. I don't want to use Chuck's build log to discuss this further, so if you have or anyone has additional comments please send them over on my build log.

#515: Author: kelvin12, Location: NSW 📍 Posted: Thu Nov 01, 2007 12:33 am

That is really nice carving work. What did you use power carving or chisels.

Dirk

#516: Author: Chuck, Location: Rutherford 📍 Posted: Thu Nov 01, 2007 12:59 am

Dirk

Thanks. They are molded copies of my original badges. The originals are carved in wood, with wire used for the scrolls. Some card stock also. Sculpey was used as well which was of course sculpted. The originals can be made from anything (multimedia). The roof was actually shingled like a real roof with many tiny wooden shingles. Then that original which has the correct shape but does not look at all pretty is pushed into a mold. Then Sculpey was pushed into the mold to create what you see on the model.

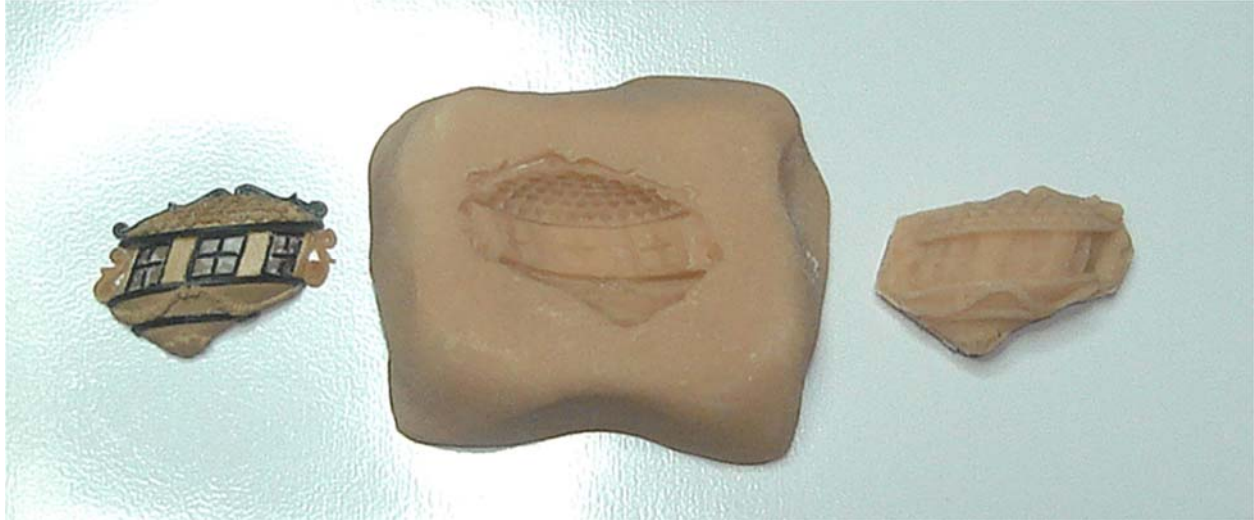


#517: Author: Chuck, Location: Rutherford □ Posted: Thu Nov 01, 2007 1:21 am

On the left you see my original creation. The fourth attempt after much experimentation. The black is actually wire. It does not look pretty. Then I smushed it into some Sculpey to make the mold. The right hand side is a new molded piece. It has no finish on it in comparison to the one above. I use stain and artists markers, paint and pencils to get the right finish to match the hull. It takes some experimenting. I went through three or four molded versions before I was satisfied with the finish. The windows are painted black but not solid black. I let some of the lighter color show through.

You can see all of the excess material that needs to be trimmed after they are baked. Then it needs to be shaped by hand with a sharp blade around the edges and generally cleaned up. Then they are ready for the finish. It is a lot of hand work even though you have the mold. The tricky part is removing the RAW molded pieces before baking. Its soft clay which has a tendency to distort as you remove it from the mold. The more complex the piece the harder it is. Corn starch is used to prevent the raw clay mold from sticking. Then it is baked.

The pink color you see I have found takes the stain best and will match the "Golden Oak" very closely after some paint touch ups.



#518: Author: Geonas, Location: Buenos Aires **Posted: Thu Nov 01, 2007 2:34 am**

I'm getting in love with this model. I think that in 2 weeks when I finish my university exams I'll be starting my project

#519: Author: RustyJ, Location: Chittenango, NY **Posted: Thu Nov 01, 2007 2:38 am**

Chuck that is amazing.

Is the master on the left made from one piece?

#520: Painting Author: Model Mariner, Location: Hofkirchen **Posted: Thu Nov 01, 2007 8:08 am**

A lithograph of an oil painting by John Charles Roach showing the Constitution off Tripoli, 3 August 1804 is printed in the book "A most famous ship - A Narrative History of Old Ironsides". On the left hand side of the Constitution two brigs flying American colors are shown. Is this the painting you are referring to?

Model Mariner

#521: Author: Chuck, Location: Rutherford **Posted: Thu Nov 01, 2007 11:56 am**

I am not sure. I will have a look around and try and scan the painting if I can find it.

Rusty

The original to the left is made up of countless pieces. Wood,clay, wire, paper, you name it. Whatever will get the job done.

#522: Author: Russ, Location: Biloxi, Mississippi **Posted: Thu Nov 01, 2007 5:27 pm**

Model Mariner:

You must have a different edition than I. The only painting of the Tripoli action in my edition is the Corne' painting done in 1805 after Preble had returned to the US.

I have the more recent and updated edition from 1997. The 1805 Corne' painting is shown on pg 105.

Russ

#523: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Thu Nov 01, 2007 5:49 pm

The hard part, I should imagine, would be in making a mirror image of the first side.

#524: Author: Chuck, Location: Rutherford □ Posted: Thu Nov 01, 2007 5:54 pm

Yup but the good thing is you can only see one side at a time.

#525: Author: KLarsen, Location: Granada □ Posted: Thu Nov 01, 2007 5:54 pm

But does it have to be the exactly same? Would it even have been 100% symmetrical on the original ship?

Actually, I have the same issue on the Granado I'm building now, as I'm carving the quarter badges in pear. They most likely won't be symmetrical, but I see that as some of the charm of a wooden ship!

#526: Author: Model Mariner, Location: Hofkirchen □ Posted: Thu Nov 01, 2007 6:10 pm

I have the first printing 1980. The editions seem to be quite different, in mine there is no painting by Corne although Corne is mentioned as the artist having produced the earliest paintings of Old Ironsides. I'll send you a scan of the painting in my book

Model Mariner

#527: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 04, 2007 3:14 pm

Here is a picture of both badges completed. They are a pretty good matching pair I think. I can know make some sets of these and the stern carvings for those who want them. I will have to charge 22.50 each. Anyone who wants them please pm me for details. Just 1.50 for shipping.



#528: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 04, 2007 4:10 pm

I liked this shot so I thought I would post it.





#529: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Sun Nov 04, 2007 5:38 pm

Those are very nice indeed.

The detail you were able to achieve is outstanding.

It really sets a high standard to shoot for.

#530: Author: jimmdras, Location: Leesburg, FL 📍 Posted: Sun Nov 04, 2007 6:03 pm

Fantastic job on the carvings; I especially like the scale of the window muntins. They always seem too large in scale for many that I see. Yours are very well done. I would like to reserve a set in 1/4" scale (sic).

jim

#531: Author: kelvin12, Location: NSW 📍 Posted: Sun Nov 04, 2007 8:28 pm

How did you do the stern board name, it looks great. Is it part of Jerzy's metal etching?

Dirk

#532: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 05, 2007 1:36 am

Jim

1/4" scale you are out of luck. It will not be so bad at that scale. You can even add more detail. Give it a go. I sure as heck am not building another pair. I will supply just about anything in 3/16" though. Just give me a shout. Yes the muntins are always a bit thick. It is hard when you are using wood. They are very fragile. Styrene is a good substitute.

Dirk,

Thanks, they are part of Jerzy's set. They are very tiny so I asked to have six sets of the name included on the sheet. For those that get it, they will understand why. It is hard to keep them from bending and breaking. They look fantastic when they are garnished though.

#533: Author: jimmdras, Location: Leesburg, FL 📍 Posted: Mon Nov 05, 2007 2:20 am

No, I did not expect you to come up with another set; that's what the (sic) was for at the end of the post. Just another reason that I should have built it in 3/16" scale.

I am back to my favorite chore of planking my Syren, and I thought this will be a good time to start on

those carvings while waiting for the glue to dry. I figure I can scrap about ten sets by the time I get the planking done.

jim

#534: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 05, 2007 2:23 am

I know Jim. Just the thought of doing so though. It took me almost two weeks to finish them. You can think of it as practice. The Triton has "crazy" carving on it. That will be a fun chore unto itself. It makes the Syren ornamentation look like child's play.

#535: Author: jimmadras, Location: Leesburg, FL 📍 Posted: Mon Nov 05, 2007 2:43 am

Crazy is putting it mildly, but it can't be as bad as the Sovereign of the Seas. The Syren carvings should be a great training exercise in preparation for the Triton.

jim

#536: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Mon Nov 05, 2007 10:00 pm

Lovely little ship and coming along very nicely.

#537: Author: Chuck, Location: Rutherford 📍 Posted: Tue Nov 06, 2007 3:07 am

I know you are probably sick of seeing this quarter badge but this is important. Be sure to create (simulate) the two sheaves aft of the badge before you glue the badges into position. It is much easier to do so that way. The two eye bolts with split rings were created with 28 gauge wire that was black. Check the plans. You risk damaging the badges if you try to do it while they are in position. Next up the sweep ports. Oh, do not forget to drill the corresponding holes inboard to simulate the sheaves. Be careful to line them up. They need not go all the way through the hull. The rigging can be faked. You can push the line in partially and then do the same inboard.



#538: Author: freewheelinguy, Location: Aston, PA □ Posted: Tue Nov 06, 2007 12:33 pm

Your badges look excellent, Chuck. Seeing what is involved in constructing these and how fragile, I don't see the need to have these mounted yet. I sure would hate to see them damaged while building other areas, so these will be the last items attached. Just something to think about.

#539: Author: hardingb, Location: Aurora, IL □ Posted: Tue Nov 06, 2007 1:53 pm

If these sheaves are only simulated, they must not be used in rigging our model...what would they have been used for?

#540: Author: Chuck, Location: Rutherford □ Posted: Tue Nov 06, 2007 2:31 pm

No No

They are only simulated on the model. They were used on the real ship. They were for the sheets and the braces of the main yard. What I meant by simulate them is you do not have to create working sheaves. They are just two holes drilled one on either side of the sheave. Then a pin vise was used to scribe or dent the wood between them. This groove was then darkened with the tip of a sharpened pencil. We will actually be running the rigging through them but it can be faked. Just push the outboard

rigging into the hole and glue it there. The inboard side you can do the same and then belay the end of that line to the cleat on the bulwarks. No one will ever know.

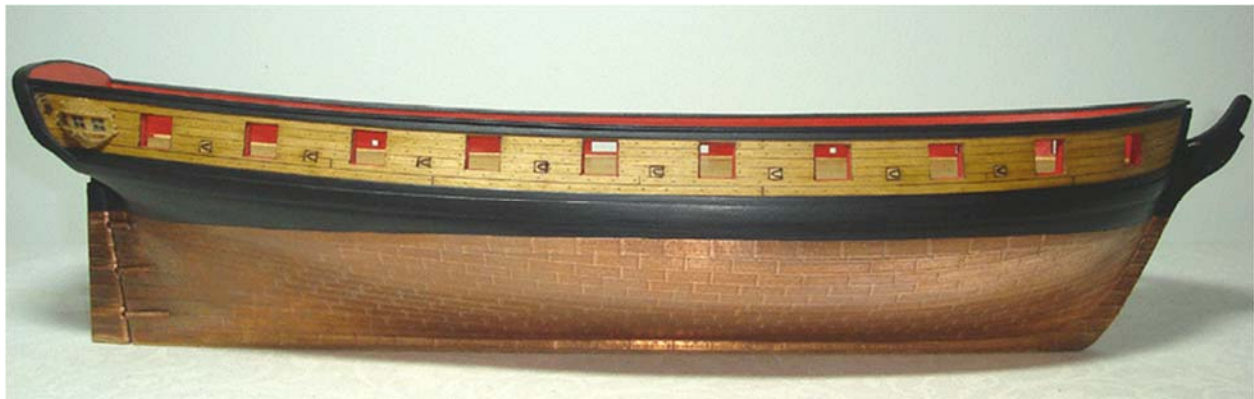
#541: Author: McSpuds, Location: Louisville, KY 📍 Posted: Wed Nov 07, 2007 12:00 am

Except for that little 1" fella behind the bulwark.

#542: Author: Chuck, Location: Rutherford 📍 Posted: Wed Nov 07, 2007 2:42 am

Sweep ports are finished on the starboard side. I used the photo etched sheet from jerzy. The sweep hinges were painted black before gluing them on. The ports should be 1/8" square so I used a strip of 1/8" x 1/16" wood to cut the port lids. The strip was painted red on the inboard side before cutting the individual lids. Note I how left some space all around the port and did not make the lids super tight. You want to be able to tell they are in fact lids that open and close. Too tight and it would not look right. To finish each hinge I glued two tiny (super tiny) pieces of 28 gauge black wire to the ends of the hinge to simulate the hinge pins. They are hard to see in the photos but it makes a huge difference in adding some realism.

I am trying the upload feature also to try and load larger images as I add more details. Hopefully when you click on the thumbnail you will see a larger clearer image. Let me know if you like this method and I will always do so when there are some good details to show.





#543: Author: kelvin12, Location: NSW Posted: Wed Nov 07, 2007 5:20 am

Photos are nice clear shots and show the detail really well. Maybe you should also give lessons if

photography....

Dirk

#544: Author: RustyJ, Location: Chittenango, NY □ Posted: Wed Nov 07, 2007 1:37 pm

Nicely done Chuck, That's a real nice look.

As Dirk said the pictures are great as always. I don't know about you but I take several to get one good one.

#545: Author: Chuck, Location: Rutherford □ Posted: Wed Nov 07, 2007 2:26 pm

I am constantly screwing with the settings on my camera. I need better lighting where I take them but overall I am satisfied with the pictures. I replaced the original photos in that post with a second batch because i did not think the first ones were good enough. The photo etched plates from Jerzy are a godsend. They are well done and make the work look that much better.

#546: Author: KLarsen, Location: Granada □ Posted: Wed Nov 07, 2007 7:27 pm

Great work on the sweep ports, Chuck! I've just started making these on my Granada, and I absolutely hate it; they are so small!

#547: Author: Chuck, Location: Rutherford □ Posted: Wed Nov 07, 2007 7:58 pm

How are they made on that kit? Do you have photo etched hinges? If not, the ones for the Syren may fit your kit and it might be good to get the sheet now. There are many more on that sheet than you need so you will probably have enough for both models.

#548: Author: KLarsen, Location: Granada □ Posted: Thu Nov 08, 2007 10:35 am

Yes, they are photo etched too, but they are extremely small and fragile (about 2mm x 3mm). How large are the ones for the Syren? I've already made half for the Granada, only some 8-9 to go, but it isn't something that I enjoy.

#549: Author: Chuck, Location: Rutherford □ Posted: Thu Nov 08, 2007 1:06 pm

They are about the same size. Oh well. It is not too bad to do though.

#550: Author: Chuck, Location: Rutherford □ Posted: Fri Nov 09, 2007 12:12 am

Starting the port lids that will be closed. Note the eye bolts on the inboard side of the aft most port. They are handles – 28 gauge wire was used for those. You can also see the sheaves to the left of the port inboard to match up with those made on the outside of the hull. The bridle port was a one piece lid

while the aft most port was split as shown on the plans. The planking on the lids was carefully used so the seams would line up with the hull planking. 1/16 x 1/8 strips were used. They were built off of the model and glued on afterwards. For the split lids 2 strips of 1/8" wide basswood were glued together edge to edge and then cut to fit. They should line up pretty good as the ports are 1/2" square.





#551: Author: knightyo, Location: Meridian, Idaho □ Posted: Fri Nov 09, 2007 1:48 am

Holy smokes, I like those gunport lids. That closed port by the stern somehow adds a huge amount of realism. Chuck, how many of those are you going to have closed?

Alan

#552: Author: Chuck, Location: Rutherford □ Posted: Fri Nov 09, 2007 2:00 am

Just that one and the bridle port up front. The remaining ports will only have the bottom half of the port in place. They will be open. The tops were bucklers which were stored below unless needed in bad weather.

#553: Author: sentinel, Location: Mirabel, Quebec □ Posted: Fri Nov 09, 2007 11:50 am

The Syren just keeps getting nicer every day. All those little details make it that much more interesting.

Yves.

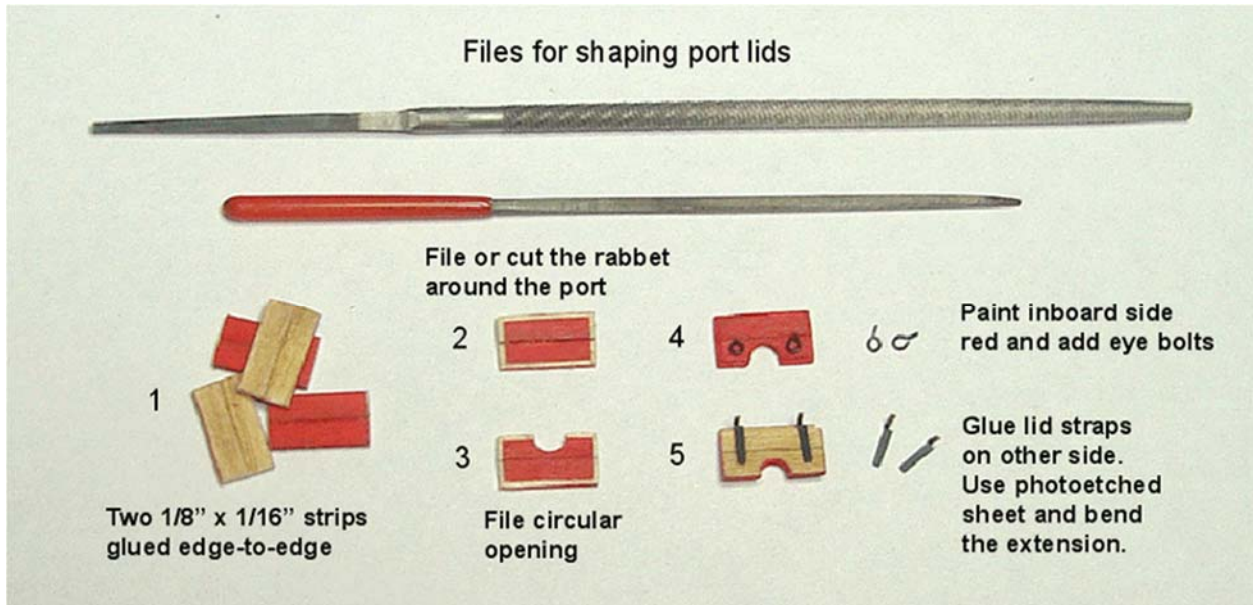
#554: Author: Dubz, Location: Hamburg □ Posted: Sat Nov 10, 2007 4:47 pm

Wow this is so geat to see your progress Chuck!

Dirk

#555: Author: Chuck, Location: Rutherford □ Posted: Sat Nov 10, 2007 8:01 pm

It is moving along pretty good now. The open ports were built as shown in the picture. Paint one side of the lid red first because it makes it easier to see how your rabbets are forming. I cut mine into the lids with a fresh Xacto blade. The photo etched hinges were glued to the lids. Note how I left the extension from the tree on the hinge so it could be bent. These extensions will be inserted into holes drilled below the port openings. It makes it very easy to attach the lids firmly onto the hull.



#556: Author: UweK, Location: Munich and Vienna □ Posted: Sat Nov 10, 2007 10:33 pm

A very good self-explanatory photo.....great work.

#557: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 11, 2007 12:09 am

They are pretty easy to make. Here is what they look like finished on the model.



#558: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Nov 11, 2007 1:15 am

They look very good and the explanation is great.

I really like looking back at the pictures and seeing how nicely the copper plates are ageing.. Very nice indeed!

#559: Author: UweK, Location: Munich and Vienna □ Posted: Sun Nov 11, 2007 10:20 am

You did not show if you installed also for the lower halves of the lids some hinges or something like. How did you fix the half lids to the hull?

#560: Author: Chuck, Location: Rutherford  **Posted: Sun Nov 11, 2007 1:26 pm**

Uwe

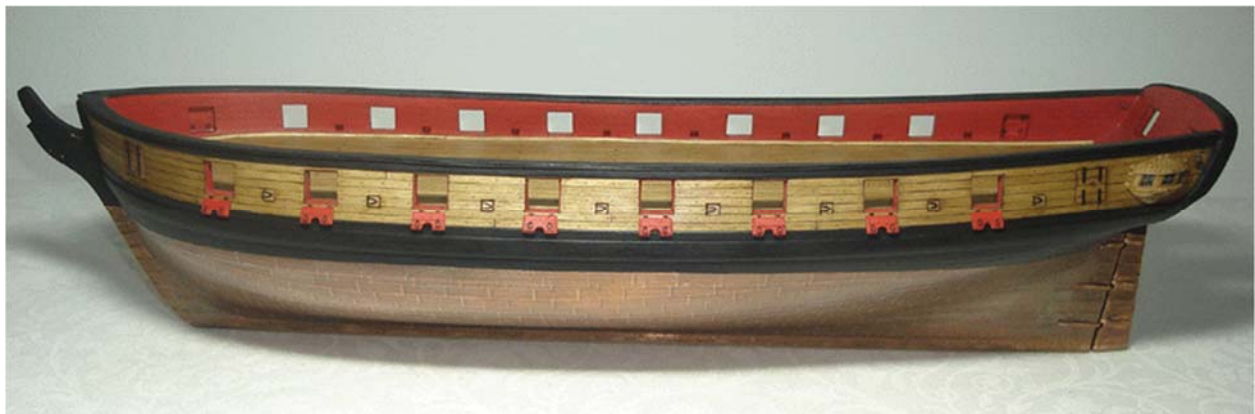
Examine that construction photo again. They are not working hinges. They do not have to be. The straps were removed from the photo etched tree and the extensions that were connecting it to the tree were left in position. They are bent back and used as pins which are inserted into the hull. That is how they are connected. Two holes are drilled just below the ports and the extensions are inserted into them. I will go back now and add a tiny piece of 28 gauge wire just above each extension as it enters the hull. This small piece will simulate the actual hinge. I think that is what you are referring to. I have not got around to that yet. Maybe later today.



#561: Author: Chuck, Location: Rutherford  **Posted: Sun Nov 11, 2007 4:59 pm**

Here is a look at the finished ports. Those tiny little pieces of wire make a huge difference. It looks more

like a hinge now and the lids do not just look stuck on. Compare the earlier picture with these. The stern port lids are next after i finish the other side.



#562: Author: RedHawK, Location: Sperone □ Posted: Sun Nov 11, 2007 5:10 pm

It is really great looking!

#563: Author: roger, □ Posted: Sun Nov 11, 2007 5:24 pm

#564: Author: UweK, Location: Munich and Vienna □ Posted: Sun Nov 11, 2007 8:25 pm

Many thanks for the additional explanations and the photo showing the "installation" of the hints.....everything is clear now!

And the installed hinges with "Those tiny little pieces of wire".

These small details are making the difference and the sum of they are making a real amazing model.

#565: Author: kelvin12, Location: NSW 📍 Posted: Sun Nov 11, 2007 8:25 pm

You have a good eye for detail Chuck, well done.

Dirk

#566: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 12, 2007 12:49 am

Thanks Dirk, thanks guys...I am truly flattered. It is not extraordinary work. At least not in my eyes. I have seen so much better by folks here on MSW. I am always inspired to do better with the next model.

Stern ports are made basically the same way as the others, except the top half lid is different. The bottom edge of that lid has the rabbet on the outboard edge. It meets and fits snug with the lower lid. The stern is more or less completed now. I just have the davits and rudder pendants. Those will be added much later though. I will spend the week finishing the lids on the other side and then the scuppers will be drilled. Only a few more details outboard and then it is on to the head rails and figurehead. I will pause to write another chapter before starting those.

I seem to be jumping ahead of folks now but does anyone have any questions. Other than Rusty moving ahead with the carving (and doing a fine job might I add); I have not seen anyone who is at that point besides him post any progress.



#567: Author: McSpuds, Location: Louisville, KY □ Posted: Mon Nov 12, 2007 1:37 am

I cannot wait till I get this far.

#568: Author: KLarsen, Location: Granada □ Posted: Mon Nov 12, 2007 10:44 am

Absolutely great build, Chuck! I can't wait to get this far with my Syren, which seems to be stuck in the dry dock...

#569: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Nov 12, 2007 1:46 pm

She sure does look great.

Also thanks for the detailed pictures and plans. They have allowed me to follow along without the practicum although my Constitution build has being greatly neglected.

#570: Author: Chuck, Location: Rutherford □ Posted: Mon Nov 12, 2007 2:22 pm

Your welcome Rusty

From this point on the practicum will become less and less relevant. Now that the main hull structure is

completed the remaining details are made the same as in any kit. I may use some techniques that I feel comfortable using but there are many others. At this point I understand if folks want to deviate from my vision of this ship. For example, there is the chance that no quarter badges were actually constructed for the ship. There is also the possibility that there were no gun port lids let alone half ports with bucklers. The entire deck layout is reconstructed and some of you may want to change what I have reproduced. That is OK. Rather than debate that my choices are absolutely correct I would rather see everyone make their models the way they want them at this point. I have however based my selections on a lot of research.

Specific to the gunport lids there are many ways to make them. If you do not feel comfortable carving the rabbet around the edges you can build them up using two layers of 1/32" thick stock. Some of you may opt to create working hinges for the lids. I did not see the need to do that on my model.

Feel free to talk about any changes you make in your own build logs. I would of course be flattered that you would stick with my interpretation and design. That is the beauty of this hobby. I chose the details I did because I believe it makes the model unique compared with what is available on the market. I also used the Lightley model as inspiration for most of the external details. It will be interesting to see what everyone comes up with should they decide to make the model their own. After all it is a scratch project. If this was a kit you were working on how would you bash it?? I am curious to say the least.

#571: Author: McSpuds, Location: Louisville, KY 📍 Posted: Mon Nov 12, 2007 6:16 pm

I thought about going larger but changed my mind. I need to learn how these things are built before I venture off on my own. About the only thing I am thinking of changing is the color of the area around the gun ports on the outside of the hull. Would it be out of the ships character or the time period to paint this area white like the Constitution?

Terry

#572: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 12, 2007 6:19 pm

Yes, it would be out of character. They did not start that until much later and the area (stripe) was much smaller (not as wide).

#573: Author: McSpuds, Location: Louisville, KY 📍 Posted: Mon Nov 12, 2007 6:29 pm

Nope, if it is something not used or is way off base I prefer to stay with what is right. Was curious because most Naval ship paintings I have seen show the white band.

Thanks Chuck, and I will be staying within the build. I want to see how close my chunk of wood turns out compared the others. If I change things I could not tell.

Terry

#574: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Mon Nov 12, 2007 8:48 pm

Great build Chuck, very inspiring.

#575: Author: Chuck, Location: Rutherford 📍 Posted: Sun Nov 18, 2007 4:02 pm

I am working on completing the outboard hull details. One of them is the ladder which has six steps. These were made from 1/16" x 3/32" strips. You could also just use a planking strip and decrease the depth of each step when you are done.

The profile was cut into each step with a sharp #11 blade and then sanded with a sanding stick to clean it up. You can see in the photo that I started with just a plain billet (length) of stock. Take the length for the steps from the plans.

I have completed the fenders and chess trees also. The scuppers are done. I will complete the ladders and then create the simulated sheaves midship for the course tacks. Then the last thing would be to attach the channels. Then I will write the next chapter describing the details and providing templates for the appropriate pieces. I will post photos of the model when all of this is completed.

I do not have much more left before I start the next chapter which will be building the headrails and figurehead.



#576: Author: Chuck, Location: Rutherford  Posted: Sun Nov 18, 2007 9:17 pm

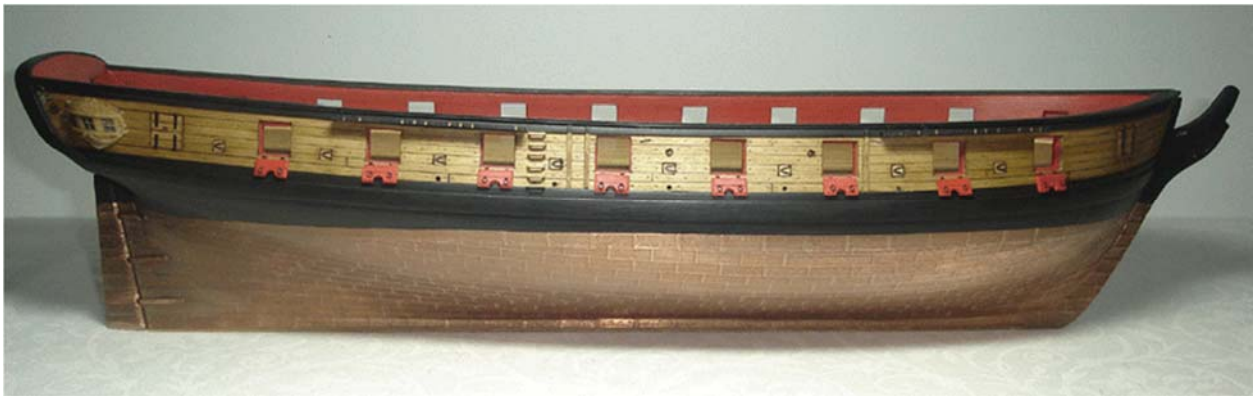
One side the hull is finished with all of the details I want to add at this point. I will now write the next chapter which will include the necessary templates and information. There are too many little details to discuss in this post so I will show a few images and ask all of you if there are any questions.



A little side note....

So far I am quite happy with the results and level of detail on the model. I hope you guys agree as well. It may not be POF but the finished results should look damn good. Better than most kits available out there. There is no reason why some folks should consider POB less viable than POF as far as beauty and attention to detail. This is one of the reasons why I chose this method for construction. I do not like folks who look down on the process and feel that the only models with any merit are those that are made POF.





#577: Author: kelvin12, Location: NSW 📍 Posted: Sun Nov 18, 2007 9:51 pm

This really is an interesting and good looking little model. And an extremely successful build in the bargain. You should feel very proud of what you have accomplished here. 10 out of 10.

Dirk

#578: Author: roger, 📍 Posted: Sun Nov 18, 2007 9:54 pm

Chuck.....she looks fantastic 8) 8) 8)

Roger

#579: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Mon Nov 19, 2007 1:00 am

Well Chuck, after your Syren build I don't think anyone can realistically look down their nose at a POB

like her. Your attention to detail, in depth research and great instructions are setting a new standard. Thanks.

The side details are looking great by the way.

I can't wait to start on them.

#580: Author: Chuck, Location: Rutherford  **Posted: Mon Nov 19, 2007 1:59 am**

Thanks guys. It really starting to come together and it is a lot of fun. The reason why I brought that up is that a while back a few people asked if I was going to do a POF version of Syren because they "Only build POF". They did not want to build POB as if it was not a respectable type of model. That has been stuck in the back of my mind this entire project and I hope they will reconsider. They probably will not. But what are you going to do.

I am so glad everyone is enjoying the Syren and doing a fine job of it might I add.

#581: Author: Elia, Location: Rose Valley, PA  **Posted: Mon Nov 19, 2007 3:07 am**

Sweet ship, Chuck, sweet ship.

#582: Author: sentinel, Location: Mirabel, Quebec  **Posted: Mon Nov 19, 2007 12:03 pm**

Well, the good thing about being a novice is that you don't know too much about the debates that sometimes plague a hobby. As far as the POB versus POF debate, don't know what that is and don't care about it. The Syren is an absolutely gorgeous ship and It's a great build and It looks just beautiful. Thanks again Chuck for this opportunity!

Yves.

#583: Author: phrygian, Location: Kentucky  **Posted: Mon Nov 19, 2007 6:04 pm**

At this point, the main reason I can see for doing plank on frame is if you intend to have the internal structure show. If I build frames, I want them to be seen. If you are doing a fully planked model, I can't see the need for full framing (aside from personal preference, such as "I know that all those frames are inside there").

One of the many virtues of this Syren build is that the bulkheads are numerous so that they provide a much better foundation for smooth, evenly-flowing planking (and something to put treenails into, if you are so inclined). Many commercial kits, not just the less expensive ones, may have minimal numbers of bulkheads, which leads to the frequent advice to use plenty of filler blocks. It's harder to get nice smooth curves along the length of the model if there are fewer bulkheads to support the planking. It is also easier to fair properly; Chuck has rightly emphasized the importance of fairing to getting a good-

looking, and plank-able, hull. Numerous bulkheads make an easier to build, and stronger and better-looking, model.

Bob H

#584: Author: zeldazork, Location: Omaha, Nebraska 📅 Posted: Mon Nov 19, 2007 6:21 pm

That is a very good little ship Chuck, but what really surprises me the most is how it comes alive when you start putting in those little details.

#585: Author: freewheelinguy, Location: Aston, PA 📅 Posted: Mon Nov 19, 2007 9:04 pm

Chuck, I concur with ZZ and phrygian.

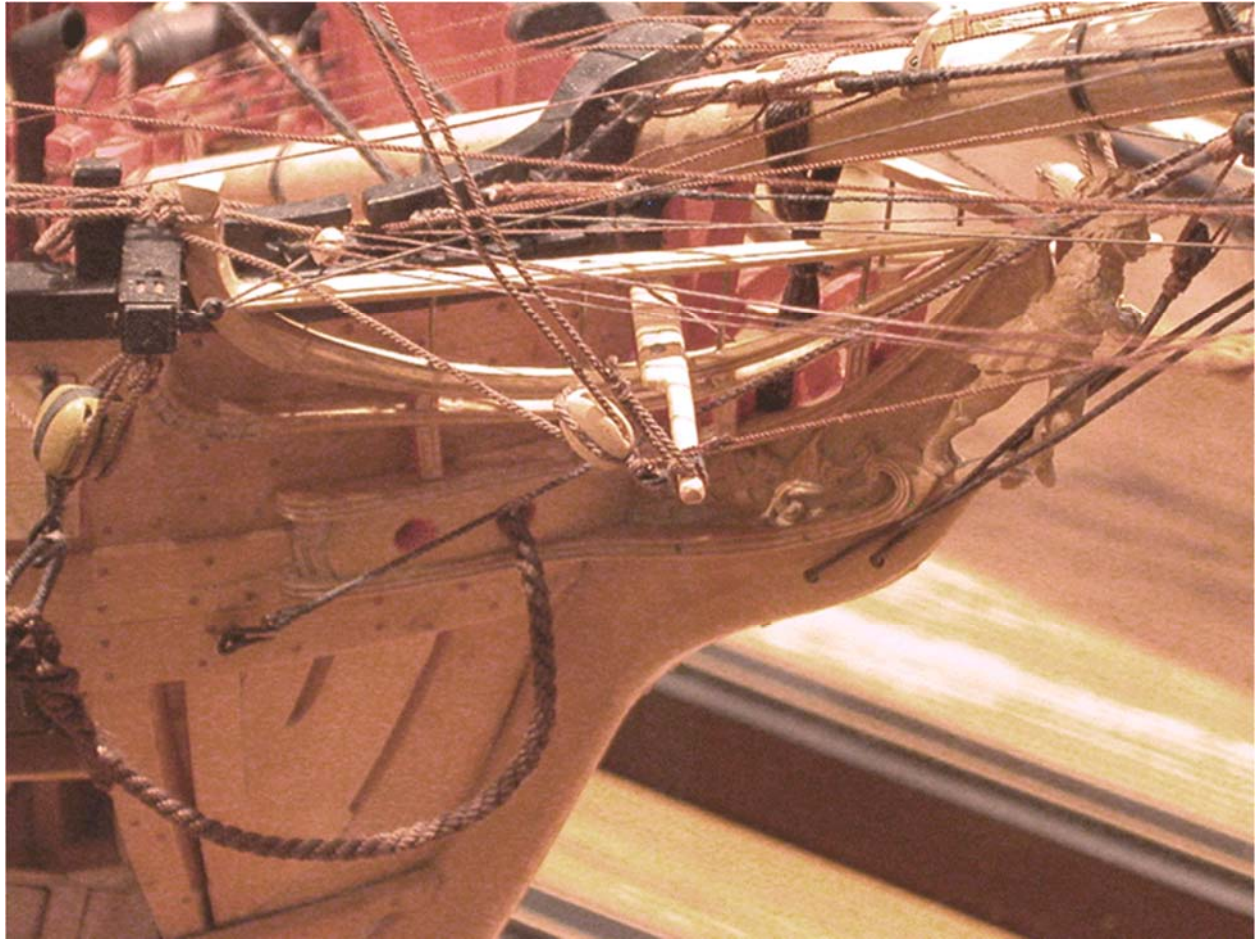
Plus this is hobby and we only need to satisfy our own interests. If we want to add a digital clock to our build, it's our choice.

#586: Author: Chuck, Location: Rutherford 📅 Posted: Thu Nov 22, 2007 3:09 am

As I will be starting the headrails and figurehead I wanted to show everyone these photos of the Lightley model from the Navy museum. He used the figure that was on the original draft while I decided to use the Syren instead. It is based on Chapelle's rendition but with the bow design as launched. It is also a great shot of the head rails and all of the carving on them. I will be simplifying the head rails somewhat but they will have the same overall look. There are some great details in these pictures you may find helpful. I do not like the red that he used on the stem and headrails and will not be doing that.

You can compare these photos with my draft and see the differences I am making There are not that many. I am also taking the scale of our model into consideration.

Lightley Rendich head:





#587: Author: Chuck, Location: Rutherford ▢ Posted: Thu Nov 22, 2007 3:01 pm

I have updated sheet one a little bit. Nothing structural but I just tweaked the head details in preparation for the next step. You can compare this with those photos.

#588: Author: cloyd, Location: Dublin, though originally from Perth, W.Australia ▢ Posted: Thu Nov 22, 2007 6:30 pm

I've been following along - you're producing a great model. Now however, you've really got my attention - how to produce those nice sweeping curves on the headrails is something that I've been waiting to see.

Colin

#589: Author: Chuck, Location: Rutherford ▢ Posted: Fri Nov 23, 2007 1:31 am

Well that is a challenge even for folks who have a lot of experience. I am attempting to make templates for every piece so everyone can follow along with less trouble. These angles are very complex. I took a look at some Model shipways kits and they would not even attempt giving templates or providing laser cut pieces. So i am progressing very slowly and trying to break the headrails into separate components.

Each piece will have a template that can be used as a starting point. Some sanding of the resulting pieces should give everyone some good rails. They are only 1/16" thick so the molding profiles on the face of each piece can be made using a scraper or hand carved with a sharp blade. I prefer the later. The "fancy" profile can also be omitted and the headrails will still look good.

I just started working on them but am hoping to have something to show everyone soon. Then there is the figurehead. That is going to be fun.

#590: Author: Chuck, Location: Rutherford □ Posted: Fri Nov 23, 2007 10:56 pm

Here is the start of the cheeks...keep in mind that these pieces are only 1/16" wide. It was very hard to get that fancy profile. I did not use a scraper because the cheeks were very fragile to begin with. I carved them by hand with only a #11 blade. Each cheek is made of two pieces.



#591: Author: RustyJ, Location: Chittenango, NY □ Posted: Fri Nov 23, 2007 11:02 pm

They look very nice Chuck!

In a kind of twisted way (sadistic some might say) I'm looking forward to attempting them.

#592: Author: Chuck, Location: Rutherford □ Posted: Fri Nov 23, 2007 11:06 pm

Thanks Rusty

Wait for the practicum chapter for these though. I will templates that will lessen the frustration. They will be of the general shape before carving.

That is what is taking so long. Once I shape a piece I trace it and then cross reference it with the plans. I am tweaking them so all of the curves will not have to be done trial and error. At least for the cheeks and head rails. I am not sure about the head timbers yet.

#593: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Sat Nov 24, 2007 4:53 pm

—

It is very nice model you have made Chuck. Very beautiful too. I can hardly wait to see your mermaid. I'm not sure yet if I'm going to use maple or get myself a piece of holly. I am defiantly not using bass wood because on that scale it is way too soft for such an intricate carving, although after carving you could flood it with CA glue which will harden it.

#594: Author: Chuck, Location: Rutherford 📍 Posted: Sun Nov 25, 2007 7:02 pm

ZZ Thanks. Hardwood is definitely better for these fine details. You can do a great job with basswood also if you are careful but a harder wood is more forgiving.

Here is a shot of the port side. The hawse pipes were drilled once the cheeks were done. The lower cheeks extend beyond the stem at the front. This is where the scrolls or "volutes" are. The gap between them is filled with a small length of wood that is carved as shown on the plans. it finishes it off nicely.

Any questions so far? Again, I will be providing templates so these pieces are easier to create. I will show a lot of photos for each preliminary stage.

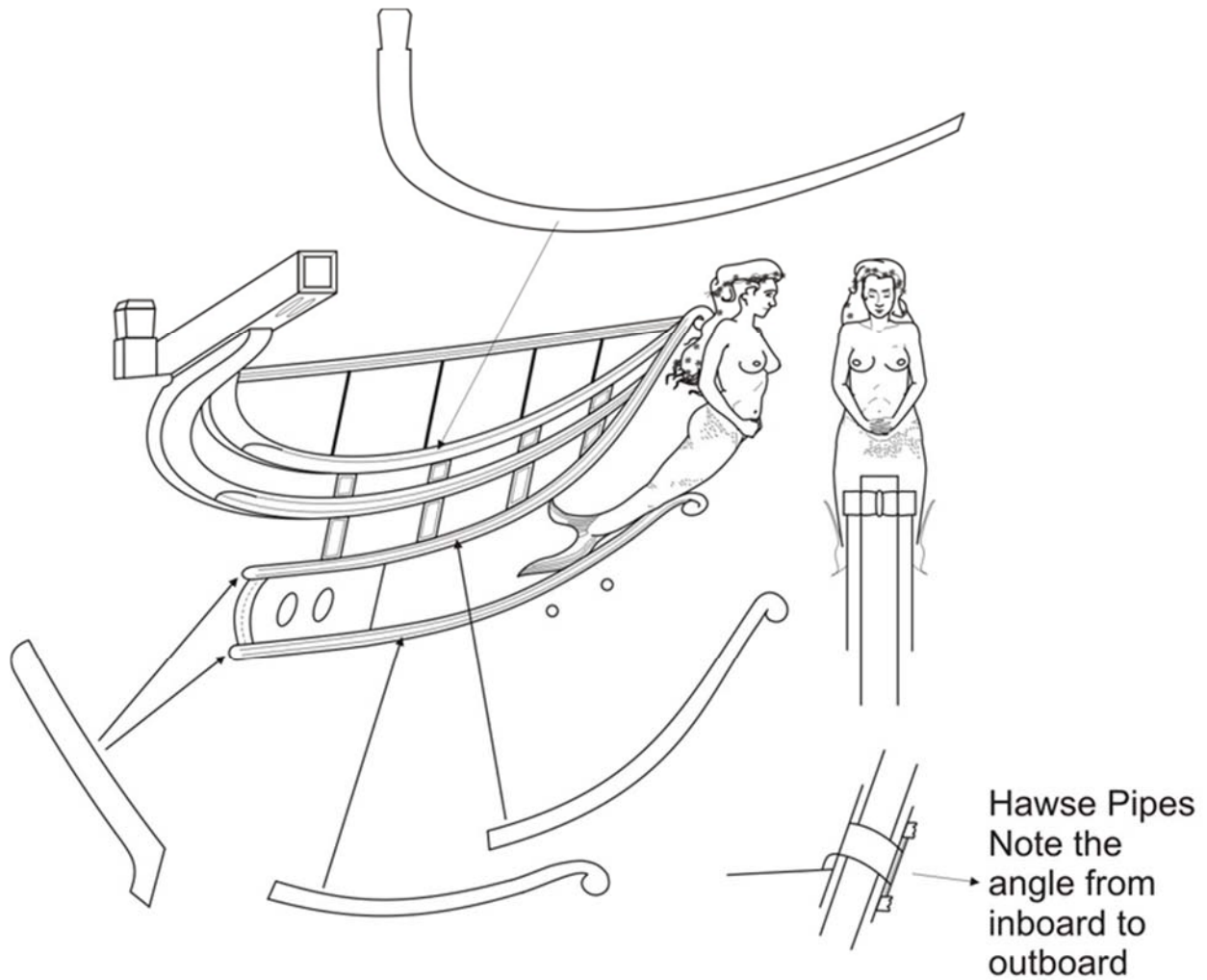


#595: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Nov 25, 2007 7:14 pm

I'm grateful you will be providing a lot of pictures in your tutorial for this section, Chuck. This section looks like it could be sneakily difficult.

#596: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 25, 2007 7:50 pm

It will just be slow going as all. This is always tricky. Here is what I am going to provide when it is done.



#597: Author: RedHawK, Location: Sperone □ Posted: Sun Nov 25, 2007 9:59 pm

Chuck I think that using these templates to make difficult parts is a great idea, because simplify a lot the work for beginners like me.

#598: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 25, 2007 11:53 pm

It will still be the trickiest part of the project in my opinion. My advice is to just go slow. If you are not happy with a piece then throw it away and start over. I am slowly making progress.

Upper rail:



#599: Author: Chuck, Location: Rutherford Posted: Mon Nov 26, 2007 2:34 am

The dreaded frontal shot. It will show every flaw in your symmetry. I recommend it to all of you. I already see many things I may change based on this photo. It is a great tool to use when doing the head rails.

Frontrails:



#600: Author: AnobiumPunctatum, Location: Duisburg 📍 Posted: Mon Nov 26, 2007 10:58 am

it's always very interesting for me to follow your great building log. Thanks for the lot of work you put in the project.

Christian

#601: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 26, 2007 6:36 pm

Christian

You are welcome. Thanks for the kind words as always.

#602: Author: coater87, Location: wisconsin 📍 Posted: Mon Nov 26, 2007 8:18 pm

I am not seeing all the "flaws" you mention in the frontal shot. I think it is very good (as you mention, a very hard thing to do right)-even the planking has a nice flow side to side-and the cheeks line up great.

What method did you use for the fluting on the head rails? I can see they are darker then the surrounding wood and this really brings them to the front. I like this effect very much - it adds that little "extra" to already very fine work.

Lee

#603: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 26, 2007 9:32 pm

Thanks Lee

The carving on the scrolls and the head rails was all done with an exacto knife. A simple #11 blade was used. I scored the head rails lightly, barely going any depth into the wood. Then I took a pin vise the was sharp and slowly scraped or ran it down each scored line. Very lightly at first. The scoring is used only to give the pin vice a path to follow. The pin vise will not stray off course that way. I slowly use the pin vise to widen the grooves on the scrolls and the head rails. I will sand them lightly when finished. When stained they darken on their own. All score marks and grooves will have a tendency to darken.

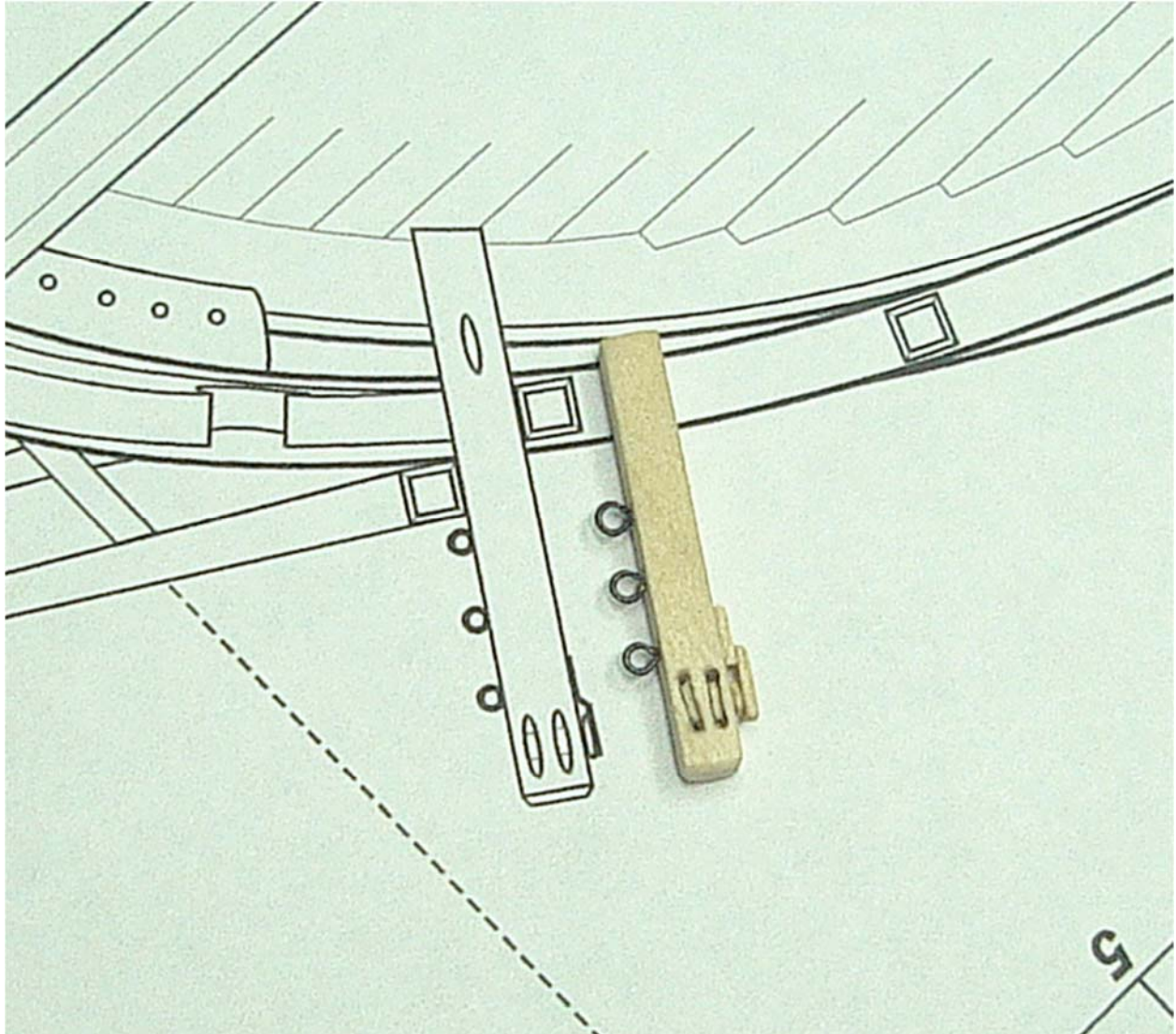
OH do not get me started about the flaws in that photo. Too many to mention.... but remember this...the model builder will always see their mistakes and those that look at his work may not unless they are pointed out. That is a relief. I think some of it is very sloppy and if I had the time I would redo a lot of it. I think the rails are just a little heavy. They can be thinned down to look more delicate. That is just for starters.

#604: Author: Chuck, Location: Rutherford 📍 Posted: Tue Nov 27, 2007 12:15 am

Before the lower head rail can be made the catheads will be completed first. I wanted to show all of you how I usually do it. Yes, you can use a brass strip and a metal sheave to simulate the sheave on the outside of the cathead. But I usually build the whole thing with wood. These are small pieces but it can be done and I find it easier than working with metal. The catheads will be painted black. They will be made in two pieces as you can see. This piece and another that will run down the inboard side of the bulwarks. After both are in position I will round off the top of the assembly where the two pieces meet. I may redo this one since the sheaves on the cathead are not perfectly straight. It will however be difficult to tell once it is painted and the rigging is run through it.

I am going to add a hole on the top of the cathead which currently is not shown on the plans. It will be in about 20 minutes.

Cathead:



#605: Author: Chuck, Location: Rutherford **Posted: Tue Nov 27, 2007 2:56 am**

Cathead is done on the port side. Here are a few pictures. It was not difficult at all to build it in two pieces and it looks pretty good. Just pay close attention to the joint between each piece. Use some wood filler to cover the seam. San it real good and paint it. I have about 4 coats on it so far.





606: Author: Chuck, Location: Rutherford □ **Posted: Tue Nov 27, 2007 4:42 pm**

Crap....

I snapped one of the upper head rails this morning. It happens. I will redo it tonight. I was carrying it to take some photos. Grabbed it in the wrong place.

#607: Author: jimmadras, Location: Leesburg, FL □ **Posted: Wed Nov 28, 2007 1:22 am**

Crap happens. Sorry. Chuck, I couldn't resist.....

jim

#608: Author: BANYAN, Location: Melbourne 📍 Posted: Wed Nov 28, 2007 8:09 am

Hi Chuck - I'll bet it doesn't happen to you as much as me. As always it is very interesting and a pleasure to watch a master craftsman at work -and it makes it even better to see that he is also human. Thanks for the regular, well detailed and clear progress reports.

Pat

#609: Author: Chuck, Location: Rutherford 📍 Posted: Thu Nov 29, 2007 2:04 am

Pat you would be surprised how often I do that.

Jim, I said the same thing.

But I am back on track now. The upper rail was remade. I also remade the other side in the process. I thought the timberheads on the ends of those rails were too high. You can see in the two photos the difference between the before and after shots. It may only be a slight change to most of you but notice how high the timberhead extends above the cathead. The before picture shows it too high in my opinion. I like the newer ones a lot better. The templates have also been adjusted. That is the thing with headrails. There is a lot of trial and error. Cut and shape then test fit. Remove the piece and cut and shape and test again. I hope like heck these templates save you that time and anguish. I am leaving each segment for these rails a little long so you may adjust them to fit your model perfectly. Especially where two pieces were used as on the lower cheeks. The middle rail will be the toughest. I will now make the other cathead and be more careful not to break them again.

The top photo is the new one in case you cannot tell them apart. I am a stickler for details.



#610: Author: jimmadras, Location: Leesburg, FL 📅 Posted: Thu Nov 29, 2007 4:37 am

I have to whole heartedly agree, the "after" photo (the top one) looks much better. The proportion is the difference, and the cathead looks slimmer, too. Very nice work.

jim

#611: Author: Chuck, Location: Rutherford 📅 Posted: Sun Dec 02, 2007 6:00 pm

The middle rail is finished. It was made in three pieces. The knee under the cathead and the rail itself which was two pieces. All of the templates for the rails are now done and I added them to the inboard plan. It shows the thickness for each piece. There is also an overhead view for the middle rail because each piece needs to be shaped as shown to look properly. This was the hard part. The head timbers are next. The head timbers will be simulated using 1/16" square stock. It will look better than trying to create headtimbers as they were actually made. They tend to look chunky and out of scale at this size. Some builders start the whole process of building the head rails with the head timbers. They notch out positions to insert the middle and upper rail only to find that they do not fit well and have to start over. I find it easier to start with the rails themselves as I have shown and then add the head timbers as you will soon see. You do not have to do it this way but at this scale it works best for me. I played it safe and made my rails and cheeks the thickness you see below. You might want to make them even thinner and more delicate. It is up to you but I am satisfied with the results so far.

I also want to mention while I remember, that you should stain all of these elements BEFORE you glue them onto the model. The glue will change the porosity of the wood and show up very blotch otherwise. If you are painting them, then it is not an issue.

Middle rail:



#612: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Dec 02, 2007 6:54 pm

They look great Chuck.

I like the way you are doing them. Doing the middle rail in 3 pieces is a good choice. Doing it in one piece is really a lot more difficult and the 3 piece method doesn't detract from it at all. Oh the carving really makes them stand out too.

I've printed them out and will start cussing....I mean shaping them today.

#613: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Dec 02, 2007 7:20 pm

I also want to mention while I remember, that you should stain all of these elements BEFORE you glue them onto the model. The glue will change the porosity of the wood and show up very blotchy otherwise.

Wow...I'm glad you mentioned this Chuck. I was just going to stain the whole shebang at one time at the end of the project.

Alan

#614: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Sun Dec 02, 2007 7:48 pm

It is really coming into shape now. Looks very good. I would like to see more of the work involved in making the three parts and etc.

#615: Author: Chuck, Location: Rutherford 📍 Posted: Sun Dec 02, 2007 8:49 pm

There is not much to tell or see ZZ. Take a look at the templates. That pretty much sums it up. If you shape them as shown, it will be pretty evident what you will have to do. I guess when you start building them you will see well. After you hold them up to your model it will make sense. There are many complex angles as you could imagine. I mentioned earlier that you will have to shape a little then test it. Shape some more then test again. There not much else I can say.

There are not any pictures of that process.

#616: Author: roger, 📍 Posted: Sun Dec 02, 2007 9:10 pm

Very nice and clean work that you are doing my friend.

Roger

#617: Author: Chuck, Location: Rutherford 📍 Posted: Sun Dec 02, 2007 11:41 pm

I made a little more progress today. The four head timbers are done on the port side. They are 1/16" x 1/16" basswood strips. There is a lot of trial and error here also but this is pretty straight forward. The angles are again complex and several pieces were made of each head timber. Eight total. Each one is positions vertically however you may want to lean them a bit forward for good effect. After each piece is test fit you should look at it from multiple angles. Try to keep the top part matching the angle of the bottom part for each head timber. It iis not perfect but the overall look is pretty good. I am quite satisfied. There is one more Top rail to go on this side which has four thin stanchions made of wire. 22 gauge black wire will be used.





#618: Author: BANYAN, Location: Melbourne  **Posted: Mon Dec 03, 2007 3:27 am**

A question about sealing/finishing and gluing. I note you finish the fittings etc before gluing to the side / deck planks etc. How do you get a good bond? I would assume you leave the side/part of the fitting to be glued untouched, but what about where you are fitting it to? Do you scrape the section back or just glue over the stain/sealer etc?

Pat

#619: Author: Chuck, Location: Rutherford  **Posted: Mon Dec 03, 2007 3:38 am**

I glue right over the finished planks. Or painted surface. I find that if the piece being glued isn't going to be subjected to any stress its fine. I have been building models for a long time and have never had a problem. I use CA almost exclusively. If a part is going to be subject to some stress like the channels then I pin them to the hull. I think the danger of gluing finished parts together is exaggerated. If the bond did fail it probably did not just fall off. It was probably knocked off. The same would probably happen if the surface was untreated. Sure you might need more force to do it but the bond on my pieces are quite strong.

#620: Author: Chuck, Location: Rutherford  **Posted: Mon Dec 03, 2007 9:01 pm**

Reflections on headrails for ship models...

I wanted to take time to talk about headrails in general for ship models. This is an area that needs vast improvement by kit manufacturers. I understand the complexities of the head but too often I see kits that provide precut pieces in the hopes they will look OK when pasted to the model. This just will not happen. Most start with head timbers that are very chunky and oversized. They come in one piece that spans across the port and starboard sides of the head. They almost always look too heavy. Then the head rails are supposed to be inserted into the slots on these head timbers. They are always straight pieces of wood and little is explained on how to give them the graceful shapes they should have. The head of a ship should be light and airy. Its rails should curve gracefully. This does not mean they have to be built as they were done on the real ship but in the end there should not be any harsh bends or angles.

I did not build the rails on Syren as they were actually constructed but the finished effect is closer to what one would expect. It is one of my pet peeves for kit manufacturers. Take for example one ship. The Granado. This is a fine ship with a very interesting and graceful head. Here are two TOP LEVEL kits that cost a pretty penny. The photos below are of the kit prototypes taken right from their websites. The head rails leave a lot to be desired. They are harsh and not at all graceful.

The reason why I bring this up is because I believe there is only one way to build the rails. And that is from scratch. The only way to understand the complexities is to try and try again. For those who have never constructed a set of headrails you can expect to build at least three version of each piece before you are satisfied. It is a great learning experience. Jump right into it. It is a shame these kits do not spend enough time and space in the instructions explaining how the rails are shaped. Otherwise they are pretty good kits. I find though, that the head rails are the most important feature of a model and will give it its character. If poorly done, it will absolutely ruin an otherwise beautifully crafted project.

So please take your time and show a lot of pictures, especially of your failed attempts. We can talk about them and learn more together about how to create them.

These are the Caldercraft and Victory Granado head rails. The instructions do not elaborate and how to shape them properly. They just look awful. In the practicum for Syren I will attempt to describe them fully but there is no silver bullet here. It will just be a matter of try and try again. Once you have done so for a few models it will become a lot easier. Hope this was Ok to post. I do not mean to be too harsh towards these manufacturers as they are improving as new kits are developing. Also the picture of the Bob Lightley Granado showing his wonderful rails. It is the closest shot I could find to the rails. The two kits do not even have the same number of head rails. Never mind the correct shape. Keep in mind the plans for these kits are fairly well done and show the headrails OK and properly. The templates and laser cut pieces do not follow them though.



Caldercraft Grando:



Victory Granada:



Anatomy Granada:



#621: Author: BANYAN, Location: Melbourne **Posted: Mon Dec 03, 2007 9:22 pm**

Thanks for the feedback Chuck. While an absolute novice to this hobby my limited experience would tend to support your conviction. I have recently scraped back pre-painted areas to affix some parts and found that the bond was no stronger than when affixing to a painted part.

So I did some experimenting and found the only real difference was that in some very few instances, when the part came away it required some "deep" preparation to the affected area before regluing.

My main point of interest was to determine whether using a stain / sealer etc would affect bonding - from what you are saying it shouldn't. Can I assume you are not using an oil based stain?

Pat

#622: Author: Chuck, Location: Rutherford **Posted: Mon Dec 03, 2007 9:25 pm**

No oil based stains here. It would not matter anyway as long as you wait until its dry before gluing parts to it. I am sure you will find folks who disagree with my viewpoint. But I stick by it. I think the whole thing is a little exaggerated in my opinion. The glue will stick just fine.

#623: novices view Author: dr_hemlock2, Location: rushville, indiana 📅 Posted: Tue Dec 04, 2007 2:40 am

The look of the "headrails" as i understand "headrails" from the examples pictures shown to describe what they should not look like. To me from merely an artistic stand point the rails in themselves look cheap and or vastly inferior to the overall shape and line of the ship almost as an afterthought. As an artist and hopeful model shipwright seems like as much time as one would put into these works of art such as your "Syren" these companies and or modelers would have noticed this oversight and made adjustments would not have cost them a dime i figure. I am still awaiting funds for the wood Chuck but i should be able to get it next month unless something else falls apart or off.

doc

#624: Author: Chuck, Location: Rutherford 📅 Posted: Tue Dec 04, 2007 3:03 am

Thanks Doc.

Ands that another great point. These kits are not cheap. The Amati kit is selling in the US now for over 400 bucks. I am not sure about the Caldercraft Granada. Why spend that cash on a kit when you can build the Syren or scratch any other ship for much less. Heck you would probably end up throwing most of it away anyhow. I wonder how much the Syren will cost in the end. I am guessing around 200 with pre-milled wood and much less if you mill your own. Still less than those comparable kits. And those Granada kits are talked about as some of the best new kit designs on the market. I just do not get it.

450 smackers...Can you believe it?

#625: Author: Chuck, Location: Rutherford 📅 Posted: Tue Dec 04, 2007 4:05 am

The head timbers on the starboard side are now finished. I decided to take another frontal shot to spot my errors. I liked this one a lot so i though I would share it. It is not perfectly symmetrical but that is OK. I think it still looks pretty good. The head timbers are just individual 1/16" x 1/16" strips cut at the appropriate angles and glued into position. It is not historically accurate at all. But it helps keep the whole head area looking more fragile and less chunky. I could keep noodling with it but if I keep removing and adjusting the timbers the rails will look a little beat up. Enough is enough. There will always be the next model where I will do better. Next I will put the Top rail on with its four wire stanchions.

After seeing the last round of photos I really wish I had gone even thinner with the middle and upper rails. You should give it a try on your version. Sand the pieces from the templates so they taper even thinner as they work their way forward. Not the thickness or depth but the width top to bottom if that makes sense. Its late and I am starting to talk more gibberish so I will leave it at that. Tomorrow is another day.

Oh,

The black and white is a little trick I use to help me see the overall shape and form. It is easier for me to spot trouble areas in B&W for some reason. The two photos are of the same image.





#626: thoughts of a novice Author: dr_hemlock2, Location: rushville, indiana □ Posted: Tue Dec 04, 2007 4:36 am

You know 450.00 even with shipping can buy me a lot of nice wood to build with. I like this idea of scratch building better than buying a kit outright. I end up doing a lot of interesting reading and research which i love doing. I get out of the house to the library and blow their minds with the requests I give them in interlibrary loans(which has saved me some bucks). Plus I get to relax and build a dream with my hands and I hate to say this but I also do bonsai and there is a kind of Zen to this craft. All the problems just seem to float away for me at least it takes my mind off my pains which is much better than any drug out there. i have been thinking about something that a bonsai master told me once "there is a soul to the wood" perhaps there is i seem to feel it when i pick up a piece of plain old wood and make something useful out of it.

doc

#627: Author: phrygian, Location: Kentucky 📍 Posted: Tue Dec 04, 2007 2:41 pm

Building a kit is not all that exact, however precise the parts. With all the best will and effort, each model built from a given kit is going to vary slightly from every other -- especially in areas like the bow where there are complex curves. Depending on fairing, the rabbet, type of wood, and many other things, the resulting bow will vary slightly. Adding something prefabricated, like headrails which have their own complex curves, is likely to have some amount of mismatch, which will be obvious.

Scratchbuilding the headrails means that your headrails fit all the details of your model.

Bob H

#628: Author: Chuck, Location: Rutherford 📍 Posted: Wed Dec 05, 2007 3:03 am

The last rail (the top rail) has four stanchions made from 22 gauge wire. You are going to use 1/16 x 1/16" stock. It is made into a double beaded molding as shown. You can actually sand the strip so it is thinner after you are done. So it is a little less in thickness but the width across the top of the rail should remain 1/16". This is because you need enough room to drill the holes through the rail. Build the rail off of the model so you can position it as shown. Its only resting in position. This way you can adjust the angles of the stanchions and mark their locations on the top of the upper rail. You can also mark the lengths for the wire. I am not gluing the wire into the upper rail. They are just pushed into the holes I have drilled and the ends of the top rail will be glued to hold the entire assembly in position. The wire is glued into the bottom of the top rail though. Otherwise they keep falling out when you try to mark the positions as below. Note how this rail is even with the molding on the hull along the cap rail where it originates from the timber head. This creates a nice smooth sheer for the whole model. These top rails follow the sheer. See the plans for details.



#629: Author: Chuck, Location: Rutherford ▣ Posted: Thu Dec 06, 2007 2:45 am

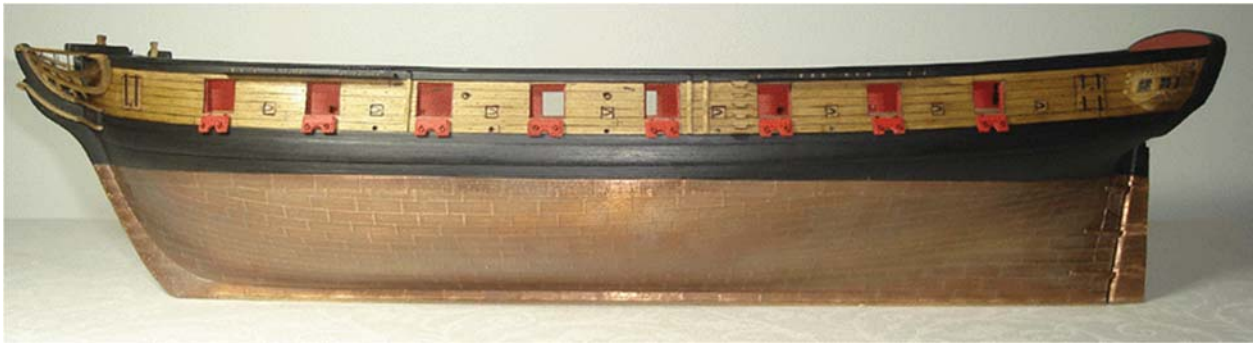
OK...the head rails are now done. See below where i did manage to place those four eye bolts into position on the bow. I am so glad I did not forget to do that. You should do this before you place this final top rail into position. They were challenging yes...but I think they look good. The figurehead will be next. I have also made a decision not to place the bumpkins on the model yet. they will make it even harder to rig the gammoning for the bowsprit. It will be hard enough as it is. The bumpkins will be easy to complete after the gammoning is finished.

Well...what do you all think so far? The exterior of the hull, except for the figurehead is mostly completed now. I will soon turn my attention to the deck fittings and guns. I am eager to hear the groups feedback on the construction of these head rails and the project thus far. Its gone kind of quiet. at this stage I believe we are 1/3 the way through this project. Maybe a little further.



#630: Author: Chuck, Location: Rutherford □ Posted: Thu Dec 06, 2007 3:13 am

Here is a few more shots of the rails.





#631: Author: Straycatt, Location: Aurora, IL □ Posted: Thu Dec 06, 2007 3:53 am

She is looking beautiful Very tempting.... I feel myself being drawn in... I can't wait until the plans are available to those outside the build.

Adam

#632: Author: robbox, Location: Stockholm, Sweden □ Posted: Thu Dec 06, 2007 8:15 am

It looks smashing. I like the colors and the mix of things together. I think the model will be very eye catching, and the headrails are an important part of this. Before I started with ship model building, I painted oil paintings and Syren has a very pleasant and eye catching color scheme without being over the top. I like it very much, and i hope my model will look a bit like this.

#633: Author: roger, □ Posted: Thu Dec 06, 2007 12:52 pm

#634: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu Dec 06, 2007 1:30 pm

Also your pictures and descriptions here have helped me tremendously. So much so that, as you know, I've been able to follow along.

#635: USS Syren Project Author: Alan Peters, Location: Riverview, New Brunswick □ Posted: Thu Dec 06, 2007 1:57 pm

A picture is worth a thousand words.

Alan Peters

#636: Author: RedHawK, Location: Sperone □ Posted: Thu Dec 06, 2007 2:22 pm

That bow is looking simply great... I haven't other words for that... a wonderful job (again)!

#637: Author: sentinel, Location: Mirabel, Quebec □ Posted: Thu Dec 06, 2007 4:42 pm

#638: Author: Chuck, Location: Rutherford □ Posted: Thu Dec 06, 2007 11:04 pm

Thanks guys. Now for the fun part. I probably will not be able to start until this weekend. But the figurehead is next. That will make or break the model in my opinion. Here is hoping for the best. Hopefully have more pictures soon. Keep up the good work guys. Stage 2 will soon begin. That is the inboard deck details.

#639: Author: knightyo, Location: Meridian, Idaho □ Posted: Fri Dec 07, 2007 12:54 am

Figurehead! This is going to be good.

#640: we are not worthy Author: dr_hemlock2, Location: rushville, indiana □ Posted: Fri Dec 07, 2007 6:55 am

Ditto you are the man i hope i get as good as you and my ship turns out as good

doc

#641: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Fri Dec 07, 2007 6:55 pm

There are two parts that I like to see or do and the first one is the carving of the figure head and the other is the rigging. I just know this is going to be good.

#642: Author: Chuck, Location: Rutherford ☐ Posted: Fri Dec 07, 2007 7:20 pm

Remember I will not actually be carving it. I will be sculpting it. There is a huge difference. If I remember to, I will stop at increments to post photos of my progress as I sculpt it. This way you can see all of it. Even the ugly stages as it develops. I will create a sticky for this topic as I will not be writing about it in the practicum. I plan on using the practicum for the "official MS instructions" Should it be made into a kit.

It would save me a lot of rewriting as it has no place there. The topic as a sticky will serve the purpose for that "special" chapter. It will be reproduced so I will have to create a master mold should they decide to make it into a kit which will be needed for mass production.

The techniques described are similar to how the other decorative pieces are normally created. I sometimes use any types of material (mixed media) to create the master as done with the quarter badges. But I will not be doing that in this case. I will defiantly create a mini tutorial for this site at some point to discuss various techniques. But that will not be done until after this project is finished. I may use the Triton decorations/figurehead as the subject matter so it will help those folks building that ship.

#643: Author: KLarsen, Location: Granada ☐ Posted: Sun Dec 09, 2007 4:34 pm

As always, wonderful work Chuck!!! I'm really glad I got onboard on this build. It is funny that you should bring up the subject of headrails, and especially on the Granada! I'm building this kit and am not at all happy with the kit-supplied head rails, so I went ahead and tried making my own out of Pear.

Yes, it's far from perfect and difficult to make, but so far I have a lot more difficulty carving the stern gallery. The lower rails were made from a sheet of 3mm Pear, and the upper rails from 2mm, the knees having been carved from a block of Pear about 10x10x20mm, since it bends in 2 directions. I still haven't tackled the middle rails, as they seem quite a lot more difficult to make since they are lodged into the vertical supports (also to be made).

On the pictures, you can also see the figurehead I carved. It is also of Pear, and was my first attempt. It is about the size of the Syren's one. If I was patient, I'd make a new one, as his arms are not equally long and he is a bit bulky. But overall, I'm happy with it. The tools used were just a few exacto blades in different shapes, and small needle files.

This is meant as an encouragement to everyone, it is not as difficult as some may make you believe. Though I must admit, Pear is a superb wood for this kind of work. I wouldn't attempt it in Basswood! On my Syren, I'll probably use some Lemonwood I have lying around, it should be the best of the best (or so I have been told).

I'm sorry if this is not appropriate in this thread, I just wanted to give an example on how to make the bow decoration; it is not as different as the one on the Syren. Feel free to (re)move this post.

Kenneth



#644: Author: Chuck, Location: Rutherford 📍 Posted: Sun Dec 09, 2007 4:58 pm

Not at all.

I think that is some fantastic work. That is what head rails and figurehead should like. I cannot wait to see what you do with the Syren. Beautiful work. If i were possibly making this model for mass production I would have carved the figurehead also. Wood always looks best and I think yours is superb.

#645: Author: Chuck, Location: Rutherford 📍 Posted: Mon Dec 10, 2007 3:01 pm

Ok I am back on track with the head being completed. I am now taking the deck layout from sheet one and copying it. I will cut out the locations for the deck hatches and masts and use it as a stencil to trace them on the model. I will line up that stencil with the open hatch we cut have already framed on deck.

But for now, even though you might be sick of seeing her I have taken some photos of the port side

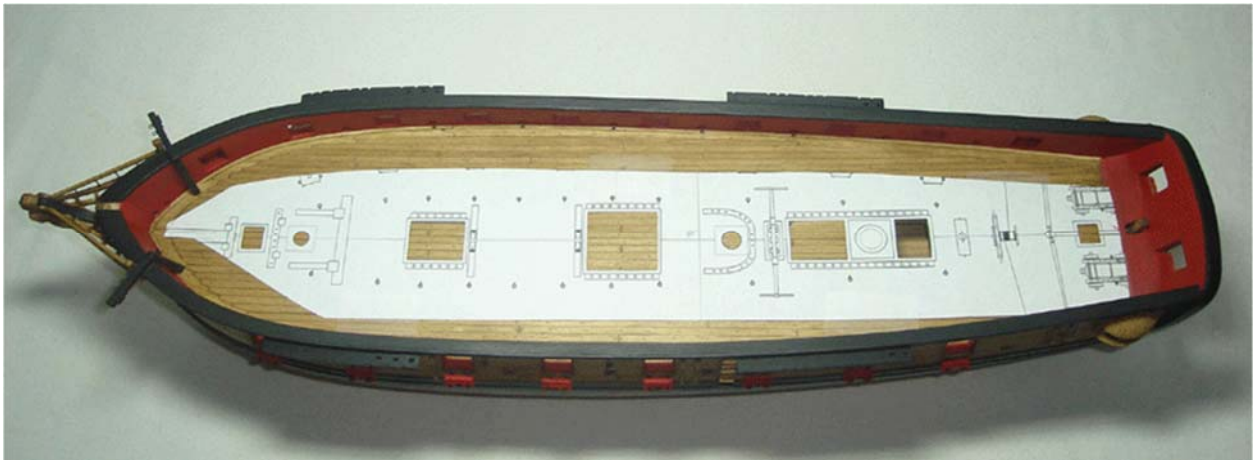
figurehead. I have applied the final layer of stain or color to match the wood on the rest of the model. I think it is a pretty good match. I actually like the way this side came out much better than the other one I have been showing.





#646: Author: Chuck, Location: Rutherford □ Posted: Mon Dec 10, 2007 5:29 pm

We will start inboard along the bulwarks. Building the carronade sleds and rigging the guns. We will put all of the eye bolts and cleats into position. It will be easier to do without the deck structures in way down the center of the deck. BUT...before we start it is a good idea to mark the locations for any fittings along the center line. I am only marking the hatches and the mast locations but you can do more. Line up the template with the hatch cut into the deck already. I have cut them out of the photocopy but left the coamings on the drawing. You only want the gratings removed leave the coamings.



#647: Author: AnobiumPunctatum, Location: Duisburg □ Posted: Mon Dec 10, 2007 6:52 pm

Your lady looks beautiful.

Christian

#648: Author: Chuck, Location: Rutherford  **Posted: Mon Dec 10, 2007 11:08 pm**

Thanks Christian.

When you have marked the locations of the hatches you can start creating the brackets that will secure the Carronade sleds to the bulwarks. You can take the measurements from the plans. They are all pretty much the same shape. Use a 1/16" thick planking strip to create them. I used a 5/32' wide strip. I cut them to length and shaped them. Once I had one it became my master and I compared it to the others so they would be consistent. I have glued them onto the model level with the top of the port sills. The little cutout on each bracket is where a pin allows the sled to swivel. I however will not be using it. I just wanted to show it to you in case you want working sleds. They will be rigged to the bulwarks and will not be able to swivel anyway. You can omit them if you like since the sled will be glued right on top of the bracket. I am painting them red. Notice how they are up off the deck which helped keep them from rotting as quickly as if they were right on the deck. The Niagara has them right on the deck. Either way would be very plausible but I think this is more interesting. Fill any gaps between the sill and the bracket with wood filler and sand it smooth with a sanding stick before you paint it. Your port linings have probably gotten real dusty by now so a little tough up would not hurt all around.

Oh I almost forgot...the bridle port and aft-most port will NOT get a bracket. Be sure to continue referencing the plans. Just in case a forget to mention these details. Only eight per side. It doesnt take long to make them. I am sure it could be done quicker with a jig but I just did them individually.



#649: Author: Chuck, Location: Rutherford  **Posted: Thu Dec 13, 2007 6:53 pm**

With the mounting brackets for the sleds finished I will start placing all of the eye bolts, cleats and pin rails along the bulwarks.

This is pretty straight forward. If you are using the commercial cleats they will need to be sanded to size by comparing them to the inboard plan. Pin rails are 1/16" thick. Make the eyebolts from 28 gauge wire. Lots of them. I started making mine last night. I estimate around 250 - 275 eyebolts will be required for the entire model. You might as well start making them while watching the tube a little at a time.

It is up to you if you want to paint the cleats black, red or natural wood. I am flip flopping but will go with the wood look or paint them red. Same goes for the pin rails. Belaying pins can be made when you start rigging so you can hold off on them or buy the commercial ones I mentioned in the materials list.

Once all of these items are in position it will be time to build the sleds and rig the carronades.

#650: Author: Chuck, Location: Rutherford ▣ Posted: Sun Dec 16, 2007 7:11 pm

I am busy working away on the inboard bulwark details. I have a little more to do just forward of what you see below. I chose to paint everything red. I will paint the belaying pins either black or wood color. It will be interesting to see what everyone eventually decides to do. The cleats are the commercial ones I listed in the materials list. I modified them of course by shaping them. I cut the tail ends off of the base essentially converting them from an "H" shape to a "T" shape. I glued a small pin made from a length of 28 gauge wire into that base so the cleat could be inserted into a pre drilled hole along the bulwarks. You do not want it popping off.

To drill the holes along each pin rail evenly I suggest you use a pin vise first to pre-dent where the hole is going to be. It helps keep the drill bit from wandering and makes for a better finished result.

That is about it for now but I will keep at it. What do you think of the color scheme? What are you guys going to do? Black or wood belaying pins. They probably would have been left natural but they will be most covered up anyway with rope coils. Curious as to what you folks are thinking about.



#651: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Dec 16, 2007 7:27 pm

She's looking more authentic every day, Chuck. Re Belaying pins, I'm going to try and leave them as wood, unless I can't get them to look good. In that case, I'll paint them black.

Alan

#652: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Dec 16, 2007 8:36 pm

I agree with Alan with the belaying pins. With the cleats I'll try them like that too.

#653: Author: Chuck, Location: Rutherford □ Posted: Sun Dec 16, 2007 8:47 pm

The pins you are looking at in my photo are brass and the ones listed on the materials list. Before I painted the pin rails and cleats I left them natural and thought the bulwarks looked too cluttered. I then took a look at the many photos I have of the Lightley model as well as others from that museum. Most of them that I took of American Vessels of this time period have the cleats and pin rails painted the same color as the bulwarks and the pins either natural or black. All eye bolts were black. Here is a picture of the Vixen by Lightley and you can see the Syren in the background. Note the bucklers on that side or in position.



#654: Author: UweK, Location: Munich and Vienna □ Posted: Sun Dec 16, 2007 8:56 pm

When I imagine how often the pins were used and the lines and ropes were rubbing at the pins... I guess

they would be only some days covered with paint and after some time in use the original timber surface would appear...

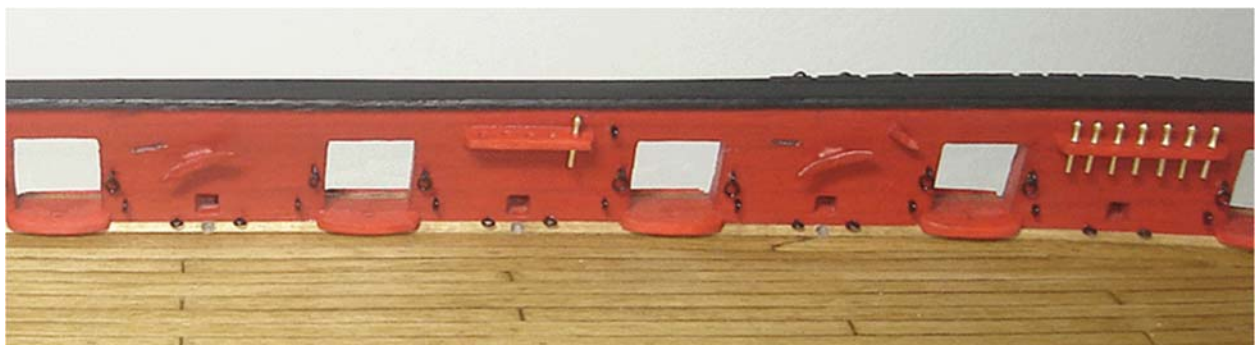
Chuck,

I would like to see some closer look of the inboard details if this is possible. I am sure they look as good as from the distance.

#655: Author: Chuck, Location: Rutherford □ Posted: Sun Dec 16, 2007 10:01 pm

I would also think that the pins would be darker also. They would get worn and covered with tar and just plain dirty. It is a toss up for me and I will not deliberate too much. There is always the next model if I do not like it.

Here is some close ups. It is as close as I can get without the Red getting too bright and washing things out. My photography skills could use some improvement. It is hard to see but I simulated a nailhead on the center of each cleat where they would have been bolted to the bulwarks. That red color really does not photograph well.



#656: Author: UweK, Location: Munich and Vienna □ Posted: Sun Dec 16, 2007 10:13 pm

it is really looking very good...and the bolt head is also possible to see!

#657: Author: Chuck, Location: Rutherford □ Posted: Mon Dec 17, 2007 1:55 am

Thanks Uwe. I just finished the port side except for painting those pesky belaying pins. That is not going to be fun. Now I know why they are always seen black. It is a lot easier to chemically blacken the whole lot at one time then to paint them individually.



#658: Author: coater87, Location: wisconsin □ Posted: Mon Dec 17, 2007 2:15 am

Very nice work! The pin racks all look straight, the pins themselves are straight to each other and the ship (which is hard enough to do!), and I can even see the heads of the bolts.

I do not know how the red looks in "real" life, but it appears to be a very good shade without being "over powering" at all-everything in these pictures looks great.

Lee

#659: Author: Chuck, Location: Rutherford □ Posted: Mon Dec 17, 2007 2:31 am

Lee thanks,

The red is a bit more subdued in real life. The camera really does funky things with it. It is very bright and I have to keep adjusting the position of the light source. I find it challenging to keep everything straight and even. I keep reminding myself that if it is a little off none will know anyway. There will be so

much going on deck with the rigging, rope coils, deck fittings and carronades. At this stage I am more or less on auto pilot. The tasks sometime get mundane and boring but are necessary to get to the fun parts around the corner.

#660: Author: Maxx, Location: Michigan 📍 Posted: Mon Dec 17, 2007 3:36 am

Outstanding details. It is enjoyable watching you build her.

#661: Author: roger, 📍 Posted: Mon Dec 17, 2007 12:59 pm

#662: Author: RedHawK, Location: Sperone 📍 Posted: Tue Dec 18, 2007 9:00 am

The inboard photo you posted shows me clearly how amazing this model will be when all details will be at their place...

#663: Author: BANYAN, Location: Melbourne 📍 Posted: Wed Dec 19, 2007 8:42 pm

Hi Chuck, just noted that your number of replies for this build was sitting on '666' couldn't have you staying on that evil number now could we?

The prototype is looking absolutely stunning mate; congratulations on your workmanship and thanks again for all your efforts in making this available to us. Is there a particular reason you don't cut out the hatches etc before assembling the deck?

Pat

#664: Author: Chuck, Location: Rutherford 📍 Posted: Wed Dec 19, 2007 8:47 pm

Thanks Pat.

I was wondering why this day was going the way it has been. Bad luck from that number I suspect. I will not be cutting those hatches out at all. They will be covered over with gratings. After the coamings are built I will paint the deck inside them black and then place the gratings into position. No will ever know there is a deck under the gratings afterwards. It is an easy efficient way to model them. I am going to wait until the bulwarks are all finished and the guns are rigged before I start working on the deck structures down the center of the deck. That extra room is good to have on deck while the guns are being rigged.

#665: prototype model Author: peys, Location: Santiago 📍 Posted: Sun Dec 23, 2007 9:32 pm

Congratulations, a beautiful job

Peys

#666: Author: Rex, Location: Lublin □ Posted: Mon Dec 24, 2007 1:22 am

I have just seen the last picture you posted - I was going to start Syren when I had finished either of my 2 current projects. The picture has made me change my mind, and I am going to print off the drawings and order the wood over the Xmas break to start in the New Year, now I will have 3 on the go. Your Syren looks absolutely superb!

#667: Author: Chuck, Location: Rutherford □ Posted: Mon Dec 24, 2007 2:36 am

Thank you very much Rex. It is far from perfect but I am flattered that I may have inspired you.

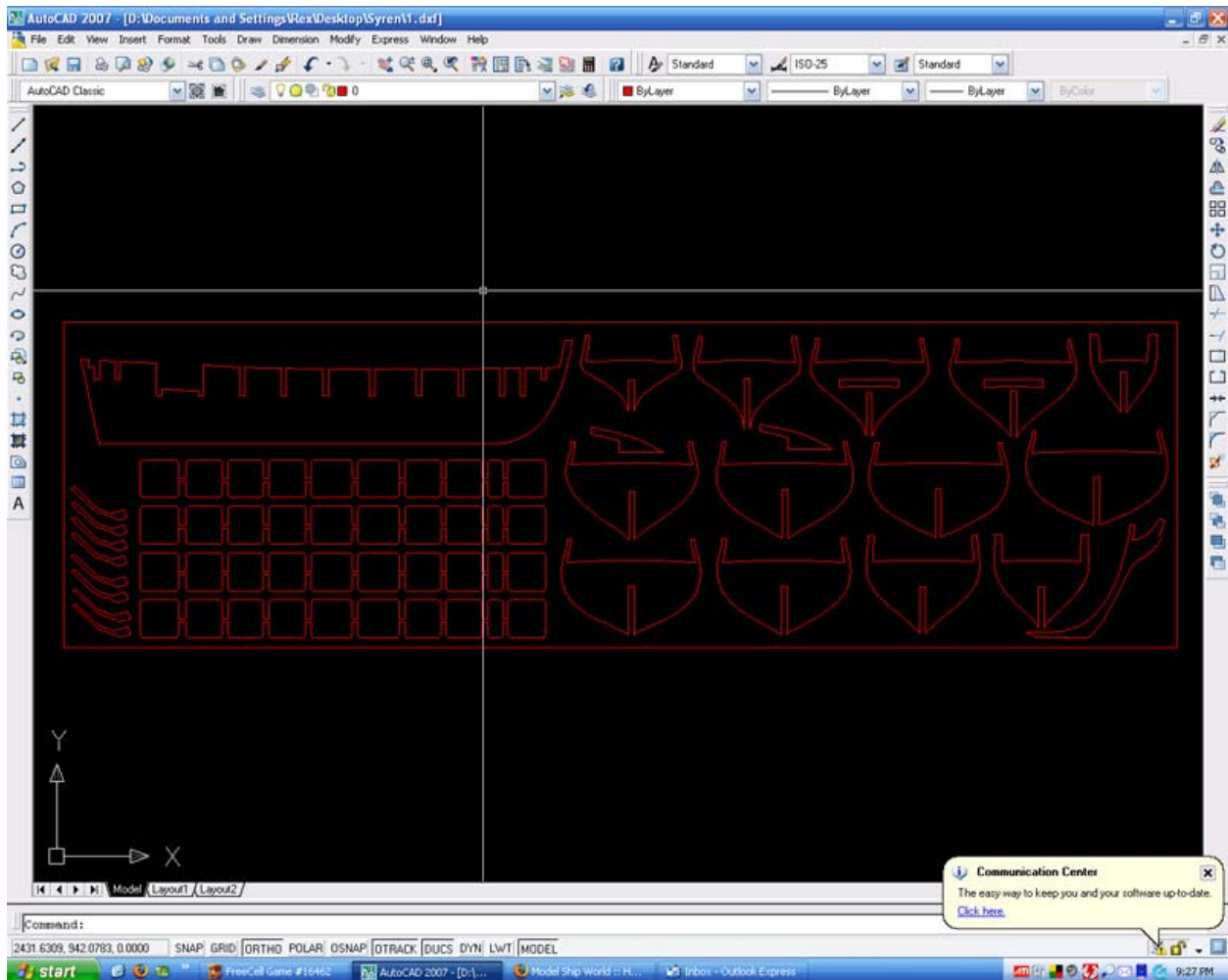
Chuck

#668: Syren Build Author: Rex, Location: Lublin □ Posted: Wed Dec 26, 2007 7:29 pm

I have just ordered all the timber from Modeling Timbers in England for my Syren Build, planking will be a combination of Lemonwood and European Boxwood, they will look good together, and they are coming cut to size. Keith from Modeling Timbers has been very helpful. Looking forward to starting, plans are printed off, nearly ready to start. I will post some pictures....

#669: Syren Author: Rex, Location: Lublin □ Posted: Wed Dec 26, 2007 9:34 pm

And here is the .dxf for the laser - my parts will be cut with a Bystronic 1.5kW laser, blank size is 1020mm x 300mm. if anyone wants a copy pm me. By the way - should I be posting this under Chuck's build?



#670: Author: Chuck, Location: Rutherford □ Posted: Wed Dec 26, 2007 10:11 pm

I do not mind but it is better if under your own build log. You are off to a great start. I would not call it cheating either. Sometimes I wish I had a laser cutter. But do me a favor. Other folks may want you to laser cut the parts for them. I would prefer if you wouldnt. Thanks in advance for understanding. Its a Sensitive issue for me.

#671: Author: Rex, Location: Lublin □ Posted: Thu Dec 27, 2007 12:30 am

No problem at all, I understand. As a matter of interest I do some design work for a large engineering company and have access to 5 axis machining center, sand casting, laser and waterjet cutting etc etc. Should you need any model prototyping done, just let me know. I try and make the technology work for me, I could hand cut out parts, but the laser will cut these out in under 2 minutes and accurately, I have got a bit lazy in my old age.....

#672: Author: Chuck, Location: Rutherford □ Posted: Thu Dec 27, 2007 1:02 am

Rex,

Hell, if I had access I probably would do the same. Thanks for the offer. Look forward to seeing your work.

#673: Author: Straycatt, Location: Aurora, IL 📧 Posted: Thu Dec 27, 2007 10:58 am

Apologies if I am asking in the wrong place, but in order to ... um order the photo-etch for this is here:

<http://www.etchingservice.eu/>

Correct??

Adam

#674: Author: RustyJ, Location: Chittenango, NY 📧 Posted: Thu Dec 27, 2007 1:45 pm

Adam,

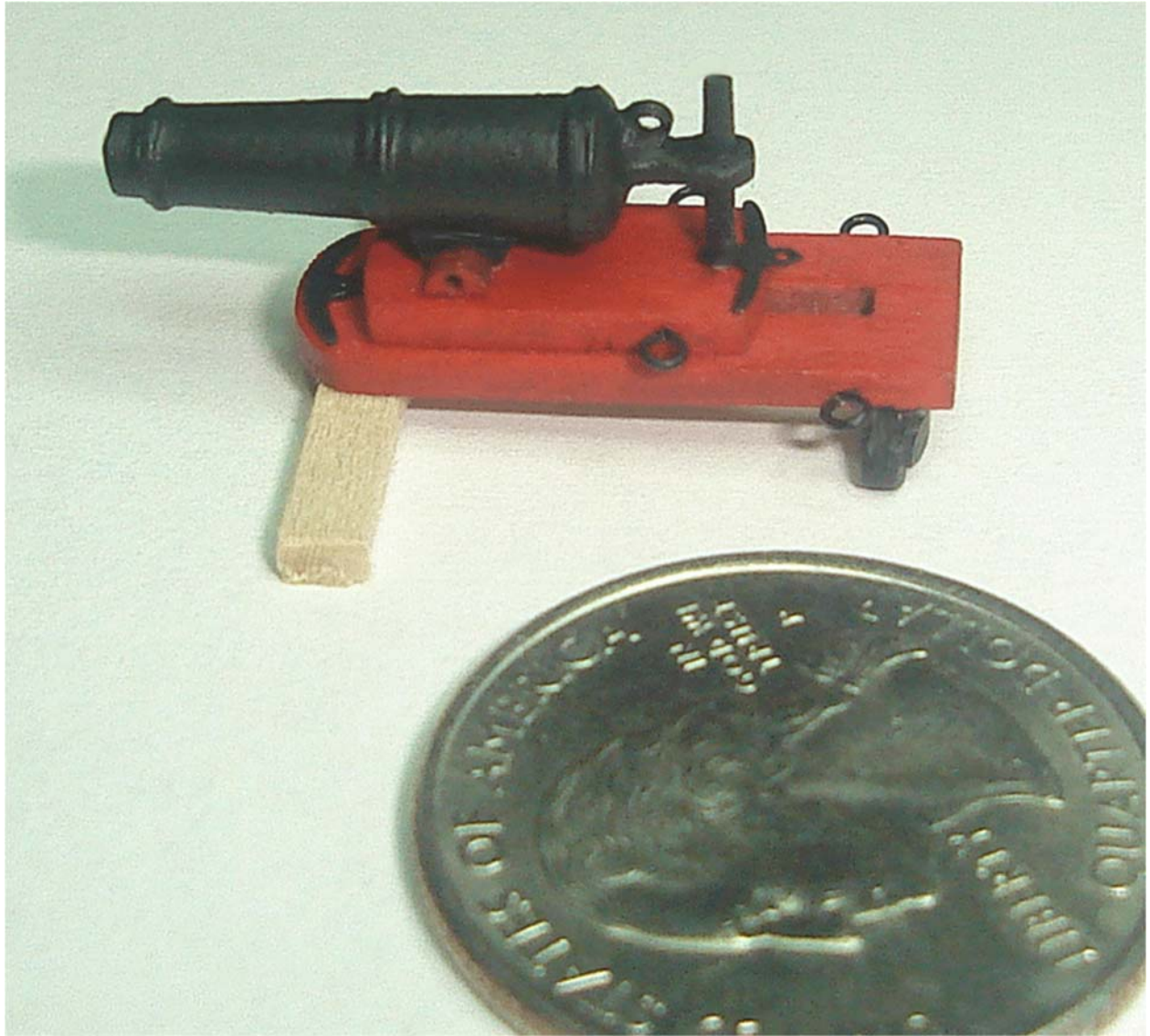
That's the website but I don't think you can order the Syren parts from there. Just PM JerzyBin here at MSW and he will get back to you for the order.

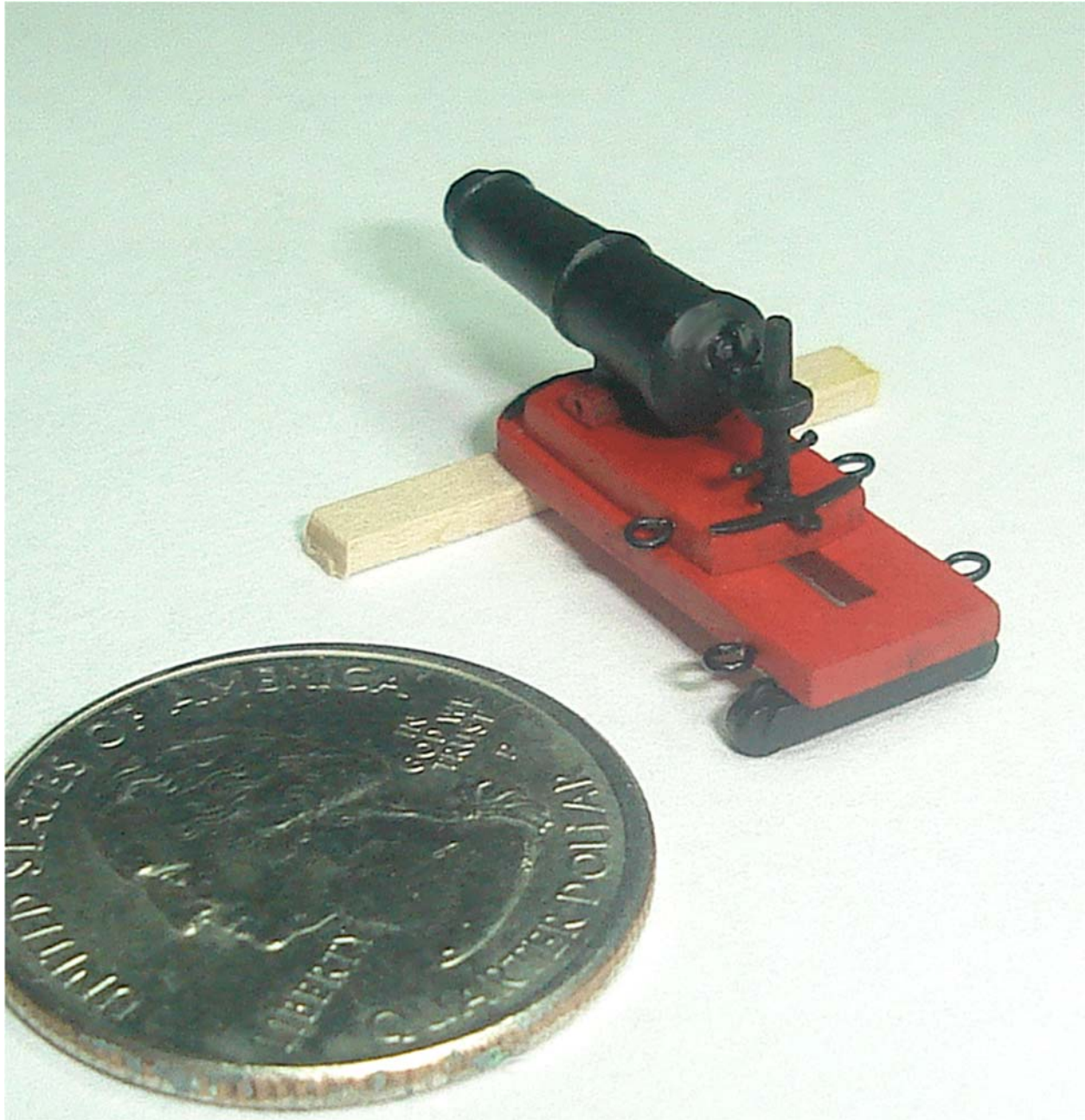
#675: Author: Chuck, Location: Rutherford 📧 Posted: Fri Dec 28, 2007 7:29 pm

I am starting to assemble the carronades and sleds. The bulwarks are all done so this is next for me.

I painted the guns because I used white resin. I will detail all of the construction in the practicum but this was the first prototype. It is like a little model by itself. You can add much more detail than I did but they are quite small. I am using the cast wheels that came with the Niagara kit under the sleds. They will be included when/if the Syren becomes an MS kit. So I must use them on my model. I did provide some materials on the photoetched sheet and describe how to build them on the inboard plan sheet. So check that out. There are many ways to make the casters or wheels. I just gave you that one method. So feel free to experiment and show your technique to the group as you build them. The other details on the guns were also from the photoetched sheet. The elevation screw is made from wood. I did that so I could drill a tiny hole through it and make the handles. Little droplets of glue were added to the ends of the handle to give it some detail.

What do you think? I think they came out pretty good.





#676: looking good Author: dr_hemlock2, Location: rushville, indiana □ Posted: Fri Dec 28, 2007 7:39 pm

Looks good and tight there chuck I am impressed and we are not worthy of such detail but then again maybe we are.... thanks for your effort it all makes this worthwhile I would imagine to see someone like me realize a dream. Circumstances have changed in my health which will make it imperative to use powered tools I knew it was going to happen eventually just came earlier than normal. So i will have to be more careful and take my time. At least my build log will be a different one. Thanks again for all your hard work.

doc

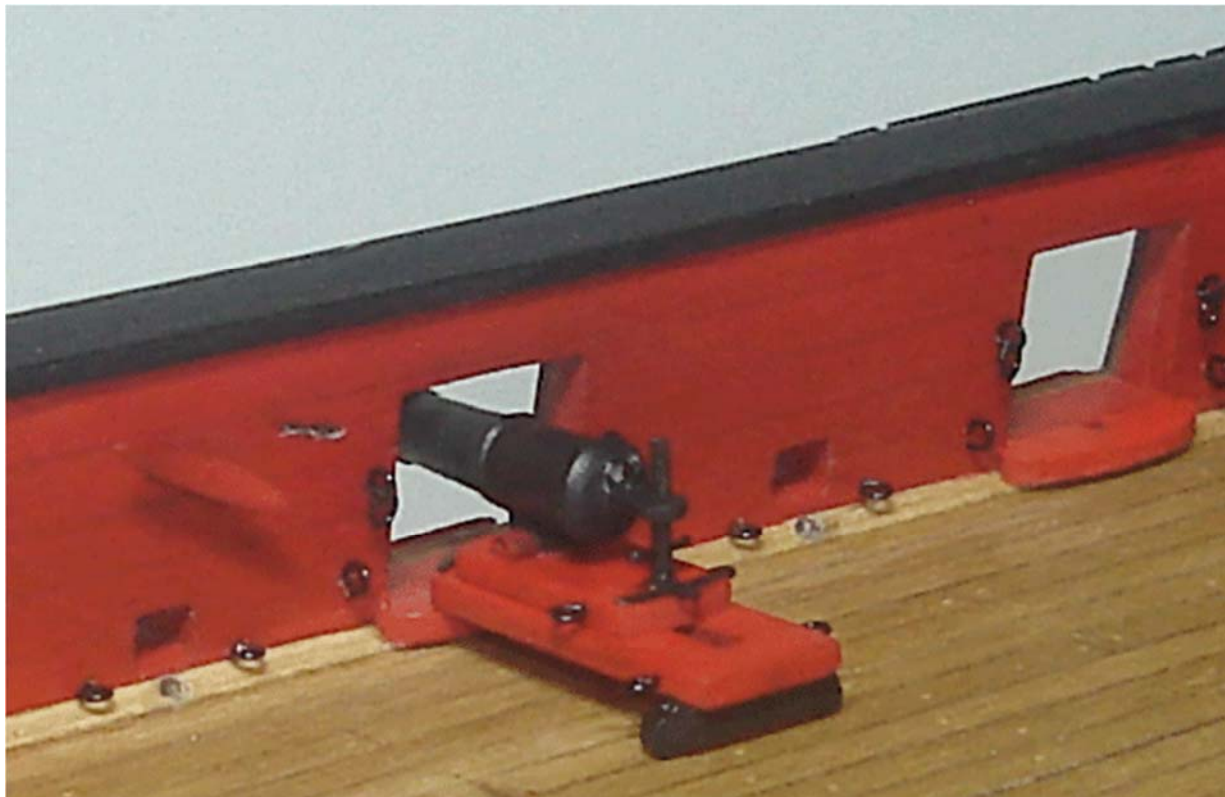
#677: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Fri Dec 28, 2007 8:22 pm

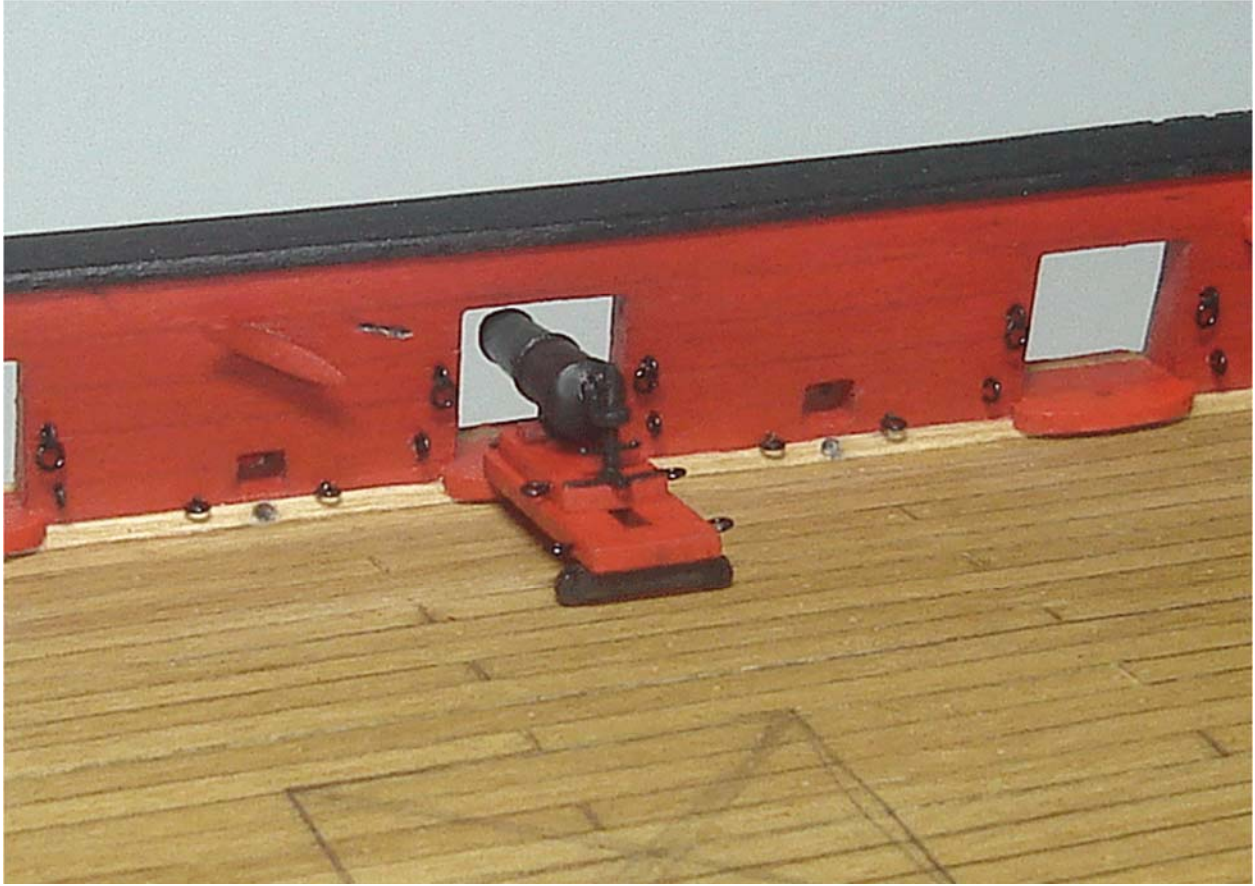
They are just nifty Chuck. Well done my friend. They are going to look great on your model. I am thinking about raising the lid on the gun ports and fix the guns accordantly just to be different. yes/no ???

#678: Author: Chuck, Location: Rutherford 📍 Posted: Fri Dec 28, 2007 8:49 pm

That would be very interesting. It would be finicky to do but give it a try. You can even show the bucklers in position. The problem will be lining up the cannon barrels with the opening you cut out in to port lids. Everything will have to fit perfectly. If you decide to try it I for one look forward to seeing the results.

Here is a shot or two with the gun on deck. Sorry for the blurriness. Only 15 more to go. Then they have to be rigged.





#679: Author: scuttlebut, Location: South Tyneside North east of England **Posted: Fri Dec 28, 2007 9:43 pm**

Those guns look really good.

Bill

#680: Author: zeldazork, Location: Omaha, Nebraska **Posted: Fri Dec 28, 2007 9:53 pm**

If I try it, I have to find a couple of good pictures first. I don't mind doing the same as everybody else, it is just I like a slightly different touch on my models that isn't the norm. I guess that is because I'm not norm myself.

#681: Author: roger, **Posted: Fri Dec 28, 2007 10:16 pm**

Chuck your ship looks a real piece of art.

Roger

#682: Author: navale18, Location: Málaga 📍 Posted: Fri Dec 28, 2007 10:29 pm

Fantastic work, Chuck.

In order to construct the prototype of the carronade one, you have used wood or metal and a turning?

In the practicum will be included a complete quartering of the carronade one with its dimensions?

These carronades are of the same type that those of the HMS Victory?

#683: Author: Chuck, Location: Rutherford 📍 Posted: Fri Dec 28, 2007 10:49 pm

Lots of questions.

The plans...specifically the inboard plan have drawings for the carronades and cannon. You can make them from that drawing. The barrels were turned by a friend of mind and then I added the ring bolts and lug on the bottom. Then I made a mold and made what seemed to be a million copies.

I will describe in the practicum how to build the sleds and what pieces to add to them. I will talk about what details I included. I will leave it up to the group members if they want to get the same carronades from Adam or turn or cast your own.

Templates are shown on the inboard plan for all details of the carronade sleds, including the wheels which were included on the photo etched sheet along with the other metal work.

#684: Author: jimmadras, Location: Leesburg, FL 📍 Posted: Sat Dec 29, 2007 1:38 am

Great work, Chuck. That quarter sitting next to the gun really makes it look tiny. Your build is looking fantastic, and MS will be nuts if they pass on it.

jim

#685: Author: Chuck, Location: Rutherford 📍 Posted: Sat Dec 29, 2007 8:24 pm

Thanks guys.

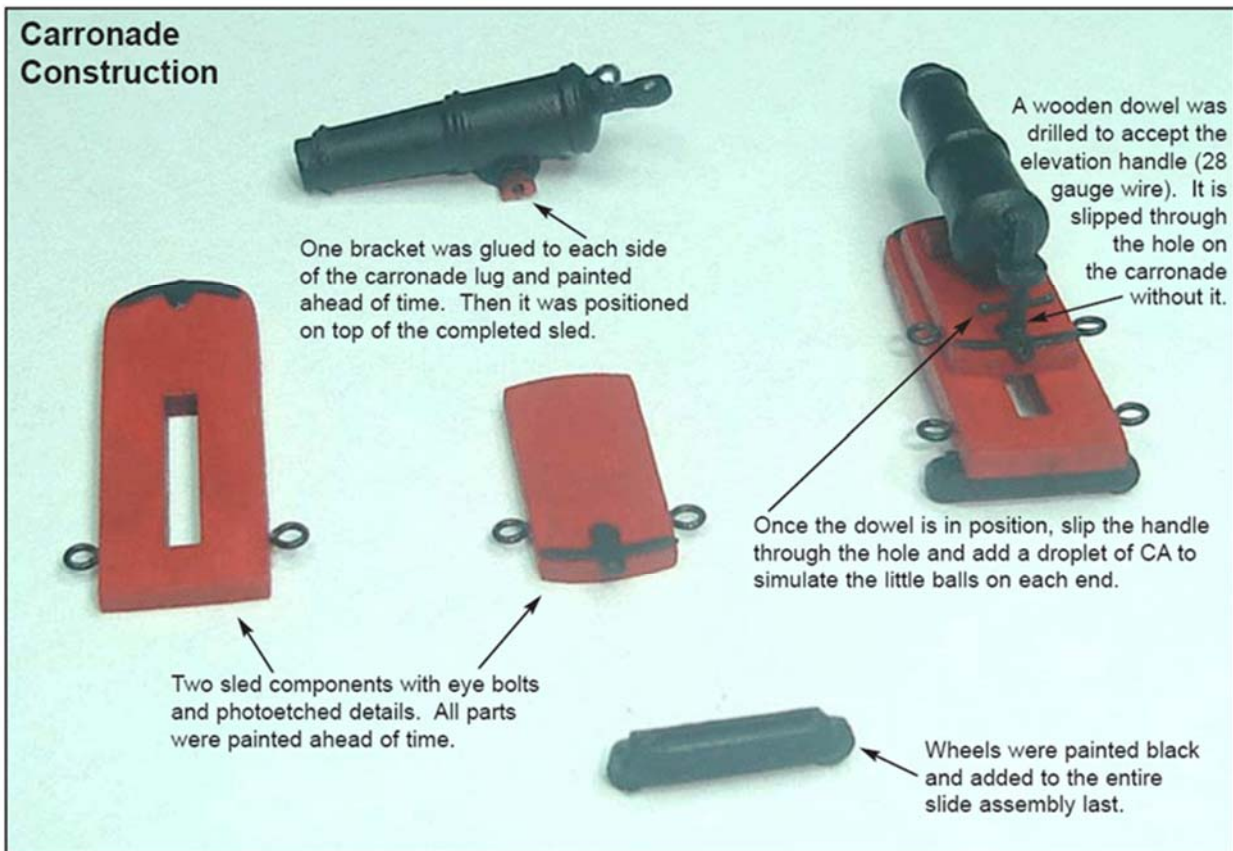
It means a lot and it helps to motivate me. I just realized that I had never posted a pic of the stern inboard. All of the cleats and eye bolts are in position. The traveler was made from 22 gauge wire. A 1/8" double blocks were seized to it.

Working away on carronades now.



#686: Author: Chuck, Location: Rutherford □ Posted: Sat Dec 29, 2007 10:57 pm

Here is a construction photo that shows the sequence that I used to build the carronade sleds.



#687: Author: Chuck, Location: Rutherford □ Posted: Sat Jan 05, 2008 6:21 pm

I only just completed the carronades for the port side. I will rig them first before I start the other side. This will mix it up a little bit. I added a rigging drawing to the inboard plan for the carronades. I will be using all single blocks 3/32". In reality there would have been a double and a single on all tackles. But they always manage to look disturbingly out of scale. I will leave this up to the group to choose what size blocks are used. I will also be omitting the train tackles for the sleds as these would have only been used when preparing for battle. These are not glued into position yet. They are only placed in the ports for show.

I think it is looking pretty good and I am happy with the results of the carronade castings.

I have by the way, sent a master set to Adam. I will probably cast the long 12's this week but they will not be made or put into position until some other features (grating) are finished first. The belaying pins were also painted to look like wood.



#688: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Sat Jan 05, 2008 7:19 pm

That looks ever so sharp Chuck.

#689: Author: skuldelev, □ Posted: Sat Jan 05, 2008 7:27 pm

The carrionades look excellent, and the fineness of scale and detail is what really does it. It makes them work perfectly. The whole ship has the sense of its time and place.

Jim

#690: Author: roger, 📍 Posted: Sat Jan 05, 2008 11:34 pm

#691: Author: Newbie, Location: Ludwigshafen/Rh. 📍 Posted: Sun Jan 06, 2008 1:22 pm

An excellent work your carronades, it looks fantastic. But for the most here in board it is very hard to get such carronades. Could your friend make carronades for other guys in board or is here anyone who know's where we can get such one.

Jürgen

#692: Author: Dubz, Location: Hamburg 📍 Posted: Sun Jan 06, 2008 2:23 pm

Jürgen, check here:

<http://modelshipworld.com/phpBB2/viewtopic.php?t=3928>

Dirk

#693: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jan 06, 2008 2:46 pm

Thanks Dirk,

I am happy with the results this far. Rigging these guns will be a slow process. I do not expect to show much progress over the next week. I will rig them a certain way but open it up for discussion so folks can talk about alternative methods. You will need 128 3/32" single blocks with hooks stoppped to them to rig the guns as I will do. This is quite time consuming but the hooks can be eliminated. You see, the tackles for the carronade sled were not permanent and were hooked to the eye bolts when needed. They were removed before firing. The only line actually on the guns when firing was the breech line. So hooks are historically accurate but time consuming.

Oh and yes, Jurgen you can ask Adam to make a set of guns for you. I just sent him a set of masters. Hopefully that will work out. I am sure Adam will be in touch with the group shortly.

#694: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jan 06, 2008 3:51 pm

Here is how I made the tackles for the carronade sleds. The blocks will be 3/32" but rather than start with blocks that size I use 1/8" single blocks and modify them. If you just use the square blocks at 3/32" it leaves little room for improvement. They are too small to work on and will crumble in your hand when you try and drill them for the hook. I round them off and file the grooves. Then I redrill them.

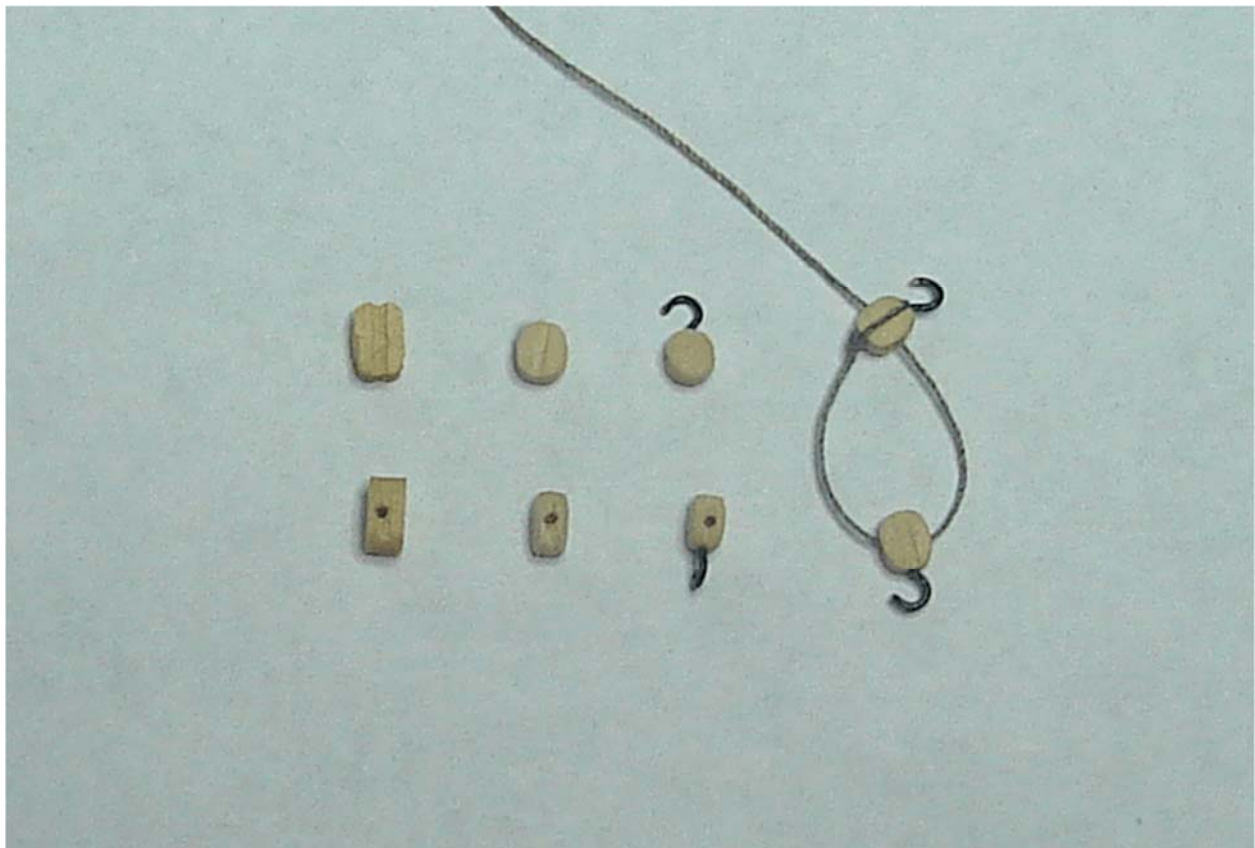
The hook is made from 28 gauge wire and glued into another hole I have drilled. It is better to set up the tackle as I have shown and then simply hook them to the eye bolts on the bulwarks and sled. Tighten

them and place a drop of glue on the line to keep them tight. Then finish off with rope coils. You will see more soon. This is all optional because as you might suspect this will take a lot of time and dexterity to work with such small pieces. Give it a try though.

128 blocks with hooks.

64 pre-made tackles.

I am using 0.008 tan rigging line for them. I am running the line through a black oil pastel to dirty it up a little bit. I hate bright clean rigging on a model. I think it looks more realistic. Brown or other colors could also be used.



#695: Author: Chuck, Location: Rutherford  **Posted: Sun Jan 06, 2008 6:51 pm**

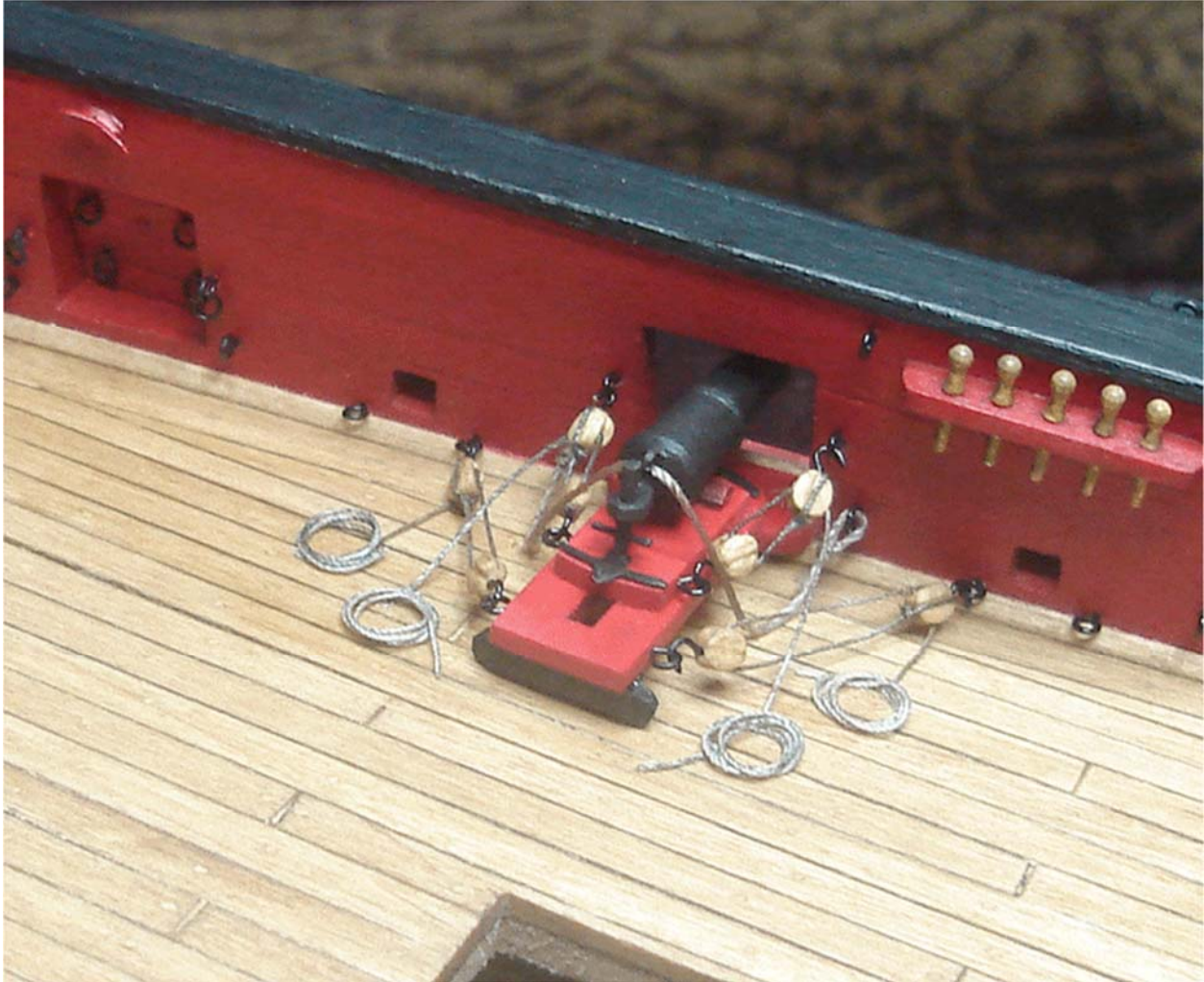
Breech line was 0.021 tan. One down seven to go. Then I have to make the sleds and guns for the other side and rig them. Check the inboard plan for rigging details for these.

It will take a little while.



#696: Author: Chuck, Location: Rutherford Posted: Sun Jan 06, 2008 7:48 pm

One more



#697: Syren Author: Gene Bodnar, Location: Sidney, New York 📅 **Posted: Sun Jan 06, 2008 8:44 pm**

You do some mighty fine modeling. Your carronades and tackle are absolutely superb.

Gene Bodnar

#698: Author: Chuck, Location: Rutherford 📅 **Posted: Sun Jan 06, 2008 8:49 pm**

Thanks Gene. I do wish I could make those blocks for the gun tackles even smaller. But they are hardly larger than the eye bolts you see in the photo. This is always a challenge to do. But I suspect they will get easier with time. I thank you again for the kind words. I am always happier with my progress before I take the photos.

Now to start modifying some more blocks. What a job this will be.

#699: working blocks Author: dr_hemlock2, Location: rushville, indiana 📅 **Posted: Sun Jan 06, 2008 9:42 pm**

I also think they look a bit large (like i would know) but perhaps the wood being used is making them so hard to work with at a much smaller scale? What wood are you using for them? Perhaps going to more dense type wood would make it easier? To make them smaller with more integrity to hold up to more tooling. I will be tackling this issue very soon with a few plastic models that I intend to detail out with wood features not necessarily cannon blocks but the other blocks required for rigging.

doc

#700: Author: Chuck, Location: Rutherford ☐ Posted: Sun Jan 06, 2008 9:56 pm

Well they are not that out of scale – only slightly. They should be 3/32" long, or 6" on the real ship keep that in mind. I have seen where model builders make them really tiny and that is just as bad. It may look OK but just as out of scale. These blocks on this first carronade are only slightly larger than 3/32" after being made. They are basswood. On the real ship these blocks would not be smaller than 5 inches in actuality. They also look a little out of scale. I will probably redo that first one as I get "into a groove" while shaping the blocks. The problem is that this is not particularly fun to do. Remember just how small 3/32" really is. This is not easy. Slightly smaller than 3/32 would be ideal.

#701: Author: Rex, Location: Lublin ☐ Posted: Sun Jan 06, 2008 10:12 pm

Your model looks better by the day - I hope my timber arrives this week from the UK so that I can make a start, lasercut parts ready also to pick up, will send pictures when I start my building log. I just hope my model turns out half as good as yours

#702: Author: RustyJ, Location: Chittenango, NY ☐ Posted: Sun Jan 06, 2008 10:15 pm

As always an excellent job!

As I'm working on the inboard details I can tell that everything is looking very good. The picture is what throws everything out of proportion. When I looked at your pictures and then started making the eye bolts, pin racks, carronade sleds etc, I could not believe how tiny everything is. Shaping something down to 3/32" is going to be tough. Tweezers are a must!

Anyway great job and I look forward to seeing more.

#703: oh okay Author: dr_hemlock2, Location: rushville, indiana ☐ Posted: Sun Jan 06, 2008 10:17 pm


I just check what 3/32 on ruler i see your meaning very small already and to be slightly smaller than this perhaps this is beyond proper means. I guess automating this step would be out of the question because of such small pieces i would not know where to start. Perhaps they are not as large as the picture shows as you have said pictures make things appear out of scale sometimes i should have thought about this before posting that they were "Large."

doc

#704: Author: Chuck, Location: Rutherford  **Posted: Sun Jan 06, 2008 10:26 pm**

No doc you were absolutely correct and this is a great discussion to have. They are out of scale, but there is a danger that some model builders try to fake the blocks and they look even worse. I think I am going to hunker down and go smaller but it will be slow going. This is one of the great model building challenges in my opinion. There are many options. Like I said earlier, there should actually be a double block on the bulwarks but that would just look ridiculous at 3/16" scale. Those building at 1/4" will have it much easier.

Some of you may opt to omit the hooks also. That helps but again this is at the expense of accuracy. In a day or so I will post pictures of the second carronade rigged and hopefully it will show some progress in the right direction. The worst thing that could happen is that I will get better at this and have torpedoed a lot of my first attempts. I am making a point to show it all rather than wait till I get it right. I figure all you will be in the same predicament and it is never easy. That is what I want to show with this exercise. Practice makes perfect. Keep trying to best yourself with each bit of progress.

#705: Rigged canonades Author: freewheelinguy, Location: Aston, PA  **Posted: Mon Jan 07, 2008 12:32 am**

I agree with your no use of double blocks. Your rigging looks great for this scale. Wouldn't it have been easier for you to make these from scratch from 3/32" square stock?

I personally am not looking forward to this phase of the build. On my first and only complete build this was my least favorite phase. It's hard dealing with these tiny parts and getting all the tensions on the rigging uniform. The head timbers are winning, so far, on this build. I'm almost finished and will be glad when this phase is behind me, but now I have to look forward to rigging all those carronades.

#706: Author: Chuck, Location: Rutherford  **Posted: Mon Jan 07, 2008 1:21 am**

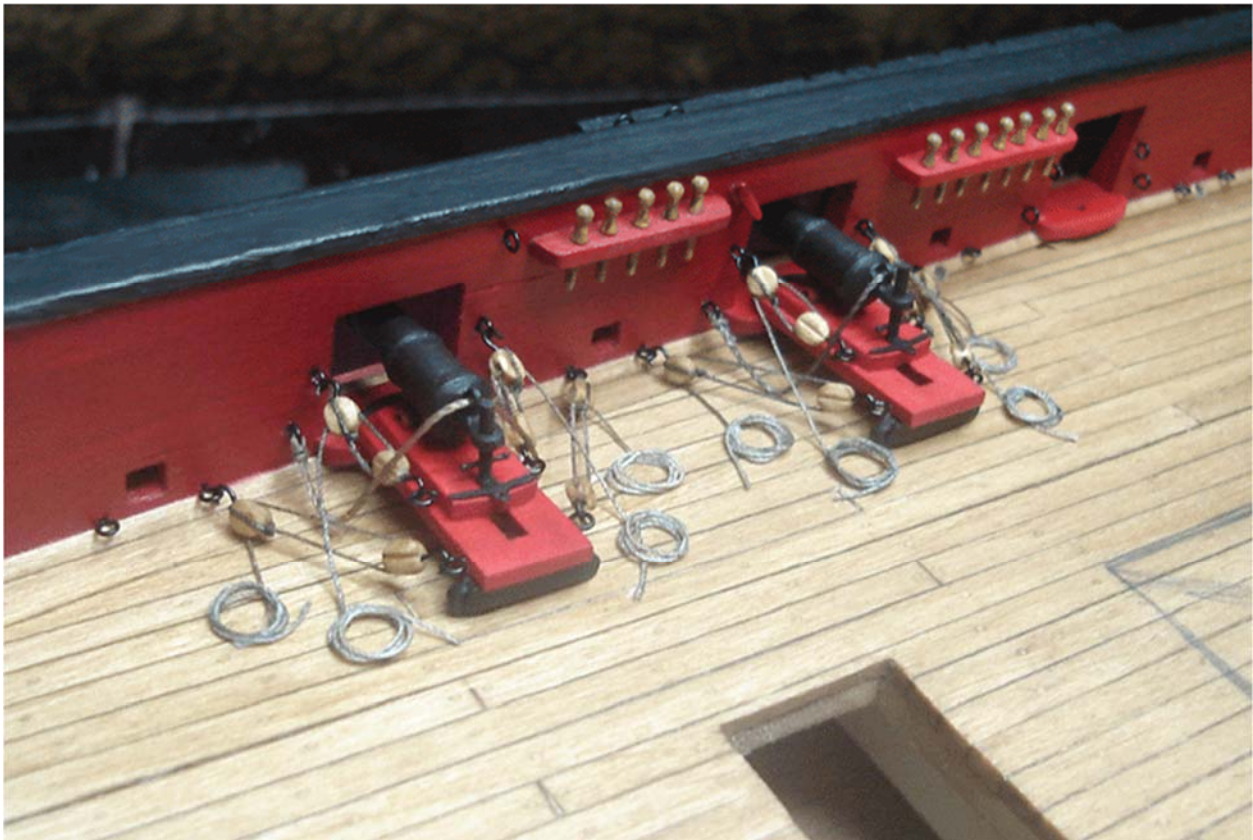
Thanks Len.

I often wonder why we continue building. I agree some aspects of any project are not so much fun. I just finished another carronade and the rigging looks the same. Oh well. I will have to live with it. It is done neatly and it looks OK but I will probably go up to 1/4" scale on the next project. I consciously tried to make everything much smaller this time. But to no avail. Any smaller would have been a nightmare to rig in my opinion.

Yes I have made the blocks from scratch as you mentioned but for some reason I like having the crappy commercial ones available as billets ahead of time. It does not make much sense but that is what I have been doing for years.

#707: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jan 07, 2008 2:07 am

Here is the second attempt. I think it will look good when they are all finished. They could go smaller but it took so long to do this second carronade. Here is a look at a replica carronade I believe on the Niagara. Keep in mind that carronade is not run out. There is more space between each block of the tackle. You cannot see the other tackle that pivots the sled side to side in this photo. That would have been nice to see. But here you can see they are smaller in relation to my model attempt. But hey it still OK. I have 16 more to go to try better. In hindsight I could have gone thicker with the breech line so you might want to think about that as well. But going larger with any parts of this rigging runs the risk of it helping the whole assembly to look out of scale. It will be real interesting to see what you folks come up with. Most of the modeled attempts at this scale on kits look really awful. I cannot go nuts scratching everything too small as I have to make sure all of the materials can be made available in the MS kit. This is another consideration that is always holding me back as these are the blocks that will be included in that kit should it ever come to market. But you folks can go the whole nine yards with it. Keep experimenting.



2006 Green Bay Tall Ships – Niagra:



#708: Author: jimmdras, Location: Leesburg, FL □ Posted: Mon Jan 07, 2008 3:11 am

It's hard to tell from the photos, but I don't think the problem with scale is so much the size as it is with the thickness of the blocks. If you take a look at your last photo (the one of the life size ship and people in the background), the thickness of those blocks seem thinner than on your model.

jim

#709: Author: Chuck, Location: Rutherford □ Posted: Mon Jan 07, 2008 3:24 am

Yup,

That is a factor but wait till you see them. They are disturbingly tiny. I am working on the next group now.

OOFAAA they are getting slimmer and thinner now.

#710: Author: UweK, Location: Munich and Vienna □ Posted: Mon Jan 07, 2008 9:46 am

Your carronades are looking really good!

I know how hard it is to rig them all and to find the correct size of all the blocks, hooks etc. If you try them to make as small as possible they are hard to handle during production.

In my opinion you realized them in a very good way.

One question to the normal rigging of such carronades which I really do not know and I did not find anything in moment in the web:

"normal" guns have a rigging for recoiling the slide with the muzzle in order to get access for loading..... was this also necessary for carronades? From my technical "feeling" they should have some possibility for pulling them inboards...

And one question referring to your breach-ropes which size did you use for your Syren? They are looking thin in comparison to the normal rigging lines of the tackles...

#711: Author: Chuck, Location: Rutherford ▣ Posted: Mon Jan 07, 2008 1:03 pm

The breech line should be thicker. I used 0.021 and they should probably be 0.028

I will be rerigging those first two attempts throughout the week.

The train tackle is also used on a carronade but I am not going to rig it. It would be shown only during action. It would not have been left out on deck as you sometimes see modeled. That would be a hazard. It depends on how you want to show her but if you show her rigged for battle than you should also rig her with sails.

There is a little loop in the photoetched part at the back of the sled. The train tackle would hook to this.

Thanks UWE

I think I have it done well on this next attempt. Third time is a charm.

#712: Author: UweK, Location: Munich and Vienna ▣ Posted: Mon Jan 07, 2008 1:29 pm

Yes, I can see now the small loop you mentioned....You are completely right with the different types of rigging the guns:

"rigging during battle", "rigging on sea" and also different "rigging laying in harbor (without sails)"
The modeler has to make once a decision, otherwise it is technically not correct shown in the model.

Than you will add only on deck the eyelets with the ring prepared for the tackle...

Many thanks for the info about the rigging of the carronades...every day something to learn here on MSW (and much easier and faster than to read dozens of books).

#713: hello chuck Author: dr_hemlock2, Location: rushville, indiana 📅 Posted: Mon Jan 07, 2008 8:10 pm

I have a question if in fact I do buy these blocks I am going to order them from ME but I read somewhere on here someone's log about using a Rock tumbler to make them smaller and more uniform do you think this would work en-masse for them all at once.

doc

#714: Author: Chuck, Location: Rutherford 📅 Posted: Mon Jan 07, 2008 9:11 pm

Never tried it. It would be a heck of a way to ruin 150 blocks so I will stick with the slower method. I am not much for these quick fix methods as you might have noticed. They just never seem to give you a great result. Sometimes they even make things worse. I like to do things slowly and by hand. Call me crazy.

#715: good point Author: dr_hemlock2, Location: rushville, indiana 📅 Posted: Mon Jan 07, 2008 11:18 pm

#716: Author: Chuck, Location: Rutherford 📅 Posted: Tue Jan 08, 2008 2:38 am

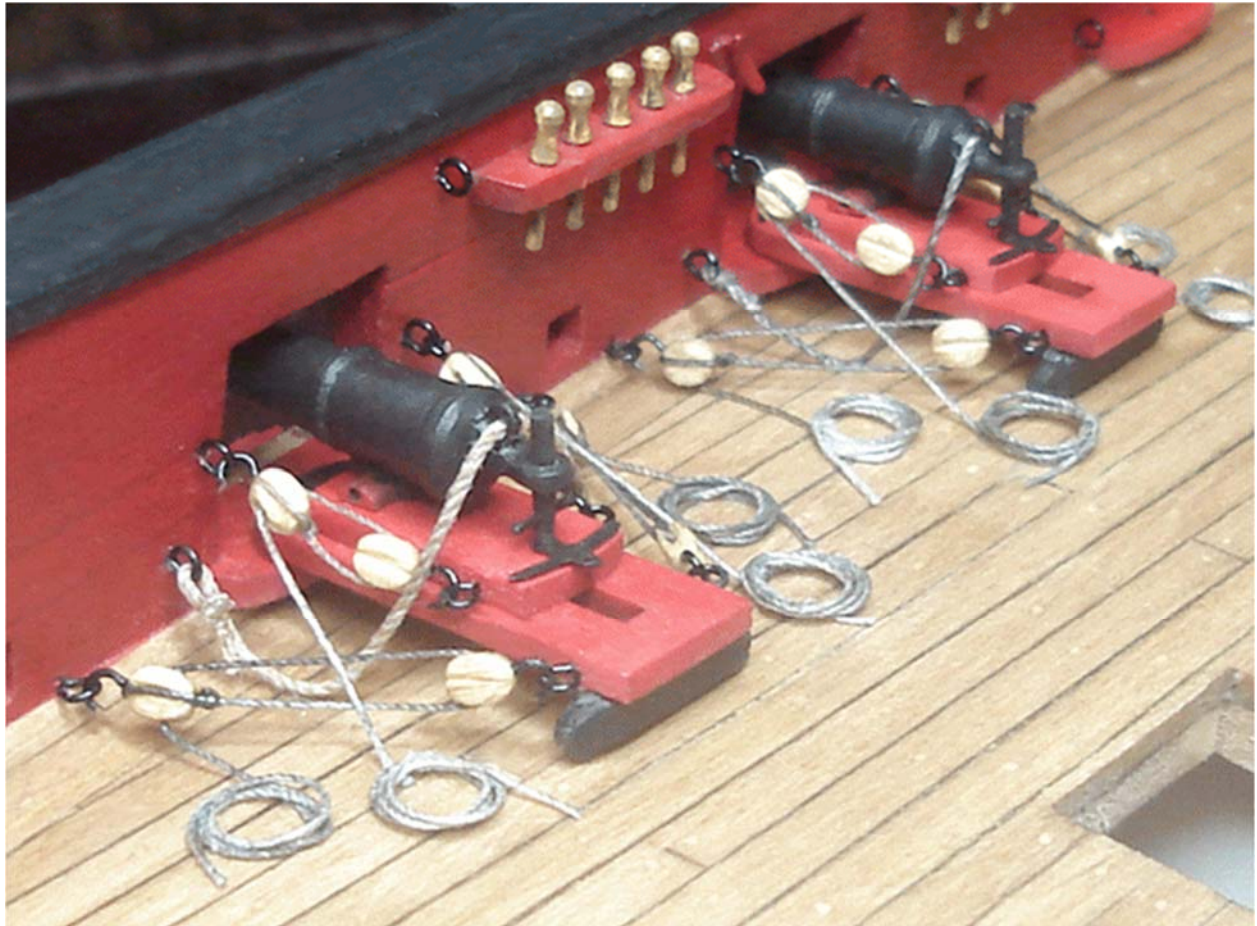
OK this is what I am going with....Third time is a charm. I rigged the carronade on the left again and kept the other one intact for comparison. I used a thicker breech line (0.028 tan) and sanded the blocks smaller and thinner. It is hard to tell in the photos but it looks much better in actuality. The camera seems to blow out the details this close. Too much flash I suspect. Any...I would love some of your thoughts on the whole process. I mentioned in another build log how I just looked at the Caldercraft kit for Snake and others that have carronades. They do not look good at all. They did not even attempt to rig the tackles. They only show the breech line. The carronade itself is not very detailed.

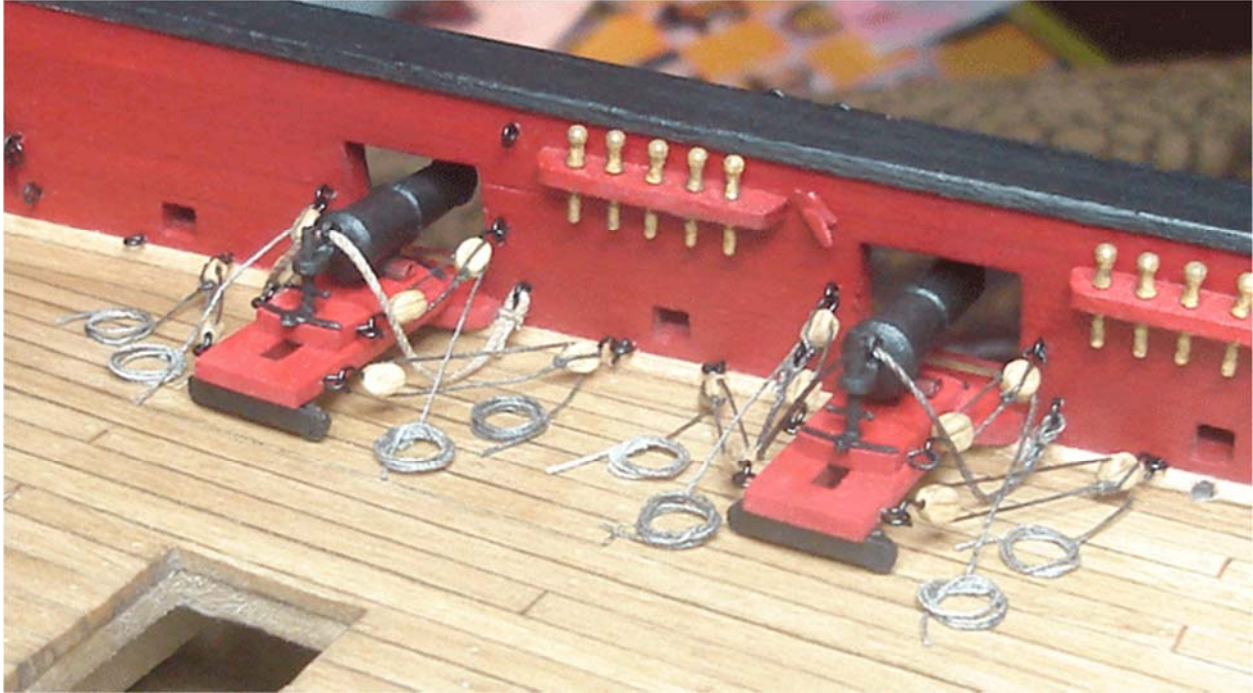
Anyhow...I have a question for the group. Seeing as this MAY become a MS kit.

Do you think it is too detailed and will give kit builders a hard time? All of the sled elements will be laser cut and the other parts photo etched as Jerzy has done for us. All of the carronade assembly and rigging...will it drive the average model builder crazy? Should I simplify it as Caldercraft did? I do not want to make it too over the top that it scares people when they get to this step (hooks on the tackles and all).

Thanks and I look forward to your thoughts. The blocks in the kit will be 3/32" European single blocks

which are the right size only they do not look very good. Hopefully folks will upgrade and modify their own. It does look better. It just is not much fun to modify blocks.





#717: MS Kit Author: Rex, Location: Lublin **Posted: Tue Jan 08, 2008 3:03 am**

Looking great, I agree with you, the one on the left looks better - I shall do the same when I come to it. Maybe on the MS kit you could give the builder the option of either way, the parts could be the same, couldn't they?

#718: Author: RustyJ, Location: Chittenango, NY **Posted: Tue Jan 08, 2008 3:25 am**

Yep you got it! The third attempt is great. I know for myself I would like to have more details than what are usually available in a standard kit. Plus if the builder wants they don't have to fully rig them. The option is theirs.

I think it would be a shame to have a good kit and not to be able to fully rig them if I wanted to. Plus I think showing them how to make the hooks and then rig them would allow almost all modelers to do a good job on them. Lack of good instructions and material is what seems to hold most people back not the complexity of the kit.

#719: Author: Chuck, Location: Rutherford **Posted: Tue Jan 08, 2008 3:25 am**

Yes that is what I am thinking about. Give the builder the option to rig everything or not. Omit the hooks or not. I guess that is the way to go rather than omit the parts all together. Some of you may even want to add more detail. Just look at that photo I posted of the Niagara guns. There is a lot you could do if you have the stomach for it at this scale.

My goal is of course to best the Caldercraft Victory models kits. Since these are becoming known to be

the best available I want to make sure the Syren is more detailed and the instructions even more thorough. The practicum will become the instructions after a few edits and rewrites.

Here is my competition. This is the Snake. The Cruiser is another I have been keeping in mind while designing and building the Syren. A little friendly competition is healthy is not it.



Caldercraft Snake:



#720: hello chuck Author: dr_hemlock2, Location: rushville, indiana □ Posted: Tue Jan 08, 2008 3:46 am

From a new guys prospective, all the additional details do not scare me as long as the practicum shows both ways of rigging. Instructions are a must in anything as i am finding out with card models I just got one today and while the language barrier is not the thing – it is the lack of instruction or example pictures – there are little to none in most kits no matter what the medium. Details like you said are what distinguishes the toys from the works of art. I would hope that whoever (company) decides not to take short cuts. I seem to remember reading about the Phantom kit not being done like originally intended and making it difficult for the new builder (like me). Explanation is better if a picture accompanies the text I always say. You are going the right route in your endeavors and we all are benefiting. So do not think twice go with what you feel you are the artist here continue with this work of art.

doc

#721: Author: bobbollin, Location: Sandy, Oregon □ Posted: Tue Jan 08, 2008 5:44 am

From what I have seen in the ship kit world, your Syren would be a high-end kit. I looked at the CC Snake and it looks real "bare bones" to me now. My AVS build appears to have more detail than the CC kit does, and it cost half as much. I've never physically seen a CC kit so I'm not real sure what you are getting for the money, but it doesn't appear to be engineering or design or whatever you want to call it. I also agree with Doc...Instructions can make or break a kit. I definitely feel that lousy instructions are the reason that people start a ship model and never get past assembling the frame. I did the same thing with the first ship I attempted (an AL Swift) and only started up again a couple of years ago out of pure bull-headedness. Your instructions are excellent and your photos and drawings are great. I wouldn't change a thing and I definitely would not degrade the design in favor of mass marketing. Anyhow, as you say, the builder can always elect to NOT put details on if it scares him to do so or if it's outside the scope of his abilities.

As far as your carronades go, attempt #3 is the charm. It looks very good. If you're looking for a place to stop with the guns, I think you've found it.

#722: Author: AnobiumPunctatum, Location: Duisburg □ Posted: Tue Jan 08, 2008 6:28 am

Your tackling looks much better than the Caldercraft solution.

I think, it's less than a question to do, but how to describe the different steps. It's really important to show step by step how to go that way a newbie will be able to follow you without any problems.

Christian

#723: Author: clloyd, Location: Dublin, though originally from Perth, W.Australia □ Posted: Tue Jan 08, 2008 9:16 am

I'll throw my \$0.02 in with the rest. Rigging the guns myself on my CC Bounty was a bear, but I much prefer the look of a properly rigged gun. From the perspective of recent experience, it looks like you

have heaps of room to be doing the rigging in, so it shouldn't be too much of a problem for kit builders.

Colin

#724: Author: KLarsen, Location: Granada □ Posted: Tue Jan 08, 2008 10:30 am

Chuck,

I agree 100% with the others, you should include carronade rigging in the kit! The Syren will be much much better than the Snake etc., and better than the Granada too, which should be the best from Caldercraft. And if the price will be comparable too, I see no reason why a buyer would choose another kit than the Syren. I wouldn't!

#725: Author: Chuck, Location: Rutherford □ Posted: Tue Jan 08, 2008 1:00 pm

Thanks guys.

It is good to have my friends get me back on the right road once I start second guessing myself. I seem to get to wrapped up in a project and need some outside advice. I will be as meticulous in my explanations as I possibly can.

#726: Author: UweK, Location: Munich and Vienna □ Posted: Tue Jan 08, 2008 1:21 pm

You are going absolutely in correct direction to give the modeler the possibility to decide how much he wants to detail some elements like the guns or carronades.

You are comparing with the older kit from Jotika, the Cruiser or Snake, which had at this time when they released the kit less detailing of the guns.

Check the actual kits with the HMS Surprise where they make already have more details (still not like your Syren!) and use the new carronades of their program.

http://www.jotika-ltd.com/KitPics/LRG/Surprise_Const058_lrg.jpg

http://www.jotika-ltd.com/KitPics/LRG/Surprise_Const053_lrg.jpg

See also shortly the "New Release"-report on MSW of the Surprise-kit:

<http://modelshipworld.com/phpBB2/viewtopic.php?t=1885&postdays=0&postorder=asc&&start=10>

You are in the absolute right track due to the fact that the other (good) manufacturer are also detailing their models since some time!

#727: Author: phrygian, Location: Kentucky □ Posted: Tue Jan 08, 2008 3:25 pm

A bit late, but

Just changing the weight of the breeching rope was a dramatic improvement. The level of detail now makes a great impression.

I think that you should offer the full-rig scenario, but perhaps be explicit about less complex options, perhaps with a picture of a couple simpler stopping points.

It should make a good, highly-detailed kit, but not too difficult.

Bob H

#728: Author: pauly, Location: Plymouth Meeting, PA □ Posted: Tue Jan 08, 2008 3:43 pm

Although not a participant in your build, I've been following the development of the Syren with great interest - it sure is fascinating to watch it develop into one fine model.

I just want to reiterate the sentiments of the others who recommended including the complete rigging for the carronades. As a relative neophyte, when I purchase a kit, I expect it to be "complete". I think there are probably a few others out there who don't have the time nor inclination to do the research to figure out how such and such should be rigged, assembled, whatever; they, like me would rather be in the shop building. To me, it sure is a lot easier to leave something out or simplify something than to create what should be done, purchase the materials, etc. Heck, you have to know something is missing or incorrect in the first place.

As a suggestion, you may want to try to have ME include as photo CD of all the pictures they probably won't/can't afford to put in an instruction book - I've found it very helpful in building LauckStreetShipyard kits to be able to look at a step from several angles and the color helps with clarity.

I'll keep following your progress and maybe someday...

Paul Y.

#729: Author: Chuck, Location: Rutherford □ Posted: Tue Jan 08, 2008 7:03 pm

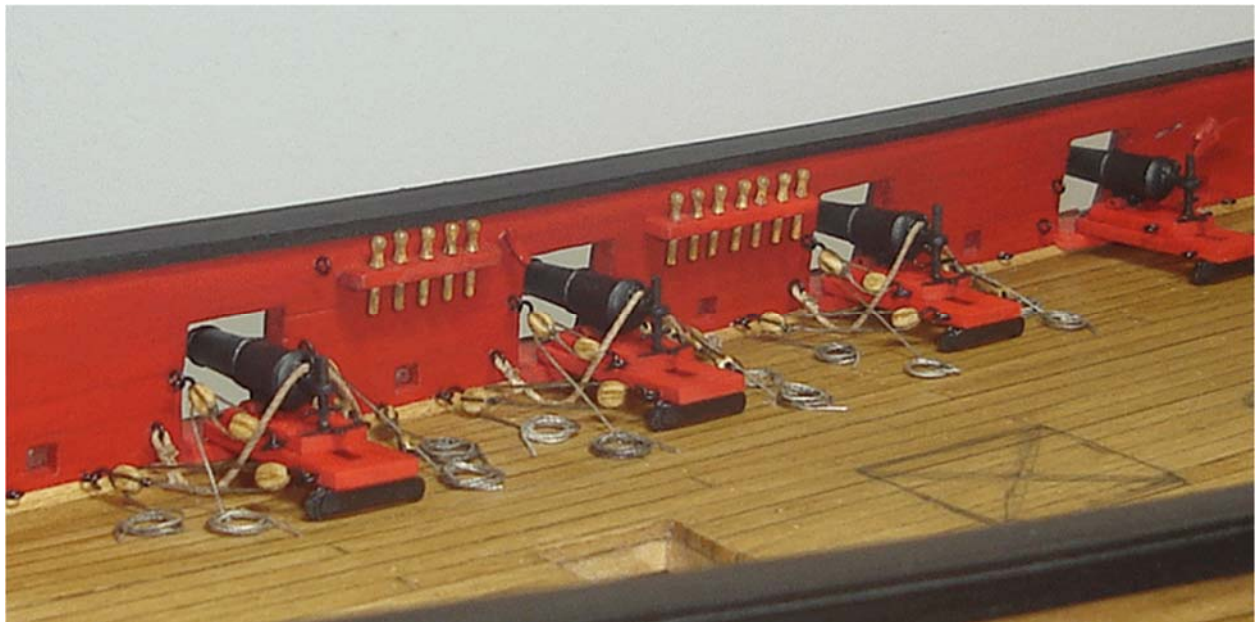
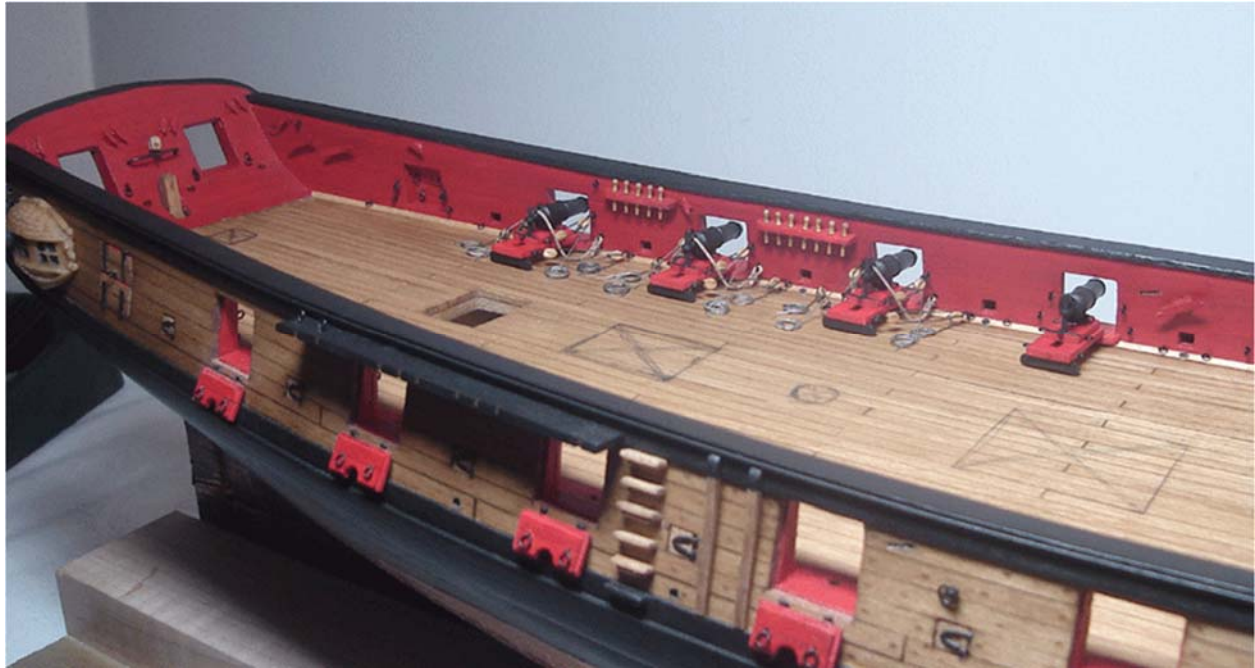
Thank you very much guys. I always wondered why these companies do not do the same. I will continue to rig them this way and here are some more progress pictures. With their rigging it is easier to see how it will eventually look.

I think all of that experimentation and reworking was worth it. You will not see much progress from

here. The remaining guns on the port side will take a while. I have sanded my fingernails down to where they hurt. Have to wait a little while to start shaping more blocks.

Then I have to repeat the whole process on the other side before moving ahead to the next step.

One pic with flash and another without.



#730: Author: bobbollin, Location: Sandy, Oregon □ Posted: Tue Jan 08, 2008 8:43 pm

Very, very pretty. You give me something to shoot for.

I still have to sort my way back through your log as well as some others to look at the early stages of the build. I'm, sure I'll find some fine work there as well.

#731: Author: cloyd, Location: Dublin, though originally from Perth, W.Australia □ Posted: Tue Jan 08, 2008 9:03 pm

Re: I always wondered why these companies don't do the same?

1. Takes more effort
2. People still buy the kits without
3. No one offering the alternative

I think Caldercraft came along and asked the question whether people would pay for better researched kits. Their quality is improving as they grow.

I can see no reason not to set the bar higher.

Wasn't it one of the ME big wigs that asked us what we were looking for in a kit? If I recall correctly, we said quality, accuracy, and good instructions. As a kit designer you have only limited control over the first, but the second two are in your (capable) hands.

Colin

#732: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Tue Jan 08, 2008 9:35 pm

I've been thinking about this a while. If I were to ever buy a very good kit, as a cheap one is out of the question, I would like the option of making some of the parts myself but could order the parts if I wished. I presuppose that your practicum will be included in the kit or could be downloaded.

#733: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Tue Jan 08, 2008 10:47 pm

Chuck another question. I'm coming up on making the decking and I was curious about the "hole" in the back part of the deck. The drawing shows a longer hole than wide, yet your ship has the "Hole" apparently wider than long. On the plans it is the one with the grate on it right behind that is something round and behind that (going aft) is a lift hatch way or do I have the wrong opening? I put your picture here so you don't have to go back to page 34.



#734: Author: Chuck, Location: Rutherford □ Posted: Tue Jan 08, 2008 11:19 pm

I am not sure I understand your question ZZ. That opening is for the companionway. It is made and does not include the coamings in its size . They will be placed around it. When I drew the templates on the deck to help me later I only drew the forward side where the grating will be since it is pretty clear that the capstan will fit in the space between the two of them. Is this what you are referring to? That opening is for the companionway which is just forward of the binnacle. There will be a ladder going down to the deck and the doors to the companion way will be open so you can see down inside.

Yes the practicum will actually become the instructions. Should weigh in at about 100 pages give or take when finished. Most kits have far less content in their instructions.

#735: Questions of Scale Author: Russ M, Location: Atlanta □ Posted: Wed Jan 09, 2008 1:14 pm

Your model is coming along very nicely indeed. The pictures are especially helpful and rather nicely show how the various parts are constructed, but because of the fact that many of these are close ups, it is easy to forget how small some of these objects are. One problem that I am having, as a newbie living inland, knows exactly how big (approximately) some of these details were on the actual ship, which might affect whether they should be replicated. In some cases, such as the copper plates, I can figure these out from the plans, but in others, such as the nails that held the plates to the ship, I cannot. I, for one, would benefit from being given some of these dimensions. If given the approximate size of these components on the original ship, I can work out the scaling. For example:

How big were the heads on the nails for the copper plates? (I suspect that they were really too small to reproduce at 64:1.)

How big were the trenails on the side planks?

Were the trenails on the deck the same size?

How big were the cleats (3 dimensions)?

How big were those ring bolts, belaying pins, single blocks, etc.?

How big were the breeching lines?

It is possible that all of these questions are answered in references that experienced modelers have on their shelves. If so, I would appreciate a pointer to those references.

Russ Mersereau

#736: Author: Chuck, Location: Rutherford □ Posted: Wed Jan 09, 2008 1:41 pm

Russ

There were some variations for these but you can pretty much use the plans for the cleats and ring bolts. I drew them as I would expect them to be sized. For me to give all of the measurements and draw an in depth plan for each element would be insane. As long as you use the plans you will be ok. If it does not look right you will know or someone here will tell you.

Treenails were in my opinion anywhere from 1 3/4 to 2" in diameter.

The cleats were sized differently depending on where they are located and what they are used for.

Breech lines I am using 0.028 rigging line. Again this varied based on the ship and use. But I am trying to show many pictures so you can see. I recommend a Google image search if you are in doubt.

The nails for copper plates were very tiny. From what I have read as small as 1/2" and in some cases smaller. They could also be as large as 1" in diameter. There were a lot of them used - a whole lot. The royal navy had standards but not the US Navy. They used whatever they could get their hands on. No real hard and fast rules.

Belaying pins were on average about 16" long. At least that is the measurement I use as a starting point.

As with everything else I tend to use the average measurement because there was so much variation.

#737: Sizes Author: Russ M, Location: Atlanta □ Posted: Wed Jan 09, 2008 5:59 pm

Knowing that you have tried to draw these miscellaneous elements to scale on the plans is good enough for me; I will pull measurements from there. The guidance on the treenails will also be handy. I did not realize that they were quite so large. Since a 1/2 inch nail at 64:1 is smaller than 0.01", I feel justified in leaving them off my copper plates.

These issues, alas, are still in the future. Worrying about them, however, gives me something to do while I am fairing the hull.

Russ

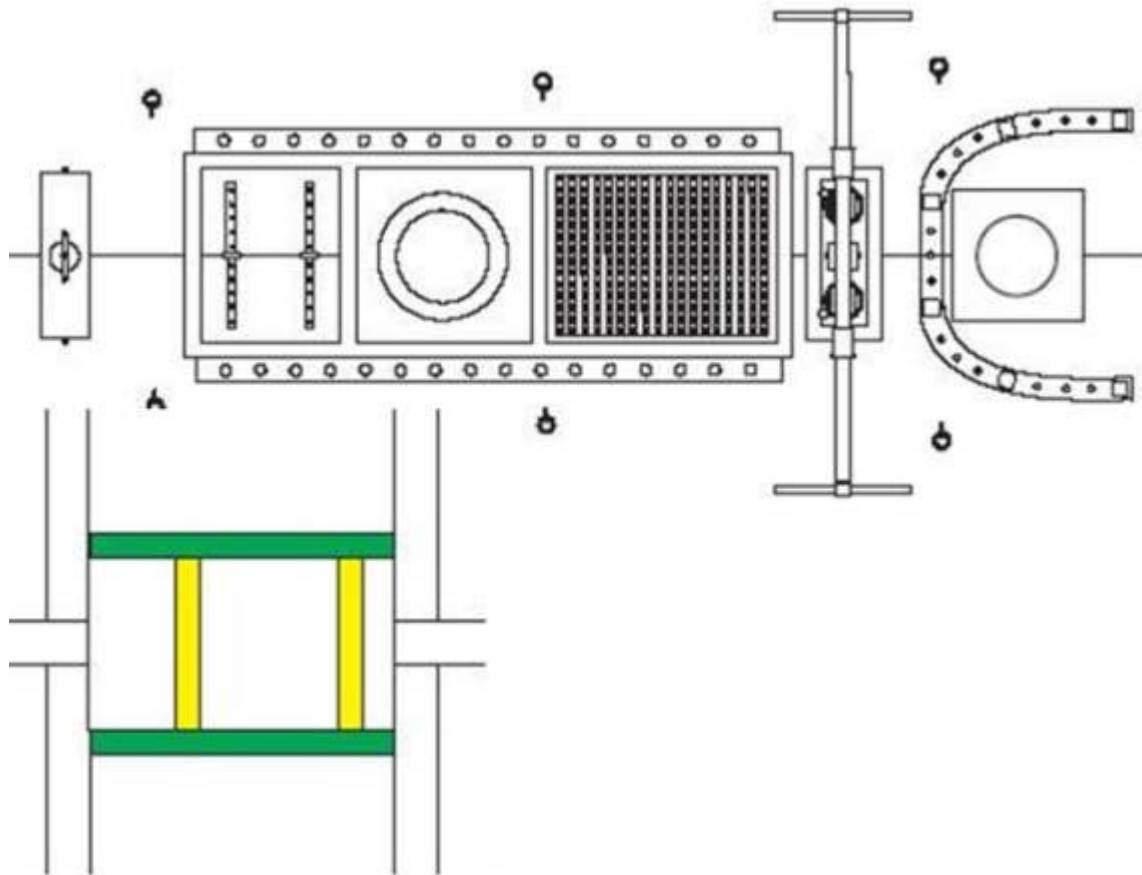
#738: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Wed Jan 09, 2008 6:57 pm

OK Chuck I am posting a picture of it. I lined up the construction part with the grating part. In 1/4th scale the length is $1\frac{5}{16}$ "x1"W and the deck opening is 1"x $\frac{3}{4}$ " W. The opening in the deck construction drawing is 1" long while the grating in the deck plan is $1\frac{5}{16}$ which is much longer than the construction drawing.

I guess I'm asking why is the opening of the companion way in the construction drawing much smaller than the grating opening (just the grating). I'm also presupposing that the grating is the companion way opening. Yes/no? and the round thing is the capstan and then a lifting hatch door. All surrounded by coamings.

Wait a minute, I missed something and it just dawned on me. WOW I almost made a BooBoo. I misunderstood, but now I got it. I was thinking the space under the forward grating was the companion way, but it is not. The companion way is under the lift hatch at the rear of this "Island" between the pumps and the binnacle. YES?

OK new picture this is where it is situated..... right?



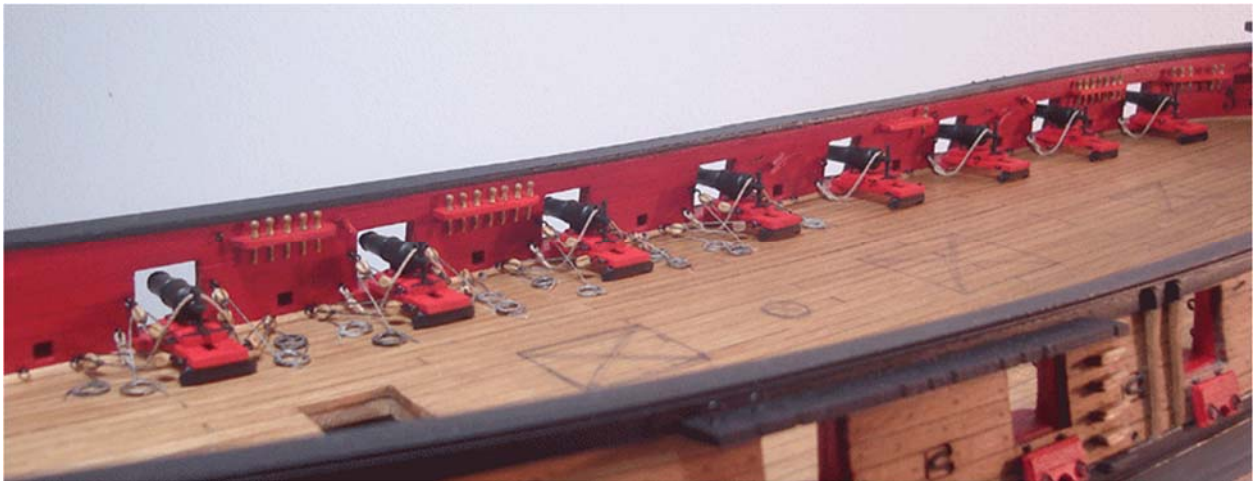
#739: Author: Chuck, Location: Rutherford ▣ Posted: Wed Jan 09, 2008 7:05 pm

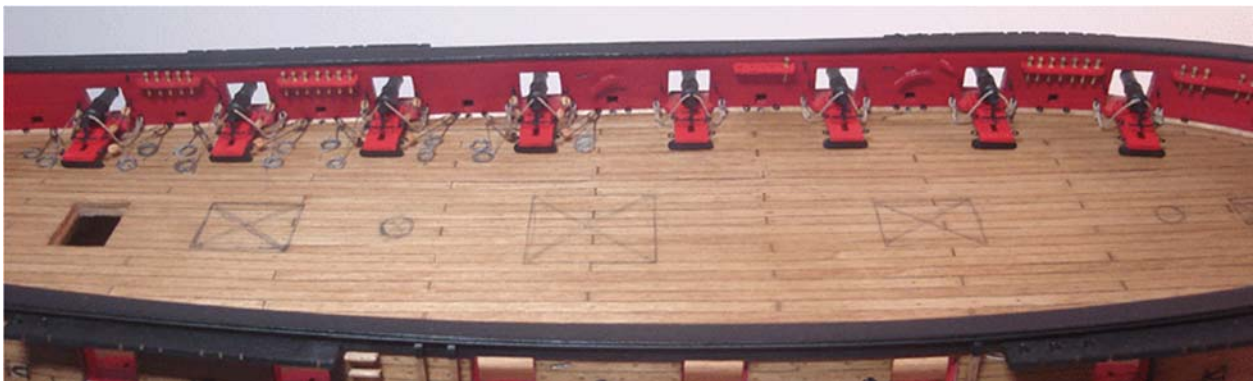
Yup

Now you got it. The details will be added that later.

#740: Author: Chuck, Location: Rutherford ▣ Posted: Thu Jan 17, 2008 12:28 am

Before I finish rigging the carronades on the port side I figured I would take a picture. I wanted to show four rigged fully and four with just the breech lines. This way you might better decide how much detail you want to add. All of the tackles are made to finish this side. I will get it done by the end of the week. I have been real busy this week at work but after tomorrow should have time to finish it. I will try and get this chapter of the practicum completed also. I do not know if you can see it but the breech lines are seized to the eye bolts along the bulwarks. The secret is to not synch them up tightly. Leave the loop of the breech line loose and a little large. Do not create a tightly seized line. It does not look very natural.





#741: Author: BANYAN, Location: Melbourne  **Posted: Thu Jan 17, 2008 12:54 am**

Hi Chuck, looking very nice mate - excellent work. Another option may be to fit all of the gun tackle, but have them run in and rigged as "secured for sea"? Frustrated with the repetitive work yet?

Pat

#742: Author: Chuck, Location: Rutherford  **Posted: Thu Jan 17, 2008 1:06 am**

Why would you say that? Did you hear me moaning all the way from New Jersey. It does get old quick. Anyway, yes that is an option. But it is one I am not going to attempt. I cannot believe I am going to have to do the entire other side. Yikes. I will break it up with writing the practicum chapter. Seeing the photos makes it worthwhile. At least I try to keep telling myself that.

Thank you sir ...may I have another...

#743: Author: phrygian, Location: Kentucky □ Posted: Thu Jan 17, 2008 1:11 am

Here we have a great argument for not building yet another Victory (or Constitution).

Bob H

#744: Author: KLarsen, Location: Granada □ Posted: Thu Jan 17, 2008 10:31 am

Cannot you go on with some other parts of the build and return to the guns later? I know yours is a prototype, but don't break yourself continuing with such boring work!

#745: Author: Chuck, Location: Rutherford □ Posted: Thu Jan 17, 2008 12:52 pm

Yes, you guys can but I need to be very methodic and continue according to the practicum. It is not so bad but it feels like little progress is being made. It will be easier to do now while there are not any deck structures in the way of rigging.

#746: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu Jan 17, 2008 1:18 pm

They are looking great. You are doing a wonderful job.

Man I'm bored/tired of making over two hundred eye bolts, drilling the holes for said eye bolts and then installing the bloody eye bolts!

I can't wait to start rigging the cannon.

#747: Author: LoydB, Location: Austin, TX □ Posted: Thu Jan 17, 2008 3:02 pm

I was talking about the small one slightly forward of midship. I've seen your pic for the one near the cockpit, and plan on biting it.

Loyd

#748: Author: bobbollin, Location: Sandy, Oregon □ Posted: Thu Jan 17, 2008 5:54 pm

I am using 0.008 tan rigging line for them. I am running the line through a black oil pastel to dirty it up a little bit. I hate bright clean rigging on a model. I think it looks more realistic. Brown or other colors could also be used.

Hi Chuck,

I'm following your thread and came across the above and I'm curious...did you use some sort of crayon-type stick or a tube of artist's paint or what for this? I know this is a little behind the curve, but I'm a

late-comer and a slow learner.

By the way, those carronades are looking great! I know what you mean about tedious. I'm rigging the cannons on my AVS build at the same time I'm framing my Syren and there's only six cannons on the AVS! Framing is a LOT more satisfying! Big things happen quickly!

#749: Author: Chuck, Location: Rutherford 📍 Posted: Fri Jan 18, 2008 12:21 am

Bob

An oil pastel is like a crayon but it is not waxy. They can be found in any arts and crafts store. I draw the line through the pastel lightly to add some color. On the black rigging line I usually run it through a lighter color oil pastel. This also adds some dimension and realism. You do not have to do this but I think it looks good. It also helps to knock down some of the fuzzies on the line. But be careful. If you apply too much black to your lighter rigging it will get too dark. So practice a little bit first.

#750: Author: bobbollin, Location: Sandy, Oregon 📍 Posted: Fri Jan 18, 2008 3:37 am

Thanks Chuck. I kind of thought that is what you were referring to. I'll check those out the next time I'm in the arts and crafts store. I've never used them but it will be interesting to try.

#751: Author: Chuck, Location: Rutherford 📍 Posted: Tue Feb 12, 2008 12:56 am

I know it is been a while guys since I posted an update. I am still plugging away at these tackles and breech lines for the carronades. I have 3 more to go and hope to be working on something new this weekend. I will post some photos of all the carronades rigged when I am done. This does take a lot of time but I think it is well worth it. It is good for you folks (I hope) to see how long it is taking me to do this. This is something you do not want to rush as the guns and how they ultimately look are a main focal point of any finished model.

#752: Author: freewheelinguy, Location: Aston, PA 📍 Posted: Tue Feb 12, 2008 11:46 pm

I feel your pain, almost. I'm still at the point of making the carriages waiting to hear from Adam about purchasing the cannonades. I have also ordered resin material to have a go at reproducing the cannonades, but still would like to get a set or at least a master. I have finished all the eyebolts and hooks for the blocks, started making the blocks from scratch. You are right they are tiny. I made some out of basswood, but am not happy with the yield. I ordered some boxwood which should come in next week. Hopefully, this will give me a better yield. It doesn't take much pressure to split when using the pin vise for drilling the holes.

Question: What glue did you use to attach the hook to the block?

#753: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Wed Feb 13, 2008 12:02 am

Hi Len,

I'm shaping the blocks now and I'm using CA glue for the hooks and it seems to be working fine.....so far. I'm also mirroring your current progress.

#754: Author: Chuck, Location: Rutherford 📍 Posted: Wed Feb 13, 2008 1:06 pm

I used CA for the hooks. But I first pushed a piece of 28 gauge wire into the sheave hole of the block before gluing the hook into position. It prevents the sheave holes from filling up with glue and the hook from sliding into the block too deep and blocking the sheave hole. I remove the wire immediately after the hook is positioned so it does not also get glued into place.

Len

Boxwood is best for those blocks. Basswood is too soft. You will not get a clean edge and they will crumble. I think it would take less time to make the blocks from scratch then altering the kit supplied ones. That is if you have a good "assembly line" technique. I will do so with the next project and show everyone how I make them. But as usual there are a million different methods. But I have to use these blocks since that is what they will supply in the kit for Syren.

#755: Blocks Author: freewheelinguy, Location: Aston, PA 📍 Posted: Thu Feb 14, 2008 12:06 am

Since these blocks are so tiny, and I wanted to have the depth of the hook hole as long as possible for strength, I did the same as you and drilled to the depth of the sheave hole and anticipated putting a wire in the sheave hole as a stopper. You know what they say about great minds? Below is a link for making deadeyes and blocks I used to make mine. Crumbling is a problem with the basswood. I had the same problem when making the cleats. While waiting for the boxwood, I started cutting the plates for the copper hull. I'll start applying them tomorrow.

<http://www.shipmodelmaking.info/making-small-parts/deadeyes-blocks.html>

#756: Author: Chuck, Location: Rutherford 📍 Posted: Thu Feb 14, 2008 1:06 am

That link is a good one. It is very similar to my process however I do use a table saw and a variety of jigs to speed up the process. I wish I had more time in the day and I would prepare something to show everyone. I make usually 10 to 15 blocks at a time.

#757: Author: Chuck, Location: Rutherford 📍 Posted: Sun Feb 17, 2008 6:25 pm

OK guys....I am finally done rigging the carronades. I am happy with the results. One thing I can mention is that the blocks on the starboard side are actually smaller and better than those on the port side. I

guess as I progressed and made hundreds of those hooked blocks I got better at it. But there is no way I am going to go back and redo those on the port side. It is now on to the other deck details. SOMETHING DIFFERENT FOR A CHANGE. Thank God for that. The more golden picture was taken with a flash. The two others were not.







#758: Author: bubblehead-SS567, Location: Redlands, CA □ Posted: Sun Feb 17, 2008 6:32 pm

I was wondering...what background did you use for the photos?

#759: Author: Chuck, Location: Rutherford □ Posted: Sun Feb 17, 2008 6:33 pm

It is a white painted wall. The table has an old table cloth on it

#760: Author: KLarsen, Location: Granada □ Posted: Sun Feb 17, 2008 8:24 pm

WOW, that was certainly worth the wait!!!!

I can't wait to get done with this part on my ship. It is really starting to look like a formidable show of war now!

Will you be continuing with the other deck furniture now? This is a part I am very interesting in seeing how you will do.

#761: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Feb 17, 2008 8:30 pm

I feel your pain. I'm sanding blocks and installing the hooks right now. I hope I can come close to what you have achieved. Thanks for showing this and keeping us motivated. Onward you go, back to sanding I go.

#762: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Sun Feb 17, 2008 9:01 pm

She looks great. You must be very satisfied. Boy, I sure wish this part of the build was behind me. This is my least enjoyable part of ship modeling, but I will get through it.

#763: Author: roger, □ Posted: Sun Feb 17, 2008 9:09 pm

#764: Author: bobbollin, Location: Sandy, Oregon □ Posted: Sun Feb 17, 2008 10:23 pm

Outstanding Chuck! As you said previously, the guns on any ship model are a focal point and you certainly have provided a great focus for all future viewers!

#765: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Sun Feb 17, 2008 10:49 pm

#766: Author: Chuck, Location: Rutherford □ Posted: Sun Feb 17, 2008 10:50 pm

Thank you very much guys. Yes I will be starting the coamings and gratings next then on to the rest of the deck furniture and fittings. You are correct in thinking that it was a chore to get through that gin rigging.

I mean gun rigging. But after a few hours of sanding those blocks I did have a little nip now and again. My advice would be to go slow and do not rush it. Even if you hate it. Take your time and stop if you start to get sloppy and begin to rush things. That is what I did and that is why it took so long.

#767: Author: Chuck, Location: Rutherford □ Posted: Mon Feb 18, 2008 5:01 pm

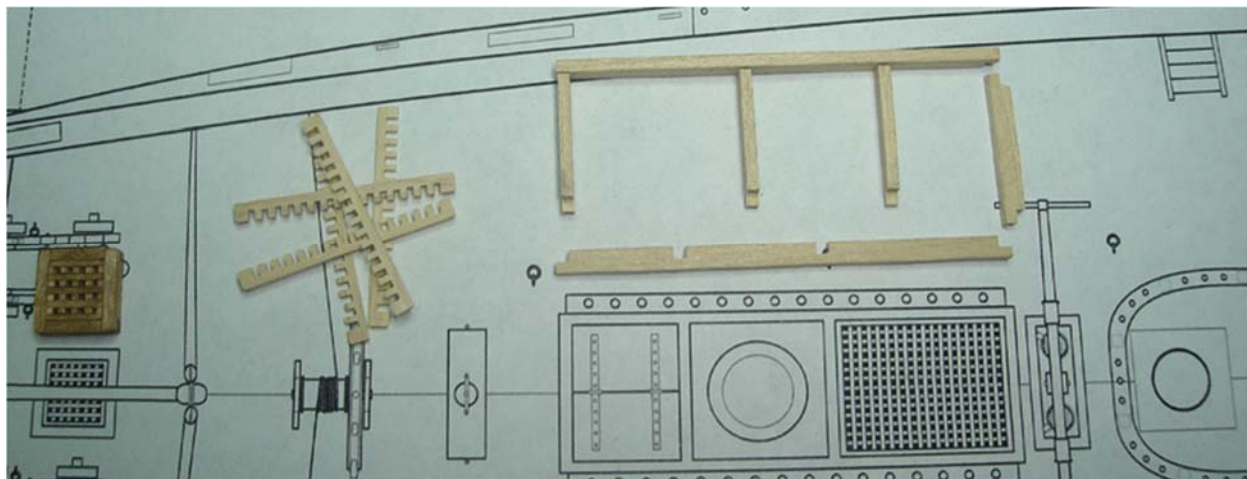
Rolling right along...

I will break up the deck structures into three sections for the practicum. Just to organize it. I will start with the deck structures aft of the main mast and then do those in between the main and fore masts and then finish it up with those structures forward of the foremast. There may be some duplication but I think it helps me create an orderly flow to the project. Feel free to deviate.

I have started with the coamings. The coamings are not but edge glued. They are not mitered. They are constructed with lap joints. This is easiest to do with a table saw of course but I used a very sharp #11 blade to make the notches. You can see them in the photo. I intend to stick with not using any power tools that the first time scratch builder would not have.

The grating strips are those commercial ones mentioned in the materials list. But they can also be scratch made using a number of techniques. Most require the use of a table saw. I will not talk about that for this particular project. I would take a look at the confederacy build log by Old Salty in the build logs forum. Our member "ADRIFT" just posted a very good way to make those grating strips using a table saw. It is very similar to the way I would do had I made them from scratch.

In the photo you can see the small scuttle/hatch cover is completed. The larger one is just being framed. 1/8" x 1/16" basswood strips are being used. I have not decided if I will paint the coamings yet. I have seen them painted black or red and left natural. I will probably leave them natural until completely installed and then decide. It is a tough choice. The shot racks will be added after the hatches and coamings are assembled and in position on the model.



#768: New member to the Syren Group Author: Calicoe, Location: N. Carolina □ Posted: Mon Feb 18, 2008 5:54 pm

Hi everyone. Just wanted to let you guys know that I'll be tagging along. I haven't started building yet but I have done two other ships, the Falcon and the Dallas. I wanted to see if I could scratch build a ship. Your model is coming along nicely, Chuck. I hope you're not too far ahead of me by the time I can start.

Pete

#769: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Mon Feb 18, 2008 10:51 pm

Pete, I recommend that you progress at your own pace and don't worry if your way behind or in the

middle or whatever. The object is for you to gain experience and to have a lot of fun doing it. I suggest that just before you do each step that you go back and look at the other builds and try to avoid their mistakes. That will put you in good standing and an easier learning curve for your next "kit".

Don

#770: Author: Chuck, Location: Rutherford  **Posted: Tue Feb 19, 2008 12:18 am**

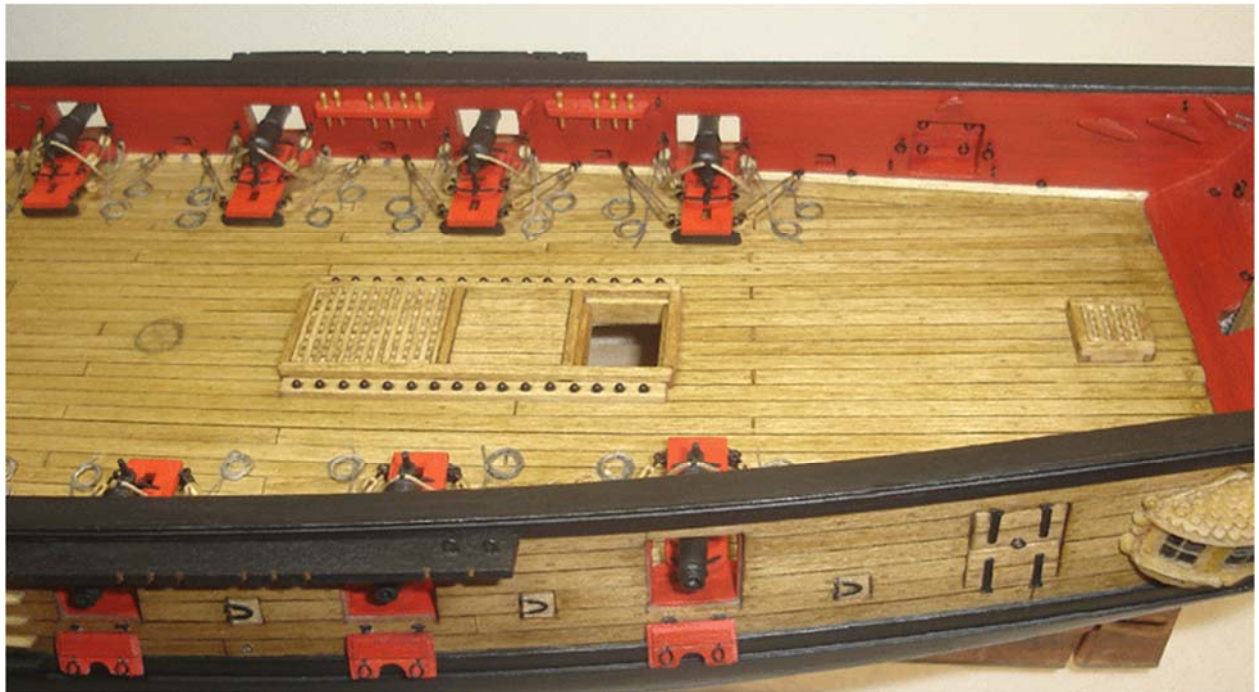
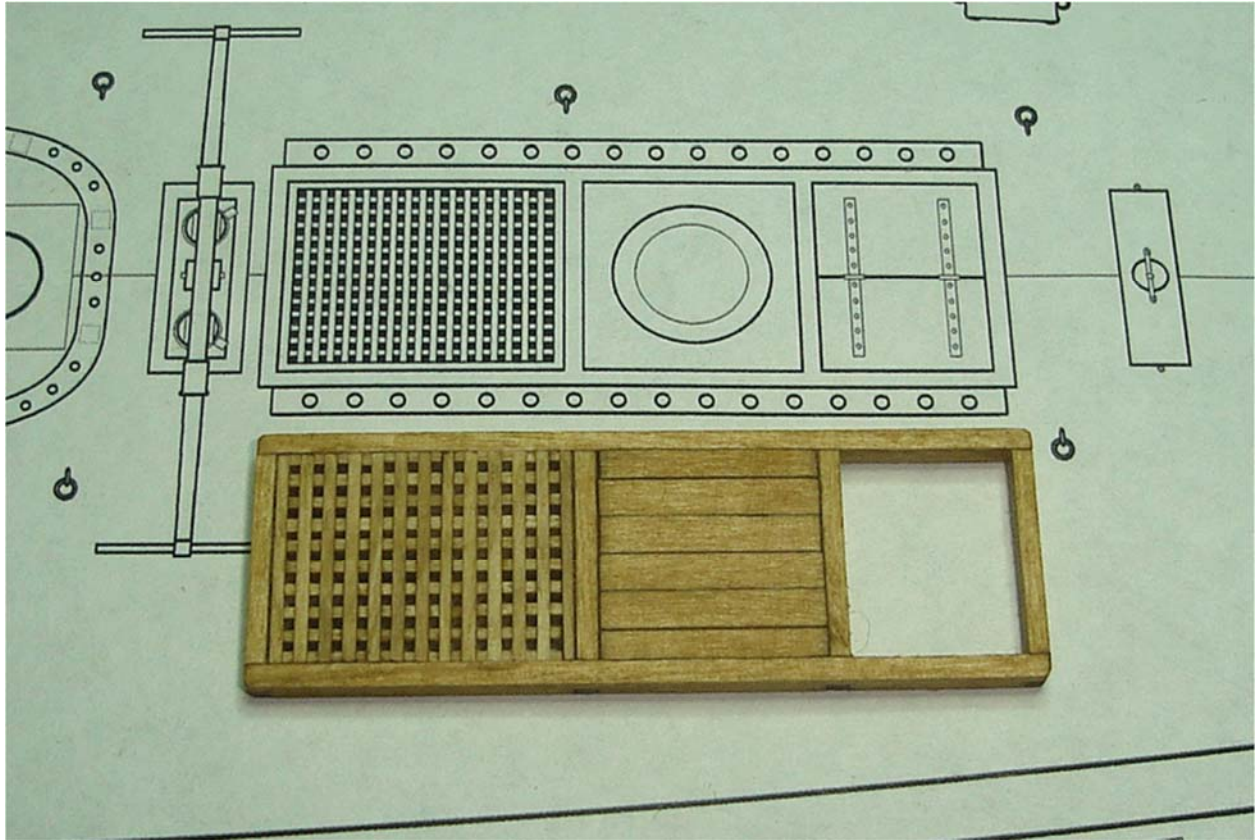
The first picture shows the hatch completed. The gratings strips were assembled egg crate style and glued into the coamings. The grating strips are almost 1/8" wide so there really is not any need to run a ledge inside the coaming for the grate to sit on top of. Just be careful to line of the grating so it is flush with the top of the coaming. Then some 1/8" x 1/16" strips were cut and glued together edgewise. This formed the platform that the capstan will sit on top of. Six pieces glued edge wise will fit nicely. You will have to sand it a little on the port and starboard sides to get a nice snug fit. I ran pencil down each edge to emphasize the seams between each plank as we have been doing with the other planking.

Then the hatch in this finished state was glued on deck. The shot racks were made and added separately later. They are 1/16 x 1/8" strips. I drilled the holes for the shot. I of course did not drill all the way through. Just make an indentation. The carronade shot is actually available at Model Expo. They are the 1.5 mm cannonballs that they sell in packages of 40 each. If you want to show this feature then you can buy them or use any other similar sized balls. I would not go larger than 1.5mm (1.75mm tops). Put the cannon balls in the racks before gluing the finished racks on deck. It is a lot easier.

The lastly I lined the opening for the companionway with 3/16" x 1/32" strips. I left 1/16" of a rabbet all around the opening. This is where we will rest the actual companionway on top of. It really cleans it up good. That is it for now. I decided not to paint these since the Binnacle and other deck furniture will be painted red. I do not want it to be overwhelming with red paint.

Any questions? The capstan and companionway will be next followed by the ships wheel, binnacle and tiller.

It is great to be moving ahead after rigging those guns. NOTE. You can see that I softened the corners of these coamings. The plans have a hard, sharp corner but I prefer to soften them up and round them off a little bit.



#771: hatch & coaming Author: samueljr, Location: New York State □ Posted: Tue Feb 19, 2008 1:40 am

Question: Do you paint black under the grating before installing it?

Sam

#772: Author: Chuck, Location: Rutherford ▯ Posted: Tue Feb 19, 2008 2:04 am

Sometimes I do paint the deck black under the gratings but in this case the holes are so small that it would not have mattered. The gratings are almost an 1/8" thick and it is really tough to see anything in those holes. You could do it but it would not have much of an impact.

#773: Author: bobbollin, Location: Sandy, Oregon ▯ Posted: Tue Feb 19, 2008 2:53 am

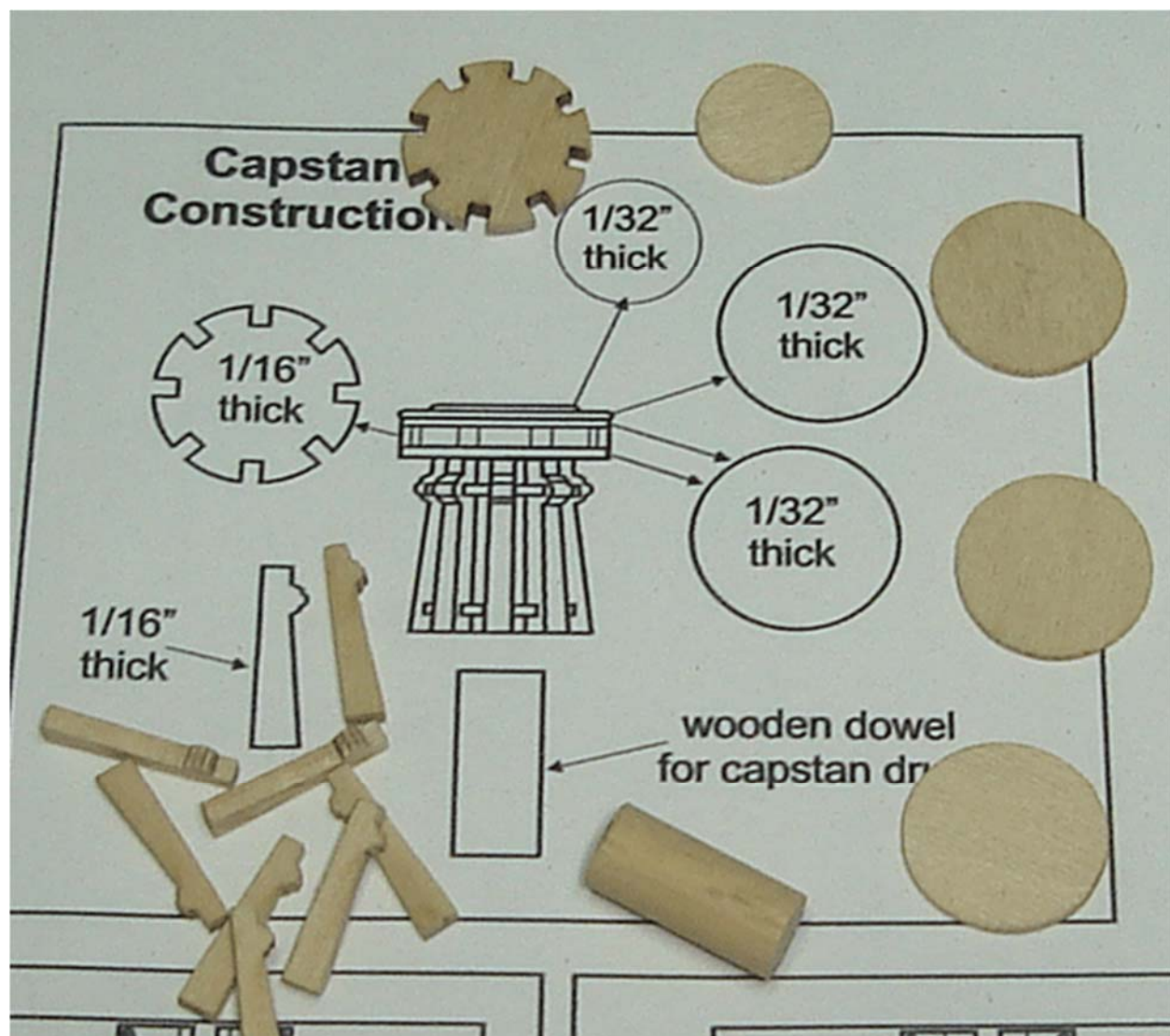
That looks great, Chuck! I'm a long way from that stage, but it's sure nice to see where we're heading!

#774: Author: DanCooper, Location: Brujas ▯ Posted: Tue Feb 19, 2008 8:04 am

That looks absolutely fantastic, Chuck, I just hope mine will ever look half as good as that (which probably WON'T be the case).

#775: Author: Chuck, Location: Rutherford ▯ Posted: Thu Feb 21, 2008 2:00 am

Thanks guys.....I am rolling right along. I started the capstan. It is all self-explanatory if you look at the inboard plan. Dimensions and templates are all there. I did stain the pieces before I glued them together to prevent those ugly CA stains from appearing. It took several hours to make these tiny parts. The whelps were the toughest but you only need eight good ones. I threw away a bunch that did not make the grade. I cut all pieces out of sheet stock with a sharp #11 blade then filed them and sanded to suit. They are not perfect circles but are close enough. I did paint the insides of that "cog" piece of the capstan head dark brown because I did not know if I made the notches deep enough. It looks OK in the second photo I think. Black would be too dark. Then I stained on top of the whole thing.





#776: Author: Chuck, Location: Rutherford □ Posted: Thu Feb 21, 2008 11:58 pm

Since I am working on the capstan I thought I would post a picture of one of my "Inspiration Photos" I always keep photos of similar ships very close at hand. As you know there are many ways to make a capstan and I chose just one of them. There are many different looks and styles that would be historically plausible. Here is one that was modeled by August Crabtree for his Lexington Model. We (at 3/16" scale) will not be adding as much detail. This model is pretty huge.

I know the model in question has an identity crisis but that is not what I want to show this for. His craftsmanship is very good. I also wanted to point out the very tall rig. The Syren also has a very narrow and tall rig as it was the way she was designed. The Syren was designed for a very specific purpose for use in the waters off Tripoli.

I would also like to point out the ships boat. Based on this model I will not be painted the underside

white like August did. I think it sticks out like a sore thumb. The sails also look wonderful though I will not be making them for this project.




Plate 7. Armed Brig ca. 1810. In peacetime, brigs were used widely in coastal trading, short sea voyages, and training. In time of war, their speed made them useful as escorts, messengers, and commerce raiders. Brigs of war were typically about 100 feet long with a 24-foot beam, and carried 40 guns. Although Crabtree based this model on plans published in the early 1930s that were supposed to represent the American Revolutionary War vessel USS *Lexington*, more-recent scholarship indicates that the curved boat davits and certain details of this model's masting and rigging (such as jackstays on the yards) are more typical of brigs of the early nineteenth century. This vessel is, therefore, more appropriately dated 1810 than 1776. The sails, hand sewn by Winnifred Crabtree, are linen, as is the rigging—the most elaborate in the Crabtree collection. Length: 49 inches; scale: $3/8'' = 1'$.

#777: Author: Chuck, Location: Rutherford  **Posted: Fri Feb 22, 2008 2:02 am**

The capstan is done now except for the pawls. I will do that soon. Here is a picture. I painted some portions of the capstan black to make them stand out more but it is just dry brushed. I wanted the color to be subdued like you can see on the top of the capstan.



#778: Author: bobbollin, Location: Sandy, Oregon  **Posted: Fri Feb 22, 2008 7:18 am**

I agree that the boat really sticks out. That is about all your eye is drawn to and you tend to ignore the rest of the model. I wonder why he did that. As for sails, I think that is a very subjective matter. Personally I don't think there is any way to make them look good on a scale model. I'm sure others feel just the opposite. To each his own I guess.

On the capstan:

The little spacer pieces that go between the whelps (I don't know what to call them)...are they individual little wedges or did you cut out some circles similar to the "cog" piece on the top only with a hole through them for the dowel core to pass through?

It looks great!

Question #2

When you say "dry brushing" are you referring to a method where you dip the brush in the paint and then brush it on some paper (or whatever) until it is nearly dry...and then brush it on the object at hand?

#779: persistence is the key Author: dr_hemlock2, Location: rushville, indiana □ Posted: Fri Feb 22, 2008 7:19 am

I am like the turtle I take my time just like you are doing because the results speak for themselves. I am still working along with my projects mainly right now my MOAJ (Mother Of All Jigs) for the ships i will be building POF this has to be perfect at least for me anyways. But the Syren calls me and i will answer soon as i am almost to a point where i cannot build anymore on the jig. Your details are very nice and hope to aspire to your level one day.

doc

#780: Author: Chuck, Location: Rutherford □ Posted: Fri Feb 22, 2008 12:59 pm

Thanks guys. The small pieces between each whelp are simply referred to as a chock. They are placed between the whelps as the final task before finishing it. Do not get the wrong idea about them by looking at the photo. The photo is very misleading. These chocks are super tiny. Only about 1/64" wide and deep in some instances. I made them from a 1/32" thick strip of basswood. These tiny "pizza slice" shaped chocks were individually shaped and then glued between the whelps. After all of that work it was very hard to see them so I painted them black. I do not think it looks too bad.

The dry bush technique is as you mentioned but you could also go to the other extreme and use really watered down acrylics and paint a light "wash" on the wood so the wood shows through. Pastels could also be used. A thin black or dark brown water based marker is also good.

I have not decided if the pawls would be overkill at this scale yet. I am trying out a few things at the moment. 3 or 4 of them should do the trick.

#781: Author: phrygian, Location: Kentucky □ Posted: Fri Feb 22, 2008 4:51 pm

I agree Crabtree's white boat sticks out, but I suspect that the contrast is exaggerated by the almost complete absence of paint anywhere else -- everything is a relatively monotone 'wood-color' except the boat, and rather dark (probably some of the darkness is due to aging). A natural-wood boat would have been less eye-catching.

I suspect that a white boat might not be nearly as jarring on a Syren in combination with red bulwarks, black rails etc. Then it would be one of several colors in addition to the various shades of wood, and the coppered bottom.

It will be interesting to see what the various builders do.

bob h

#782: Author: Chuck, Location: Rutherford  **Posted: Fri Feb 22, 2008 5:56 pm**

Bob,

That is a good point. I must note that the hardest thing for me about this mode is deciding on the color scheme. I have the hardest time deciding what to paint and what not to paint. It can change the look of any model drastically. If I were to paint the ship's hull white I would probably weather it somewhat so it is not so stark and uniform. Rough it some. But because it is the only white I see being used on the model and it is dead center on the deck it might sill overwhelm the model. Tough decision. The sails on the model help to make the boat less obvious and since I am not going with sails it might be even more obvious. But these are the questions that continue to keep me up at night.

The only thing that saves me from pulling my hair out is the fact that there will always be another model to build and I can change things a little if they are not to my liking on the previous one. It is fantastic to see so many people opting for something different than I have proposed on the prototype. It is very refreshing and helpful.


#783: Author: phrygian, Location: Kentucky  **Posted: Fri Feb 22, 2008 6:02 pm**

Rough shaping a piece of scrap and painting it white might give a quick hint. Also depends when you plan to add a boat -- if it's before the masts, the masts would probably change the final effect.

bob h

#784: Author: RustyJ, Location: Chittenango, NY  **Posted: Fri Feb 22, 2008 8:27 pm**

I like Bob H's idea of painting a scrap boat to see the effect. Not a bright white but a weathered "antique white" might squeak by. In my gut I still think the white may be too strong but that's the beauty of all this. We can try many ways and settle on what the individual builder likes best. 8)

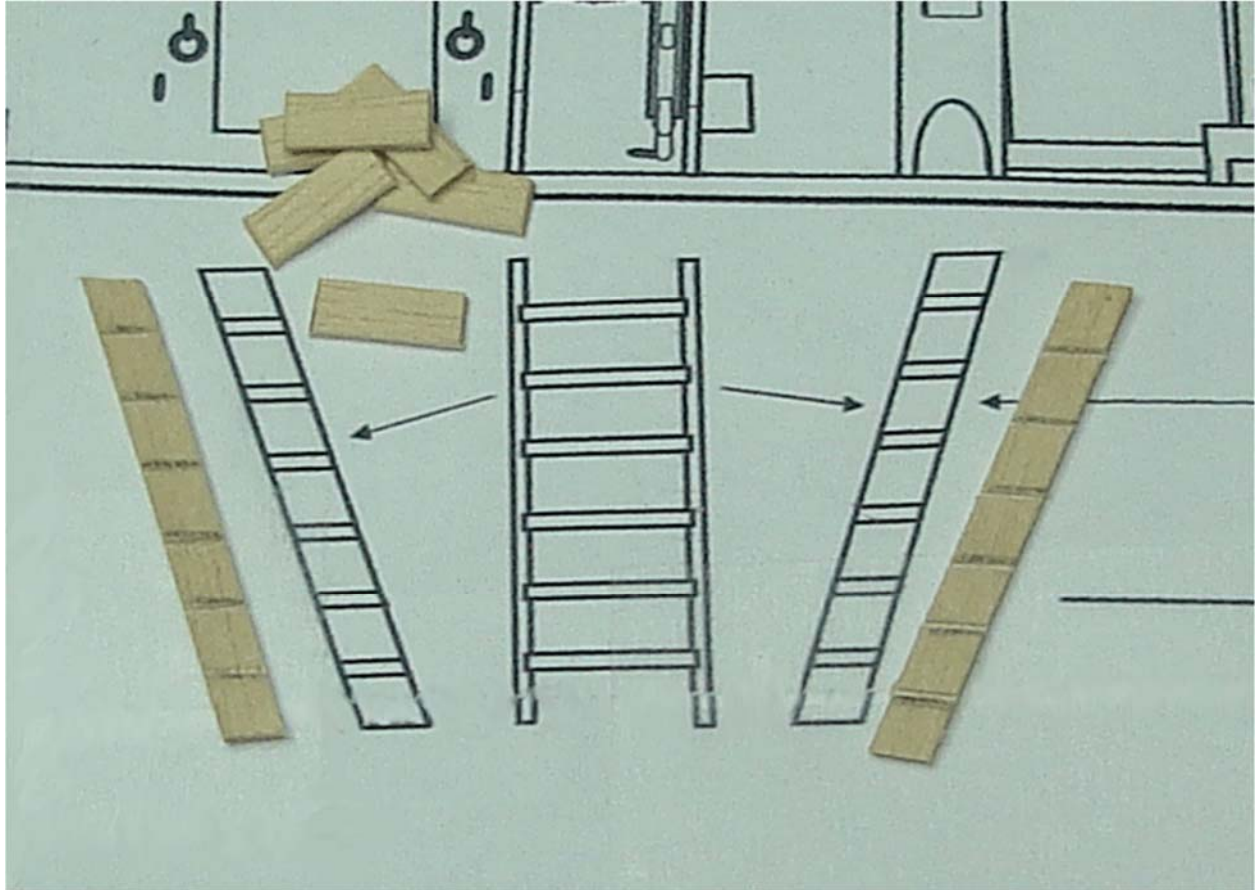
#785: Author: bobbollin, Location: Sandy, Oregon  **Posted: Fri Feb 22, 2008 8:54 pm**

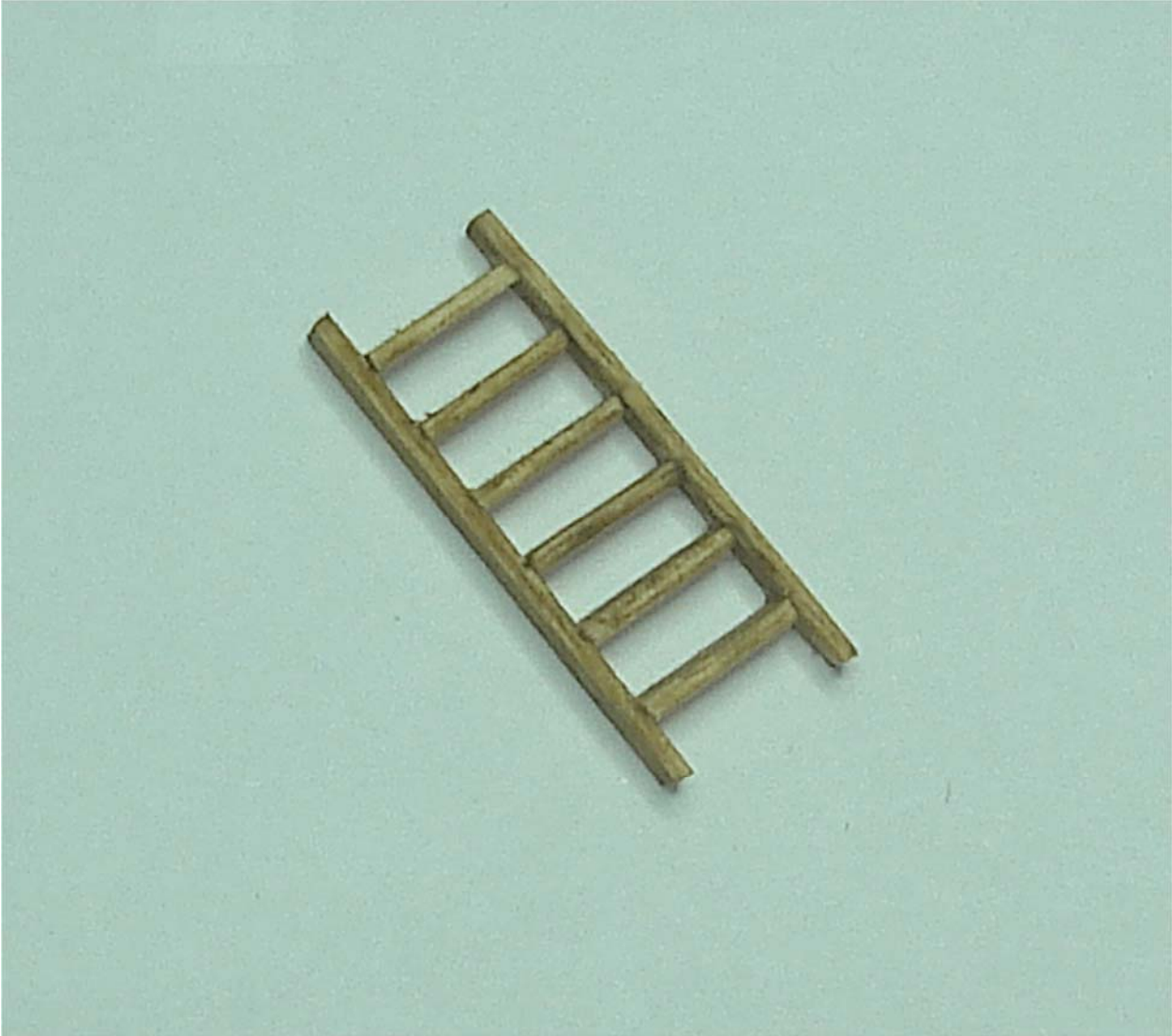
I think Bob H is correct in that the various other colors on the Syren would make a light-colored boat stand out less. And the idea of painting a piece of scrap and letting it sit on the deck for a week or so would no doubt help with the decision process. Maybe very light beige would be good??

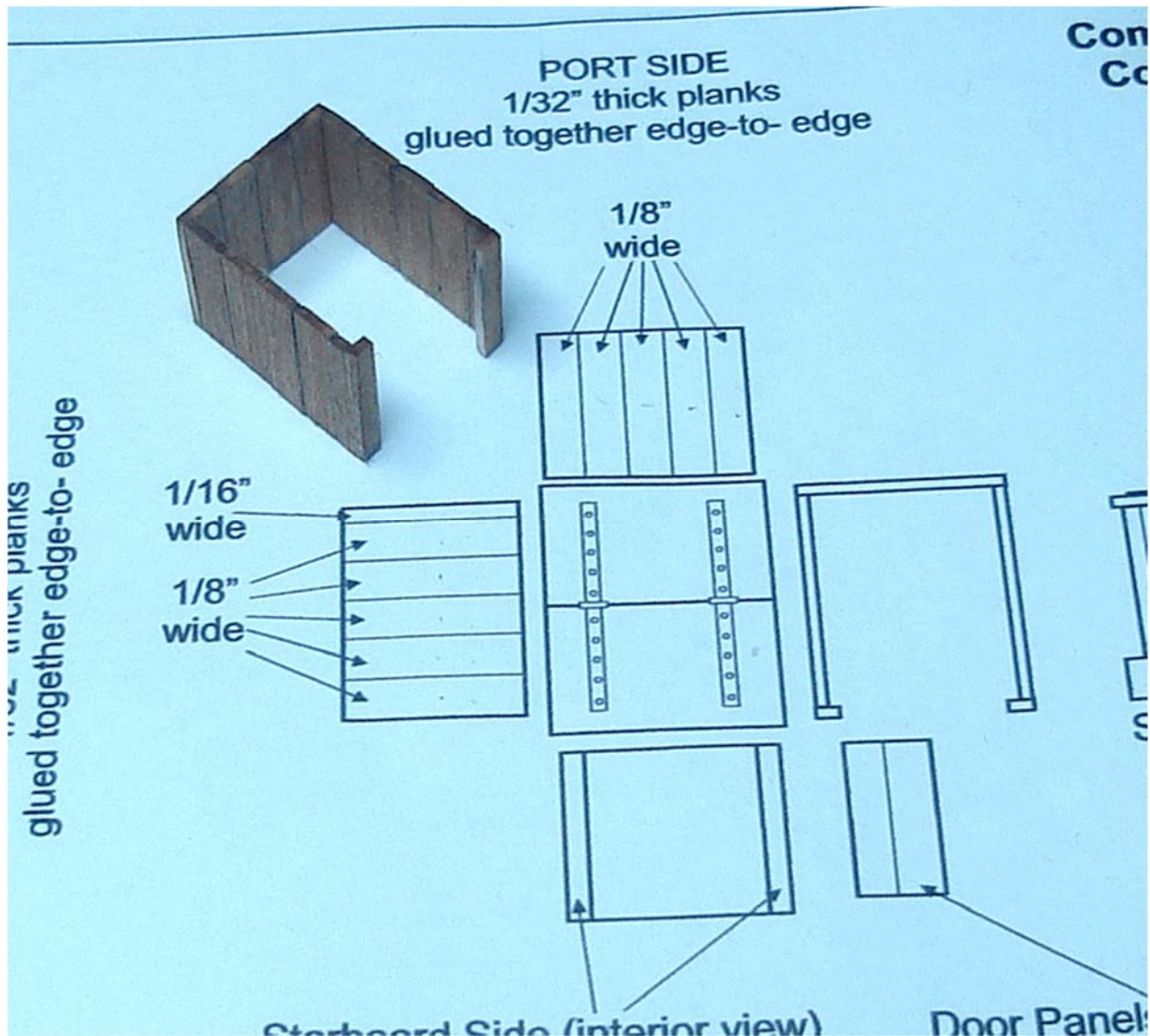
#786: Author: Chuck, Location: Rutherford  **Posted: Fri Feb 22, 2008 9:44 pm**

Yes, that is probably a good idea. Lucky for me I have a little while to think about it. I made the ladder

for the companionways and also started making the shell for the companionway itself. The ladder is made from $1/8" \times 1/32"$ strips. Measurements can be taken from the inboard plan directly, same for the companionway itself. It is also made from $1/8" \times 1/32"$ strips. The shell is done and I will place it on the model after I glue the ladder into position.





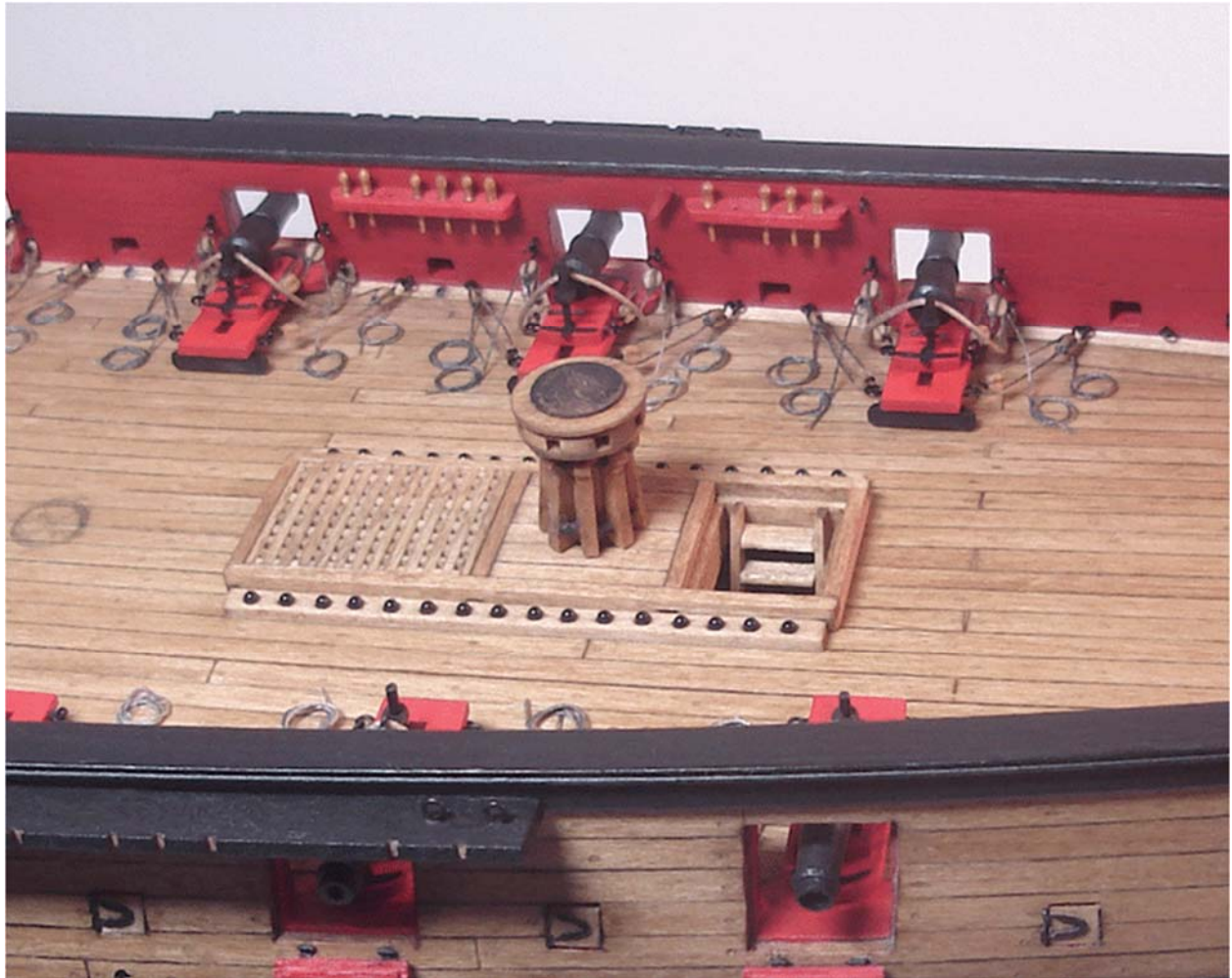


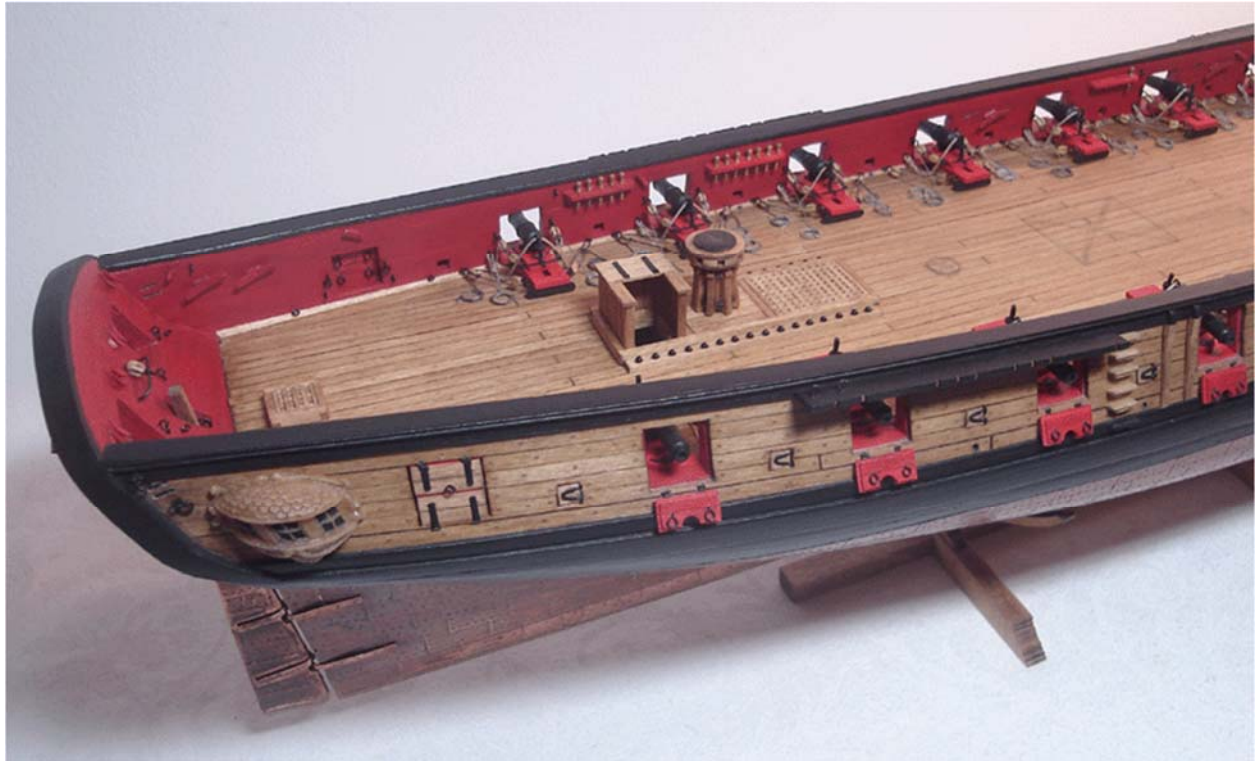
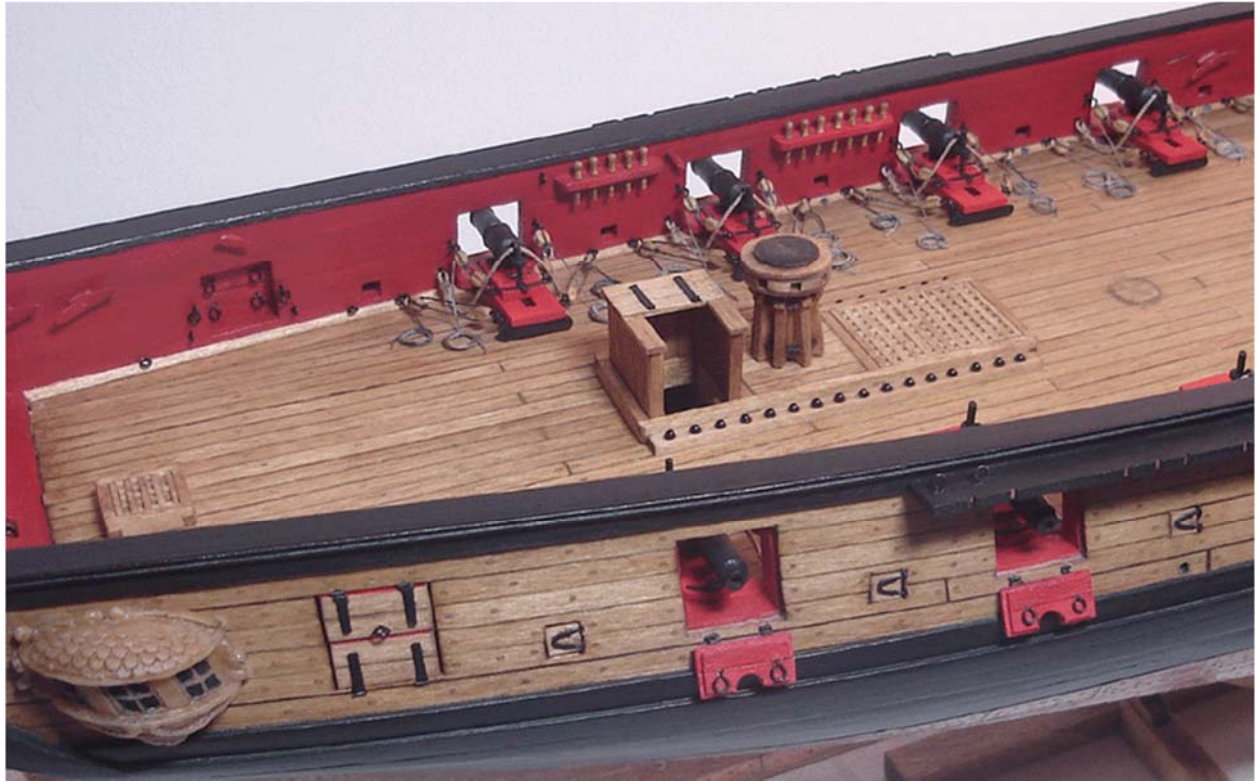
#787: Author: Chuck, Location: Rutherford 📅 Posted: Sat Feb 23, 2008 12:31 am

Ladder is in place and companionway is finished. Remember that the iron hinges will not show when the lid is placed in the open position. It a personal decision whether you want to show it open or closed. The top is made from 1/8" x 1/32" strips. Note the two side pieces on the open side positioned on top. They would have had a rabbet down the inside edges but at this scale I kept splitting the wood so I left it without the rabbet. A corresponding rabbet would have been on the lid and would have rested nicely in it.

Lastly the doors will be done and the lid. I put the photo etched strips for the lid hinges in position and added a tiny strip of 28 gauge wire as the hinge pin again. This way when I place the lid on top of it, it will not sit directly on top of the other side. It will be lifted a little bit if that makes sense. I hope you are

not getting sick of the progress. I got a bit slow while doing the gun rigging but now I am moving pretty good.





#788: copper Author: freewheelinguy, Location: Aston, PA □ Posted: Sat Feb 23, 2008 1:10 am

Chuck, looks great. By the way I see on your last pic how well your copper plating is looking. I think you said you used sun tan lotion?

#789: Author: Chuck, Location: Rutherford 📍 Posted: Sat Feb 23, 2008 1:45 am

Thanks, yes I used Hawaiian Tropic suntan lotion for kids. Not the oil. I used lotion. What a happy accident that was. The patina is developing nicely. I am happy with the results. The only problem is when I keep it in the work stand the keel is not developing the same tone as the rest of the hull. My guess is it will catch up though.

#790: Author: roger, 📍 Posted: Sat Feb 23, 2008 1:50 am

That is really beautiful work You doing Chuck

Roger

#791: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Sat Feb 23, 2008 2:58 am

Chuck, Need I say more?

Roger,

Look at it this way. If you work too fast all the fun well be over too quickly.

#792: Author: RedHawK, Location: Sperone 📍 Posted: Sat Feb 23, 2008 9:14 am

Every time I watch your progress I realize you are doing an amazing job!

Now I've have a question too (sorry if this was debated previously, but I was not very active on the forum in the last weeks). This is about the capstan: how could the crew manage the capstan in that place? I mean that seems to me that there isn't enough room to make the capstan turn around. First, the carronades and their rigging, then the gratings, now the companionway and the room becomes narrower and narrower... what am I missing?

#793: Author: Chuck, Location: Rutherford 📍 Posted: Sat Feb 23, 2008 2:09 pm

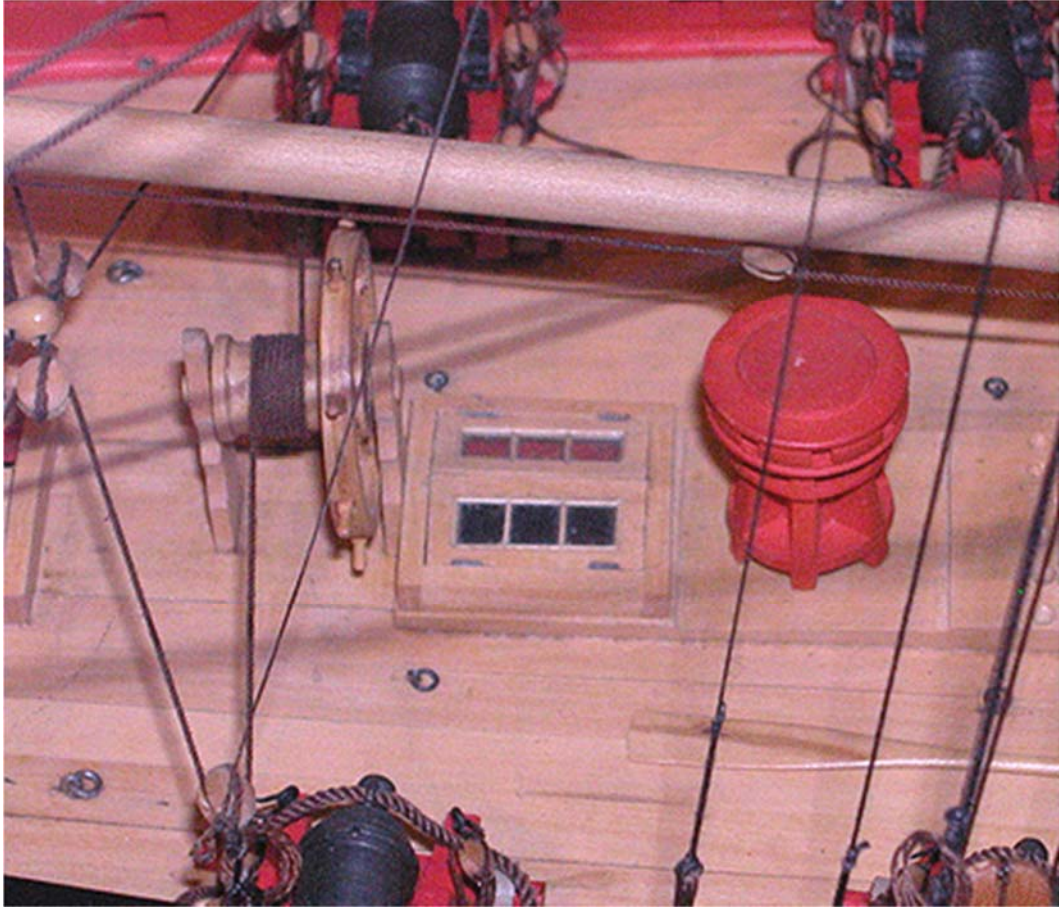
Actually, this capstan is right where it should be. And the companionway is as it should be. I understand your question and had the same thoughts myself. The companionway is slightly shorter than the capstan and it will turn. The capstan bars are very long. Long enough to allow a human to turn the capstan and walk around the companionway. I have had many conversations about it with my fellow model builders and researched it thoroughly. If you look at many ships like the Syren (Argus, Niagara, Onieda, Boxer, Cruiser class brig from the royal Navy.etc.) you will see the same configuration. The jury is out though concerning if they were portable structures. The bottom picture is the Argus but you cannot see the

capstan. It is there though. The middle photo is the Syren by Lightley but the companionway is not practical with the glass in it. Or should I say a skylight. The Top pic is a contemporary model of a cruiser class brig of the same era (royal Navy). If you click the thumbnail of the 1804 brig plan from the Royal navy you can clearly make out the Companionway and capstan in relation to one another. I have many more pictures showing the same. If you read Petrejus you would see many such examples as well. Not to beat a dead horse. It is unusual though. Go figure.

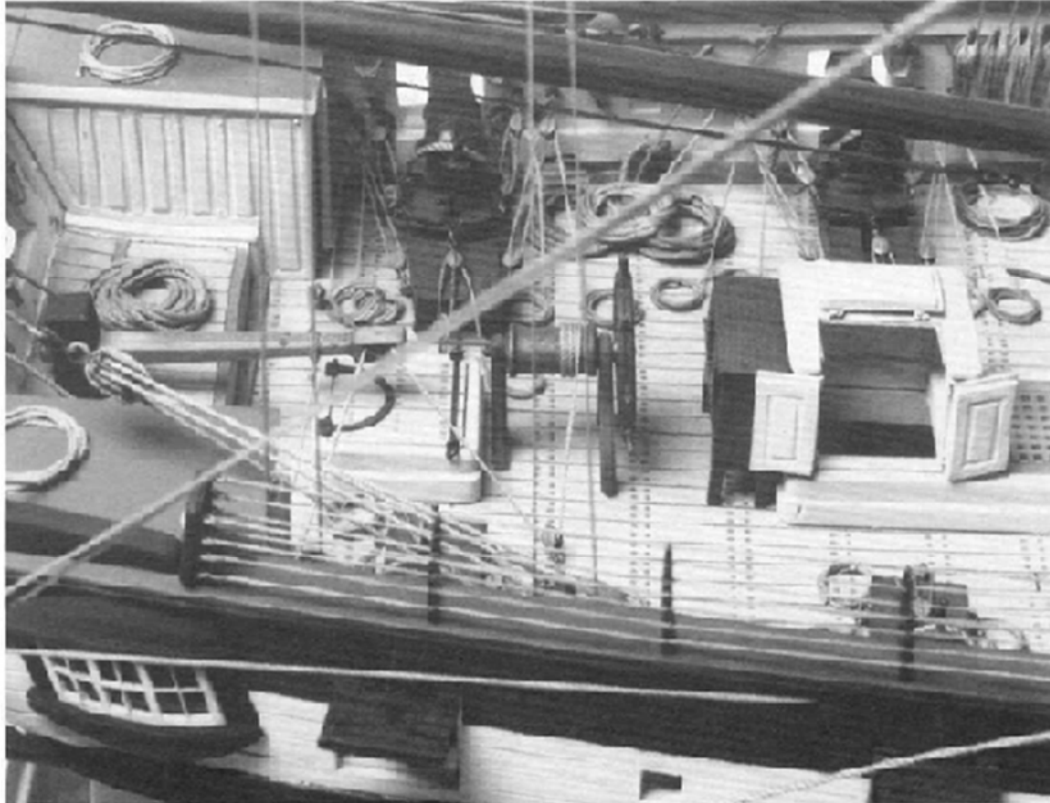
Cruizer Capstan:



Lightley Model of Syren:



Argus Capstan:



Deck view of the Barrett model of Argos. See also: [photo](#), [Sailboat.org](#), [Illustration](#), [Photo](#), [Number: 77-16421](#)

#794: Author: RedHawk, Location: Sperone **Posted: Sat Feb 23, 2008 2:26 pm**

Thanks Chuck.

I missed the length of the capstan bars and the height of the companionway. Now with this detail I can understand how this could work, and it seems to me that was not so easy to make it turn in such small space! With this little fragments I can understand the difficulties the men had to face on a ship like that! I'm sure it was not an easy life at all!

#795: Author: Chuck, Location: Rutherford **Posted: Sat Feb 23, 2008 2:35 pm**

Luigi

Remember that the deck layout is completely reconstructed. If you look at the Barreto model in the gallery you will see that he chose not to add a companionway at all where I show it. It is not wrong. It is just different. Here are a few more Syren models with some different companionways and layouts. This is where everyone can make their own choices and decide for themselves. I think there were some folks who made the decision to not have a companionway there like Joe and the model builder you see below because they thought the same thing as you. But in reality if you look at those original plans from the Royal Navy and other plans for similar American ships you will see that it was done. But either way the Syren's deck layout is reconstructed.

Now there is the decision to make the companionway open or closed to show more iron work on the lid and doors. I am curious as to what you folks prefer. Can we talk about it a little bit? Especially after seeing all of these photos I have posted.





#796: Author: RedHawk, Location: Sperone □ Posted: Sat Feb 23, 2008 5:59 pm

If I understand, this is a question about our personal tastes, so here it's mine:

I'd like to leave the companionway open like Argus', but I'm afraid that's not related to the ironwork... I think that the idea of leaving an open "gate" into the inside part of the hull fascinates me... it's like something telling me that there is more than I can directly see... just my thoughts now you can laugh, but not too loud please.

#797: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Sat Feb 23, 2008 6:23 pm

I think having the doors open shows more interest. Besides, if we closed it, then why did we add the floor boards below?

#798: Author: roger, □ Posted: Sat Feb 23, 2008 6:28 pm

I like a compromise.....both half open....or one open...one closed. Then one can look inside.....and iron works are visible.

Roger

#799: Author: ccoyle, Location: Mariposa, California □ Posted: Sat Feb 23, 2008 6:31 pm

There would also be an increase in mechanical advantage by having the longer bars. The capstan and bars are a type of wheel and axle, so since mechanical advantage is increased as the radius of the wheel is increased, the bars were no doubt designed to be as long as possible. Placing the companionway inside the wheel's radius would have been an acceptable compromise between maximizing the efficiency of the capstan and utilizing every bit of available deck space.

Chuck, your prototype is fantastic!

#800: Author: bobbollin, Location: Sandy, Oregon □ Posted: Sat Feb 23, 2008 6:39 pm

I'm all for leaving the doors and the top open. I think it adds a little piece of detail that adds interest to the model and an open door always suggests that there is some activity going on, which adds a little "life". My only question is whether it will be possible to see into the interior with the doors and lids open? If so, should we be building some sort of false wall so that it looks like there's something down there other than a black hole? As far as the ironworks being visible, with everything open the only ironwork that will be hidden is the hinges on the lid. The hinges and handles on the doors will still be visible from the port side.

#801: Author: RustyJ, Location: Chittenango, NY □ Posted: Sat Feb 23, 2008 6:47 pm

Now that you've brought it up and I looked at the pictures, plans etc and lord help me for saying this.....I think I'm going to try to make functioning hinges so I can change it from fully closed, to partially open, to fully open as the mood hits me.

I know I'm gonna regret this but what the heck. Ulcers aren't that bad are they?

#802: Author: Chuck, Location: Rutherford □ Posted: Sat Feb 23, 2008 7:57 pm

I am also going to leave them open. For Rusty and those who want to make working hinges, I designed the photo etched hing straps so they could be easily made into working hinges. The smaller section (extension) that holds it to the tree is actually not as wide and could be wrapped around a hinge pin. I would solder one side fixed and leave the other so that it is a working hinge. I was also going that route but opted against it only because once the model is cased up I will not be able to open and close it anyway.

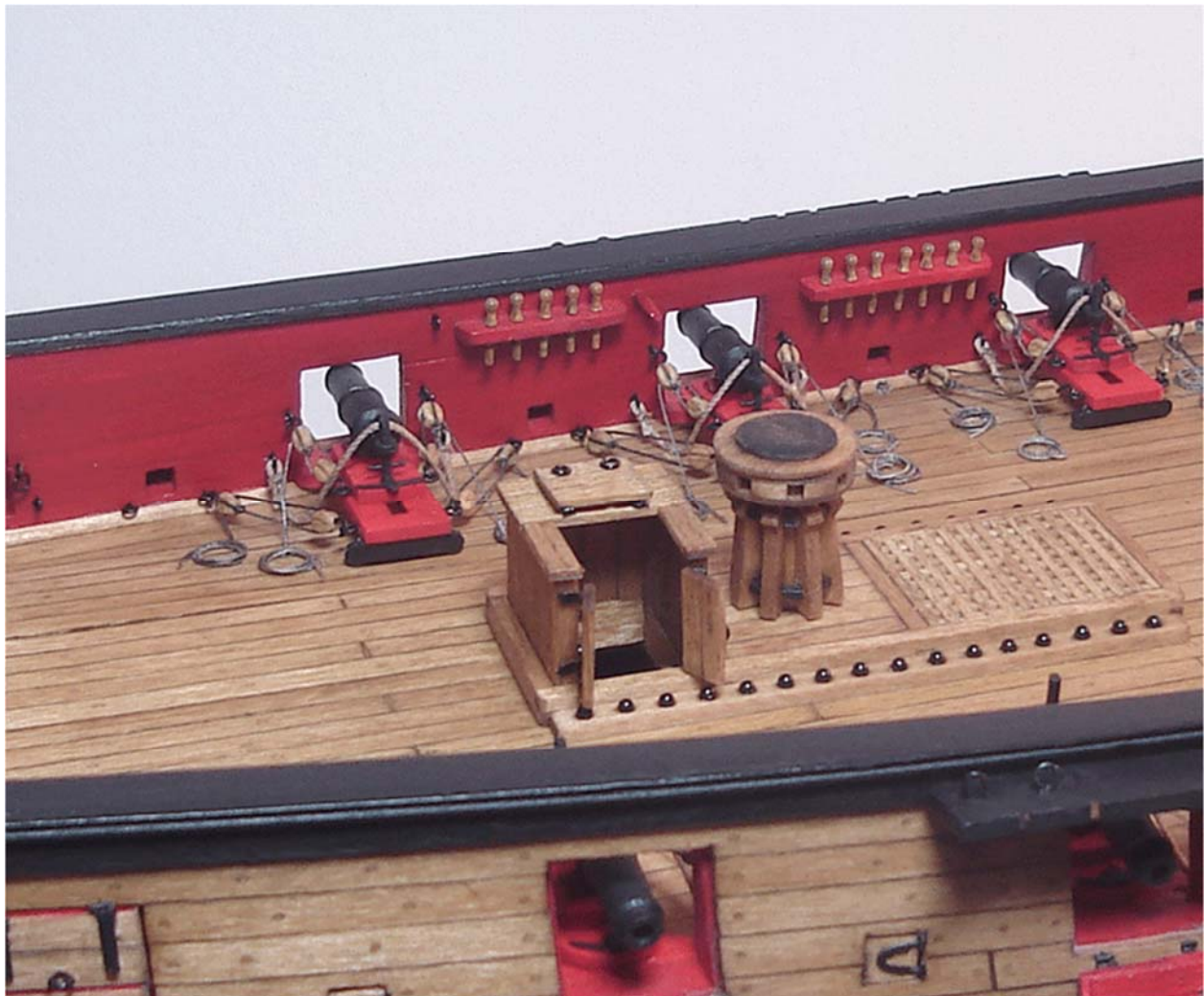
It is a fun little project to do though.

Thanks for the kind words on the prototype. I was not sure if anyone would notice just how much research and planning went into the overall design and blueprints. It is a lot of work and anyone planning on undertaking such a project without the luck of having a set of plans already drawn up is in for many hours of preparation. But it is very enjoyable.

#803: Author: Chuck, Location: Rutherford  **Posted: Sun Feb 24, 2008 3:03 am**

Well it is done. I opted for rings for handles rather than the small ones shown on the plans. Either is plausible and I wanted to show both choices.

Door Hinges are simply bent like the port lid hinges and glued into place. The lid is self-explanatory. As you can see there are many variations of companionways. I wanted something plain and simple. The raised panels shown on the Argus are over the top in my opinion. This was a warship and not a pleasure Yacht.





#804: Author: KLarsen, Location: Granada □ **Posted: Sun Feb 24, 2008 10:44 am**

I like it very much, but I have a few questions regarding the deck furniture:

How much of the interior can actually be seen from the open companionway? Can you just glimpse the deck, or can the bulkheads be seen too? Would it help to paint these black to subdue them?

Would it not be more correct to plank around the gratings than to glue them on top of the deck? I did this on the Granada I'm building, but can you actually see a difference after all? Your technique is a lot easier.

Would it be wrong to replace the aft grating with a skylight, or were these not yet invented / used?

#805: Author: Chuck, Location: Rutherford □ **Posted: Sun Feb 24, 2008 1:32 pm**

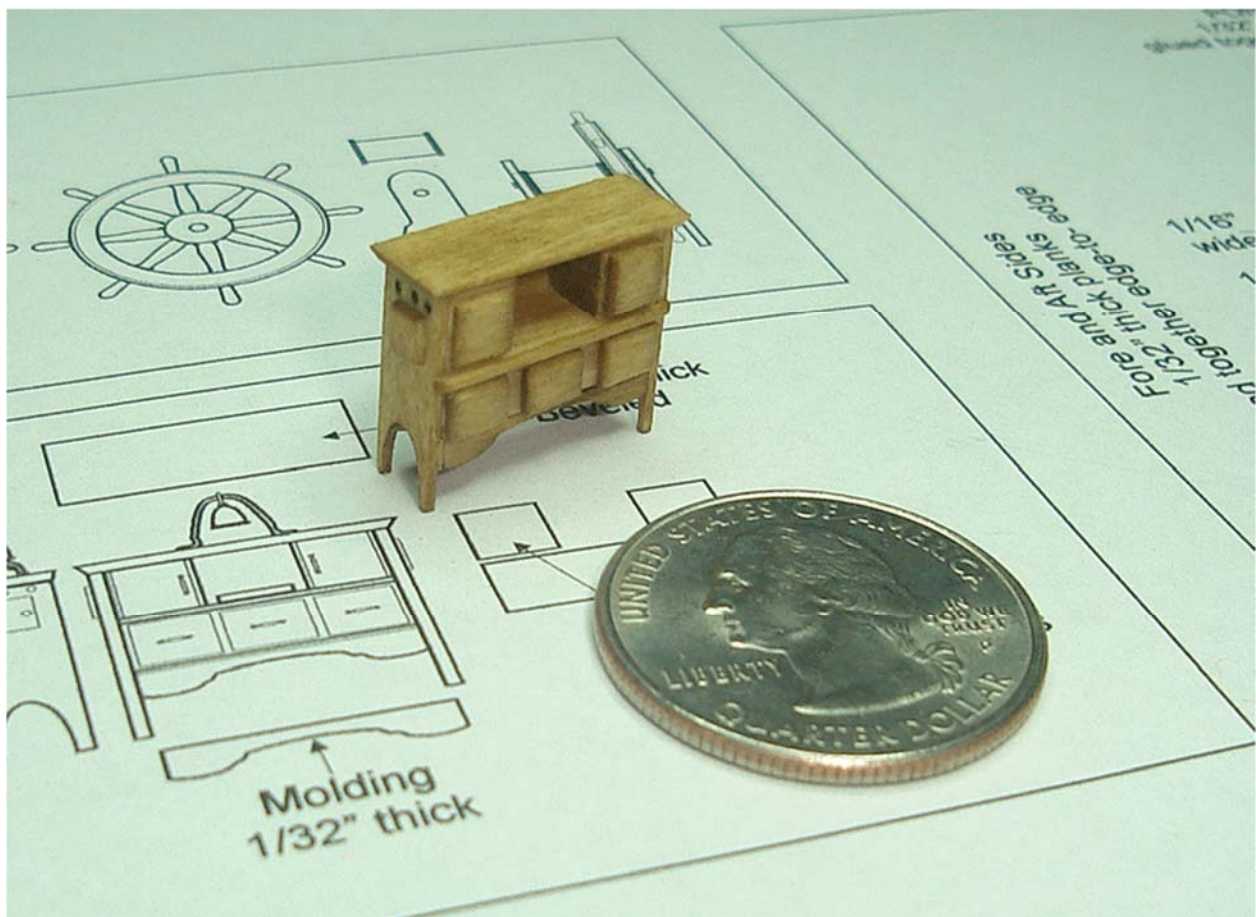
No , you cannot see much more than a glimpse of the false decking down there. You could paint the two bulkheads black down there though.

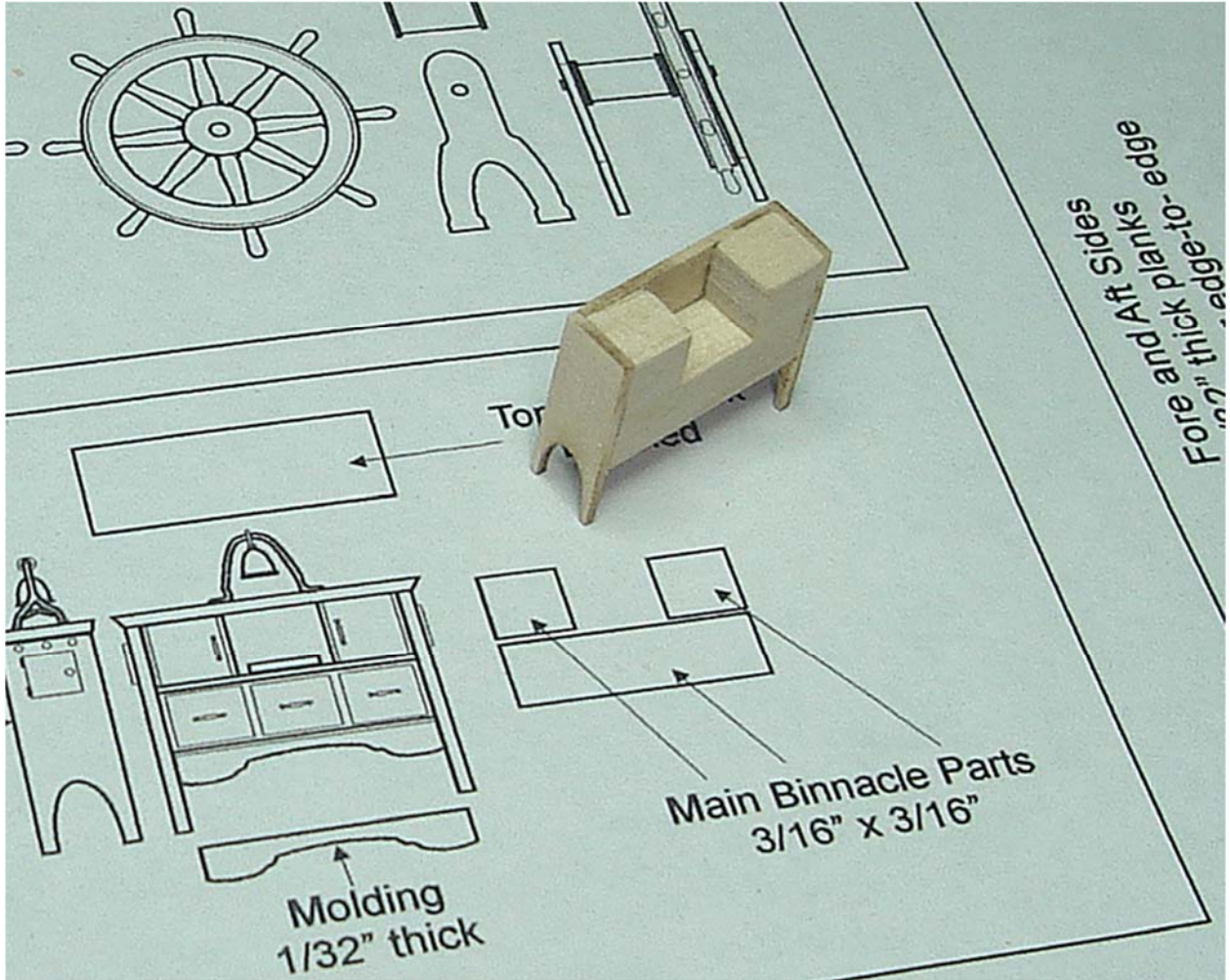
Yes, you could also make the gratings first and then plank around them. But I did it this way because it is easier. The results either way are so similar it does not matter.

Skylights could have been used back then. If you want to do it you can. But I saw it as not practical. Glass back there with the long guns would not have lasted very long. That is why I posted so many pictures. The deck layout is reconstructed and everyone can feel free to go in their own direction. But do the research first. The binnacle and ships wheel are still to be built and it may look like too much is going on back there with a skylight rather than a simple grating. The choice is yours though.

#806: Author: Chuck, Location: Rutherford  Posted: Sun Feb 24, 2008 6:49 pm

Binnacle construction. It is by far the most delicate part I have built for the Syren so far. I still have the details to add to it but have to rethink the handles and hardware. I originally intended to paint it red and I still might. When I get a little farther I will position it on deck and show how it looks stained first.



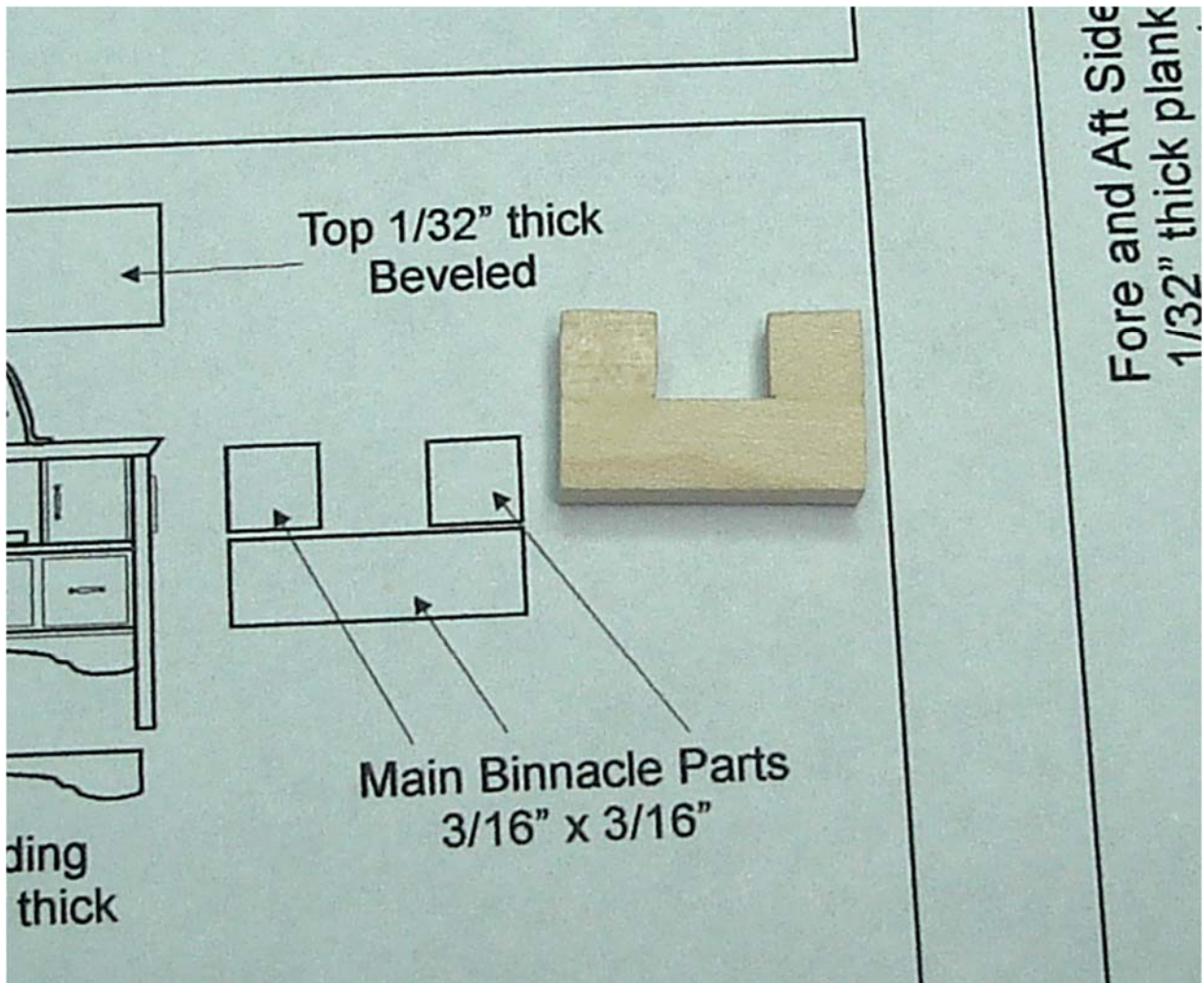


Fore and Aft Sides
1/16" thick planks
edge-to-edge

Top
ed

Main Binnacle Parts
3/16" x 3/16"

Molding
1/32" thick

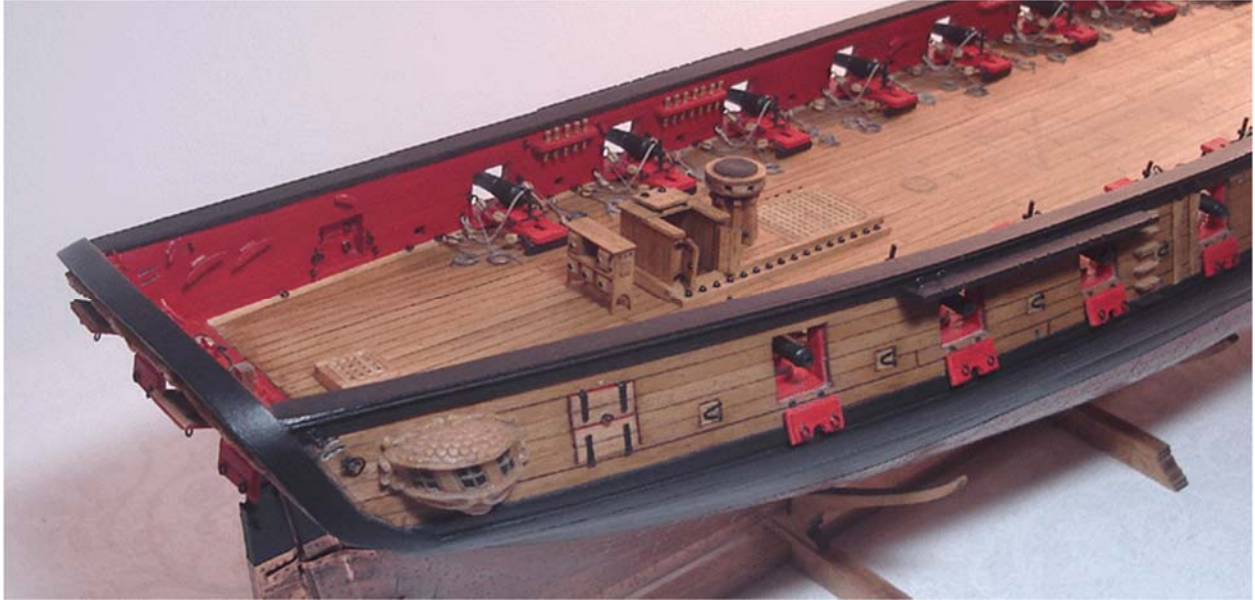


#807: Author: KLarsen, Location: Granada □ **Posted: Sun Feb 24, 2008 7:01 pm**

That looks really great, Chuck! If you want my opinion, I think it would be a shame to paint it.

#808: Author: Chuck, Location: Rutherford □ **Posted: Mon Feb 25, 2008 12:18 am**

OK guys...I am having a hard time deciding whether or not to paint the binnacle red. Here are some pictures. i will not add any more details until I decide. It will be hard to paint with them on. But will there be too much natural wood left this way? If it were painted red would it break things up a little bit or would it be too much? I hate these decisions but do value everyone's opinion. Any thoughts?



#809: Author: knightyo, Location: Meridian, Idaho **Posted: Mon Feb 25, 2008 12:49 am**

No way would I paint the inside of it red. It looks authentic in its current form, and I'm afraid paint would make it look less authentic.

#810: Author: Chuck, Location: Rutherford **Posted: Mon Feb 25, 2008 12:58 am**

So you would not paint any of the deck furniture? I was originally thinking of painting the binnacle red along with the five rails, bowsprit bits and gallow bits. Maybe even the supports for the ships wheel. Should I leave them all natural?? I hate this decision. To paint or not to paint?

Heres the Lightley model again. He paints a lot of those items red for comparison/accents.





#811: Author: roger, □ Posted: Mon Feb 25, 2008 1:03 am

Same thoughts as Alan.....I would leave it like that.

Roger

#812: Author: coater87, Location: wisconsin □ Posted: Mon Feb 25, 2008 1:03 am

First, quit playing with the big quarter-everyone knows that trick.

I looked at the model and I would not paint the binnacle. The capstan, hood and binnacle look great in natural. They seem to draw the eye away from the red and right to themselves (perfect miniatures). I like it as is.

Lee

#813: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Feb 25, 2008 1:53 am

I agree with leaving the binnacle natural. But then again the great thing is we can paint or not paint so I

wouldn't sweat it. Do it as you want, offer suggestions as to how it can be done different and everyone can decide how to go!

#814: Author: bobbollin, Location: Sandy, Oregon □ Posted: Mon Feb 25, 2008 2:29 am

Personally I would not paint it. You might think about some white on the inside where the compass would sit. I don't know how historically accurate that would be, but it would seem to make sense that they would want to take advantage of all available light and have it reflected as much as possible, especially at night. That would add a bit of contrast to the natural wood.

On the Lightley model he painted the capstan red. I kinda' doubt that would happen in real life as that is an item that would get a lot of wear and it would be a constant task keeping it tidy. Of course the Navy always said, "If it moves, salute it. If it doesn't, paint it." So maybe that applied back then as well.

#815: Author: jimmadras, Location: Leesburg, FL □ Posted: Mon Feb 25, 2008 2:37 am

I have to agree with Lee; leave them natural. I think Lightley got a little carried away with the red paint on his model. By the way, that is a great piece of work on the binnacle and capstan.

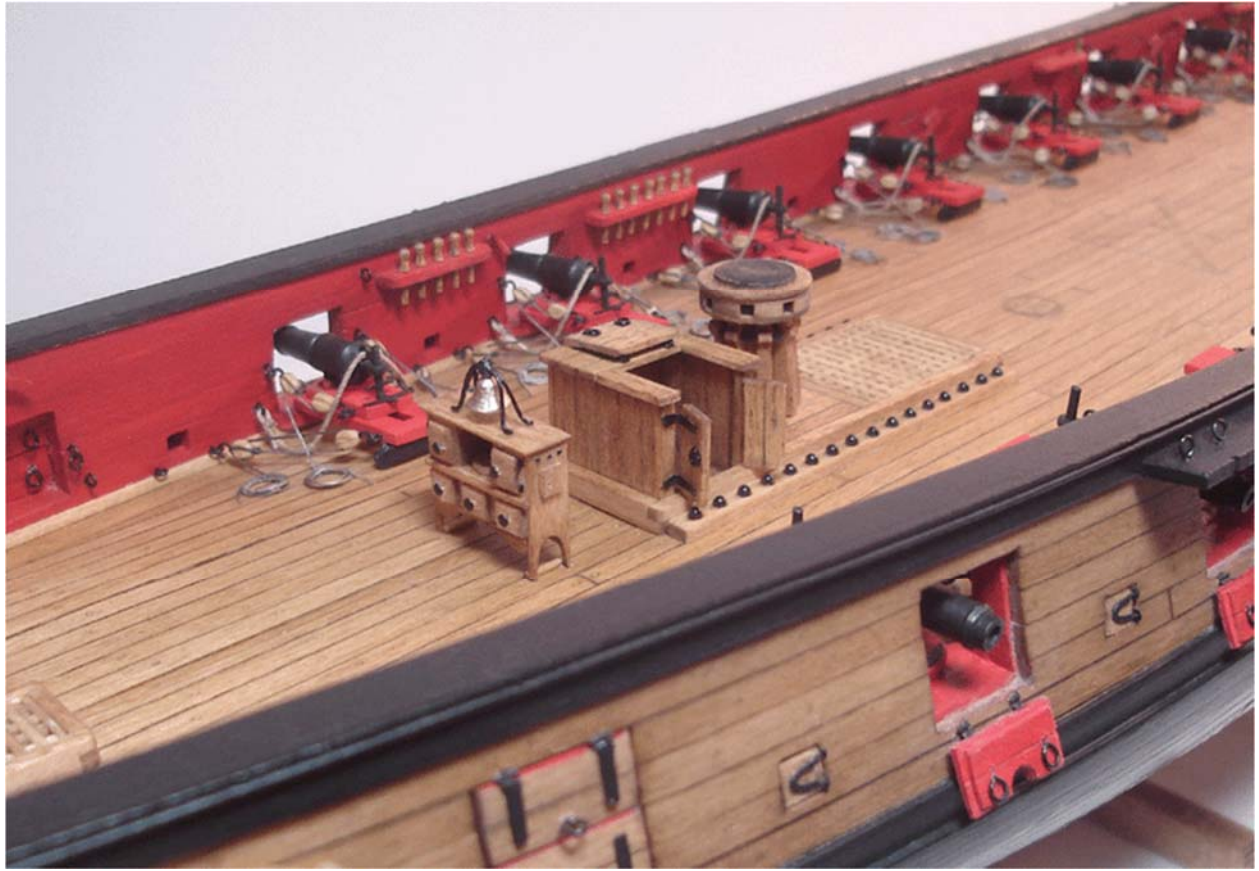
jim

#816: Author: Chuck, Location: Rutherford □ Posted: Mon Feb 25, 2008 2:57 am

Thanks guys. You convinced me. Here is the finished binnacle with bell. No soldering. It is a Cyanosolder joint. Will explain in the practicum. Natural is actually easier. So that should help. I am always torn like you would not believe I still am. I might still paint the pin rails and a few other things. But I shall see how they look. I will probably darken the top of the binnacle a little bit. That will set it off some with the deck and make it stand out more. Just a few more coats of stain should do the trick. The bell is a little big for my tastes but it is the one that will come with the kit. I cannot modify it too much but you folks should go smaller. Not by much.

Jim

It is great to hear from you and thanks. Your Triton is coming along. I admit that I miss your work on the Syren. Are you still working on it? Hope to see more progress as you were doing a fantastic job on her.



#817: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Mon Feb 25, 2008 3:07 am

Oh yea, all of those goodies look GREAT on deck! The only thing I would fiddle with would be the knobs on the binnacle; they look a bit on the large side, but it sounds like you are still fiddling with them, yes?

I can't wait to get restarted on this project. I promise I won't rush too fast though.

Alan

#818: Author: Chuck, Location: Rutherford 📍 Posted: Mon Feb 25, 2008 3:09 am

Thanks. Believe it or not they are the heads of tiny brass pins. You know the ones that come with kits. They are pretty darn small. I did not glue them in so if I find smaller ones I can use them.

#819: Author: phrygian, Location: Kentucky 📍 Posted: Mon Feb 25, 2008 3:23 pm

For what it's worth, the bitts, fife rail, etc on the Constitution as she floats are 'bright' (natural wood). Presumably research established that, though I'm not sure just what date the paint scheme is supposed to represent.

On the subject of painting, all the masts of the Constitution are painted (white).

Back to the binnacle, would it have been lashed down? I have a vague memory of seeing that done on a model. Something must have kept it well-anchored.

bob h

#820: Author: Chuck, Location: Rutherford 📍 Posted: Mon Feb 25, 2008 3:38 pm

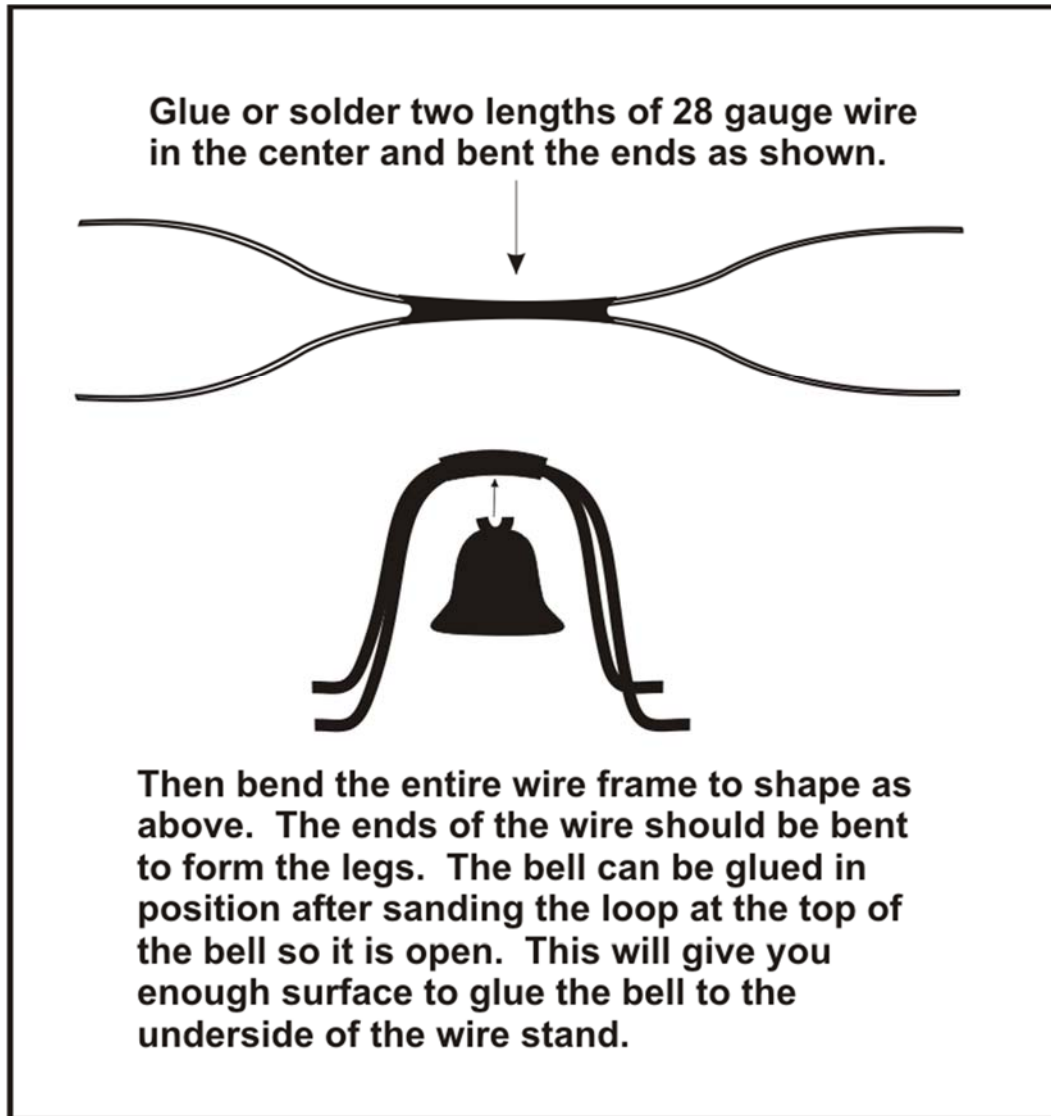
Bob

The binnacles were secured in two ways. The first being lashed down with rigging through eyebolts on either side of it. The second method (which I used) is the placement of a wooden batten that anchors the binnacle to the deck. If you look closely at my photos you can see them on the inside of the legs. The binnacle was fastened to these and the battens in turn fastened to the deck. The lashing method would have been tough to do in this scale and look convincing. It would have also (in my opinion) taken the focus away from the binnacle itself. Either choice would be correct.

The later you go (After 1800) lashing was less and less used as the method and replaced with what I have done on the Syren.

#821: Author: Chuck, Location: Rutherford 📍 Posted: Mon Feb 25, 2008 7:43 pm

I think this is self-explanatory. I did not solder anything. The pieces are so small it really is not necessary. But you folks can choose any method. This one worked just fine.



#822: Author: Chuck, Location: Rutherford 📍 Posted: Fri Feb 29, 2008 12:57 am

I have decided to work on the long guns now. It took me about 4 1/2 hours to cut all the pieces for this one, paint them and assemble the whole thing. I am happy with the results although I made some errors. Mainly that the forward axle was positioned too far forward. Had it been a little more towards the back the carriage would be able to move forward more. Thus the muzzle of the cannon would be run out further. I can live with this though. It was no error on the plans just user error when filing the slots for the axles.

I will be going back into the plans however to label the parts of the carriage more so they will make sense when viewing the progression photos. I will take incremental photos while I construct the second

carriage.

My other error was gluing the qion to elevate the cannon to the proper height in the port. It would have been dead center had I tested it first. I should have positioned the qion so the muzzle was elevated more.

After so many hours I'll be damned if I am going to redo it. The interesting aspect of this is due to my decision not to redo it I must make the second one with the same errors so they match. Otherwise, the inconsistency may stick out even more.

I hope you remember these tales of caution while constructing your cannons. Even tough on its own I believe it looks great there was a word or two uttered after placing it on deck. Test more before committing to gluing.

Oh I forgot to mention, all the parts for the carriage were cut from 1/16" thick stock. The front trucks are slightly larger than the rear ones. That was hard - cutting circles that look like circles and making them consistent was a fun little challenge.



#823: Author: roger, Posted: Fri Feb 29, 2008 1:57 am

#824: Author: Chuck, Location: Rutherford 📍 Posted: Fri Feb 29, 2008 2:12 am

I like the way looks also but I am compelled to point out my mistakes. They were easily preventable. At least now you folks will be able to correct them.

It is shaping up now though. Just to let you guys know....keep plugging away at those early repetitive steps like planking, copper plating and rigging the guns because it is so worthwhile when you finally get to these parts. They are a lot of fun to build. REALLY. I am actually looking forward to rigging them. In fact for the foreseeable future I do not think there are any particularly mundane tasks ahead. The next one will probably be ...the dreaded ratlines.

#825: Author: Chuck, Location: Rutherford 📍 Posted: Sat Mar 01, 2008 2:15 am

The last long gun carriage is not finished yet but here are the construction photos so far. Captions will be added in the practicum. I forgot to add the big quarter.

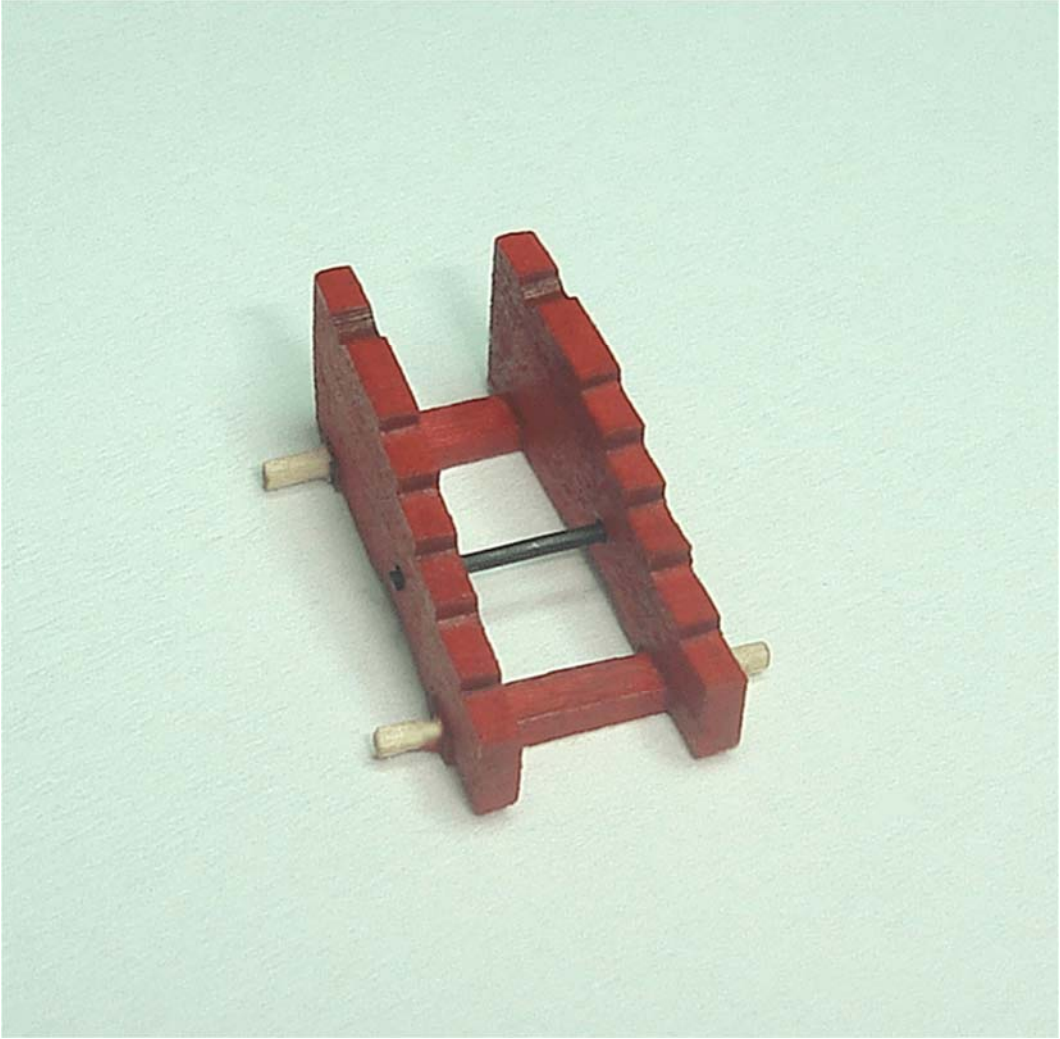
The first picture shows the two sides of the carriage (brackets) which are held together by the front and back axels. The front axle is not as long as the rear which makes the carriage narrower at the front. The bed bolt (22 gauge black wire) is also inserted through a hole in the sides of each carriage bracket. The axel ends are rounded off to accept the trucks (wheels) later.

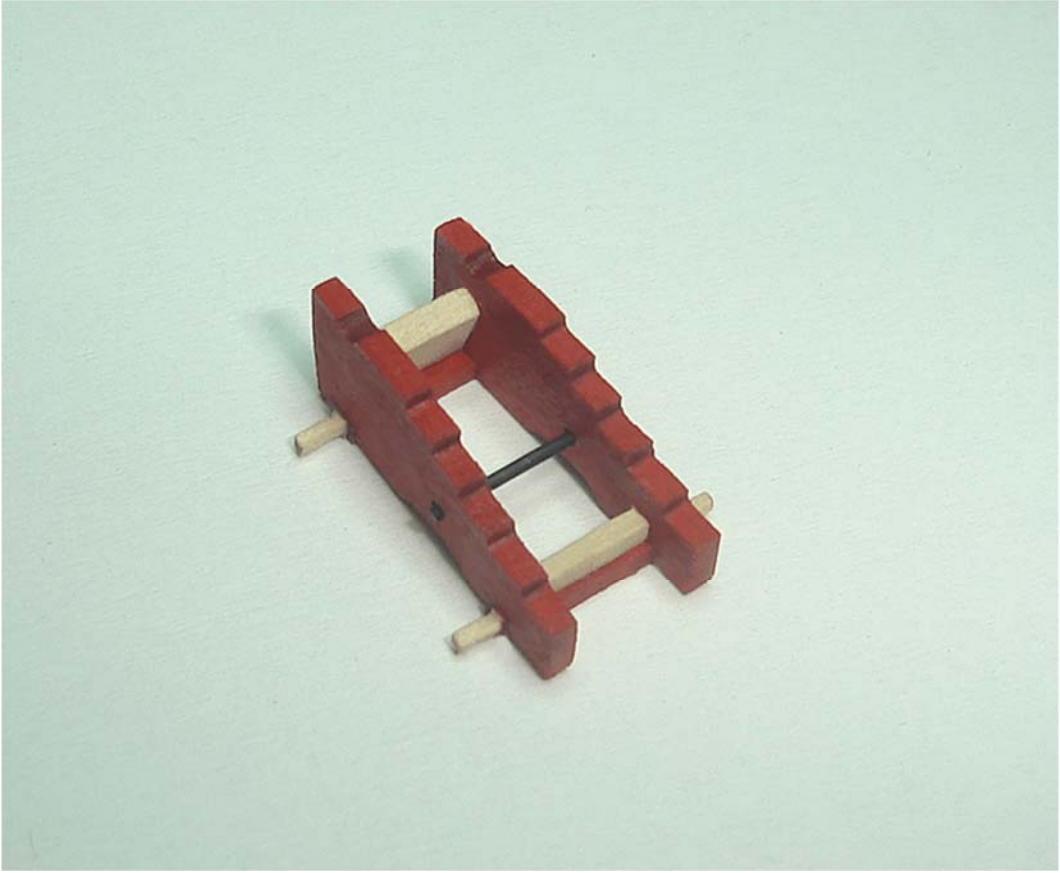
The second picture shows the Bolster on top of the rear axle. It is 1/16 x1/16". The Transom is also glued into position at the front of the carriage. I did not paint them yet because I thought it would be easier to see. The transom is also 1/16" thick.

The last photo shows the stool bed on top of the bolster and bed bolt. The front and rear trucks are also glued on the carriage. None are painted yet but I will leave the trucks mostly natural.

I will finish it up with more pictures tomorrow. All of the iron work (eye bolts and split rings) and capsquare along with the long gun and quoin.

I might even be able to rig them tomorrow. What a treat.







#826: Outstanding Project Author: billtoons, Location: Little Creek, VA 📅 Posted: Sat Mar 01, 2008 4:20 am

A friend in the UK introduced me to this site and I was really glad he did - I've enjoyed the Syrene messages a great deal and find the project very appealing. What is required to participate? I'm in the military overseas but will be returning home shortly. I'm currently working on a scratch-built Hannah (built upright) that will also get finished when I get home.

Bill

#827: Author: Chuck, Location: Rutherford 📅 Posted: Sat Mar 01, 2008 2:31 pm

Bill

First, THANK you for serving.

Second, all you have to do is ask. I used to have a topic where folks could sign up but someone deleted it. I just added your name to the list. You will now see a formally hidden forum which contains the plans

and practicum. Get home and finish up that Hannah. I would love to see pictures. Then start on the Syren.

#828: Author: billtoons, Location: Little Creek, VA □ Posted: Sat Mar 01, 2008 6:10 pm

Thank you very much for including me in this program. I've had time to glance briefly through the chapters and seen what a fantastic job you've done bringing this together. I had taken some construction photos of the Hannah as I built her stem, keel, keelson, and sternpost that I could post - thanks again Chuck, you're leading the way.

Bill

#829: Author: Chuck, Location: Rutherford □ Posted: Sat Mar 01, 2008 10:46 pm

Here is the finished picture of the long guns. The next step was to simply add the eye bolts and split rings as noted on the plans. Then the cannon is placed on the carriage and secured with the cap squares. You can see I just bent them from a brass strip and glued them to the carriage. They will of course be painted black. Last the quoin is placed at the back of the carriage so the muzzle of the cannon is raised to the best angle to fit in the stern port openings. The handles of the quoins were just 28 gauge wire with a drop of CA on the end which I left to dry before painting.

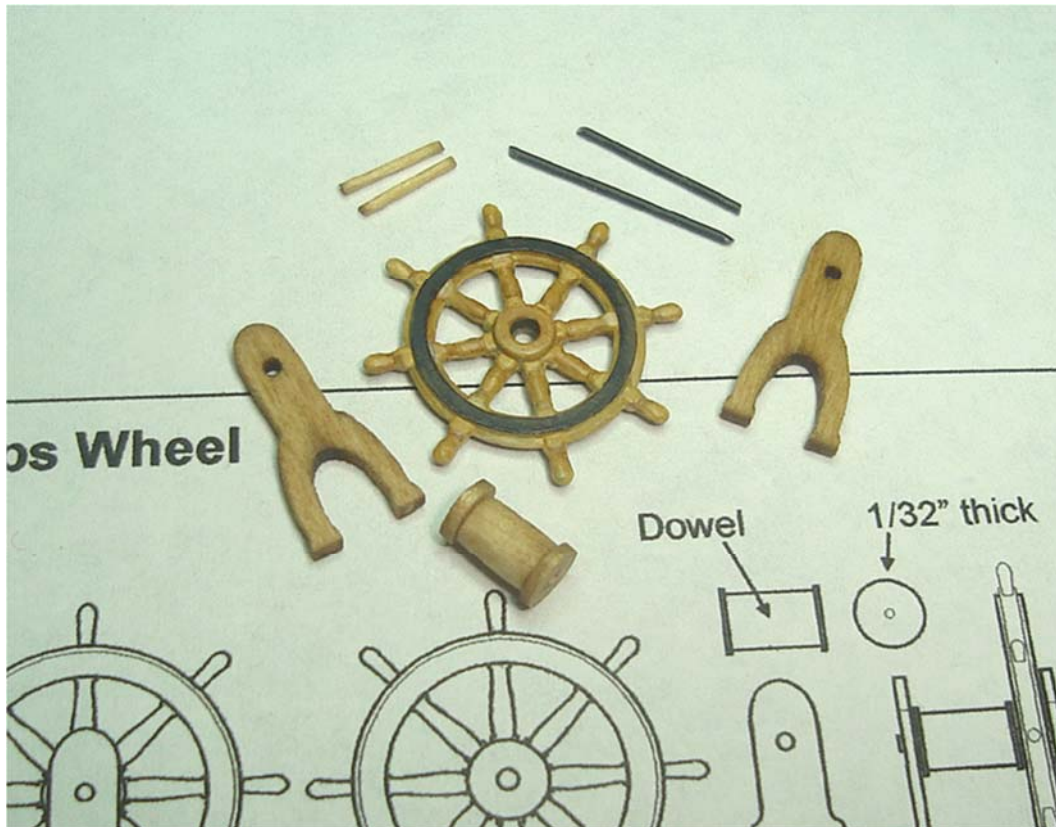


#830: Author: ccoyle, Location: Mariposa, California □ **Posted: Sat Mar 01, 2008 11:43 pm**

Looks good, Chuck. Might I suggest that anyone not keen on fiddling with small bits of brass strip try using card stock? It is well-suited for such applications -- easy to cut, form, and paint appropriately.

#831: Author: Chuck, Location: Rutherford □ **Posted: Sun Mar 02, 2008 4:19 am**

Yes, paper is good and heavy card stock as well. I will probably use some of it for other parts of the Syren project. Rather than rig the guns I decided to start on the ships wheel. I cannot resist fiddling with these small fittings. It is a blast. So here are the components for the wheel. There are not to many of them. I painted the brass or bronzed wheel depending on how you would describe it. It is the one from MS that I listed in the materials list. I spent an hour or more on painting it. I want to make sure it looks like wood as much as possible. The other parts are all cut from basswood sheet. The dimensions are noted on the plans. I think it matches prettywell but I will be able to tell more after I glue it on the model tomorrow.



#832: Author: bobbollin, Location: Sandy, Oregon □ Posted: Sun Mar 02, 2008 8:16 am

Everything is looking real good, as usual.

When I was painting my ship's wheel for my AVS build I came up with an idea that I think makes painting the iron (or brass, as you will) rim on the wheel's surface somewhat easier. I was thinking that it would be nice if I could spin the wheel at low speed and I thought about putting a press-fit axle made from a dowel through the hub and spinning it at the lowest speed in my variable speed drill, but I rejected that as probably still going too fast. Then it dawned on me that the spit motor from my barbeque grill turned at a nice slow speed. I simply laid it flat on the bench, put some double-sided sticky tape on the output shaft, centered the wheel on top of it and stuck it down and I found my solution. A high quality, tiny little brush helps here and you can paint a nice neat ring on the wheel with relative ease.

Maybe this will be of some help to others involved in this task.

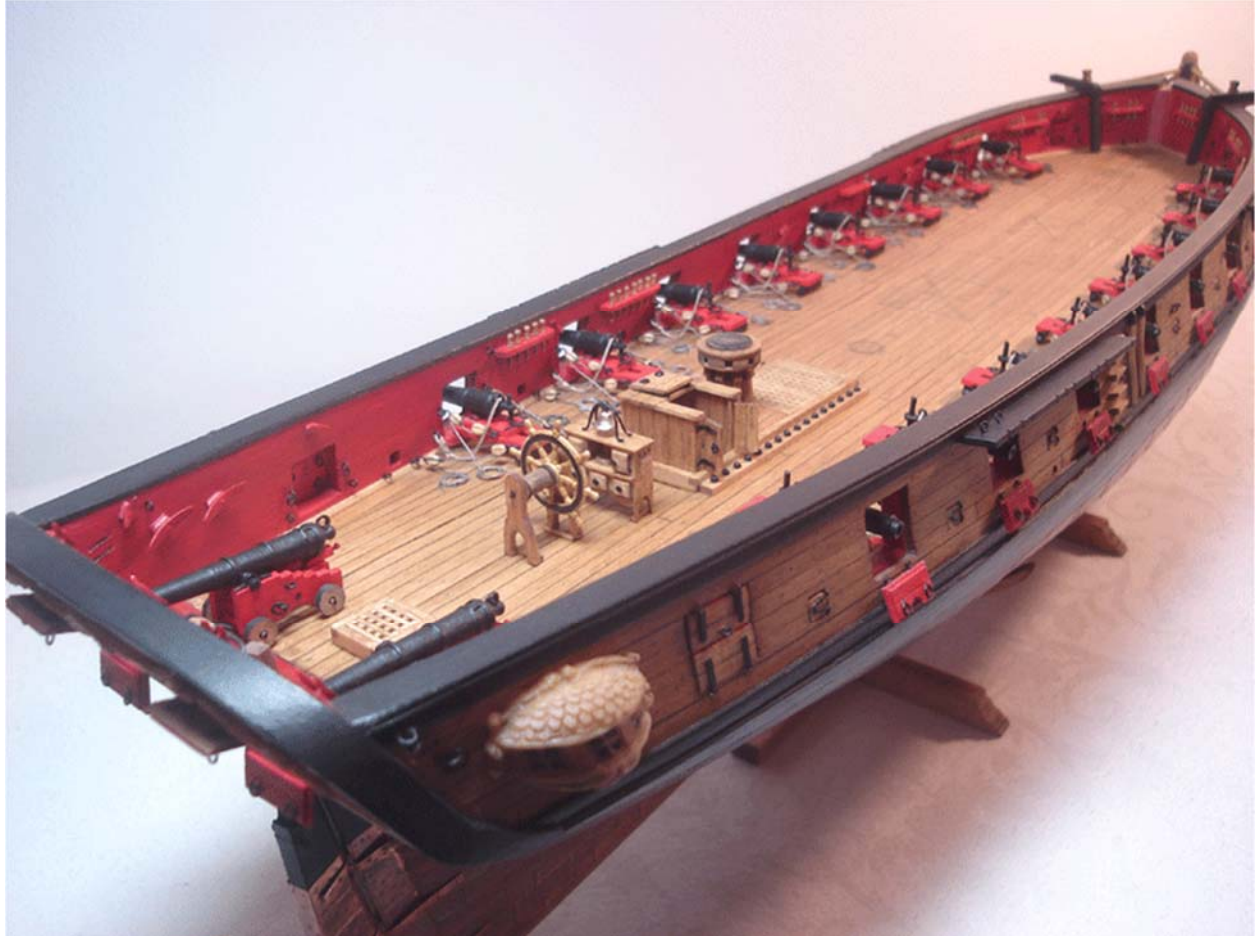
#833: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 02, 2008 2:08 pm

That would have been neat to try out. I was painting this one by hand late last night when my eyes were getting bleary. A challenge to say the least. I used 4 colors. Raw Sienna, Yellow ochre, White, Burnt Umber and of course Black for the iron work. Even though you cannot tell all of those colors are in there.

#834: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 02, 2008 4:20 pm

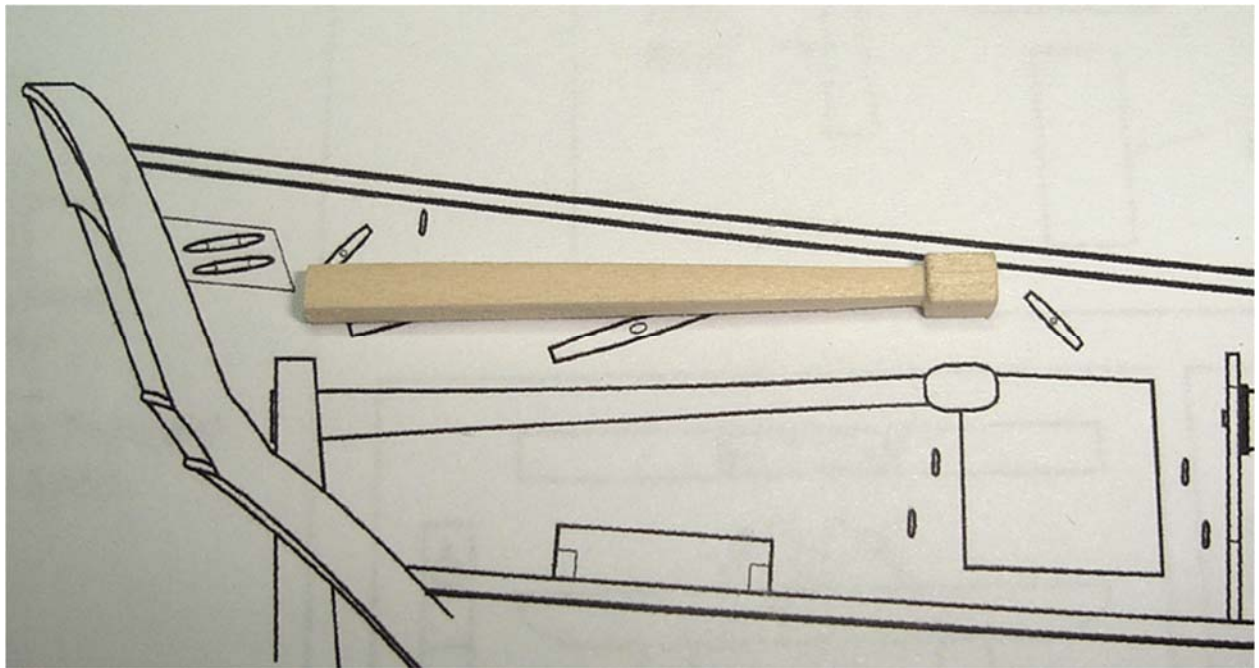
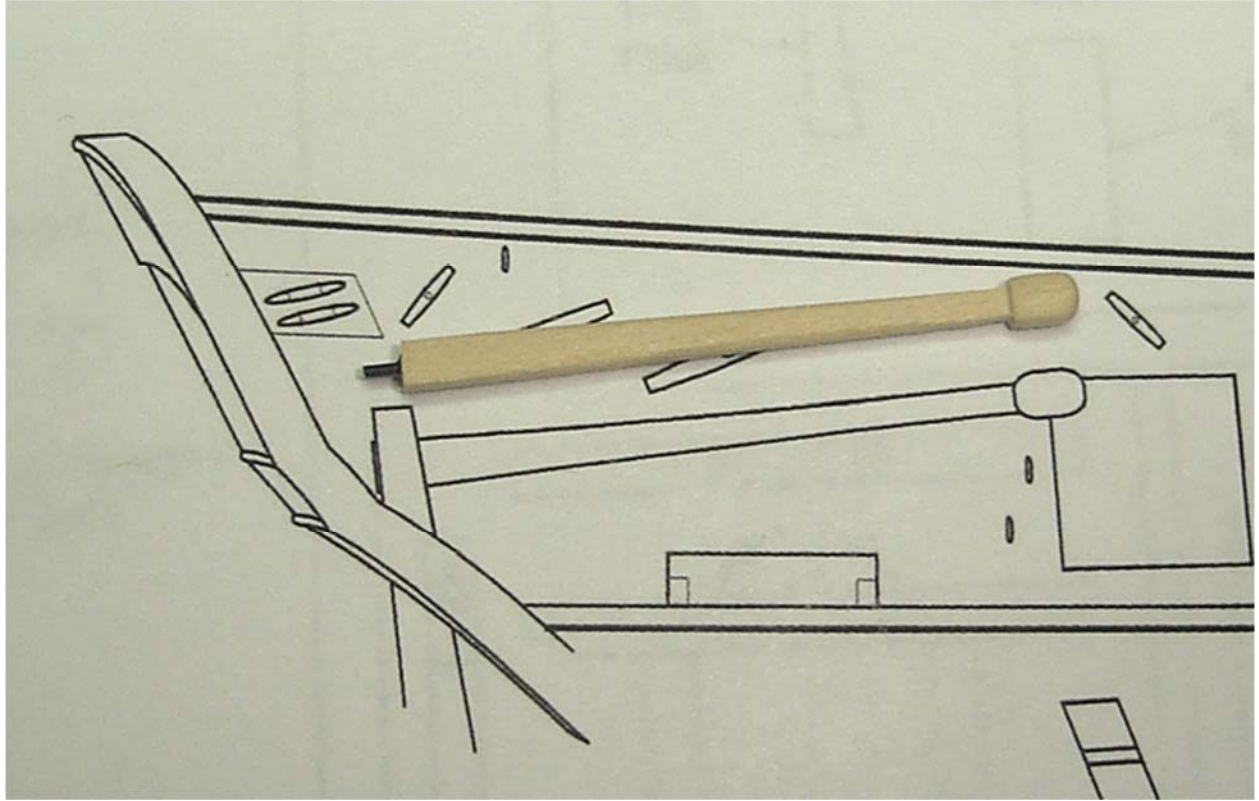
Here is the latest pictures. I will spend the day shaping blocks to rig the long guns and ships wheel. I will not make the tiller until after the guns are rigged. For a commercial bought ships wheel it does not look too bad or out of scale.

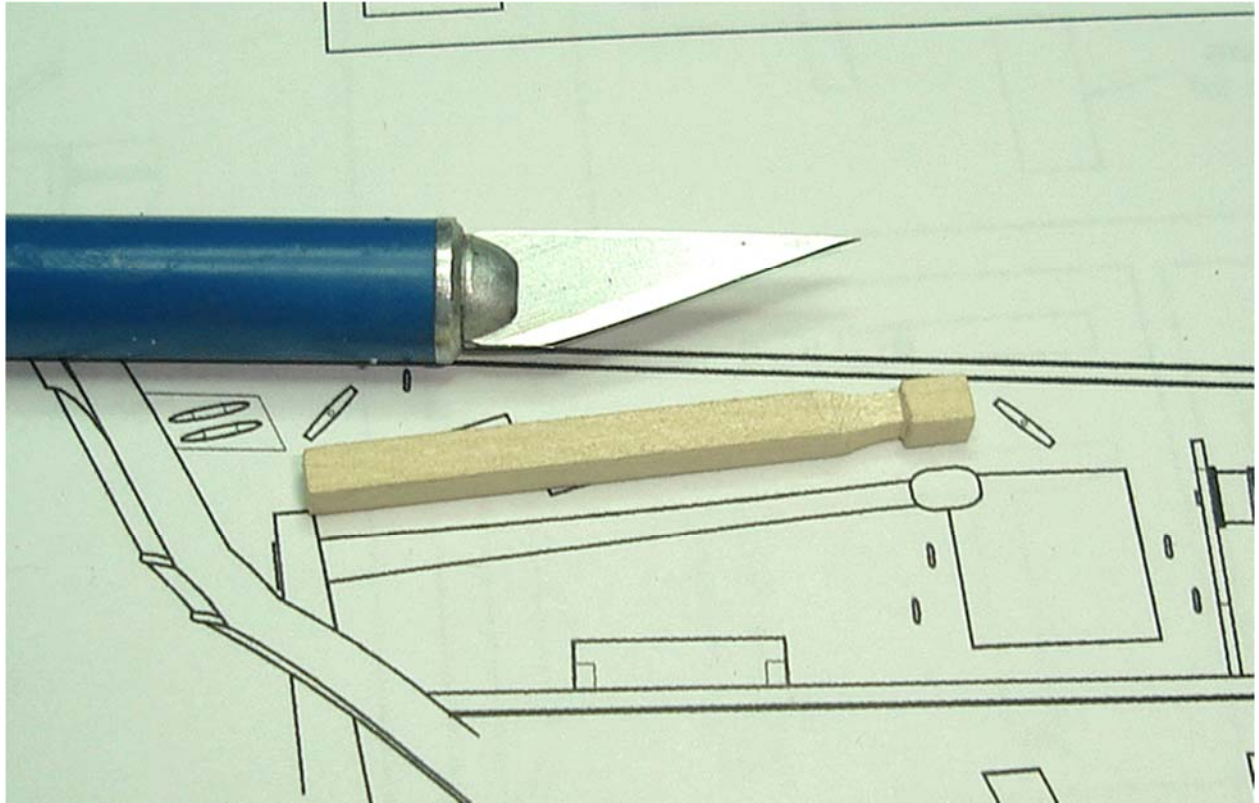




#835: Author: Chuck, Location: Rutherford □ Posted: Mon Mar 03, 2008 1:15 am

Guns rigged and tiller in position. Breeching goes through split ring and eye bolt on gun carriages. Tiller was made from one length of 1/8 x 1/8" basswood strip. I will darken it and rig the blocks on it before gluing it permanently to the rudder. Pictures are reversed but you get the idea. Do not be afraid to thin down that tiller. Remember thinner and more fragile is the way to go. I probably could have gone further. But it is not bad.







#836: Author: coyle, Location: Mariposa, California □ Posted: Mon Mar 03, 2008 1:31 am

Chuck, at this rate, you should be done in a few days unlike some of us.

#837: Author: roger, □ Posted: Mon Mar 03, 2008 1:34 am

#838: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Mar 03, 2008 3:20 am

Man, that's coming together beautifully. Here's a thought though....I'm half-thinking that you should not have sails on her, or if so, maybe they should be furled. I sure wouldn't want anything to take the focus away from the great work you have done on the deck. I'm thinking furled sails on a ship this well-built would be the picture of elegance. Do you guys agree, or am I just nuts?

To furl..or not to furl...That is the question.

Alan

#839: USS Syren Author: Alan Peters, Location: Riverview, New Brunswick □ Posted: Mon Mar 03, 2008 3:40 am

What more can I say. --- I really enjoying watching your Syren come to order.

Alan Peters

#840: Author: Chuck, Location: Rutherford ▯ Posted: Mon Mar 03, 2008 3:44 am

Alan

You are correct that sails furled, loosely and naturally would look fantastic. There's just one problem. I plain suck at sail making. There's an art to it I haven't been able to grasp. I have seen sails on many models. Most of them not to my liking at all. In fact as you suggested, I think in the end they ruined an otherwise incredible model. That is my main reason. But my other is the fact that I wanted this build to more about the learning curve. Learning the basics and having everyone discuss their techniques for doing a certain feature so we can have a comparison. I think the sails would bring everyone too far in the experimentation realm. I am going to concentrate more on the rigging without sails and making sure that it is all there. Or most of it anyway. I will not be serving and parceling and doing eye splices. Just plain and simple rigging with an eye towards completeness and cleanliness.

MAYBE on the next one. This one is a stepping stone type of project. Hell I cannot even decide on what to paint on this model. Producing sails would tip me over the edge. So many choices there. Just thinking about it makes me want pour another glass of wine.

#841: Author: knightyo, Location: Meridian, Idaho ▯ Posted: Mon Mar 03, 2008 4:13 am

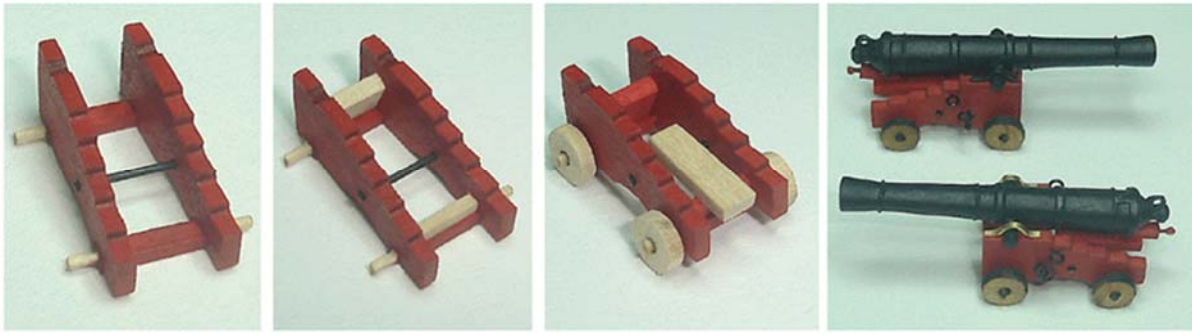
Excellent. I was hoping that would be your response. Sails on models almost seem to me like figures on models. In some cases, they add to the overall effect of the model, but the majority of the time, they seem to detract from the authenticity of the model.

#842: Author: Chuck, Location: Rutherford ▯ Posted: Mon Mar 03, 2008 4:18 am

I know my limitations well. I would never make sail making something I could ever pretend to teach in this type of open forum. I think I will wait until someone more knowledgeable on that subject does so on their model and documents the process so I can say "Hey I think I can do that". I will need to be taken by the hand on that one. Maybe on a small schooner first.

#843: Author: Chuck, Location: Rutherford ▯ Posted: Tue Mar 04, 2008 4:28 pm

Here is a picture of the build progress of the gun carriages in chronological order. All of the templates needed are on the inboard plan.



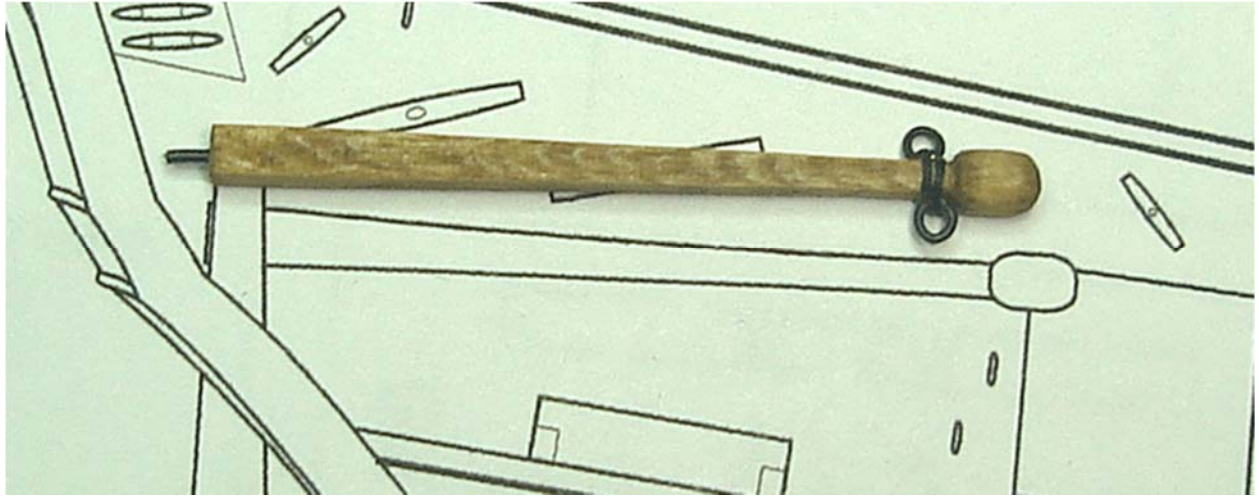
#844: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Tue Mar 04, 2008 6:38 pm

Very nice guns Chuck. On the sails, why don't you make a made up mast. Like that young man who made that mast display and practice making sails. If I remember right - yeah right - there was a display of how the Russians made their sails. I believe it was a kind of Muslim. And I know there must be something out there on the net. I'll go looking.

Don

#845: Author: Chuck, Location: Rutherford 📍 Posted: Tue Mar 04, 2008 8:19 pm

—
I may do just that ZZ someday but definitely not on this project. I actually just finished the tiller and rigged it. I had to move the eyebolts along the waterway because I had them in the wrong position. I fixed the plans to reflect this. All in all it worked out well. The blocks are once again all hooked to eyebolts. They needed to be able to remove this rigging without much trouble for many reasons. Most models do not show this. Eye bolts were lashed to the tiller so the blocks, all single $3/32$ ", could be hooked as shown. Wrap the rigging nine times around the wheels barrel and then rig it up to the other side. It is a little tricky but could be done easier if you do one side at a time. Two separate lengths of 0.008 tan rigging. Just wrap each one only 4 times around the drum and then duck the end underneath the drum with some glue where none will ever see it is not in one length. Repeat the process on the other side.





#846: Author: phrygian, Location: Kentucky □ Posted: Tue Mar 04, 2008 8:36 pm

Nice detailing on the tiller tackle much more convincing than on many models.

Using the stern guns and steering must have been quite an experience!

Bob H

#847: Author: UweK, Location: Munich and Vienna □ Posted: Tue Mar 04, 2008 8:38 pm

Your Syren is looking with every day much better with all these details.

I have one question to the rope at the wheel - from the drum the rope is going directly in an angle to the sides. Would it not be in this way, that the rope is going from the drum first vertical down to a single block on the deck and then to the sides?

#848: Author: Chuck, Location: Rutherford □ Posted: Tue Mar 04, 2008 8:38 pm

If ever they were going to fire those stern chasers I would imagine they would unhook the tiller rigging.

Most models I see show them very close like this. It must have been difficult. I do know that these guns were not used very often.

#849: Author: Chuck, Location: Rutherford 📍 Posted: Tue Mar 04, 2008 8:46 pm

I have seen it rigged that way but I decided not to do that - too many blocks. I have counted no less than 5 ways to rig the tiller. Each one different especially in the way it works its way around and clear of that aft-most port. If some wished to rig it as you mentioned it would not be wrong. I have also seen it where the forward most blocks are actually about a foot away from the waterway and not on the waterway as I rigged it. Go figure. There are a lot of choices. The main thing here is to keep that last port open in cast it was needed.

#850: Author: Jim Lad, Location: Sydney 📍 Posted: Tue Mar 04, 2008 8:48 pm

If they unrigged the tiller, surely the ship would be instantly uncontrollable! To have stern chasers where they are must have called for some nice judgment in the length of the tiller and the necessary allowance for the recoil of the guns. Lots of fun if you got it wrong!

John

#851: Author: bobballin, Location: Sandy, Oregon 📍 Posted: Tue Mar 04, 2008 9:26 pm

Three questions:

1) Did you lash rings to the tiller? It appears that they might be rings lashed with a couple of turns of line, but you describe eyebolts.

2) Not to be picky...and please correct me if I'm wrong. If you tried to make the wheel operate the way you have it rigged, wouldn't both tiller lines be pulling against each other? I looked and looked at that and twisted my hands 19 different ways and finally got out a piece of dowel and wrapped a piece of string around it to see how this works. In order for a continuous line to work in that configuration, I think the line would have to be wrapped around the wheel drum with the ends coming off the top of the drum. Further, if you have the ends coming off the bottom of the drum, the wheel and tiller would be working in opposite directions. Turn the wheel left and the tiller would move so the ship turns right (or port and starboard, if you will). And as a final thought on this, there is no way to wrap a continuous line around a cylinder and have one end come out on top and the other on the bottom when they are exiting the cylinder on opposite sides. Not trying to be a smarty-pants here. I just looked at that and my brain went, "TILT!"

3) Do you ever sleep? You accomplish more in 24 hours on this ship than I accomplish in two weeks...and I'm retired!

#852: Author: Chuck, Location: Rutherford  **Posted: Tue Mar 04, 2008 10:46 pm**

Bob

You are correct they are split rings lashed to the tiller first. You are also correct about the line wrapped around the drum. Do not tell anyone. I am seriously dyslexic when I do things like this. The same is true when I do the rigging. So look at my photos carefully. I had planned on redoing it. But I wanted to see if anyone noticed. It is good trivia. It is almost like playing a little joke on the viewer.

Personally, I think it is kind of funny. You see when I rigged one half I was on one side of the model and then I flipped over to the other side and lost sight of my orientation.

Just goes to show you. I was wondering if anyone would notice. You win a gold star.

#853: Author: bobbollin, Location: Sandy, Oregon  **Posted: Tue Mar 04, 2008 11:02 pm**

I can relate. You should see all the diagrams with little arrows on them I had to draw here to try to figure that one out!

I have learned to tie a bowline about 835 times in my life and to this day I can't remember how to do it. I know...I know...the rabbit goes down the hole or around the tree or something like that...

#854: Author: ccoyle, Location: Mariposa, California  **Posted: Tue Mar 04, 2008 11:23 pm**

I'm not an expert, but wouldn't the stern chasers be fired mostly while the ship was being chased? Unhooking the tiller ropes would definitely be hazardous in that case. However, judging from the photos, the guns would not have to recoil far in order to fit a flexible rammer down the bore. The outward slant of the transom keeps the gun carriages well inboard to begin with.

#855: Author: Chuck, Location: Rutherford  **Posted: Wed Mar 05, 2008 1:46 am**

Yes, you guys are all correct but short of sailing on the ship myself I have no idea how they would do it. But, there is one configuration I almost used for the tiller ropes. At the last minute I decided against it only because I had never seen it before. This would be to have the eyebolts not in the waterway but above the gunports (up high on the bulwarks). This would essentially put the tiller rope above the breech of the long guns and make the recoil of no consequence. If you look at my photo again I would simply raise the eyebolts straight up from where they are positioned now BUT only about 1/16" below the caprail. This is actually how Lightly has it on his model. But he also omits the binnacle and has a ridiculously long tiller that wouldn't interfere with guns recoil. If you folks think this might be acceptable I would be willing to adjust the model at this point.

I decided to go with what was shown on the contemporary model of a cruiser class brig. I believe some folks even think the rigging is original to the model. You can see how this brig is even more confined

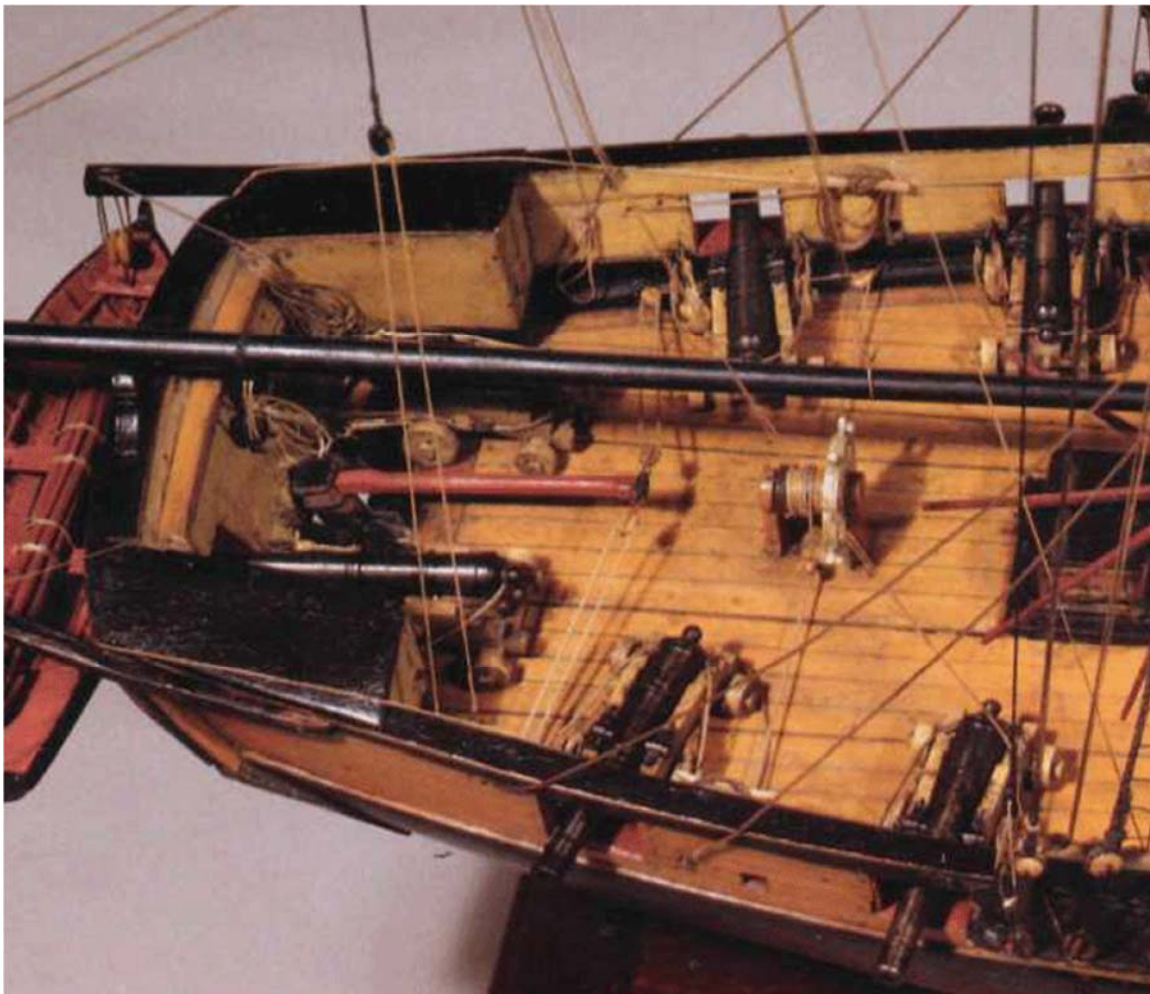
with those stern chasers than the Syren. Go figure. But look at how the tiller rope is set up with the same configuration around that aft-most port. That is what clinched it for me. But Uwe was correct in pointing out the additional block under the ship's wheel which I decided to omit.

Now I have also read (with a grain of salt) that the tiller ropes on smaller vessels would in fact be unhooked while firing these guns. The tiller would be controlled by using the rudder pendants. I cannot find where I read that but it sounds feasible.

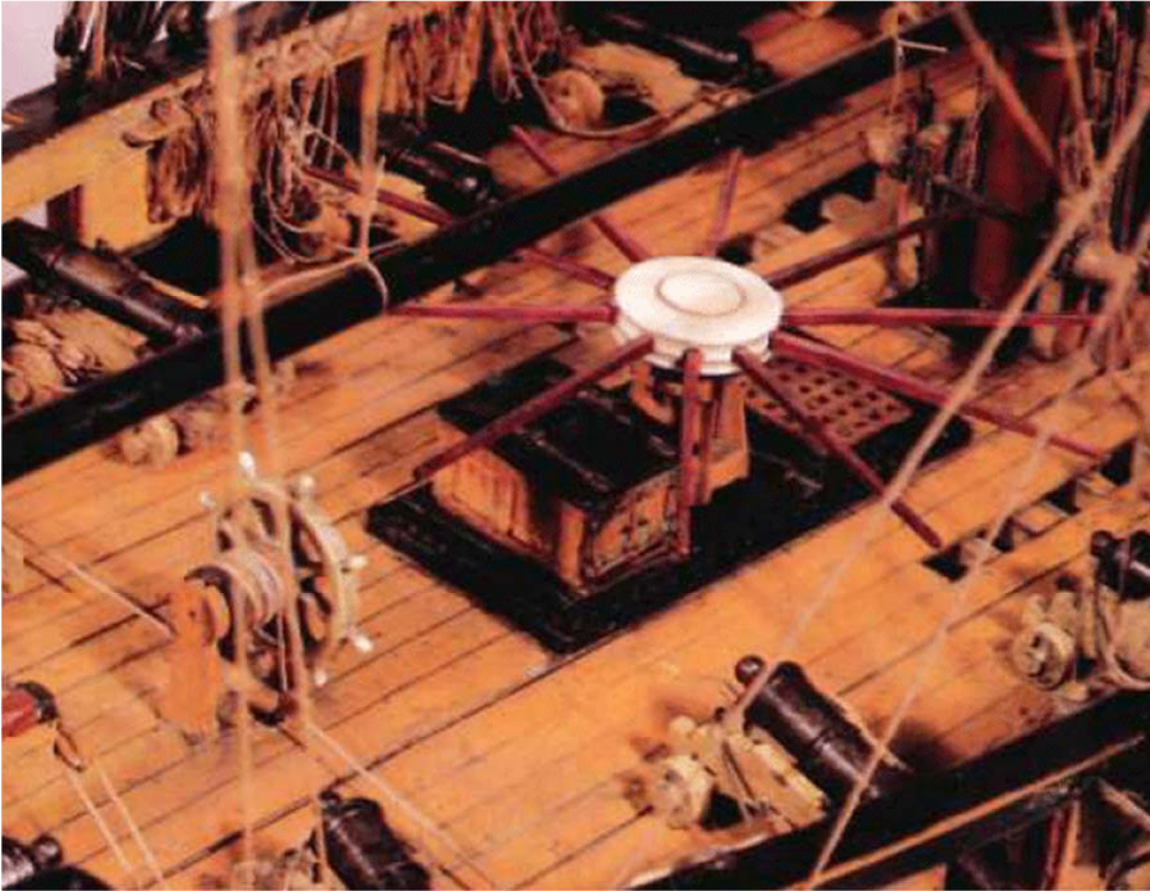
I would appreciate any comments on how this would have been configured. Or do we just have a lot of comments on how it should not be configured. That seems to be much easier to come up with. Otherwise I will stick with it as is. Good topic to discuss by the way.

And I do not mean to sound defensive I am just trying to pull some alternative ideas out of folks which you might be able to support with some research, drawings or photos.

Tiler Cruizer:



Cruizer Capstan:



Tiller Rigged:



#856: Comment Author: freewheelinguy, Location: Aston, PA ▣ Posted: Wed Mar 05, 2008 1:56 am

I'm with Bob on his third question. You must have a great passion for this hobby. Great work, even if it's not totally accurate.

#857: Author: Chuck, Location: Rutherford ▣ Posted: Wed Mar 05, 2008 2:14 am

I am going to fix that little error tomorrow. But as far as accuracy is concerned I think it pretty damn accurate. There are a lot of choices yes but i haven't chose any that were not based on A LOT of research. The pictures I just posted are from a 20 year old article on a contemporary model of the cruiser class brig. Some folks even contend that rigging may be original to the period although added later than the original model was created. That is pretty convincing evidence in my eyes for how close the tiller ropes actually were on these small very confined ships. I have a lot more pictures and sources also, but none as convincing. For example, the Lexington model by August Crabtree is set up with the tiller ropes just as close to the stern ports although the configuration of the ropes is different. He did not have to contend with that last gun port as it is shown in the cruiser model photos I posted. The brig he built did not have any.

#858: comment Author: freewheelinguy, Location: Aston, PA □ Posted: Wed Mar 05, 2008 3:12 am

Hopefully, you didn't take my comment seriously just trying to give a light hearted comment. The accuracy I was referring to was Bob's comment on the over and under running of the line on the wheel drum. I'm the last person who would make a comment about accuracy. I just follow and accept the information that's given to me. People get different things out of this hobby. For me, I just want to spend my time building. The accuracy isn't a high priority to me, although I do try to make logical decisions.

It is truly impressive that you can accomplish as much as you do on your build and on top of that adding all the research to justify your choices.

I apologize, if my comment has offended you.

#859: Author: Chuck, Location: Rutherford □ Posted: Wed Mar 05, 2008 3:30 am

No not at all. I was not offended. I am having fun. In fact I laughed when I read it. I knew what you were referring to. AND I am happy you are enjoying the build as much as I am. No offense in the slightest really. I just wanted to make sure (because sometimes I forget) to let you folks know why I chose certain features over others. I could not care less if folks agree or not. I am just having so much fun. Believe it or not I think the same things as everyone else but then dig myself in the books to find out what is what.

Do not worry really... it was just that I attached my comments to the response you posted and it really was not directed as part of it. I was still thinking out loud so to speak.

#860: Author: Jim Lad, Location: Sydney □ Posted: Wed Mar 05, 2008 6:09 am

I didn't mean to sound picky, even though I've trained long and hard at it and could win prizes!

Your tiller ropes look pretty right to me - I can't see them as being up near the cap rail.

I think the two questions are:

1. How far did these guns recoil? There is a bit of space when they are run out - maybe it's nearly enough anyway.
2. Was that after port each side ever used for a gun? If not, the tiller ropes could come quite a way forward; if they were used, there could still be room to squeeze those tiller ropes a little further forward and still allow room for a gun at the after ports and give a little more space for the stern chaser recoil.

An interesting question all round.

By the way, I hope the crew of that other model remembers to move their boat before firing the stern chasers.

John

#861: Author: Ushant, Location: Wuppertal ▣ Posted: Wed Mar 05, 2008 8:57 am

I have to admit I got hooked on Syren since I have been following your log. Though my current project is far from being finished, I will probably go for Syren one day.

The NMM in Greenwich has a model of a Cruizer-class brig in the online collection. It is the very same that Petrejus is featuring. On these pictures the wheel is located just abreast the last port and the tiller rope could be lead to the bulwarks without messing up with the guns. Unfortunately, the available pictures do not show the whole arrangement very clearly. I guess that the tiller itself is somewhat shorter than Syren's and/or the wheel stands closer to the tiller.

If guns had to be used as stern chasers, there is hardly any space in this confined area. I guess they would have removed the ladder to the quarter deck platform and the tiller rope. Even then it looks difficult. Looks like they preferred using the last port permanently.

Maybe someone has had the chance to see that model in London?

Ushant



#862: Author: Chuck, Location: Rutherford 📍 Posted: Wed Mar 05, 2008 2:23 pm

Yes, I have seen those pictures. That is a beautiful model. I agree that the tiller ropes there would pose the same problem. I think they must have had some way to make it work and the tiller ropes being so close is plausible. So I will leave them as is but fix my silly error later today. It does look good regardless and it will be interesting to see what other folks come up with. Thanks for the kind words. I love a good ship model discussion.

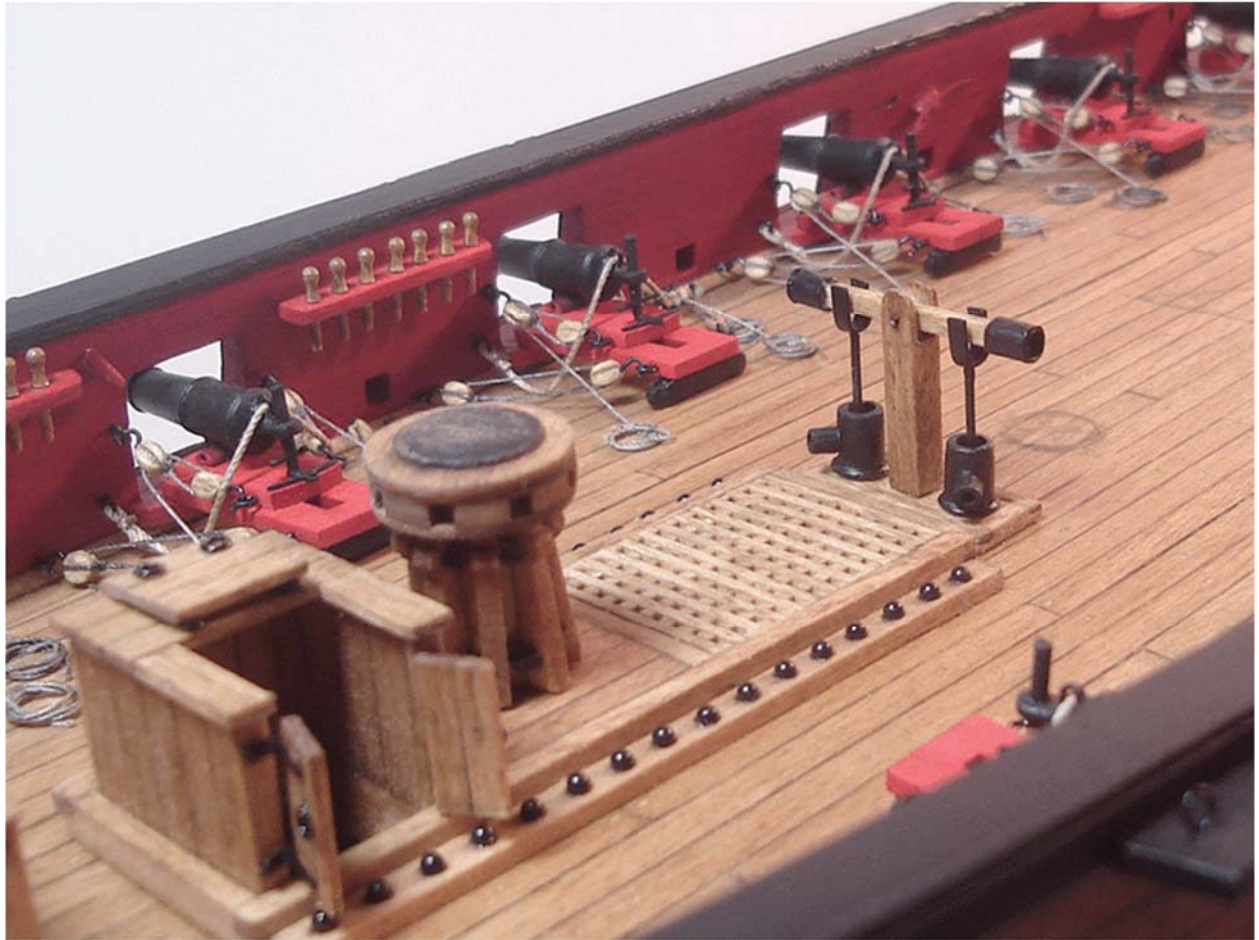
The pumps are next and rather than get stuck in a rut I will press on.

#863: Author: Chuck, Location: Rutherford 📍 Posted: Wed Mar 05, 2008 7:35 pm

Ok guys its back to work for me. Here are all of the elements for the pump. You could use brass tubing for the pump drums but that would be self-explanatory. If you do not have the right size brass tubing then you will probably want to use a wooden dowel. It still works very well when painted. I wrapped some 28 gauge wire around the base of the drum and then wiped on some Elmer's wood filler. This filled the grain up and i was able to wipe is smooth with my finger. Painted black it looks good. The other pieces are self-explanatory. The iron fitting on the ends of the handle is just paper. I wrapped it around a few times and then painted it black. You can see one side painted black. To create the lip on the outside edge I simply scraped some acrylic paint off the brunch so it pooled up along the edges of the paper. It created a nice uniform lip.

The platform was created the same way as the gratings. It has lap joints around a 3/16 x 1/16" wood strip. The coaming and platform in this instance is only 1/16" thick.

Brass strips are bent ready to be glued to the handle and then it will all be put together and stained. The center post is 1/8 x 1/8 and is filed out to accept the handle. I will insert a pin (28 gauge wire) through a hole in the post and then through the handle and back through the other lek of the post. It should look good. There are many ways to build one of these pumps but this uses easily found materials and requires no soldering. The other wire is 22 gauge wire which is inserted into the center of each pump drum and then glued to the bottom of the brass brackets you see there. It will make more sense after it is all put together.



#866: Author: hardingb, Location: Aurora, IL □ Posted: Wed Mar 05, 2008 10:15 pm

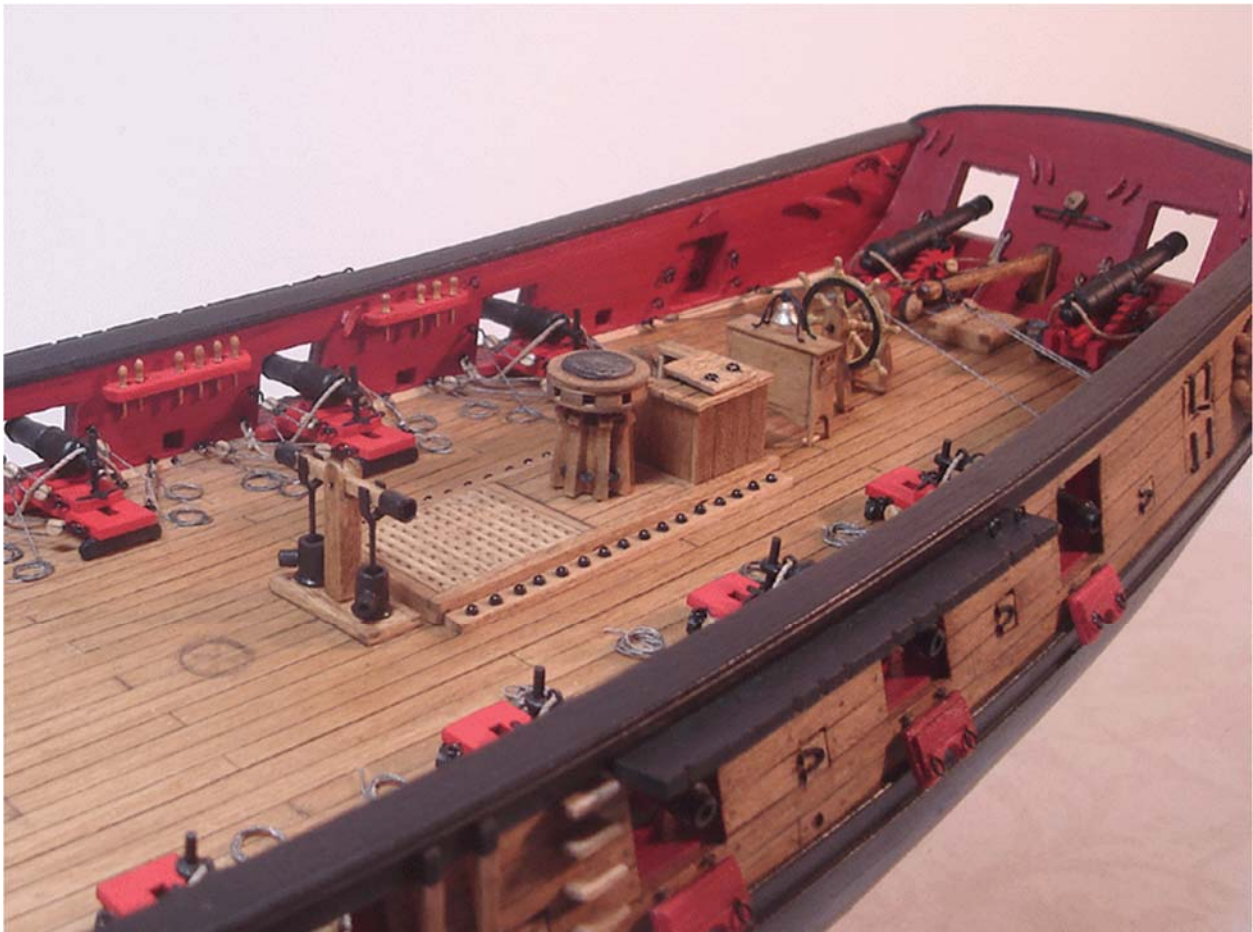
Would the pump outlets really be pointed in the general direction of the hatch gratings?

#867: Author: Chuck, Location: Rutherford □ Posted: Wed Mar 05, 2008 11:36 pm

Ben

You are so right. Man I tried to have a little fun after last night's dyslexic adventure with the tiller ropes. I took that picture before I actually glued her down on deck. I thought it would be fun to see if anyone noticed after I felt so silly. Man you found it quick

Here is the pump actually glued down correctly. Gold star for you and a free trip to Bermuda. By the way I actually had them wrong on the plans also but the moment I placed it on deck it hit me that I it should have been my other left. I have since updated all og the plan sheets.



#868: Author: bobbollin, Location: Sandy, Oregon □ Posted: Wed Mar 05, 2008 11:50 pm

Hey! Wait a minute!! Where's MY trip to Bermuda?? 😊

Seriously, it looks very good. Did you put hinge pins through the brass brackets and the pump handle, or is that just left as is? And what sort of glue did you use to attach the pump rods to the brass brackets?

I'll have to experiment with that bit about wiping the acrylic on the ends of the handle to make the lip. Clever idea...

Personally I think the dowel for the pump body looks best since these pumps were made out of hollowed logs anyhow, correct?

I'm a little confused about how you shaped the base of the pump logs as well. You mentioned wrapping 28 gauge wire around it. What did you do...build layer upon layer until you wound up with something approximating the flared look and then wipe wood filler over it to smooth it out? I ask because 28 gauge wire is pretty thin stuff and a single wrap or two or three wouldn't create much of a bump.

#869: Author: Chuck, Location: Rutherford ▯ Posted: Wed Mar 05, 2008 11:58 pm

Thanks Bob

I did not run a pin through for the brackets. Those I just glued onto the pump crossbar. What is important is that I glued them on before I glued the wire into position on the brackets. You see I place the wire in the pumps drums first and made sure they were of equal height and then the handle was lowered into position so the iron brackets met up with the wire. I drop of CA glue on the end of each wire and the bottom of the center post. Then I carefully lowered it into position. That small drop of CA was more than enough to hold the wire onto the brackets. It is pretty firm.

The pump drums were probably iron at this time. They do flare out at the bottom. So I wrapped some 28 gauge wire around it one time. Then wiping the wood filler on with my finger tapered the ring to the drum in a nice gradual way. No more hard angles. Almost like grouting the tile around your tub. You know how when you wipe it with your finger the bead of grout rounds to conform to the shape of your finger. It is hard to explain.

#870: Author: Chuck, Location: Rutherford ▯ Posted: Sat Mar 08, 2008 12:16 am

I am not sure if you folks prefer a cradle or pedestals to display your model. At any rate I went ahead and designed a cradle for the model. Templates have been loaded in the downloads area for those who want to replicate something similar.

Directions are listed on the template. Note in the last picture how the base timber is shorter than the previous photo. Once you have the stand completed you should shorten the length of the base timber (lack of a better word) until it is a length you like. It is a very simple stand. I actually edited the last picture to help me decide it is not cut yet and I am still trying to decide if I prefer the longer or shorter

look.

Also note how the stand is positioned along the hull. It is slightly forward because I want it to offset the long bowsprit with flying jibboom when it is cased up. I hope some of you might find it an attractive solution. I think the model will be somewhat heavy for the usual pedestals. Even if screwed into the keel it may put too much pressure on it and split.





#871: Author: phrygian, Location: Kentucky □ Posted: Sat Mar 08, 2008 12:32 am

Very nice, an elegant design and one which does not draw attention away from the ship.

Bob H

#872: Author: bobbollin, Location: Sandy, Oregon □ Posted: Sat Mar 08, 2008 1:22 am

Excellent design. I like it.

#873: Author: UweK, Location: Munich and Vienna □ Posted: Sat Mar 08, 2008 8:00 am

I fully agree with the statement.....very good design.

#874: Author: roger, 📍 Posted: Sat Mar 08, 2008 10:45 am

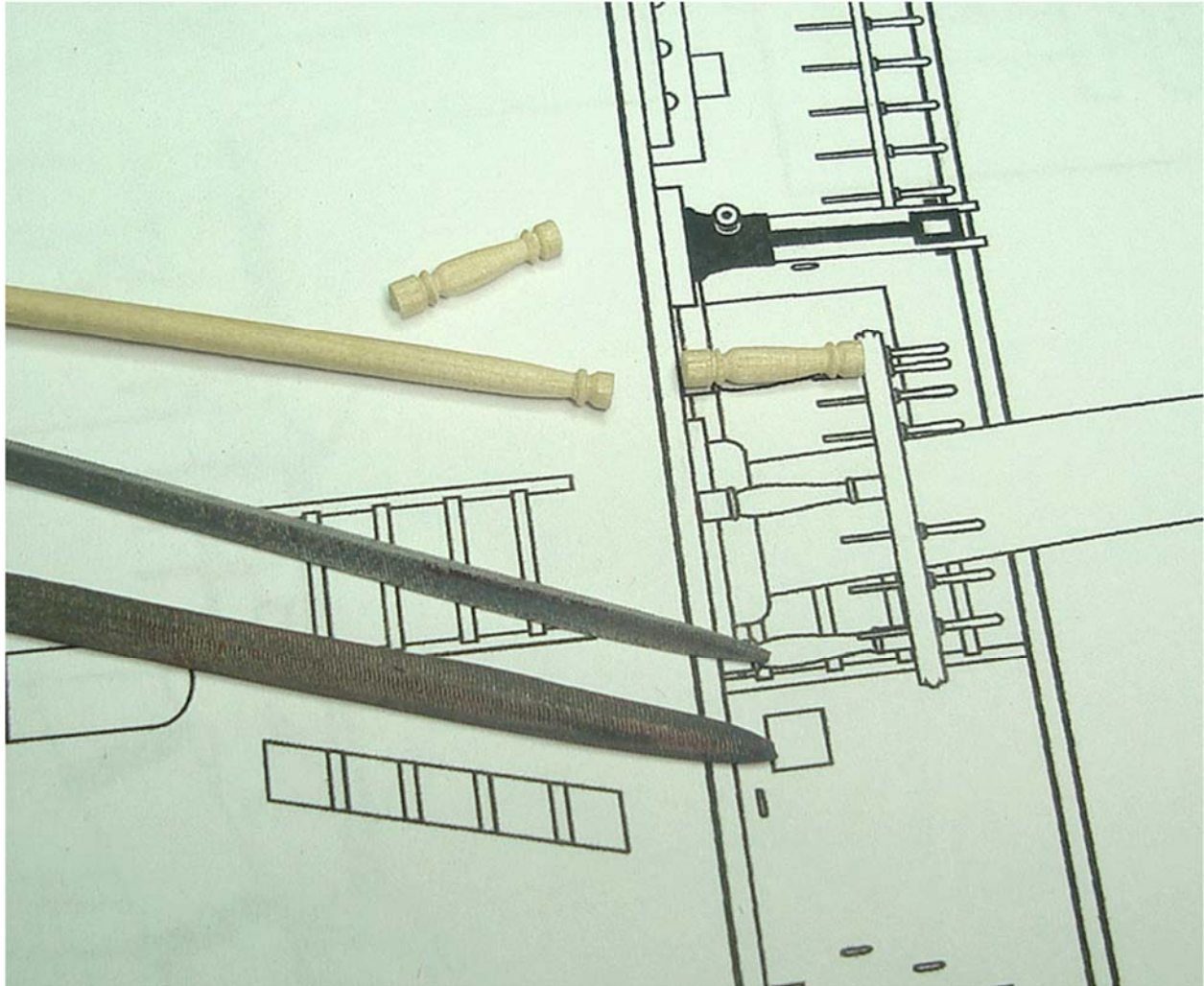
#875: Author: Chuck, Location: Rutherford 📍 Posted: Sat Mar 08, 2008 12:47 pm

Thanks guys. The cradle is very strong. They were fragile but once I added the support beams under each extension it firmed everything up nicely. You could change it easily by shortening them or making them slightly thicker. But they are strong enough in my opinion. I believe they are stronger than a pedestal which could possibly split the keel. I made my cradle first then drafted the templates. On the templates I did make them thicker and just tad shorter. They should be fine.

#876: Author: roger, 📍 Posted: Sat Mar 08, 2008 1:19 pm

#877: Author: Chuck, Location: Rutherford 📍 Posted: Mon Mar 10, 2008 12:25 am

Ok I took a break from those castings today to start shaping the stanchions for the main fife rail. You could chock them up in a drill and shape them. I instead went old school. We will only need six of them so I am just using some files and shaping them by twisting the dowel in my fingers as I work. It is not as fast but then again it is not a race. So I have almost three done and it took about 15 minutes.



#878: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Mar 10, 2008 12:55 am

You did those by HAND? You must not be a coffee drinker. Those really do look great. Are you going to paint or stain them?

Alan

#879: Author: Chuck, Location: Rutherford □ Posted: Mon Mar 10, 2008 1:05 am

Thanks Alan

I will be staining them. It is really not that hard to do. One of the decisions I am most happy to have ever made (initially because I am the cheapest guy you would ever meet) is to not use any type of power tools. I still do not own a lathe or thickness sander or many other power tools. It forced me over the years to learn how to carve and shape everything by hand using only files and sharp Exacto blades. I am so glad about that. Those skills or something you will pick up a lot quicker if you do not have all those

tools.

So far the only power tool I used on Syren was the scroll saw. I think I may have used a rotary tool once just to speed up the sanding of a few items.

#880: Author: bobbollin, Location: Sandy, Oregon □ Posted: Mon Mar 10, 2008 1:52 am

You are either not a coffee drinker, as Alan suggests, or you drink GALLONS of the stuff! The speed and accuracy with which you produce these parts never ceases to amaze me. When I get to this point, I will try that method. The stanchions look great!

My progress on the Syren has been stalled the past couple of weeks because I am working on my AVS build. I'm having trouble shifting gears between the two, but hope to switch back over to the Syren this week.

#881: looking good Author: dr_hemlock2, Location: rushville, indiana □ Posted: Mon Mar 10, 2008 3:20 am

I have been working on my MOAJ (mother of All Jigs) sucker liked to have killed me but it think i got it licked, time soon to start slotting the bulkheads. I am going to be buying some power tools as without them I am at a loss. I am becoming very good at using them so i feel confident on using them on the "Syren". i have a lot to do and more time to do it thank the gods.

I like the cradle and will soon download the template i know i will use it for sure.

doc

#882: Cradle Author: Russ M, Location: Atlanta □ Posted: Mon Mar 10, 2008 12:20 pm

What kind of wood did you use for your cradle?

Russ Mersereau

#883: Author: Chuck, Location: Rutherford □ Posted: Mon Mar 10, 2008 1:30 pm

Just Basswood like everything else. But any wood could be used.

#884: Author: Wolf224, □ Posted: Mon Mar 10, 2008 6:11 pm

Wow, the stanchions look well detailed, how long are they??

#885: Author: Chuck, Location: Rutherford □ Posted: Mon Mar 10, 2008 6:48 pm

—

To tell you the truth I do not know - about 7/16" long. The actual stanchions would be about 2'6" high with a 3" thick rail on top of them. The model stanchions are made from a 1/16" diameter dowel.

#886: post subject Author: davyboy, Location: Binningen. □ Posted: Tue Mar 11, 2008 11:10 pm

#887: Author: Chuck, Location: Rutherford □ Posted: Tue Mar 11, 2008 11:33 pm

#888: Author: Chuck, Location: Rutherford □ Posted: Wed Mar 12, 2008 7:35 pm

Does this make sense? I want to make sure it reads clearly before I commit to putting it in the practicum. There are a lot of parts and steps for completing the pumps. Do not worry about the spelling and grammar yet as I have not edited it.

The Pumps – Components for the pumps are shown in the photo provided. Each component is best shaped ahead of time so the entire unit can be assembled at one time. It should be noted that the pump sits on top of a platform that is constructed much like the hatch coamings earlier. This time the coamings are constructed using 1/16" x 1/16" strips. The coaming for the pump is not as tall as those you made for the hatches. See the inboard plan for details. You can create lap joints at the corners. This frame is built around a 3/16" x 1/16" wood strip cut to length. You can see the finished platform in the same photo.

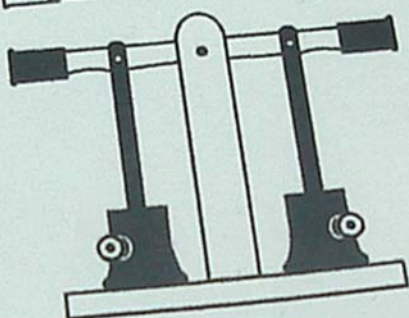
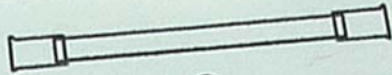
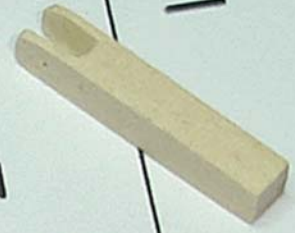
The pump drums are made by cutting a 1/8" diameter dowel to length. Drill the top of the dowel so the drum looks like a hollow pipe. Start by drilling a small hole about 1/16" wide. Then switch to a larger bit and drill the final sized hole. This hole does not have to be drilled straight through the drum. They will be painted black and it would be difficult to tell if they are or not. These drums can also be made using the appropriate sized brass or styrene tubes. You can see on the plans that the drums taper from a wider base and this can be easily replicated on our model. Simply wrap some 28 gauge wire around the base of the drum and secure it with some glue. This won't create the gradual taper so you will need to apply some wood filler around this rim with your finger. It will settle along the top of the wire to form the gradual taper needed. To finish off the drum add a smaller dowel for the pump spout and drill a tiny hole into the end for realism. Once this is completed the drums can both be painted black. You can see in the photo that one of the pre-assembled drums has not been painted yet. This was left unpainted to show you how they look prior to painting. You can see the black wire around its base.

The center post for the pump is shaped using a 1/8" x 1/8" basswood strip. The top is rounded off as shown and the center filed down to form the slot for the pumps crossbar. A hole is drilled through the sides of the slot because a pin will secure the crossbar in position later. It is best to drill the hole before you file the slot since the post will be less fragile at that time. Glue the post to the center of the pump platform when it's finished. The two pump drums can also be glued into position on both sides of the post.

The pump's crossbar is made by cutting a 1/16" x 1/16" strip to length. Both ends of the crossbar have metal bands/sleeves used to insert the portable handles for the pump's operation. These sleeves are made by wrapping a paper strip around the end of the crossbar. Paint them black afterwards. You can see them in the photo provided. One sleeve was not painted so you can see how it looks. Heavier paper was used. Drill a hole through the center of the crossbar to finish it off.

Temporarily pin the crossbar into position on the support post using some 28 gauge black wire. Mark the locations on the crossbar for the locations of the iron brackets. They should be positioned directly above each pump drum. Remove the cross bar. The brackets are made by bending a brass strip (3/64" wide) as shown in the photo. Drill a tiny hole through the underside of these brackets. Paint the brackets black and glue them onto the crossbar. Temporarily pin the crossbar back onto the support post when it is finished. The final pieces needed to complete the pump are the two pump rods that extend from the brackets into each pump drum. Measure two lengths of 22 gauge black wire so that after they are inserted into pre-drilled holes on the bottom of the pump drums, they are long enough to also extend through the holes you made on the bottom of the pump brackets. Remove the crossbar and glue them into the pump drums. Then reinstall the cross bar by lowering it into the slot. Be careful to insert both wires into the holes on the underside of each bracket as you lower it into position. Insert the crossbar pin to lock the whole pump assembly together.

Pump Construction





#889: Author: zeldazork, Location: Omaha, Nebraska **Posted: Wed Mar 12, 2008 7:53 pm**

That seems clear and straight forward to me Chuck.

Don

#890: Author: Chuck, Location: Rutherford **Posted: Wed Mar 12, 2008 8:00 pm**

Thanks Don

It isn't Shakespeare that is for sure. Sometimes I find writing these sections harder than usual. I find the need to bounce it off folks for clarity.

#891: Author: zeldazork, Location: Omaha, Nebraska **Posted: Wed Mar 12, 2008 8:08 pm**

Always glad to be of help. I must say too that your practicum is outstanding too. Very clear, good pictures (which I like) and it doesn't or isn't filled with extra verbiage. It is on point and covers everything well. Good work. There are usually two places where people fail in these things and that is one they keep on and on and two they assume you should already know everything about all builds so

they say almost nothing.

Don (I could go on but there is no point)

#892: Author: phrygian, Location: Kentucky ▯ Posted: Wed Mar 12, 2008 11:59 pm

I agree that it reads fine and the illustrations certainly make it clear ("A picture is worth ...")

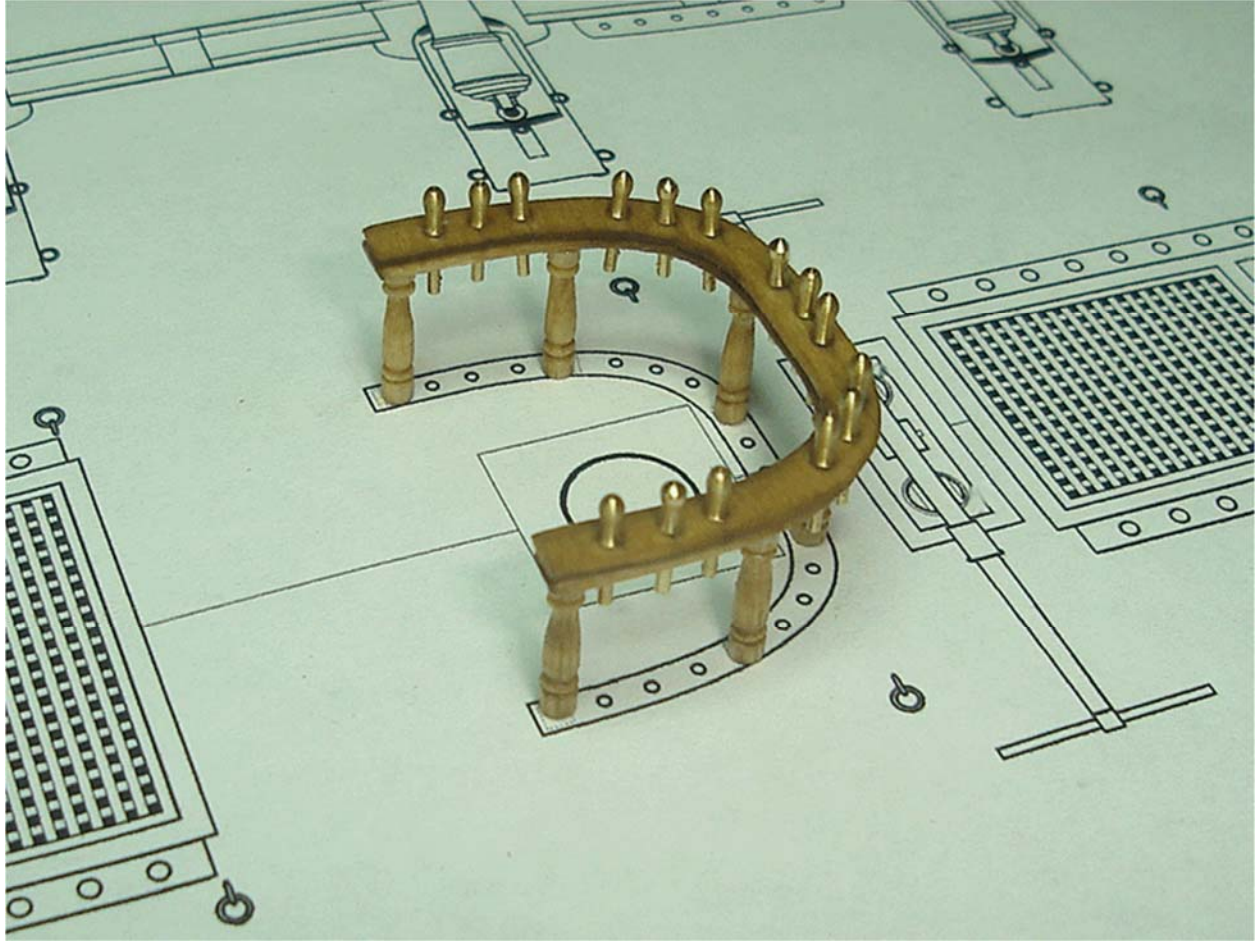
bob h

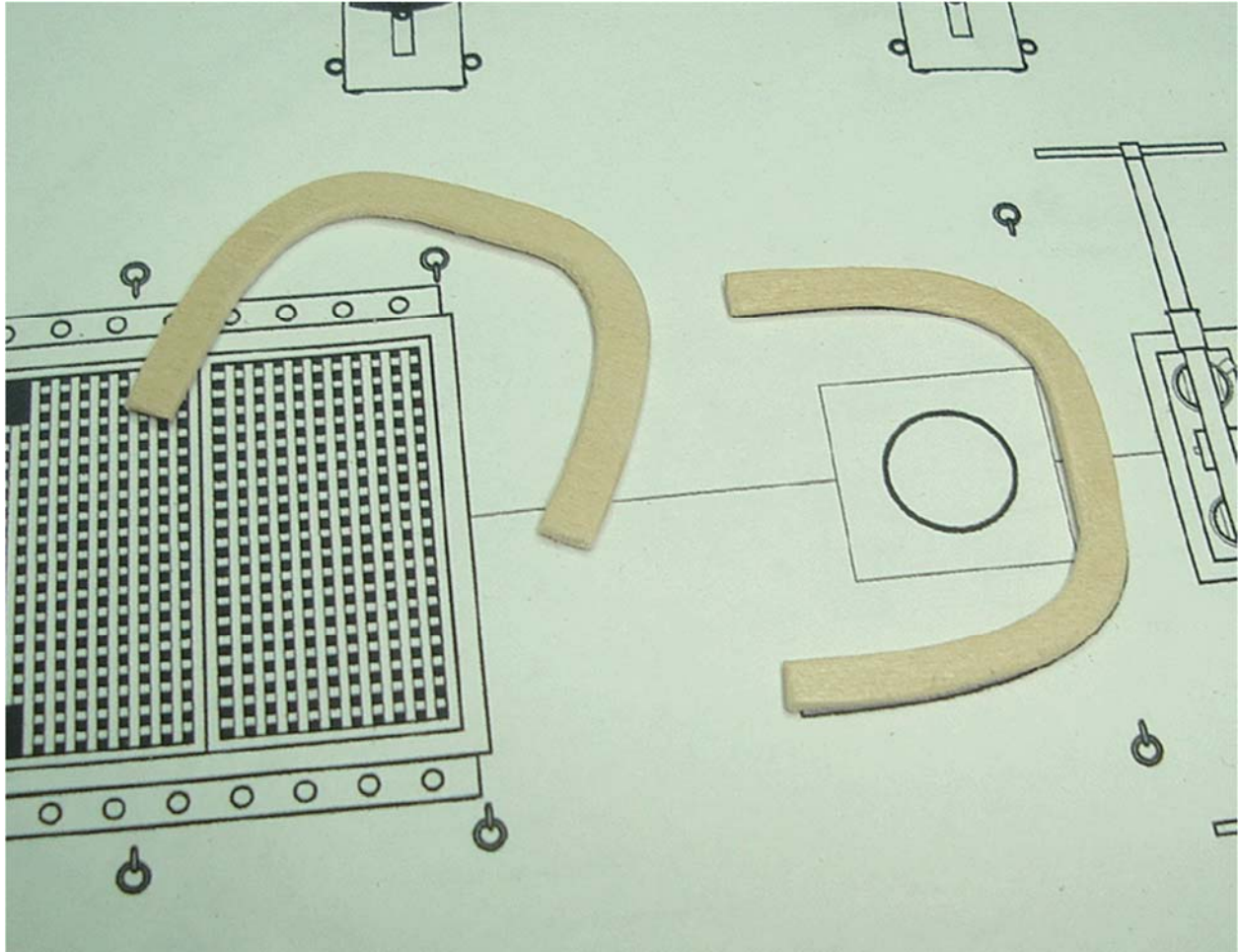
#893: Author: bobbollin, Location: Sandy, Oregon ▯ Posted: Thu Mar 13, 2008 12:19 am

Makes sense to me, Chuck. It all follows in a logical sequence. You forgot to include the bit about using the acrylic paint to make the little flare on the pump handles, but that's easily fixed. Looks good with your usual excellent photos, which I agree makes your practicum stand out.

#894: Author: Chuck, Location: Rutherford ▯ Posted: Sat Mar 15, 2008 7:06 pm

The top for the fife rail was made using TWO 1/32" thick copies of the rail. This rail will need to be strong. Once the rigging is started the tensions in the lines may split it. So each rail is a duplicate, but the grain was turned on the second piece so it would run perpendicular to the grain on the first. After they were glued together on top of one another it becomes quite strong. Almost like plywood. You can round the edges of each piece before you glue them together so afterward the rail has a nice double-molded edge. The holes are drilled after the two pieces are glued together. You must still be very careful not to split it. Then the stanchions were glued into position. I still have to paint the belaying pins but that is an easy task.





#895: Author: knightyo, Location: Meridian, Idaho □ Posted: Sat Mar 15, 2008 7:13 pm

It's kind of funny. I've never really realized just how much "stuff" was on the deck of a ship until this build.

I wonder if applying varathane varnish to the fife rail and then covering with a matte finish would give it even more strength?

Alan

#896: SRYEN fife rail Author: samueljr, Location: New York State □ Posted: Sat Mar 15, 2008 11:10 pm

How did you cut the original rough shape of the rail out?

Is it plywood or bass?

Did you drill the belaying pin holes first so there was more material for additional strength?

Sam

#897: Author: Chuck, Location: Rutherford  **Posted: Sun Mar 16, 2008 12:03 am**

Thanks Sam

I just freehanded it with a hobby knife. I traced it onto a 1/32" thick sheet of basswood. Alternating the grain with each one. Once they were glued together then I drilled the holes for the pins. I did not drill the holes first because it would have been easier and stronger, BUT when you go to cut it out of the sheet it would split along the drilled holes. So I left it to last.

Oh I added a platform of 1/32" x 1/8" strips and drilled the hole for the main mast tenon. You can see it in the photo. If I had to do it all over again after seeing these pictures I would have sanded the two sandwiched halves even thinner. The top rail looks a little thick. But hopefully it will add some strength. You will not see most of it anyway since it will be filled up with rope coils.





#898: SYREN Mast Platform Author: samueljr, Location: New York State □ Posted: Sun Mar 16, 2008 2:02 pm

What's with the mast platform? I cannot recall having seen that before?

What purpose would it have served?

Sam

#899: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 16, 2008 2:48 pm

—

I am not totally sure what the purpose was. Here is a shot of Longridge's Victory and another shot of a later ship at Mystic. Sometimes a ship's deck planking was made thicker down the center of the deck. I am looking for some pictures. At other times a small built up pad like I have made was created. At other times you would see no such animal. It is an optional feature which I will explain in the practicum. See these pictures all be them small, you can see the details. It is a personal decision to add it. There is also a shot (not a good one) of the Vixen model in the Navy museum. These were not the focal points of these pictures but you get the idea. The mast coats and wedges were on top of these. It is interesting. Niagara does not have them. Notice in some of these pictures how the eyebolts for the rigging around the mast are secured in this thicker stuff.





#900: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 16, 2008 3:03 pm

Here is a drawing of a cruiser class brig from the Petrejus book on building the Irene. It shows the thicker stuff around the mast as well. Maybe someone else can comment about why it appears on some ships and not others. I thought it a nice detail to add.

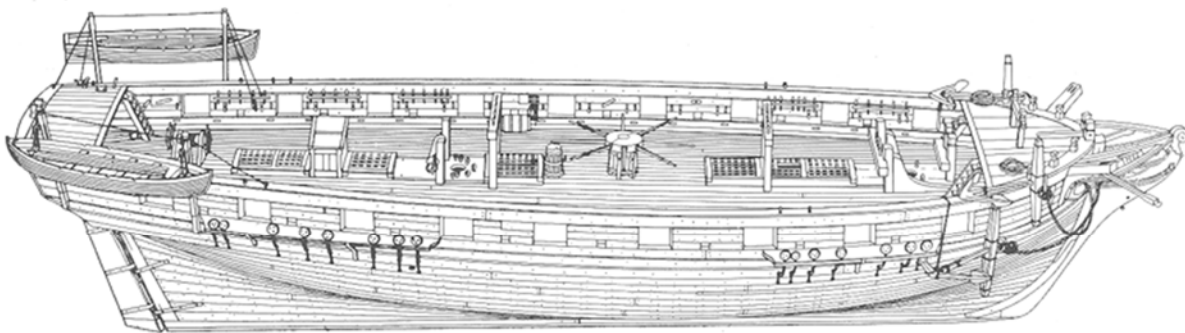


Fig. 127. Brig-of-war of the Cruiser-class (National Maritime Museum, Greenwich).

#901: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Sun Mar 16, 2008 10:06 pm

I think I would find that guy who is responsible for not scraping that rust of the white mast collar and flog him

#902: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Mar 17, 2008 1:39 am

I've been away for a couple of days and you have been very busy. I love what you have done so far it really looks great.

I don't know why the decks are built up like you did but on the Constitution at the rear mast and ships wheel it is also like that. I don't have a historical picture right now but this is how the Constitution looks. Also it is not that way at all masts. Just the one mast. Don't have a clue why though.



#903: Author: coater87, Location: wisconsin □ Posted: Mon Mar 17, 2008 3:38 am

I think the reason for the raised portion of the deck may have been kind of a two-fold thing.

One reason may have been to protect the mast coat from abrasion-like holly stoning or other things banging into it.

Another reason may have been to protect the mast coat/wedges/partners from normal deck water. Kind of give the scuppers a chance to rid the deck of water before it had a chance to seep in. From there it would have worked clear down to the mast step.

As far as why some do and some do not, could come down to the builder. And why some have one here, but not there-could come down to a partial refit being done.

Maybe someone can look into this a little further and make sure I am not completely off track.

Lee

#904: Author: Chuck, Location: Rutherford ▢ Posted: Tue Mar 18, 2008 12:16 am

Thanks Lee. That makes complete sense. But what throws it all into being just a personal choice is the fact that in the US at this time there were no rigid standards similar to what the royal Navy had. Whatever each ship builder decided based on what they were used to doing in the yard is how they built these ships. Philadelphia built very differently than Boston or Salem or Baltimore or New York. It still makes for a nice feature.

What is really good is the fact that you do not have dwell on such details. I am moving persistently ahead and making more progress. Ladders and main hatch. And by the end of next week I hope to have all of the deck fittings completed and move onto the details on the cap rail.

OH yeah I almost forgot. Good call on convincing me not to pain any more deck fittings red. I think it looks fine as it is shown in the photo below. Thanks for that.

I will be showing the model at the end of April at the Northeast Joint Clubs Conference in Connecticut. I hope some folks will make the conference this year. It will be at the Port 'N Starboard Conference Center, Ocean Beach Park, New London, CT. Last year there were about 80 models and 125 attendees. I will also be doing a demo on sculpting ship carvings and making molds with Sculpey.



#905: Author: bobbollin, Location: Sandy, Oregon □ Posted: Tue Mar 18, 2008 12:48 am

I think you are right, Chuck. The red sleds for the carronades and the black accents on the capstan and the cannon balls and the little brass bell, etc. are all that you really need to make this a very attractive ship.

It is beautiful the way it is.

#906: Author: coater87, Location: wisconsin □ Posted: Tue Mar 18, 2008 1:07 am

There is no "wince factor" in that shot Chuck! That is how it should look-great lines and a clean display.

It would be great to look over in person. I am sure there will be some lucky MSW members who will be able to make it. Hope someone takes a camera (hint-hint).

And I agree completely, some of the most interesting ships/models are those that have some flexibility because there were no "hard" rules. Like you said, America is a perfect example of this-every yard and builder with a different background and different ways building ships under one flag. Definitely adds another interesting facet to a ship model - especially American ships!

Lee

#907: Author: Randy, Location: Atlanta GA □ Posted: Tue Mar 18, 2008 2:17 am

#908: Author: idesignsb, Location: Attleboro, Ma. 📅 Posted: Tue Mar 18, 2008 2:50 am

#909: Author: Chuck, Location: Rutherford 📅 Posted: Tue Mar 18, 2008 8:25 pm

Thanks guys. The encouragement really helps keep me motivated. The joint clubs conference will be held on April 26th at the Port 'N Starboard Conference Center, Ocean Beach Park, New London, CT. It is early about 9 am I believe. I usually drive up the night before and relax while staying in a nearby hotel. Maybe even hit a casino or two. For those that do not know, this conference is held for I believe 9 ship modeling clubs up and down the northeast coast. All members from those clubs get together to show their models and talk and hold a few workshops. It is also a way they get some money to keep going. It is 35 bucks if you want lunch. There are 5 workshops or mini talks as I like to call them.

Making silkspan sails
Rope making
Using Sculpey (thats me)
Tapering spars
Making treenails

and there will probably be a few more added later as we get closer.

Anyone interested should contact Nic Damuck @ 860-873-4663
E-mail: ndamuck.ctxct@sbcglobal.net for a registration form.

#910: Author: ccoyle, Location: Mariposa, California 📅 Posted: Tue Mar 18, 2008 10:36 pm

The one thing I miss most about living in Southern California is access to my local modeling club, the Ship Modelers Association. I live almost seven hours away now, so it's not really 'local' anymore. Have fun at your conference! Your model is a beaut, and I know it will create a buzz.

#911: syren build Author: frankj111, Location: virginia 📅 Posted: Thu Mar 20, 2008 3:27 am

Hi Chuck, I cannot seem to find a side view of the badge. I know I am not that far along in the build but i am thinking about how I am to make it.

Frank

#912: Author: bobbollin, Location: Sandy, Oregon 📅 Posted: Thu Mar 20, 2008 6:12 am


Hi Frank,

The side view of the badge is on Sheet 1 of the plans. There are also some good photos in Chapter 9 of the practicum which will give you an idea as to the depth as well as some of the details.

#913: Author: Chuck, Location: Rutherford  **Posted: Fri Mar 21, 2008 5:40 pm**

Maybe this would help some. Badge details. I think this is actually added to the end of that chapter as well.

<http://passaro.stage.thomasnet.com/Asset/qbadges.pdf>

#914: Author: bobbollin, Location: Sandy, Oregon  **Posted: Fri Mar 21, 2008 8:25 pm**

Hmmm...

Must be something you've added since mid-December when I downloaded that chapter. But thanks, Chuck! That'll help!

#915: Author: allanyed, Location: New Jersey  **Posted: Fri Mar 21, 2008 9:14 pm**

I have never ever been a fan of the red paint on models and I yes, know this has been done for hundreds of years. YOUR red shade I happen to like, a lot! What shade/brand? Or is it a custom mix of your own? My apologies if this was posted earlier and I missed it.

Allan

#916: Author: Chuck, Location: Rutherford  **Posted: Fri Mar 21, 2008 10:10 pm**

Thank you Allan,

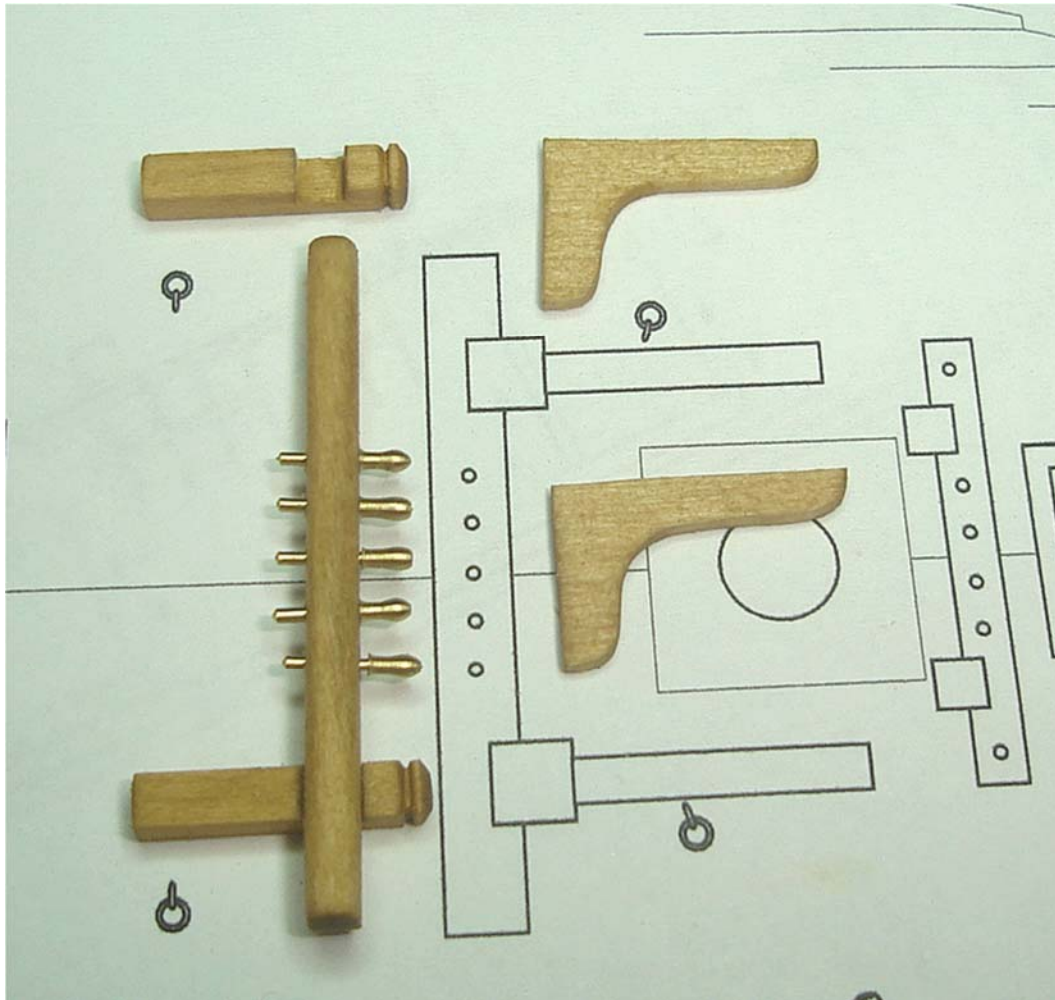
I go back and forth with painting my models. I am thinking of not doing so on the next one. But at any rate I use Artists oil paints from a tube. The Galleria brand from Windsor and Newton. I water them down and custom mix the color. I use Crimson and mix it with a raw Umber. Sometimes I go cooler with the color but most cases I use those two. I will make the paint very thin and use multiple coats. Five, six and seven coats sometimes. For the bulwarks you can see the planks seams showing through the paint. This happens because the paint is not 100% opaque. There are no brush strokes visible because the paint is applied so thin. I do sand between coats but must mention that it is a very light sanding with the finest of sandpaper. I use a very light tough to make sure I do not actually remove the paint. it only prepares the surface for the next coat. It is hard to explain but after four years of fine arts training that is one of the things I found useful to learn. I took an entire class where we did nothing but paint swatches of colors to learn how to mix paint and apply it without leaving any brush strokes at all. It was a horrible experience but one I now see was well worth taking.

#917: Author: Chuck, Location: Rutherford  **Posted: Sat Mar 22, 2008 11:08 pm**

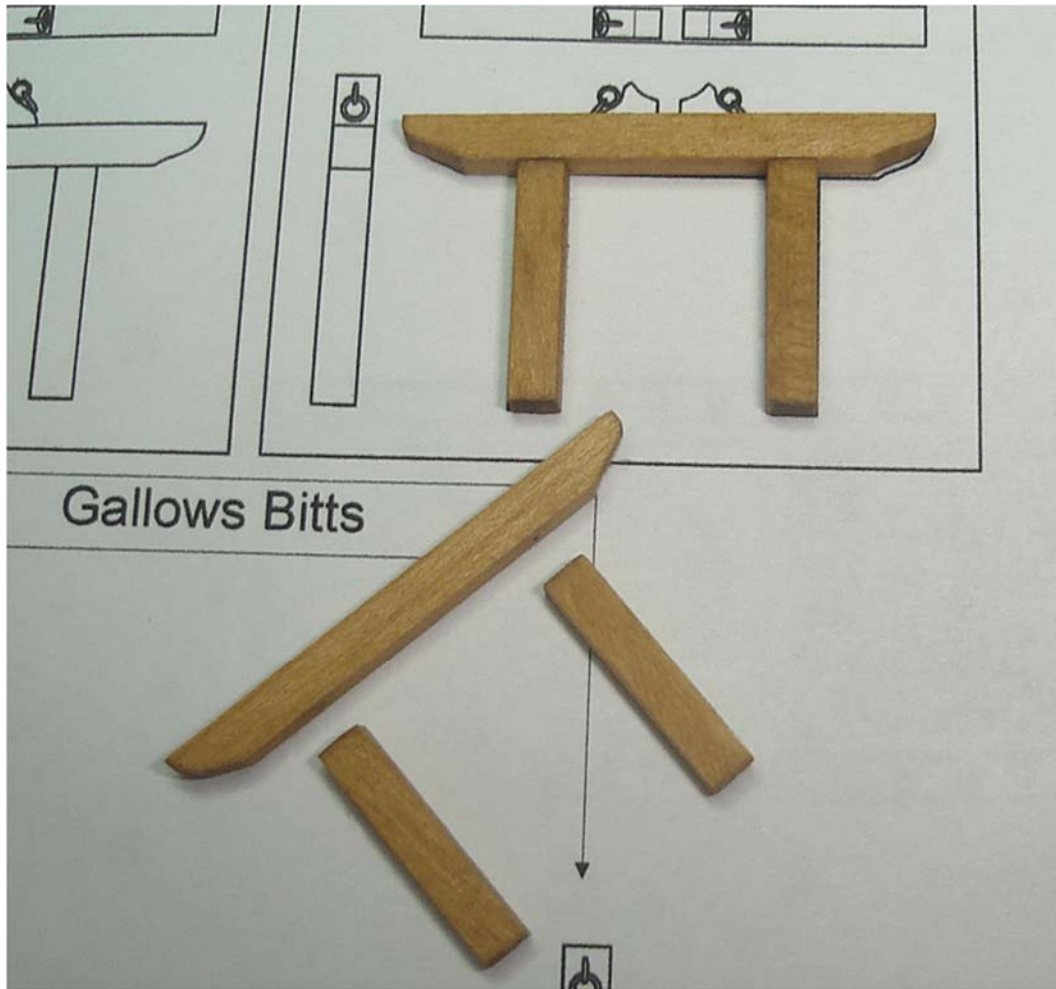
Working on the balance of the deck fittings now. Gallows and riding bits. I am almost done with them

which is nice. I only used a file and some sand paper to shape them all. Note how the chocks on top of the gallows bitts are not being made yet. These we will leave until it is time to mount the boat on top of the bitts. On either side will also be the sweep port oars. There will be 8 lashed on each side of the launch atop the gallows bitts. I will take a picture after they are all positioned on deck. I have to paint the belaying pins and then it is on to the stove stack and bowsprit bitts.

Ridding Bits:



Gallow Bits:



#918: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 23, 2008 1:01 am

OK I am done for the day!





#919: Author: Terry Denham, Location: Dallas, Texas □ Posted: Sun Mar 23, 2008 1:04 am

Amazing Chuck, you are such a motivational builder.

#920: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 23, 2008 1:20 am

Thanks Tery. After looking at my pictures I am not too happy with the gallows bitts. You folks might want to go with 3/32" stock vs. 1/8" that I used. But I will leave this be for now. I want to see what it looks like after the boat and oars are lashed on top.

#921: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Mar 23, 2008 2:33 am

Looks great Chuck...Every time you post pictures of your build, I'm sure you influence a number of us to get up off the couch and head to the garage.

Alan

#922: Author: Jim Lad, Location: Sydney □ Posted: Sun Mar 23, 2008 4:27 am

To my eye, your gallows may be just the slightest bit heavy, but this may very well change when you gear stowed on them. If they still look heavy to you after a good night sleep, why not just chamfer off the corners slightly? That should lighten them up.

John

#923: Author: allanyed, Location: New Jersey □ Posted: Sun Mar 23, 2008 9:21 am

Regarding the gallows, you may want to consider tapering them. Going from bottom to top some ships had the gallows posts square at the bottom, then a tapered square or round mid section, then square again at the top where it was smaller than the square section at the bottom. I have no idea on Syren, but just a thought.

Allan

#924: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 23, 2008 2:51 pm

I do not know if you can see much of a difference but I think it is just enough. I switched the posts for the gallows bitts to 3/32" rather than 1/8" I left the top as is. I think it much better and I can live with it. Thank you all for the kind words.





#925: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Mar 23, 2008 8:54 pm

If you flip between the "old and "new" pictures you can notice the very subtle difference and it does look better. The entire deck pieces look fantastic and I can't wait to start building all of them. Just think if we inspire you to do better what you are doing to us! Keep up with the great work.

#926: Author: Jim Lad, Location: Sydney □ Posted: Sun Mar 23, 2008 9:01 pm

Hey Chuck, if the forum discussion inspires you, does that mean there will be a plaque on the base of your model reading, "Build by members of MSW forum (with assistance from Chuck)"?

John

#927: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 23, 2008 10:37 pm

Well, to sum it all up. You saw that I never finished the Essex. I was in serious need of some inspiration and encouragement back then. You guys keep me honest and keep me motivated. I am beginning to think I will need you guys on every project I start. Otherwise I might never finish them.

#928: Author: Jim Lad, Location: Sydney □ Posted: Sun Mar 23, 2008 10:40 pm

Just keep throwing them in Chuck, and we'll keep commenting.

John

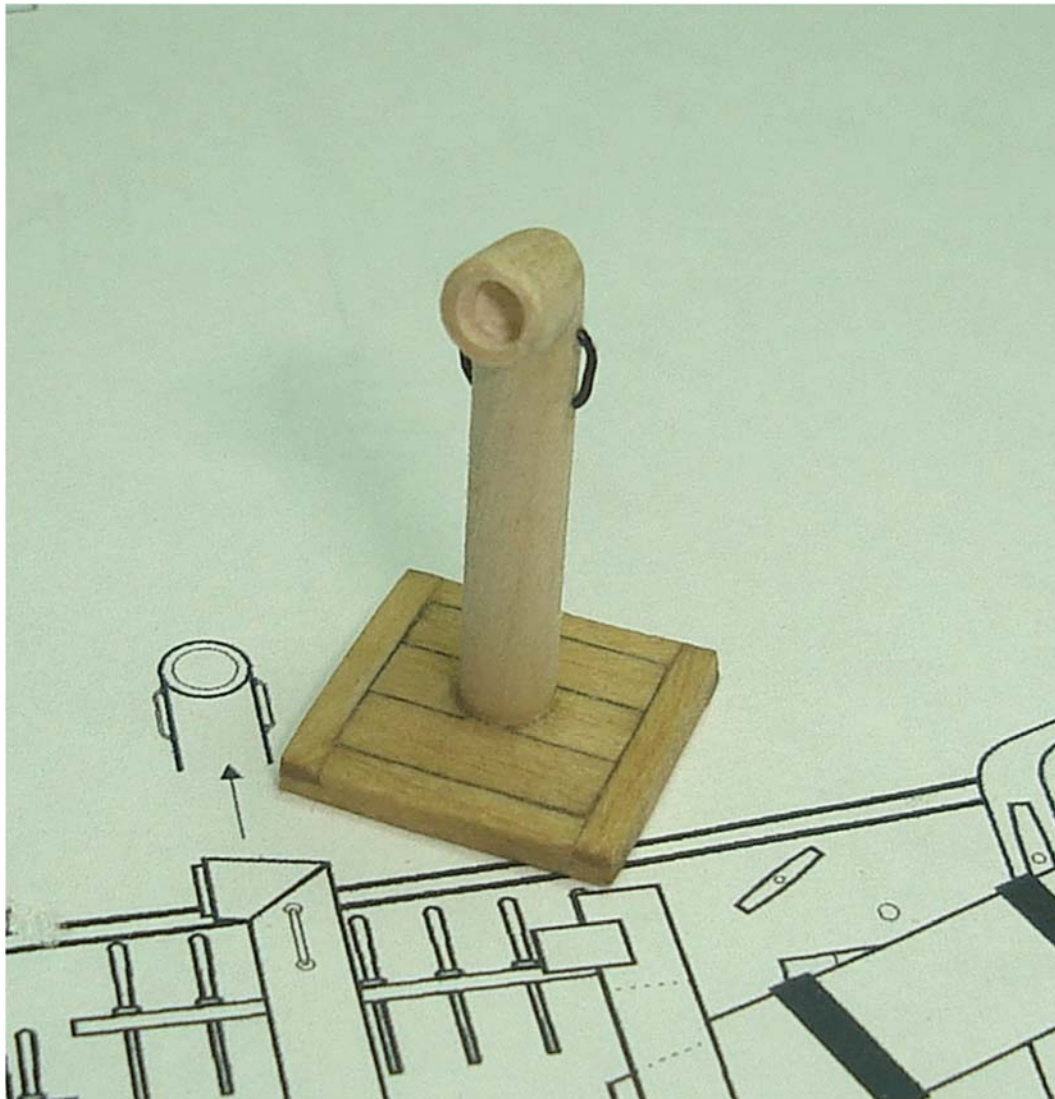
#929: Author: roger, □ Posted: Tue Mar 25, 2008 4:09 pm

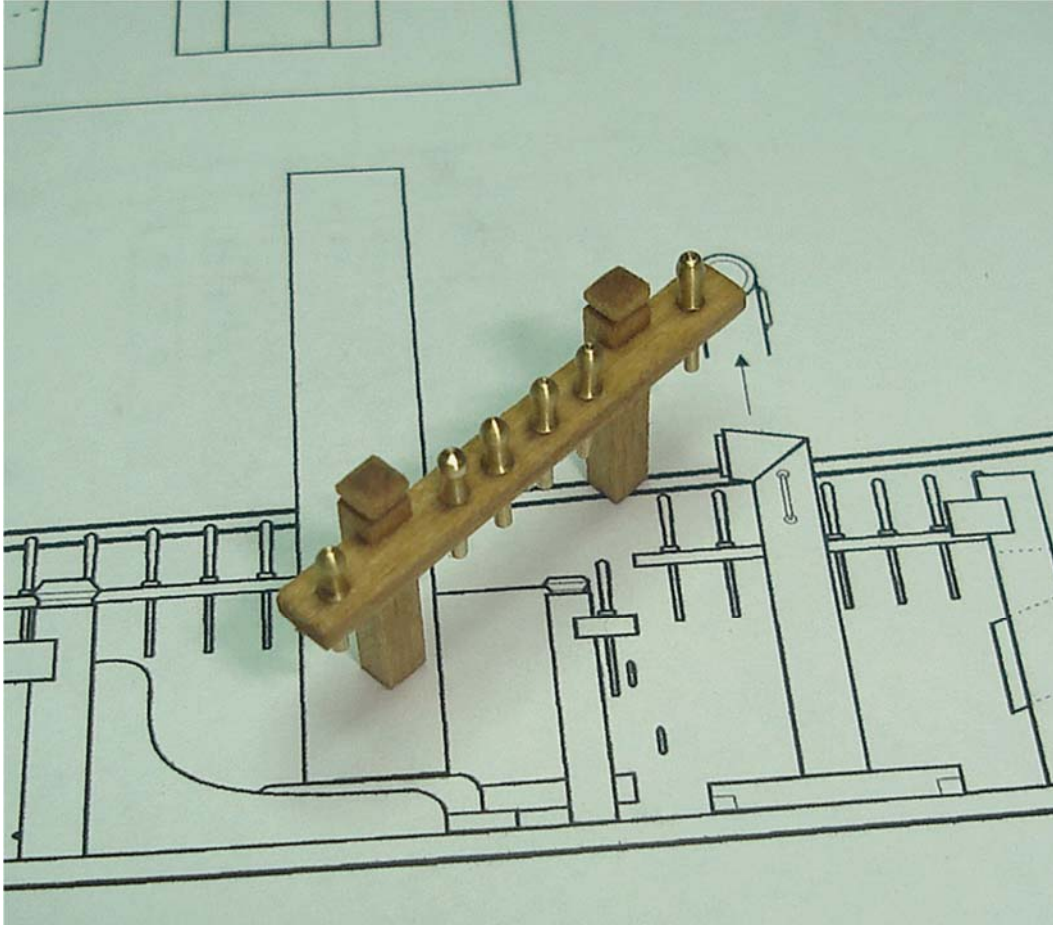
#930: Author: zeldazork, Location: Omaha, Nebraska 📍 Posted: Tue Mar 25, 2008 5:46 pm

I know how it feels Chuck. It took two years for me to finish my Peapod. And now this weight is off my shoulders. Also I don't know how close to rigging your Essex but why not do them at the same time. You know you'll feel better and you will not have to hear the women of your dreams (insert name here) Your starting another one with even finishing that one, well you will probably like the couch...

#931: Author: Chuck, Location: Rutherford 📍 Posted: Thu Mar 27, 2008 10:48 pm

Nothing too exciting. Just the fore bits and funnel stack. Here are pictures before painting them. Note the handles on the stack. They were made with 28 gauge wire. It is all very similar to the other construction details shown previously. I only have the bowsprit bits and a few eyebolts to add on deck before I move on to the details along the cap rail.





#932: Author: bobbollin, Location: Sandy, Oregon ▣ Posted: Thu Mar 27, 2008 11:20 pm

Two questions:

Was the galley stack something that was removed when not actually in use, hence the handles? This is the first I've heard of handles on one.

Are those store-bought belaying pins or did you make them? I thought you had made the ones along the rails...or at least I remember some discussion about painting them.

#933: Author: Chuck, Location: Rutherford ▣ Posted: Thu Mar 27, 2008 11:43 pm

They are the commercial pins listed on the materials list. These will be the ones that will be supplied with the kit when it is produced. I will paint them to look like wood as I did the others. Some funnels were removable and others were not. The handles were common and to be honest I am not sure what they were used for. Some actually had two pairs of handles. There was another set on the top part. If you examine the AOS book for the Essex you will see a good example of how these handles were positioned. I do not see them modeled to regularly and was hoping that someone would ask about them. I thought it would be a nice little detail to include. It is difficult to say with any certainty if the

funnel on the Syren was removable or not or if they in fact had these handles. There could have even been a squared off stack rather than a round one. There are many plausible choices. Take your pick. It will not in any way affect the overall accuracy of your model and will actually make the model more unique to your own vision. That is the beauty of it all.

Now there are occasions where a ship is thoroughly documented and we would know for certain what kind of stove or funnel or other details were used. But in this case we can take some liberties.

#934: Author: coater87, Location: wisconsin □ Posted: Fri Mar 28, 2008 12:02 am

I think some later stove stacks were designed to be rotated-this way they could be turned from being pointed directly into the wind. At least this is my thoughts-maybe someone could look this up so we are sure?

Lee

#935: Author: Chuck, Location: Rutherford □ Posted: Fri Mar 28, 2008 12:12 am

I will buy that explanation. That works for me. Thanks Lee.

Here how they look all finished up. Like I said before I only have a few more details left. You might be sick of the photos as there is not much difference from the last ones I posted but I like to take lots of them and examine them closely. You would be surprised how much stuff I fix up afterwards. Those Gallows bits were a perfect example.



#936: Author: bobbollin, Location: Sandy, Oregon □ **Posted: Fri Mar 28, 2008 12:24 am**

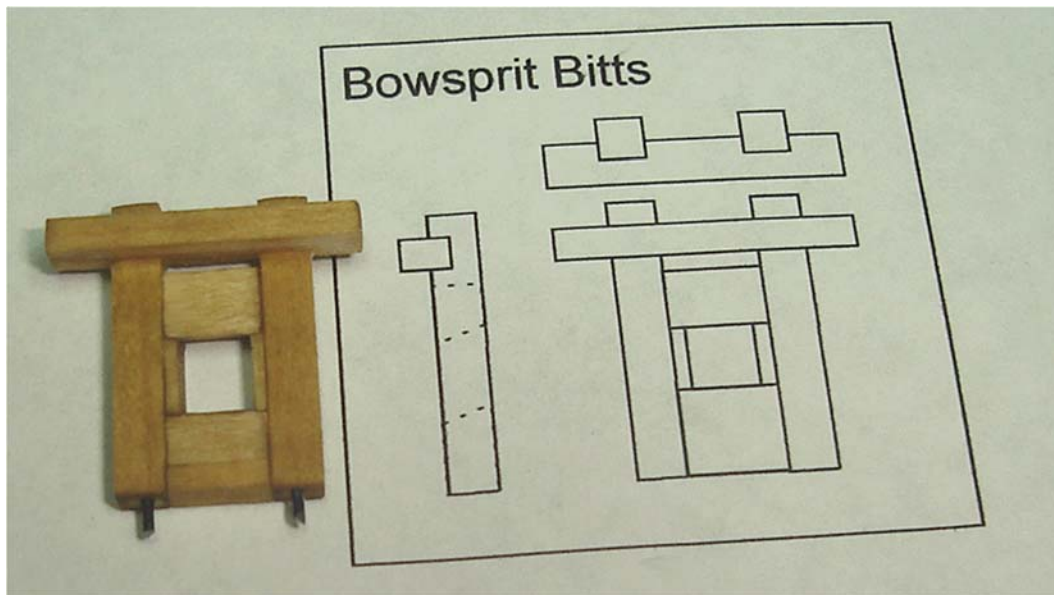
Yes, Lee's explanation makes sense. I'd forgotten about the possibility that they didn't have stack caps that would weathervane with changes in wind direction. It would make sense to keep the stack positioned so that the smoke was drawn out of the stove rather than blown back into it and the galley.

#937: Author: Chuck, Location: Rutherford □ **Posted: Sat Mar 29, 2008 11:14 pm**

Here is the bowsprit bitts. It is basically the same construction methods used for the other bits, but this time there are some packing pieces to frame out where the tenon for the bowsprit will go. These can be tricky as they need to be angled as shown on the plans. There are four of these filler packing pieces: the top, bottom and two sides. The sides are $1/32" \times 1/8"$. The top and bottom fillers are shaped by gluing two $1/8" \times 1/8"$ pieces together and creating the appropriate angles.

The posts are $1/8" \times 1/8"$. The horizontal rail is $3/32" \times 1/8"$. Lots of measurements but they can easily just be lifted from the plans.

Also note the two pins I am using to secure this to the deck. It will add some strength seeing as they might be a lot of upward forces on the bowsprit after the rigging starts. The gammoning in particular might cause the bitts to pop off if this isn't secured well. The pins are 22 gauge black wire.



#938: Author: Chuck, Location: Rutherford □ **Posted: Thu Apr 03, 2008 12:51 am**

Ok I got a little slow the last few days but the deck fittings are done. I added the eye bolts with split rings for the carronade inhauls. There are 22 of them in all include a few extra along the gallows bitts. I will try and write the next chapter soon and then it is on to the details along the cap rail. The hammock cranes the timberheads and the davits etc.

It is getting there. I can see the light at the end of the tunnel. This is when I start thinking about the next project.





#939: Author: idesignsb, Location: Attleboro, Ma. □ Posted: Thu Apr 03, 2008 1:00 am

Man Chuck, I love this ship. Blows me away every time. I have been thinking about jumping on the bandwagon for this build when I finish my ship, but am also apprehensive that it might be too much of an undertaking for someone of my experience.

#940: Author: Chuck, Location: Rutherford □ Posted: Thu Apr 03, 2008 1:04 am

Thanks but you can do it with no worries. The Dapper Tom is not that different. This may be a bigger ship with a few more details but in the end the same techniques are used.

#941: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu Apr 03, 2008 3:23 pm

I highly recommend building the Syren. The plans and directions are great and the support is there

when you need it.

I've never scratch built anything and I'm having a ball. Just take your time, ask questions when needed and you could build it.

#942: Author: knightyo, Location: Meridian, Idaho □ Posted: Fri Apr 04, 2008 1:03 am

Bob, you should DEFINITELY join in! With the level of detail in the practicum sections, and the support of the other build logs, this is probably the most "bulletproof" scratch build around.

Alan

#943: Author: idesignsb, Location: Attleboro, Ma. □ Posted: Fri Apr 04, 2008 1:38 pm

Well, if the Syren build is still going on and available when I finish the Dapper Tom. I will probably jump in. First off, I need to finish my build that I am doing now before i start another project. It's my first REAL ship and I need to see it to its completion.

#944: Author: rlowe79, Location: AL □ Posted: Sat Apr 05, 2008 3:11 am

Been a couple weeks since I joined up, your progress is in a word, amazing. I'm certainly looking forward to seeing your rigging going up! I hope you continue to support this forum long enough for me to get to that point with mine!

r.l.

#945: Author: Chuck, Location: Rutherford □ Posted: Sat Apr 05, 2008 12:51 pm

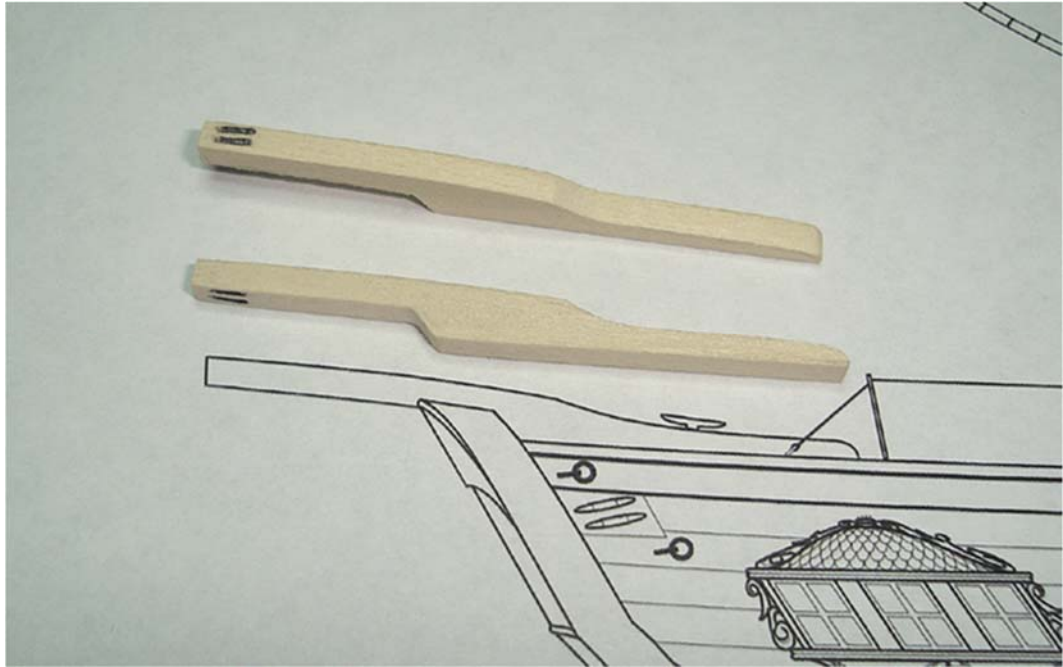
Not to worry

This build will not go away. I will support the group long after I am finished with the model. Thanks for the kind words.

#946: Author: Chuck, Location: Rutherford □ Posted: Sun Apr 06, 2008 11:42 pm

Just a little progress today. The timberheads were made. I used 3/32" x 1/8" strips. I carved them to shape with a #11 blade and some files.

I also made the stern davits and am about to mount them on the model. I will provide the template for them in the practicum. Notice how the stern transom must be notched out for the davits. I held the davit in position and traced the width I needed to notch. The davit will follow the run of the cap rail. You will soon see how it looks all finished up. The davits were cut from a 1/8" sheet.





#947: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Apr 07, 2008 12:22 am

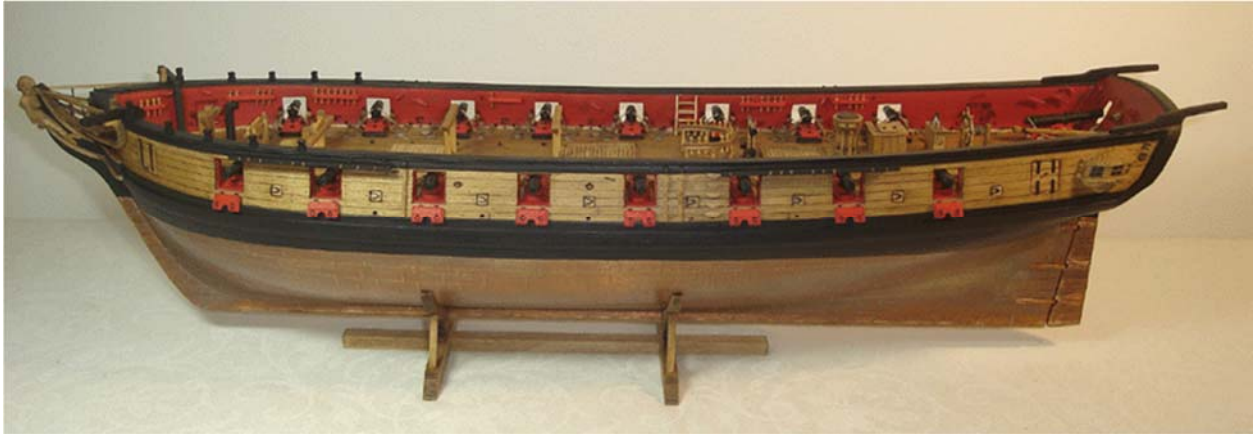
Man, that's going to be kind of scary cutting into the stern transom. Everything sure looks neat though.

Alan

#948: Author: Chuck, Location: Rutherford □ Posted: Mon Apr 07, 2008 1:28 am

It is not scary at all. You only use a sharp (very sharp) #11 blade. Make one downward cut on the inside edge of the slot. Only cut down a hair. Literally a hair. Then you cross cut a little piece free. Then you do it again getting a little deeper each time you remove just a little bit until you are down to the cap rail. It takes only a few minutes. The secret is not to remove all that much with each cut. Downward cut followed by a cross cut to free the sliver the wood, etc., etc. I think it looks pretty good. I can see the final model very clearly now. Next will be the side for the boarding area. Just above the ladders. I cannot

seem to think of what they are called. Maybe someone can remind me. Then the hammock cranes will go in and then the bumpkins at the head. That is it....I may also add the rudder pendants and a few miscellaneous rigging lines for the port lids, but then I start the ship's boats.



#949: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Apr 07, 2008 1:00 pm

I must side with Alan. When I saw you cut out the stern transom for the stern davits I had mild heart

failure. I know now that it is what has to be done, it was just a shock because I had not thought that far ahead.

Well I have now started breathing again and can talk. You have done an outstanding job bringing it all together and she looks simply great.

I think the AMA is going to require a caution notice be posted next time prior to showing parts cut off for those of us who are weak of heart!

#950: Author: Chuck, Location: Rutherford ▯ Posted: Mon Apr 07, 2008 1:34 pm

OK guys...well here's the good news. I am almost 100% certain this ship had stern davits. But I have seen many Syren models that do not have them. Whether it was a conscious decision not to add them I do not know. But in all fairness these could be optional. The choice is yours. In fact I will write it up in the practicum that they are optional. I do not plan on making a ships boat to hang off the stern since too much of the transom detail will be covered so this would be a very acceptable decision. The Lightley model for example does not have any stern davits. When you really get a moment to examine your model you will see however that only a small amount of material needs to be removed, but I understand the heebie jeebies.

I think the davits finish it off nicely back there though. Especially when viewed from above. I still have to add the cleats on top of the davits and also 3/32" single blocks on top of the transom. Then I will have 3 or four more coats of paint to give it a nice finish. I will post more pictures when done so you can make up your mind.

By the way you could just use two 1/8" x 1/8" strips to make the davits. You can see how that would be done after looking at the one I made. I have shaped them in one piece because I plan on having them laser cut for the kit.

#951: Author: roger, ▯ Posted: Mon Apr 07, 2008 5:09 pm

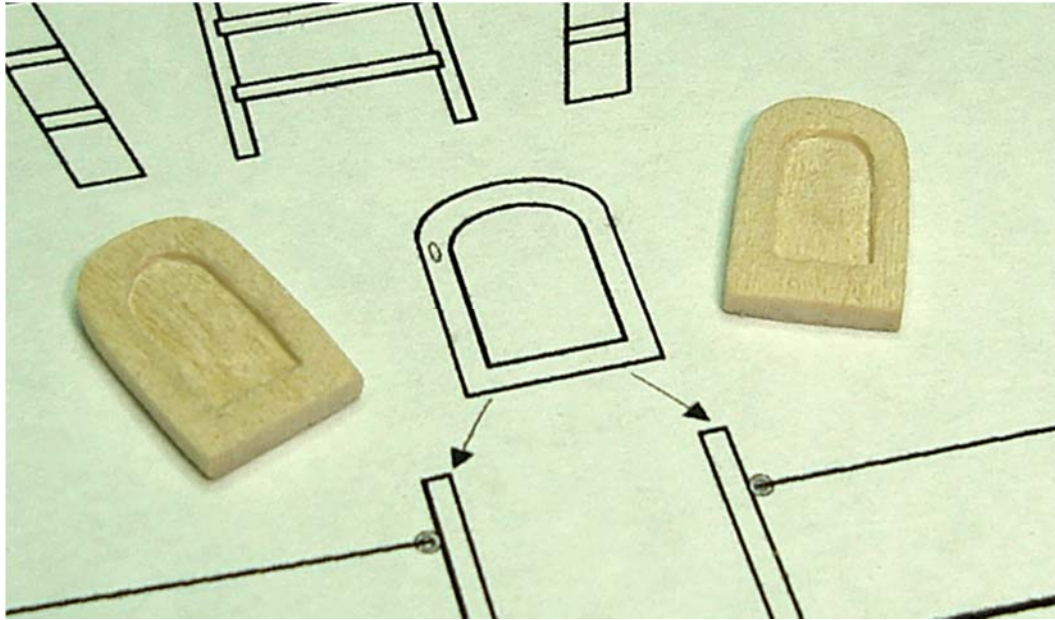
#952: Author: RustyJ, Location: Chittenango, NY ▯ Posted: Mon Apr 07, 2008 7:07 pm

The shock for me was seeing such a beautiful model cut into. I know that if I'm prepared then all will be well. The hand might shake and there will be sweat on my brow but onward we go.

#953: Author: Chuck, Location: Rutherford ▯ Posted: Tue Apr 08, 2008 1:30 am

The davits are finished now and I do have to take another picture – maybe tomorrow. Today I shaped the boarding panels. If you want to try something extra the boarding panels can be carved to look like it has a molding around it. You can see I did this in the photo. These will be painted black and it will be

somewhat difficult to see but it will be a nice detail should anyone happen to spot it. By the way I had to adjust the size of these just a tad on the inboard plan. So take another look before you cut them out.



#954: Author: ccoyle, Location: Mariposa, California  **Posted: Tue Apr 08, 2008 4:50 am**

Did I miss something? Has MS accepted Syren into its kit stable? Are hearty congratulations in order? If so, I give them. Heck...I give them regardless!

#955: Author: Chuck, Location: Rutherford  **Posted: Tue Apr 08, 2008 11:39 am**


Yes they are going to make it into a kit. I got the word some time ago. In fact I have already sent some stuff down to them so they can get a head start on the castings and photoetching.

I am excited about this one. I hope it will do well.

#956: Author: Viking,  **Posted: Tue Apr 08, 2008 11:45 am**

Congratulations Chuck, you deserve it.

#957: Author: idesignsb, Location: Attleboro, Ma.  **Posted: Tue Apr 08, 2008 11:50 am**

#958: Author: roger,  **Posted: Tue Apr 08, 2008 11:57 am**

#959: Author: Chuck, Location: Rutherford  **Posted: Tue Apr 08, 2008 1:28 pm**

Thanks guys. I guess I made a Freudian slip. Anyway I am not sure how thrilled they will be when they

see a 100+ page instruction manual. It will end up being three times as long as any instructional guide they have. I do not think it will necessarily expensive to print but hopefully they will not kill the project after seeing it. I surely will not edit it down to the 40 pages that is their norm. Everything written really needs to be in there. But it does mean I will have to rewrite everything.

#960: Author: sawdust, Location: Nanaimo □ Posted: Tue Apr 08, 2008 3:15 pm

Congratulations Chuck. Well deserved!! That will be another excellent model in their lineup, especially as it was prototyped by Chuck. By the time I am ready to start my Syren it may be available. Any idea when it will be released?

Kip

#961: Author: Chuck, Location: Rutherford □ Posted: Tue Apr 08, 2008 4:13 pm

I haven't a clue and would not begin to speculate. I should finish up the prototype by the end of July or early August and I think probably another 8 to 12 months after that they would release it. But that is a tough thing to speculate on AND they could still change their minds.

#962: Author: Terry Denham, Location: Dallas, Texas □ Posted: Tue Apr 08, 2008 5:51 pm

If so, I hope the practicum is included as part of the instruction manual. Most of the manufacturer instructions leave a lot to be desired.

#963: Author: zeldazork, Location: Omaha, Nebraska □ Posted: Tue Apr 08, 2008 6:12 pm

You know Chuck, sometimes when I buy a thick book I have to download the lesson plans from the source. They do that to save the cost of printing and shipping. You could do the same on these practicums.

Don

#964: Author: idesignsb, Location: Attleboro, Ma. □ Posted: Tue Apr 08, 2008 6:19 pm

I hope they don't make you cut down the instruction manual and they included the practicum. MS's instructions as is leave something to be desired and to cut down well made instructions with time involved in them would be a shame on their part.

Also, tell them NO METAL PARTS!

#965: Author: sawdust, Location: Nanaimo □ Posted: Tue Apr 08, 2008 6:42 pm

I agree no metal parts we only throw them away. Perhaps metal parts could be available as an option for anyone who thinks they want them.

Kip

#966: Author: AnobiumPunctatum, Location: Duisburg 📍 Posted: Tue Apr 08, 2008 7:26 pm

Congratulations. For most PC's you get only an online handbook on CD. Perhaps this is a good idea for your large instructions.

Christian

#967: Author: Randy, Location: Atlanta GA 📍 Posted: Wed Apr 09, 2008 12:36 pm

Chuck, A hearty round of applause and congratulations. You should be proud of your accomplishment. I hope there are many more in your future. Again a big thank you me.

Randy

#968: Author: Maxx, Location: Michigan 📍 Posted: Fri Apr 11, 2008 12:55 am

Outstanding Chuck. The Syren added to the MS line is more than well deserved , Your Syren is a masterpiece .

#969: Author: Chuck, Location: Rutherford 📍 Posted: Fri Apr 11, 2008 1:14 am

Thanks Maxx

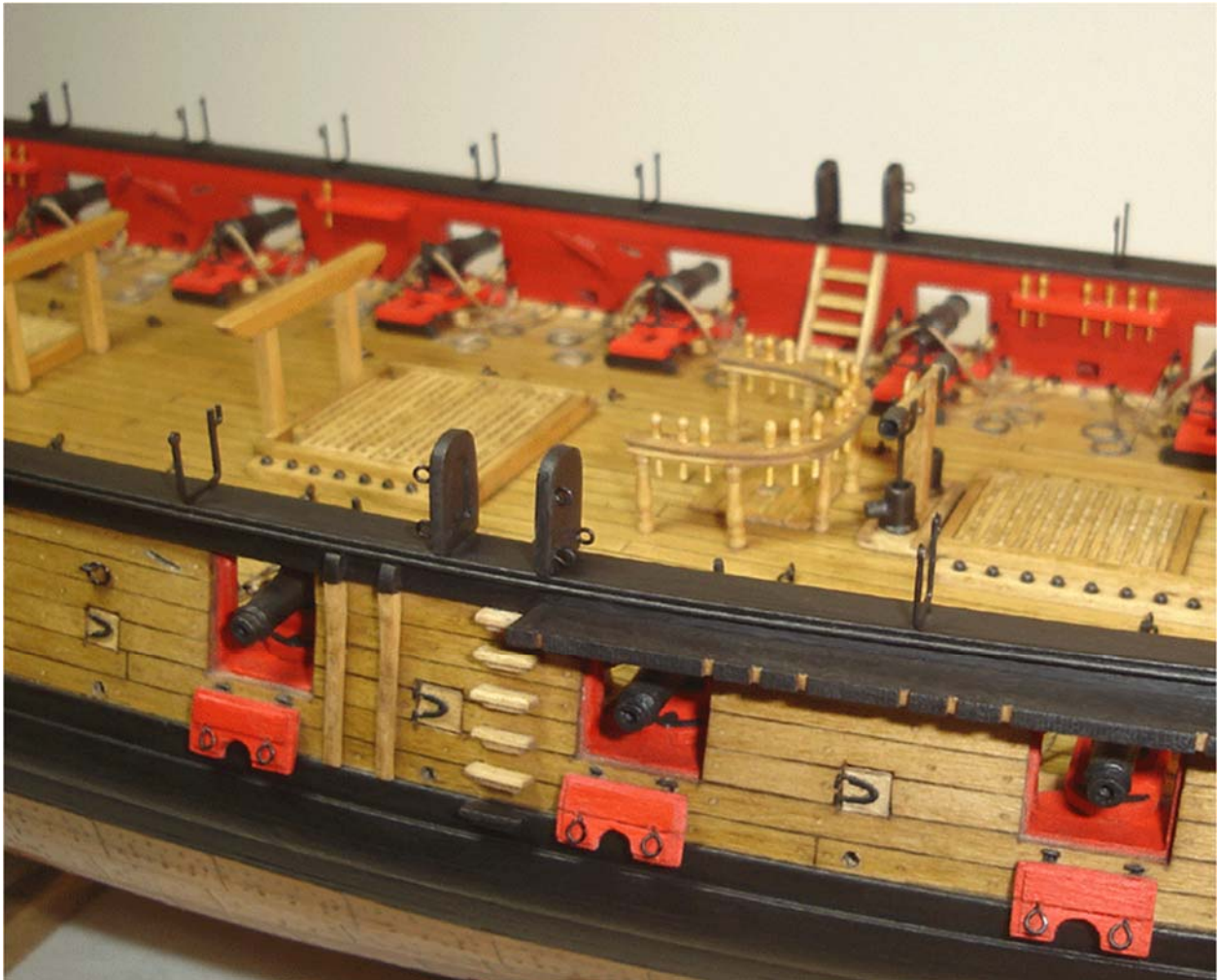
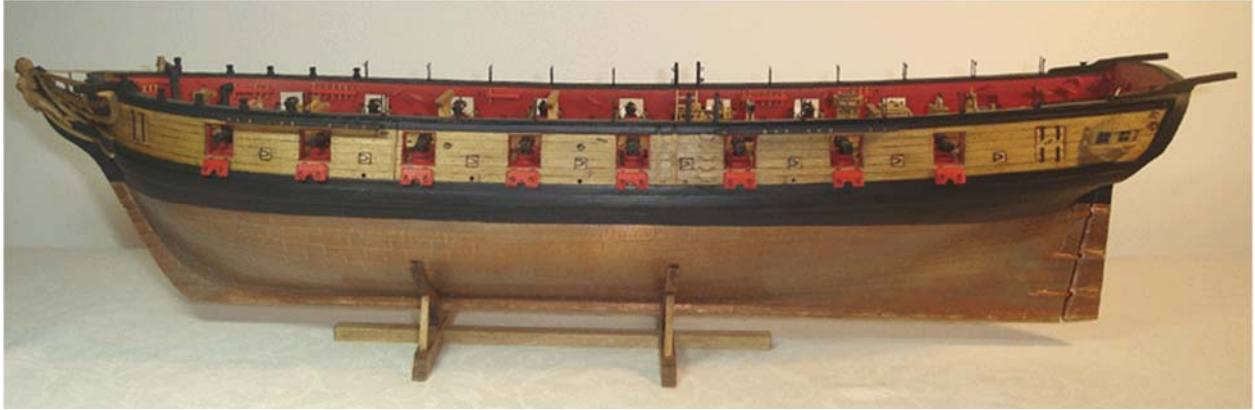
Thanks Guys. I am very flattered they decided to go with the model as a kit. Nervous as well. It gave me a little burst of energy. I am hoping to get all of the hammock cranes installed this weekend along with the netting. The boarding panels you saw earlier were painted tonight and placed on the model along the cap rail. I added 3 eyebolts to one side of them which you will soon see. Do not have any batteries for the camera. These eyebolts will be where you lash the netting to the boarding panels. It is probably not making much sense now but with the pictures it should.

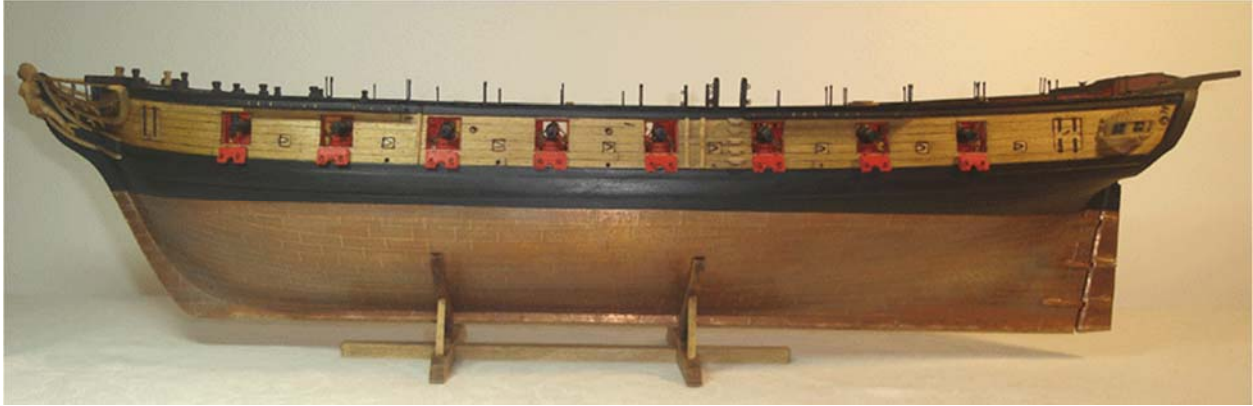
#970: Author: Chuck, Location: Rutherford 📍 Posted: Sat Apr 12, 2008 12:26 am

OK

Boarding panels are in position along with the hammock cranes. I will now prepare the hammock cranes for the netting buy running some 0.018 black rigging line on one side and a strip of 1/32" x 1/32" wood.

Tomorrow I will lash the netting to these. The full hull picture was my attempt to proofread my model to see which cranes were bent or at an angle. I have fixed all of the offending hammock cranes. Note the three eye bolts on one side of each boarding panel. This is what I was talking about the other night.





#971: Author: Jim Lad, Location: Sydney ▣ Posted: Sat Apr 12, 2008 1:19 am

#972: Author: UweK, Location: Munich and Vienna ▣ Posted: Sat Apr 12, 2008 8:20 am

#973: Author: RustyJ, Location: Chittenango, NY ▣ Posted: Sat Apr 12, 2008 12:09 pm

#974: Author: roger, ▣ Posted: Sat Apr 12, 2008 12:23 pm

#975: Author: bobbollin, Location: Sandy, Oregon ▣ Posted: Sat Apr 12, 2008 2:51 pm

#976: Author: Chuck, Location: Rutherford ▣ Posted: Sat Apr 12, 2008 10:16 pm

Thanks guys. I am pleased with how its turning out so far but do wish I had gone larger at 1/4" scale like some of you did. There is always the next model. Some of these pieces are fragile and it is getting tougher with each additional detail to get my fingers in and around them. But I am a very clumsy builder.

I am ready to put the netting in place. You can see the wooden strip along the inside of the hammock cranes. I used 1/32 x 1/16" of inch strips. It is very fragile and I recommend using Styrene strips instead if you are painting your model. It will be much stronger than wood. I also ran some .018 black rigging line along the outboard edge of the hammock cranes. These were seized to the eyebolts on the boarding panel and an additional one placed on the cap rail as shown on the plans.



#977: Author: peys, Location: Santiago 📍 Posted: Sat Apr 12, 2008 10:52 pm

#978: Author: Elia, Location: Rose Valley, PA 📍 Posted: Sat Apr 12, 2008 11:03 pm

Superb. I love the hammock cranes and boarding boards, and am really looking forward to seeing the netting (and hammock rolls?). I bet your masting and rigging isn't too far off now.

#979: Author: Jim Lad, Location: Sydney 📍 Posted: Sat Apr 12, 2008 11:15 pm

Chuck, are you going to leave 'as is', or are you fitting the nettings? If so, how do you propose making the nettings - pretty tiny mesh I would think.

I find at my usual scale (1:96) it's best to leave off everything possible until the last minute. So at the moment I have deckhouses, lifeboats, gratings, skylights, companions, pin rails, anchors, whisker booms and bumpkins all complete and ready to fit at the last moment. I find fitting earlier makes

a) rigging difficult or impossible, and

b) breakages a certainty (try working around the whisker booms for instance).

John

#980: Author: Chuck, Location: Rutherford 📍 Posted: Sat Apr 12, 2008 11:52 pm

Thanks guys. I am using the smallest netting I have found on the market. I admit that it is not small enough. But it looks really good if done neatly. I cut a strip about an inch or so wide and fold it. Then I push it into the cranes. Then I push a piece of cardboard down the center so the netting is more visible. Your eyes will go batty otherwise. I trim it loosely to the top of the rigging line. Then I tie simple overhand knots (3 on each segment) to secure it. I am using sewing thread for that.

Then I go back in with a small scissors and trim the netting close to the rope. You can see I did that with the segment on the right. There is no way you could worm one length of thread down the length of the hammock rigging to secure the netting. I know this is the way it was done but at this scale it is madness.

Elia

I will not be putting the rolled hammocks in position. The netting is not strong enough to hold the nice shape afterwards. I have used this stuff once before and the rolled hammocks made the whole thing look sloppy and bulging along the center of each segment. Once you get away from each post with the hammocks the netting gets sloppy.

On the plus side being able to look through the hammock netting and see the deck fittings is better. The

overlap of the netting on the other side also makes the net openings look more to scale. You will soon see when this is finished.



#981: Author: hardingb, Location: Aurora, IL  **Posted: Sun Apr 13, 2008 2:45 am**

I got some netting material from the local ship modeling shop when I built the lobster pot for my Midwest lobster smack. They are a model-expo dealer, but I'm not sure if the netting was from the ME catalog or not...it's possible, though. I think it was Amati brand netting, and looks to be a little finer than what you're using. It has a square or diamond shape, rather than the hexagonal material you're using. The squares were probably about 1/32" per side. It wasn't cheap, but once I got it home and got a good look at it, it basically just looked like veil material.

Might be worth checking out a fabric store for black veil fabric.

#982: Author: Chuck, Location: Rutherford  **Posted: Sun Apr 13, 2008 3:22 am**

Yes, I could go that route but unfortunately I must use what is in the ME catalog since it will become a kit. I would urge each of you to do your due diligence and find a finer mesh out there. It is one of those things about kit making. You have to use what the manufacturer will eventually be able to mass produce and use. They have tons in stock. I am well aware that this is probably one of those areas where folks will want to bash my kit but when it is all rigged it will still look pretty good. It is the same stuff that came with the Panart Victory and many other European kits. They must all get the stuff from the same place. I actually like the fact that it is a little airy. I do not like the look of some other smaller weaves because most of them I see are made with thicker strands and I think it looks too heavy. I might just be used to using this stuff though. I have used it for many years.

#983: Author: jpb1958, Location: Merseyside  **Posted: Sun Apr 13, 2008 11:13 am**

#984: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Sun Apr 13, 2008 11:59 am

#985: Author: KLarsen, Location: Granada □ Posted: Sun Apr 13, 2008 4:25 pm

#986: Author: Chuck, Location: Rutherford □ Posted: Sun Apr 13, 2008 7:40 pm

Thank you so much guys. I hope the kit will be successful also. I finished the netting on the port side. I wanted you to see the difference between the finished and unfinished sides. I also tried to take the same angles as the previous pictures. I think it adds a lot to the model without being overbearing. You could go to a fabric store and ask them where they keep their "toule" (pronounced tool but I do not know how to spell it). This is the stuff that will look like netting and comes in different weaves. I do not mind the stuff that ME stocks and will provide with the kit. But you could absolutely by some toule and it will probably last you a lifetime.

You can see how it darkens and screens the deck just enough in my opinion. Placing the hammocks inside I think would make the whole model look less graceful and stiff. I will not be installing them for this reason and the others I mentioned. But it will be interesting to see what you other folks decide.





#987: Author: knightyo, Location: Meridian, Idaho **Posted: Sun Apr 13, 2008 7:54 pm**

Wow, I had no idea what an impact the netting would make. That is really elegant!

#988: Author: bobbollin, Location: Sandy, Oregon **Posted: Sun Apr 13, 2008 8:02 pm**

I agree; I wouldn't add the hammocks either. It would hide too much of the deck. To get disgustingly poetic, the effect you have created makes the ship look like one of those pretty Spanish señoritas who is batting her eyelashes at you while holding a fan in front the lower part of her face. You just HAVE to see what is behind it. I think it's a fabulous effect.

#989: Author: idesignsb, Location: Attleboro, Ma. **Posted: Sun Apr 13, 2008 8:22 pm**

I agree not to add the hammocks, it would hide all the nice work you have done on the deck.

#990: Author: Jim Lad, Location: Sydney **Posted: Sun Apr 13, 2008 9:15 pm**

Chuck, I agree with the others. The model with the netting alone looks great. Models I have seen with the hammocks in the netting look heavy and clumsy.

John

#991: Author: Elia, Location: Rose Valley, PA **Posted: Sun Apr 13, 2008 10:13 pm**

The netting looks great

#992: Author: UweK, Location: Munich and Vienna 📍 Posted: Mon Apr 14, 2008 5:21 am

The hammocks were (as I know) only installed between the nets shortly before a battle, in order to have an additional protection against shots.....

I don't know if I would install them.....definitely it is a very interesting detail and not often seen in models.

I would like to see (as usual) a closer look, to see how you installed them, where and which glue etc.?

#993: Author: Chuck, Location: Rutherford 📍 Posted: Mon Apr 14, 2008 3:28 pm

Uwe

You might have missed the photo on the previous page. It shows how I installed the netting in the hammock cranes. I will not be adding the hammocks themselves for the reasons everyone mentioned. After I lashed the netting to the rope that runs through the hammock cranes, I added a drop of CA on the knots. I used sewing thread to lash the netting in three places along the rope for each segment between the cranes. Then I carefully trimmed the netting with a small hobby scissors. Once that was done I removed the cardboard that sits in the hammock cranes and did the same to the back side where there is a wooden rail instead of the rope.

The cardboard I used was to help me see the netting as I was working. It is really hard to see and when you trim the top of the netting you have to be really careful not to cut the rope itself. That would be a disaster.

When it was all done I touched it up with some paint. The netting was also lashed to the two eye bolts I put along the bottom of the boarding panels. You could see those in some of the other close ups I took and posted earlier.



#994: Author: bobbollin, Location: Sandy, Oregon □ **Posted: Mon Apr 14, 2008 3:34 pm**

Just one question, Chuck. Did you have to lash the netting to the bottom of the cranes in order to maintain the "U" shape or does it want to do that naturally?

#995: Author: Chuck, Location: Rutherford □ **Posted: Mon Apr 14, 2008 3:46 pm**

You will not have to do that. The "U" shape pretty much happens on its own. You will need to secure the netting to those two eye bolts on the bottom of the boarding panels as I mentioned. Otherwise it gets a little sippy along the end there. The same is true at the other end. I lashed the netting to each arm of the last crane to make sure it was held securely and neatly. You do not have to do this on all of the cranes. You only have to on those at each end.

#996: Author: UweK, Location: Munich and Vienna □ **Posted: Mon Apr 14, 2008 5:49 pm**

Opps!

You are absolutely right that I missed the photo as well as the explanations one page earlier.....
....and many thanks for repeating the photo.....a very good solution and very helpful when I will make once such detail.

#997: Great Job Author: Russ M, Location: Atlanta □ **Posted: Tue Apr 15, 2008 12:29 pm**

I agree with everyone else. You are certainly doing one BEAUTIFUL job with your Syren. Unlike the rest of us, you don't even have an excellent practicum to help you.

Russ Mersereau

#998: Author: Chuck, Location: Rutherford  **Posted: Sun Apr 20, 2008 6:38 pm**

I finished the hammock netting and added the rudder pendants. I used chain that had 27 - 30 links per inch. Then I seized some 0.021 tan rigging line to it and rigged it as shown. I brought the line inboard and belayed to a cleat on the transom. See the belaying plans for details.

Heres a bunch of photos. Not much difference than the others but what the heck. I added some larger images if you click on the thumbnails. I will make and install the bumpkins next. I getting close to masting and rigging time.





#999: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Apr 20, 2008 7:38 pm

#1000: Author: KLarsen, Location: Granada □ Posted: Sun Apr 20, 2008 7:39 pm

#1001: Author: walter coopers, Location: Norwich Connecticut ☐ Posted: Sun Apr 20, 2008 8:32 pm

#1002: Author: Chuck, Location: Rutherford ☐ Posted: Sun Apr 20, 2008 10:42 pm

Thanks so much guys. The hull is for the most part completed now. The bumpkins are now finished. I have not drafted the plans yet for the ship's boat so I will start on that right away. You will probably see a lull in my building until that is ready to do. It shouldn't take that long to do.

Here is the bumpkins in position. I used a small length of left over copper tape to make the iron straps that hold the bumpkins down on top of the head rails. I painted them black after they were in position. That was tough.



#1003: Author: idesignsb, Location: Attleboro, Ma. ☐ Posted: Mon Apr 21, 2008 2:21 am

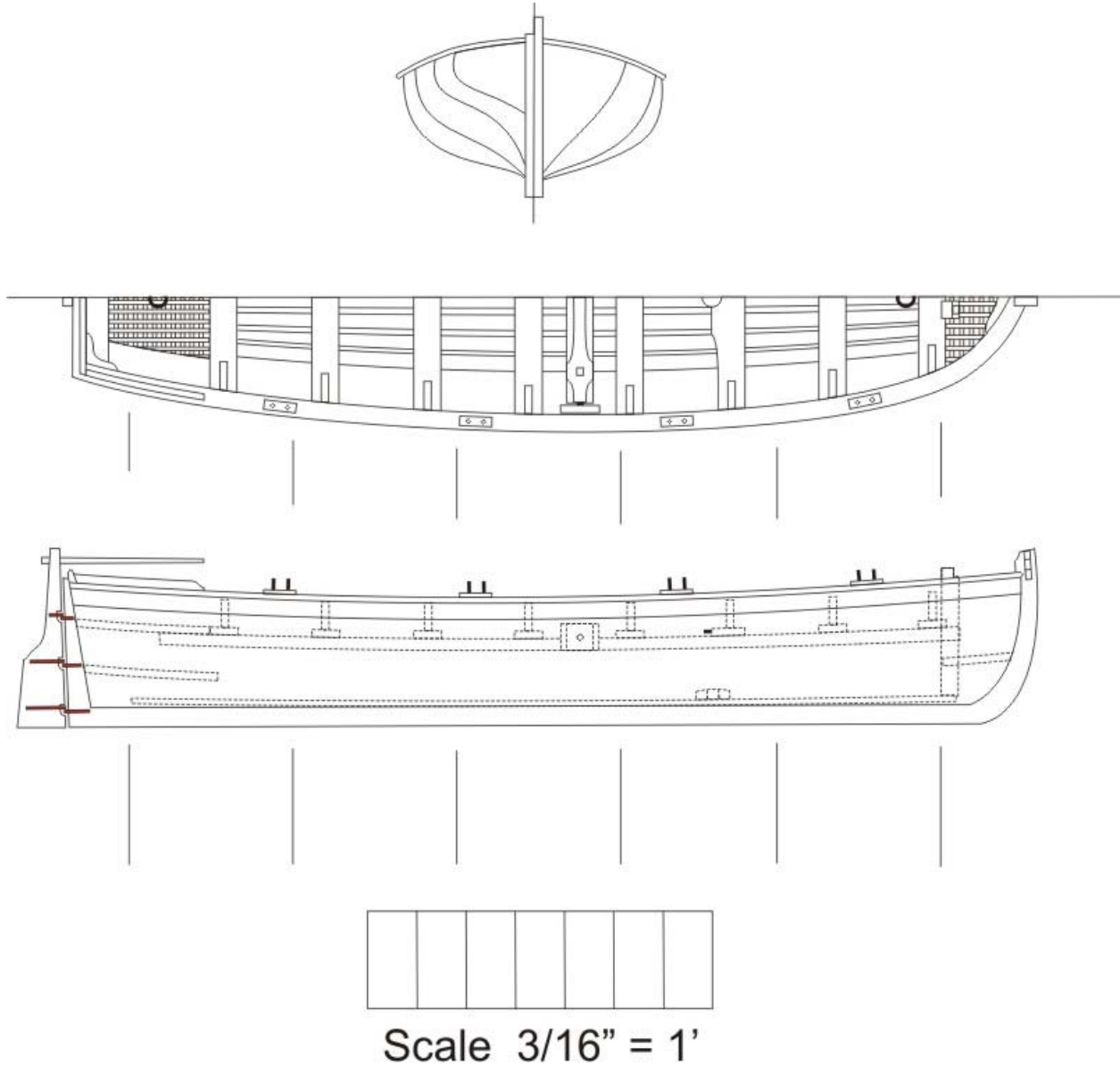
#1004: Author: Chuck, Location: Rutherford ☐ Posted: Mon Apr 21, 2008 11:58 am

Bob

I look forward to meeting you and the other guys. I hope you are not too disappointed in the Syren when you see it.

#1005: Author: Chuck, Location: Rutherford  **Posted: Thu Apr 24, 2008 6:05 pm**

Started drafting the long boat guys. It will be built with lifts that will be drafted next. It is 20 feet long.



#1006: Author: ccoyle, Location: Mariposa, California  **Posted: Thu Apr 24, 2008 8:33 pm**

Hmmm... can I sign on for this part of the build and do a longboat for Fly? My kit has no boat, and this may be just the ticket.

#1007: Author: Chuck, Location: Rutherford 📍 Posted: Thu Apr 24, 2008 8:58 pm

How long do you estimate the boat should be?

That will not be a problem at all. I had planned to write a mini article about this and supply the plans with lifts in varying sizes. For Syren the ship will be 3 3/4" long at 3/16" scale. I will not be making a boat to hang off the stern davits since I do not will not to cover up any of the detail i worked so hard to create. There would have been another smaller yawl that nested inside this long boat but I am debating whether or not to build that one as well. It might be overkill on our model and this way we can really take our time with this one. Many details can be added including a vast array of tools.

#1008: Author: ccoyle, Location: Mariposa, California 📍 Posted: Thu Apr 24, 2008 9:42 pm

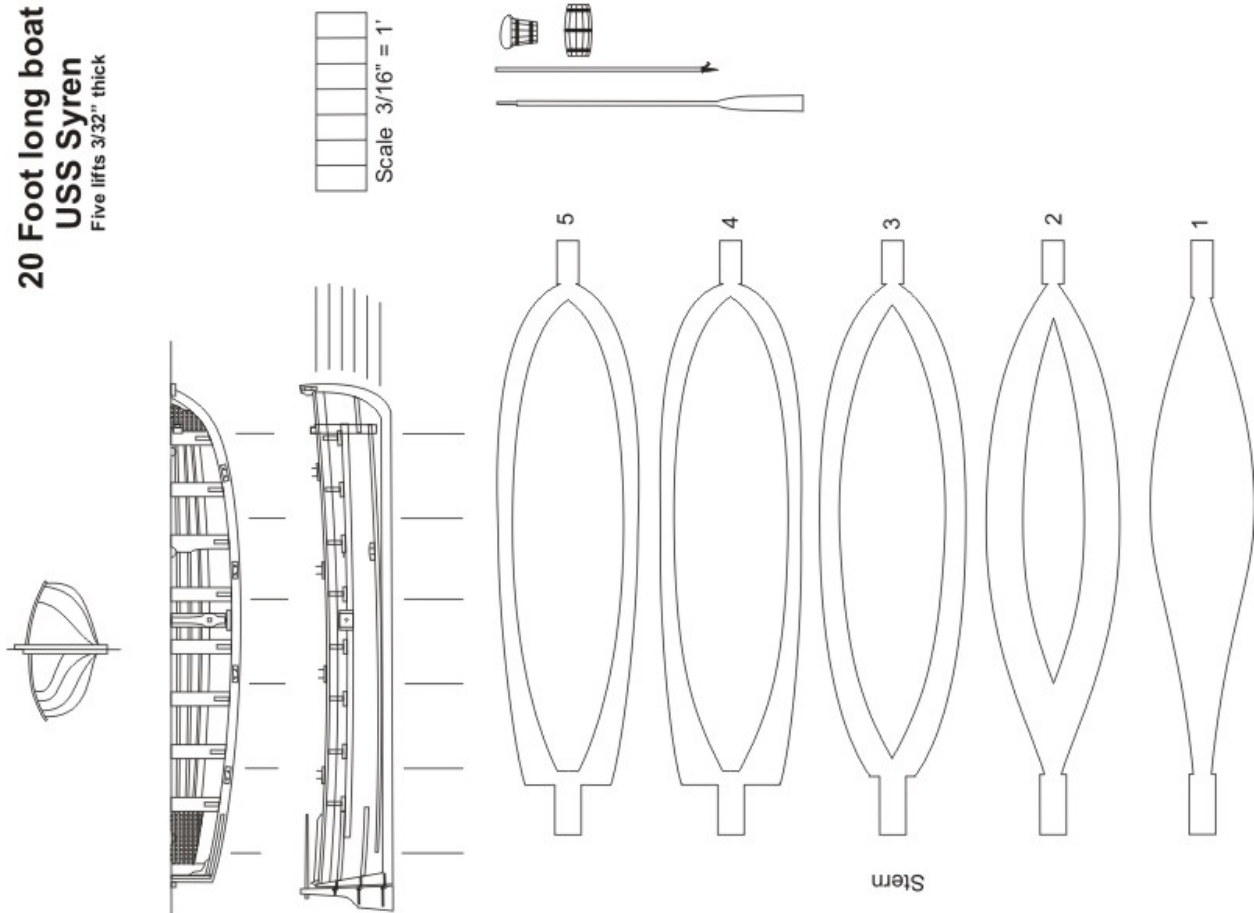
I'll put that question out in the 'General Discussion' area.

#1009: Author: Chuck, Location: Rutherford 📍 Posted: Thu Apr 24, 2008 10:47 pm

Here is a link to the long boat plans. I am going to add the sweep port oars to the same plan soon. But I wanted to start work on building it right away.

http://www.modelshipworld.com/userupload/38/longboat_1.pdf

20 Foot long boat
USS Syren
 Five lifts 3/32" thick



#1010: Author: Chuck, Location: Rutherford □ Posted: Fri Apr 25, 2008 12:40 am

OOPS

Just read my notes and found that the Argus when captured had a 25' longboat. I have adjusted the plans and created a second copy. Each of you can decide if you want to go with the 25 or 20' versions. The Argus was built at the same time and was a brig of the same dimensions. When captured she had a long boat 25' long, pinnacle 24' long and a jolly boat 18' long. I am building the long boat which was probably not clinker planked. The Pinnacle probably was clinker planked. This will take up a lot of space on deck. It will look big and I will post pictures of the difference.

Here is the link to the larger version. The lifts will be 1/8" thick for this larger version.

<http://www.modelshipworld.com/userupload/38/longboat25.pdf>

#1011: Author: Chuck, Location: Rutherford □ Posted: Tue Apr 29, 2008 2:34 am

Today I finished carving and sculpting a little figure (Charles Stewart, commander of the Syren in Tripoli). He is 1 1/16" tall or 5' 8" tall. He is to scale and I wanted to show a figure in scale alongside the fittings

and space on deck. He still needs some cleaning up to thin down the arms and smooth out some areas but he is essentially done before painting. The shoes will be made a little smaller around the ankles and just a general reshaping of certain areas. I used a portrait of him that was painted after the war of 1812. He eventually commanded the Constitution.

This is the smallest figure I have ever sculpted out of sculpey. The face is so very tiny it was difficult to get any detail. I think it looks pretty good for the size. Hopefully it will not detract from the model after being painted. Do you guys think I should use it or will it ruin the overall look of the model. This will be the only figure I sculpt at this scale. 1 1/16"....That is super tiny.





#1012: Author: Randy, Location: Atlanta GA □ Posted: Tue Apr 29, 2008 2:53 am

Chuck, I see the Captain has been piped aboard. Where is the crew that piped him aboard? I am

impressed again at your sculpting and carving skills.

Randy

#1013: Author: idesignsb, Location: Attleboro, Ma. □ Posted: Tue Apr 29, 2008 2:58 am

Chuck...The Captain looks incredible. What a great job of sculpting, I should have stayed for your demo.. In my opinion, I do not think he would detract from the ship. He is a work of art in himself and compliments the Syren. I am looking forward to seeing him painted.

#1014: Author: knightyo, Location: Meridian, Idaho □ Posted: Tue Apr 29, 2008 3:09 am

HOLY SMOKES you did a great job on that figure!! 99% of the time I think figures SEVERELY detract from a ship model... Man I think your figure falls in the 1% that DOES add to the model. I think the thing I like the most is that you actually modeled him after his portrait. Are you planning to apply washes/shading/etc. to him? If you paint him as well as you sculpted him, he should definitely remain on deck.

Alan

#1015: Author: Jim Lad, Location: Sydney □ Posted: Tue Apr 29, 2008 5:11 am

I'm not sure that you should paint your figure. As he is now he's sort of in the background just giving some scale to the rest of the model. If he's painted he may stand out and draw the eye away from the ship. What do you think?

John

#1016: Syren Author: Gene Bodnar, Location: Sidney, New York □ Posted: Tue Apr 29, 2008 10:42 am

Outstanding use of Sculpey! I love it. You are truly an artist.

As a matter of curiosity, which variety of Sculpey did you use to get so much detail? Did you use the original Sculpey, Ultra Light, or what? If you used the Original, what did you do to make it so pliable that you got such fine detail? I am fascinated by your work.

Gene

#1017: Author: Chuck, Location: Rutherford □ Posted: Tue Apr 29, 2008 12:14 pm

Thanks guys,

I was thinking the same thing about painting him (that he would stick out too much) but I am going to

try it anyway. I will see how it all looks before I glue him on deck permanently. He is a little chubby but I can live with that.

I used Sculpey III for the figure. The little squares you see in the craft store. Super Sculpey would have been too brittle but I would have been able to get even more detail. The Sculpey III is more pliable and it is stronger. It does not sand as easy so the figure is carved after it is initially shaped. The figure was baked and re baked about 10 times for just two or three minutes at a time. The torso first, then the head, then the legs, then the back of his coat, followed by his arms one at a time. Then his feet and then once more with some odds and ends.

That is what makes it possible to get some detail. You do not have to worry about squishing any of the previous work. You can also add more to the area while it has support. I use sculpey softener to help adhere the uncured Sculpey to the cured pieces.

#1018: Author: Cut-Throat Jake, 📍 Posted: Tue Apr 29, 2008 2:15 pm

Given the limitations of Sculpey I think your figure is remarkable!

Just for your info, the medium of choice for many figure sculptors is a two part putty called Green Stuff. It takes fine detail incredibly well and has the added advantage of being soluble in liquid polystyrene cement. Just in case you fancy having a go it is available in the US, and if you Google it there are quite a few sites showing how to use it effectively.

Rich

#1019: Author: Chuck, Location: Rutherford 📍 Posted: Tue Apr 29, 2008 3:43 pm

I have seen the stuff but have not tried it yet. I just might in the future but I have a ton of Sculpey laying around the house. The kids just love it and use it for all kinds of school projects. As I was making this one for example my daughter was having fun making some Pok E' Mon characters out of it. So I will always have a lot of it around. That was the second one I had made because after I finished the first one... and I was baking it in the oven... I dropped it on the bottom of the oven. Needless to say I watched the hours of work melt and burn into a brown pile of crap. I had to start over.

#1020: Author: cloyd, Location: Dublin, though originally from Perth, W.Australia 📍 Posted: Tue Apr 29, 2008 7:00 pm

For a first try at figure sculpting, that is a bloody good job. I wouldn't try it with sculpey - so my hat is off to you there. Green stuff is much better for this type of thing - the mermaid link I posted was an example of what can be achieved in green stuff.

Personally I would go with the painting. The rest of the model is realistic - and having something artificial looking on the deck would probably draw the eye more than a naturally painted figure. Also the blue /

white shouldn't stand out too much either (green against red bulwarks though would be a different matter)

As an ex figure painter he is slightly out of proportion - but not to the extent that many people would notice, and I don't know that sculpy would let you get closer. Overall he looks solid and authoritative. The pose is very effective and well balanced.

Colin

#1021: Author: Chuck, Location: Rutherford □ Posted: Tue Apr 29, 2008 7:05 pm

Thanks Colin. I was going to lop off the arms tonight to try and thin him down a little bit. It will help get him closer in proportion to a normal figure. Then I was going to reattach the arms. It will not take long but overall I am pleased with the result.

The green stuff we are talking about, does it harden on its own or does it need to be baked or air dried? Just curious. I may try it on my next model.

#1022: Author: clloyd, Location: Dublin, though originally from Perth, W.Australia □ Posted: Tue Apr 29, 2008 7:15 pm

Green stuff is epoxy - it hardens all by itself. Depending on the mix you can have between 10 and 40 mins working time, a straight 50/50 mix is about 20 mins. Working texture is like chewing gum. A wet tool and some patience can produce a really smooth surface.

Most serious sculptors build up - armature, rough skeleton, flesh, clothing....

Don't thin him too much. The head is a little large, and it works well with a stocky body - gives that solid feel. Too thin a body will make him top heavy.

Colin

#1023: Author: Chuck, Location: Rutherford □ Posted: Tue Apr 29, 2008 7:25 pm

Thanks for the info. You are probably right about thinning him down so I will just shave a little to smooth some areas and bite the bullet and paint the thing. There is always my next one. Practice, practice, practice.

I will try the green stuff for sure. I just googled it and discovered a whole new hobby in the process. Great stuff.

#1024: Author: clloyd, Location: Dublin, though originally from Perth, W.Australia □ Posted: Tue Apr 29, 2008 9:06 pm

I think you'll be happy with the outcome. He's as good as some of the commercial crew figures out there, and he'll sit nicely with the ship.

It's scary how good some people are with green stuff isn't it?

Colin

#1025: Author: jimmadras, Location: Leesburg, FL 📍 Posted: Wed Apr 30, 2008 1:02 am

Your Captain is VERY well done; it makes me want to give some Sculpy a try (although I still prefer carving in wood). It is amazing how you get so much detail in that small scale. Great work!

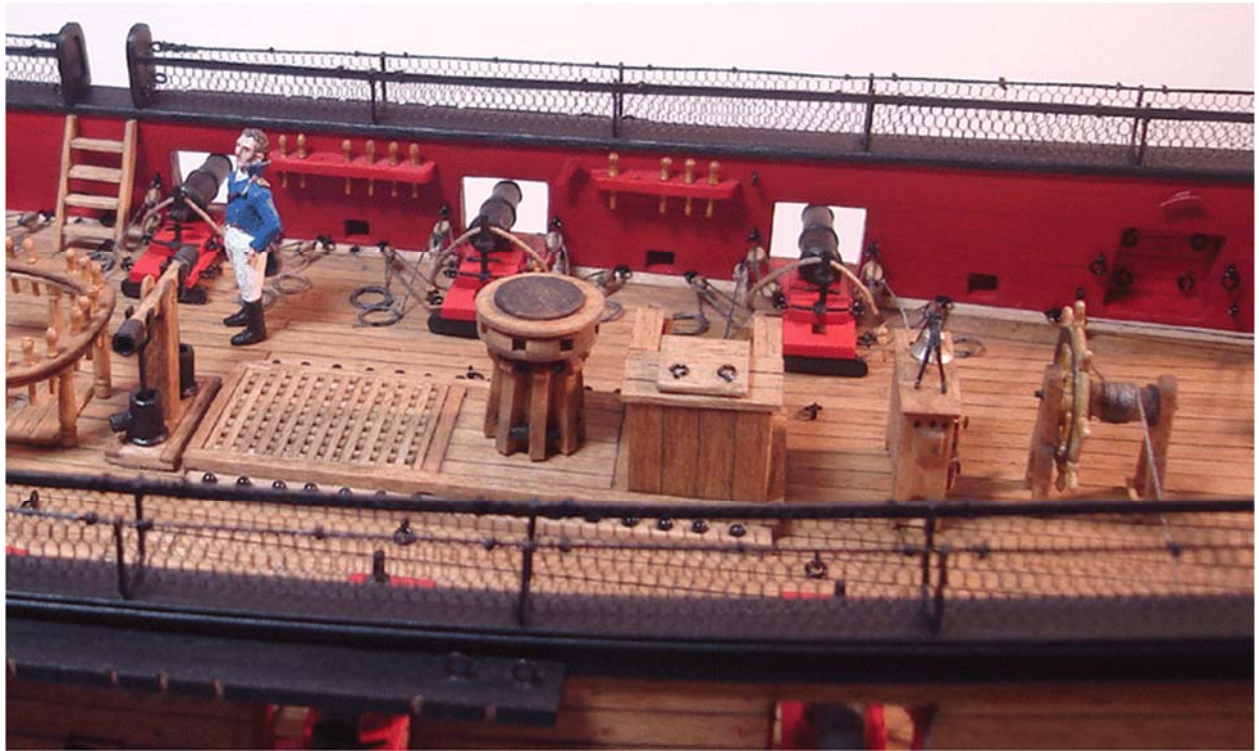
jim

#1026: Author: Chuck, Location: Rutherford 📍 Posted: Thu May 01, 2008 2:19 am

Thanks guys. I did not care for that first attempt so I sculpted another. I think this one came out a little better. Same height but he looks a little better proportioned. I hope. He is painted up and glued on the model. I am not used to figures on a model so I am trying to get used to it and I am not sure I like it yet. I think it is great to see the fittings in scale with a figure but I think I have a while to go before my sculpting skills make me 100% happy. I took some pictures that were pretty close up and you cannot see the figure that closely at all when you are looking at the model so the first picture is more or less what it looks like from a normal vantage point and its OK.

I cannot work on the model until some supplies I bought online are delivered. So this was a good time filler. They probably will not come till next week. So I will start writing the next chapter on the cap rail details in the meantime.





#1027: Author: Randy, Location: Atlanta GA 📍 Posted: Thu May 01, 2008 3:06 am

Chuck. As the Secretary of the Navy you post a captain to the Syren and then he is replaced within a few days with a thinner captain because he was overweight. You had better contact an attorney because I smell a lawsuit in your future. The thin one does look better but if called to testify I will only say Chuck did an excellent job building ships and running the dockyard but he was lousy handling personnel.

Randy

#1028: Author: ccoyle, Location: Mariposa, California 📍 Posted: Thu May 01, 2008 4:58 am

Chuck, your captain looks swell! Although he does seem to have a quizzical look, as if wondering, "Where the h***'s my crew!?" Perhaps you should whip up a full compliment.

#1029: Author: cloyd, Location: Dublin, though originally from Perth, W.Australia 📍 Posted: Thu May 01, 2008 10:34 am

Much better proportioned!

Painting is not bad either.

He's going to be looking at the mainmast. I might have put him further back closer to the wheel - looking at the rigging/horizon.

Nothing gives a viewer a better sense of scale than a human figure - we all know how big a person is, and it makes everything else look its right size.

Colin

#1030: Author: Chuck, Location: Rutherford 📍 Posted: Thu May 01, 2008 3:03 pm

Colin, I agree and have already moved it. I did not realize that until after I took those pictures.

Thanks for the kudos guys. The Syren will only have the one caretaker. I will leave a more robust crew to the next model project.

#1031: Author: FSC_Zombie, 📍 Posted: Thu May 01, 2008 5:07 pm

#1032: Author: barreto, 📍 Posted: Fri May 02, 2008 12:36 am

#1033: Author: Chuck, Location: Rutherford 📍 Posted: Fri May 02, 2008 10:21 pm

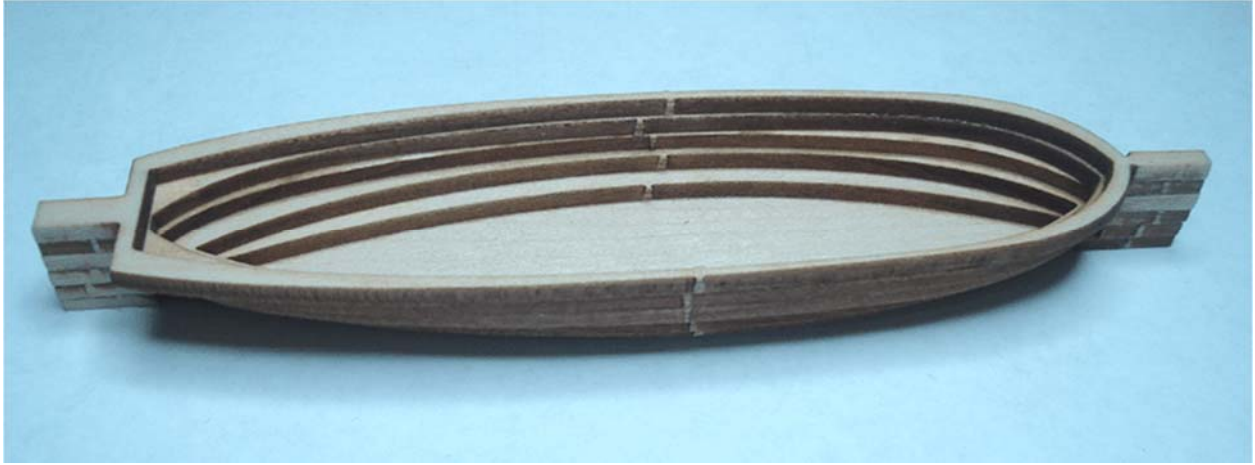
I cannot sit around waiting for my materials so I started building the ships boat anyway. Model Shipways is going to laser cut the lifts for me and that is what I am waiting on. They asked me to check the lifts for the Niagara's kit which is the same scale and forwarded me those. I told them I would not use them because there is not enough meat on them to shape the boat properly. But rather than wait I will use them. They are the same scale but my lifts as drafted are meatier and only five are needed. The Niagara has six lifts that are thinner and wimpier. The shape and final product will be the same. You folks will be better off using mine but I just cannot wait any more.

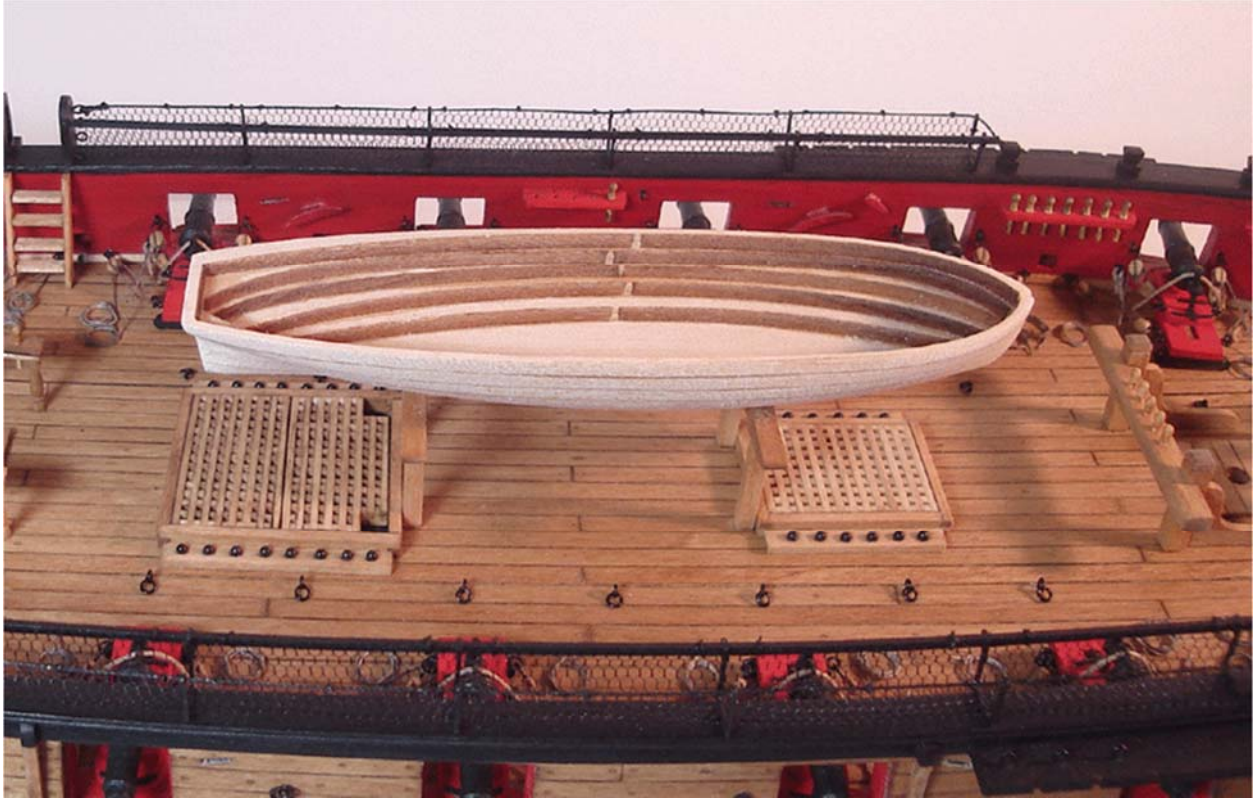
So I glued the six lifts together and after cutting off the tabs at the bow and stern started shaping the hull. You can see just how large a 25' long launch looks. This will be a very important prominent part of your ship model so go slow and take your time. A bad boat will ruin an otherwise good model. You can see the template on the top of the model which is what I used to check its shape. I will be clinker planking the hull to add interest and treenailing it. I am hoping that when it is done there will be no need to paint it because the planking will look more interesting.

Only the outside of the hull is shaped before we plank it. After planking, the inside will be thinned down considerably. I will detail every point step by step in the practicum chapter.

I just wanted to give you guys a sense of how it will look. You can go smaller with the launch if you want but the more I check into things the 25' length is correct. Argus carried one and all the models I see of a brig (and I have posted several) have a 25 footer including Jose's in the gallery. He has clinker planking that is unpainted and I think it looks fantastic. I will do the same. Maybe I will add some accents here and there. Pictures are out of order sorry about that.







#1034: Author: Chuck, Location: Rutherford 📍 Posted: Mon May 05, 2008 11:37 pm

Moving right along on the ship's boat. I have been talking to many of you via PM and also some trusted friends of mine who are accomplished model builders. The consensus is that the boat (launch) would not have been clinker planked. I have also been convinced that painting it white will not be so bad. It will have the oars along of it which will offset the white hull on the gallows bits. So I will give it a go. The only down side would be that if I do not like it I can always build another. I agree that the model should air on the side of accuracy.

So I have painted the hull. The important things to remember when shaping it are to create an ample sheer for the hull. The mistake most often made on these boats made with lifts is not enough sheer is sanded into the hull. See the black line in the photo.

There is also a rather noticeable (not in the photos) concave area below the bow which is often not sanded into the hull. I will try and get it to show up better in some new pictures. Once the hull is further along it will be easy to see.

So I sanded outside first and then inside the boat. I used a Dremel rotary tool for the inside to rough shape it and then smoothed it out by hand. It is about 1/32" thick. That will do nicely. If you hold the hull up to the light you can see through it. I actually got too thin in some areas and had to add some filler to strengthen it. This caused me to have to paint the inside to look like wood. It was finally coated with the

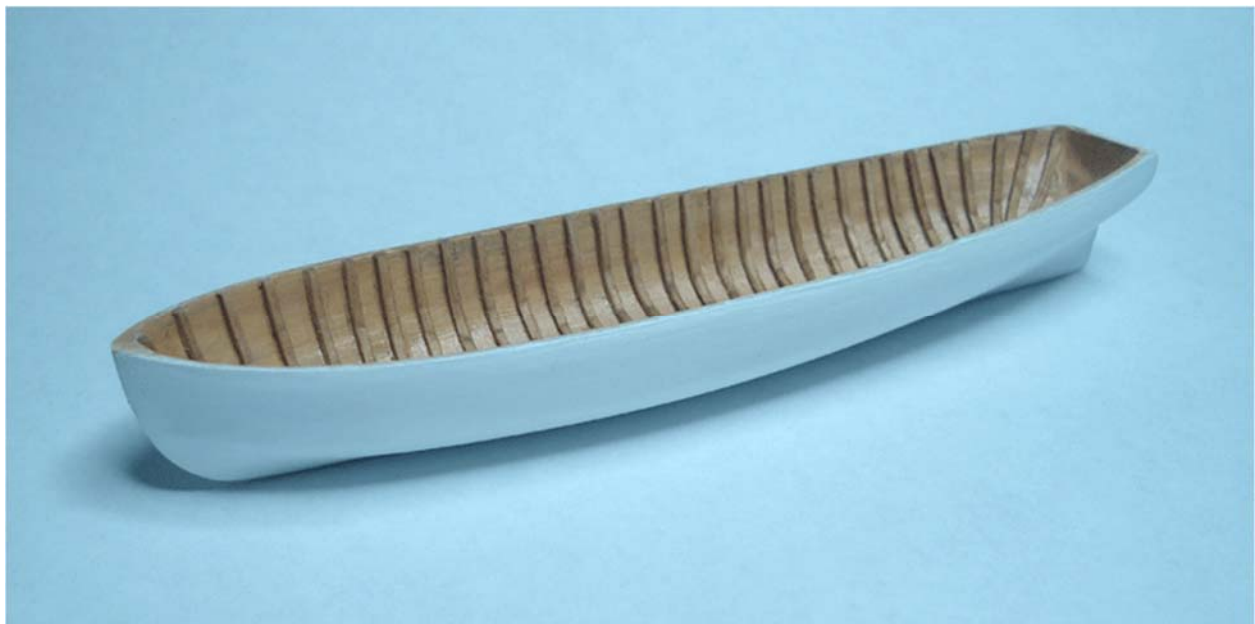
same stain as the frames and looks OK.

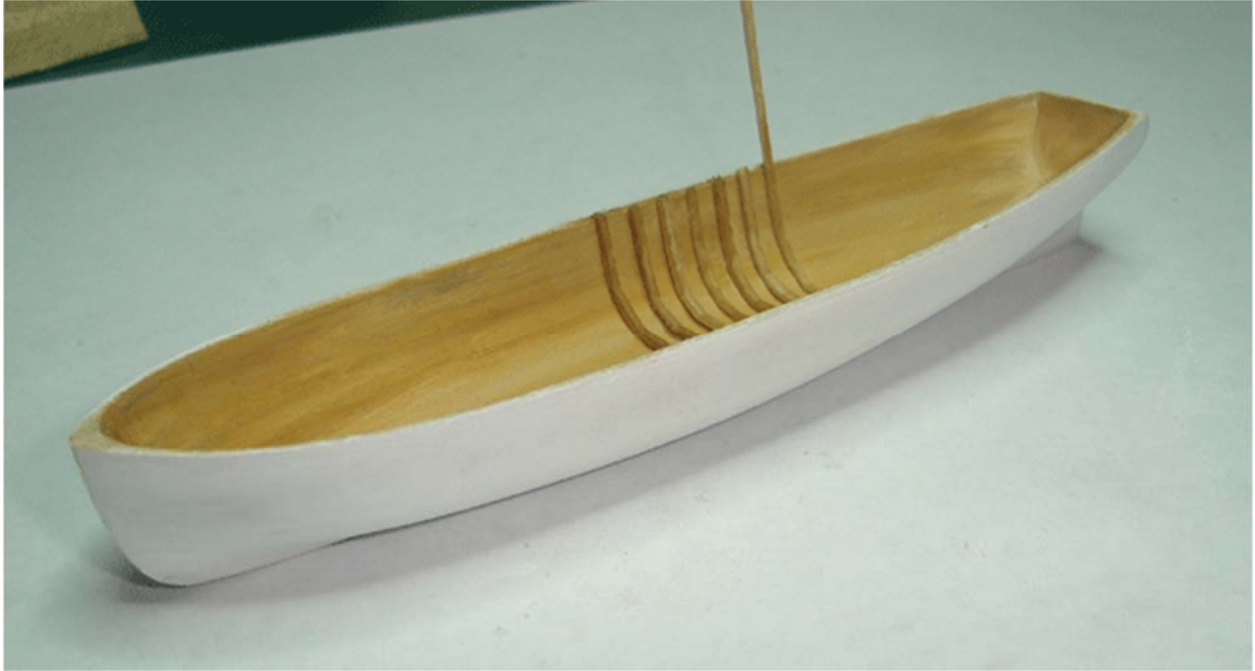
I may still paint the entire inside of the hull red. I have seen this done and really like the look. I have not decided yet. All of the thwarts and seats and details will remain natural if I do paint the inside.

The frames are 1/32" x 1/32" soaked in water for a few minutes. They bend pretty easy. Then sand the frames when you are do not with one side. But make sure the frames are completely dry over night or they will tear rather than sand and get very stringy.

Before placing the frames into position I placed a strip down the center of the hull which will act as a stop. This will eventually be covered up with the floorboards. That is when the hull will really start taking shape. The molding on the outside of the hull and keel and stern post etc. will go on much later. Better to get more work done inside.

I will coat the outside of the white hull when finished to knock down the brightness, but there is a lot of work to do outboard first.





#1035: Author: kelvin12, Location: NSW 📍 Posted: Tue May 06, 2008 2:15 am

Been a while since I have been back to look at Syren, been flat out. I can't believe how well it has come up and how much has been done. Brilliant workmanship and I like the launch idea, great work.

Dirk

#1036: Author: Chuck, Location: Rutherford 📍 Posted: Tue May 06, 2008 2:02 pm

Thanks Dirk.

The launch is coming along. It does not look like much yet but once the details are added it will be better. This is the home stretch for the hull. After this it is all masting and rigging.

#1037: Author: freewheelinguy, Location: Aston, PA 📍 Posted: Tue May 06, 2008 5:12 pm

Launch looks super, Chuck.

Len

#1038: USS Syren Author: les rogers, Location: Coffs Harbour 📍 Posted: Thu May 08, 2008 1:52 am

I was interested in your long boat build as I have never attempted the bread and butter method. And to be honest I have always bought the long boats dinghies and such from Corel and Amati as well as others. So I got Dirk to run some timber through his planner and went ahead. Good fun also learnt some new tricks with my Dremel when hollowing the shell. I have caught up with you so I am now waiting on the next installment.

#1039: Author: Chuck, Location: Rutherford 📍 Posted: Thu May 08, 2008 2:32 am

That is great. You should post pictures here in my thread and build it along with me. I will be making a big dent on it over the next few days into the weekend. It is going to be fun. I was busy the past few days but I should be back in the shop so to speak tomorrow.

I would love to see how thin you made the hull. It is not that difficult at all. The key is to get the right shape. The concave area under the bow towards the keel is important.

#1040: Author: The Colonel, Location: Bansville 📍 Posted: Thu May 08, 2008 2:40 am

I am following the launch you have converted me looks great mate.

Leon

#1041: Author: AnobiumPunctatum, Location: Duisburg 📍 Posted: Thu May 08, 2008 4:52 am

it's very interesting to see your method of building the launch. I will hopefully remember if I am at this stage with my HMS Triton

Christian

#1042: Author: Chuck, Location: Rutherford 📍 Posted: Sat May 10, 2008 2:55 pm

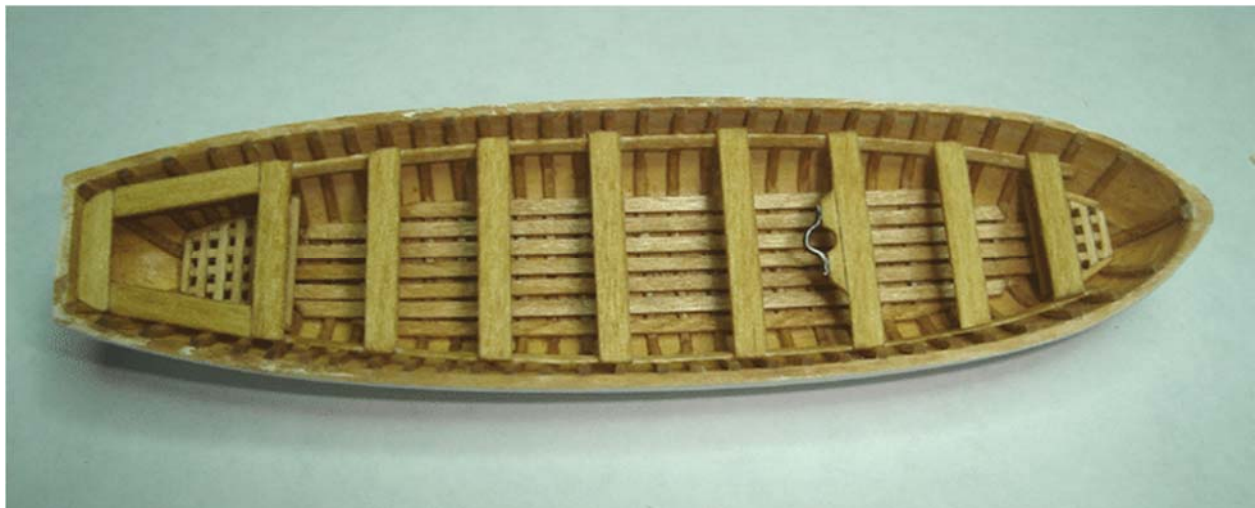
I made a little bit more progress.

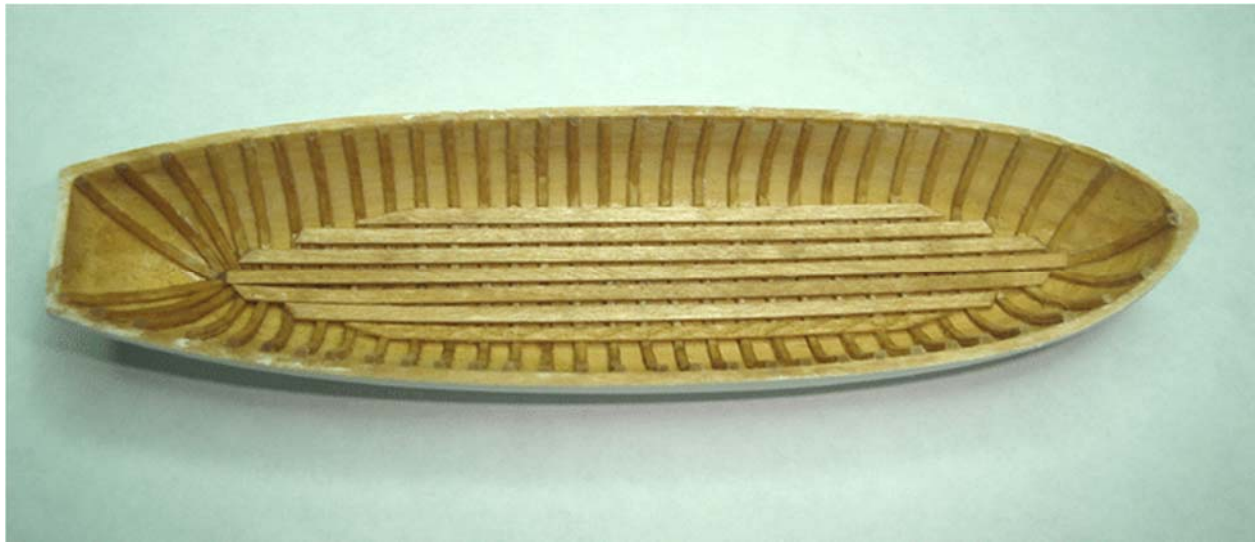
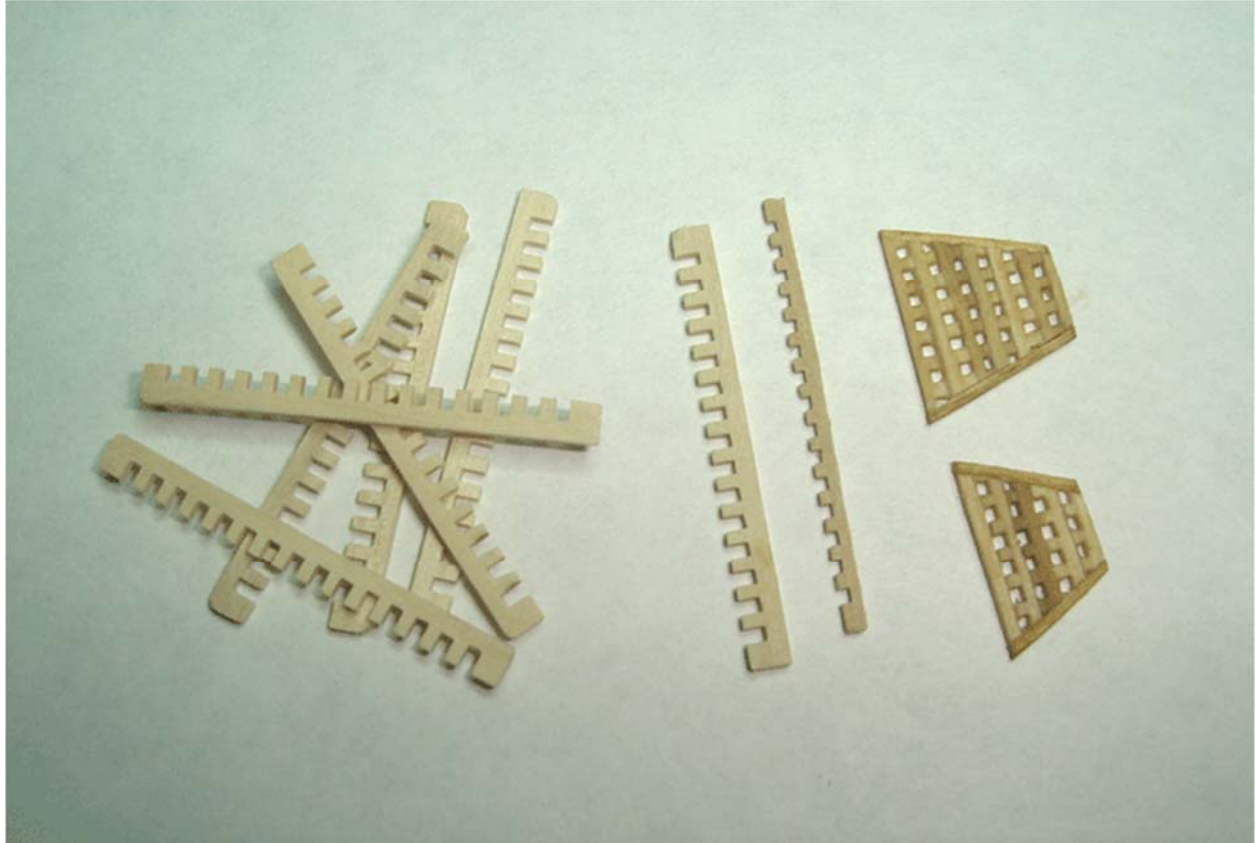
The floor boards were put on first - seven of them. They were made from $1/32''$ x $1/16''$ strips. I left a little space between each of them.

Next the gratings. These could also be replaced with a solid piece of $1/32''$ thick wood. It is tough to get the right sized grating. I am restricted because I have to use the same commercial strips that will eventually come in the kit. But using the same strips as the hatches you can modify them to be used. You can see in the photo how I used my sharp blade to cut each side down considerably. This leaves a really thin piece that if glued together edgewise can create a decent grating. You do not put them together egg crate style like for the hatches. The grating would be too thick. This way you get a nice sliver of grating that you must frame with $1/32''$ x $1/32''$ strips on the sides to complete them. You will have to use trial and error and the plans to find their shape. Every builder's boat will be slightly different in shape depending on how much it is hollowed out.

Finally after positioning the gratings, the thwarts (seats) are cut from $1/8''$ x $1/32''$ strips. Before you can install them you must also place the thwart support strip along the sides of the hull. This is made from $1/32''$ x $1/16''$ strips. The top edge of the thwart supports is $1/8''$ below the sheer of the hull. Then glue the seats into position. Note how the one thwart where the mast will be inserted was made. A small strip was glued edgewise onto the thwart and filed out to make the notch for the mast. Then some 24 gauge wire was used to make the iron clamp. Just glue it on after shaping it.

Next I will do the windlass and then it will be time to finish the outside of the hull before returning to add the details and rudder.





#1043: Author: Chuck, Location: Rutherford □ Posted: Sat May 10, 2008 6:34 pm

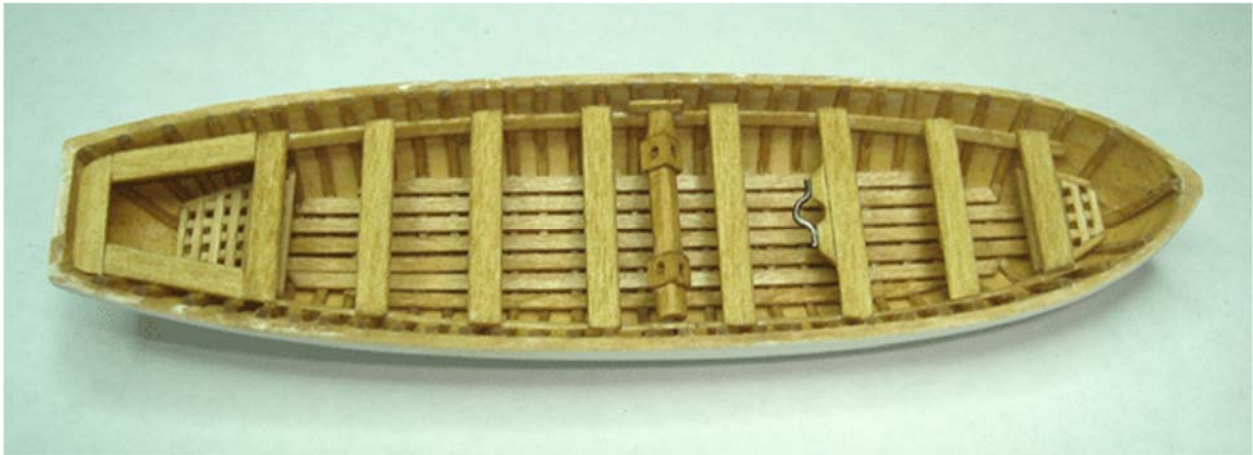
Start the windlass with some 1/8" x 1/8" stock. Then mark it as shown after cutting it to length. I made some stop cuts along those reference lines that you see. Then I back carved up to those stop lines a little slice at a time. the purpose of this is to make the windlass eight sided between those two scares and on either end. You can use some san paper to clean of the eight sided areas. Then drill some holes where the windlass bars would be used. Finally insert some 28 gauge wire on both ends.

Next glue the windlass into position by resting the two pins on top of the thwart supports.

Last you can insert a small length of 1/32" x 1/16" strip over the pin and thwart support. Make sure you notch the little piece so it fits flush on the thwart support.

Thats it.

Next the cap rail and external details.







#1044: Author: Chuck, Location: Rutherford □ Posted: Sun May 11, 2008 10:42 pm

I have got the outside of the hull pretty much done. The cap rail was added first. This was $1/32$ " thick and cut from a sheet. Simply place the sheet against the top of the boat and trace the outside shape. Cut outside of your line to create a slight overhang and make the width of rail about $3/32$ " wide. This should be wide enough to also make a slight overhand inboard.

Then the keel, stem, and stern post was cut from $1/16$ " thick sheets. Use the plan for their shape. It was done in three pieces. The stem first followed by the keel and then the stern post. With that completed I added a $1/32$ " x $1/32$ " molding just under the cap rail and painted the area between them black. The molding and cap rail was stained. Last I used some left over copper tape to form the gudgeons for the rudder hinges. I painted then black after gluing then on the stern post. I also doubled the thickness of the tape to make them stronger.

I took these pictures on the model just to show you what it will look like. There is still a lot of details to add to the boat. But the white painted hull does not look bad. I like it and think all wood would be too much after the sweeps are placed on either side of it. This way the white paint will be hidden a little bit and the sweeps more noticeable. Otherwise I think all of it would have blended in too much if left natural. Some models have the interior bulwarks of the launch painted bulwark red and the thwarts and other details left natural. That is a nice look also and I almost did that as well. But this looks fine too.





#1045: Author: idesignsb, Location: Attleboro, Ma. 📅 Posted: Sun May 11, 2008 11:08 pm

Gees... that looks sweet sitting on the Syren. Never realized how much work and detail would be on the longboat. Personally I like the white. In my opinion they are a perfect match.

#1046: Author: zeldazork, Location: Omaha, Nebraska 📅 Posted: Mon May 12, 2008 12:17 am

#1047: Author: Oli716, 📅 Posted: Mon May 12, 2008 8:56 am

#1048: Author: RustyJ, Location: Chittenango, NY 📅 Posted: Mon May 12, 2008 12:41 pm

Looks great just the way she is. I like the contrast of the white hull and natural interior.

As always you've produced another fine part to a great build!

#1049: Author: Chuck, Location: Rutherford 📅 Posted: Mon May 12, 2008 7:20 pm

Thanks guys I am almost done with it now. I will be finishing it up over the next few days and I thank you for the kind words and encouragement. I think the white hull will be fine with the oars on either side of it. I just have a few knees to shape and glue above each thwart and one at the bow and she is done.

#1050: Author: Zarko, Location: Geneva...but from Serbia 📅 Posted: Mon May 12, 2008 7:34 pm

#1051: Author: Chuck, Location: Rutherford 📅 Posted: Tue May 13, 2008 1:49 am

Thanks guys, she is getting there. The oar locks are in. They were simply some 1/32" strips cut to length with two small pieces of 28 gauge wire inserted into them. I painted them black first before I inserted the wire then I painted them again. I also sanded them down even thinner before I painted them initially. 1/32" seemed too thick.

I also put the top panels on the cap rail at the stern. I am not sure what they are actually called. I will look it up but if you know please save the time and post it. I have a few knees at the stern and one at the bow. Then some small tiny ones added on top of the thwarts along the outside edges. I added the bowsprit step and the mast step as shown on the plans. The bowsprit step was a 3/32" x 3/32" strip cut to length and shaped with a cut out for the heel of the bowsprit. the mast step is just a 3/32" x 1/16" little square with a divit drilled into it. It was like the shot racks we did earlier. Just drill part way into the strip to make a divit. It will not be seen anyway but I know it is there.



#1052: Author: neptune, Location: Adelaide South Australia 📅 Posted: Tue May 13, 2008 2:14 am

Fantastic build Chuck, excellent, when I first saw photo of her I thought it was a reference photo from a museum, this is the first time I've gone through your build, and I looked at the last posts first.

#1053: Syren Author: Gene Bodnar, Location: Sidney, New York 📅 Posted: Tue May 13, 2008 11:50 am

Your ship's boat looks like a fine model all by itself. Very fine workmanship.

Gene

#1054: Author: barreto, 📅 Posted: Tue May 13, 2008 11:18 pm

The measure of the length of your boat is the same that I have, and the boats of the Argus were similar to those of the Syren. It seems to me but that the Argus type-had one more boat if I remember.

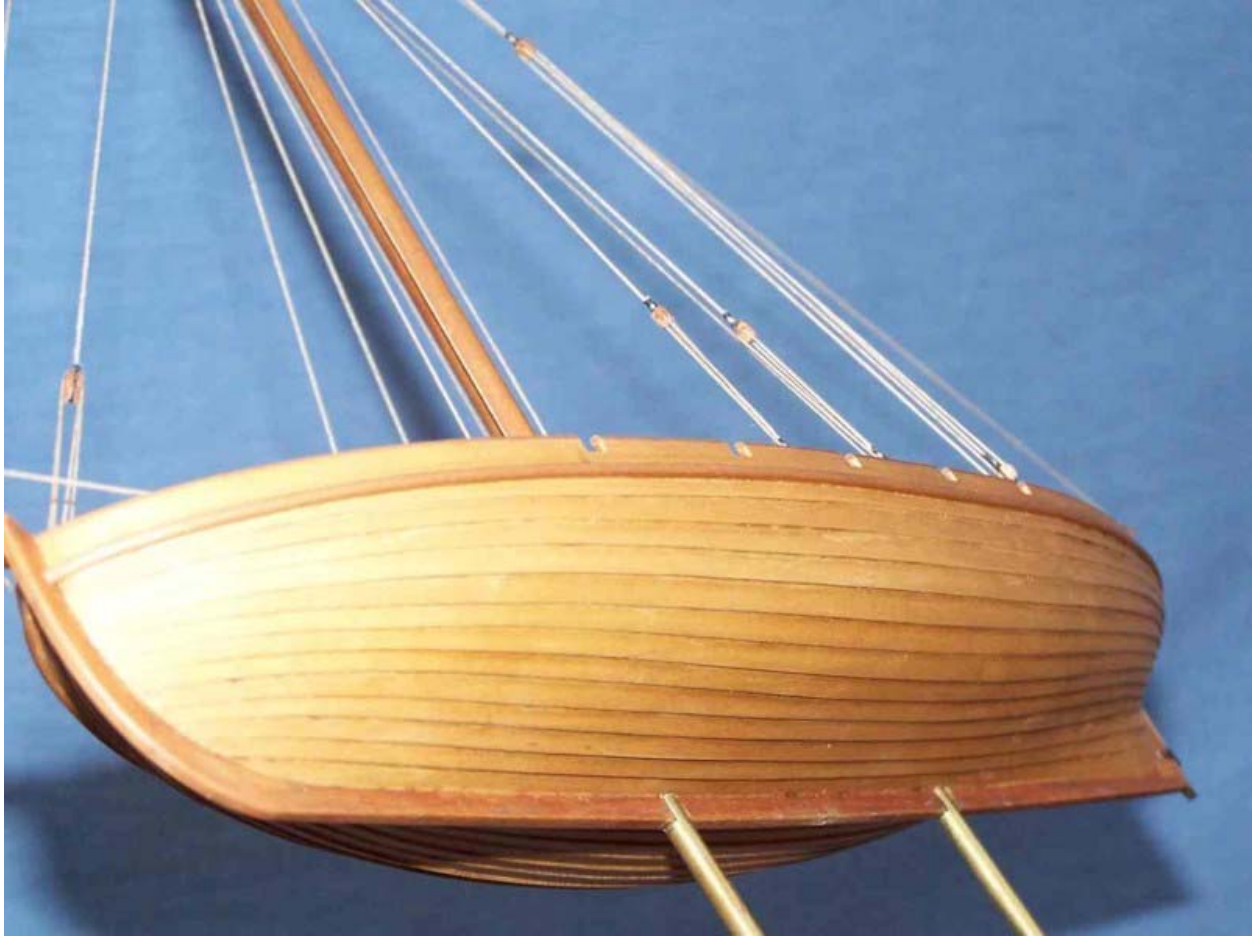
I like much more your boat because it works with the tones of the ship. In the beginning I also planned to paint my boat, but, since it was delayed several days to do the lining, I wanted to leave it in natural wood, but, the identical boat calls mass the attention .

José



#1055: Author: barreto, □ Posted: Tue May 13, 2008 11:22 pm

This one is a Gig Inglés



#1056: Author: barreto, □ Posted: Tue May 13, 2008 11:25 pm

This one is a Gig Inglés



#1057: Author: barreto, □ Posted: Tue May 13, 2008 11:30 pm

If it is not an inconvenience(trouble), for occupying very much space, say me if you wish some more photos.

Jose



#1058: Author: Chuck, Location: Rutherford □ Posted: Wed May 14, 2008 12:17 am

That is a fantastic model Jose. Thanks for posting it. I agree with you on the size of the ship for Syren. In the end I do not think it would have been clinker planked though. I am 50/50 on the painting of the boat. I could have gone either way. The details you have added to the model are wonderful. That would be good practice for whatever type of boat you should choose to include. I am not sure if I will add as many but a few are always a plus.

#1059: Author: les rogers, Location: Coffs Harbour □ Posted: Wed May 14, 2008 12:41 am

That is a truly beautiful model with incredible detail. But it has to be longer than 5 inches . I was about to post my long boat but no way Jose after that effort.

Les

#1060: Author: The Colonel, Location: Bansville □ Posted: Wed May 14, 2008 12:45 am

Hi Jose,

Clinker work is difficult at the best of times. Your scale is great and your work is of a high class. Have you any construction photos that you can share.

Leon

#1061: Author: Chuck, Location: Rutherford 📍 Posted: Wed May 14, 2008 1:36 am

Jose if you have any construction photos please do post them. I think your model is terrific. You should post them in the build logs forum we have for scratch models. Everyone could benefit from your construction details. But please post them in that area and not here as I do not want folks to think that is the type of boat they should be building for the Syren. If you would like to you can PM me and you can email me the details so I can try to translate them for the group in English to go along with the photos.

#1062: Author: Chuck, Location: Rutherford 📍 Posted: Thu May 15, 2008 12:17 am

Not that it can compare to Jose's boat but mine is finally finished. Jose's work is a tough act to follow. But I think it will suit my little model just fine. I am happy with the results.

The knees at the stern and bow inboard were shaped from 1/32" thick wood. Then the knees on top of the thwarts were shaped from the same wood and placed on both sides of the hull. They are super duper tiny.

Note the iron strap at the stem for the bowsprit.

This finishes it up. I still have to make the rudder, oars and a few buckets. I also have to add some rope coils here and there and make the sweeps. Then I will position it on top of the gallows bits and make the chocks that the boat will rest in. Finally I will lash it down securely. You never can be to careful if the weather gets rough.

You could also make the mast, boom, gaff and bowsprit for this long boat and rest them atop the gallows bitts. But there is not much room and it might get awe fly crowded with them and the sweeps.



#1063: Author: The Colonel, Location: Bansville □ Posted: Thu May 15, 2008 2:18 am

Looks great! It is better than a bought one. The photo close ups are also very good.

Leon

#1064: Author: barreto, □ Posted: Thu May 15, 2008 2:35 pm

"You could also make the mast, boom, gaff and bowsprit for this long boat and rest them a top the gallows bitts, but there is not much room and it might get awe fly crowded with them and the sweeps".....

I agree with you in painting uses 50/50, in my case, in order that it could see also the work of the wood.

If I understood what he wrote, I agree in not placing on the boats, masts and sails because they cover almost all your work, because of it I put some oars, basins and barrels



#1065: Author: barreto, □ Posted: Thu May 15, 2008 2:42 pm

#1066: Author: tatonka, □ Posted: Thu May 15, 2008 3:23 pm

—

I suggest that we take up a collection to send someone down there to break this guy's fingers! This is some of the most beautiful work I have ever seen. Some people are just truly amazing in their abilities. He probably makes this stuff from old shipping pallets using a just and old Boy Scout knife. I hope he has

a lot more photos to share.

Kurt

#1067: Author: Chuck, Location: Rutherford ▣ Posted: Thu May 15, 2008 7:31 pm

I do not know if I should just stop trying and take up stamp collecting. Jose does some fine work no doubt.

Jose you should absolutely post your progress on these projects and pictures in the other forums on this site. You could also send them to me as they would make some fine additions to our gallery. Please do try and post more of your work.

But do not post them in this log as no one will see them except for folks who are keeping up with the Syren progress. I also do not want this topic to get off message. I would like to persuade you to send them to our gallery so everyone can have a look at your marvelous craftsmanship.

#1068: Author: Chuck, Location: Rutherford ▣ Posted: Sun May 18, 2008 2:20 pm

Ok, I have started making the sweeps. We will need 16 of them. Eight for each side of the gallows bits. They are made from 1/8" x 1/16' strips. They are 5 1/2" long. They are very simple to make. Just layout the shape of them on the strip and cut it out with a sharp blade. Round off the handle and shape the end as shown. Then thin down the paddle. They take a decent amount of time to make but they aren't difficult. A harder wood is preferred but I have used the Basswood I have been using all along. Breakage is possible and you must be careful if you are using basswood. The results are just fine though.



#1069: Author: Jim Lad, Location: Sydney ▣ Posted: Sun May 18, 2008 8:54 pm

Nice looking sweep Chuck! They'll look great lashed up on the gallows.

Just imagine the poor buggers who had to use them - rowing a heavy dinghy is bad enough, but I suppose being chased by something like a 50 gun ship would give some fair incentive.

John

#1070: Author: Chuck, Location: Rutherford 📍 Posted: Sun May 18, 2008 11:36 pm

—

Well I finished the eight sweeps for one side of the long boat. I do not think there is any need to put the chocks on the gallows bitts. You will not see them and the sweeps do a fine job of supporting the longboat. They are both just resting on top of the bits no. I lashed the eight sweeps together in a nice bunch. I made sure I altered the direction of the sweeps and made them look natural in the pile rather than too uniform and neat. It is just my personal preference.

I will do the other side and also make the rudder and smaller oars before I lash the entire longboat in position.





#1071: Author: kelvin12, Location: NSW 📍 Posted: Sun May 18, 2008 11:57 pm

That looks so good.

Dirk

#1072: Author: UweK, Location: Munich and Vienna 📍 Posted: Mon May 19, 2008 4:12 pm

When I saw the photo with the sweeps next to your boat, I was surprised how long they were at this time...

I calculated from your information you gave and "transferred" the measure into meter, so that I can get

a feeling for the length...

I did not know that such sweeps were so long in original (approximately 9 meter or around 30 feet), so I am sure it was not so easy to handle them, especially because of the total weight of them.

#1073: Author: Chuck, Location: Rutherford 📍 Posted: Mon May 19, 2008 4:24 pm

Yes, they were very long and heavy. That is an average length for them. They were anywhere from 25 to 33 feet long according to my sources. Fortunately for us we have exact measurements for the sweeps from the Argus inventory where they are listed at 30' long. I would imagine there were more than just one crew member to each sweep. But that is just a guess.

#1074: Author: Oli716, 📍 Posted: Tue May 20, 2008 2:28 pm

#1075: Author: Chuck, Location: Rutherford 📍 Posted: Tue May 20, 2008 3:10 pm

Thank you very much Dirk and Oli716. She is getting there. This week is going to be slow. Maybe this weekend I can finish up the details on the long boat and get her lashed down to the deck. I am kind of anxious to start the masting and rigging. It is the home stretch for sure.

#1076: Author: sawdust, Location: Nanaimo 📍 Posted: Tue May 20, 2008 4:34 pm

Truly excellent. As always I am impressed by what you build. I would like to be able to say one day I may be half as good as Chuck. I don't think I will live that long!!

Kip

#1077: Author: Chuck, Location: Rutherford 📍 Posted: Tue May 27, 2008 1:23 am

sawdust,

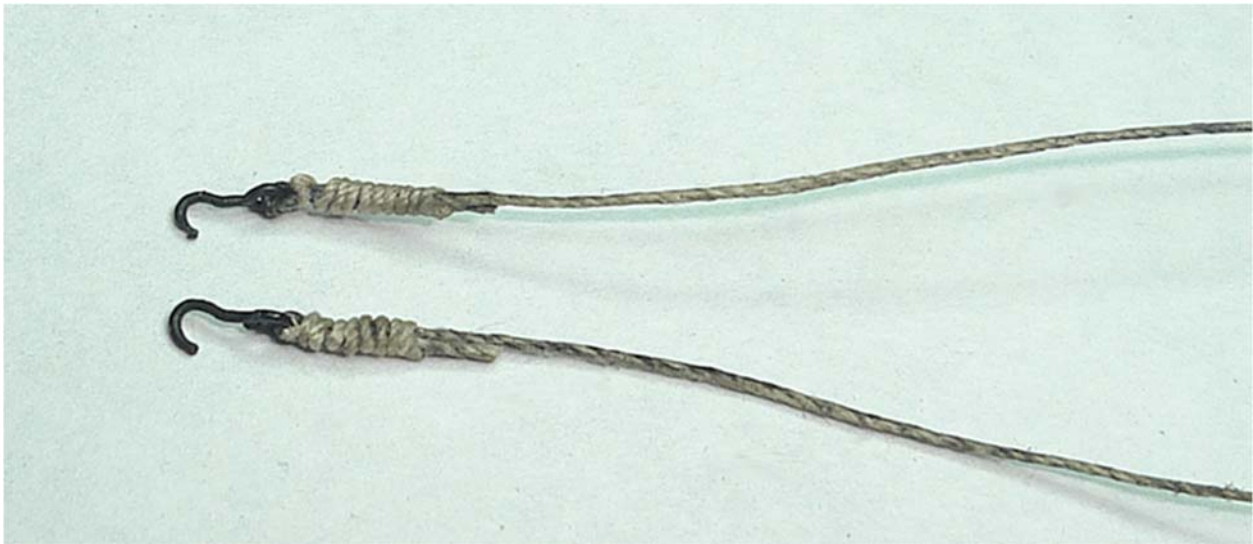
Do not make me blush. I consider myself an average builder but with a lot of passion. Keep at it and you will soon have me saying the same thing about you. Thank you for the kind words.

I finally finished the long boat. Its lashed down permanently. The oars in the boat are same as those lashed to the gallows bitts. They are only smaller. Just use the plans which have the pattern. 1/16" thick strips were used again. The rudder was cut from 1/16" thick sheet stock and the tiller added latter. The tiller was a 1/16" x 1/16" strip which was sanded even thinner. I left the end the full thickness and shaped a little ball on it. It may be difficult to spot in the pictures. The pintles were made as the gudgeons were. No mystery here.

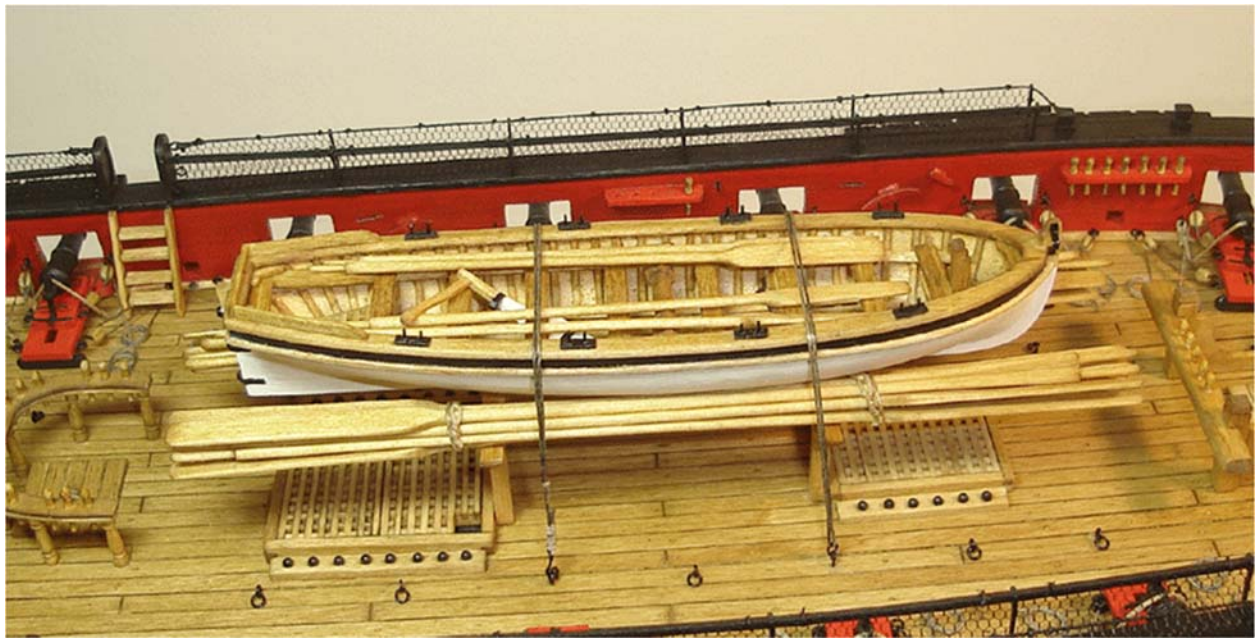
Then I seized a hook to some 0.012 Tan rigging line which was used to lash everything down

permanently. I will explain the process more in the practicum but it is one of the three standard ways I usually see the boats lashed down. I hooked the end on one side of the boat to the eye bolt and ring on deck. Then I ran the loose end on top of the boat to the other side to feed it through the corresponding ring. Then I brought it back to the original side of the longboat and seized the end to itself just above the hook. The rigging is therefore doubled as it holds the longboat securely. This was done twice as you can see.

I took a few pictures too many but what the heck, I will show them all. I am very happy with the results. I decided not to add the water casks and other details since I thought the boat was already too detailed in comparison to the rest of the hull. Should I decide to add them I will have to also make some barrels and things to include on the Syren's deck too. I am not sure I want to do that for the kit. It might be misleading since those items are almost never going to be included. Had it not been for the kit I probably would have added them. You folks should give it a try and also think about including a few spars and topmasts on those gallows bitts. Maybe the longboats masts.









#1078: Author: dvm27, Posted: Tue May 27, 2008 2:08 am

Congratulations on a job well done. And the ship's boat with its white hull is the centerpiece of your lovely work.

Greg

#1079: Author: sawdust, Location: Nanaimo Posted: Tue May 27, 2008 2:44 am

Chuck, I agree with Greg the longboat really does set it off. Literally, the icing on the cake.

Kip

#1080: Author: kelvin12, Location: NSW Posted: Tue May 27, 2008 6:47 am

The boys are right the long boat really does suit this build down to the ground. It looks like it really belongs there. How many times have you seen this stuffed up, but this one is perfect, 100%.

Dirk

#1081: Syren Author: Gene Bodnar, Location: Sidney, New York Posted: Tue May 27, 2008 10:51 am

I echo the others. This is truly an outstanding model.

Gene

#1082: Author: roger, 📍 Posted: Tue May 27, 2008 11:02 am

#1083: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Tue May 27, 2008 12:20 pm

#1084: Author: phrygian, Location: Kentucky 📍 Posted: Tue May 27, 2008 1:32 pm

It's looking really good! The white of the boat provides a nice accent but blends in. Storing the sweeps with the boat is a nice touch and probably helps with the visual effect.

A mighty fine model, both in terms of craftsmanship, detail, and overall effect.

bob h

#1085: Author: Chuck, Location: Rutherford 📍 Posted: Tue May 27, 2008 1:42 pm

Thank you so much guys. The encouragement helps keep me motivated.

After about 11 months or so the hull is finally finished. I imagine another three months and it should be done. It has been a really fun project, more so because of all the participation.

As I mentioned in Rusty's build log, I have a small project that I must complete in short order. It is not very difficult and you might find it interesting. Model Shipways has asked me to convert the Mayflower solid hull kit I designed to POB. They are very enthusiastic about the kit and want it to be converted for several reasons. I am very glad about that and the POB version will certainly improve the kit overall.

I only have to build her up to the point where the existing kit instructions will not change. Basically it requires that I plank the hull and paint it including the decks etc. Everything else after that will be the same so I do not have to finish it beyond that point.

I have already designed the POB plans and have sent them to be laser cut to save time. Model Expo has been very good to me so far and are making every effort to make this as timely as possible. The parts should arrive in a day or so.

I figure it will be very interesting to folks and will add the details as I progress to my Mayflower build log. Like I said it should take me very long. I see that a lot of folks have abandoned their Syren projects anyhow and only a few are close to where I am so it will give some of you the opportunity to catch up a little bit.

#1086: Author: shortgrass, Location: Victoria, Vc. Island, B.C. □ Posted: Tue May 27, 2008 4:10 pm

I may be a bit late, but you truly have an outstanding model. Something not only to be proud of, but also an inspiration to the rest of us. I echo Sawdust's comments - perhaps one day in my dreams I will be able to build a model the quality of yours.

Dave

#1087: Author: tatonka, □ Posted: Tue May 27, 2008 5:48 pm

Thanks a lot for doing these builds. Even if it is not the ship I'm working on at the moment, there is so much learned. It makes scratch build not such a scary thing.

Kurt

#1088: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Tue May 27, 2008 7:33 pm

I can only reiterate what others have said. You're truly an asset to this wonderful hobby.

#1089: Author: KLarsen, Location: Granada □ Posted: Tue May 27, 2008 10:03 pm

It is indeed an excellent model you are building, Chuck!!! It would fit right into a museum, the quality is top notch. I like the long boat a lot, but why not paint the sweeps too, at least the blades?

#1090: Author: Chuck, Location: Rutherford □ Posted: Tue May 27, 2008 10:48 pm

That is a thought. But mine are already permanently in place. I am not sure what color I would paint them though. If anything I would have painted the interior of the long boat bulwark red. There are many a fine ROYAL NAVY long boat models which are contemporary and show this color scheme. That would have been nice but I am sure the Americans at the time followed suit.

It makes me think about my next project though and possibilities.

#1091: Author: sawdust, Location: Nanaimo □ Posted: Tue May 27, 2008 11:48 pm

You do yourself an injustice when you call yourself an average ship modeler. There may be other members of the crew who are older and possibly more experienced whose knowledge and skills are more very finely tuned but your appeal to the masses, as witnessed by the latest stream of praise by both experienced and inexperienced is a combination of choice of subject matter, simplicity of execution with humility and passion making us all feel that with practice all things are possible.

Huzzah for Chuck

#1092: Author: Chuck, Location: Rutherford 📍 **Posted: Wed May 28, 2008 12:49 am**

Thank you so much sir.

That means a lot. Just wait till see my short list for the next project. It should be an exciting model to build. I may have to flip a coin in the end though.

I should start a thread to see what you folks are itching to build.

We shall cross that bridge soon. I must start mental preparation.

Thank all of you again for the kudos. It is great to have the support.

#1093: Author: idesignsb, Location: Attleboro, Ma. 📍 **Posted: Wed May 28, 2008 1:01 am**

Chuck...What can I say bud you know how I feel about your work and the Syren. I will say that with each and every post as you progress along it gets better and better. As Klarsen said, it truly does belong in a museum. You are an asset to this hobby with the quality of work you do and the help you are willing to give to anyone, selflessly. I am looking forward to building the Syren when I get there and also to be joining you on your next build. GREAT work bud!

#1094: Author: Chuck, Location: Rutherford 📍 **Posted: Tue Jul 29, 2008 11:50 pm**

Not much to report as far as progress as concerned but I just want to make a post to get the juices flowing again. I started shaping the bowsprit as you can see. The heel is tapered slightly with a square tenon. The other end is tapered more (hard to see in the photo) and slowly starts to transition to a square. This is where the bee's are positioned. I tapered the bowsprit in the usual manner using a power drill and chocking the bowsprit. The tenons and squared portions of the bowsprit were carved to shape by hand with a sharp #11 blade. Then I sanded them a little bit. I may taper the outboard end slightly more but it is better to go slowly and keep checking against the plans. The camera does some funky things to the photo. It actually looks too long but it is an exact match. Go figure. It must have been the angle the picture was taken.



#1095: Author: knightyo, Location: Meridian, Idaho 📍 **Posted: Wed Jul 30, 2008 1:55 am**

Wow, that looks like some tricky sanding. I'll have to make sure not to be amped up on caffeine before undertaking that section! It sure looks good, though. I can't wait to see the masts go up.

Alan

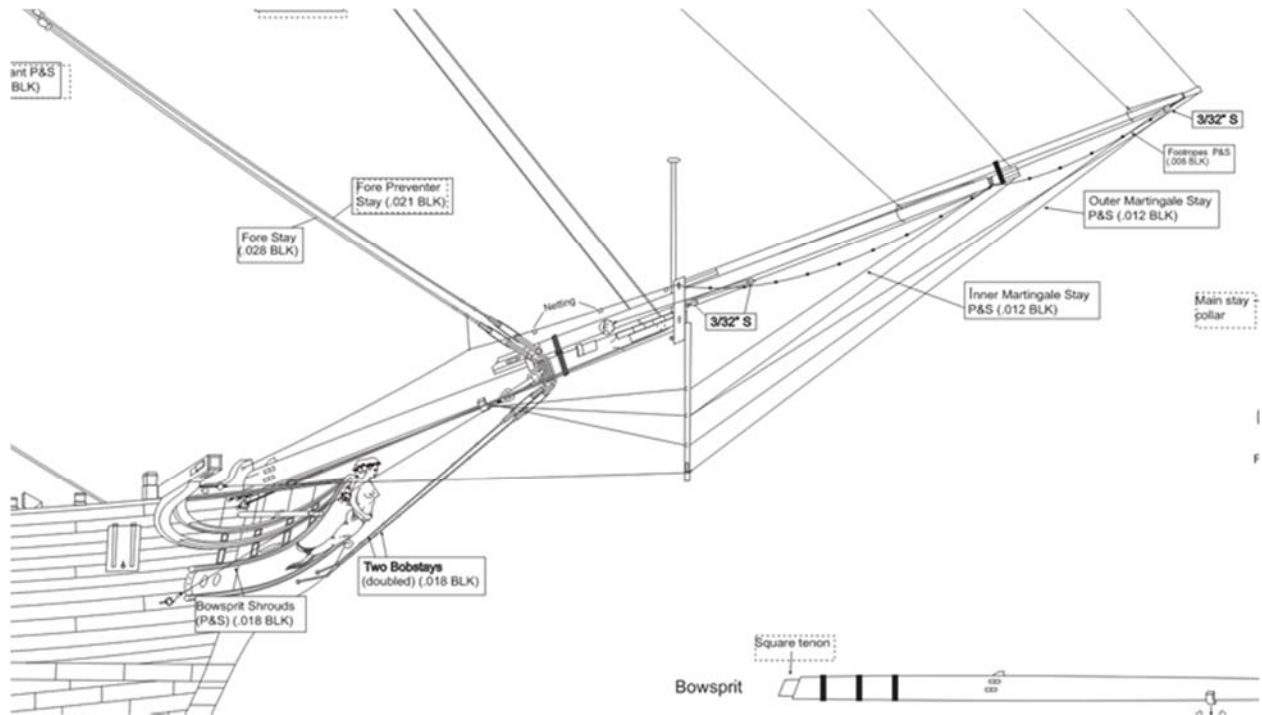
#1096: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jul 30, 2008 1:57 am

To help you folks see what I am shooting for with the bowsprit assembly you can click on the thumbnail below. It is a photo of the Lightley model. There are a few differences with my rigging plan. We actually know that the Syren had a double dolphin striker and not a single. But he must have missed that. The use of fiddle blocks here and there but essentially it is the same as we will be doing. I will also replicate his color scheme for the masts and spars. I like them a lot but may tweak it just a little bit here and there. I will continue to post photos of his model as we get to a particular part of the rigging. These photos will not appear in the kit instructions so I want to get them out there somewhere. I have loads of them. You have already seen most of the deck and hull shots I have. I took many photos of the rigging and masting also.

One thing I did was move all of the rigging collars with hearts for the bobstays etc. a little further outboard than he shows it. I have not seen many models with them so close to the head before. All of my references and other models (including one of Argus) have them the way I developed the plans for the Syren. I used Petrejus and Lee's as a guideline and they matched up pretty well. I have pondered his decision to show the collars that way and cannot come up with a plausible explanation.

Enjoy the pictures as this is a really terrific model.

You can also see a portion of my plan for the Syren. It is mostly done but there is always the chance I may also tweak it as I get into the thick of rigging her.



#1097: Author: KLarsen, Location: Granada  **Posted: Wed Jul 30, 2008 1:55 pm**

Great to see you back working on the Syren, Chuck!

Are you using basswood for the masts and spars too? Isn't it too brittle for that? Are you shaping it from sheets, or using dowels?

#1098: Author: Chuck, Location: Rutherford  **Posted: Wed Jul 30, 2008 2:49 pm**

I am using the birch dowels that commonly come in MS kits. It is good to be working on her again.

#1099: Author: BANYAN, Location: Melbourne  **Posted: Thu Jul 31, 2008 9:28 pm**

Welcome back Chuck, I have been missing your progress reports.

Pat

#1100: Author: Chuck, Location: Rutherford  **Posted: Fri Aug 01, 2008 1:03 am**

Thanks Pat

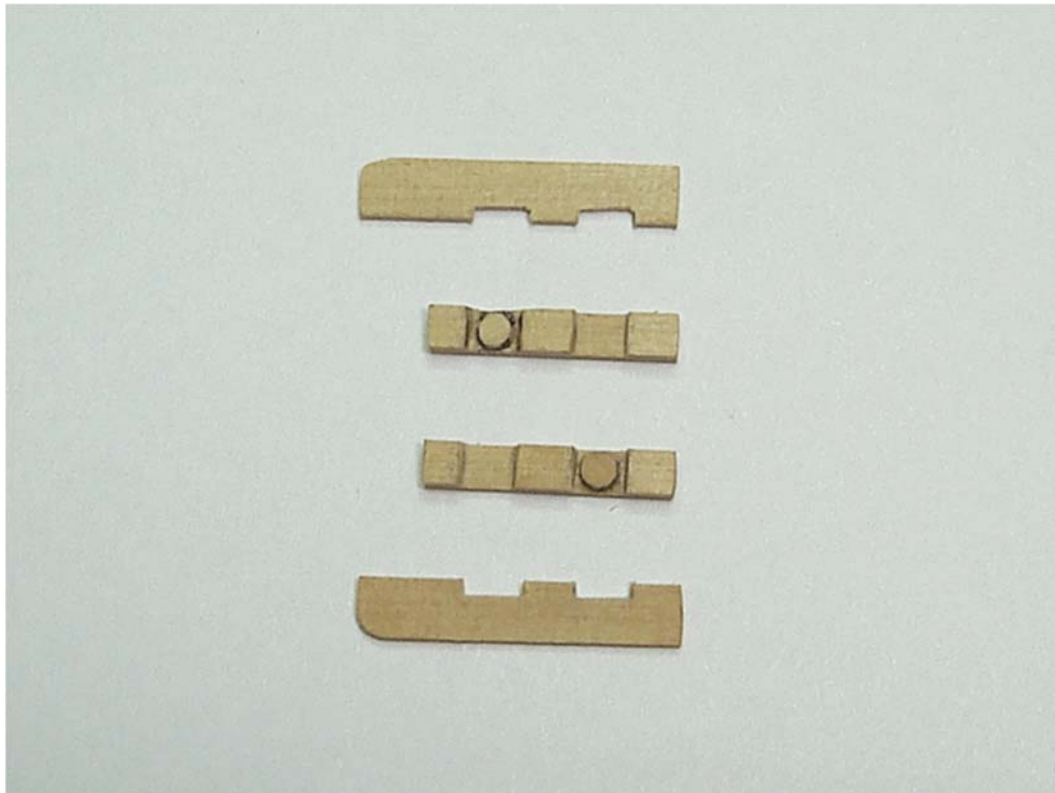
I am glad to be back on the Syren project.

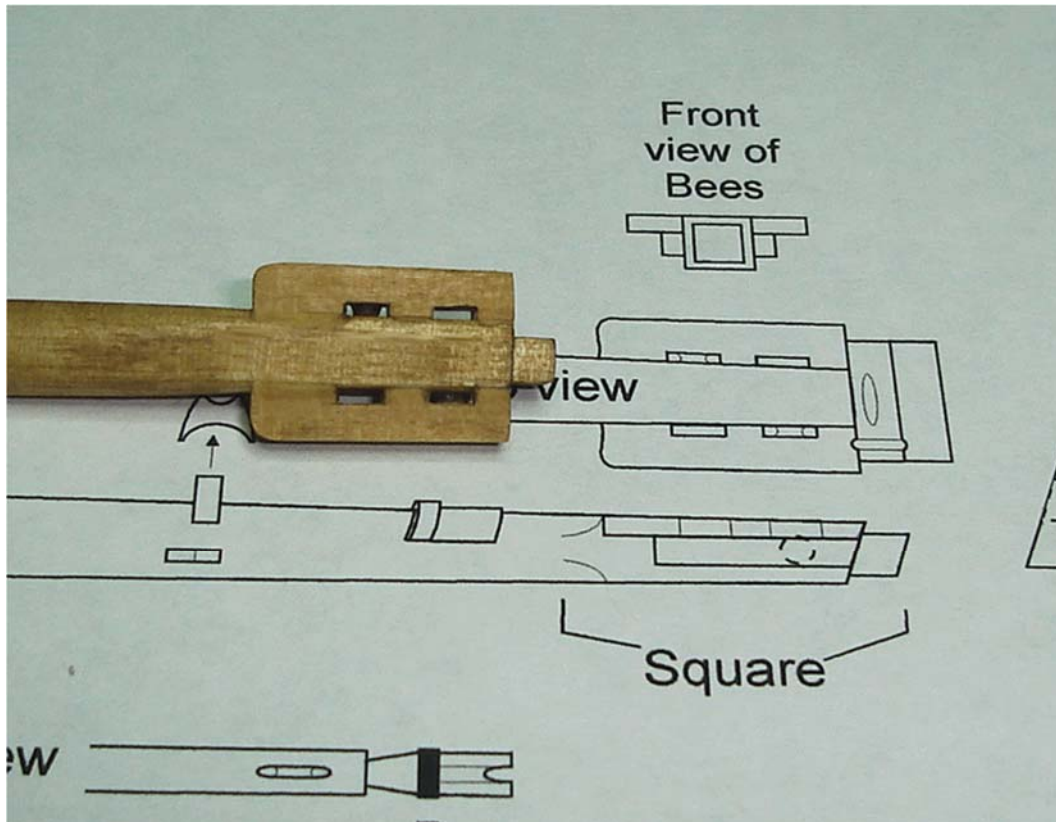
I just completed the bees for the bowsprit. The bees are made of two components. First there is the seat for the bees. Those are the top pieces that look like wings. Then there are the bee blocks. Those are

under the seats. You will notice two slots on each side of the bees. Only one slot on each side actually has a sheave. You can refer to the plans for specifics. The seats were made from 1/8 x 1/32" strips. I actually found and used a strip that was a little thicker than that. The blocks were made from 1/16 x 3/32" strips. Both were notched out as shown in the photos. I just used a sharp #11 blade as usual and some files.

Because we only need two sheaves I just used some wood scrap to carefully shape them. They do not have to be working sheaves. I glued them into the appropriate slots of the blocks. Make sure you leave enough room on the side of each sheave for the rigging to pass through.

I have seen the seats placed at angles and completely flat. I chose the latter for simplicity and with novice kit builders in mind. You folks can choose whichever method you prefer.





#1101: Author: Chuck, Location: Rutherford **Posted: Fri Aug 01, 2008 4:05 pm**

I have updated the materials list to now include the dowel diameters needed for the Masts and spars.

Here is what we will need.

Dowels for Masts and spars all 20" long

1/16" (2)

3/32" (2)

1/8" (3)

5/64" (1)

3/16" (2)

5/32" (1)

5/16" (2)

#1102: Author: knightyo, Location: Meridian, Idaho **Posted: Fri Aug 01, 2008 7:36 pm**

Thanks for the list, Chuck. I think I may end up ordering double of everything you listed here in order to account for my invariable "learning curve".

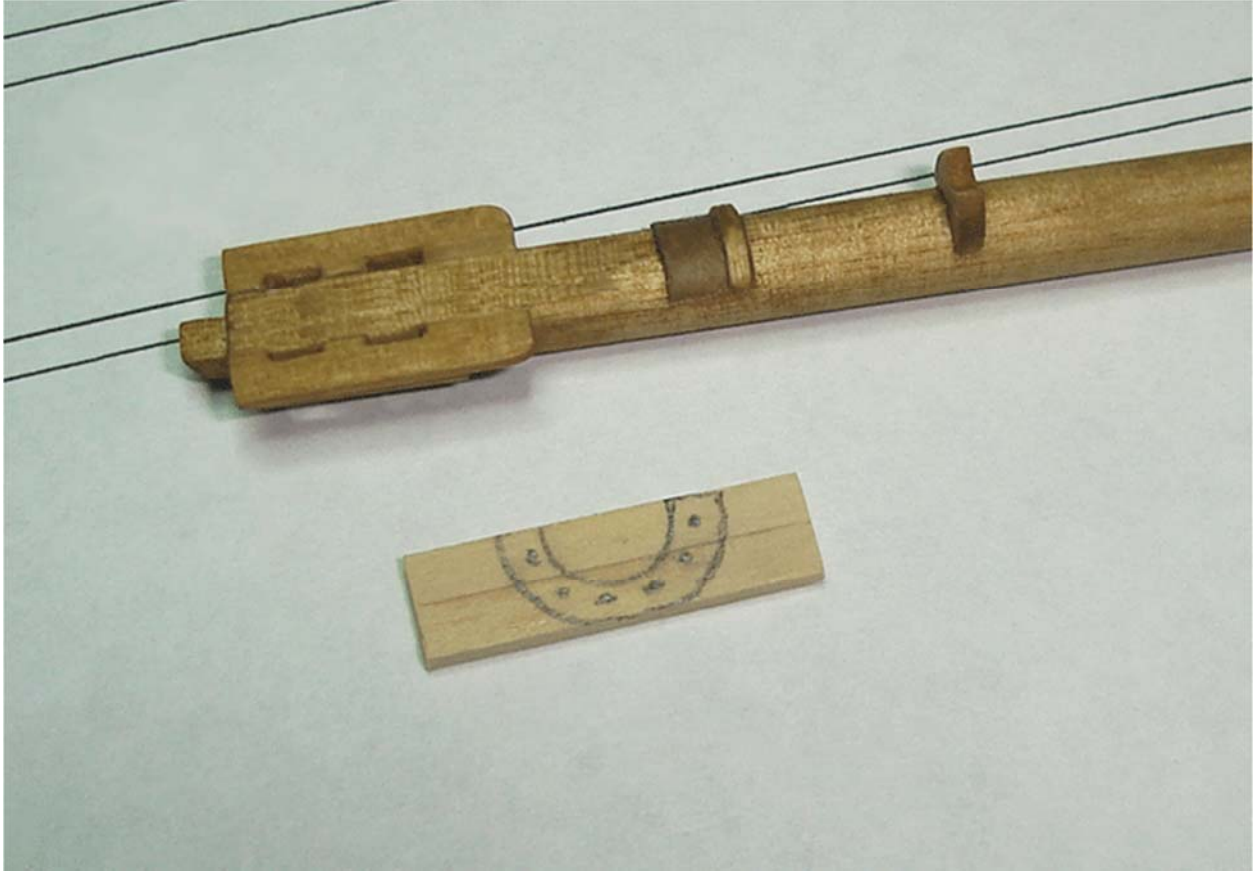
Alan

#1103: Author: Chuck, Location: Rutherford 📍 Posted: Fri Aug 01, 2008 7:39 pm

I kinda built in a little overage already so do not go nutty. For example the 5/16" dowels are for the main and fore masts. At 20" long that would actually be enough for 4 of them. But buying only one length of 20" doesn't leave much room for error so I already doubled it. They are cheap enough so I guess they wouldn't go to waste anyway though.

#1104: Author: Chuck, Location: Rutherford 📍 Posted: Sat Aug 02, 2008 1:45 am

Moving right along. I really love building the masts and spars. They interest me a great deal. I am about to make the fairlead that is under the bowsprit. Most folks struggle with trying to bend it from a single strip of wood. I instead cut it to shape. You can see that I glued two strips of 3/32" X 1/16" thick strips together edgewise. I have traced the shape of the fairlead onto it. You could use a single piece but I do not have any around wide enough to use. This piece will be laser cut in the kit and will not that be nice. But I think for scratching it, the best way to go is to shape it. Then drill the holes through it for the rigging. You can also see the spritsail yard sling saddle in position. That is the flat darker piece in the photo. I used some card stock for the bottom of the saddle as it was usually made of lead. It really does not matter. It would be hard to shape from wood. The small strip on top of it is a sliver of wood that is 1/64" thick which was painstakingly bent to fit on top of it. This whole area of the doubling of Bowsprit and jibboom will be painted black so I am not worrying about the color. The jibboom rest is also in position.



#1105: Author: Chuck, Location: Rutherford ▯ Posted: Sat Aug 02, 2008 3:01 am

All of the elements of the bowsprit are completed except the gammon chocks/cleats. It is best to test the bowsprit in position and mark those locations in reference to the gammoning slot in the stem knee. If your Bowsprit bits are even a little differently placed on deck it will throw things off so you cannot simply place the chocks on the bowsprit off of the plans. If you do that they may not end up in the correct spot along the bowsprit when you position it on the model.

The iron bands are made from 1/16" wide pinstripe tape which is supplied at ME. I just wrapped it around the bowsprit three times. I did paint them afterwards because the tape is shiny and I want a matt finish.

Tomorrow I will shape the gammon chocks and then move on to the bowsprit cap and jibboom.

You can see that I filed the slot in the cap rail at the bow until the bowsprit sat firmly in position. I want to work on that a little more. Not much but I want to bring the bowsprit just a hair closer to the figurehead.



#1106: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Sat Aug 02, 2008 11:25 pm

Just curious, what is that dowel looking piece that appears to be wrapped around the mermaid in the second picture? It's at a different position than the first picture you have attached. I see it on the plan also, but what its purpose?

#1107: Author: Chuck, Location: Rutherford  **Posted: Sun Aug 03, 2008 12:35 am**

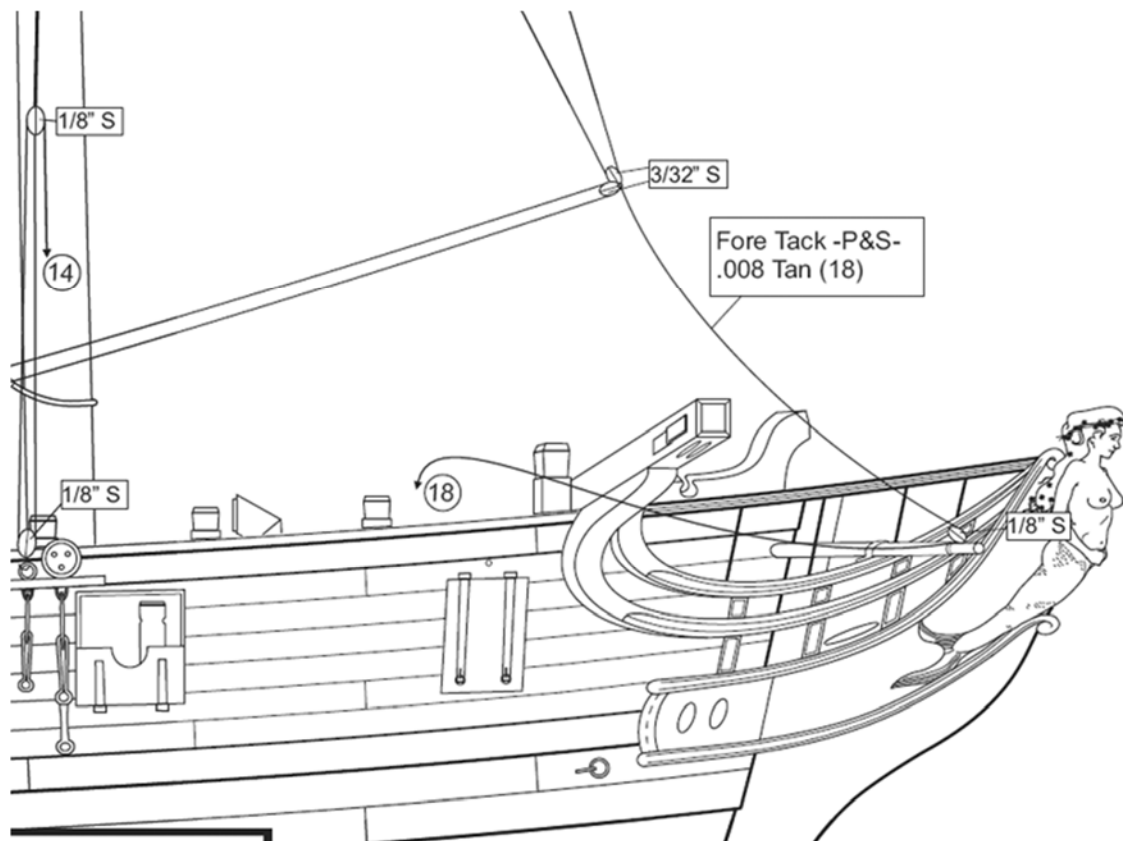
I am not sure what piece you are referring to. Are you talking about the tiny scroll at the end of the lower rails under her hands? It is just a billet head that the figure sits on. Let me know.

#1108: Author: Elia, Location: Rose Valley, PA  **Posted: Sun Aug 03, 2008 12:43 am**

I think Len is referring to the bumkin.

#1109: Author: Chuck, Location: Rutherford  **Posted: Sun Aug 03, 2008 1:24 am**

Ah, the bumpkins. They are used to help with using and managing the sails. They will have a block on the end of them which the tack for the FORE COURSE will run through. See the detail of the running rigging plan I attached.



#1110: Author: Chuck, Location: Rutherford  **Posted: Sun Aug 03, 2008 6:15 pm**

I will try and post a lot of updates even though the progress is minor. The masts and spars have a lot of

little pieces. Maybe the many angles will help everyone to construct them.

Here the bowsprit is finished but not painted. Only the doublings will be painted black so I will wait until the jibboom is in position. You can see the gammon chocks (5 of them) and a close up of the bowsprit fairlead.



#1111: Author: Chuck, Location: Rutherford 📍 Posted: Sun Aug 03, 2008 9:48 pm

If I am posting to frequently and this gets annoying let me know.

Here is the bowprit cap. Note the groove for the jack staff on the aft side. This was cut with a tiny hobby

saw to make a straight shallow cut and then I had a path for the round needle file to follow. It prevents the file from wandering. The bees on that side should also be notched to except the jack staff later on.

The cap is 1/8" thick. I started with a piece that was longer than needed and then shaped the appropriate angles on the top and bottom. See the plans for details. Remember how the bowsprit cap needs to have the square and round holes drilled at an angle also. They started out as two round holes and then I squared off the lower hole with a needle file. I added the eye bolts when all of the holes were drilled. Note the tiny hole on the fore side of the cap for the heel of the flying jibboom. This is only drilled part way into the cap. It should be square for a tenon but round is easier and will do just fine. All of the corners of the cap are rounded off to soften them. I do not like hard edged corners on my caps.





#1112: Author: jfsmith1222, Location: Eugene, OR □ Posted: Sun Aug 03, 2008 9:54 pm

It is most certainly not *annoying*.

#1113: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Aug 03, 2008 10:07 pm

There is no way possible you could post too much in this section. I'm a newbie at masts/rigging, so am paying very close attention to all of these new terms and contraptions.

Alan

#1114: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Aug 04, 2008 12:40 am

I agree with Alan and John. This will be by far the most complicated masting and rigging I've ever done. The close up pictures are great in clarifying the descriptions and plans.

#1115: Author: Chuck, Location: Rutherford □ Posted: Mon Aug 04, 2008 2:17 am

Thanks guys, I just do not want to wear out my welcome. I love building the masts. The rigging.... not so much. Well parts of it anyway.

The jibboom is much easier. The heel is 8 sided. It is hard to see that in the photos. You could either build it up with flat strip stock or just sand the shape into the dowel. Whatever is easiest. I decided to shape the dowel by hand with a sharp # 11 blade.

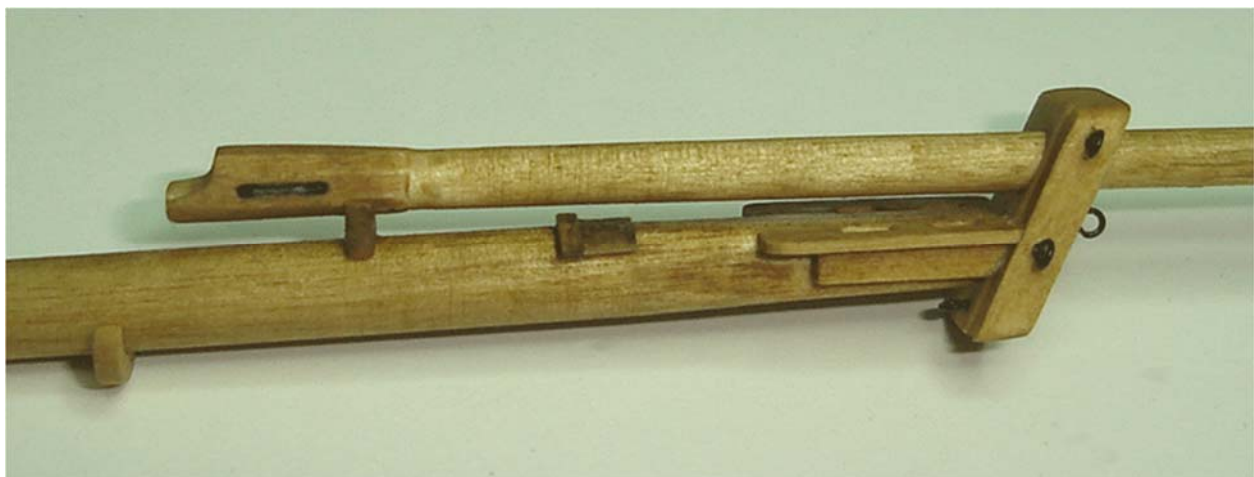
Then I created a simulated sheave as you have seen me do before. There will not be any rigging through that on. That was used to position the jibboom in place. Then I shaped the notched aft end. The jibboom is tapered like everything else.

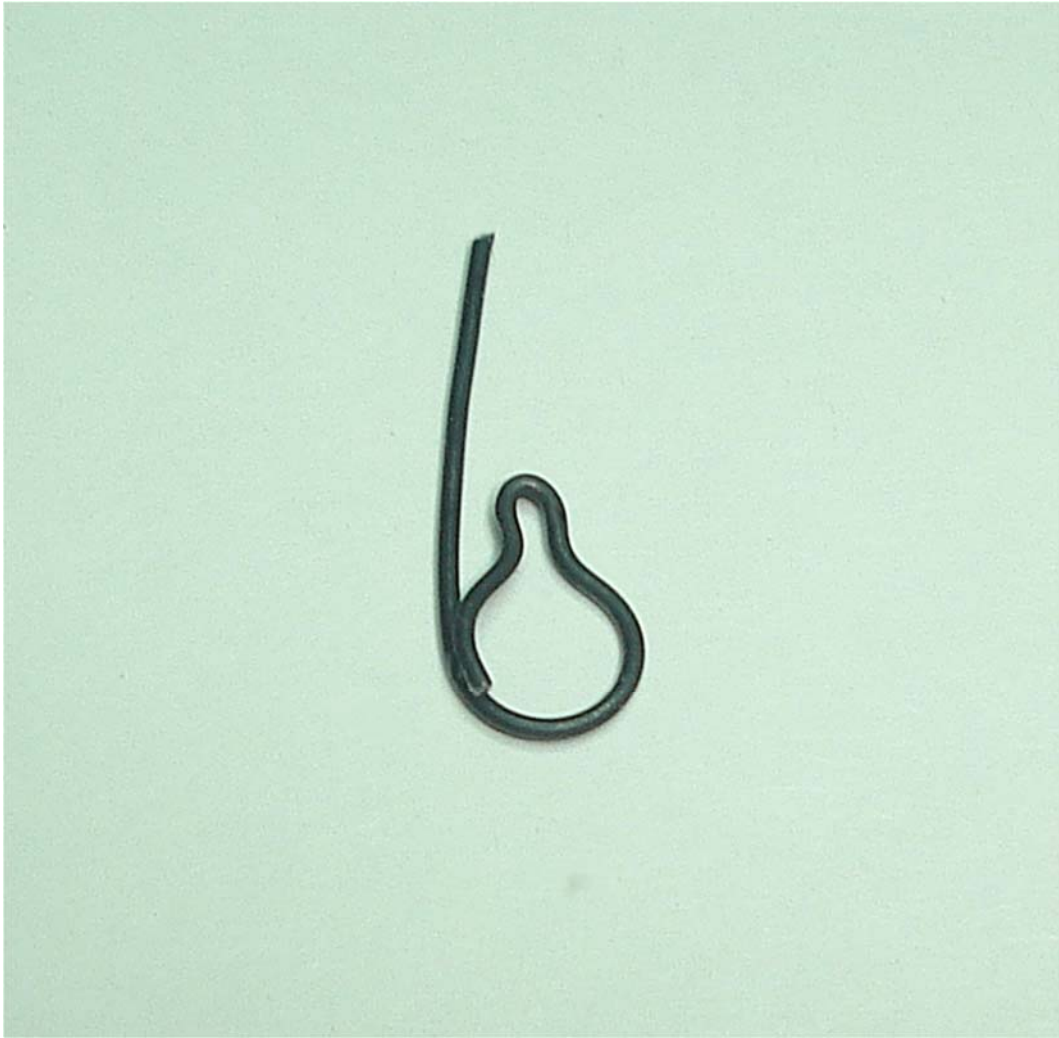
The doubled part of the jibboom and bowsprit will be painted black tomorrow.

The fore end of the jibboom is carved to shape with a sharp blade also. The very end of this should be eight sided also. But at this scale why bother. So I left it round. You can see a groove in the very end of the jibboom. This will be used for the Fore Topgallant stay. The black band is the start of the flying jibboom iron. That is the piece that holds the flying jibboom in place. Another iron band will be on that and connected by a small length of brass strip that is shaped in a special way. I will certainly post pictures of that. It is an easy way of creating the flying jibboom iron without serious metal work at all. It is just pinstripe tape around the end. Note the traveller hanging from the jibboom.

Before mounting the flying Jibboom, we have to fabricate the first of two travellers. This needs to be slipped on the jibboom now before the flying jibboom makes that procedure much more difficult. Again, we will make a very simple traveler. These are almost always never shown on kits available today. This traveller was shaped out of 28 gauge wire as shown in the first picture. The end overlapped the top of the ring. Then I cut both layers to form an exact match at the connection.

The third picture shows some very fine 32 gauge brass wire wrapped around the top of the traveller twice. I added a drop of CA to secure it. Then I painted it black and the finished result is in the last photo. It is very simple to make. The perfect ring was made by wrapping it around the appropriate sized dowel after bending the wire to form the top.











#1116: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Mon Aug 04, 2008 11:38 pm

Elia got it. Bumpkin. From the angle the one picture was taken it did to me look like something was wrapped around the mermaid.

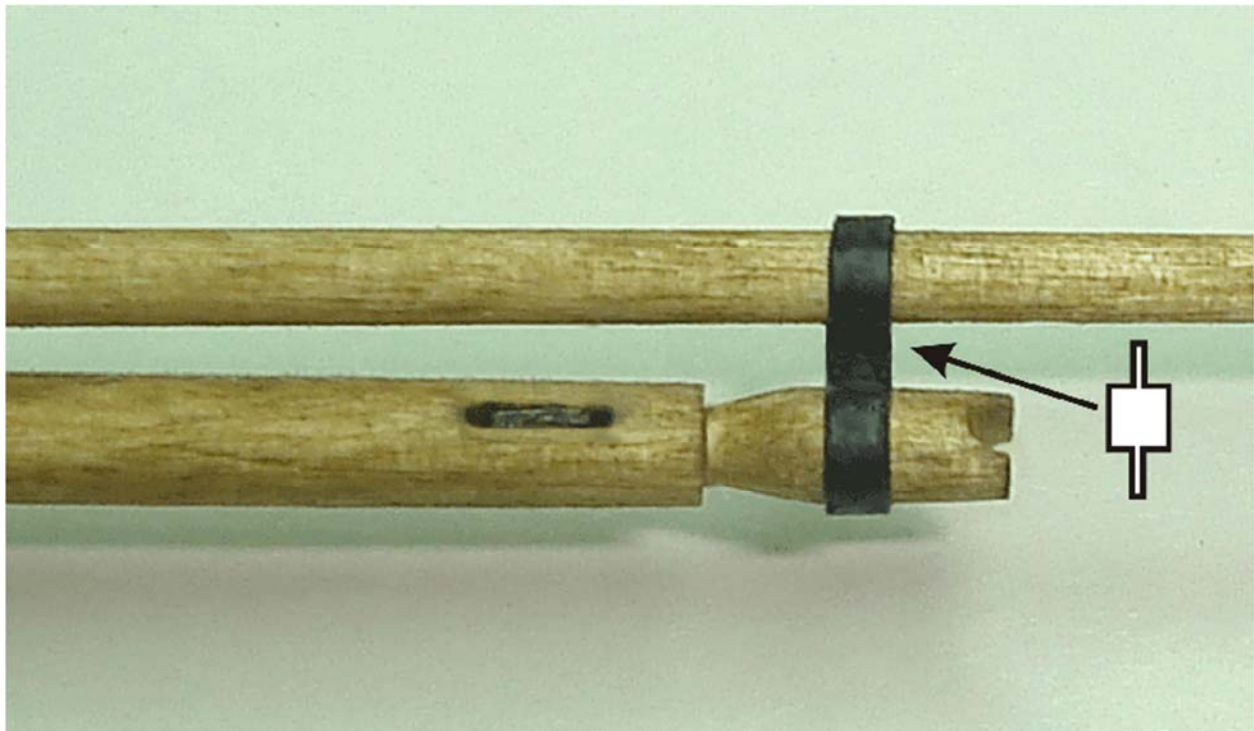
I went looking through the Chapters and couldn't find where that piece was added. Then looked through the Chapter discussions and saw a response to Rusty who was asking about them. From the plan picture this part does appear to be tapered. Is that correct?

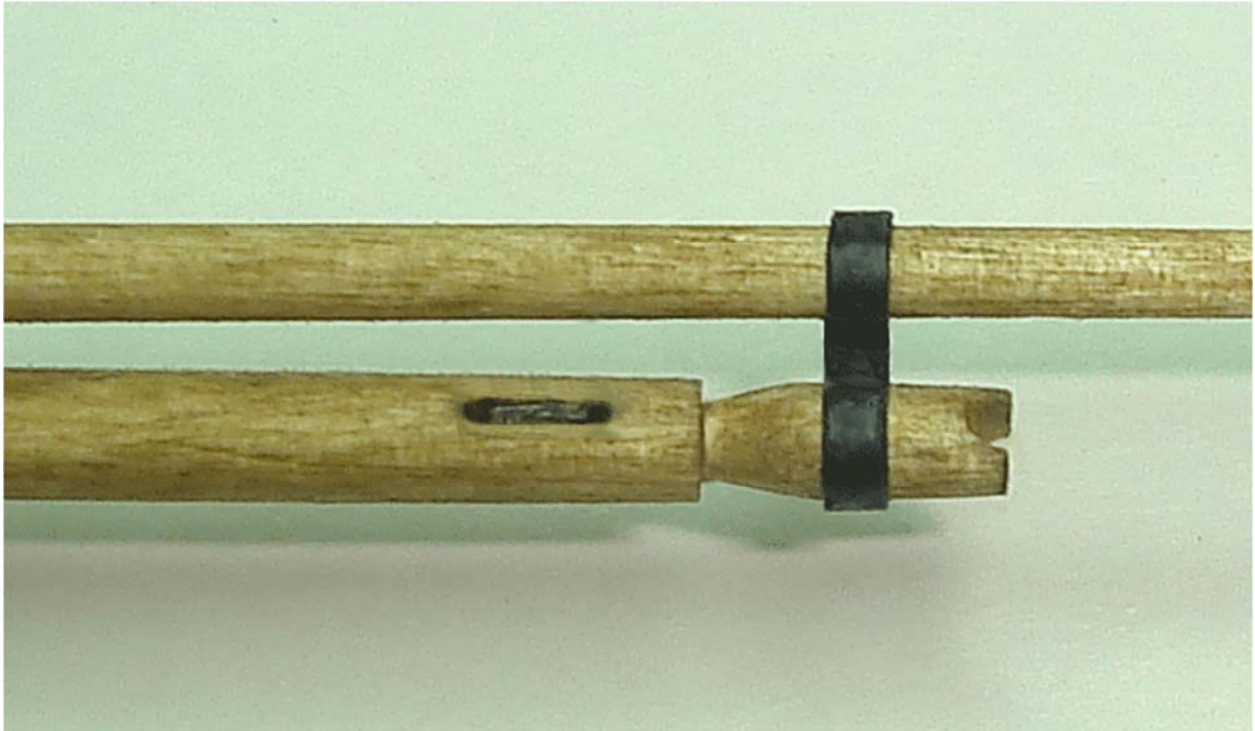
#1117: Author: Chuck, Location: Rutherford □ Posted: Tue Aug 05, 2008 1:15 am

Yes they are tapered. In fact they are real delicate. They are very thin on the outer most ends so be careful.

I just finished the flying jibboom that was pretty straight forward. The outboard end can be seen in the photo and it is just like the jibboom. Another black band was wrapped around the flying jibboom so it was adjacent to the one on the jibboom. Between them a brass strip that was 1/16" wide was shaped so it had little pins in both ends. This piece will be photoetched in the kit. But it only takes a few minutes to shape with a file. Drill a hole on the jibboom through the iron band and a corresponding hole in the band around the flying jibboom. Then insert the pins into them to simulate the "jibboom iron" It is an easy method that looks really good when completed. It is sturdy as well. No one ever knows this is the way I do these. I will supply an illustration in the practicum to show this piece. But here is a bad easy drawing of it. The trick is to use an awl (a very sharp pointed one) to start the hole on each band of pinstripe tape. Push the awl all the way through the tape. With the hole started in the tape it will be easier to use a small drill bit to make the hole in the wood. You see the drill would mangle the pinstripe tape and it would wrap around the drill bit if you did not pre punch the hole through the tape. I hope that makes sense. I cannot believe I forgot to add that piece to the photoetched plate.

There is a tenon at the heel of the flying jibboom that is inserted into the cap. I will make another small traveller like the other one which will fit over the flying jibboom. That is it for now. Next I will paint the assembly and move ahead to the jack staff and dolphin striker.





#1118: Author: Chuck, Location: Rutherford 📍 Posted: Thu Aug 07, 2008 2:15 am

Slowly, but surely...it is getting there. I painted the areas I wanted to which match for the most part what Lightly did. I lashed the jibboom and bowsprit. I wanted you folks to get a look at the assembly in position on the model. I am working on shaping some blocks and making some hearts. I will put as much of that stuff on as possible before mounting it permanently. I thought it would be easier before the jack staff and dolphin striker is assembled also. The lashing is 0.018 black rigging line run through some yellow ochre oil pastel to give it some depth.

Sorry for the bad pictures. Even at this scale she is too big for where I usually take the pictures. I must move to a new location. This little brig has an impressive rig.





#1119: Author: RustyJ, Location: Chittenango, NY □ Posted: Thu Aug 07, 2008 12:12 pm

That looks great. Your "little" brig isn't going to fit in the corner anymore. I like the detail you are putting into the rigging a lot. It amazes me how many parts go into the masting/rigging that you don't normally see in a kit.

I have ordered all of the dowels needed and I was wondering if when you write up the practicum if you will mention what size dowel was used for which piece. Like, for the bowsprit I used the 1/8" dowel etc. I know some of the dowel sizes are only 1/64" or 1/32" different and I know I'm bound to mess that up.

#1120: Author: Chuck, Location: Rutherford  **Posted: Thu Aug 07, 2008 1:23 pm**

Thanks Rusty.

Yes I am mentioning that for each and every part. I hate that about kits myself. You have to basically guess with what material was on hand. This masting is a far cry from being totally complete with details. I consider it a stepping stone for kit-to-scratch folks. I am trying to stay true to my promise (to myself) not to use any tools that the average model builder would not have yet. This means no soldering or fancy milling. I hope to show that you can achieve respectable results for all of the ironwork and rigging without the super advanced techniques used by Frolic and some of our Russian friends. This way maybe it will be a shorter leap towards doing that kind of work once someone takes the plunge.

#1121: Author: KLarsen, Location: Granada  **Posted: Thu Aug 07, 2008 2:36 pm**

I was thinking of making the masts and spars from Swiss pear, I have a 10mm thick sheet that I could cut them from - do you think this is do-able? I would have to round them off with a small plane, hoping they won't get elliptical instead of round... Or perhaps I'm in too deep water with this plan.

#1122: Author: Chuck, Location: Rutherford  **Posted: Thu Aug 07, 2008 2:40 pm**

The largest diameter is 5/16" of an inch. As long as you can achieve that then I would say go for it. I am not particularly fond of Swiss pear sometimes because of the pink color it sometimes has. But it may mellow out over time. I think it is a good wood to cut and carve though. The masts should hold up well. That will add a lot hours to your model but will be a nice unique touch.

#1123: Author: KLarsen, Location: Granada  **Posted: Thu Aug 07, 2008 3:13 pm**

Yes, I'm not too fond of the pink color either, actually, but when it gets oiled it becomes a nice light brown color (at least with the linseed oil I use).

I'll probably go for it then this is the part of model ship building I like, quite different from cutting and pasting pre-cut parts in a kit.

#1124: Author: idesignsb, Location: Attleboro, Ma.  **Posted: Fri Aug 08, 2008 5:37 pm**

I have been following your progress but haven't honestly had time to comment yet. It's nice to see you back working on the Syren again. You are doing great work and it's nice to see you starting work on the rigging. It should prove very interesting and informative. I'm looking forward to it. The jibboom has brought the Syren up another notch. She's looking better and better.

#1125: Author: Chuck, Location: Rutherford  **Posted: Fri Aug 08, 2008 5:58 pm**

Bob

Thank you and you are welcome. I really enjoy doing whatever I can to help. This build is getting interesting. Just researching the next one as well over the past few days.

#1126: USS Syren Author: RichardP, 📅 Posted: Sat Aug 09, 2008 4:29 pm

Chuck-I have been following your excellent build and hope to start as soon as I complete my other two projects. Can you give us a clue on which project you are researching next?

Richard.

#1127: Author: Chuck, Location: Rutherford 📅 Posted: Sat Aug 09, 2008 6:05 pm

Thank you so much

I actually have two projects that I want to start next. The first is a smaller vessel in POB. I hope to design a kit like Syren for a small schooner or sloop that will cost under 80 bucks when and if accepted by MS. Otherwise it will be available here. The other project which will be of a larger more complex vessel, it will be either the USS Hartford or Frigate Hancock in POB but more complex. I could work on the plans for the later while building the small project. In this economy I think it would be nice to have an MS kit that looks really good and not solid hull but cheap. What do you think?

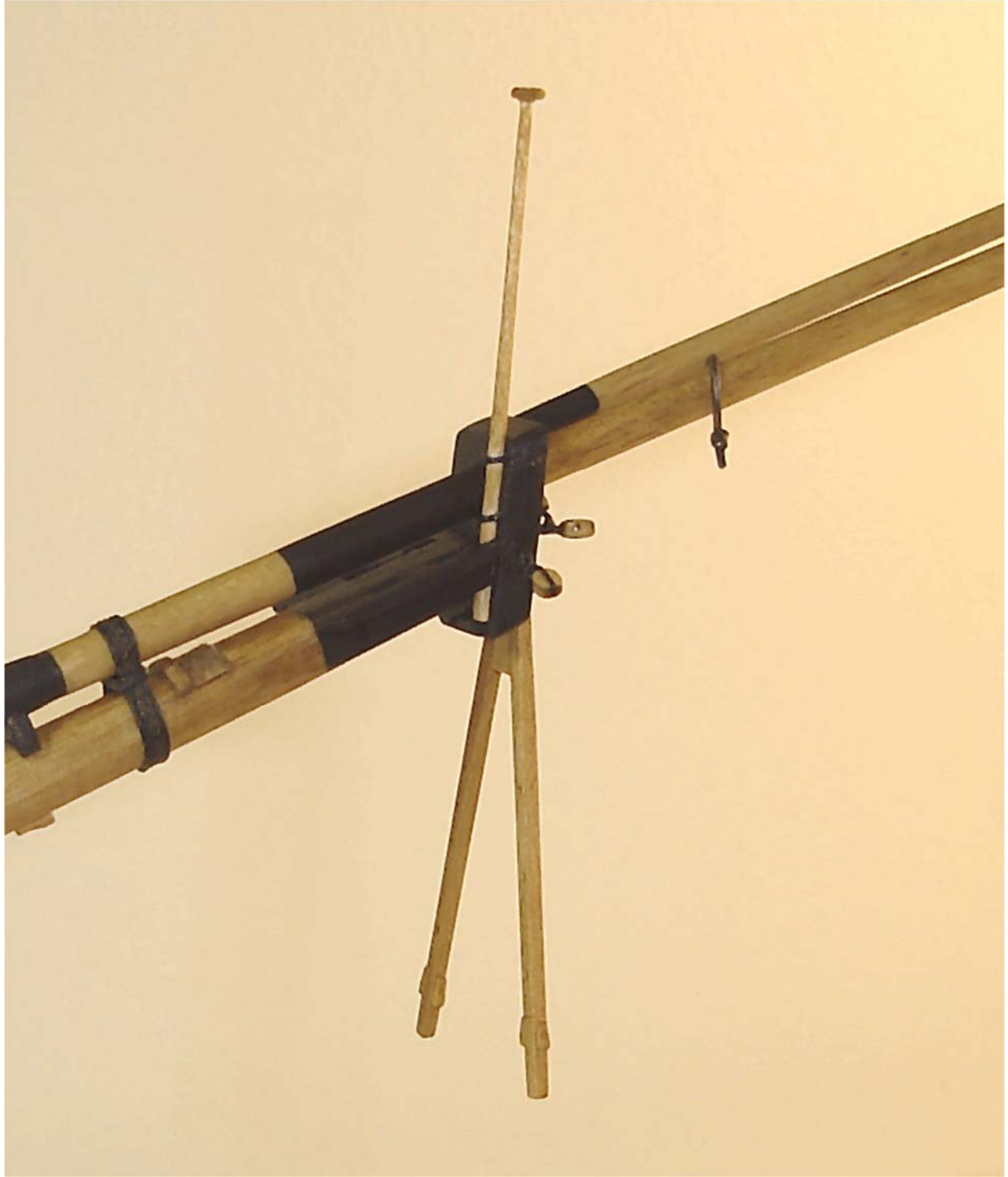
I have been making more progress and just taking it slow. I just finished the Dolphin striker and jack staff. I also attached some 3/32" single blocks as called for on the rigging plans. The flag staff was easy enough. The ball truck was made from a scrap piece of wood and then it was glued into the slot I made for it in the cap. Then I fastened some staples from 28 gauge black wire and glued them into position. They are not drilled into the cap. It is just glued against the staff. It looks the same. I also did this for the dolphin striker.

The striker was made from 1/16" x 1/16" strips. They were drilled and the cleats added. Then the two were glued to the triangle you see there. It is made from a length of 1/8" x 1/16" strip. Easy stuff. Then I capped it with another length of 1/16" x 1/16" strip for good measure. Careful while drilling.

I have to paint the dolphin striker black and the jack staff where it sits on the cap. The ball truck will also be painted black. You would not have seen the staples had I done that before taking the pictures. I think it looks OK not painted too but I will paint them none the less.

Thats it for now.





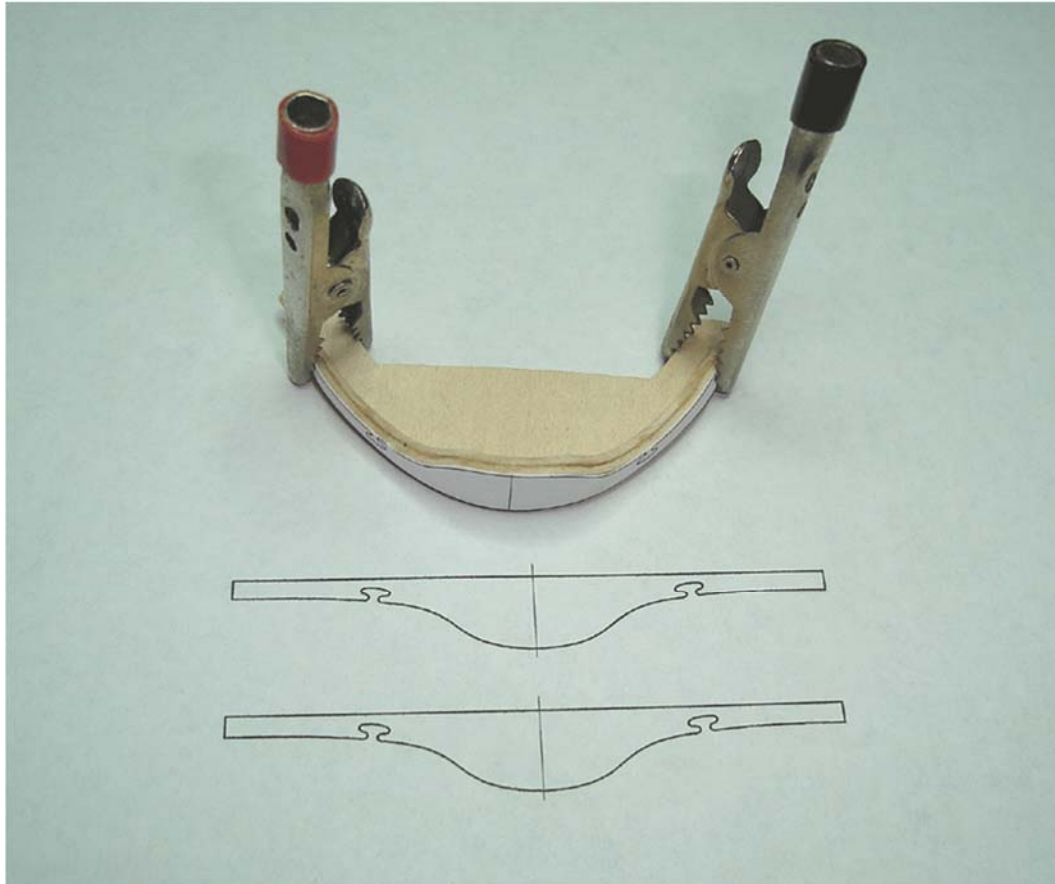


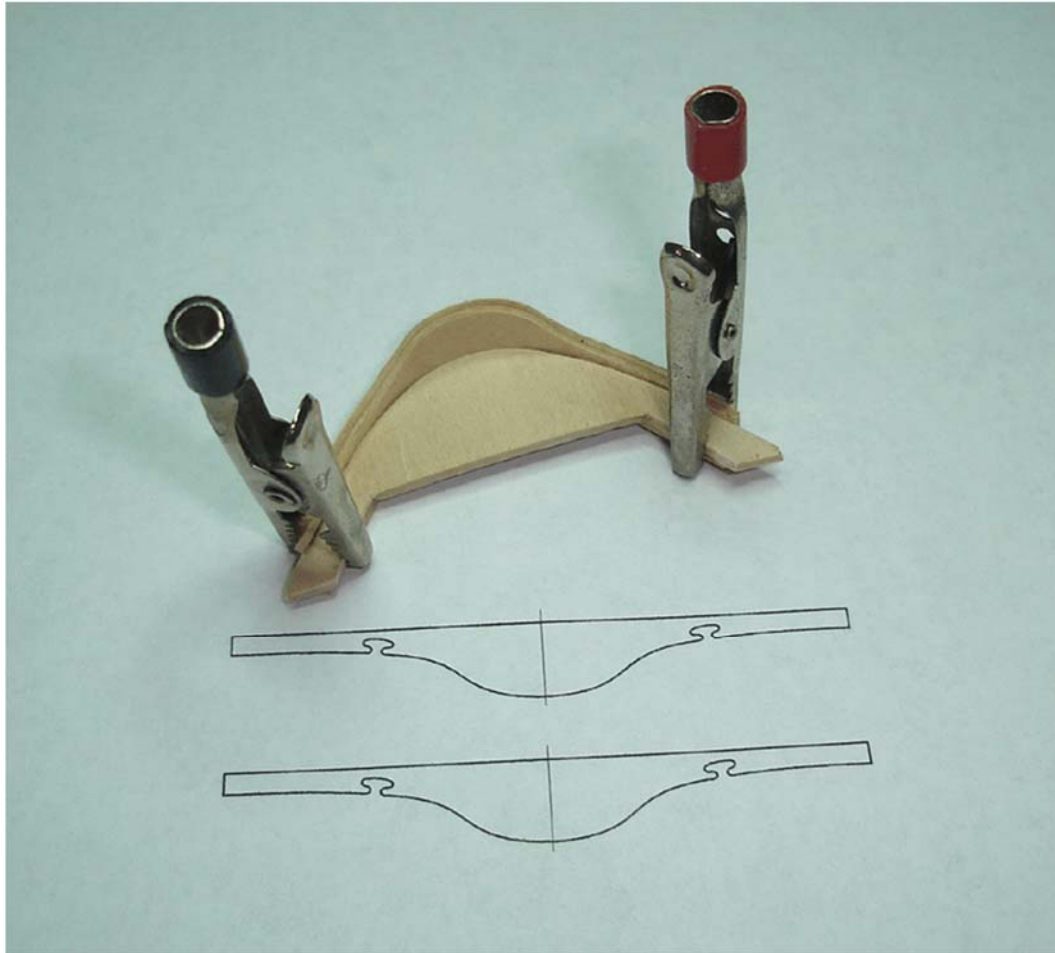
#1128: Author: Chuck, Location: Rutherford □ Posted: Sat Aug 09, 2008 9:16 pm

Ok I am ready to glue the Bowsprit on the model. You will notice on the plans that there is a splash guard with fairleads that secures to bowsprit on the cap rail. The splash guards will be made out of two layers. They are 1/32" thick. The REALLY IMPORTANT thing to remember is that the grain must run Up and Down. This will enable you to make an easy lamination of the two layers and each will bend with no trouble at all. I did not even have to soak them. The other important thing to remember is to use either white glue or carpenters glue. It dries slower and will allow you to align the two layers. Simply clamp them in the little jig. This Jig will be laser cut in the kit as well as the splash guard layers. The jig is 1/8" thick. All templates will be provided.

File the round notch to fit the bowsprit. Test it periodically to make sure it sits nicely on top of the cap rail.

After trying to file the fairleads as shaped on the plans I determined it is easier at this scale to just file some round notches. File them after you glue the splash guard on the model. The grooves/fairleads should run parallel with the center line. Trying to make the shape that is shown on the plans is enough to drive you to drink. The guard keeps splitting so I abandoned it. The simple slot at this scale looks fine. I will have pictures of the bowsprit glued into position and the splash guard tomorrow after I paint it.





#1129: USS Syren Author: RichardP, □ Posted: Sun Aug 10, 2008 3:44 pm

Chuck-I think that concept is great. Any plans for POF projects in the future?

Richard.

#1130: Author: Chuck, Location: Rutherford □ Posted: Sun Aug 10, 2008 4:05 pm

Nope. No POB for me. There are many other folks better qualified to put those together. Personally I do not enjoy all of that framing. The closest I will go is to frame the upper decks to you can see the gundecks. That is enough for me.

Sorry.

#1131: Author: Chuck, Location: Rutherford □ Posted: Sun Aug 10, 2008 6:09 pm

Here are pictures of the bowsprit assembly mounted permanently on the model. I wanted to rig all of the bowsprit collars for the bobstays, forestays and shrouds first but what the heck. I will do them

afterwards. I will mention that it is easier to do them ahead of time but I did not feel like making the hearts yet.

The splash guard came out really well even though I could not file those tiny fairleads to the shape shown on the plans. I used a simple round file instead. If it was that challenging for me I surely do not want to frustrate any less experienced model builders when they buy the kit. Two eyebolts are inserted into the front of the splash guard.

I will now take it easy and make those hearts and start rigging what I can on the bowsprit before moving on to the masts.





#1132: Author: dputzler, Location: Hillsboro, Oregon □ Posted: Sun Aug 10, 2008 7:54 pm

Where should I be looking for the plans of the splash guard. I can't seem to find them.

I am enjoying following your progress and can't wait to give this build a try.

Dennis

#1133: Author: Chuck, Location: Rutherford 📍 Posted: Sun Aug 10, 2008 8:36 pm

I am not sure what you are asking. I did not finish writing the chapter yet. The splash guard is actually on plan sheet five. The jig and templates will be posted in the practicum so you can print out the page. This way you will not have to worry about chipping up the larger plans. It should be ready to go in a little bit. The rigging and masting plans are available by email only once you get that far in the build. Those are plan sheets 5, 6, and 7. The others are available in the download forum of course.

#1134: Author: jfsmith1222, Location: Eugene, OR 📍 Posted: Sun Aug 10, 2008 11:33 pm

As always, the work you have done on the Syren looks absolutely first rate. I hope mine will look half that good when I build her.

I think that your idea for a small sloop or schooner model for Model Shipways is a great idea. It is hard for me to believe though that Mr. Mosko would put out a kit costing less than \$80 for a POB model, but you are in the "know" and I'm not.

As far as the larger projects you are considering, I think that they are great, too. I sure would like to build the Essex, so maybe someday that will come out of your workshop, too.

#1135: Author: dputzler, Location: Hillsboro, Oregon 📍 Posted: Sun Aug 10, 2008 11:55 pm

Thanks Chuck, I missed that sheet when I downloaded plans. I am toying with the idea of building the Syren at 1:48 scale but I'm not sure I want to deal with all the conversion necessary. However, I have printed the bulkhead former at 1:48 and I really like the size.

Dennis

#1136: Author: Chuck, Location: Rutherford 📍 Posted: Mon Aug 11, 2008 12:22 am

John

Thanks, There will definitely be a sloop and the goal is to shoot for something in that price range. It will be tough but I think I can do it. I will definitely build the Essex again at some point. But since I have the hull almost completed I would have to start over again to document it. I would rather start something new and fresh after this one. The challenge will be to create a Halifax, Hannah, cutter Lee, maybe the Washington or even the gunboat Philadelphia as the smaller subject. There are many other choices out

there. Maybe the Badger. I will have to break out Chapelle. I am open to suggestions - under 6 guns would be best.

#1137: Author: phrygian, Location: Kentucky □ Posted: Mon Aug 11, 2008 11:33 am

The price is an admirable goal. An inexpensive POB would be good. I went to the Model Expo site to see about prices on their POB kits -- \$80 would be something new, and probably a real challenge to the designer.

I would think there are already enough Halifax and Hannah models, so I would urge almost anything else. I'll have to look at the various books on my shelves.

I think that a relatively simple and cheap POB would be a good beginner kit. When I started ship modeling, I bought a Sultana kit on eBay. When it arrived, I looked at it and decided that the combination of its scale and the solid hull were not for me. It still sits on the shelf years later -- I ought to sell it.

It's not that I am against solid hull models -- I've completed more than 50 half models.

bob h

#1138: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Aug 11, 2008 11:26 pm

If you want to do the Lee, "Ship Modeling from Scratch" by Edwin B. Leaf has the Lee as one of the projects. It might be a halfway decent source of some info. There are about 14 pages of drawings and text. I have no clue how historically accurate the information within the book really is, however. The main line drawing in the book indicates that it was taken from "The History of the American Sailing Navy" W.W. Norton & Co.

Alan

#1139: Author: Chuck, Location: Rutherford □ Posted: Mon Aug 11, 2008 11:47 pm

I like the Lee but the bad thing is its history. It did not last all that long before getting captured. In fact, I think it was captured right after launch. I do not know how much the history impacts a subject's desirability but that is a drawback. I think the ship is interesting to look at though. I am researching as we speak and as I build the Syren.

Thanks for the info though. I had no idea someone did the Lee already.

#1140: Author: Chuck, Location: Rutherford □ Posted: Tue Aug 12, 2008 12:18 am

I just finished making the hearts (open and closed) for the bowsprit collars. You will need 10 closed hearts and 2 open. The open hearts look more like horse shoes than hearts. The closed hearts here are

3/16" wide and 1/16" thick. They are sanded a little thinner during the shaping process. The open hearts are actually 1/4" wide. I just added them to plan sheet five so you guys have some idea of how big they are. They were scratched with just files and sharp blades and drills. The trick is to drill the center hole for the closed hearts first then shape them with files. Last you would cut around the outside. Then sand to shape and create the grooves around the edges. They are far from perfect but will do just fine. Do not let the pictures fool you either, these are tiny. Maybe not like the small single blocks for the gun tackles but still tiny. Be very careful as it is easy to split them along the grain. I had to use basswood because they will be in the kit. The general shape will be laser cut but the builder still must shape them with grooves and sand the burnt stuff off. I recommend using a harder wood like Boxwood if at all possible.

It is easier to keep a sharp edge.



#1141: Author: Chuck, Location: Rutherford Posted: Sat Aug 16, 2008 6:54 pm

Stay collars for the bowsprit and gammoning are now complete. The order that the collars are placed on the bowsprit is very important. When doing so please check the plans for details. Next I will do the bobstays and bowsprit shrouds. Then the martingale stays. That will finish this chapter and then I will start on the mast construction.





#1142: Author: Chuck, Location: Rutherford □ Posted: Sun Aug 17, 2008 1:48 am

Bobstays and bowsprit shrouds were rigged with 0.018 black line. The bobstays were doubled. The shrouds are hooked into eyebolts on the upper wales. The bowsprit collars were all made from .018 black line also. I always go a little thinner. I really do not care for heavy rigging on ship model. If you prefer to go heavier than I would bump it up one size from what I mention on the plans. Had a full day today so I will do the martingales tomorrow.

Its getting there. I should be able to start the main and fore mast construction this week.



#1143: Author: knightyo, Location: Meridian, Idaho □ Posted: Sun Aug 17, 2008 2:38 am

It's really looking great Chuck. I'm continually amazed at the complexity of these vessels.

Alan

#1144: Author: Jim Lad, Location: Sydney □ Posted: Sun Aug 17, 2008 6:25 am

I've been sitting back quietly watching your rigging progress. I'm as impressed with your rigging to date as much I as am with the rest of your model.

John

#1145: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Sun Aug 17, 2008 8:29 pm

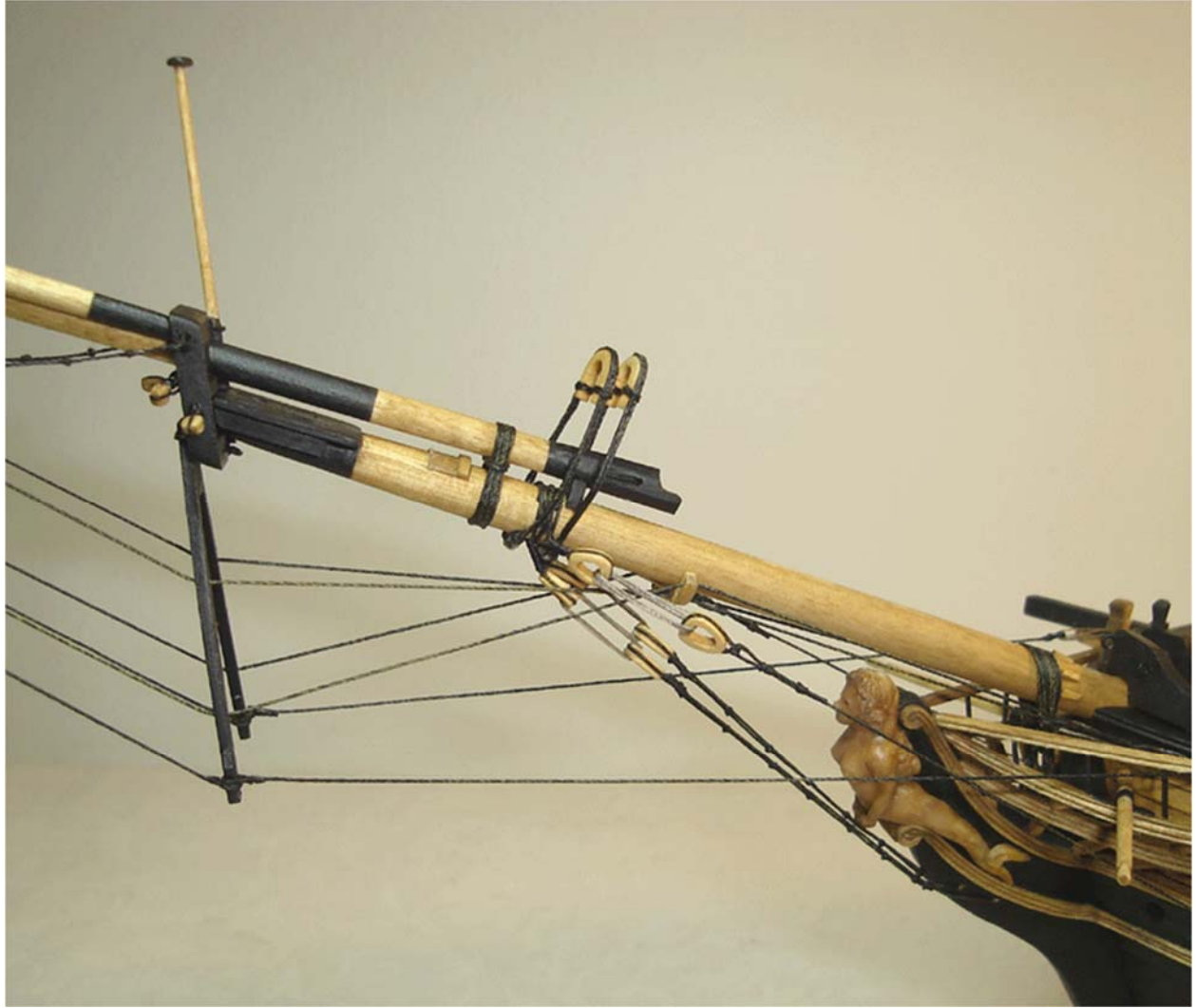
Looks fantastic.

#1146: Author: Chuck, Location: Rutherford □ Posted: Mon Aug 18, 2008 2:59 pm

Here is the last post for the bowsprit rigging. I will now start building the masts.

The martingale stays are done. The foot ropes are done. You know how difficult it is to get footropes to lay nicely at this scale. I will continue tweaking them. I originally thought to use actual bulls eyes for the lashing at the bow. At this scale it just looks bad and clunky. So I faked it. It is easy to do. Just form an eye at the end of the rigging. Then apply some CA to stiffen it. As it is drying you should insert an awl into the eye and twist to form perfect circle. Then apply more CA. Once dry it will hold its shape as you can see. I will detail all of the rigging more in the practicum by describing each and every line rigged. For now I will just post the pictures and wait for questions. Hopefully the pictures do most of the work for me as far as a description.







#1147: Author: pfaustino, Location: Amadora & Areia Branca □ Posted: Mon Aug 18, 2008 10:36 pm

I have been a silent reader up until now, but I guess it is more than time to congratulate you on this magnificent piece of work. Very impressive indeed!

Paulo

#1148: Suggestions for future projects Author: Russ M, Location: Atlanta □ Posted: Tue Aug 19, 2008 11:16 pm

My uncle, Henry Milo, now deceased, built 15-20 ship models between his retirement and his death in 2004. He gave most of them away to friends and relatives. The one that he enjoyed building the most, and the only one that he built more than once, was a clipper called the Northern Star that sailed out of Portsmouth, NH. (I do not know if it was built there.) He gave me a one of the Northern Stars, pictures of which are attached. All of his models were POBs and all were scratch-built. In almost all cases, he worked from a copy of the ships plans, which he acquired at the Peabody-Essex Museum in Salem, Massachusetts. This is one of the finest maritime museums in the US and may interest members of the group who are in the area.

I would love to see someone work on a boat like the Northern Star, but if that is too complex for the type of project that you envisage, I would nonetheless like to suggest that this might be a good place to get plans of other vessels, particularly for American merchant ships from the first half of the 19th century.

Russ Mersereau





#1149: Author: Chuck, Location: Rutherford □ Posted: Wed Aug 20, 2008 1:08 am

That is a very nice model. I have been to the Peabody many times and have called them regularly for help while working on my plans for the frigate Essex. I also know of the huge plan library at Mystic which is a good source. I am certain my very next project will be a small vessel. Something unusual, if I can decide. That will be followed up with a larger project which will require some commitment in time. I do not want to spend another 18 months on a model right after doing the same on Syren. It will be a fun little project.

Thanks for sharing that vessel though. It only goes to show you how varied the subjects are out there. I do prefer boats with some regional characteristics and notability. North east provenance etc.

#1150: Author: pfaustino, Location: Amadora & Areia Branca □ Posted: Wed Aug 20, 2008 10:43 pm

I know that this is probably a stupid question but exactly what size is the longboat supposed to be? I had to "blow up" the plans by 33% to get mine to be 5 and 3/4 of an inch. I am asking this so that I will know the amplification factor necessary to print the complete set of plans. I am sorry for asking at this time and I am also quite certain that this has been discussed before but it is much simpler to ask than to look

through all of your posts looking for the answer.

Paulo

#1151: Author: Chuck, Location: Rutherford □ Posted: Thu Aug 21, 2008 1:27 am

The 25 foot long boat at 3/16" is about 4 5/8" long. Not including the rudder. It is not very big. So when look at the results of some of these fine boats you will know just how much work went into them at that scale. They are very tiny but pack in a lot of detail.

#1152: Author: jimmdras, Location: Leesburg, FL □ Posted: Thu Aug 21, 2008 2:01 am

Hi, Paulo...

If you enlarged the drawings as you said, 133%, the resulting drawing would be 1/4 " scale.

jim

#1153: Author: Chuck, Location: Rutherford □ Posted: Thu Aug 21, 2008 12:14 pm

The initial construction for the lower masts are the same. The only difference is the height and where all of the blocks are etc. The tops are also slightly different in size but they are built identical.

Here is the Fore mast.

The top of the mast was squared off with a square tenon where the doubling will be. I chamfered the edges as shown on the plans. It is all pretty straight forward. The heel of the masts has a round tenon created which will be inserted into the deck.

To create the Cheeks I just used a 3/16" x 1/16" strip. These were glued to the mast and shaped afterwards. They were reduced in thickness a lot while rounding off the outside profile. To get them to lay correctly the masts were flattened on both sides. I held the strips against the mast and then traced it. Rubber bands held them in place while adjusting their positions. Then I sanded the areas flat.

The iron bands are 1/16" wide pinstripe tape. I wrapped around the mast twice for each band. I went all the way around the mast (on top of the cheeks) for every band initially. Then I took a sharp blade and trimmed those that appear to be going under them. This is a quick way of doing it without having to worry about notching the cheeks. I still have to paint the bands as they are a little shiny.

The front fish will go on next but that must be notched over the bands. It does not take long. You do not need to flatten out the mast for this because its only 3/32" wide. It will sit nicely on the mast. I will use a 1/16" x 3/32" strip. I will also sand this down considerably thinner afterwards while rounding it off.

The one thing I do not like about it is that pesky knot in the wood. I am hoping it will not be noticeable after the front fish is in position. The rest of the mast looks fine.



#1154: Author: pfaustino, Location: Amadora & Areia Branca ▯ Posted: Fri Aug 22, 2008 10:38 am

Thanks Chuck and Jim.

Everything checks out ok then; and you are absolutely right Chuck, the size of the pieces involved augment greatly the beauty of your work .

Paulo

#1155: Author: Robyoung, Location: Miramar, FL ▯ Posted: Sun Aug 24, 2008 6:26 am

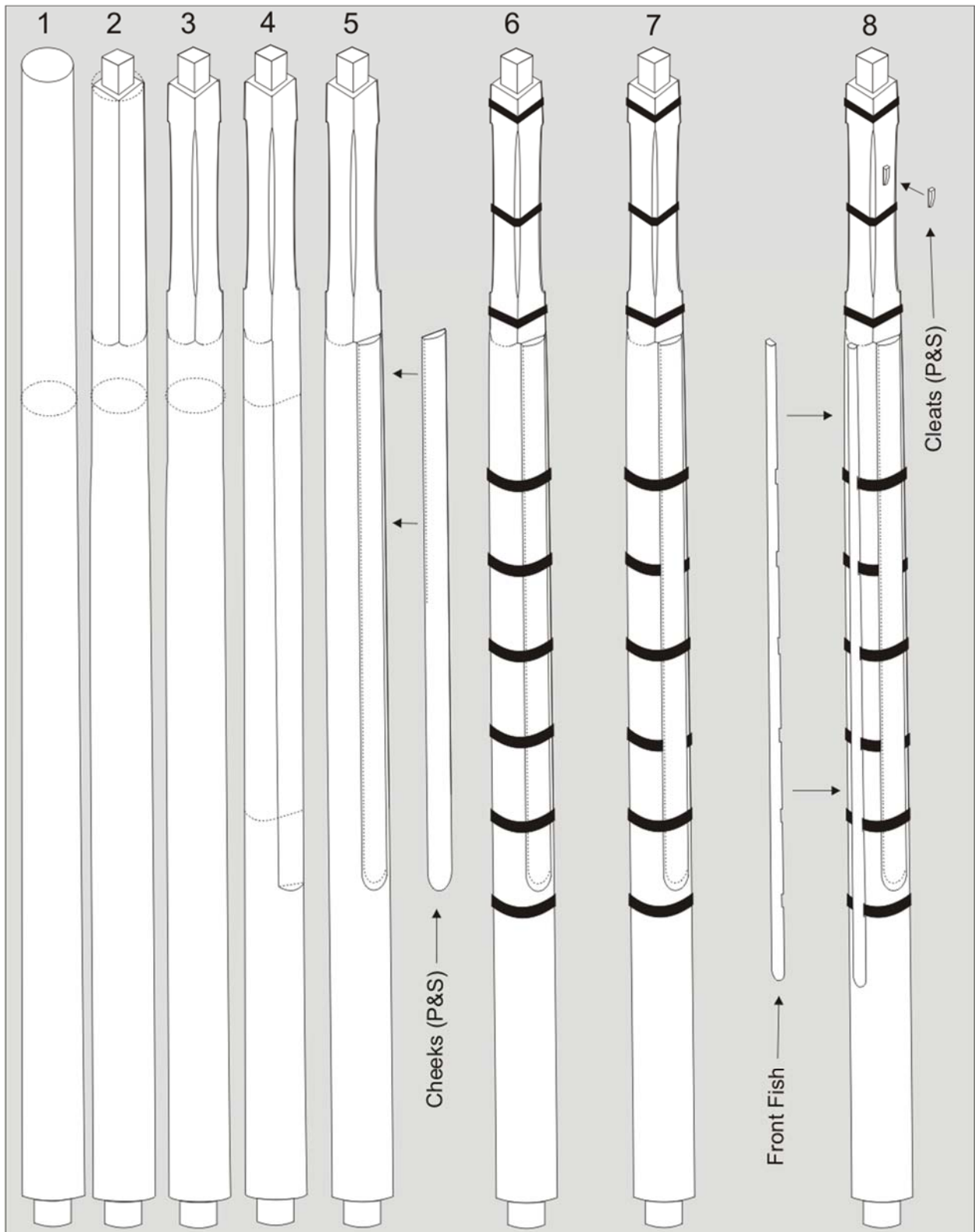
The Syren looks fantastic Chuck.

Robert

#1156: Author: Chuck, Location: Rutherford ▯ Posted: Sun Aug 24, 2008 11:48 pm

Thanks Guys,

I drew a simple diagram that shows how I made the initial construction for the lower masts. It will be added to the practicum of course but I figured you would like to see it. I will explain each step (8 of them) in the process. The fore and main masts are identical except for some small details. The only difference being its length and number of masts hoops. The diagram is not to scale and does not show the correct number of hoops. It is just to demonstrate with pictures how it was built. These features were hard to see in the photos of the real thing. I hope you find them helpful. They do take some time to create.



Initial Lower Mast construction- Fore and Main masts are the same except for their length and number of iron bands. Once completed the remaining details can be added that are unique to each. (cleats, hearts, boom rest, etc)

#1157: Author: knightyo, Location: Meridian, Idaho 📅 Posted: Mon Aug 25, 2008 1:51 am

Chuck, you are spoiling us big time with these great pictures and diagrams.

Alan

#1158: Author: dputzler, Location: Hillsboro, Oregon 📅 Posted: Mon Aug 25, 2008 2:07 am

That is a great diagram of mast construction. I really appreciate all the effort you are putting in for us.

Dennis

#1159: Author: RustyJ, Location: Chittenango, NY 📅 Posted: Mon Aug 25, 2008 1:00 pm

I agree with Dennis and Alan about those diagrams and what a great help they will be to me and everyone else. Having never constructed masts from scratch it really clarifies the description.

#1160: Author: pablootp, Location: Cuenca 📅 Posted: Wed Sep 03, 2008 2:16 am

#1161: Author: bobbollin, Location: Sandy, Oregon 📅 Posted: Wed Sep 03, 2008 3:16 pm

Excellent, very clear drawings, Chuck. Barely requires a description! Other than dimensions, I understand exactly what needs to be done. Fantastic work!

#1162: Author: Han, Location: Istanbul / Turkey 📅 Posted: Wed Sep 03, 2008 5:08 pm

First of all and once again congratulations for excellent work and build log.

I want to ask you about the angle of the masts. As I see at the drawings all the masts have an angle relative to each other. I mean that the topmast is inclined relative to the mast and the topgallant mast is inclined relative to the topmast. Is that right so. The foremast is also not perpendicular to the waterline.

Ilhan Gokcay

#1163: Author: Chuck, Location: Rutherford 📅 Posted: Wed Sep 03, 2008 6:27 pm

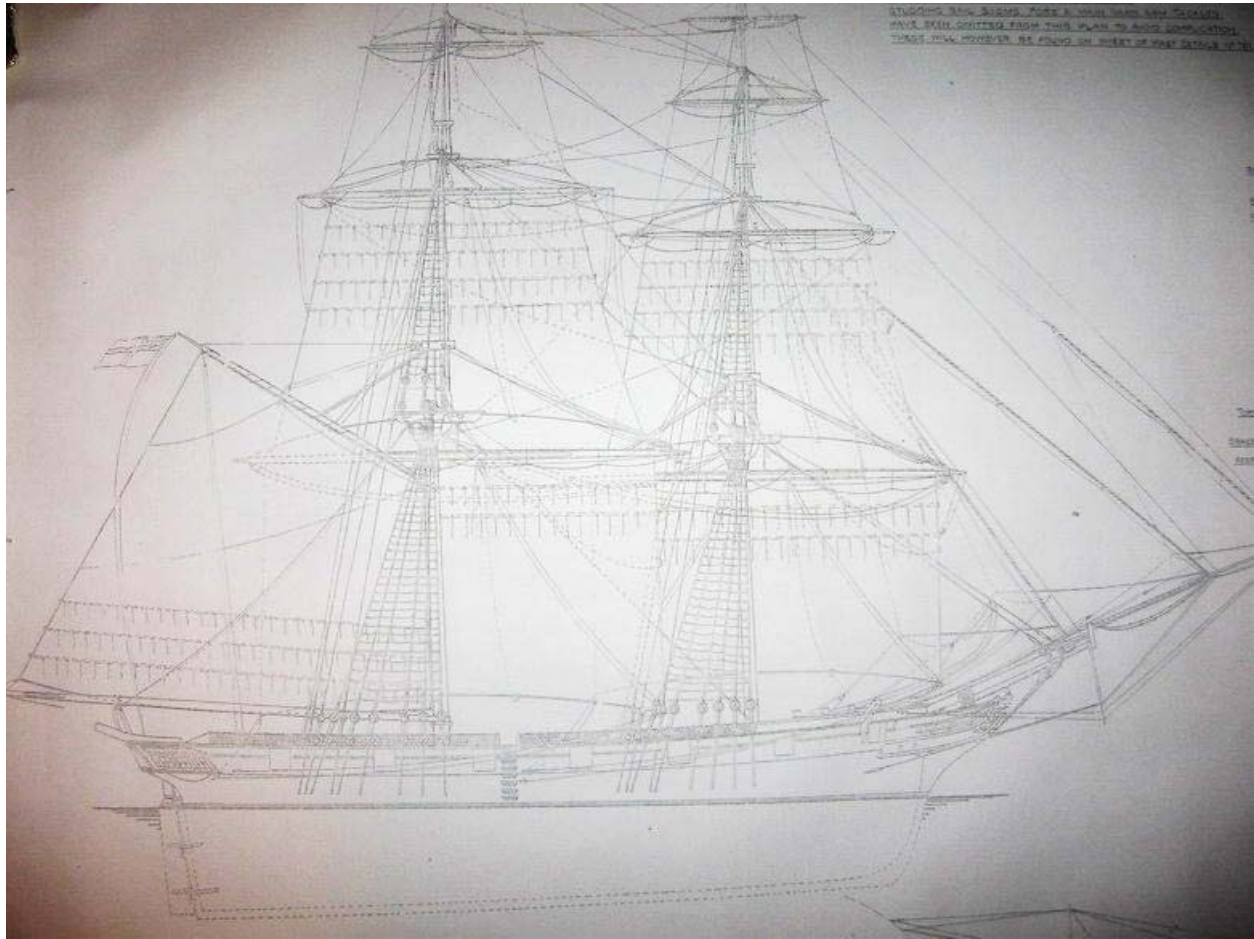
Yes, they are different. I must confess though that the angles I have (after looking again) are somewhat exaggerated. I am speaking about the relation to the lower masts, top masts and topgallants. I will go back and align them better on the three rigging plans. It should be less severe than shown. I think I got caught up in all of the ratlines and other drawing and did not realize it. Thank you so much for that as I would have probably overlooked it as I built both masts. It is only a very slight tilt aft, from lower to top to topgallant. Also the fore mast is NOT perpendicular to the waterline. It is raked ever so slightly aft.

Using the sail plans of several US brigs at the time for reference shows this was the case. American Sailing Navy by Chappelle and other plan sets were my references. Also, Chapelles' incredible sail and rigging plan for Argus. This all matches what you see on the Syren plans but I will tweak it some as we just discussed.

#1164: Author: Han, Location: Istanbul / Turkey □ Posted: Wed Sep 03, 2008 7:35 pm

Just for additional information I've attached a photo of the drawing of the "12 Gun Brig 1840" from Underhill. Sorry that it is a little bit fuzzy.

Ilhan Gokcay



#1165: Author: Chuck, Location: Rutherford □ Posted: Wed Sep 03, 2008 8:13 pm

Thanks but I do not want to mislead other folks. That plan is nowhere like the ones used for some American brigs at the time. I will post a picture of the plan for Argus and when you see it you will scratch your head about how different the rake of each mast is presented. The drawing you show is not what I would recommend for Syren. It is a scratch project and ultimately your decision but I will go with the sources I have found.

#1166: Author: Han, Location: Istanbul / Turkey 📍 Posted: Wed Sep 03, 2008 8:26 pm

Sorry, if you want I can delete my post not to cause any confusion.

Ilhan Gokcay

#1167: Author: Chuck, Location: Rutherford 📍 Posted: Wed Sep 03, 2008 9:01 pm

No, that is OK. I think I will actually use it again when I post the plan for Argus. If I place the two side by side it will be a great learning tool. You see the rigging and masting practices were very different depending on the country and area of the country of origin (great lakes versus ocean going in America). Its one of my pet peeves. It is good to bring it up and discuss it. For example, reading in Lees about the position of the Flying jibboom (port side versus starboard). If you look at the Brig Niagara or the Constitution and many other ships in America you will see it is on the opposite side from what Lees describes. This causes a lot of confusion. But in my mind, rather than conform strictly to one set of rules I would rather make a case for doing otherwise. Now my research and ultimate decision may not be correct as I am a mere model maker and not a naval historian but I will be able to point to these other vessels to raise doubt about the widely accepted norms.

Another example would be the placement of the spritsail yard under the martingale stays as they come off of the dolphin striker. The way I show it, it does not make sense to me, nor does it comply with Lees. But I used the contemporary sail plans for Spark, Chipawah (spelling), general pike and many others. They show this placement. If you look at it one must wonder how a spritsail would possibly be set without these lines getting in the way. After more research I found that the Argus was similar. After looking at the inventories the British made after her capture they made note of the spritsail yard but NOT the spritsail. I concluded by this that the Argus did not have a spritsail. Only the spritsail yard. Every sail was mentioned in the inventory records except for the spritsail. Go figure.

But rather than have an exhaustive explanation for every decision I made and venture into that debate I figured I would just draft the plans to the best of my knowledge and provide my thoughts and sources only after being asked.

You raise a very good question and it is one I asked myself when drafting the plans. My decision to use the Chappelle plan for the rigging was my own. I looked at many contemporary sail plans for other brigs and saw it was highly probable this was correct or at least plausible.

I could be wrong but that is where each builder can make their own decision. The mast construction itself is based on those by Fox for the Wasp of 1806. Petrejus also references this information in the Irene book as plausible for American brigs/mast construction. Mast hoops or not etc. I do not think we will ever know for sure. I could go on forever but I think you understand my viewpoint.

I love to talk about it so do not be afraid to post more questions. After such a discussion, I may change

my mind based on the evidence and change the plans. In this case (fore and main mast rake) I do not think I will though. I will go back as you pointed out and readdress the angles for each segment of the masts so they are all more consistently angled though. That is more about a drafting error than an actual decision. Although my intent was to have a slight aft adjustment at each level. Very slight.

#1168: Author: powder monkey, Location: Walworth, NY □ Posted: Wed Sep 03, 2008 9:17 pm

Do you have a special technique to keep the tape straight? I have been trying some on an another kit I am working on. The tape I am using is more like a fine masking tape and I seem to end up with wavy bands. Also, how do you maintain the spacing between bands? The human eye can notice even small variations in spacing.

#1169: Author: Chuck, Location: Rutherford □ Posted: Wed Sep 03, 2008 10:29 pm

Believe it or not, the bands on mine ended up wavy also, but the good thing about pinstripe tape is the fact that you can easily move it around on the mast afterwards. Once all of the bands are in position I fix them up and measure the distance between each with a ruler. They seem to slide around on the mast yet stay firmly together as tight bands amongst all of the layers. I guess it sticks better to itself then to the wood.

#1170: Author: Chuck, Location: Rutherford □ Posted: Wed Sep 03, 2008 10:47 pm

Here is a picture of the plan of Argus. Note the rake of the main mast and the fore mast. It is hard to tell without a straight edge but the fore mast is raked slightly aft and not perpendicular to the waterline.

Compare this to the earlier Underhill plan posted by Ilhan and with another plan as shown in the Petrejus book of the cruiser class. All are different. Now the rake on the main mast of Syren is not as severe as Argus. This is based on the indicators drawn on the original plan. Also note that the position on the original draft differs from that of Chapelle's Syren plan. Chapelle placed it further forward than Hutton's draft indicates. Go figure. So many discrepancies and choices.

Also note the orientation of the spritsail to understand what I was referring to earlier. I also posted a picture of the Argus model made from Chapelle's plans so you can see how our rig will look even though there are some differences. They are all minor.

Another interesting point is there are no lifts for the royal yards. This was not always the case but I have since decided to omit them based on my findings.

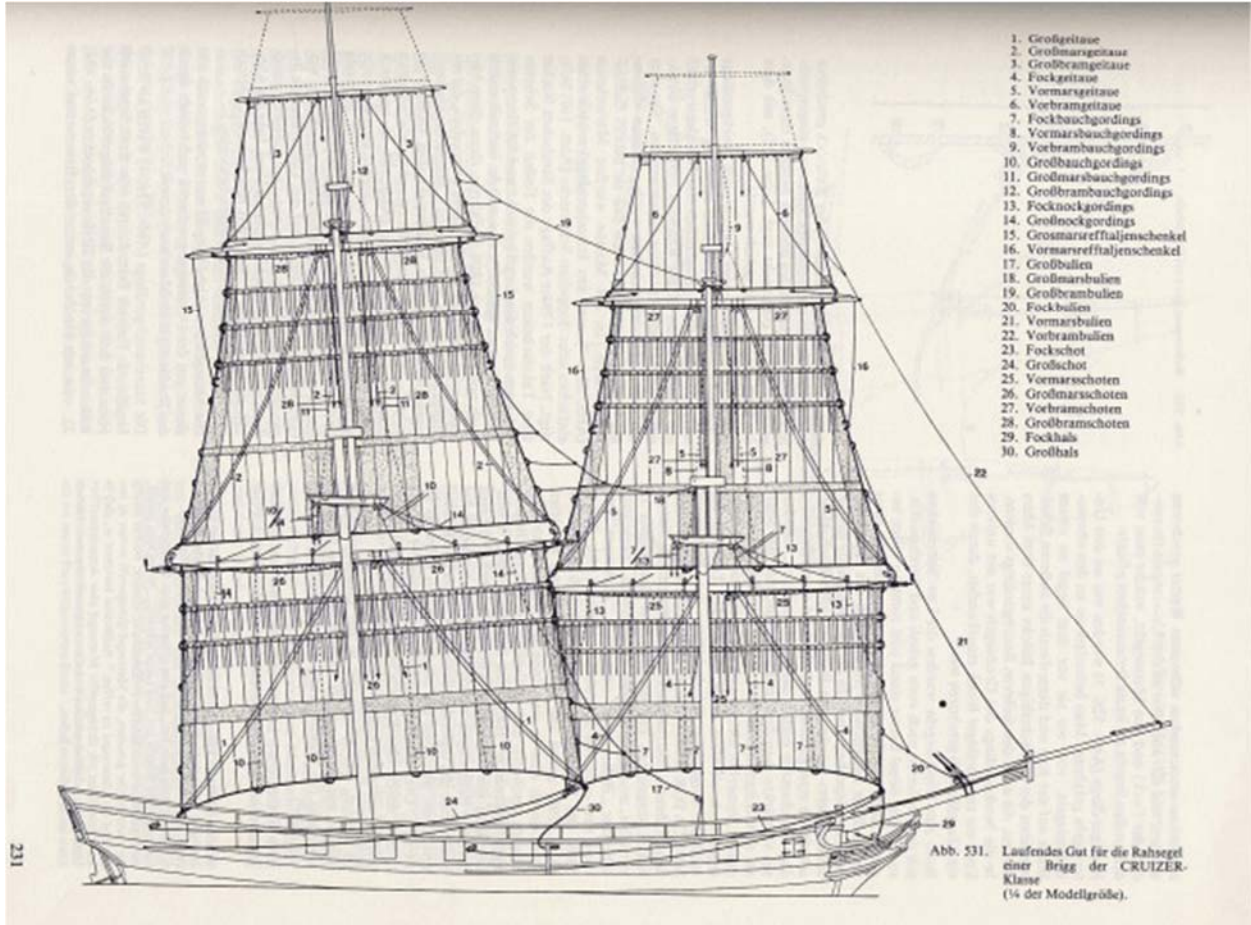
I will start correcting my drafting errors for the angles of the masts this evening. Thanks again for bringing that to my attention. I do enjoy these discussions so do not hesitate to jump in more often. It is how we all learn about these things. I am grateful and glad you posted.

Argus Model:

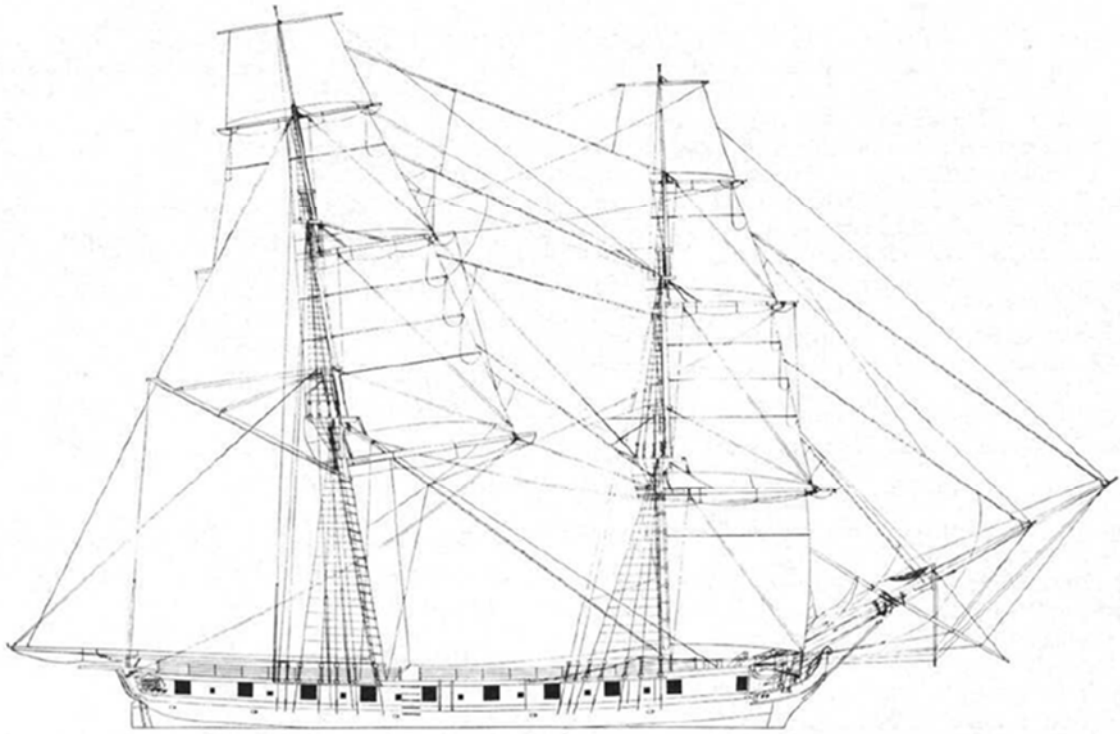


Model of Argus by Alfred S. Brownell, ca. 1950, scale 3/8" = 1'. Smithsonian Institution Photo, Number 77-8370

Petregus Irene:

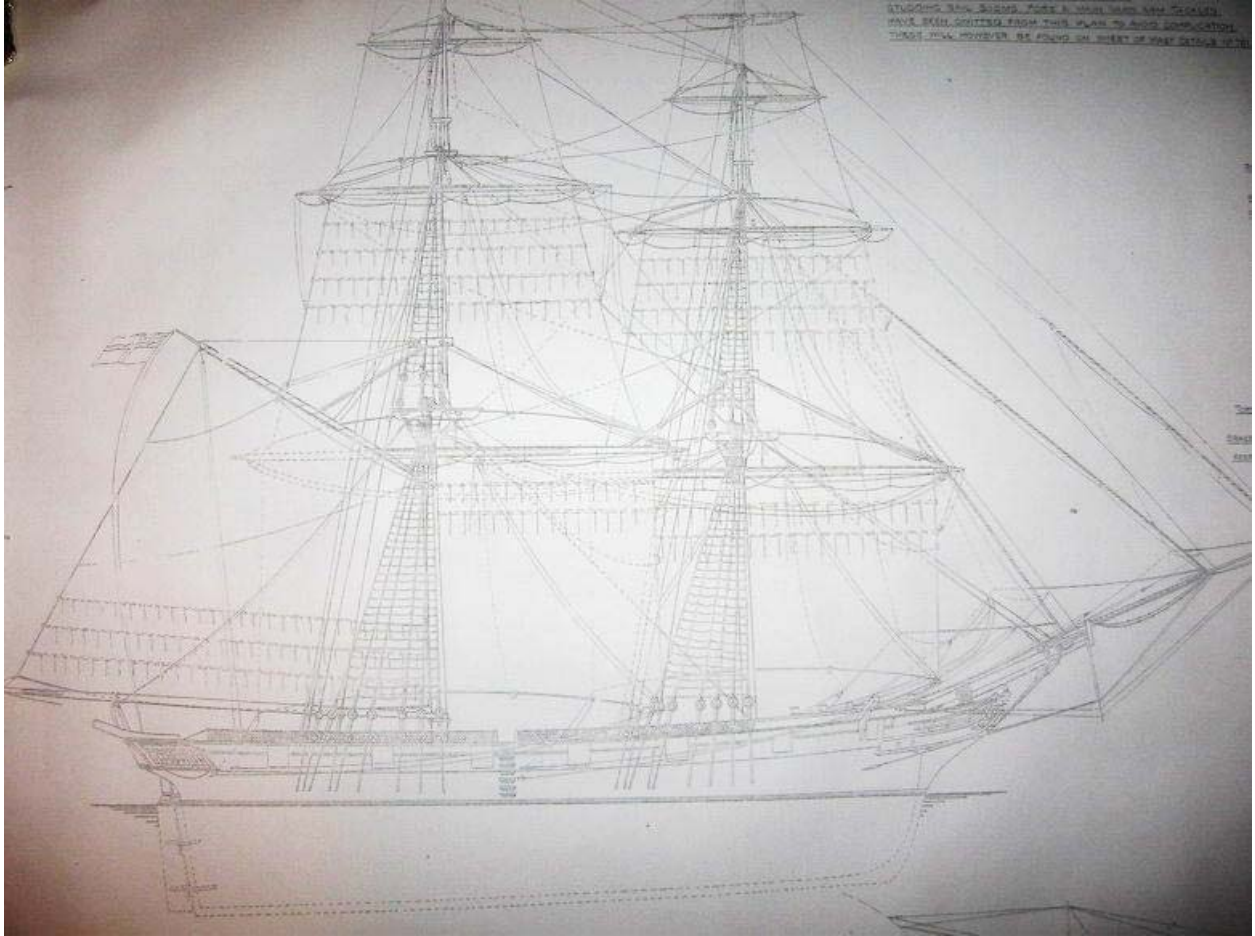


Argus:



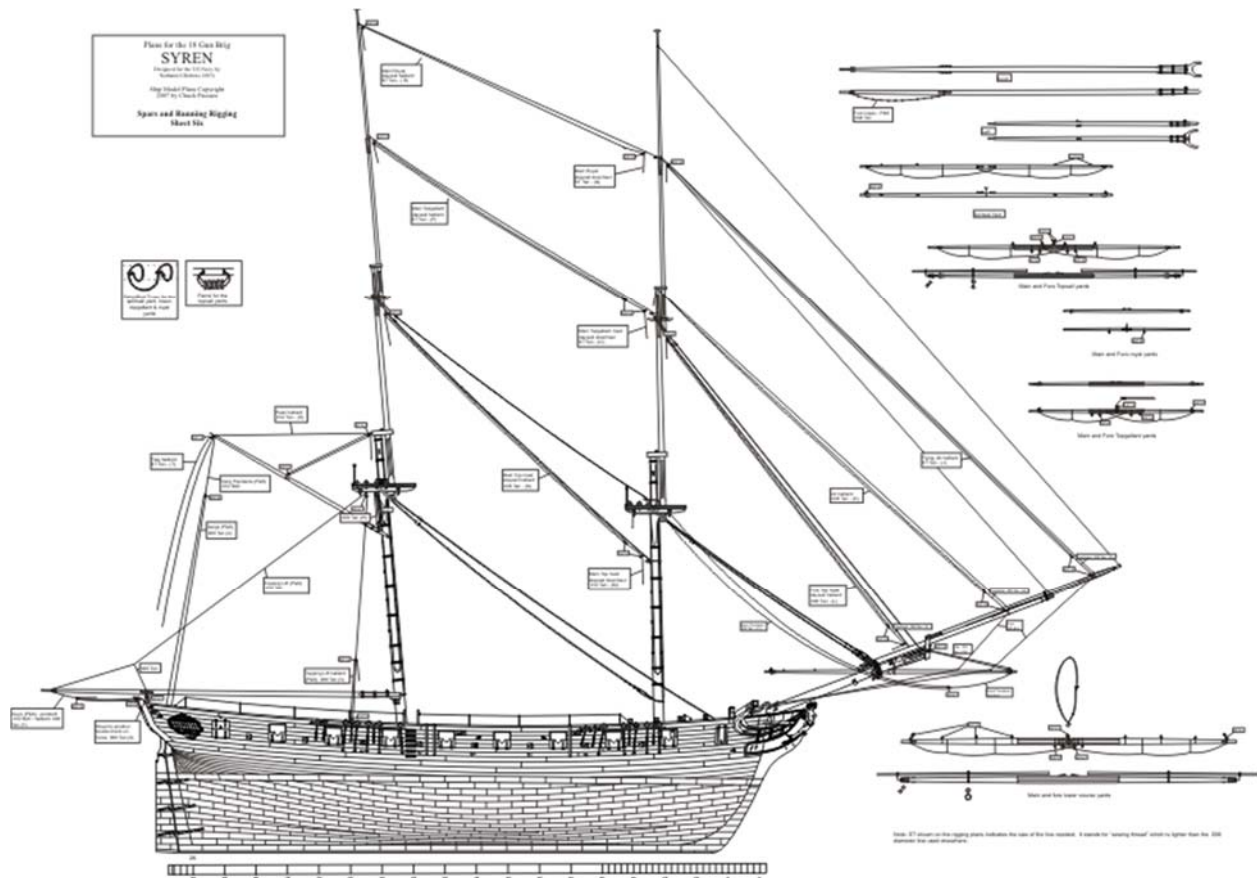
Sail and rigging plan of Argus by Chapelle, from The Mariner, VII-1.

12 Gun Brig:



#1171: Author: Chuck, Location: Rutherford □ Posted: Wed Sep 03, 2008 11:28 pm

Here is a look at one of my corrected plan sheets. #5



#1172: Author: Chuck, Location: Rutherford  Posted: Sat Sep 06, 2008 3:52 pm

Well finally I have the time and energy to get back at it. Now that the lower masts are completed up to the point shown in the drawing I posted, the bibs will be positioned. The cheeks are flattened where the cheeks will sit. After I glue them on I will paint over the mast hoops to get rid of the shine. I will also paint the top of this assembly black down to the bottom of the bibs. This area of the top or "doubling" will be black and I will get a cleaner finish if I start painting now rather than wait for the top and topmast to be completed. It will be easier rather than struggle to get a nice finish in all of the nooks and crannies the top and topmast would create. This is a picture of the fore mast. All of the cleats are in position and any chocks too. After I paint it I will finish up the main mast and then start on the tops.

I also thought you would be interested to see what I have asked Model Shipways to do for me on this project. As part of the beta testing for any kit, I have them laser cut every piece for me. In the past I have always scratch built the parts for Syren rather than wait for the laser cuts. It takes time for them to get it done. And since this is a scratch project on MSW I wanted to build them exactly as you folks would have to. That meant that I had to build everything twice instead of using the laser parts so this project could progress timely.

In order to test these laser parts, I built everything twice. The capstan the carronade sleds (not all of them) all of the deck fittings and hull structures. For the masts, I really do not want to build them twice.

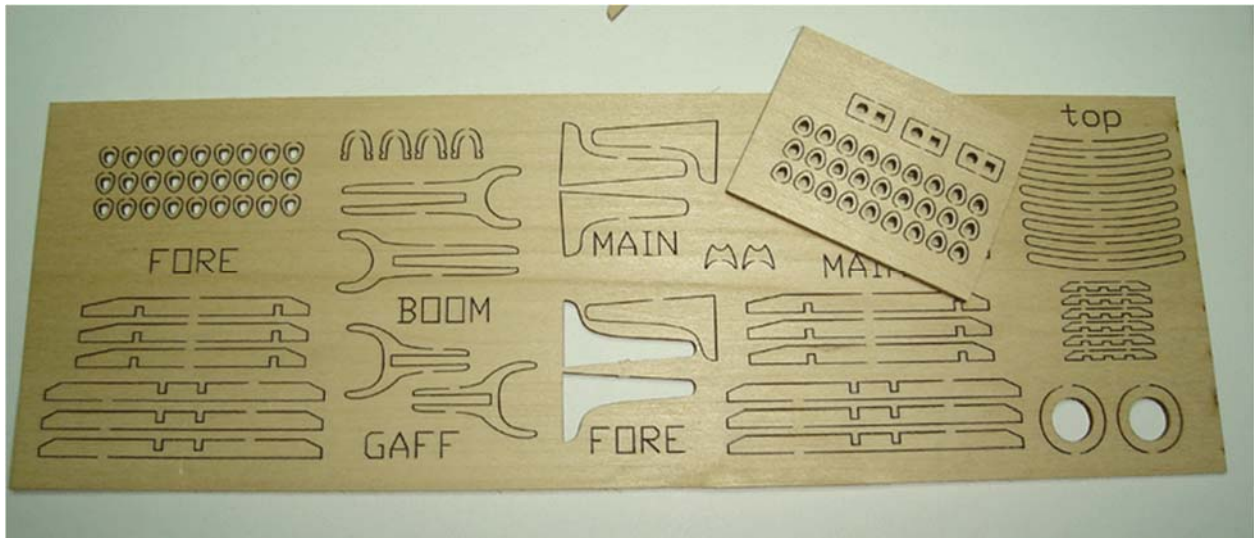
Call me lazy. But time for all of these tests and double work is becoming hard to find. I want to get right into it only once. Unless the laser pieces do not fit I will use them. Otherwise I will build those elements from scratch so as to not hold things up here. If I see anything about these parts that bother me I tweak the laser templates to fix them. It is really quite interesting. You must compensate for the strength of the laser depending on the thickness of the wood, the kurf of the laser cut in relation to the lines on the plans, the feed speed of the person normally working the laser cutting machine etc. There is a lot of factors and it has been very interesting to learn about them. As a side note that meant that all of the templates for each and every part to be laser cut were redrawn to compensate for these factors and thus are different than the ones I have provided for all of you to create them from scratch. I do not want to go into the entire procedure with too much detail but it has been fun but also incredibly time consuming. I have actually had to build everything twice and draft templates for everything twice. I have been talking to some of you off list and discovered how interested you were in this whole process so I figured I would comment on it.

Basically, whenever you saw a lull in my progress I was building the details over again as a test or writing the practicum or drawing up that second set of templates for the laser.

So I will be building the balance of these mast assemblies using the laser cut sheets. They finally delivered them a day or so ago. I am sure the patterns will need to be tweaked after I see how everything fits. But this will assure a great fit when this kit ultimately comes to market. So please do not think less of me for not scratch building these elements. I am just starting to get tired of doing it all over again a few weeks later. I thought to be fair and let everyone know.

By the way, I have all of the fittings and hull skeleton from my laser tests sitting in the basement. I have decided to give them all to one of our members here when I am done with the project. This way they will not just collect dust. He does not have a lot of tools including a scroll saw. (I do not see myself building another Syren any time soon) They are already spoken for but I thought you would want a little glimpse into how I am testing each and every part of the model before it goes into production as a kit. Unfortunately, he will not have the parts for the masts since I am going to use them. I do have the bowsprit parts though since all of that was scratch built for the prototype. Just felt like being a little long winded this morning while I sip my coffee. Have a great weekend.

Note all of the extra pieces I am including for the kit. One extra crosstree and trestle tree and cap etc. Those pesky pieces always seem to break when Basswood is used. What a waste of paper and resources and time for Model Shipways to mail out these parts every other week when they break.



#1173: Author: bobbollin, Location: Sandy, Oregon □ Posted: Sat Sep 06, 2008 5:32 pm

Very interesting, Chuck. I didn't realize that you were building the ship twice! I'll ask it again...when do you sleep. I am glad to see that you are making such an effort to assure that everything is as right as it can be in the kit version. That will be refreshing! I am sure that this kit isn't gonna' be cheap when it comes out and folks expect a quality product when they pay a lot. Some of it is not in your control, of

course, but if the kit and practicum that MS puts out is anything like what you have produced here, I am sure it will be a hit.

#1174: Author: Chuck, Location: Rutherford 📍 Posted: Sat Sep 06, 2008 5:37 pm

Thanks Bob

That is why I am doing so much ahead of time. I know what these things cost in the end. Luckily I do not have to build a complete second ship. I did not plank it or anything. All of the separate pieces were built and then just put aside. So it was not a huge amount of work. But for example it took three times as long to cut the pieces for the capstan from scratch and assemble it. If you were to put them side by side they look exactly the same - which is what I was shooting for. So it does prove that such kit parts can produce a good looking finished product. It still astonishes me that most kits do not though. Almost every kit I ever built had bulkheads that fit to loosely or too tightly. That was a symptom of not being tested ahead of time to compensate for the production process.

#1175: Author: bobbollin, Location: Sandy, Oregon 📍 Posted: Sat Sep 06, 2008 5:52 pm

One of the things that astonished me when I started this build was the fact that the bulkheads fit so well into the center keel. It convinced me that scratch-building was definitely the way to go in the future. I have always thought that sloppy parts fit in kits was more a result of lack of attention rather than imprecision in the machines. I have always been surprised that it occurs so commonly in ship models. I built RC airplanes for 40 years before coming over to ship models and the kits in the airplane market have infinitely better fit of the parts than most ship model kits...and for the most part they don't cost anywhere near as much!

Go figure.

Thanks again for a great practicum and forum. I gotta' go and do some more planking. I have a lot of catching-up to do.

Take care.

#1176: Author: Chuck, Location: Rutherford 📍 Posted: Sat Sep 06, 2008 11:54 pm

Your welcome Bob

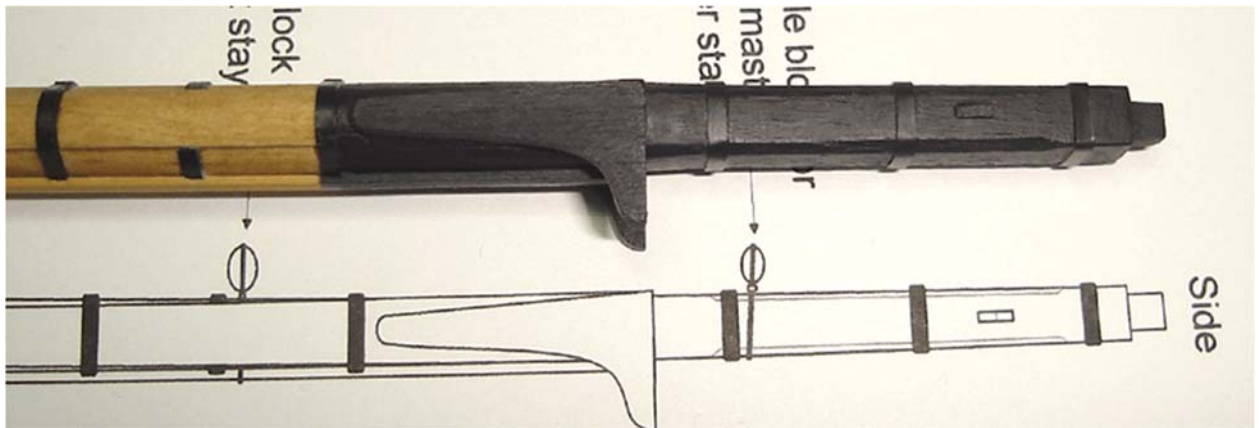
I think a lot of us feel the same way. Here is a picture of the fore mast completed and painted. I painted the cleats (six) to look like wood. They were modified ME 5mm cleats. The main mast is underway and will be virtually identical except for the boom rest, number of bands etc.

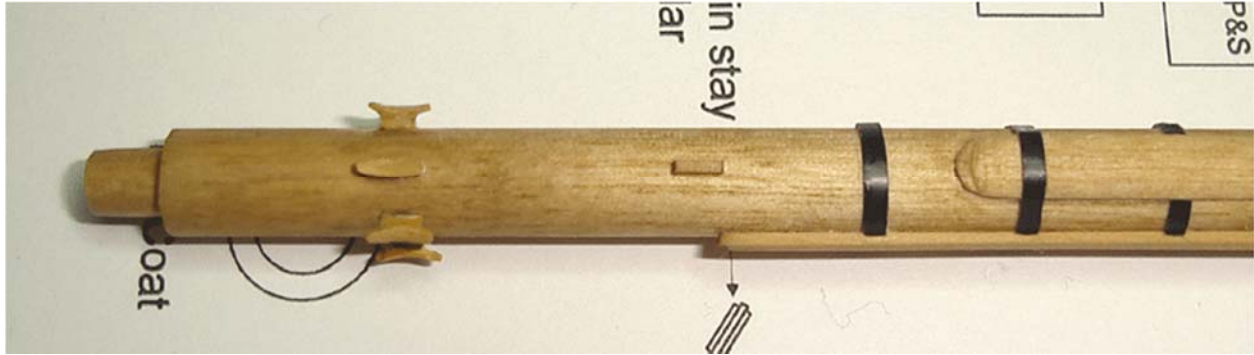


#1177: Author: Chuck, Location: Rutherford Posted: Sun Sep 07, 2008 2:59 pm

I was asked if I could take some closer shots of the fore mast. I hope you can see some of the separation of details for the painted areas. It was difficult to photograph.

The bottom and top of the lower fore mast. By the way, I just noticed that on the plan the strop for that lower block is on the wrong layer of the drawing. I have since fixed that and uploaded a new version of that plan sheet. I also made some additions to the top drawings. I will keep tweaking them as I build the masts and start rigging. I will let you know as I change them. Its an evolutionary process as I see what could be added to make things even clearer for you and Myself to build.





#1178: Author: RustyJ, Location: Chittenango, NY  **Posted: Sun Sep 07, 2008 4:18 pm**


I don't know who asked for the close up pictures but tell them thanks. Those really clarify it for me. I'm a visual kinda guy. Oh and by the way everything looks great as usual.

#1179: Author: Chuck, Location: Rutherford  **Posted: Sun Sep 07, 2008 5:22 pm**

Rusty

I will pass on the thanks for you. Here is another. The good thing about the masts is that I need to build two. So now I will take some additional "in progress shots" of the main mast construction. This one details the cheek shaping. The cheeks are 1/16" x 3/16" wide. That is too thick. They are glued onto the flat area created on the mast. But then the cheeks must be rounded off and thinned down. I chose this thickness because of how much extra meat is available for shaping once the cheeks are glued into position. Lastly, the little "fingernail" detail is sanded into the bottom edge of the cheek.



#1180: Author: knightyo, Location: Meridian, Idaho  **Posted: Sun Sep 07, 2008 5:41 pm**

The masts are coming along VERY nice, Chuck. It's kind of funny; I had no IDEA how complex the masts were going to be. I thought you were on the "easy" part of the project now.

Alan

#1181: Author: Chuck, Location: Rutherford  **Posted: Sun Sep 07, 2008 6:04 pm**

The lower masts and tops can be intricate if you want to give them adequate detail. The topmasts and topgallants are not as difficult. So I am almost there. I have been watching folks build models for a long time and most kit instructions give even thinner explanations and direction at this stage and it becomes frustrating. So I figured I would add some details not often seen or described. Most brig kits go with a solid one piece lower mast rather than the built up mast. The built up mast is very plausible here and I figured it would also be a good opportunity to document the process for other builds.

I have seen other really expensive kits that barely touch on this area. Some of them offer the masting and rigging procedures as a separate none specific offer or book. I do not agree with that principle. It should be included and talked about with the same attention to detail as the hull rather than as an afterthought. I hope to kick it up a notch on our next project. To illustrate my point, here is the instruction from the manual of a reputable manufacturer on how to build the lower mast with the same details. This is all they say (two paragraphs) and the kit costs over \$1000.

The Fore Lower Mast

Using *Plan Sheet 6* for reference, make up the fore lower mast to the dimensions given as follows:

On the top of the fore lower mast, mark out an 8mm square. Follow the lines of the square down the dowel to a distance of 73.1mm.

Using a fine razor saw, saw at right angles across the dowel to each pencil mark at the 73.1mm line. Form the square section using a craft knife, plane, saw, file or similar.

When completed, mark out the 6mm square on the dowel to a depth of 5mm and repeat the process, making sure that the 6mm square is central to the 8mm square.

Offer the cheeks (343) to either side of the mast and mark their positions onto the mast. Using a plane, draw knife or similar, remove the area of the mast on which the cheeks will fit so that the surface of the cheek will sit flush against the mast.

Note: the front and back of the mast in this area should remain rounded with a diameter of 12.7mm.

Before the cheeks are glued into position, it may be an advantage to fit the bands of 2mm wide cartridge paper, that pass under the cheeks, as shown on *Plan Sheet 10*.

Glue the cheeks to the mast taking care to ensure they are at the same height as each other, remembering that the 'tops' will be located directly on top of them.


Identify the fore lower mast top platform (345), gunwale (346), crosstrees (137 & 138) and trestletrees (136). Using *Plan Sheet 6, 'Fore mast tops'* for reference, glue the gunwale to the platform and using 1.5x1.5mm walnut for the battens, glue them to the platform, within the gunwale as shown.

#1182: Author: Chuck, Location: Rutherford 📍 Posted: Sun Sep 07, 2008 8:02 pm

The front fish is 1/16" x 3/32". It was taped to the mast so I could mark reference lines on it where the bands are located. I marked both sides of the front fish. Then I filed the notches into the front fish. They are not very deep as you can see. Also note how the seam of the taped mast bands was made on the front of the mast. This was done on purpose since it will be covered by the front fish. Now you will not see them and they will not ever start to fray on the cut end.

The rounded bottom of the front fish was shaped prior to taping it to the mast. Like the cheeks it is too thick. I will shape and thin it down once I glue it into position.



#1183: Author: bobbollin, Location: Sandy, Oregon  **Posted: Mon Sep 08, 2008 7:09 am**

Great work and your instructions make infinitely more sense than the other guy's.

Since getting seriously into ship modeling I have become a big fan of the metric system. But dang it! I have always had trouble measuring out those tenths of a millimeter on the rulers I have!

Who writes these things?

Anywhy, nice work and my thanks as well for the close-up pictures. Details like this will make an already outstanding practicum truly great.

#1184: Author: pablootp, Location: Cuenca  **Posted: Mon Sep 08, 2008 7:15 pm**

I congratulate you for the amount of details than him these placing the masts.

#1185: Author: shortgrass, Location: Victoria, Vc. Island, B.C.  **Posted: Mon Sep 08, 2008 9:16 pm**

The amount of detail and forethought you have put into the making of the kit for the Syren is to be commended. All of us benefit from the work that you do. Thanks again.

Dave (Shortgrass)

#1186: Author: Chuck, Location: Rutherford  **Posted: Mon Sep 08, 2008 10:07 pm**

Your welcome guys. It is fun.

#1187: Author: idesignsb, Location: Attleboro, Ma.  **Posted: Tue Sep 09, 2008 1:49 am**

Chuck....It is quite enjoyable to watch you build the masts. As someone who has never built one it is interesting to see the time and the detail involved. Even though I am not building the Syren YET, I enjoy following your work and learning from it.

#1188: Author: Chuck, Location: Rutherford  **Posted: Sat Sep 13, 2008 5:28 pm**

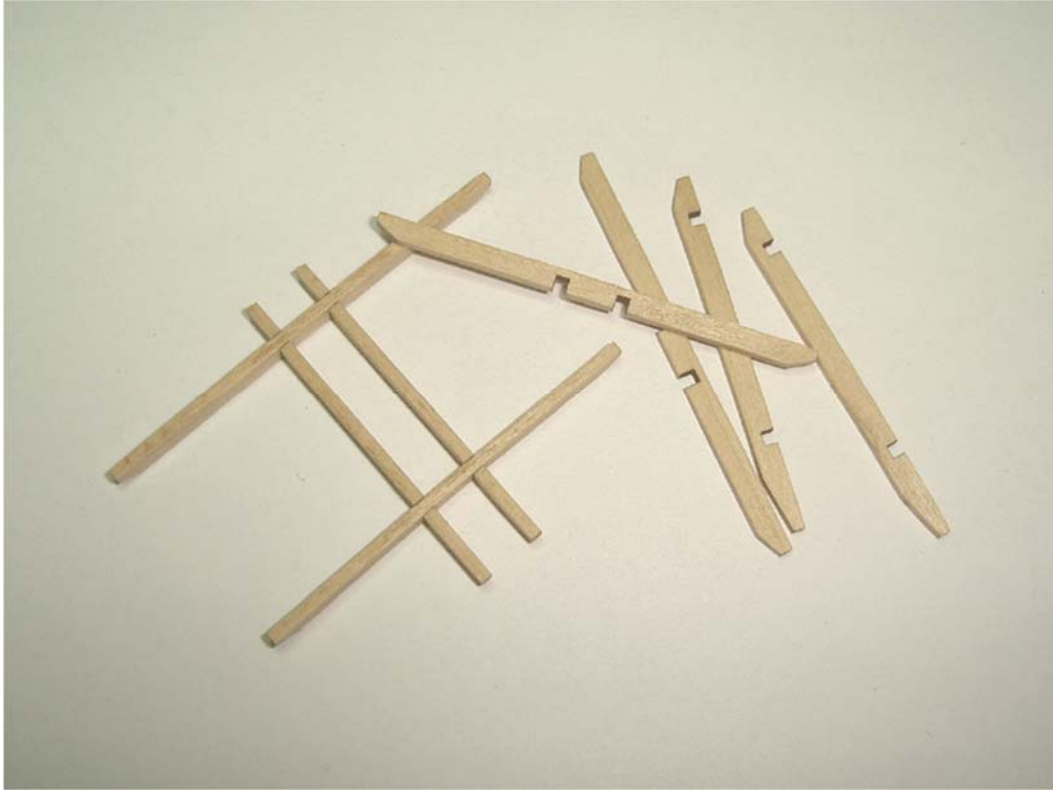
Bob

Thanks. I hope you are doing well and found some time to get back in the workshop. I actually just finished the lower masts this morning. Here is a picture of them both temporarily positioned. The angles are not perfect as I just eye-balled them. But it will give you a sense of what this will eventually look like. I am pleased with the results so far. I will get a start on the construction of the tops throughout the weekend. That should be fun. The main mast is leaning just a hair to aft. It will have slightly less rake to it. You can tell by the angle established for the top of the bibs. They should be level with the waterline.



#1189: Author: Chuck, Location: Rutherford □ Posted: Sat Sep 13, 2008 7:06 pm

Cross trees and trestle trees went together without a hitch. Remember in this case that these are the laser cut pieces. The notches were dead on as you can see. I do not really even have to use any glue. I did (as everyone should) remove all of the burnt residue from the laser. These pieces were designed ever so slightly larger to compensate for this sanding.



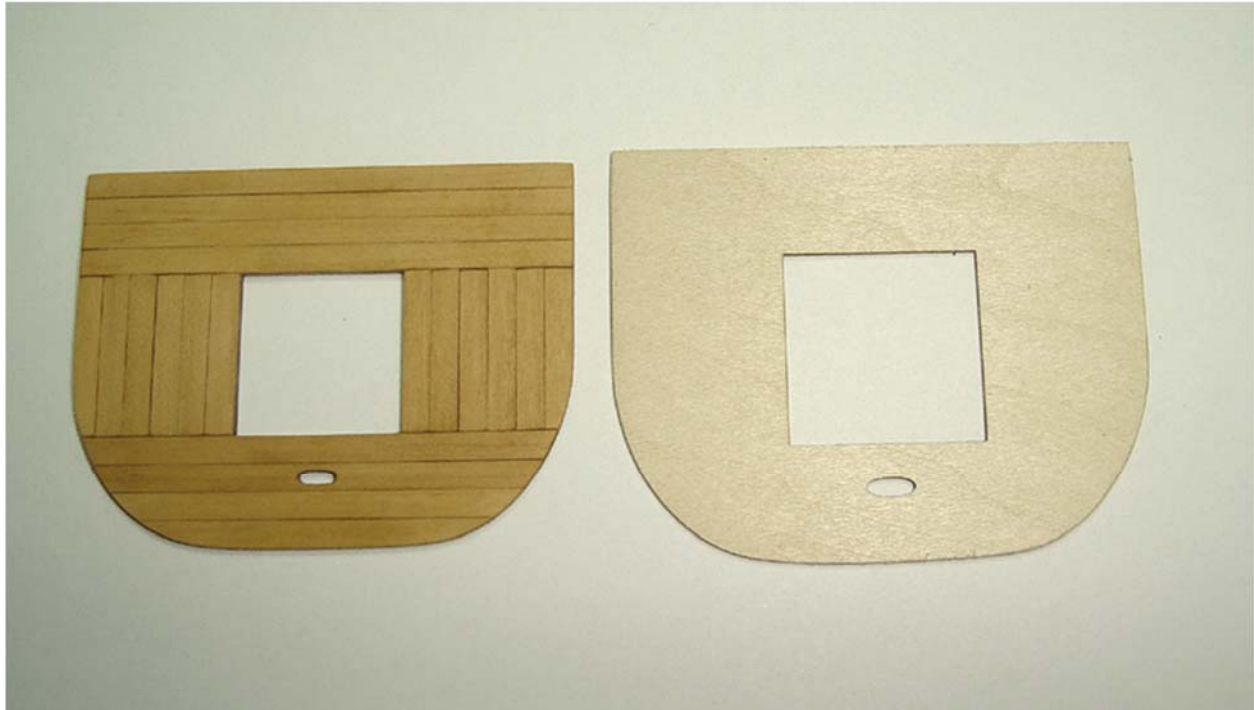
#1190: Author: Chuck, Location: Rutherford □ Posted: Sun Sep 14, 2008 11:44 am

At this stage you have a few options. For the kit, the basic shape will be laser cut out of 1/32" thick basswood. The builder will then plank over this to finish it off. Since it will be painted black this makes it much easier to create. The planks are also 1/32" thick. You can do it this way too or just use 1/16" thick planking and build the whole thing from scratch. That is not very difficult either but this will give you a template to ensure their shape.

When planking this thin laser cut piece you should plank from the inside outward. Start with the front and back of the top and then fill in the pieces in between. Its easiest and will help keep everything lined up properly.

Once done you can glue the top to the crosstrees.

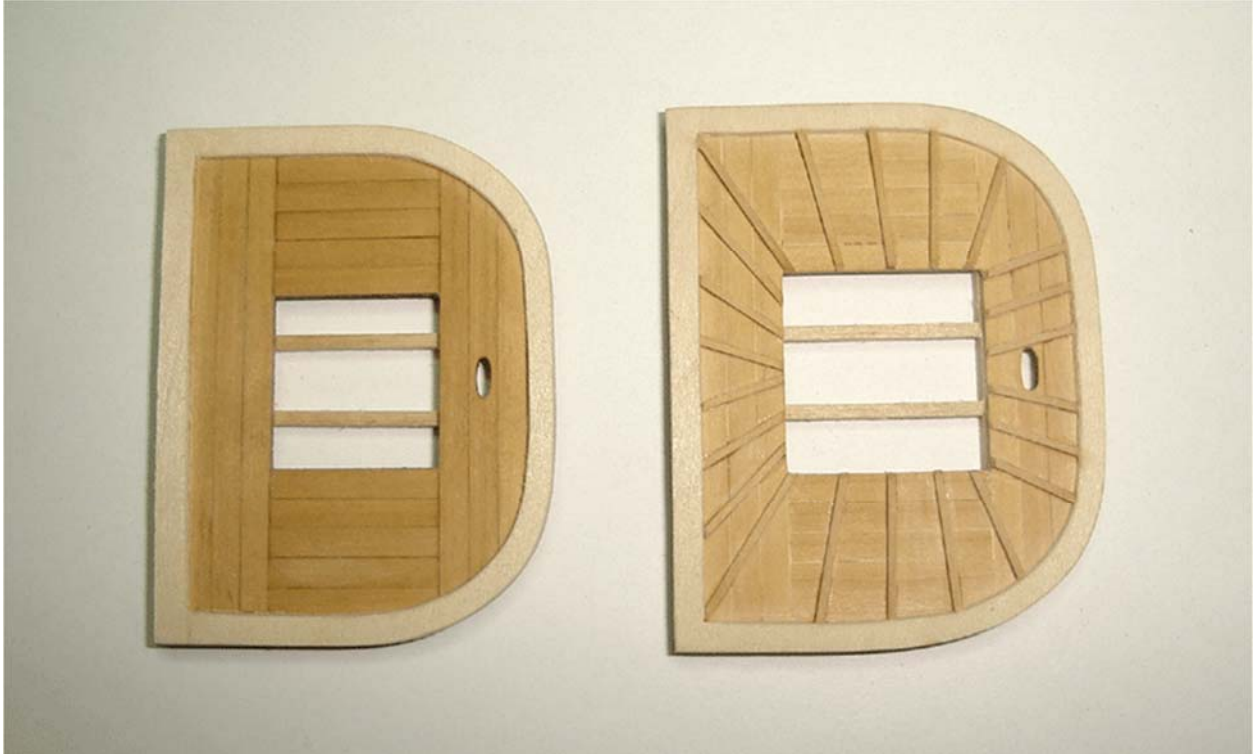
Left is the fore top and the right is the unplanked main top. Yes I actually used boxwood for the planking. I had some left over from the Mayflower project and will use it because it takes the paint better.



#1191: Author: Chuck, Location: Rutherford ▣ Posted: Sun Sep 14, 2008 11:11 pm

Once planked and glued on top of the crosstrees the rim was added. The rim is $1/32$ " thick. Laser cut for the kit but easy as pie to cut from a sheet with a sharp blade. Then the battens are added as shown. They are $1/32$ " x $1/32$ " strips. They are sanded so they taper slightly as they run towards the center of the top.

So far so good. Next up the holes for the dead eyes and the blocks will be added. But first the base strip for the rail will be glued into position and holes drilled for the stanchions. This will be easier before the blocks are actually added.

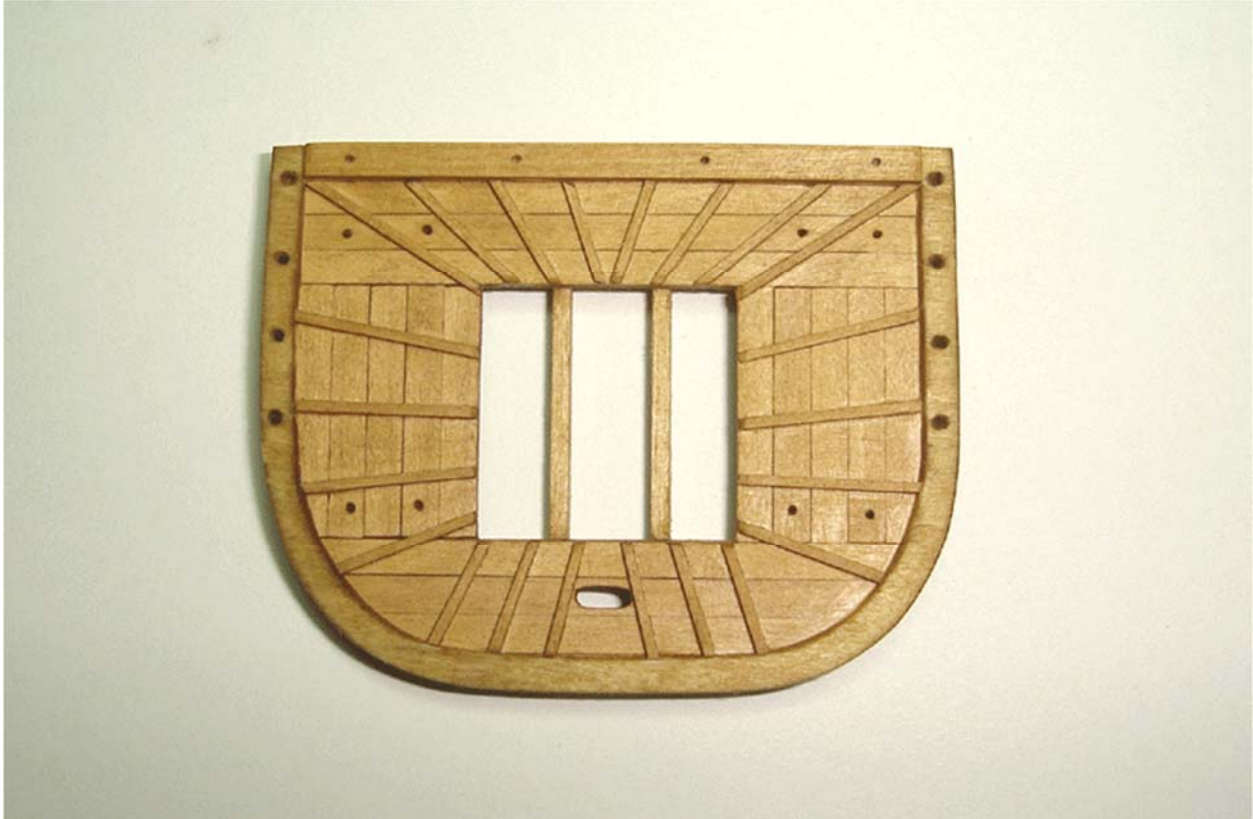


#1192: Author: Chuck, Location: Rutherford □ Posted: Mon Sep 15, 2008 1:28 am

I added the base strip for the rail. I also drilled the holes for the Deadeyes and for the tenons of the rail stanchions. In addition to that I drilled the holes to hang the blocks under the top. This is the more accurate approach but they can just as well be hung from eye bolts under the crosstrees. This is typically the way you see it done on kits. I will use and describe the more accurate method although it is a little simplified.

I just noticed after I took this picture that I had not added the bolsters yet. I will do that and take another picture for the practicum. Other than that this top is essentially completed other than hanging the blocks and deadeyes. The rail will be built but not glued into position yet. It will be easier to rig the topmast stays with the rail not permanently positioned. It should fit snug anyway and I should be able to push the tenons of the stanchions into the holes you see drilled in the base strip. The base strip is $1/8'' \times 1/32''$. It does not extend all the way to each end. It stops about a $1/8''$ from each side. This is the main top but the fore top is the same. The only difference being that it has two eye bolts secured on it. You will see this on the plans.


Oh, I also stained it so the wood would get sealed a little bit before I paint it black.



#1193: Author: BANYAN, Location: Melbourne  **Posted: Mon Sep 15, 2008 2:09 am**

When do you sleep Chuck? It seems you have limitless energy for this build.

pat

#1194: Author: knightyo, Location: Meridian, Idaho  **Posted: Mon Sep 15, 2008 6:02 am**

Oh, I also stained it so the wood would get sealed a little bit before I paint it black. <-- Hey, do you find you get a better black finish with that method? Hadn't ever thought about that. I don't know if I would be able to put paint over that though... It sure looks nice as is. Would it be unrealistic if left as is?

Alan

#1195: Author: Chuck, Location: Rutherford  **Posted: Mon Sep 15, 2008 11:46 am**

I can get a smoother finish this way. I am not sure if it would look out of place if it was left natural now. If you painted the hull then the tops really should be painted. If you look at Elia's Onieda, he left the whole model unpainted. That looks just great. I would go one way or the other and not mix up the two types of presentations.

#1196: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Mon Sep 15, 2008 2:34 pm

She's looking really good. I love it when you say to taper a piece that is 1/32" I can just feel the skin being sanded off of my finger tips right now.

Alan, I usually put a coat of wipe on poly, instead of stain, prior to painting and that seems to work well for me.

#1197: Author: Chuck, Location: Rutherford 📍 Posted: Mon Sep 15, 2008 5:22 pm

Thanks guys.

Rusty I have used wipe on Poly from time to time. It is very similar.

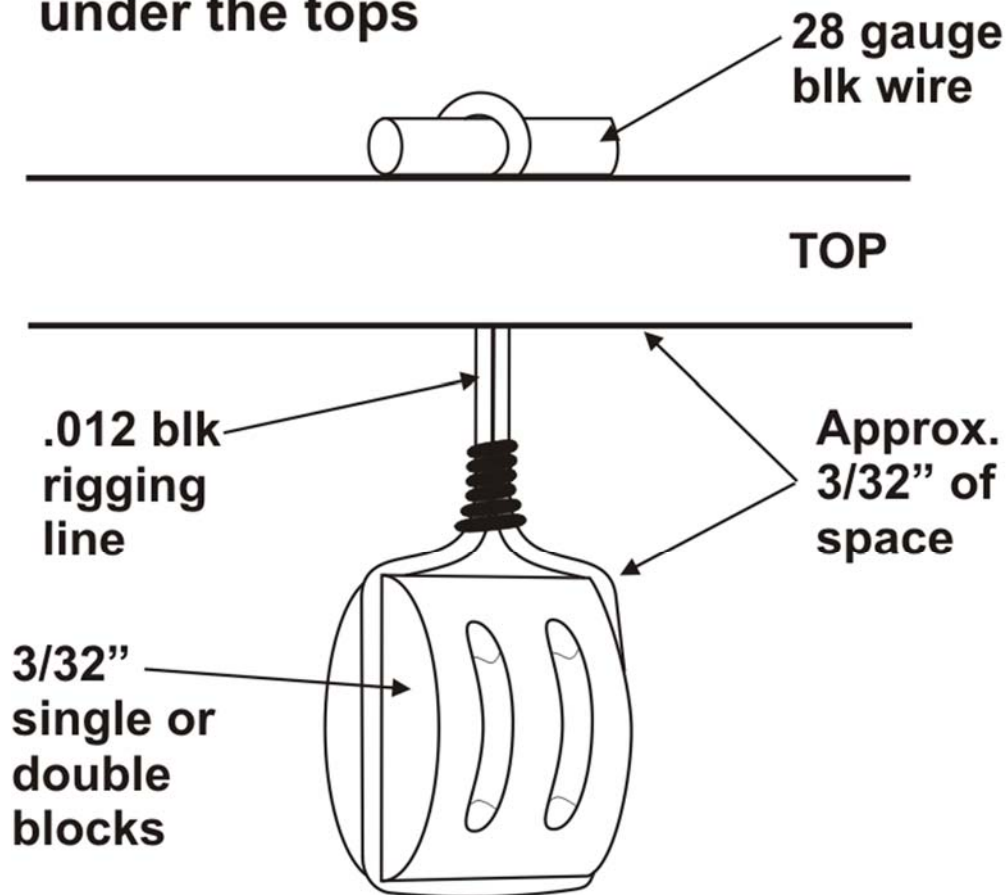
This is how I will be hanging the blocks under the tops as an alternative to the more common technique seen used for kits. Rather than glue some eye bolts into the crosstrees I will be doing this. Either method is acceptable since it will hardly be noticeable. But this method is very close to actual practice and more historically accurate.

What you do is take a length of 0.012 black rigging line and loop it in half. Then take the two loose ends and push it through the holes you saw me drill in the last photo. Do not pull it all the way through the hole but instead you should insert a tiny length of 28 gauge wire through the loop. This will prevent the loop from being pulled all the way through the hole. Put a drop of glue on it to secure the wire and loop to the top. This will be touched up with black paint afterwards.

Then flip the top over to work underneath it. Seize or knot the two lines together about 3/32" below the underside of the top. This will ensure the block hangs at the correct distance from the top. Then take the two loose ends and glue them around the block. No seizing needed. Just glue the rigging line as it sits in the groove of the block after making a simple overhand knot to bring it snug against the first seizing/knot you made.

Hope that is sufficient – let me know if that was clear.

Alternative method for hanging blocks under the tops



#1198: Author: Chuck, Location: Rutherford Posted: Sun Sep 21, 2008 11:28 pm

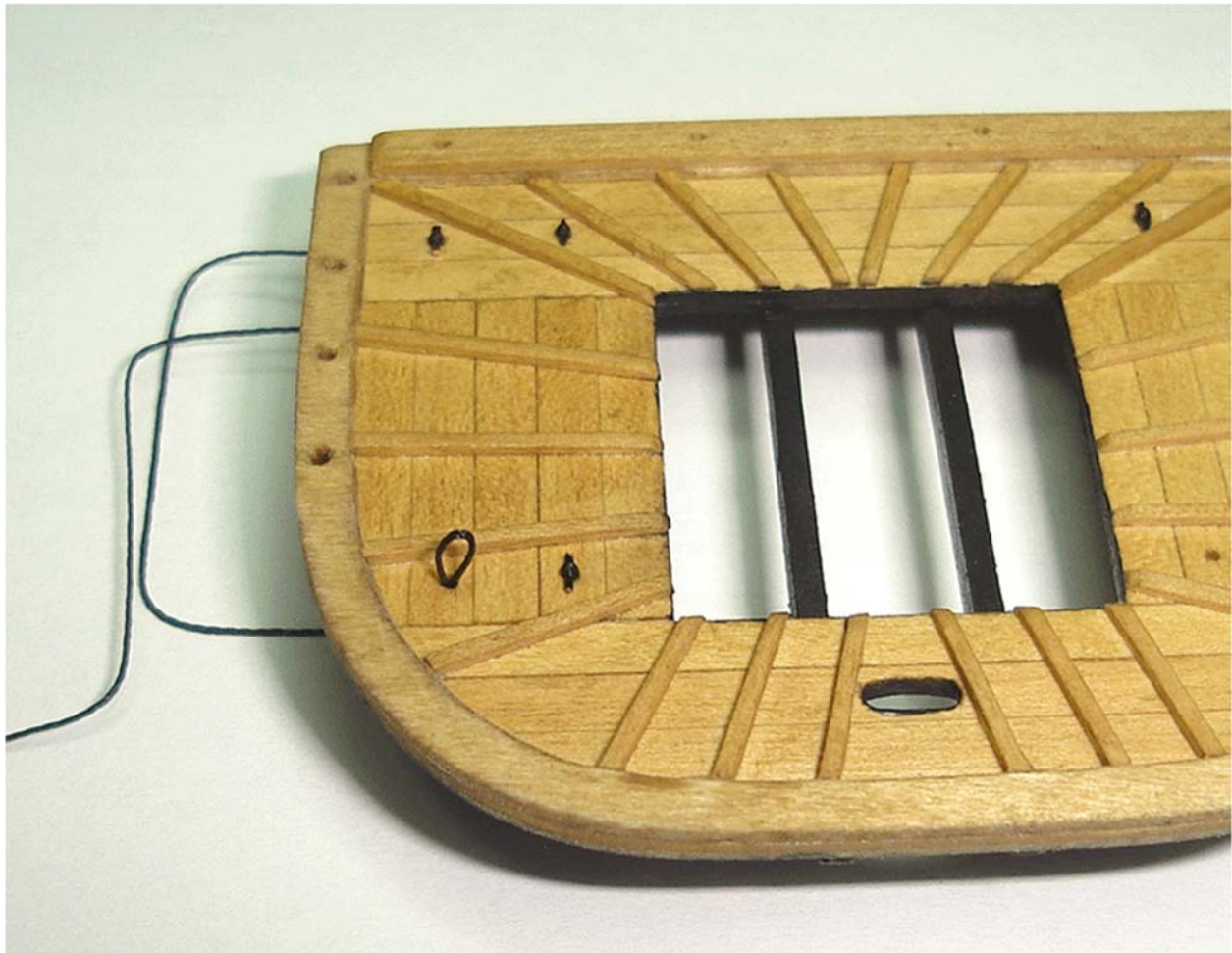
Hopefully it will not be too tough to see this. But the first photo shows the top with the blocks as described in the diagram. I made a loop with a length of thread and then pulled it through the holes so the loop was still exposed. Then I slipped a tiny length of 28 gauge wire under it and pulled the loop tightly. You can see many of them done already in that photo.

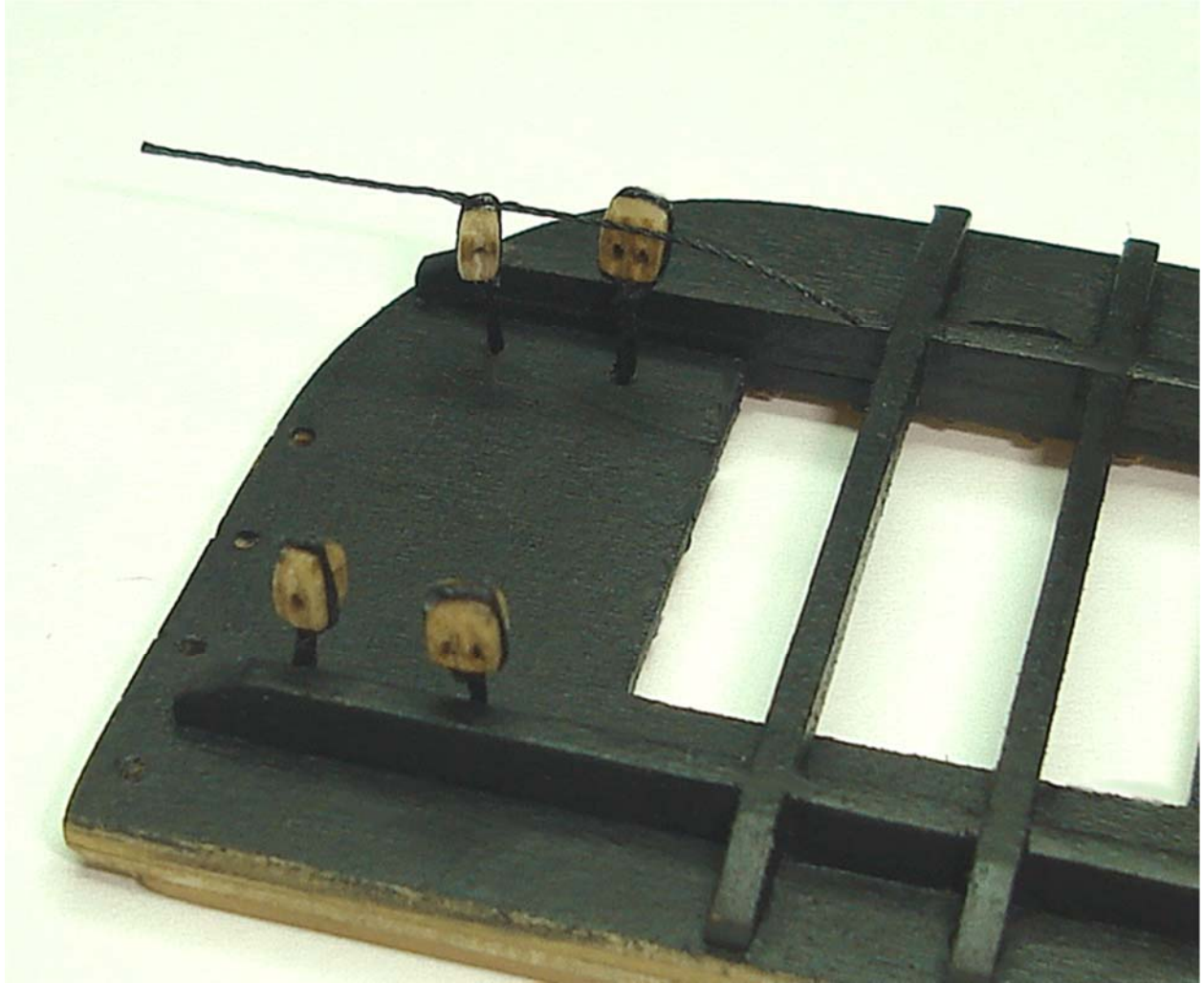
Then I tied the blocks to the underside of the top as shown in the second photo. I seized the two lengths of rigging line so the blocks would be even with the crosstrees when hanging. Then I tied a simple overhand knot around the block to secure it. I little CA on the rigging line and I was able to snip the excess off with a nail clippers.

Normally you would paint the whole top ahead of time but I figured it would be easier to see the details on the blocks if I painted it afterwards. You folks should paint it first if you intend to paint it. I only painted the bottom since that was going to be a pain in the butt if I did not. After some cleaning up to get rid of the roughness the final layer of paint looks pretty good.

Next I will add the deadeyes. They will be (3mm). Then the rail, glue it into position on the mast and add the bolsters and cross timbers.

Still lots to do. This top is the main top. They are the same except for a few details. For example you will notice doubles and single blocks hanging from the main top which is different than the fore mast. Examine the rigging plan carefully for details.







#1199: Author: BANYAN, Location: Melbourne **Posted: Sun Sep 21, 2008 11:39 pm**

Your Syren looks really good; she is coming along beautifully.

WRT fixing the blocks, was the method of using the pipe an American practice or was that the way the British and other nations did it also? I always wondered if a screw eye bolt was up to the task; an eye bolt that passed through and was secured with a nut and washer on the other side of the yard makes better sense; but for sheer ease of replacement etc, the pipe (black wire) option makes a lot of sense.

WRT the black wire, where do you get it from; is this just brass wire you blacken yourself?

Pat

#1200: Author: Chuck, Location: Rutherford **Posted: Sun Sep 21, 2008 11:53 pm**

Thanks

I am not that familiar with the method you mentioned. I know this was typical practice on the English

side of the pond. The method you mention is possible but I wanted to show this one in a kit rather than the typical "glue the eye bolt to the bottom of the crosstrees" instruction. It will hopefully be helpful and instructive for those building other kits.

The black wire is sold already blackened. It is available in my local hardware store.

#1201: Author: Chuck, Location: Rutherford  **Posted: Sat Sep 27, 2008 8:07 pm**

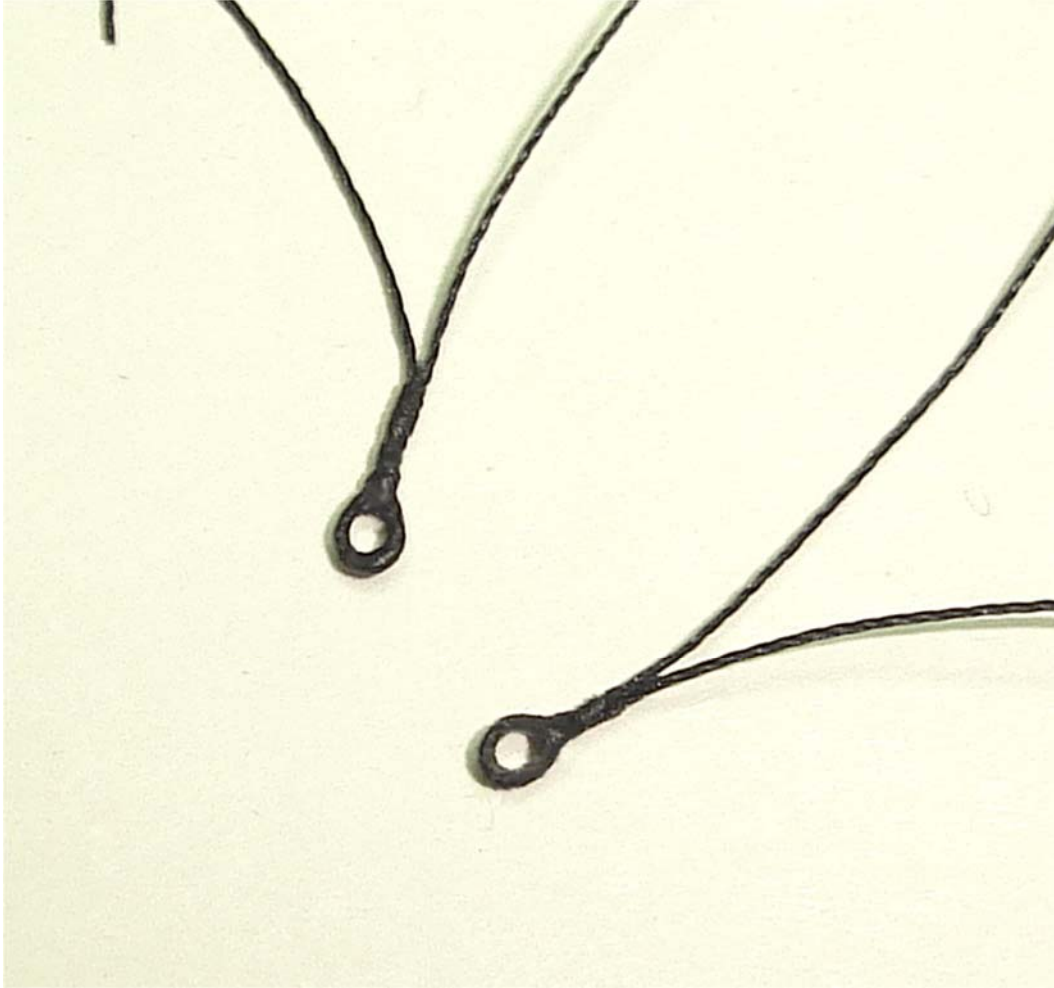
There are four deadeyes on each of the tops. They are positioned in their holes with deadeye plates. Normally these would be metal. But an easy way to shape them is as follows. Simply form an eye with a seizing as shown in the photo. (0.012 black rigging line) Then use some CA to stiffen it. Hooks on the futtock shrouds will hang from these eyes with some tension so be sure they are stiff after using the glue. Use a few coats. While drying you should form the eye and make it round with the help of an awl. Once completely dry and finished paint them black so they are not shiny.

Then take the two loose ends and push them through the hole for the deadeye on the top. Push it up through the bottom. With the two loose ends now through the top you can use them to secure the deadeye. Be sure to have the two holes on each deadeye along the top of the deadeye.

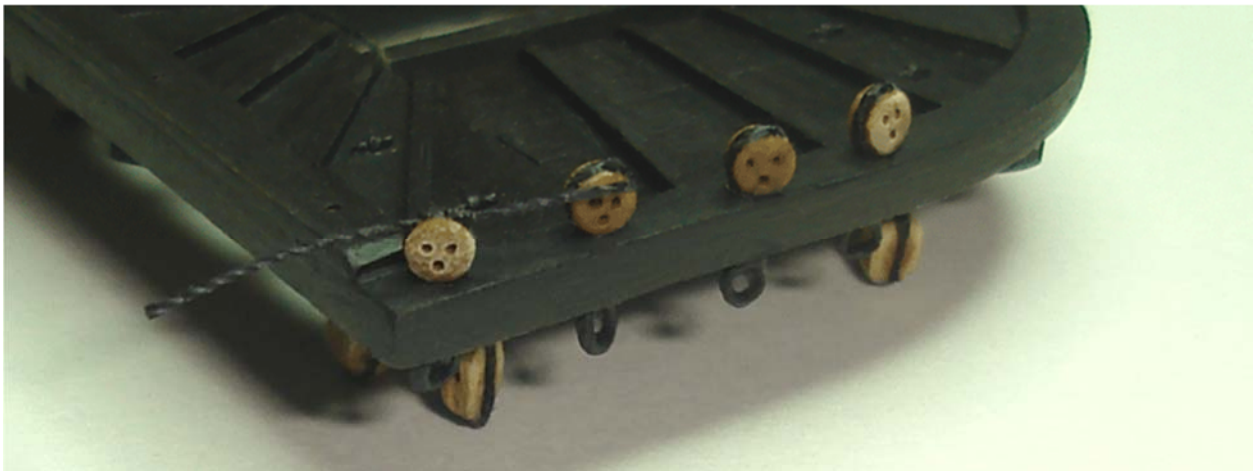
Use a simple overhand knot and apply some CA glue as shown in the final photo to secure it. Snip off the ends with a nail clippers. The first deadeye has not been trimmed in that photo yet as you can see. Stain or paint the deadeyes when finished. I will leave them the color of wood and just stain them with golden oak. I prefer it that way.

I hope the explanation is clear. Please let me know. It was hard to take pictures with the tops being black. The details were tough to see and I took some 25 photos. This was the best one. The deadeyes are 3mm in diameter. Those along the channels will be 5mm. 0.012 black rigging line was used.

Futtock Dead Eye Plate:



Dead Eye Plates:



#1202: Author: Chuck, Location: Rutherford □ Posted: Sat Sep 27, 2008 11:08 pm

The rail was made with 1/6" x 1/16" strips. The bottom of each stanchion was pinned into the top. This

will give it extra strength. I painted it black afterwards. This is the main top so you will notice a double block hanging from the trestle trees. The Fore top does not have this. But the fore top will have some extra eyebolts on it. Because of this and the main topgallant stays that will be set up to them, I recommend that you not permanently glue the rail onto the fore top. Wait until after this standing rigging is completed. You can still position it though because it will have the pins to keep it steady. I will post a pic of that top when I am done with it.

Its now time to glue this top onto the bibs of the main mast. Then I will add the cross beams and bolster.



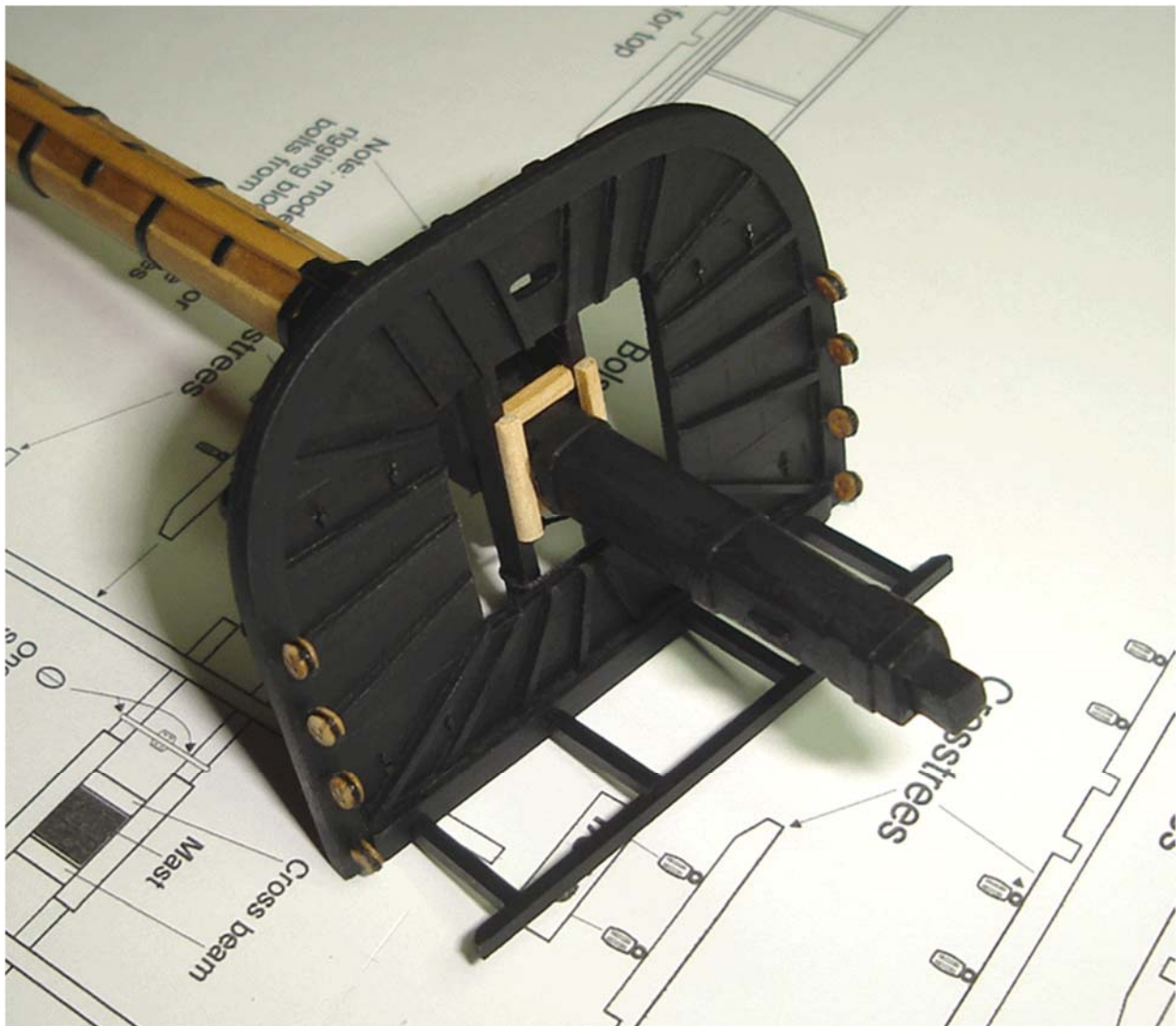
#1203: Author: Chuck, Location: Rutherford □ Posted: Sun Sep 28, 2008 12:51 am

After gluing the top onto the bibs I cut the bolsters and cross timbers and installed them. You can see them in the photo. I only have to paint them and the main top will be finished. These elements were also made from 1/16" x 1/16" strips. The bolsters are rounded off on the top edge. The lower shrouds will rest on top of the rounded bolsters and prevent chaffing. There is also another cross timber on the

aft side of the mast but it cannot be seen in the photo. Be sure to review the plans carefully when you put these together. The position of the masts is referenced for you on the plans so you know where to position the top. The top has to be turned sideways in order to slide it down onto the bibs. Otherwise you will not clear the two cleats on the mast. Once you slide it past the cleats then you can turn the top so it is oriented in the right direction facing forward. You will see what I mean when you do this. There is more than enough flexibility in the trestle trees to allow you to turn the top. They will flex and allow you to do it. This is why we must wait until the top is positioned in order to add the bolsters and cross timbers.

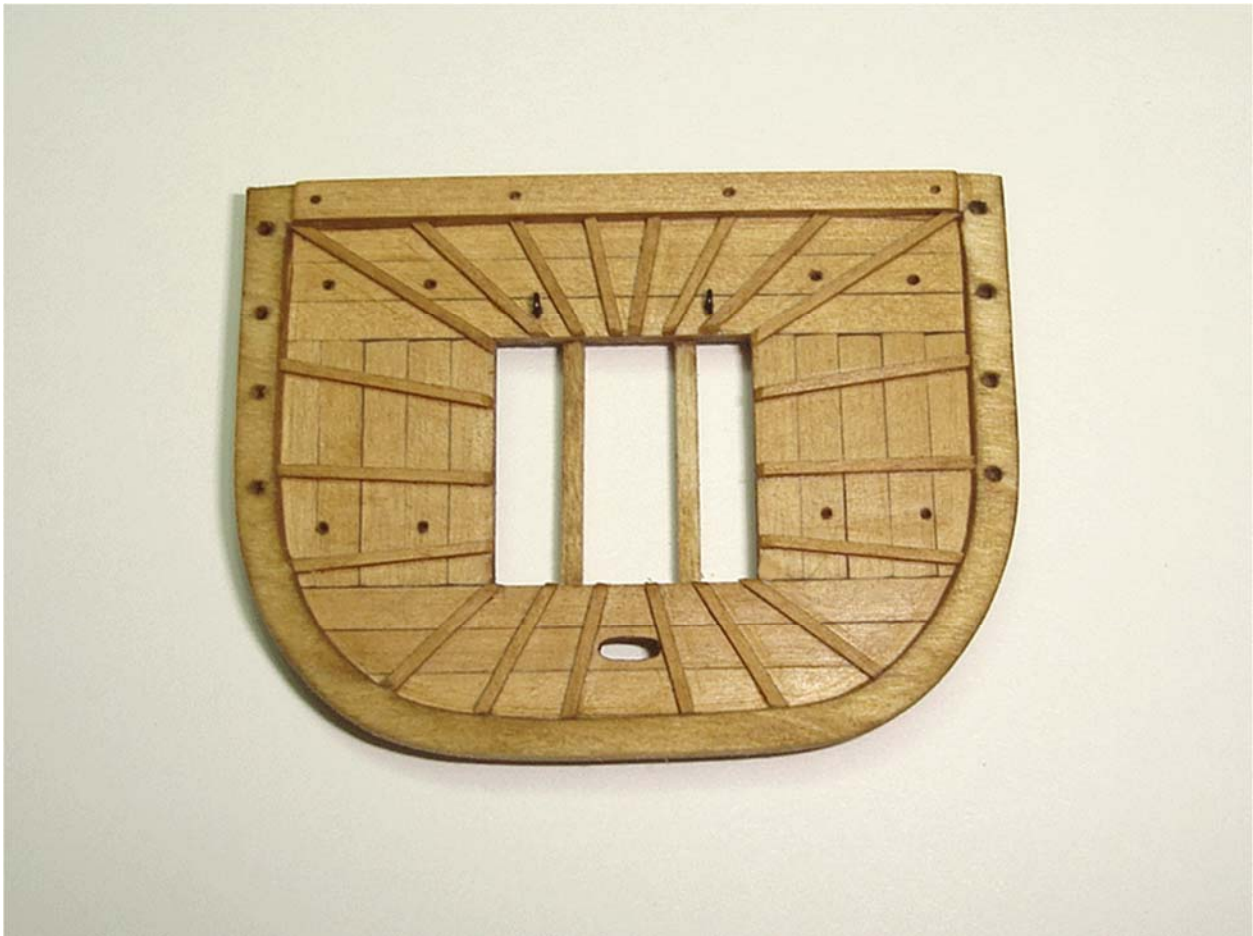
Any questions?

Now I have to do it all over again with the fore top.



#1204: Author: Chuck, Location: Rutherford Posted: Sun Sep 28, 2008 6:50 pm

Here is my progress so far on the fore top. You can compare it to the main top at this stage. It is very similar except of course for the two eyebolts you see in this photo. They will be used to set up the lanyards for the main topgallant and royal stays. They are belayed in the top to these eyebolts. This is why you should NOT permanently glue the railing on this top. You should be able to remove it to gain better access while setting up those stays. Afterwards you can glue the pins in the stanchions of that rail into the holes you see already drilled in this photo. Now I will paint it and attach all of the blocks and deadeyes. That is done the same way that was shown for the main top.



#1205: Author: RustyJ, Location: Chittenango, NY 📅 **Posted: Sun Sep 28, 2008 10:30 pm**

Although I'm cleaning up some other projects I've been eagerly following along. Your descriptions are very thorough and easy to understand. At least I think so until I actually start building this portion of the masts. It looks like it will be a lot of fun and hopefully after next weekend I can start on it.

#1206: Author: Chuck, Location: Rutherford 📅 **Posted: Wed Oct 01, 2008 2:30 pm**

To make it easier for folks to print the plans I have transferred portions of it onto 8 1/2 x 14 paper sizes. The links below are for the main and fore lower masts and the tops. I will do the same for the topgallant and topmasts pieces after I build and tweak them.

I will be finishing the first half of chapter 17 soon rather than waiting to complete the entire mast assembly. The first 10 or so pages for it will be posted for download shortly. Then I will add the remaining pages that include the topmasts and topgallants/poles shortly after.

These plans are now finalized. I do not think I will be making any additional changes to them

<http://passaro.stage.thomasnet.com/Asset/syrenmasts.pdf>

<http://passaro.stage.thomasnet.com/Asset/Syren%20tops.pdf>

If anyone has a question about them please do not hesitate to PM me about it.

#1207: Author: pablootp, Location: Cuenca 📍 Posted: Wed Oct 01, 2008 7:22 pm

#1208: Author: BANYAN, Location: Melbourne 📍 Posted: Wed Oct 01, 2008 9:10 pm

Thanks Chuck, very nice.

Pat

#1209: Author: powder monkey, Location: Walworth, NY 📍 Posted: Wed Oct 01, 2008 11:35 pm

That's looking good, Chuck. When you put CA on the loops under the deadeyes, do you brush it on or dip it in CA? I can see many uses for this technique if it will withstand the tension of the rigging.

#1210: Author: Chuck, Location: Rutherford 📍 Posted: Thu Oct 02, 2008 1:10 am

Thanks

In this scale, it does work well. As the eyes get better though it does not work as well. I usually pour out a puddle of CA on some scrap wood. Then I dab the end of a toothpick in it and use it as an applicator to coat the line. With it soaked, I then twist the tip of an awl in the eye until it starts to form a crisp eye. After it dries completely I coat it again and leave it to dry. The shell on that final coat gets very hard. I have used this method for the deadeye plates on every model I have built at 3/16" scale or smaller. The eye holds its shape perfectly under the tension I introduced to the eye afterwards. See this photo of the eyes formed at the bow using the same technique. The rigging between the bow and the eye formed with CA is under a lot of tension here. You can see how well it holds its shape.



#1211: reply Author: freewheelinguy, Location: Aston, PA ▣ Posted: Thu Oct 02, 2008 12:25 pm

I have read using CA like this will become very brittle over time and fail. I don't know how long it will take for this to happen, but do you think sealing and painting over will prevent this from happening? It looks like a great way to rig at this scale in lieu of using thimbles or other applications that you mentioned.

#1212: Author: RustyJ, Location: Chittenango, NY ▣ Posted: Thu Oct 02, 2008 12:45 pm

Hi Len,

I've been making eyes like this for a couple of years now and so far so good. I make sure to seize the line right behind the loop so I guess worst case is the eye collapses but it should still hold because it's seized.

Did that make sense?

#1213: Author: Chuck, Location: Rutherford ▣ Posted: Thu Oct 02, 2008 1:35 pm

I have read a lot of that too. But I have models that are seven and ten years old. They are cased and well

protected. The eyes look just like they did when I made them. I think there is a considerable amount of disbelief that comes from many purists out there since they take the time to do it much differently (often more complicated). Their results are probably better too – do not get me wrong. But I think the warnings are almost certainly exaggerated and overblown. They always site the Smithsonian's refusal to accept models that use CA. It is no longer a valid argument. Our museums will and now are accepting models with CA. In fact I know a few restoration guys that do work for them and they commonly use it. They also debunked the critique of it use. They are much older than I am and have models for a lot longer and they still look great and stay together.

I do not want to take this thread too far in another direction but plain and simple, folks who critique the use of CA are not well informed. They can choose not to use it for a variety of reasons (cost, comfort level, etc.) but not because the CA glues today are inferior and will break down. There is just no evidence to support it for models that are protected properly. The same is true of most other adhesives. Those critiques were created 30 years ago when the use of these glues were new and untested for longevity. Today the results are clear that they were wrong. This is just my personal opinion folks, I know many will disagree.

#1214: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Thu Oct 02, 2008 2:18 pm

Rusty, It did make sense, thanks.

Chuck, I didn't intend to make this a lengthy discussion here. I think you have answered my question. Nothing more needs to be replied to here, but if my model brakes down when I'm 150 I'll be looking you up.

#1215: Author: Chuck, Location: Rutherford □ Posted: Thu Oct 02, 2008 2:41 pm

Thanks Len

Just had some time on my hands at the office for a little rant, I am good for on these every now and again.

#1216: Author: knightyo, Location: Meridian, Idaho □ Posted: Sat Oct 04, 2008 3:15 am

Hey, I'm happy to hear this info about CA glue. I remember hearing the same stories about CA glue deteriorating over time. It's nice to hear that that is not necessarily the case.

By the way Chuck, are you going to mail us continuing education certificates once we complete our models? I've learned far more during this practicum so far than I did in MOST of my individual college courses.

Alan

#1217: Author: Chuck, Location: Rutherford  **Posted: Sat Oct 04, 2008 5:34 pm**

Here is a picture of the fore top with the rail not positioned yet. This is to show how the base of each rail stanchion is pinned. The pins are 28 gauge black wire and will keep the rail secure when permanently glued into position. Remember that I will not be gluing the rail into the fore top permanently until after the main topgallant and royal stays are rigged. This way I will be able to remove it from the top to get at those two eye bolts you see in the photo. The two stays will be set up to these with a lanyard between a bullseye on the end of each stay. This will of course be documented and explained when we get to that step.



#1218: Author: Chuck, Location: Rutherford  **Posted: Fri Oct 24, 2008 6:36 pm**

I am starting to find more time in the workshop for Syren which is good. For the most part I have been a weekend warrior. But during the week I have found some time while not in the workshop to start on

what I think is an interesting little subject. It is Christian Bergh's gunboat for the defense of New York Harbor 1806. The plans I am developing will be 1/4" and there will be sails. I really like the interesting Periagua rig used throughout the Northeast. You can read about this gunboat in Chapelle's "Sailing Navy" page 221.

I am not sure if I will build her next as an easy diversion project or not. POB design. I do not usually jump into another huge project after finishing one up. I prefer a quick and easy one that is a 3 or 4 month ordeal. Maybe some of you folks would be interested.

#1219: Author: roger, ▣ Posted: Fri Oct 24, 2008 6:45 pm

#1220: Author: phrygian, Location: Kentucky ▣ Posted: Fri Oct 24, 2008 7:02 pm

Interesting looking vessel, especially the rig. Modest size as well. I look forward to seeing more.

bob h

#1221: Author: Imikeschroeder, Location: Colorado ▣ Posted: Sat Oct 25, 2008 12:00 am

Very interesting vessel.

#1222: Author: sawdust, Location: Nanaimo ▣ Posted: Sat Oct 25, 2008 3:03 am

I am very taken with your latest leanings. I have been attracted to the Caldercraft "Gun Boat William" and this holds similar appeal with a more interesting rig. At least one large gun (32 pounder?) on a turn table in a small ship. That could scare you out of the water.

Kip

#1223: Author: Chuck, Location: Rutherford ▣ Posted: Sat Oct 25, 2008 11:44 pm

Thanks guys,

It is a nice looking gunboat. I will surely build it at some point. I just do not know if it will be next. Whatever I decide to do I will probably do another group build. But not until I get a real good head start on it.

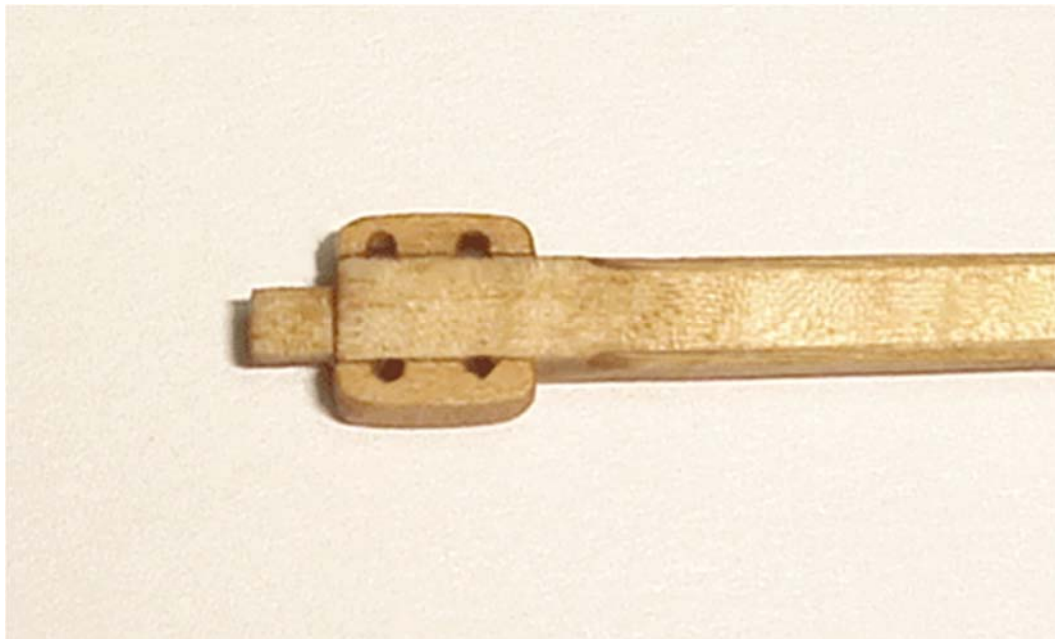
Here is the top mast for Syren. Both are exactly the same on the fore mast and main mast. It is hard to see where I shaped it (eight-side, square vs. round) in the photos. So I placed it next to the plan view. It is shaped just like that but after trying a million times it will not show up.

The second picture is of the cheek blocks on the top mast. They were made from a strip of 3/32" x 1/16"

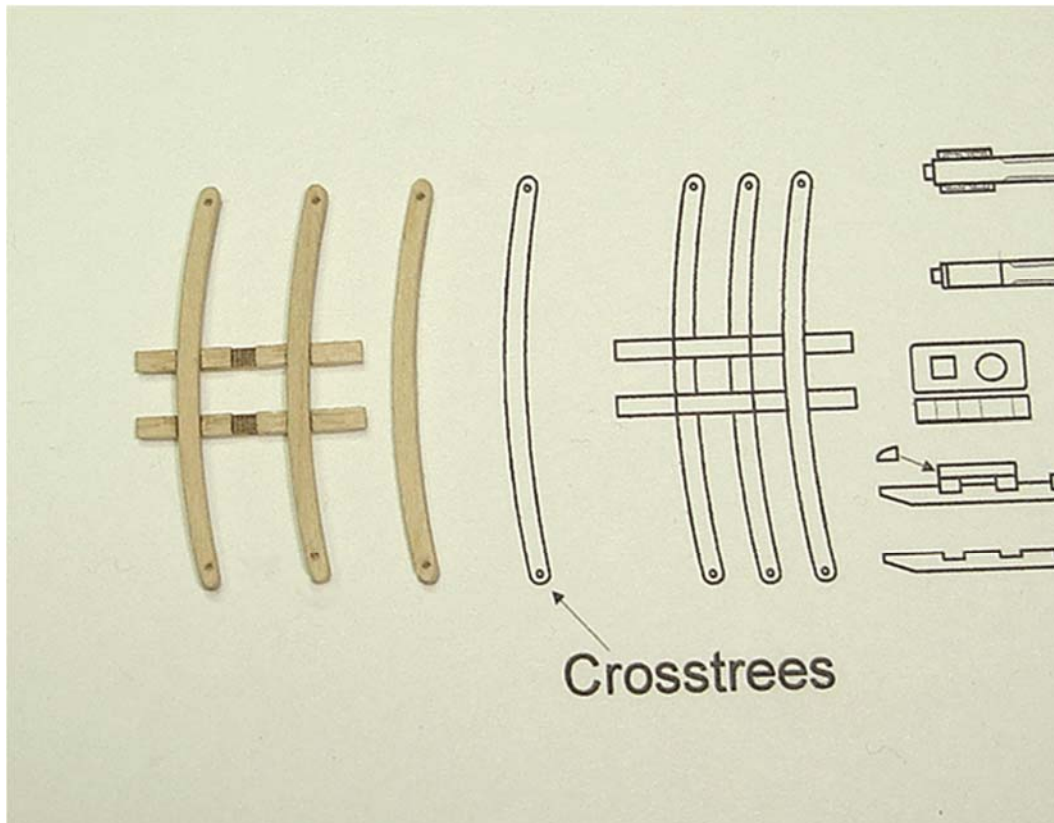
strip. I filed small grooves to simulate the two sheaves in each. Then I shaped them after gluing them onto the top mast. I also used the files grooves as a guide to eventually drill them cleanly when I was done. Note how the cap was slipped onto the top mast before I glued the cheek blocks on. Otherwise you will never be able to slide the cap over them. I was surprised at just how tiny those cheek blocks actually are. Take your time on those.

You can also see the fid in the photo made from 1/16"x 1/16" stock. I will position the topmast tomorrow and then create the main topmast exactly as I did for this fore topmast. I will paint it just around the doubling of the lower mast for now.

The topmast started as a 7/32" diameter dowel. This is slightly larger than the topmast but after shaping the heel of the topmast square it will be just large enough to match.



Topmast crosstrees. All are 1/16" thick. They are delicate so handle with care. I recommend drilling the holes on the ends of the crosstrees before you cut them out of the sheet. It will prevent splitting. Notice how only the outside two cross trees have been glued onto the trestle trees. This will allow you to slip the trees over the cheek blocks on the topmasts. Then twist them to face forward like was described for the lower tops. Then add the center cross tree and bolster afterwards.



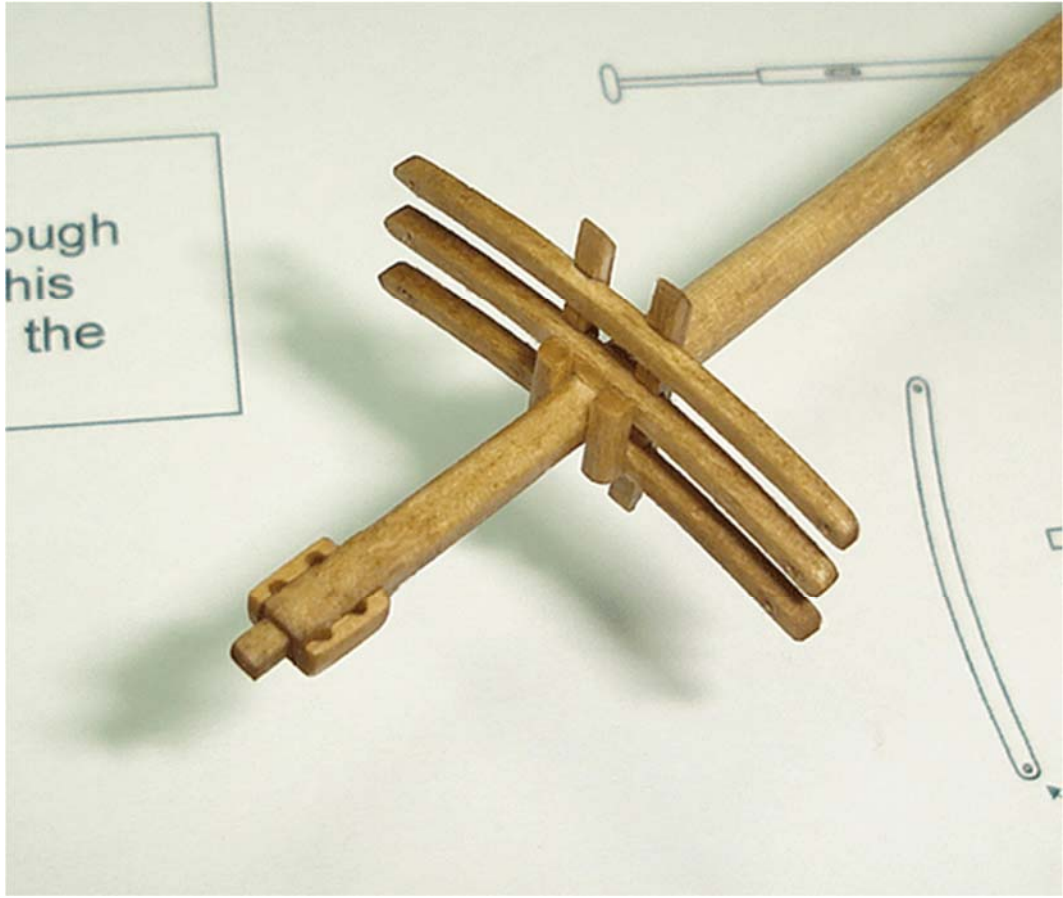
#1225: Author: Chuck, Location: Rutherford  **Posted: Sun Oct 26, 2008 5:15 pm**

Some details....

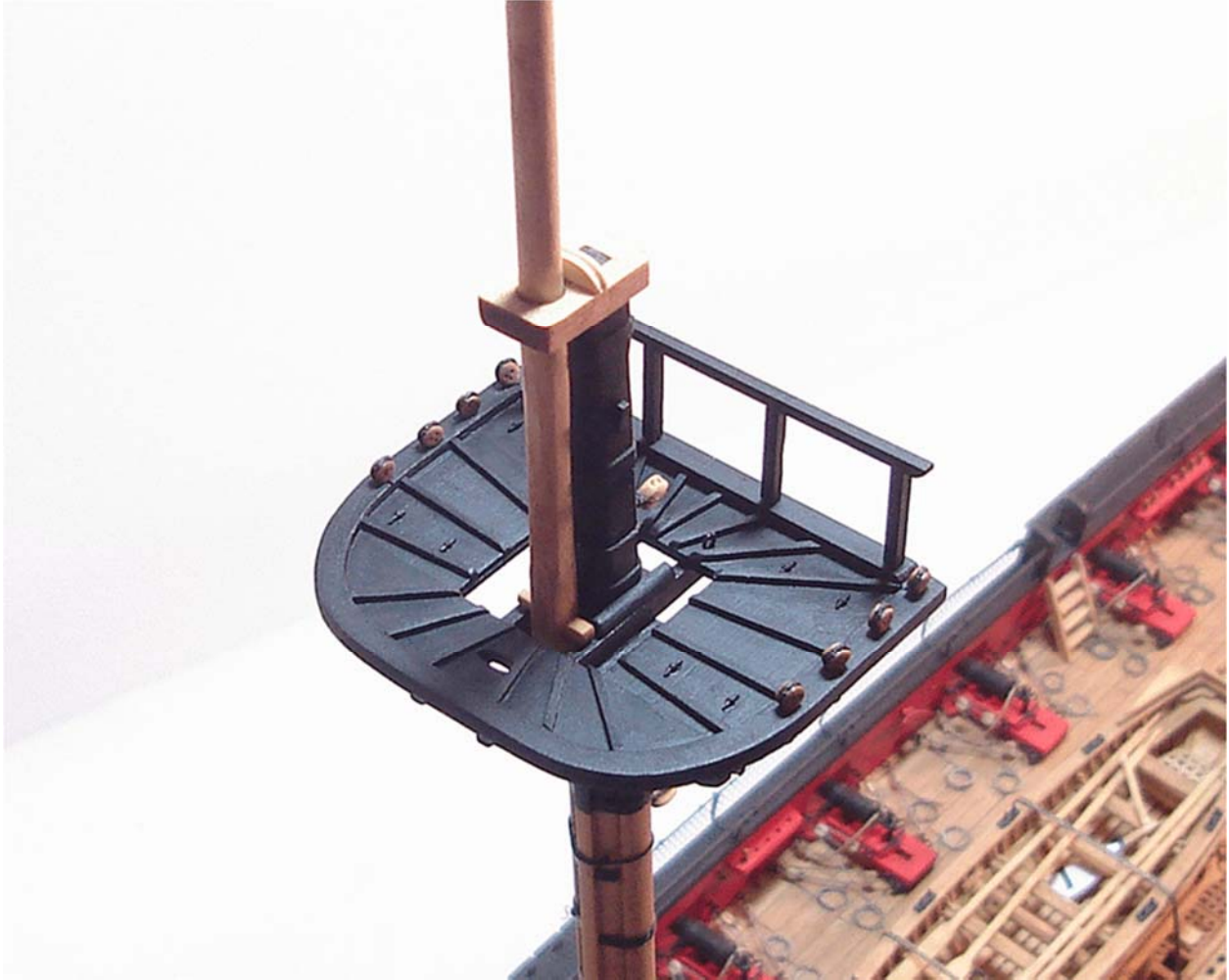
The saddle on the main cap was added. It is 1/16" thick. A groove was filed down the center.

The topmast trees are completed. The bolsters were added after adding the last center cross tree. I have stained them now but will paint the doubling black when it dries.

I decided to finish the topgallant mast and pole to complete the fore mast assembly rather than start work on the main top mast. This way I can finish the practicum, chapter. Remember the topmast and topgallant mast is the same for both. Of course there will be different blocks secured to them. I have already started as you can see to secure some of them.



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#1226: Author: prodas, Location: Cuenca □ Posted: Tue Oct 28, 2008 6:40 pm

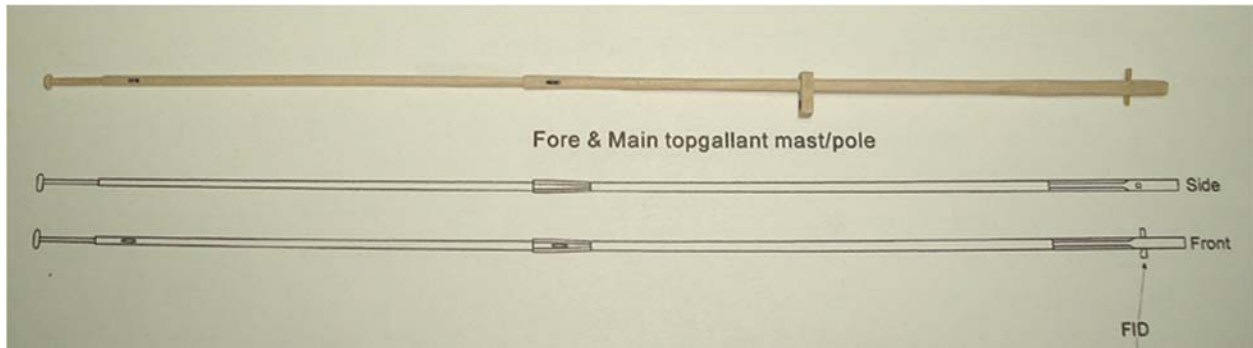
#1227: Author: Chuck, Location: Rutherford □ Posted: Tue Oct 28, 2008 10:32 pm

Thank You,

Here is the fore topgallant mast. It was shaped like all of the others. There are portions that were squared off and also eight-sided. I started with a dowel larger than the diameter I needed. Then I squared off the heel and worked my way towards the top. I tapered it by hand so it is not perfect but It will do.

Note the fid and simulated sheaves. Remember to slide the cap onto the mast first before you place the ball truck on top of the mast. After creating the other masts this one should be a piece of cake.

I will take a few pictures after I put this on the mast assembly and paint it and secure all of the blocks, etc.

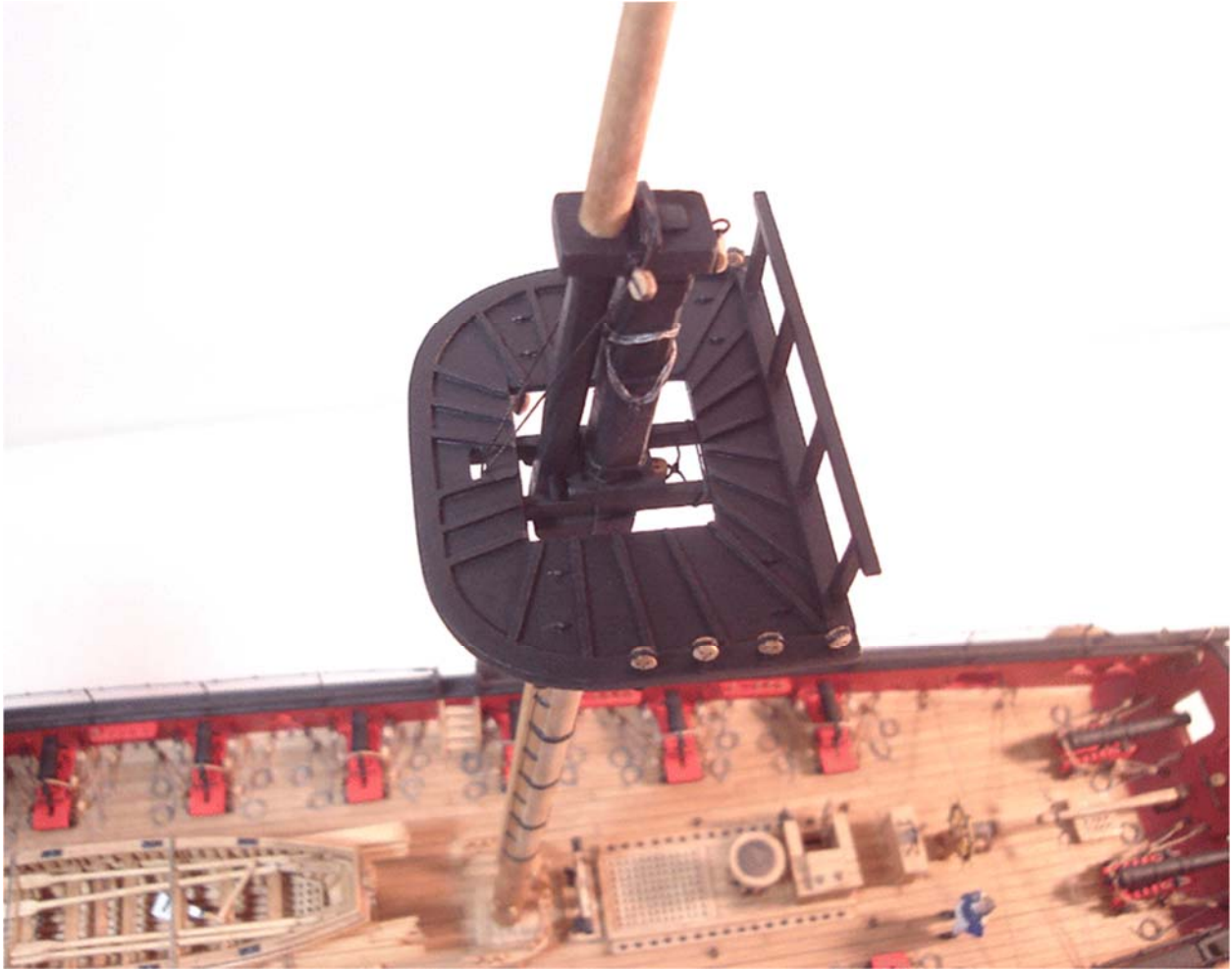


#1228: Author: Chuck, Location: Rutherford  Posted: Fri Nov 07, 2008 11:58 pm

Here is a few pictures. I need to find a bigger place to take them. Even in this scale I cannot get the whole ship in the picture. Anyway, the masts are not stepped yet permanently. I am just testing them and they are not at the perfect angles yet. But you can get a sense of what it will look like. The closer shots show the main mast with all of the preliminary rigging done. Even the jeer blocks and sling were added. If you have ever tried to add them after the shrouds were done you would know why I added them now. All of the blocks are now shown on the one plan sheet but the jeer blocks and sling are shown on another. So take a look at them all. I used the same techniques we have been talking about all throughout this project for the rigging of these blocks. Nothing very difficult but it is time consuming. The jeer blocks were a little tricky, if any of you have given it a try before like this, you know what I am referring to. Rigging the straps around the mast and making it so the loop hangs natural is hard. I used .008 rigging line. It is wrapped three times around the mast and you have to try and keep the loops equal. I would be very interested in some of your experiences if you have done this before. Then I hung the jeer blocks from those loops.







#1229: Author: Jim Lad, Location: Sydney ▣ Posted: Sat Nov 08, 2008 9:37 am

Wow! That's looking impressive Chuck. Can't wait to see the masts stepped for real and the rigging started.

John

#1230: Author: Chuck, Location: Rutherford ▣ Posted: Sat Nov 08, 2008 3:46 pm

Thanks Jim

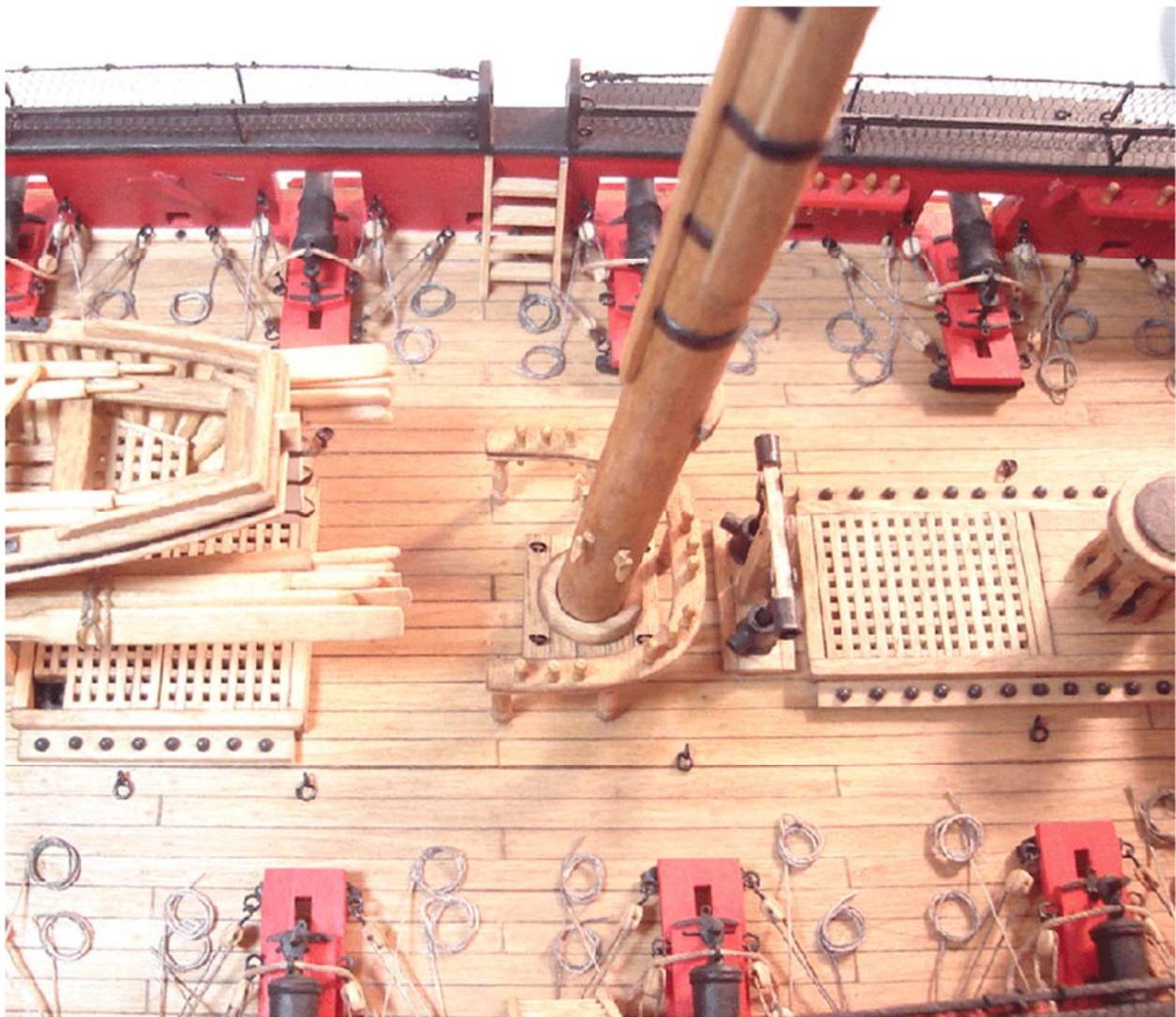
She's coming along. I think I am getting back into a routine with her. I will step the main mast today. I am working on the mast coat now.

Then I will prepare and rig all of the blocks on the fore mast and do the same.

Once the masts are stepped I will start work on the chain plates and start rigging the lower shrouds and stays and work my way up.

#1231: Author: Chuck, Location: Rutherford  **Posted: Sat Nov 08, 2008 5:30 pm**

Main mast is stepped. The mast coat is 1/16" thick. The outside edges were rounded off. It is hard to see in the photo. Before stepping the mast I positioned the 4 eyebolts around where the mast would be. They are positioned on the four corners of the raised pad of planking. I did not do it earlier because I wanted to make sure how much room I would have with the mast coat. This way I could shape the coat to suit and then test it in position to mark where the eyebolts would go.



#1232: Author: roger,  **Posted: Sat Nov 08, 2008 8:07 pm**

#1233: Author: Chuck, Location: Rutherford  **Posted: Sun Nov 09, 2008 6:03 pm**

I just want reemphasize that you should shape your blocks before using them. I think that it is a pain in the ass to do so but the effects are well worth it. There are a lot of expensive options out there which will prevent you from having to spend the time doing this, but crappy blocks will absolutely ruin an otherwise terrific model. This is what is taking so long for me right now but I have grown used to it. The blocks shown are 3/32" singles. I am also doing some that are 1/8" which are actually a pleasure after working on the smaller ones. No rock tumbler is going to do this for you. It must be done by hand.



#1234: Author: shortgrass, Location: Victoria, Vc. Island, B.C. □ Posted: Sun Nov 09, 2008 6:55 pm

The model is looking superb. Great job !

Shortgrass

#1235: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Nov 10, 2008 1:36 pm

Awh! I forgot how many blocks there are in rigging a ship. Just when my fingertips had healed and I have some feeling back it's time to sand them off again.

She's looking great Chuck.

#1236: Author: Lukas, Location: Zurich □ Posted: Mon Nov 10, 2008 1:53 pm

Aw, I just spent a whole weekend filing down blocks, so I can imagine how you feel. My fingers are something between hurting and numb...

Lukas

#1237: Author: idesignsb, Location: Attleboro, Ma. 📅 Posted: Mon Nov 10, 2008 3:03 pm

Chuck...I haven't commented lately, but I have been watching your progress. The Syren is coming along incredibly well and it's a pleasure to watch and look at.

#1238: Author: Chuck, Location: Rutherford 📅 Posted: Mon Nov 10, 2008 3:14 pm

Bob

Great to hear from you man. Thanks for the comments. I will have to send you a PM so we can catch up. Hope you have been able to steal a few minutes in the workshop every now and again.

Rusty and Lucas

As a note on those blocks: I actually filed down the tips of some alligator clips. I hold the blocks in the alligator clips while I sand them round. I have a good routine that I am used to. I can sand the profile round and then flip it around to do the other side. I gave up on using my fingers. I ended up losing more blocks that way. I always redrill the hole and file the grooves again also. I also sand them thinner also. I can do one block every 5 to 7 minutes and no longer rush through it. I do them at night while listening to the news or while my wife watches her crap on TV.

There were about 50 blocks needed for both masts, all of different sizes.

#1239: Blocks Author: freewheelinguy, Location: Aston, PA 📅 Posted: Mon Nov 10, 2008 5:33 pm

I made 40 double and 50 single blocks for the rigging, so far.

My method is as follows:

1. use a strip of wood that has the desired block side and front dimension.
2. form the end to desired shape (this way half the block is formed before it is a tiny piece).
3. drill hole or holes.
4. cut to desired length.
5. file in grooves.
6. form the cut off end.
7. touch up as necessary.

I use grooved tweezers to hold the block while finishing. The grooves in the block also helps to prevent the block from turning while file/sanding. I have been using walnut strips for the rigging. I'm having

almost no thrown a ways whereas with boxwood I had many that would crumble on me. If the walnut breaks because of me using too much pressure it breaks clean and I can go back and glue it.

Chuck, I like the idea of the filed down alligator clips.

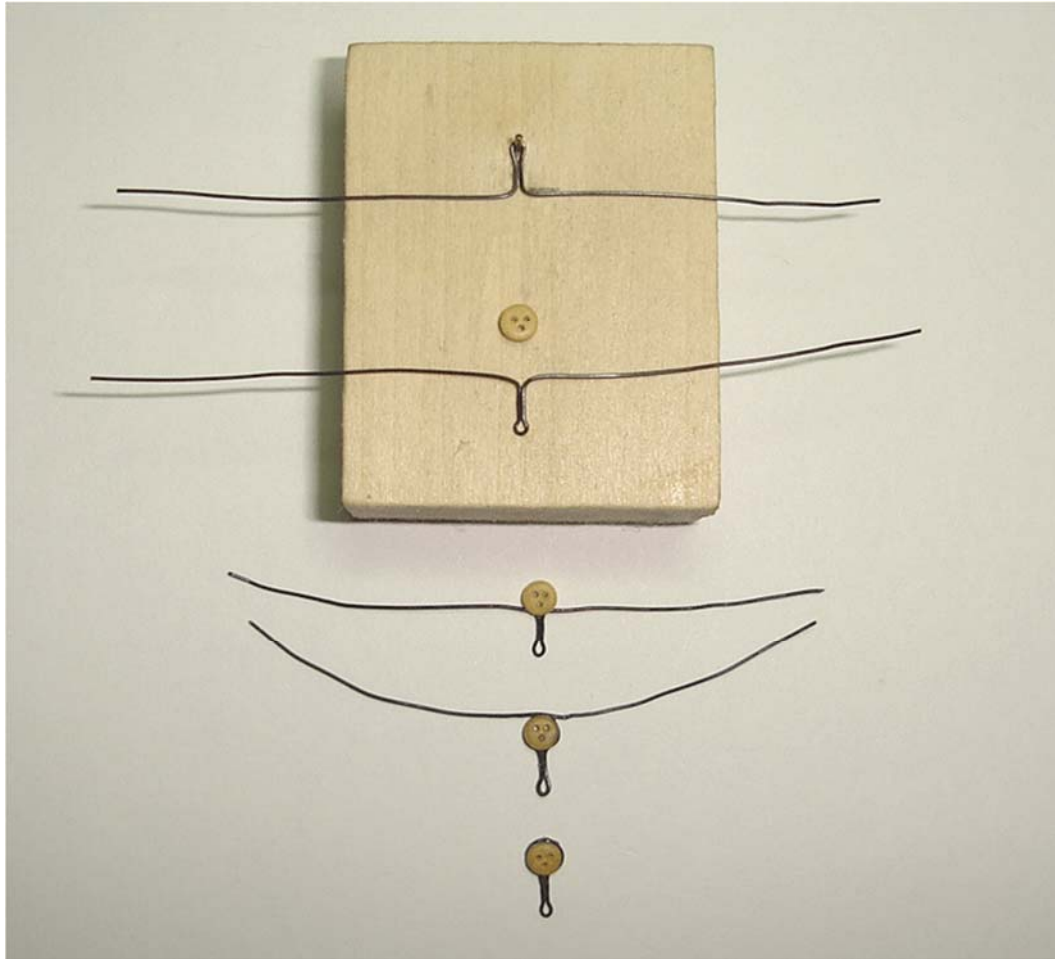
#1240: Author: Chuck, Location: Rutherford 📍 Posted: Sat Nov 15, 2008 7:28 pm

This is very timely. I am having a similar discussion in another thread. I am now stropping the deadeyes for Syren. Both masts are stepped and this is next in preparation for the shroud rigging.

There are two sizes of deadeyes on the channels. 2.5mm is the smaller and 3.5mm is the larger size. I had originally proposed 5mm but they are too large. 3.5mm is perfect. At least the ones that ME sells. The ones I actually used on the tops were advertised as 2.5 (they actually measure 3mm but are the small ones) Sorry guys. The two deadeye sizes needed for this model are actually advertised as 2.5mm and 3.5 mm. by ME. I will change the materials list and that portion of chapter 17.

The 5 easy steps are outlined and illustrated below:

1. Crimp some 28 gauge wire around a little brass nail/pin (makeshift jig with the nail head cut off). While still crimping with a pliers you spread the two trailing ends apart as shown. Try and keep the length of the strops the same.
2. Remove the crimped wire from the jig and prepare to place a deadeye into position. Note the orientation of the holes.
3. Glue the deadeye into position. The wire will fit nicely into the groove of the strop where the two trailing ends bend back. Set aside to dry while you work on another one.
4. Then bend the wire around the deadeye as shown. Make sure the wire crosses over each other in the groove on the top of the deadeye. Apply a little CA if you would like to at this point.
5. snip the excess off with a nippers or scissors. The 28 gauge wire is easy to cut. File the top of the wire strop down if you need to where the two ends crossed. But that is only after you apply some CA and wait till it dries.



#1241: Author: Chuck, Location: Rutherford Posted: Sun Nov 16, 2008 12:23 am

OK...moving right along. If you examine the plans you will notice that there are two eye bolts on each channel that are secured with chain plates to the hull. This is a little trickier to create but after some practice you folks should have an assembly line thing going on. Until I got rolling I discarded the first three attempts myself. These pieces are made from 28 gauge wire also. I used the same jig to create them as I used to make the strops for the deadeyes. But I added another nail.

The new nail is actually larger than the original. It will form the eye on the top of the channel. It is a simple finish nail that I had lying around. It is not important to be a certain size as long as it is larger than the other one (about double the diameter).

The larger nail has its head removed also. It is positioned 1/4" apart from the original smaller nail. (outside to outside dimension)

1. Bend the wire around the two nails. Overlap the wire on one side.
2. Remove the looped wire from the jig.
3. Snip the center of the doubled side to create the link you see in the photo.

4. Place the link back in the jig and use a needle nose pliers to squeeze the ring into shape. Squeeze it close to each nil to get a good round eye in both ends.
5. Remove it when finished and make any minor adjustments needed. You can see how one side of the finished piece has a larger eye. This side will obviously be what shows above the channel. So take your time forming them and do not be afraid to throw them away if they are not perfect. They take but a few minutes to make.

YOU ONLY NEED EIGHT OF THESE...

The same principles will also be used to make the remaining links for the chain plates. Please let me know if these descriptions are adequate. The photos will be numbered in the practicum.





#1242: Author: jimmdras, Location: Leesburg, FL □ Posted: Sun Nov 16, 2008 12:54 am

The written descriptions are very easy to understand, but if the reader is in doubt, the accompanying photos takes away any doubt.

It seems that most of the metal parts that you have made were using 28 gauge wire. Any idea what dimension the diameter is?

jim

#1243: Author: bobbollin, Location: Sandy, Oregon □ Posted: Sun Nov 16, 2008 1:09 am

Hi Jim,

Here is a conversion chart...AWG/Inch.

<http://www.export911.com/convert/gauges.htm>

American Wire Gauge is a standard and I would be surprised if you found other wire that wasn't listed as such. Music wire, probably, but that is much too stiff to use as Chuck is describing here.

Hope this helps.

#1244: Author: Chuck, Location: Rutherford  Posted: Sun Nov 16, 2008 1:19 am

In this scale, I use 28 gauge mostly. It is hard to find anything slightly thicker. The next size down that is easily found is 24 gauge. That would be too heavy.

If I was to build at 1/4" scale I would have gone with that.

30 gauge would never hold up to much stress. This has always worked out perfectly for me for chain plates.

I try not to get hung up on just how thick the actual parts were on the real ship. If I tried to adhere to that strictly I would need 10 different gauges of wire. I try to stick with 28 gauge, 24 and 22 respectively for everything I do at this scale. I sometimes will use 30 gauge though for eyebolts that need to be real tiny. I have no idea what the actual diameter is. I just go with how it looks and how easy it to work with.

The next project will probably use all four as we will be getting into more details.

#1245: Author: Chuck, Location: Rutherford  Posted: Sun Nov 16, 2008 1:27 am

Ok guys. I hope I measured this properly but I designed the chain plates so that the middle and lower (toe link) links are also made in the same type of jig. With the nails spread apart at 7/32" distance (7/32" apart as measured from the outside of each nail). The completed chain plates should fit perfectly above the wales. You can see on the plans how they do not extend onto the wales. These measurements will depend on just how long you made your strops for the deadeyes. If you made the strops too short then the whole chain plate will be short. If too long then the plates will be too long. With either, there is a way a way to correct the issue. That would be to make the final strap (preventer link) that is actually nailed into the hull and secures the chain plate a little longer or shorter to compensate. For this you will have to experiment. As you will soon see, even with a jig it will be possible that the links will not be consistent. It depends on how tightly you bend the wire around those nails among other things. It should be Ok since the aft most chain plate assemblies are actually slightly longer than those forward. You will have to select from your completed chain plate assemblies with this in mind. Some will be longer than others and should be arranged along the channel so they gradually get longer as you work

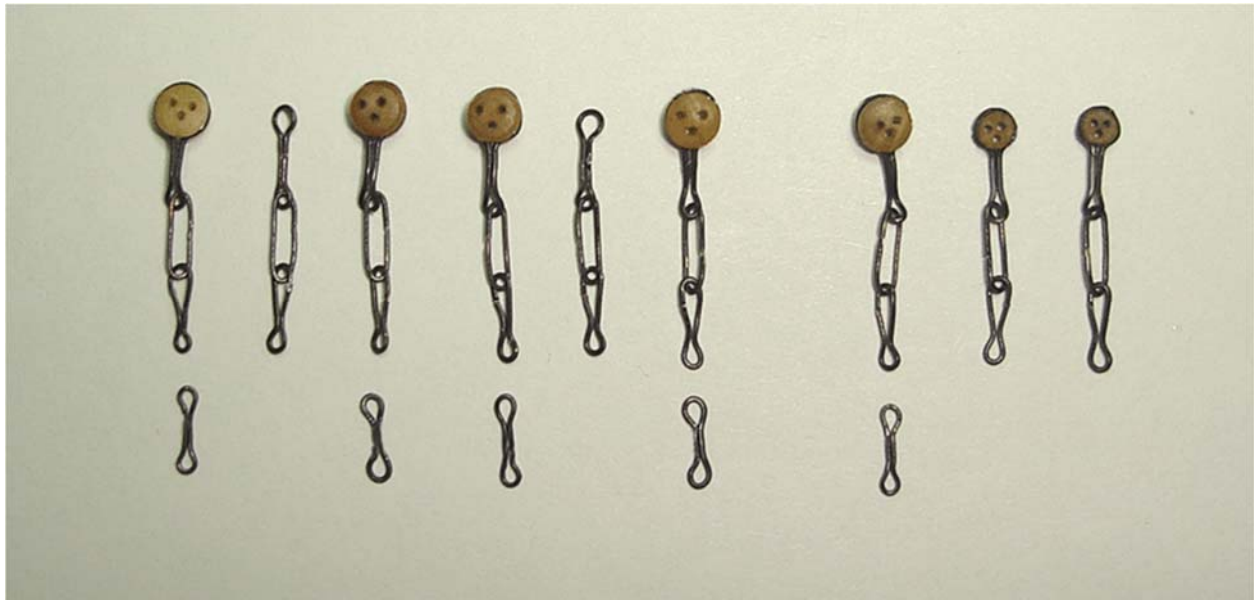
your way aft. This is due to the angles of the chain plates which match the shrouds. That angle increases as you move aft along the channel.

I will explain more tomorrow. Right now I am making the middle and toe links which I will describe then with more pictures later.

Glad the explanations were clear.

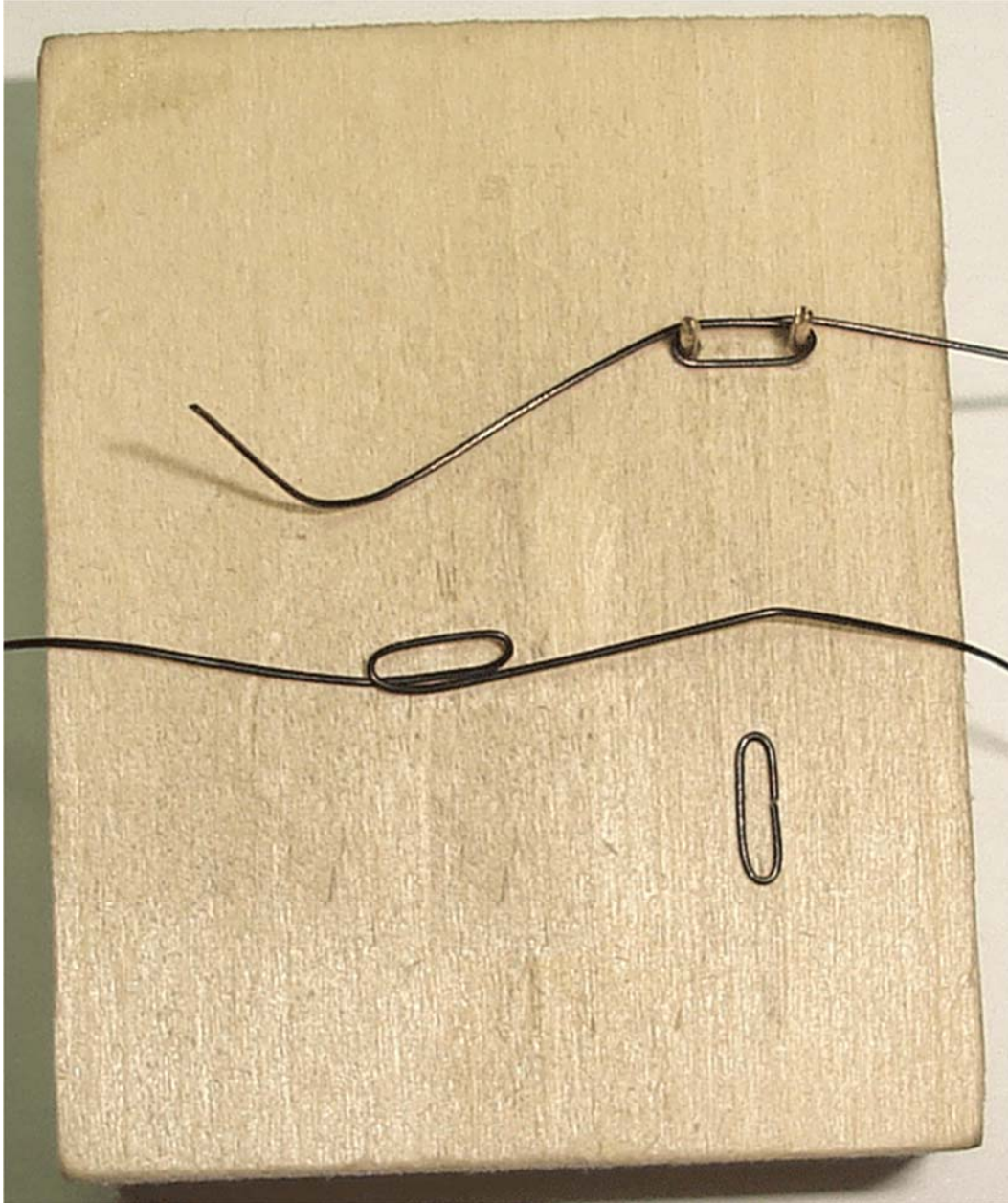
#1246: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 16, 2008 9:03 pm

Here is a picture of the chain plate assemblies that will be on the fore channel (port side). Note how not all of them have the preventer link. Only those with the 3.5mm deadeyes get that. They are shown in the order that they will be positioned in. I chose the ones that came out slightly longer for the aft side of the channel. Like I mentioned in the previous post, here is how I made the middle link, toe link and preventer links.



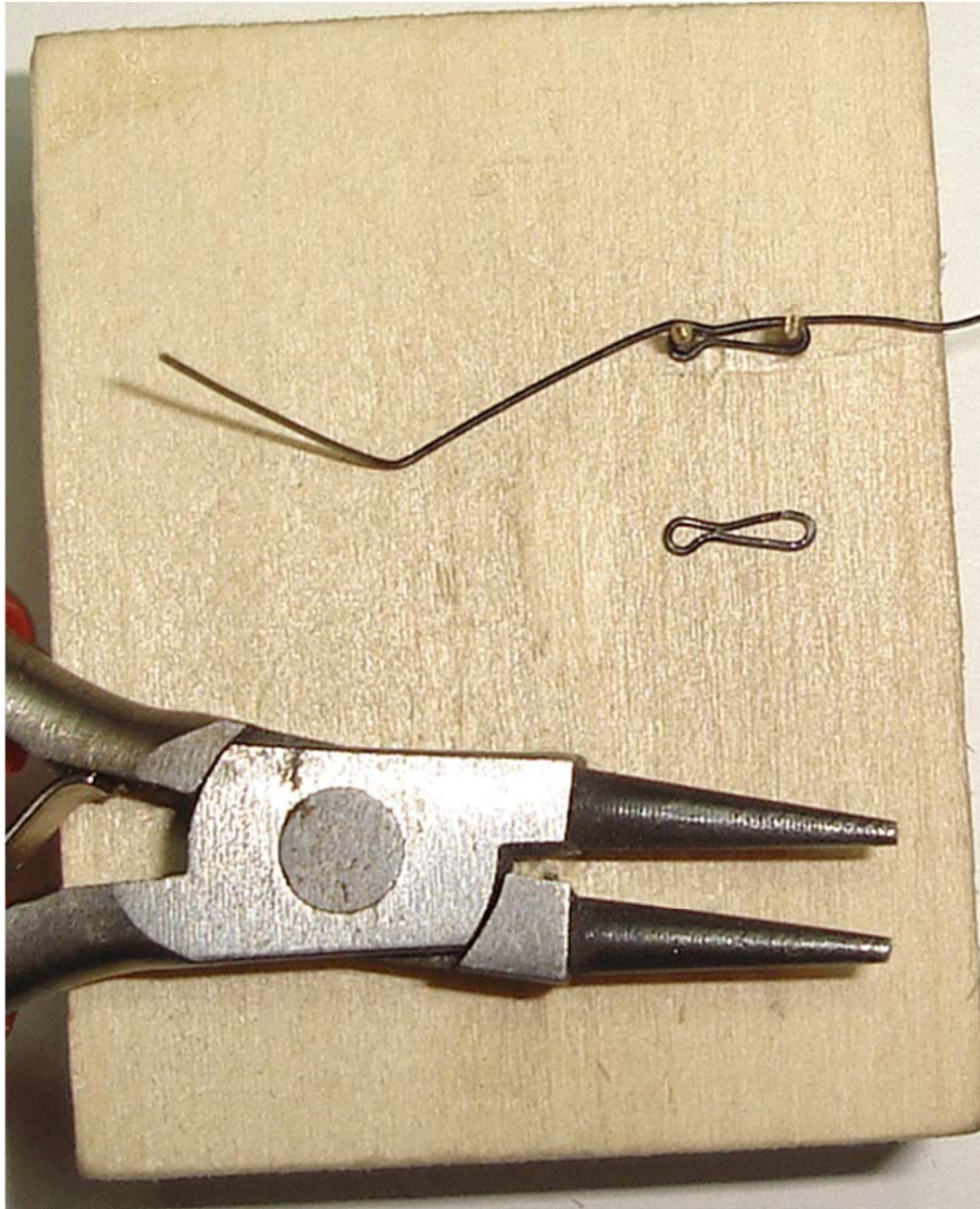
#1247: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 16, 2008 9:06 pm

The middle link is made with a jig similar to the first. The nails are 7/32" a part (measured outside to outside). Simply bend the wire around the pins and remove it. Then in the final step, snip the area that is doubled. You may have to tweak it a little afterwards to get a nice shape but these do not take long at all. Again, they are all 28 gauge wire.



#1248: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 16, 2008 9:09 pm

The toe link is bent around the pins in the same jig (7/32" apart). This time you will not be removing the piece from the jig yet. You should use needle nose pliers to crimp one end of the toe link as shown. Then remove the link from the jig. The final step would be to cut the doubled area with snippers. Reshape if needed to get the shape shown.



#1249: Author: Chuck, Location: Rutherford □ Posted: Sun Nov 16, 2008 9:21 pm

The preventer link is also made on the same jig. Basically you need to repeat the same steps used for the middle link. Then put the link back into the jig so you can crimp both ends. This one is the trickiest. But you can reshape it after final removal from the jig in order to tweak it.

None of these links need to be soldered at the joints in my opinion. I have never had any that opened up after rigging the shrouds. Its your choice. There are many ways to make these links but this is a simple

way. It is the way I have always done it. You will not need many tools or supplies of different sized tubing etc. These would be required for some of the other methods I have seen.



#1250: Author: jimmadras, Location: Leesburg, FL □ Posted: Mon Nov 17, 2008 2:07 am

Hi, Bob...

Thanks a lot for that link; it has been bookmarked for future reference.

Hi, Chuck.....

You answered the other half of my question - use 24 gauge in most cases when building at 1/4" scale.

My Syren planking is nearly completed; about six more planks on each side left. The result will be a total disaster, but should only need about a hundred hours of sanding to make it usable. I have ordered a 55 gallon drum of industrial strength Elmer's wood filler for the repairs.

jim

#1251: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 17, 2008 2:44 am

I am sure it looks just great Jim. I cannot wait to see some progress. I am thrilled you are back in the Syren dockyard.

#1252: Author: Chuck, Location: Rutherford 📍 Posted: Sun Nov 23, 2008 5:07 pm

With all of the deadeye chain plate assemblies made I placed them in their correct positions on the channel. Use the plans as a guide. I used just a small drop of glue to secure them so I can add the molding strip next. The molding strip is 1/16" x 1/16". It was glued to the outboard face of the channel and the two corners were rounded off. Note how the bottom of the toe links were bent outward so they would sit on the hull properly. This was done prior to connecting them to the middle link. The deadeye strip is also angled towards the hull (opposite of the toe link) to help establish the correct angle for the chain plates. Next I will sand the top of the molding strip flush with the channel in the areas where the seam is too visible and then paint it black.

Then I will secure the lower end of the chain plates to the hull. Only five of the nine assemblies will get a preventer link. They are the deadeyes that are 3.5mm in dia.

It is getting there.



#1253: Author: Chuck, Location: Rutherford □ Posted: Mon Nov 24, 2008 12:18 am

I used a temporary shroud to help establish the correct angle of the chain plates. They should match the angle of the shrouds. However a gunport or sweep port may be in the way so the chain plate is adjusted in those cases. Examine the plans for those details. I used little brass pins to glue the chain plates to the hull. The preventer plate goes over the bottom of the toe link. A pin goes through both of them. Then the lower pin is added to secure the bottom of the preventer link.

One channel done and three to go. You can see the main channel which has not been done yet in the last photo. I also touched up the chain plates with some black paint once they were done. The nail heads had to be painted.

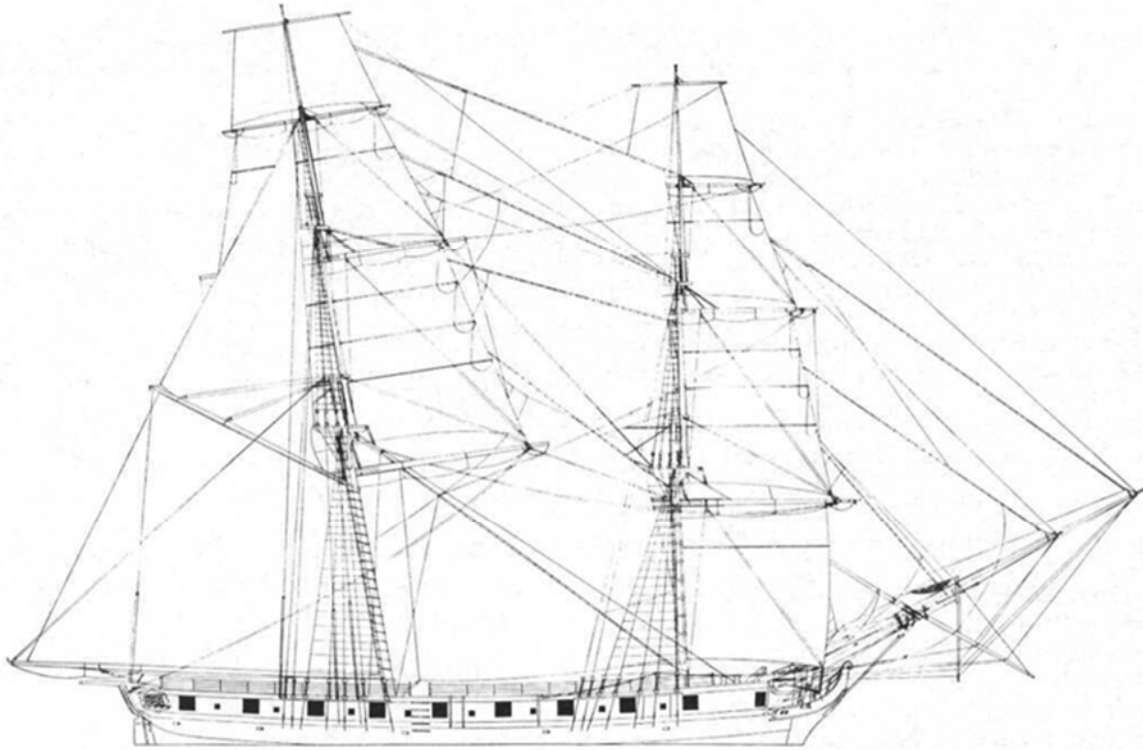






#1254: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 24, 2008 4:48 am

As the rigging begins (without sails) I thought I would once again show the model of Argus and her rigging plan. Very similar. Note the rake of the main mast. I thought this would be good to have fresh in everyone's mind while our rigging progresses.



Sail and rigging plan of Argus by Chapelle, from The Mariner, VII-1.



Model of Argus by Alfred S. Brownell, ca. 1950, scale 3/8" = 1'. Smithsonian Institution Photo, Number 77-8370

#1255: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Nov 24, 2008 11:36 pm

That's great work, Chuck. I'm not commenting a lot on your build recently, because it would look kind of strange to just have a bunch of "wow's" in your log. It sure doesn't mean that I'm not continually impressed, however.

Alan

#1256: Author: Chuck, Location: Rutherford 📍 Posted: Tue Nov 25, 2008 12:07 am

Thanks Alan

I am fine with having few comments on the log too. No news is also good news. I hope. I know everyone is busy working away on their own ships.

Then again, like well-endowed figured heads, it is also good to get a "wow" more often than not.

#1257: horrible error Author: Model Mariner, Location: Hofkirchen 📍 Posted: Tue Nov 25, 2008 8:06 am

#1258: Author: Chuck, Location: Rutherford 📍 Posted: Wed Nov 26, 2008 7:55 pm

I just spent the better part of today reconfiguring my workshop and making space for taking photos. I installed all new lighting and I think the results are a huge difference. If I can now only learn more about photography. The main mast looks raked forward but it is not. It is in fact raked slightly aft. But the camera does some funky things to the angles. Optical illusions. It is almost as if I am looking through a concave distorted lens. Anyway I hope this change will give me the opportunity to show my model as it truly is. This coloration is as accurate as I have seen compared to the other photos I have taken. So consider this the first really accurate representation (no flash on the camera) of the color of my model.

Larger image...[click here](#).

Now it is time to actually get the chain plates secured on the starboard side.







#1259: Author: roger, □ Posted: Wed Nov 26, 2008 8:51 pm

#1260: Author: Chuck, Location: Rutherford □ Posted: Wed Nov 26, 2008 9:09 pm

#1261: Author: jimmadras, Location: Leesburg, FL □ Posted: Thu Nov 27, 2008 12:55 am

She is looking fantastic. That suntan lotion that you applied to the copper plates sure speeded up the patina process.

jim

#1262: Author: BANYAN, Location: Melbourne □ Posted: Thu Nov 27, 2008 12:56 am

The photos look great Chuck. I also like the color of your copper plates - now that they are starting to age they are taking on a very nice patina.

Pat

#1263: Author: rizzidan, Location: Targu Mures □ Posted: Thu Nov 27, 2008 9:47 am

She is so beautiful. I do not have words!

Dan.

#1264: Author: prodas, Location: Cuenca 📍 Posted: Thu Nov 27, 2008 2:54 pm

#1265: Author: Chuck, Location: Rutherford 📍 Posted: Sun Nov 30, 2008 10:02 pm

Thanks a lot guys. I appreciate it. The rope work has begun. The shrouds are underway. Here is the initial order for the standing rigging. Main lower burton pendants, Main lower shrouds (0.028 black), Main stay (0.040 black), Main preventer stay (0.028 black), Lower fore Burton pendants (0.021 black), Lower fore shrouds (0.028 black), Then the fore stays.....You get the picture. It will all be explained in the practicum in full detail.

I know I should use some sort of jig to align the deadeyes but I am used to just eyeballing them. I hold them with an alligator clip. I make tiny adjustments until it looks right. Then I seize it. The lanyards are 0.008 tan line. The shrouds are put on in pairs. But seeing how there is five per side the last is placed on as a singles. This is not true to how they actually did it but it works for our little model. Be sure to start on the starboard side with the first pair of shrouds and once they are set up you can do the same on the port side. Continue to alternate port then starboard, etc. In actual practice the fore-most pair of shrouds are rigged first and then you proceed to work your way aft along the channel.

BUT....

NOTE. I usually do the shrouds opposite of how they were actually rigged. I will do the aft most pair first rather than the other way around. I figure none would ever notice after the stays are placed over the shroud gangs. You see....whenever I do it the other way (correct way) the fore shrouds end up becoming slack as I work my way aft. The aft most shrouds apply more tension on the mast and even though it is slight, it is enough tension to make the shrouds forward goes slack. Doing it this way that does not happen. This will make more sense as you begin to rig your shrouds.

It is not historically accurate but none has ever noticed. It is such a small detail. I hate having slack shrouds so this works for me. I thought I would let everyone know.

There are many ways to set up the shrouds and rather than deviate from my normal routine I figured I would share with everyone my dirty little secret. You folks can choose the method that works best for you. This was an old model builder's trick I read about in a ship model magazine from the 30's.



#1266: Author: Chuck, Location: Rutherford **Posted: Mon Dec 01, 2008 1:46 am**

Making a sculpey mouse. Take a small ball of sculpey and squeeze it around some 22 gauge wire. Just approximate the shape of the mouse. You can see the unpainted mouse in the photo which has not been trimmed yet. It is the way they look right out of the oven. You will trim it with some sharp blades and sand it to shape after baking. You need to work on them a little bit. Then file the grooves into it so it simulates that it was made from rope/thread. It is not perfect but it does look better than other methods I have seen. I will not describe it this way in the practicum. That will be more described in the more traditional way since it will be used for the instructions for the Model Shipways kit. This might be a little over the top for that. But I think it looks real good. I painted it black afterward and rubbed the paint off before it dried. The black sticks in the cracks and helps achieve the look I am shooting for. Then I slide it off the wire and I have a mouse that acts like a bead. The hole is already there and it can be slipped right onto the stay.

This is the main stay mouse. The others will be smaller.

By the way, if you are up to the task you could actually wrap real thread around the bead after baking. This makes an outstanding mouse. Then you can weave the thread through in the opposite direction. For this model though I think we shall stick with the easier approach. That picture is very deceiving. Wait till you see just how small these actually are. Do not make them too big whatever you do. They must be well proportioned to the stay and the model.

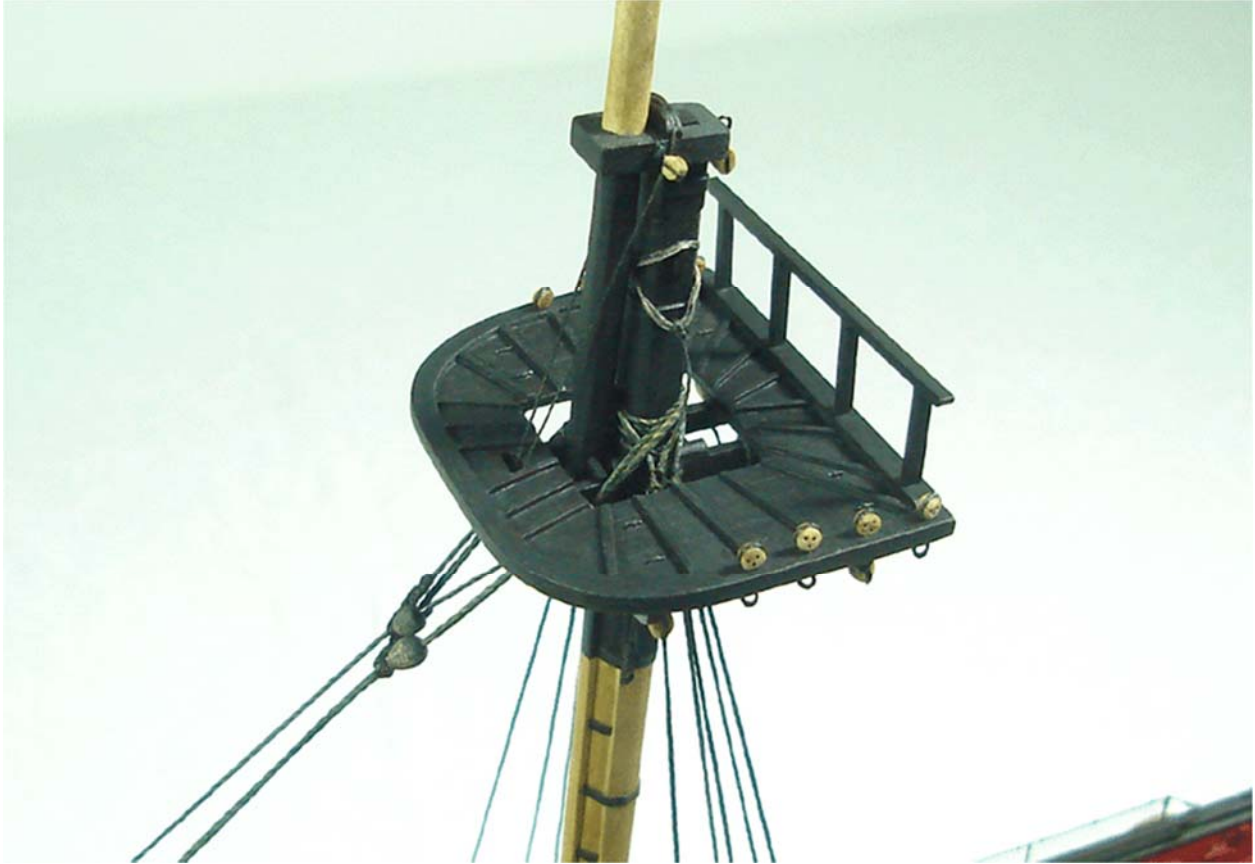


#1267: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Dec 01, 2008 2:48 am

Fore-Aft, Starboard-Port. You say potato I say... how does that go? As you said if it looks good in the end that is what our little model needs. I'll just be happy if these little sausages don't rip everything down while I'm trying to rig more lines up.

#1268: Author: Chuck, Location: Rutherford □ Posted: Tue Dec 02, 2008 2:39 am

Lower Burton pendants are done. Lower shrouds are done. The main stays are completed. They are set up with hearts. Mainstay is 0.040 blk. Preventer stay is 0.028 blk. Stays were done prior to rigging the fore shrouds. It is easier when they are not in the way. Next up is the fore stays. Then I will start the ratlines. It is starting to come together and I am gaining momentum. At least until I start the ratlines. Notice how the main preventer stay is set up with a heart seized to an eye bolt. That eyebolt is 22 gauge wire. It is glued into a hole in the margin plank. It is real close to the bulwarks. Download the belaying plan again as I tweaked it just a little bit.









#1269: Author: idesignsb, Location: Attleboro, Ma. □ Posted: Tue Dec 02, 2008 6:59 pm

All I can say is what I have said all along... Unbelievable work!

#1270: Author: BANYAN, Location: Melbourne □ Posted: Wed Dec 03, 2008 11:44 pm

She is looking great with the rigging - your workmanship continues to impress and motivate me.

Pat

#1271: Author: Chuck, Location: Rutherford □ Posted: Thu Dec 04, 2008 2:40 am

I am so looking forward to making all of those clove hitches. I just love ratlines. I will probably do the futtock shrouds first. I will procrastinate on those ratlines as long as i can.

#1272: Author: jon, Location: Yorkshire □ Posted: Thu Dec 04, 2008 9:14 am

#1273: Author: Chuck, Location: Rutherford □ Posted: Mon Dec 15, 2008 12:43 am

Not that I got too much done on Syren this weekend, but I thought I would update the log. I finished the fore stays and added the sheer poles. The sheer poles are just above the deadeyes on the shrouds. I painted them black after they were lashed to the shrouds. I used a 1/32" x 1/32" strip for the sheer

poles. They will help prevent the shrouds from twisting when you rig the ratlines. They also help to pre-establish the proper distances between the shrouds if small adjustments are needed. After lashing the sheer poles in place I applied a drop of CA to the lashings and then painted them black. The paint gets rid of the shiny spots from the glue.

Hopefully this week I will be able to get the futtock staves and shrouds done so I can start the ratlines. The catharpins will also be done before the ratlines are started.





#1274: Author: dufnobles, Location: College Park, MD □ Posted: Thu Dec 18, 2008 7:46 pm

#1275: Author: BANYAN, Location: Melbourne □ Posted: Thu Dec 18, 2008 8:28 pm

#1276: Author: shortgrass, Location: Victoria, Vc. Island, B.C. □ Posted: Fri Dec 19, 2008 3:16 am

#1277: Author: Newbie, Location: Ludwigshafen/Rh. □ Posted: Sat Dec 20, 2008 2:30 pm

#1278: Author: Chuck, Location: Rutherford □ Posted: Sat Dec 20, 2008 5:15 pm

#1279: Author: sawdust, Location: Nanaimo □ Posted: Sat Dec 20, 2008 8:37 pm

I always study your Syren build carefully especially your rigging techniques so I can use them on my Sultana.

Kip

#1280: Author: powder monkey, Location: Walworth, NY □ Posted: Tue Dec 23, 2008 7:15 pm

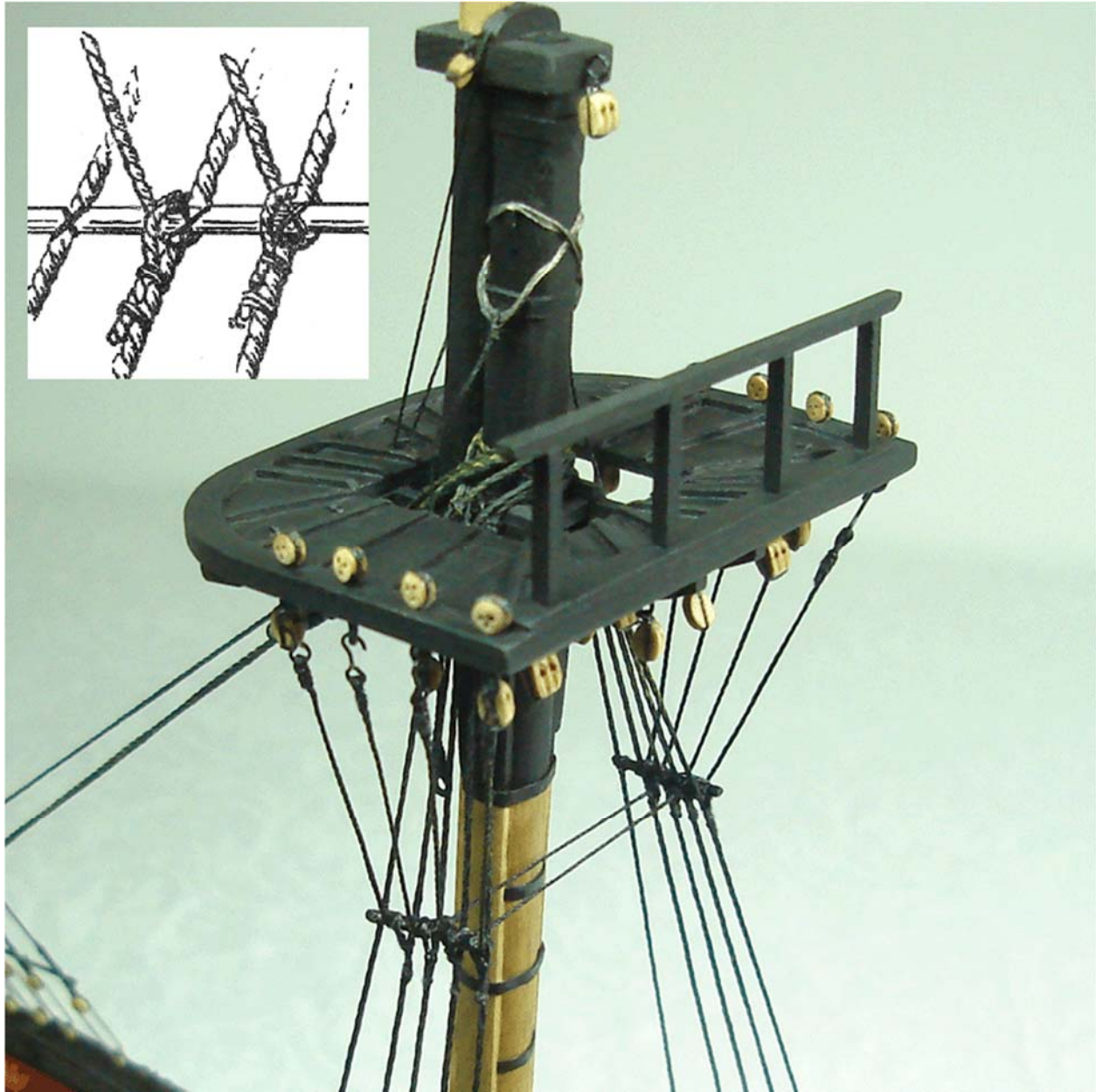
#1281: Author: Chuck, Location: Rutherford  Posted: Wed Dec 24, 2008 4:44 pm

Thank you guys, Merry Christmas to all of you. I managed to get the futtock stave added first. It was 1/16" x 1/16". It was lashed to the shrouds like the sheer pole. Then the futtock shrouds were rigged. I used 0.021 black line. I seized a hook made from 28 gauge wire to one end of the line. Then I hooked the shroud into the eye formed in the deadeye strop under the top. Bring the loose end down and wrap it around the futtock stave as shown in the image. Sorry for the fuzzy image. There is a lot to try and keep in focus.

When all of the futtock shrouds were done I added the catharpins. The plan shows the way that these were actually rigged. But given the scale of our model it is fine to simply seize a line from one futtock stave to the other. Two catharpins will be sufficient. 0.018 black rigging line was used.

This was the order in which these were rigged. Do not rig the catharpins first. If you do, once the futtock shrouds are added the catharpins will go slack.

When everything was done I painted the rigging with black paint to get rid of the shiny spots from the glue.

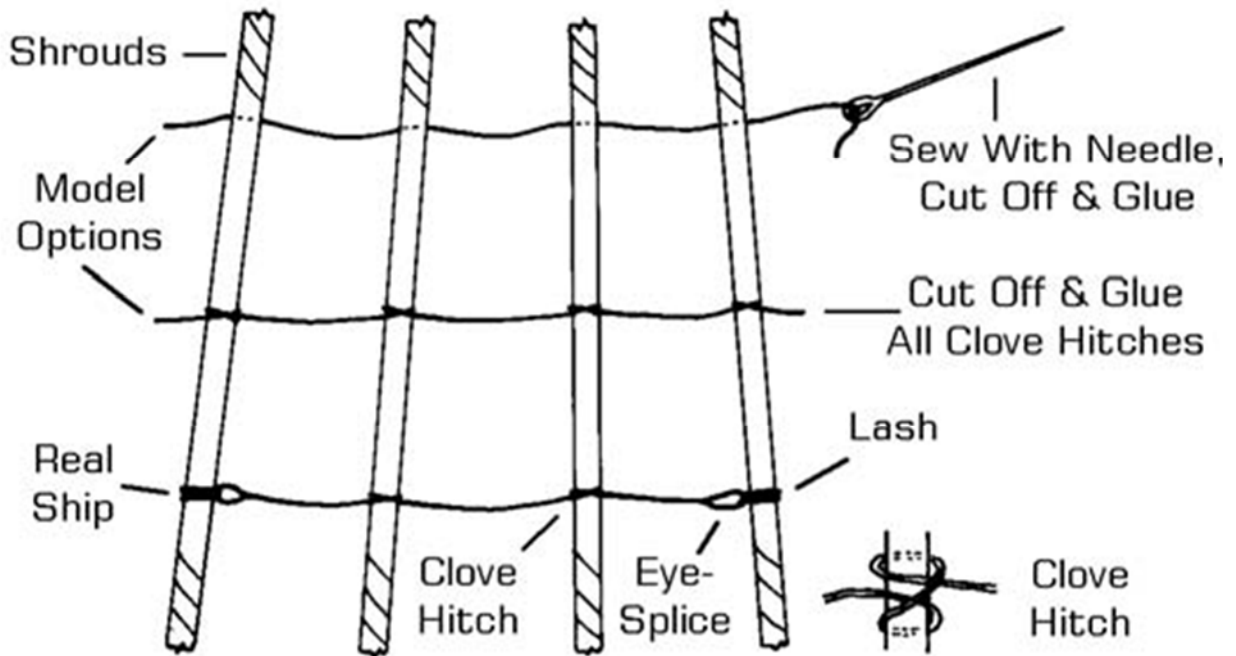


#1282: Author: Chuck, Location: Rutherford **Posted: Sat Dec 27, 2008 2:45 pm**

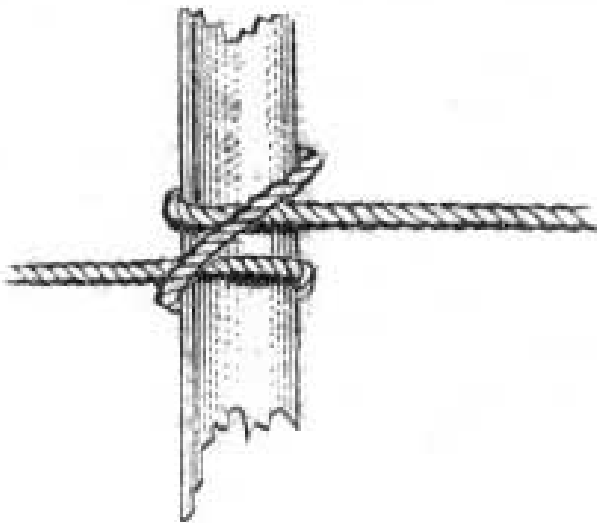
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I have started to rig the ratlines. Here is where you will need to make a decision. Lees states they were placed from 13 to 15 inches apart. Steel has them about the same. Other sources have them anywhere from 12 to 16" apart. In 3/16" scale I always rig mine 1/4" apart or 15 scaled inches. It looks fine in my opinion however you might like to see them closer together. 1/4" apart is easy to measure and space evenly. I do not use a card behind the shrouds. I am old school and prefer to measure each span to make sure it is spaced accordingly. I have posted some diagrams for your reference also. I am using clove hitches straight across. It is not taking so long to do and I would recommend clove hitches rather than half hitches for accuracy and how the finished ratlines will lay. I do not worry about creating a swag between the shrouds. I just want to concentrate on rigging them as neatly as possible.

Rigging Ratlines



Clove Hitch:



#1283: Author: Chuck, Location: Rutherford □ Posted: Sun Dec 28, 2008 12:48 am

Ratlines on the port side 1/4" apart (15 scale inches). I used 0.008 black rigging line. Tomorrow I start the starboard side.



#1284: Author: Jim Lad, Location: Sydney 📍 Posted: Sun Dec 28, 2008 1:14 am

That's a nice clean job on your ratlines.

John

#1285: Author: roger, 📍 Posted: Sun Dec 28, 2008 12:48 pm

#1286: Author: Chuck, Location: Rutherford 📍 Posted: Wed Dec 31, 2008 2:17 pm

I just realized...Those who purchased the photoetched sheets do not have to scratch the preventer plates for the chain plate assemblies. I am so used to scratching them I forgot that I photoetched those. Those are the flat plates with two eyes on either end. It should save you a heck of a lot of time but scratching them is good experience. Unless you plan to get a plate for every one of your builds photo etched you will have to make them from scratch at some point. It is not that hard but the photo etched plate is there for you if you need it.

#1287: Author: Chuck, Location: Rutherford 📍 Posted: Wed Dec 31, 2008 5:47 pm

Do not let this little bit of work fool you. This is a few days of progress. To look at it you would not see much but let me explain. The order I used on the prototype is as follows.

First the pendants were done (0.018 black this time).

Then the topmast shrouds were added (0.021 black)

Then the shear poles and staves were added (1/32" x 1/32")

The catharpins were added next. Only one this time. (0.018 black)

Then the sister blocks were added between the forward most shroud pair. Two 3/32" single blocks were shaped and glued together end to end. They were lashed between the shrouds above the stave as shown.

Then the ratlines were done on the main topmast shrouds. It is easier to do them now before the backstays are finished and in the way. Then I added the backstays (0.028 black rigging line for this first set). One pair on each side was set up to the smaller 2.5 mm deadeyes on the channels.

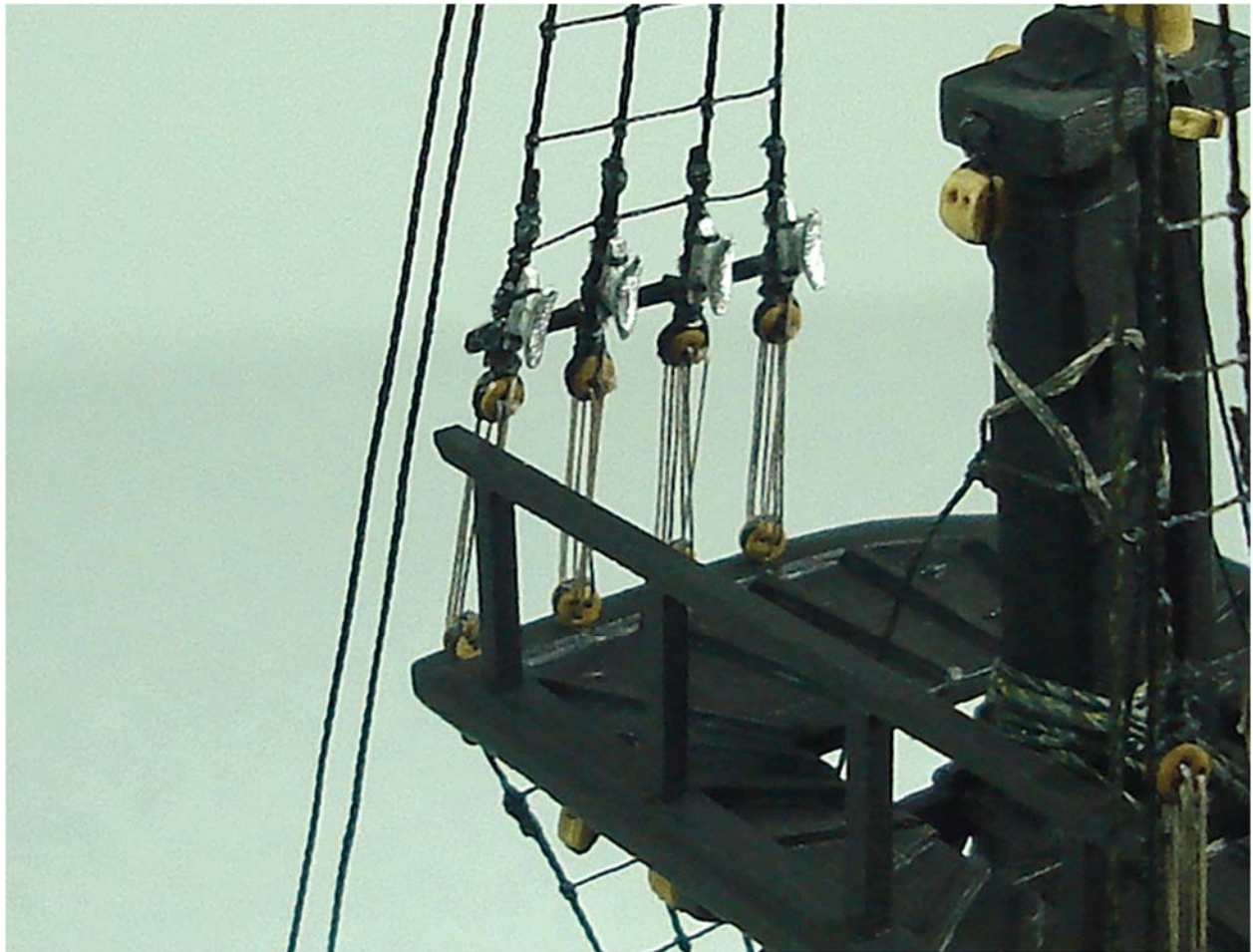
Lastly I added the cleats to the shrouds. Here is a picture of them before I painted them. They were each shaped and then lashed above the deadeyes. I will paint them black now that this picture has been taken. I used the 5mm cast cleats from MS and shaped them so they look better.

I will add the main topmast stays next. But you would think that after that it would be good to repeat the process and do the fore topmast shrouds and such. I will not be doing that. Instead I will finish the main topgallant shrouds and stays. You see it will be much easier to add those topgallant and royal stays without having the fore topmast shrouds in the way. This is why I suggested you not glue the fore top

railing in position yet. Those stays are set up with a lanyard to the eyebolts in the fore top. You want as little in the way as possible when you do that. Once the main topgallant shrouds, stays and all of the backstays are completed I will start work on the same for the fore mast.

Hope that makes sense.

Now to finish up those shroud cleats and make each mouse for the main topmast stays.









#1288: Author: Chuck, Location: Rutherford □ Posted: Tue Jan 06, 2009 3:58 am

Progress continues.

Main topmast stay (0.028 black) main topmast preventer stay (0.021 black). They were set up abaft the fore mast with a lanyard. An eye was formed on the running end as shown in the photo. These stays have a mouse like the main stay.

Then the main topgallant shrouds (0.018 black). Normally, these are taken behind the topmast futtock stave and down to the top. They are then set up with a lanyard between thimbles. The lower thimble is stropped to the futtock plate under the deadeye. This can be challenging for the average kit builder so I instead used the kit option. I set up the topgallant shrouds as I did the topmast shrouds. They were wrapped around the topmast futtock stave and then seized to the three aft most shrouds. More details will be written in the practicum. This post is going to get really long otherwise.

Then the main topgallant backstays were added (0.018 black). They are set up to the eyebolt in the main channels. See the belaying plan for details. I simulated all thimbles by creating an eye on the end of the stay and stiffening it with CA. You have seen me do this before and I have used it throughout this rigging process. It works for me very well in this scale. Some of you folks may want to kick it up a notch and

create some actual thimbles. But remember I am trying to keep this project at a beginner/intermediate level.

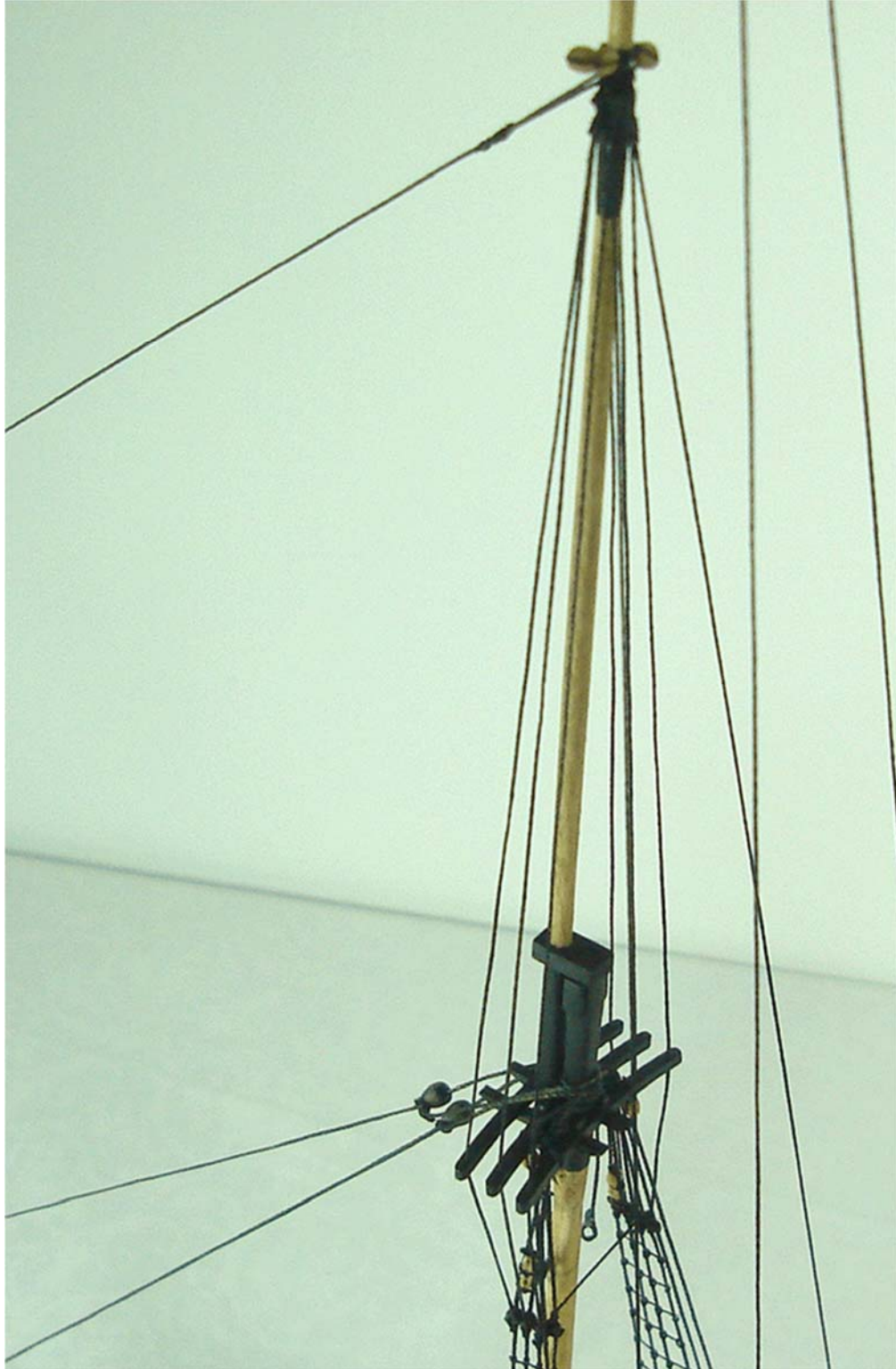
The main topgallant stay (0.018 black) was set up in the fore top. This was why I suggested not gluing the rail on that top yet. I was easier to set these up with an eye and a lanyard as shown in the photo. No mouse is used on the topgallant and royal stays.

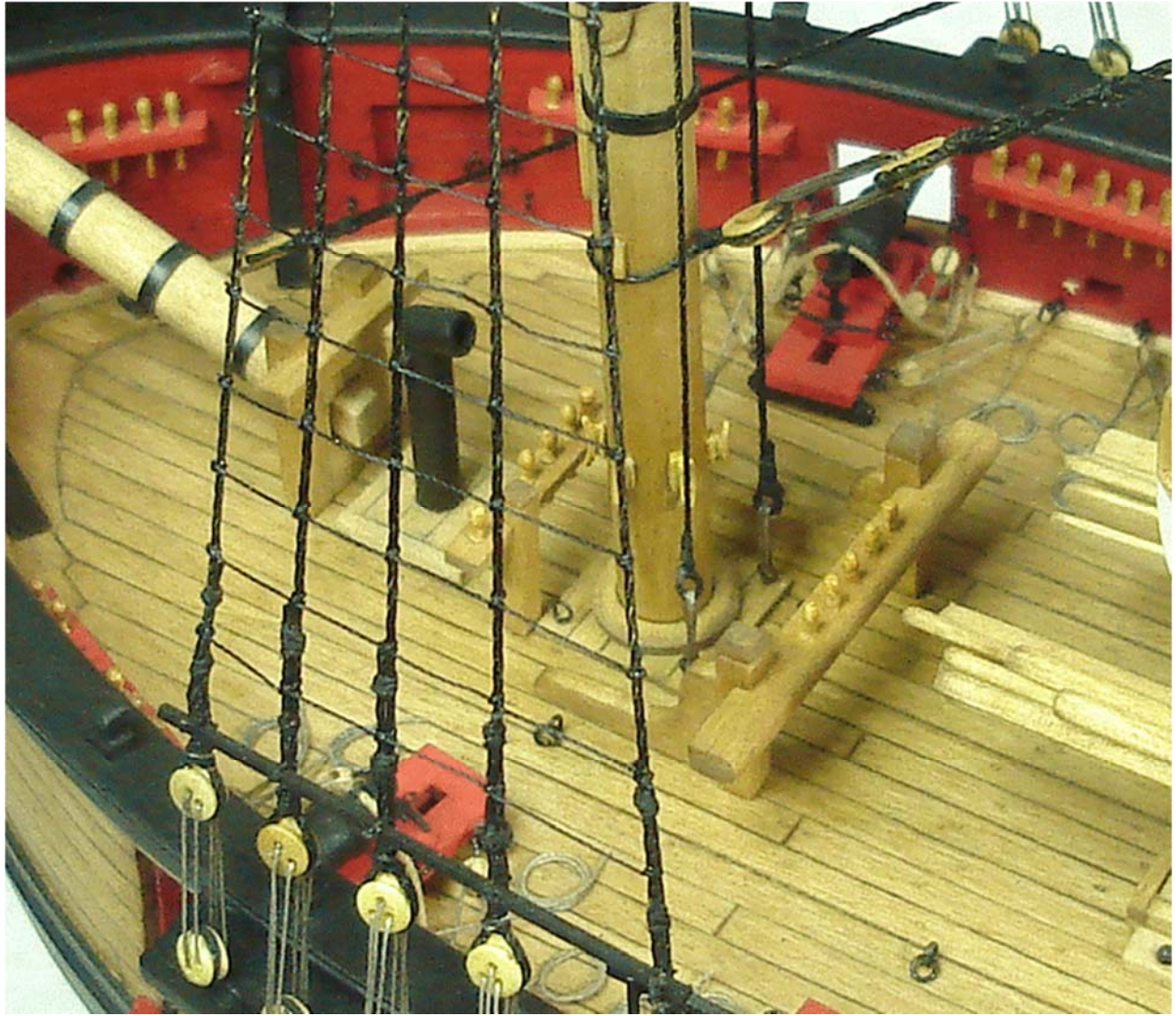
The royal backstays (0.012 black) were added. They are set up with a running tackle. It consists of a double block on the end of the backstay. A single block is hooked to the eyebolt on the bulwarks and the tackle is set up between them. The running end is belayed to a pin on the bulwark rail. More details in the practicum will follow.

Last I rigged the main royal stay (0.012 black). It was set up to the other eyebolt in the fore top.

NOTE: you can see how I used a temporary stay attached to the foremast and bowsprit. It is held taught with an alligator clip. This established some opposing tension on the fore mast while I was rigging the main topgallant and royal stays. Had I not set up this temporary stay the fore mast would have bent aft and the rigging would have been ruined. I will probably keep this temporary stay in position while I rig the shrouds and backstays on the foremast next. I basically have to repeat the process I just completed on the main mast.

I am happy with the way it is turning out so far. It is starting to shape up, the rigging that is.











#1289: Author: RustyJ, Location: Chittenango, NY  **Posted: Tue Jan 06, 2009 1:29 pm**

—

She's looking great Chuck. Thanks for those great close ups. I'm sure going to need them once I start rigging her. Right now it's all a little confusing to me with all of the talk of stays, shrouds, lanyards, mice etc.

#1290: Author: Chuck, Location: Rutherford  **Posted: Wed Jan 07, 2009 3:23 am**

I was asked to take a few more pictures of the main royal stays to show how I belayed them to the bulwarks. I have included these pictures in the new chapter. Feel free to ask me anytime if you would like a detailed shot of any area of the prototype.





#1291: Author: KLarsen, Location: Granada □ Posted: Wed Jan 07, 2009 10:34 am

I haven't commented much on your build log lately, for 2 reasons: I'm still lingering far behind planking the hull, and my comments would get rather monotonous: you are making an outstanding model.

Kenneth

#1292: Author: barreto, □ Posted: Sun Jan 11, 2009 12:53 am

The rigging is very precise and clean.

Were the masts of the Syren and of the Argus higher than what was generally the masts for brigs of this size?

José

#1293: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jan 11, 2009 1:14 am

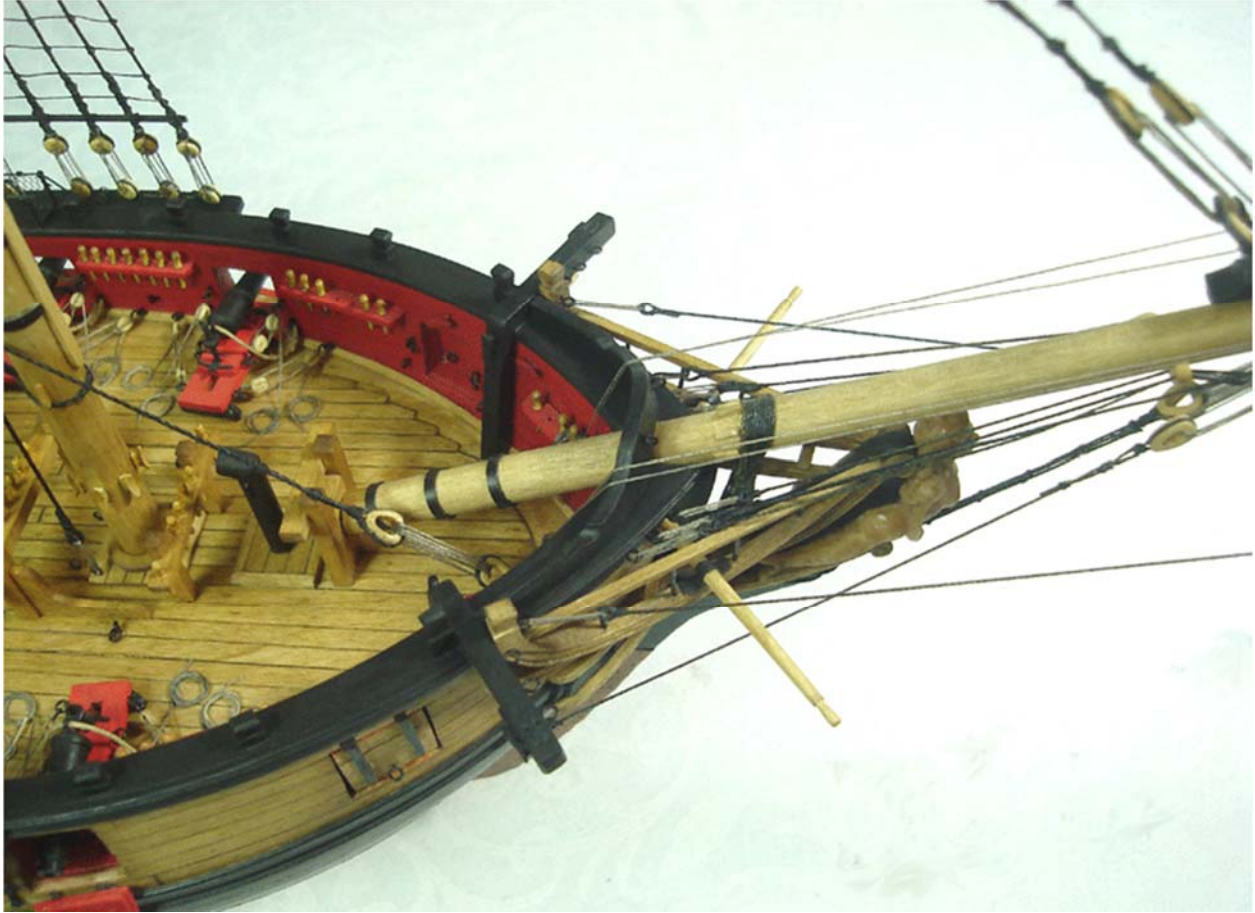
Thank you. No, the masts for Argus and Syren were taller than most at this time. In America anyway they were using these taller rigs. Not so much on the British and French side yet. It was requested that they both be given very tall rigs for their intended purpose. They were both built specifically for use in Tripoli. I am sure there were other brigs with masts this tall but not all of them. It was only after 1800 that this tall rig was more commonly used. Syren was built in 1803.

#1294: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Sun Jan 11, 2009 2:38 am

#1295: Author: Chuck, Location: Rutherford 📍 Posted: Sun Jan 18, 2009 1:36 am

It is really not that bad. Once you switch gears "in your head" from working on the hull it goes fine. I just finished all of the standing rigging except for the horses on the bowsprit. Rather than describe them in detail here I will just point out a few highlights along with the pictures. The trickiest part by far was setting up the remaining fore stays at the bow. Make sure those eye bolts are glued in tight. It is tricky stuff to set up the simulated bullseyes with a lanyard at the bow. There is not much room to work but I went very slow and used extra-long pieces of rigging line. I fed them through the head and then through the eyebolt. It was fun trying to navigate through all of the head timbers with a tweezers. Other than that it was pretty routine. The same as the rigging on the main mast. Be careful with the dolphin striker. Do not forget to reeve the topgallant and royal stays through the fairlead under the bowsprit before you set them up with a lanyard at the bow. I forgot once and had to remove my work and start over. No big deal but I did lose a couple of hours.

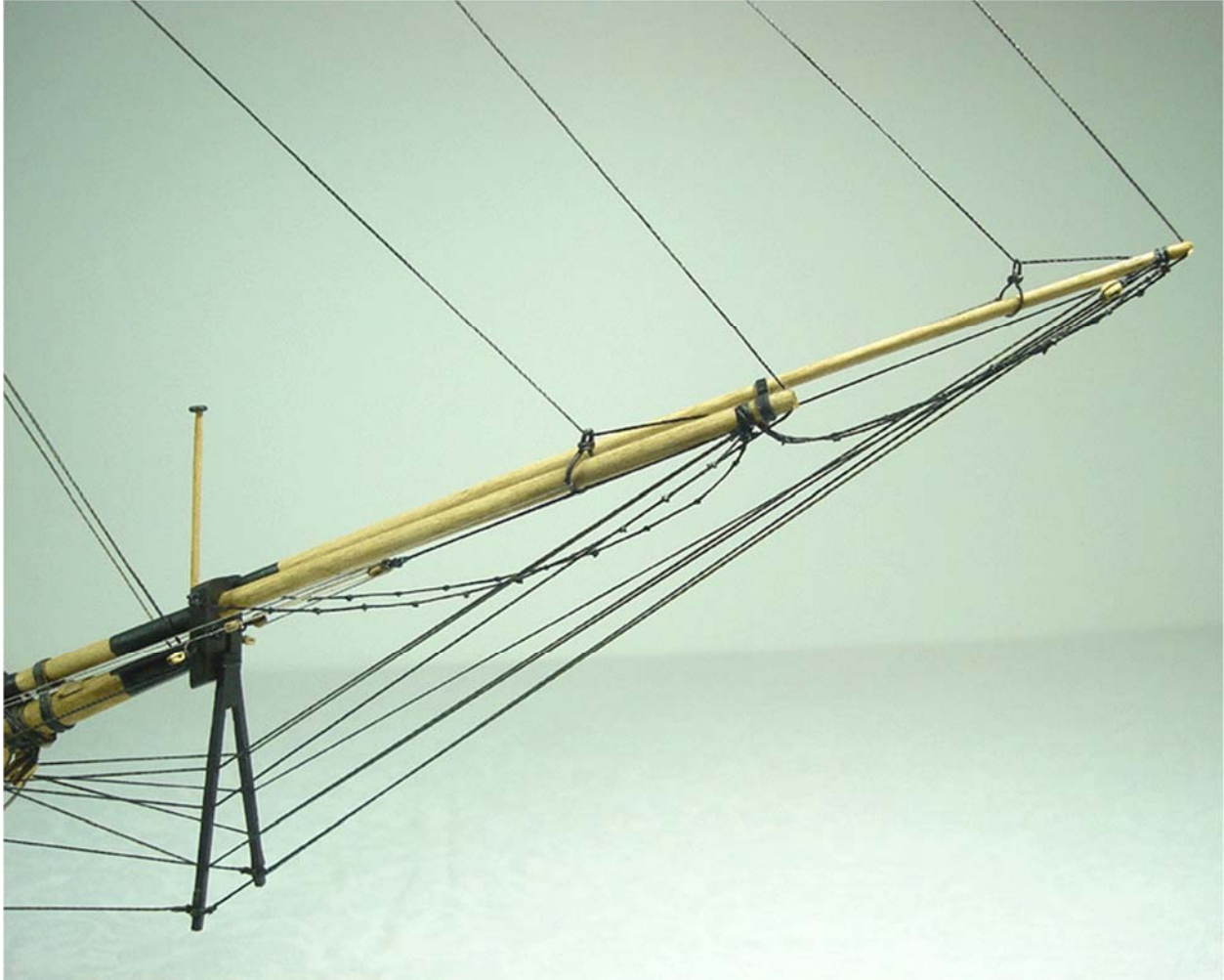












#1296: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Sun Jan 18, 2009 4:33 am

Excellent. This was just what I needed to see in order to motivate me to head back to the "workstation".

#1297: Author: roger, 📍 Posted: Mon Jan 19, 2009 10:37 am

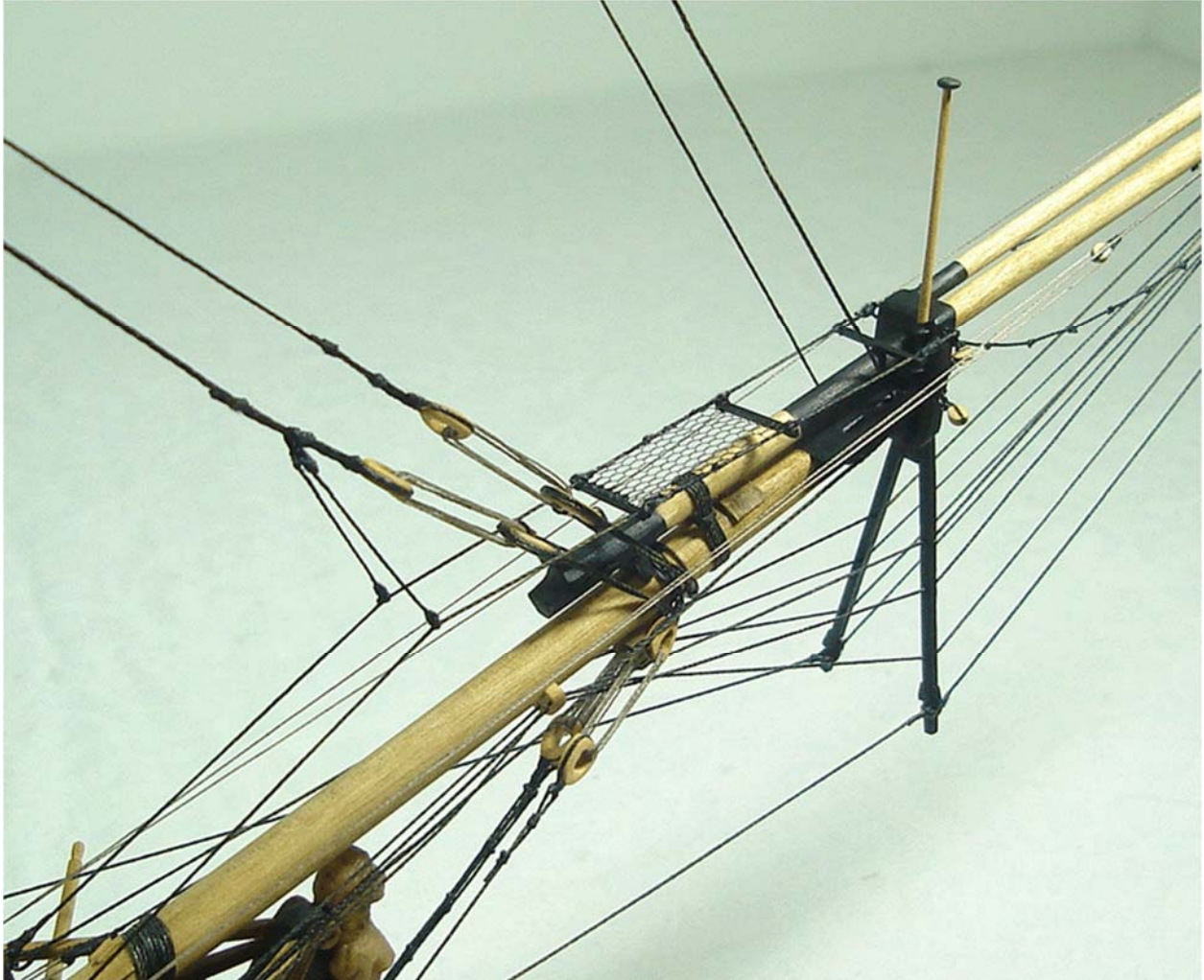
#1298: Author: Chuck, Location: Rutherford 📍 Posted: Mon Jan 19, 2009 8:46 pm

OK...the standing rigging is officially done. I finished the horses this afternoon. I used 0.018 black rigging and seized it from the eyebolt on the cap to the eyebolt on the splash guard. Do not make it too tight as you will have to seize another leg to the fore stay and to the horse which will pull them up at an angle. See the photos provided. Then I lashed three lengths of 1/32" x 1/32" strips to the horses. Last I lashed some netting across the aft portion of the opening. I think it adds a real nice detail.

I will start shaping the gaff and boom this week to begin the running rigging. I usually work my way forward from there.

I also included a larger image of my prototype as it stands right now. I am pleased with the results so far. Although as I mentioned earlier, I wish the rigging sizes were all bumped up a notch. I think it will make a good kit none-the-less. I think it is a step up from the Caldercraft Cruizer and Snake which are comparable in type and size. Everyone is doing such a fantastic job with the model and I am very happy folks are enjoying the project.





#1299: Author: UweK, Location: Munich and Vienna ▣ Posted: Mon Jan 19, 2009 8:59 pm

I am not often posting here in the Syren topics in general or in your prototype-topic.

I am also "pleased" with your model. It is looking really great with a fine and realistic finish.

Thanks for the thumbnail photo, so we are able to study the vessel more in detail, would be great if you could repeat this in several future steps!

I hope for all kit-modelers that the content with all details has not to be later on reduced or revised due to some "cost-estimation" by the manufacturer.

I am sure it will get a very popular kit-model.

#1300: Author: BANYAN, Location: Melbourne ▣ Posted: Mon Jan 19, 2009 10:40 pm

Chuck, take a bow mate, that is excellent; your Syren is a beauty.

Pat

#1301: Author: Chuck, Location: Rutherford □ Posted: Sat Jan 24, 2009 8:29 pm

Uwek and Pat,

Thank you very much. It is a little sad to be winding down this project. I just finished constructing the boom and gaff. Here you can see all of the elements put together. I also attached all of the blocks and pendants before rigging them on the model. The parrel beads are small black jewelry beads that I bought at a craft store. They are easy to find and buy. These are pretty straight forward to make so there is not much to say. The boom and gaff jaws will be laser cut in the kit. They are one piece but you folks may decide to build a left and right pair. It really does not matter.

1/16 " wide pinstripe tape for the iron bands.

28 gauge wire for the eyebolts.

Just remember to drill the holes in the jaws before you start cutting them out. It will be too thin there to drill afterwards. The wood will split if you are using basswood like me. Boxwood would probably hold up.

The biggest question would be to paint them black or not. I have seen the boom and gaff painted and I have also seen just the gaff painted. Any opinions? I may just leave them natural like this. I thought to only paint the topgallant and royal yards black, maybe also the stunsail poles. I do not know yet. I really can never make up my mind about what to paint.





#1302: Author: Newbie, Location: Ludwigshafen/Rh. □ Posted: Sun Jan 25, 2009 6:56 pm

Jürgen

#1303: Author: Chuck, Location: Rutherford □ Posted: Mon Jan 26, 2009 1:04 am

Thanks Jurgen

The Syren and Irene had a lot in common. I know exactly what you were going through. Thanks for the kind words.

I actually finished rigging the boom and gaff today - all except for the footropes. I will do those during the week. I will explain in detail when I write the practicum chapter. I decided not to paint these spars black. I like the results but I am not sure if that was the right decision. What do you guys think?

The one thing I will note here is that the first thing I did before rigging these on the model was to set up the throat halliard for the gaff. Examine the plans and you will understand why. You see, some .008 tan rigging line must be seized to the double block under the main top. It is hard to get at it before the boom and gaff are in the way. So before I did anything I carefully started the line for the halliard. I did fake it though. I just tied it around that double block with a knot. No one will see it but I was thankful that I started this line ahead of time. Once knotted I just coiled the line up neatly and clamped it out of the way (to the main topmast shrouds). When every other line for the gaff and boom were rigged I did the

throat halliard last. You folks can decide otherwise but I often find that doing it first doesnt work for me. Once I set up the other rigging for the gaff this halliard often goes slack. This works for me but maybe you guys will feel more comfortable doing it first.

Make sure you have a good set of homemade rigging tools at this point. Some long strips of wood with grooves filed onto their ends etc. As the rigging fills up it gets harder and harder to belay those lines to the pin rails. This was not to bad but I can see navigating through the maze of lines will get worse. There will definitely be more lines on this model than the average kit so those long tweezers and jury-rigged tools are a must.

The boom was rigged first, all of the lines except the footropes. The gaff was rigged. After I do the footropes for the boom I will take some more detailed close up photos.





#1304: Author: Jim Lad, Location: Sydney **Posted: Mon Jan 26, 2009 1:33 am**

She looks really good Chuck.

My personal opinion is that you made the right decision with the boom and gaff. I think that it would be just too much black if they were painted.

John

#1305: Author: powder monkey, Location: Walworth, NY **Posted: Thu Jan 29, 2009 3:20 am**

My vote also goes for the natural look. Nice job, Chuck

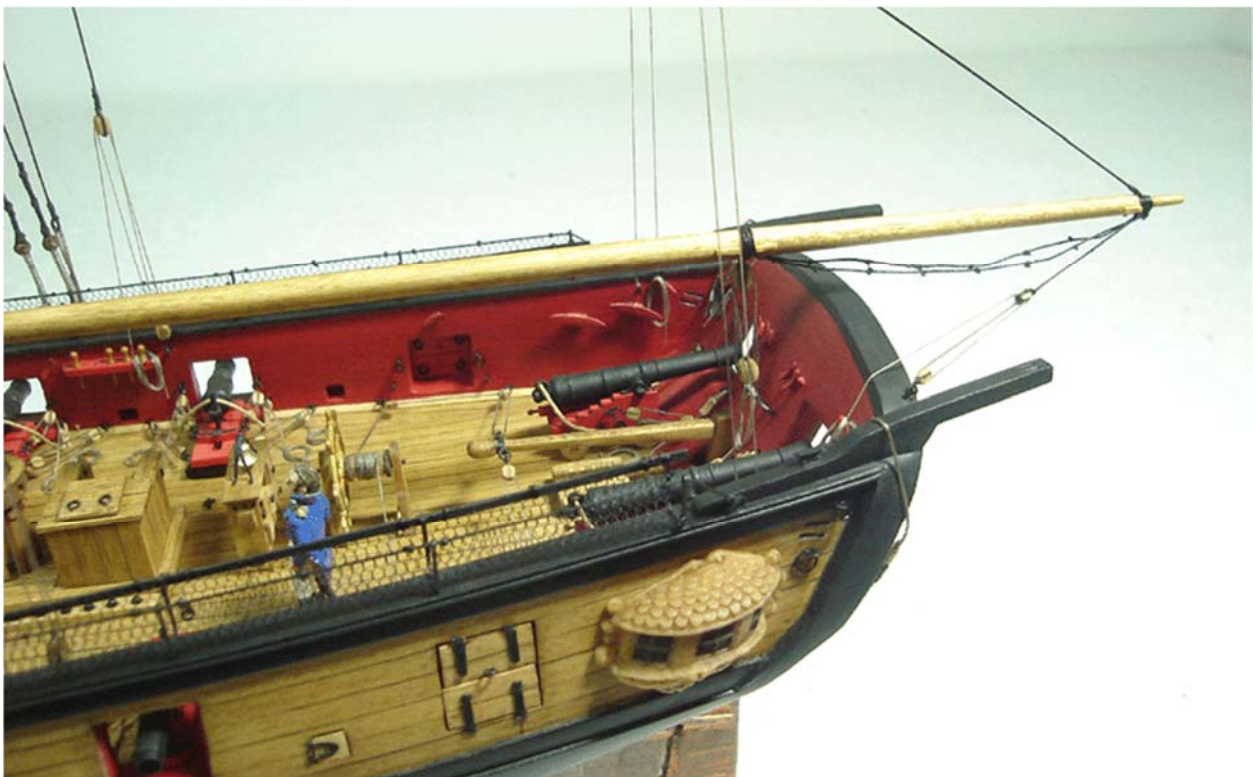
#1306: Author: knightyo, Location: Meridian, Idaho **Posted: Thu Jan 29, 2009 3:33 am**

I like the natural as well. In fact, I think the vessel would look very elegant if the topgallant and royal yards were left natural as well. Would that be realistic?

Alan

#1307: Author: Chuck, Location: Rutherford 📍 Posted: Tue Feb 03, 2009 3:11 am

The natural color for the boom and gaff is growing on me guys. I managed to get some more running rigging done. Some of the staysail rigging (downhauls, and halliards and such). Some blocks have hooks while others do not. I will put the details in the chapter but the plans pretty much show it all. Here are some shots along with some more of the gaff and boom rigging detail. These will be the photos in the next chapter. Rigging tools, rigging tools, rigging tools. Do not forget to make some.











#1308: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Tue Feb 03, 2009 12:57 pm

I really like the natural color on the boom and gaff too.

#1309: Author: samueljr, Location: New York State 📍 Posted: Tue Feb 03, 2009 2:05 pm

She looks great - but...

You know my affinity for painting. Wouldn't the spars be painted due to the tarring that was used to cover the many lines, blocks, etc. that were attached? The tar would have spread and the spars would have been "messy" to say the least.

I know they left the masts, poles, etc. natural for the most part to gauge their condition and strength by what color(s) they were turning as they weathered.

Regardless, she's a work of art and an inspiration for us all. Thanks for a great project.

Sam

#1310: Author: samueljr, Location: New York State 📍 Posted: Tue Feb 03, 2009 2:05 pm

#1311: Author: Chuck, Location: Rutherford 📍 Posted: Tue Feb 03, 2009 3:29 pm

Sam

Thanks

You are absolutely correct but painting them black is not usually done to represent tar. It is like the mast doublings etc. They were actually painted black—at least on some ships. I do not care for it all the time. Had I wanted to show the masts and spars tarred I probably would have stained them with Golden oak. Then while they were still wet I would have used some darker stains in some areas and blended them together like water colors. I usually try to gradually darken the spars as the work there way towards the ends. The last 25% of their length being quite a bit darker than the other end.

There are so many techniques and configurations to show that I can never make up my mind. I find the painting part the hardest decision to make when modeling.

Check out the painted boom on Niagara. The spritsail yard and other yards were painted black also.

<http://www.flickr.com/photos/heneryhawk/1153281397/>



AND

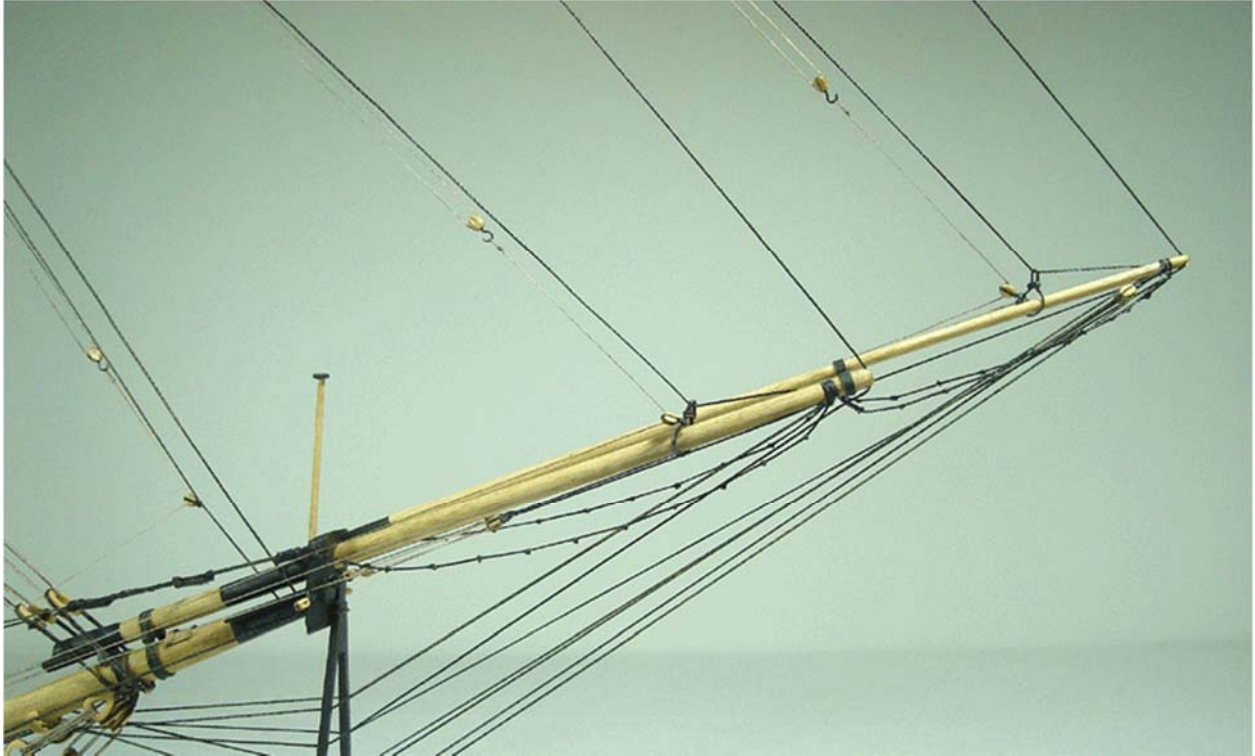
here are some shots of the yards on Victory.

<http://www.flickr.com/photos/goldenlad/123867293/>



#1312: Author: Chuck, Location: Rutherford Posted: Thu Feb 05, 2009 12:28 am

I finished the stay sail rigging this evening. It is now on to the yards. The jib stay rigging and other fore staysail rigging is similar to those on the main mast. It is nothing that is to terribly difficult. I did accidentally cut my fore topgallant stay and I needed to repair it. It was a simple slip of the hand while trimming my seizing for the blocks. It was repaired by splicing the cut parts together rather than replacing the entire stay.





#1313: Author: GeraldTodd, Location: Maryland □ Posted: Thu Feb 05, 2009 12:50 pm

She really is a lovely boat. I've always loved brigs, they're just so pleasing to the eye.

#1314: Author: KLarsen, Location: Granada □ Posted: Thu Feb 05, 2009 8:15 pm

#1315: Author: roger, □ Posted: Thu Feb 05, 2009 8:48 pm

#1316: Author: Chuck, Location: Rutherford □ Posted: Thu Feb 05, 2009 11:35 pm

Thanks Guys. I included most of the lines for the sails but not all of them. I left out just a few. Bowlines, reef tackles, yard tackles, etc. But this is more than usually shown on a kit model. I also simplified the truss pendants for the yards. This eliminated quite a few belying points. I also eliminated some extra rigging for the staysails like sheets and tacks and tricing lines and brails. It just gets to be too much. On 1/4" scale models I may have tried to rig them all as an interesting exercise.

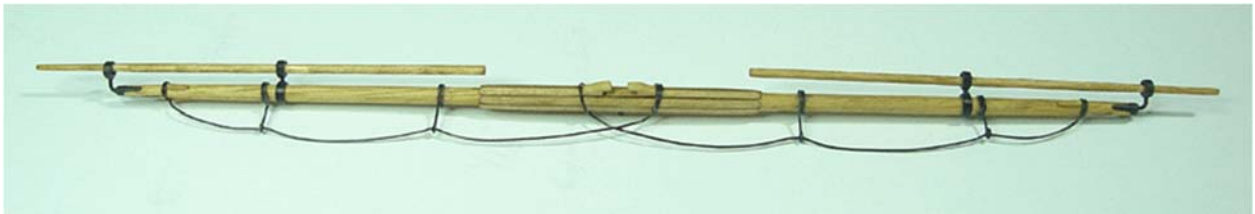
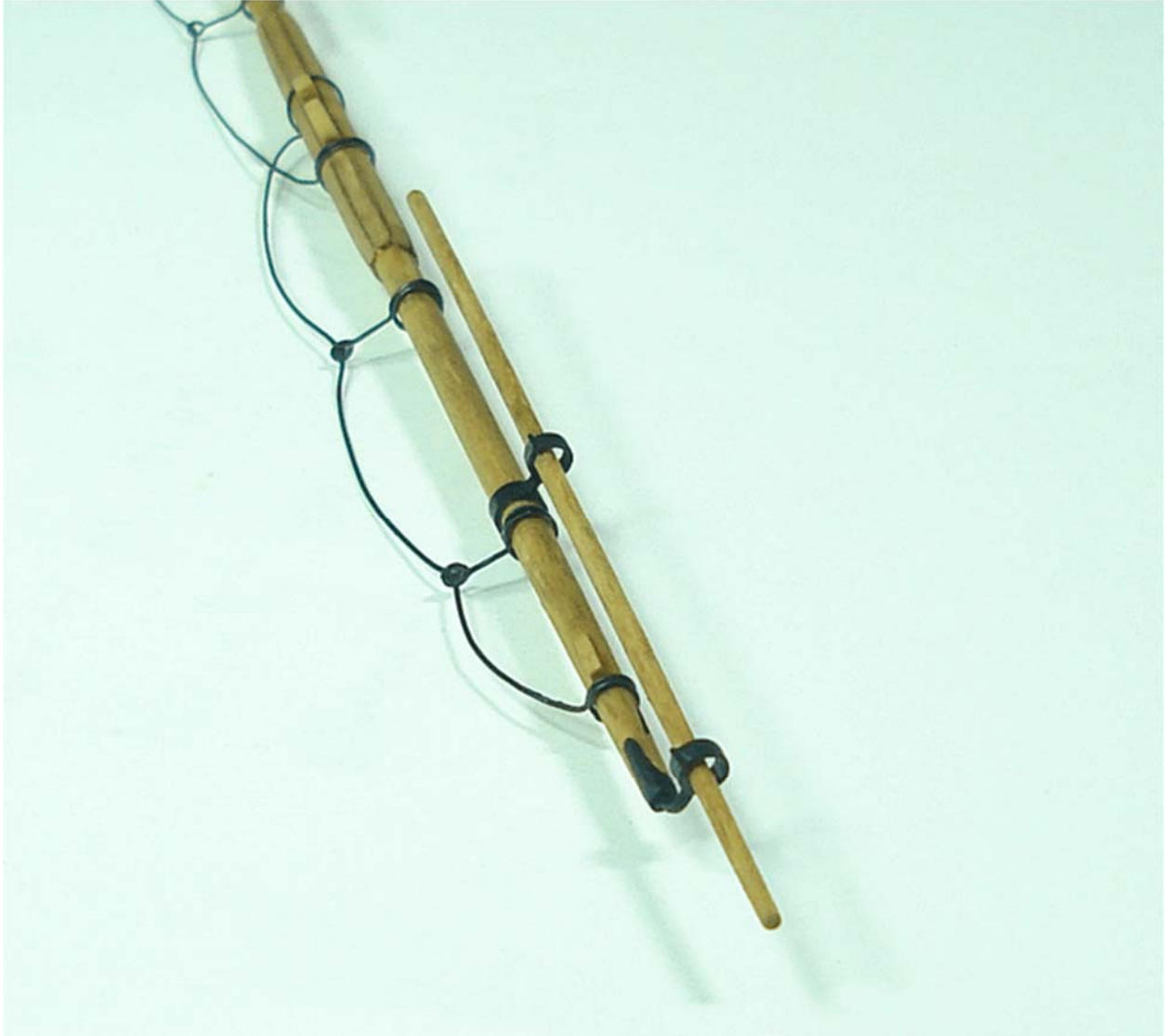
#1317: Author: Chuck, Location: Rutherford NJ Posted: Sun Feb 08, 2009 9:18 pm

I wanted to start work on the lower yards but I did not have any 5/32" dowels. Special ordered some on the internet and started working on the topmasts instead. Since the yards are identical on the main and foremast I figured I would run straight through it. I will take in progress construction photos when I build it for the other mast. I have temporarily pinned it to the main mast to see how it looks.

I have not painted much. I may go back and paint the stunsail booms or a portion of them. What do you folks think? It is my Achilles heel. I can never decide. I used no soldering for the boom irons. They were easy to make. They are brass tubes 1/8" in diameter. Once again I will detail the whole process in the practicum but if anyone has any questions here I would be happy to answer them. It was just a little pleasure to be able to build the yard straight through without having to stop and take pictures all the time. I will do that on the next one. I still have to rig all of the blocks to this yard but the foot ropes and stirrups are done. The stunsail booms will be lashed to the yards also. I will do this during the week.

I will not rig this on the model until the lower yards are built and rigged. But I did not want to waste a weekend waiting for those dowels to arrive.







#1318: Author: Jim Lad, Location: Sydney ☐ Posted: Sun Feb 08, 2009 9:24 pm

She continues to look beautiful as she grows.

I think she needs a little paint on the yards to balance the painting in the tops. Maybe just the yard arms, or just the stun's'l booms - too much would spoil her.

John

#1319: Author: knightyo, Location: Meridian, Idaho ☐ Posted: Sun Feb 08, 2009 10:15 pm

#1320: Author: KLarsen, Location: Granada 📍 Posted: Sun Feb 08, 2009 10:36 pm

In my opinion, the yards should be painted black - I think it's too much "natural wood" if you leave it unpainted. At least that's what I'll do on my ship.

#1321: reply Author: freewheelinguy, Location: Aston, PA 📍 Posted: Sun Feb 08, 2009 10:57 pm

I agree with the black. It's a shame though because of the loss of detail.

How did you accomplish the nice lay of the footropes?

#1322: Author: druxey, Location: Ontario 📍 Posted: Sun Feb 08, 2009 11:19 pm

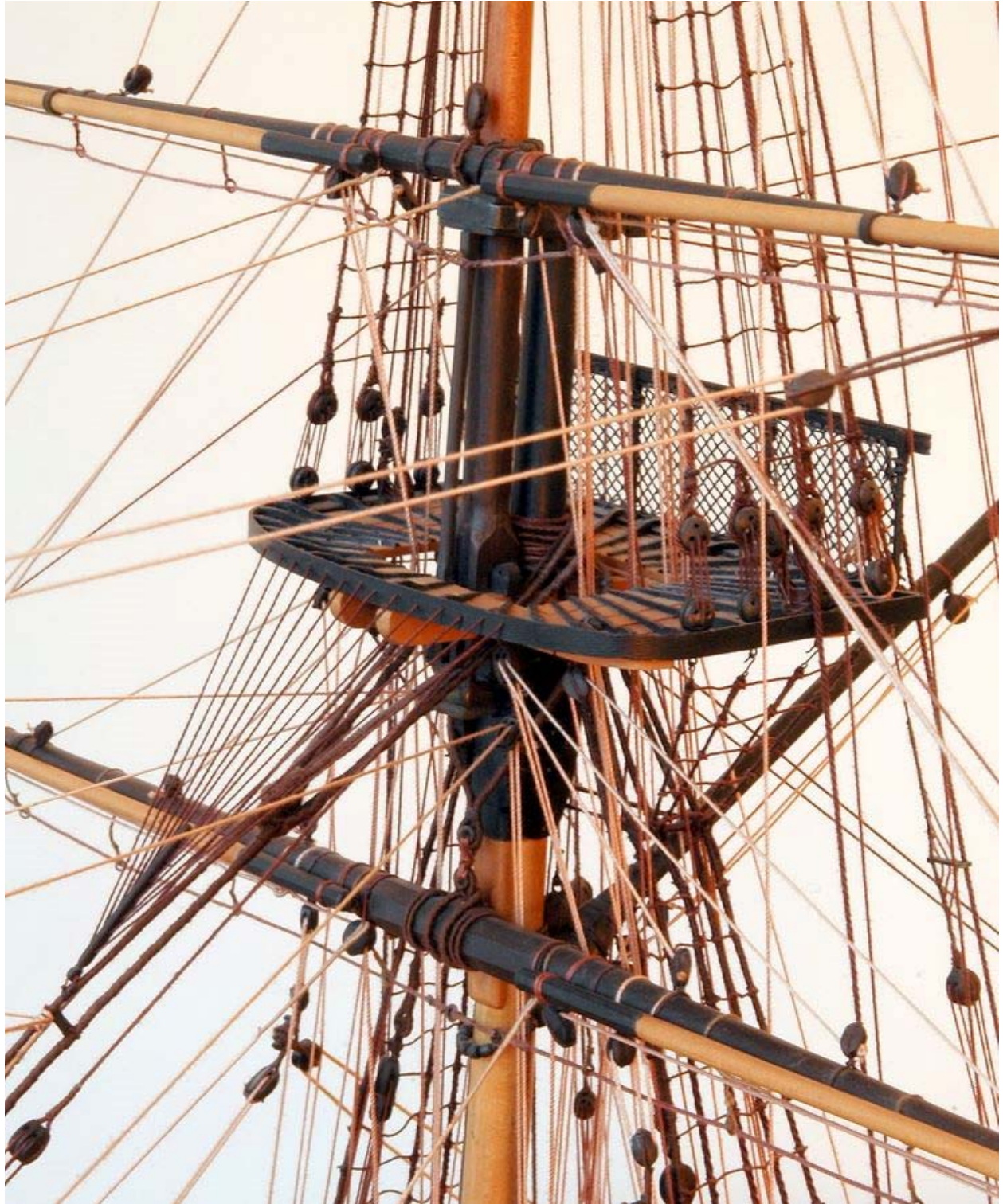
Question for you: I see that you've rigged catharpins in the mizen shrouds. I always thought that they were omitted there because of the gaff boom. Do you have information to the contrary?

#1323: Author: GeraldTodd, Location: Maryland 📍 Posted: Mon Feb 09, 2009 1:34 am

I'm with the painted yard guys, but only the course and tops'l yards and leave the stuns'l booms bright.

#1324: Author: Chuck, Location: Rutherford 📍 Posted: Mon Feb 09, 2009 1:38 am

Yes, according to many second hand sources the brigs at this time had catharpins on the main mast. Most of the primary sources do not talk specifically about a brig. But after Petrejus and reviewing Frolics work they had included them so I figured I would as well. I am going think hard about painting the masts black I think it will look good. Like I said I have been looking at Frolic a lot and he always does paint his spars black. I like the look. See the catharpins in the attached photo as well.



#1325: Author: RustyJ, Location: Chittenango, NY ▯ Posted: Mon Feb 09, 2009 2:14 am

That picture is a perfect representation of the colors and how I'd like my yards to look.

#1326: Author: Chuck, Location: Rutherford  **Posted: Mon Feb 09, 2009 2:44 am**

Well I am committed now...or should be committed. I just painted the yards black. I left the stunsail yards bright. I do like it like this. I think the ship will have such a tall rig that this will give it some interest. It was not easy to paint the gaff and boom after it was rigged though I think it was worth it. I have been looking at quite a few images of ship models. With the yards presented both ways. I like them both. But after looking at Frolich's work it made the decision pretty easy.








#1327: Author: Chuck, Location: Rutherford  **Posted: Mon Feb 09, 2009 3:42 am**

Here is a brig by Mr Frolich. I continually look at these photos and have them by my side as I build. This is a habit of mine. I post photos of models by folks I admire and keep them close by for inspiration as I build. It is interesting for me to do a comparison and try to see the same views side by side with my brig.

#1328: Author: Winston_S, Location: Clinton, Ontario  **Posted: Mon Feb 09, 2009 5:26 am**

Wow!

I guess it has been much too long since I dropped in to see how your build was going Chuck.

It's looking great! You just seem to get better and better with each project.

I do hope you'll be taking some B&Ws of this ship too for your gallery.

#1329: Author: KLarsen, Location: Granada  **Posted: Mon Feb 09, 2009 10:33 am**

It looks great with black spars! And your model looks at least as nice as that French brig you've posted photos of (I guess it is French?)!

#1330: Author: roger, Location: Posted: Mon Feb 09, 2009 1:11 pm

#1331: Author: jimmdras, Location: Leesburg, FL Location: Posted: Tue Feb 10, 2009 2:03 am

If I was that guy Frolic, I would keep my on the rear view mirror; you are catching up fast. Oops..... you just passed him. Nice work!

jim

#1332: Author: Chuck, Location: Rutherford Location: Posted: Tue Feb 10, 2009 3:17 am

Thanks folks. You guys are way too generous with the comparison to Frolich - maybe someday.

#1333: Author: druxey, Location: Ontario Location: Posted: Tue Feb 10, 2009 3:44 am

Thanks for your response on the catharpin question.

#1334: Author: Chuck, Location: Rutherford Location: Posted: Sun Feb 15, 2009 7:31 pm

Here is the quick and easy method I use for creating stunsail boom irons. It could be made more complicated by soldering and adding much more detail. But I feel this produces an adequate look that fits in well with the rest of the model. What I would not do is simply advice bending some wire to form the loops. That looks sub-par on a model with good detailing elsewhere. This is very easy to do without the use of power tools and soldering equipment. Remember that these fixtures are not under any tension and using CA here works more than sufficiently.

1. Using simple Razor saw, cut a slot that does not go all the way through the iron tube. The tube is 1/8" diameter. This cut is just to serve as a guide for drilling the hole. It is made 1/32" from the end of the tube. It is more of score than anything else.
2. Drill the hole all the way through using the scored groove as a way to keep the drill from slipping off of the tube. This score will be filled up with CA after wards so it does not show at all. The hole must be the same size as 22 gauge wire. When done cut the end off of the tube so the boom iron is 1/16" wide with the hole in the center. You can sand down both edges to make the boom iron slightly less wide than 1/16". This also knocks down the burrs etc.
3. Bend a piece of 22 gauge wire for the outside boom iron. The inside boom iron requires only a straight piece. Make them extra -long so you will have a handle to hold while painting them later.

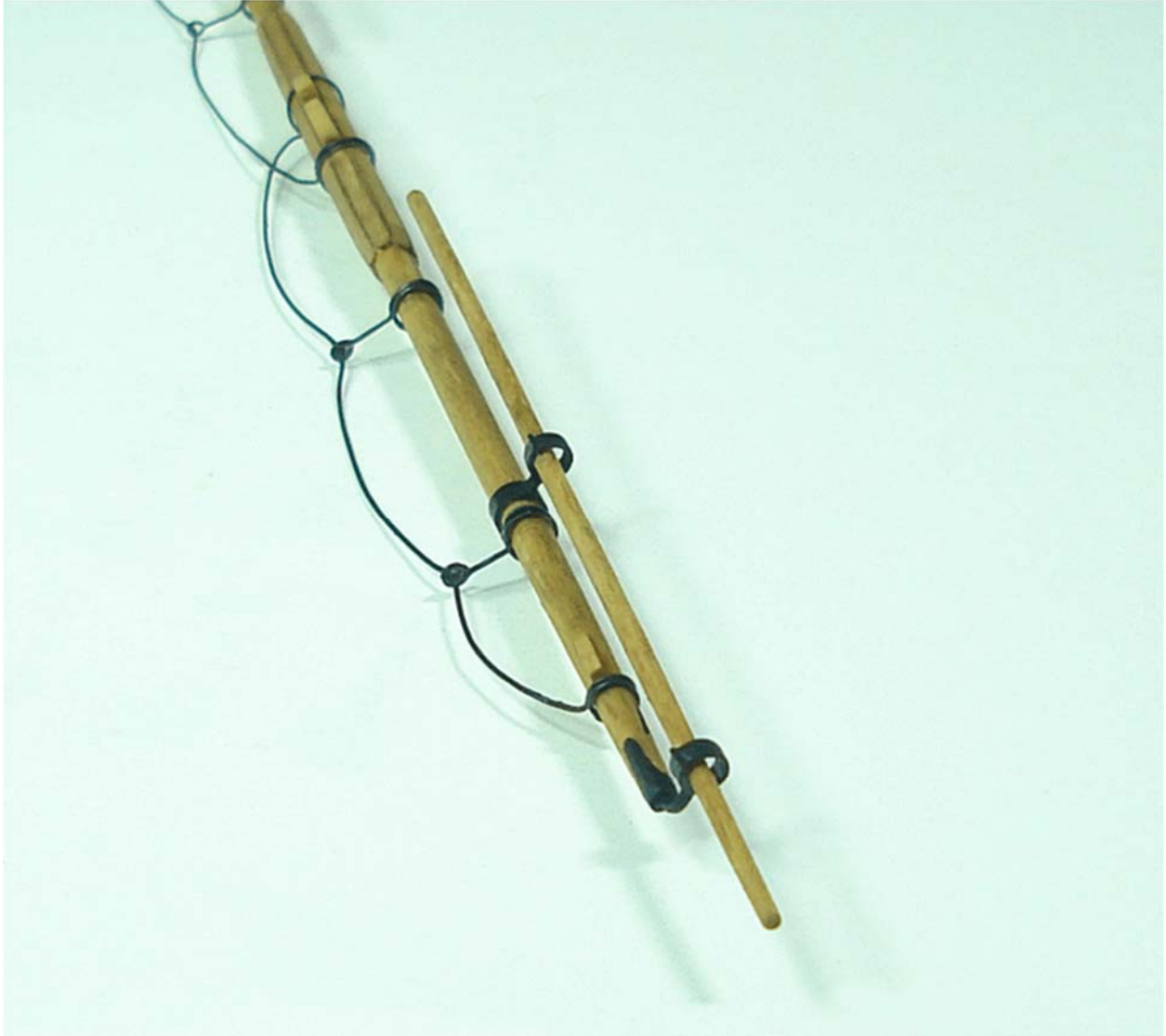
4. Glue the 22 gauge pieces into place. Push them so the wire slightly protrudes inside the tube. Once the glue dries file those protrusion down flush with the inside wall of the tube. It will be quite sturdy I promise you.

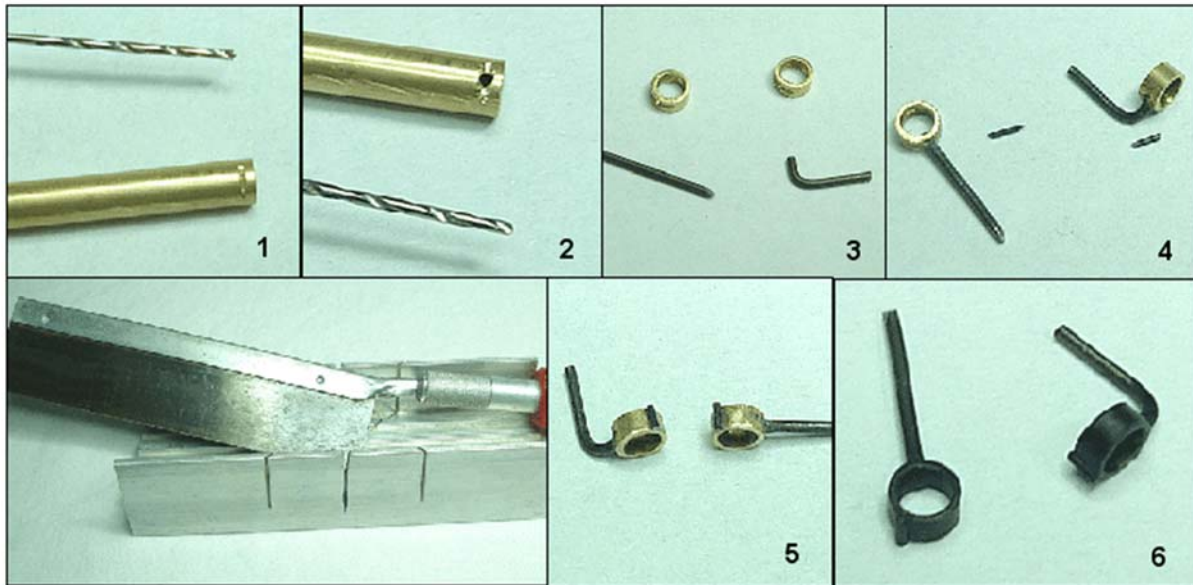
Cut tiny pieces of 28 gauge wire for the next step.

5. These pieces can be glued to the outside of the boom irons to simulate the hinge. You could add more detail like I said but this does a nice job of producing a clean simplified boom iron.

6. Paint them black.

Any questions let me know. The other iron band that is made around the yard arm for the inner boom iron is just some 1/16" wide pinstripe tape. Drill a hole through it to accept the post of that boom iron. The outboard boom iron was just inserted into a hole drilled through the end of the yard. The detail of the part of that boom iron on the yard end was just painted on. It looks really good and you cannot tell this small detail is just painted. It could also be made by just gluing some strip wood to the ends of the yard and sanding them very thin. If you paint the yards completely black as I did then this is not needed. Painting the entire yard black will be sufficient enough at the yard end.





#1335: Author: RustyJ, Location: Chittenango, NY  **Posted: Sun Feb 15, 2009 7:50 pm**

You have a great and uncomplicated way, as usual, of explaining and documenting something that helps me/us make something we've never attempted before.

#1336: Author: Chuck, Location: Rutherford  **Posted: Sun Feb 15, 2009 10:20 pm**

Thanks Rusty,

I also forgot to mention that styrene tubes could be used also. They actually come in black already I believe. It is easier to work with but Model Expo refuses to supply styrene in their kits. I think it is a pity in some cases. Some folks might find it easier to saw and to drill.

#1337: Author: Chuck, Location: Rutherford  **Posted: Mon Feb 16, 2009 8:16 pm**

Initial yard construction is quite simple. Just taper both ends of the yard. What is a bit tricky is finding the correct width for the strips in the center of the yard. Start with 1/32" thick strips. Use 3/32" wide strips for the lower yards. These are a bit too wide. The easiest way to find the correct width is to measure the circumference (maybe diameter is the better word) of your mast at the center. Then divide by eight. You will use eight strips per yard. Keep in mind the edges are tapered as you are covering a round surface. The ends of these strips are also rounded off as shown on the plans.

For the topmast yards I started with 1/32" x 1/16" strips. The size I ended up with was slightly less wide than the 1/16".

Once these strips are in position I sanded them down to get a good shape to them. I filled any cracks

with wood filler.

The stirrups for the footropes are actually 28 gauge wire. The MS rigging thread just will not hang naturally. I form an eye on one end. Then I wrap the other end around the yard twice. This more closely resembles rigging than just drilling a hole and gluing in the stirrups like an eyebolt.

The footropes are also 28 gauge wire and used for the same reason. I think it looks way better than rigging line that does not hang correctly. It is your choice what you decide to use though. I figured I would show an alternative method. The ends of the footropes are also wrapped around the yard twice. Then little bends are made at each stirrup which does a good job of simulating the hanging rope. The trick here is NOT to make them look too perfect. It adds to the authenticity that way - at least in my opinion.

Oh and before I forget. Since the lower yards and topmast yards get the outside stunsail booms, it is better to drill them into the end of the yards BEFORE you start tapering them. There is less of a chance of splitting them.









#1338: Author: pfaustino, Location: Amadora & Areia Branca □ Posted: Mon Feb 16, 2009 9:42 pm

#1339: Author: Chuck, Location: Rutherford □ Posted: Tue Feb 17, 2009 9:23 pm

#1340: Author: phrygian, Location: Kentucky □ Posted: Tue Feb 17, 2009 11:00 pm

It's certainly coming to life. Beautiful work! A fine looking model.

bob h

#1341: Author: knightyo, Location: Meridian, Idaho □ Posted: Wed Feb 18, 2009 9:05 am

#1342: Author: Chuck, Location: Rutherford □ Posted: Wed Feb 18, 2009 12:42 pm

Thanks guys,

No cover. I just keep after the dust. I am always dusting it with a soft paintbrush.

#1343: Author: powder monkey, Location: Walworth, NY 📅 **Posted: Tue Feb 24, 2009 1:55 am**

#1344: Author: Chuck, Location: Rutherford 📅 **Posted: Wed Feb 25, 2009 4:43 pm**

Thanks

This recent painting was just brought to my attention. circa 2006 I believe. I think it is pretty good. The ports are a little weirdly spaced but it is a nice looking depiction of Syren at Tripoli. It sold for just under 30,000 US dollars recently at a Christies auction. Hmm, maybe the fella who bought it would want a model of Syren to go along with it.

I like how it shows the tall rig on the Syren mostly. The US flag centered is a nice focal point also. Constitution is in the background.



#1345: Author: GeraldTodd, Location: Maryland 📅 **Posted: Wed Feb 25, 2009 4:52 pm**

Is a larger version available? That's lookin like great PC wallpaper to me.

#1346: Author: Chuck, Location: Rutherford 📅 **Posted: Wed Feb 25, 2009 5:02 pm**

Yes, but I am not sure how you would capture it for a wallpaper. Check out this link and zoom in to see

the details. Christies has a great site for looking at maritime paintings. I could spend hours zooming in to view some of them.

<http://www.christies.com/LotFinder/ZoomImage.aspx?image=/LotFinderImages/D51450/D5145044>

#1347: Author: Viking, □ Posted: Wed Feb 25, 2009 5:13 pm

To use the picture as Wallpaper, just right click on picture and "set as background", It works for me

#1348: Author: Chuck, Location: Rutherford □ Posted: Wed Feb 25, 2009 5:13 pm

If you really want a treat go to the Christies site and do a search for ship models in past auctions. What a shame the hammer process paid for some truly beautiful work would translate to about 25cents and hour. I see some great ones for less than \$1000. Considering the time it takes I cannot see how one of these builders could survive selling a model that obviously took a year on average to build for a pitiful sum. There is much more respect and demand for paintings. It is an injustice in my opinion.

#1349: Author: knightyo, Location: Meridian, Idaho □ Posted: Wed Feb 25, 2009 5:24 pm

Amen to that. People have no CLUE how difficult and time consuming these things is to build.

#1350: Author: GeraldTodd, Location: Maryland □ Posted: Wed Feb 25, 2009 6:01 pm

That ought to work well on an "HD" ratio screen.

<http://todd.maine cav.org/model/stuff/syren.jpg>

#1351: Author: Chuck, Location: Rutherford □ Posted: Wed Feb 25, 2009 6:22 pm

Not to belabor the point but here is a cased model of the Connie and her description. And a few others in slightly increasing realized value. All sold within the last few years.

Lot Description:

A well-presented and detailed static display model of the frigate U.S.S. "Constitution" ("Old Ironsides"), with masts, yards with foot ropes, standing and running rigging, anchor with bound wooden stocks, catheads, belaying rails and pins, bitts, gratings, shot racks, stove pipe, rope coils, bell with canopy, water barrels, cleats, ship's boats in chocks with interior detailing, companionway, capstan, double helm, deck lights, three ship's boats in davits and many other details, the hull with boarding companionways, armament overall, quarter galleries and rudder and finished in black with copper sheathing below the water line, mounted on two turned brass columns in a mahogany-bound glazed display case on a table stand -- 63½ x 46¼in. (161.5 x 117.5cm.)

\$1100 - You could barely buy a kit and the case for that amount never mind get your money back for the time and talent for this price.

Another of Newsboy- nice model

Lot Description :

A Scale Model of the Merchant Brig Newsboy

Leonard Brainsky, C.M.M.S. (American, born 1925)

This fine scale model is built up in plank over solid construction. The hull and the deck planking is held in place with pins and are finished bright with a deft varnish. There is an inlaid ebony sheer stripe running along the upper part of the hull. The deck of the model is planked in mahogany and is fitted with a number of details which include: anchor windlass, pin & fife rails, belaying pins, cabin tops, hatches, skylight, ship's wheel, wheel house, rudder, etc. The model is rigged with two masts, a bowsprit and standing and running rigging turning blocks, deadeyes, ratlines, and other details. The model is mounted on a pair of wooden cradles and displayed in a glass case.

24 x 9¾ x 18¾ in. (61 x 24.8 x 47.6 cm.) cased dimensions.

Built in 1996

Sold for \$800

Here is one more but this one sold for 15,000 US:

I thought you would appreciate this one. It is of the Lexington. Go figure. Maybe there is still hope. Although it probably has some provenance. Masts are at funky angles.

A Model Of The U.S. Naval Brig LEXINGTON

F. Schaffner & J. Roberts; American, 20th century.

A very fine, museum standard model, built up in plank on frame construction, with the hull planking left off below the waist to show the double frames. The planking on the hull and the deck are held in place with trunnels (pegs). Some of the planking is also left off of the starboard deck which shows the deck frames and knees. The model is fitted with a billet head at the stem, relief scroll work up to the stem below the head rails. The model is well detailed, including: pin and fife rails, brass cannons on carriages, bilge pumps, deck gratings, hammock racks, belaying pins, capstans, bell, binnacle, ship's wheel rigged to the tiller, long boat lashed amidships and a dory hung out over the stern. The model is well rigged with two masts and bowsprit, standing and running rigging, ratlines, trees and tops, spars, topping lifts, backstays, and numerous other rigging and fitting details.

56¼ x 24¼ x 81½ in. (142.9 x 61.7 x 207 cm.) model in case.

I tried to throw a little HOPE in there at the end.







#1352: Author: RustyJ, Location: Chittenango, NY □ Posted: Wed Feb 25, 2009 7:00 pm

Thanks for the picture! As I'm building both the Syren and the Constitution it is really nice to see them together.

#1353: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Wed Feb 25, 2009 7:09 pm

Gerald, took your image, scaled and set as wallpaper.

#1354: Author: rlowe79, Location: AL □ Posted: Mon Mar 02, 2009 1:28 am

It's been quite a while since I've been able to check in and keep up on your progress with the Syren. Your continued dedication to the hobby and everyone here is simply amazing. I hope the build becomes available again in the future.

Keep up the great work!

r.l.

#1355: Author: Chuck, Location: Rutherford  **Posted: Sat Mar 07, 2009 11:38 pm**

Thank you, it just might. For now I am concentrating on finishing her up. I have had the flu the last few days though. It is tough to get anything accomplished when you feel this uncomfortable. I did manage to get the blocks made (fifteen of them) for the lower yards. They are all rigged. The yard is now ready to be rigged on the model. Note the simulated thimble on the front center of the yard. It will be lashed to the other thimble on the sling with a lanyard.

Also note the stuns'l booms lashed to the yard. I used 0.012 black rigging line.

The final thing I would like to point out is the topsail sheet block. The lower yards have an interesting block detail that can easily be added to your model. The two blocks that are lashed to the end of the yard....the lower/larger block is the topsail sheet block. Note the little lip formed on the inside edge of it. This block will need to be 1/8" when completed so I started with a single block a little larger and shaped it like shown.

It is easy and shows you have focused just as much attention on your yards and rigging as you did to the hull and its fittings. This is an easy detail to add to any kit model.

Any questions please let me know. Hopefully I can get these two lower yards rigged on the model this week.





#1356: Author: rlowe79, Location: AL 📍 Posted: Mon Mar 09, 2009 11:55 pm

Sorry to hear you've been feeling so under the weather, Chuck. Take your time, she's looking great.

r.l.

#1357: Author: Chuck, Location: Rutherford 📍 Posted: Wed Mar 11, 2009 1:47 am

Thank you...I am feeling a little better now. I managed to start rigging the yards onto the model.

This is the main lower yard. I started with a simple truss. I used .021 black rigging line. The details are on the plans. I made sure that one side of the truss was on the yard and ready to go before I pinned the yard permanently to the mast. This way I only had to bring the other end of the truss around the mast to set up the truss on the other side.

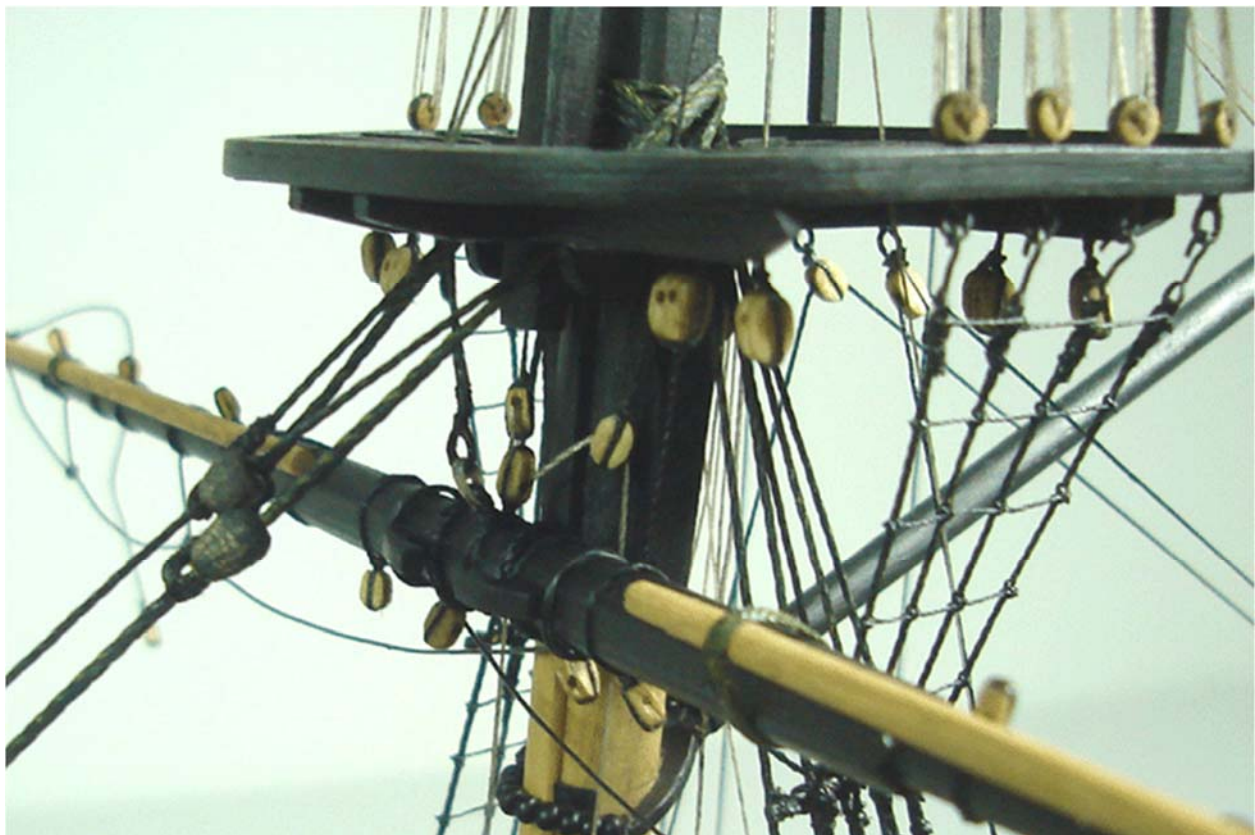
I also started the lanyard for the sling. I tied some .008 tan rigging line to the thimble on the center of the yard and let it hang free. Then I pinned the yard into place.

These photos were hard to take. This is the best I could do to get enough light on these areas and a close up. I hope you can see what is going on.

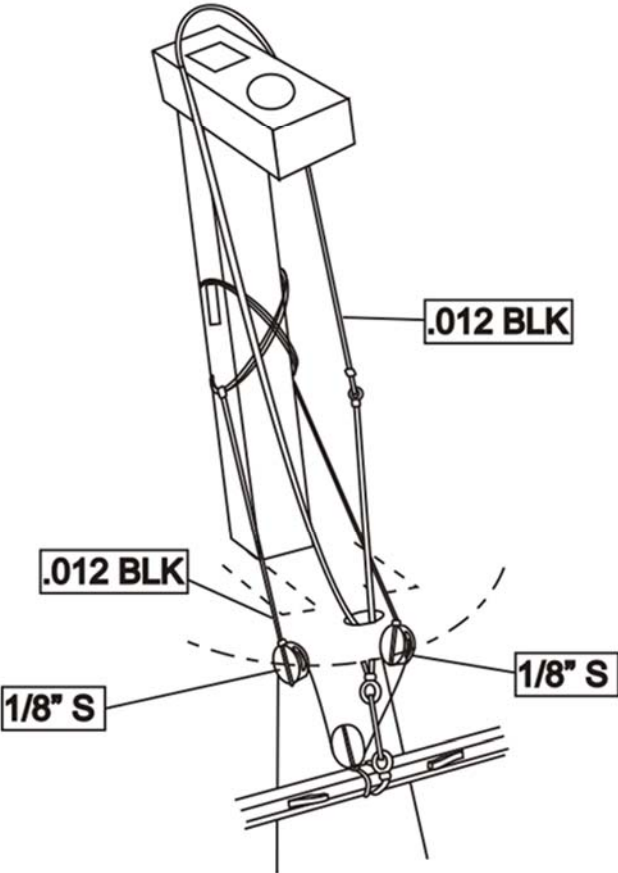
The truss was finished up first. That you cannot see. Then the lanyard was run through the eye of the sling and the simulated eye on the yard.

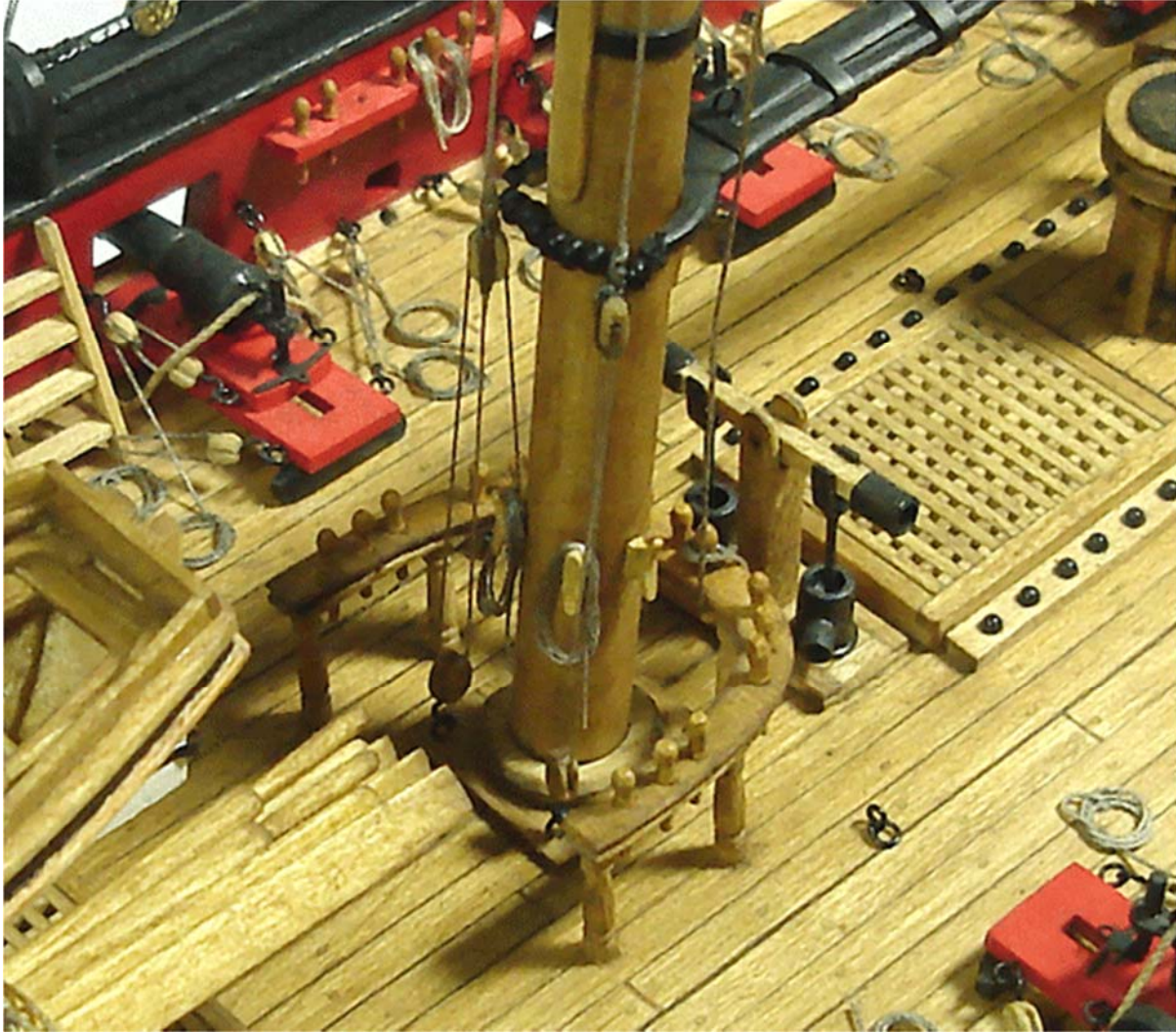
Then I ran a 0.012 tan line through the center block for the jeers. Remember this is a simplified version. Same goes for the truss. At 3/16" scale you could go historically perfect but once you get in there I think you will understand why I did not. I made sure I had enough line to carry both ends down to the deck to set up the tackles. You can see a photo of those. The line runs through the center block on the yard and then through the jeer blocks hanging from the top on both sides. It is all one length of line. See the diagram below also. Both loose ends were taken down to the deck where I set up some simple tackles just forward of the main mast. The bottom blocks have hooks and are positioned into the ring bolts on deck. I set up the running tackles first then hooked the block in the eyebolt. Then I only had to tighten up the tackle. A drop of glue locked it in position while I belayed the loose end to the cleat on the mast behind it.

That is it for now. I will continue rigging this yard all week a little at a time when i get home from the office. There is a lot of work involved with rigging these lower yards. Proceed slowly and carefully.



Lower Yard slings and Jeer ties





#1358: Author: knightyo, Location: Meridian, Idaho **Posted: Wed Mar 11, 2009 2:10 am**

That's just awesome documentation, Chuck. It's really looking sensational. There's just no way a normal kit would have anything close to this level of detail. I'm personally embarrassed I have gone at such a slow pace, however. I know you wanted a lot of feedback as you were doing each section, and I've sure not helped in that regard.

Alan

#1359: Author: Chuck, Location: Rutherford **Posted: Wed Mar 11, 2009 2:16 am**

Alan do not worry about it. I have slowed down myself. The rigging is very complex. You need to slow up when you get to it.

I just hope it is not too much detail for a kit. I hope folks do not have a lot of trouble with it. I am simplifying some aspects of it all. Usually a kit will go real simple and then a builder will have to seek

better documentation. I hope this approach works. Time will tell.

I am happy with the whole kit so far. It is good to see that Amati is also taking some steps to kick up the details in their new releases. It should be interesting to compare this brig with the Mercury when it is finished.

#1360: Author: Chuck, Location: Rutherford 📍 Posted: Wed Mar 11, 2009 10:13 pm

So many dormant neglected Syrens. I thought I would check in on some of them. I weep at the thought of the graveyard of Syren skeletons. Never will they be completed?

I have posted on a few logs to see if there was any chance they might not be firewood yet. For those I did not contact directly, please check in with the rest of the group and say hello. I am sure we might just be able to motivate all of you again.

At any rate...I am just saying hello.

#1361: reply Author: freewheelinguy, Location: Aston, PA 📍 Posted: Fri Mar 13, 2009 4:07 pm

First, your build looks absolutely great.

Second, I hate to be a downer but I can understand your concern on members builds. Unless most aren't posting build logs I would be greatly surprised, if you only see maybe a half dozen to completion. Model building is quite a commitment to complete one of these. I can understand why most never get there (exception of medical issues). Not only your project, but model ship kits in general. It's like the expression "your eyes are too big for your stomach".

Luckily, for the few of us, it has been a very rewarding experience and enough for you to keep doing what you are doing for us here. Hopefully, I will be one of them that finishes. It won't be the best by a long shot, but a very enjoyable past time for me.

#1362: Author: Chuck, Location: Rutherford 📍 Posted: Fri Mar 13, 2009 5:42 pm

Thanks Len,

Yours is looking pretty fine also.

I just figured I would try and keep in touch with folks whatever the reason though. Most everyone has been very nice and approachable. It is a great hobby and I understand the commitment they need to make. I have also started and not finished a model or two in my time. I am reaching out not to lay a guilt trip on everyone but instead to help me decide on the next venture while this one is winding down.

It will help me decide if the commitment from me would make it worthwhile to start another build like

this for Confederacy. It is a labor of love, and I enjoy it very much. But my wife and kids do not always share that enthusiasm for the amount of time I would have to dedicate to it in order to do it properly...if a lot of the participants lose interest or drop out then it might not be worthwhile to pursue a second build. Even though it is rewarding to note that I may have helped six or seven people to complete a unique model while having an enjoyable experience of their own.

My deliberation and my thoughts so far (discussion with Mrs)...

-325 people signed up for the free plans and practicum.

-61 people started a build log and/or a model that I am aware of.

-As you stated only half a dozen may actually get finished. 10% I hope actually about a dozen.

-About 2700 - 3000 hours invested.

The \$\$

And then there is the usual list of pro's and con's. But this is typically the discussion I have had with the Mrs when she heard I was thinking about another group project. She knows how upset I can get when a member who signed up contacts me with not so nice opinions about this or that. I tend to go with the glass half full mentality and counter her with all of the wonderful thoughts shared by those who appreciate it for what it is worth. You would be surprised at the number of folks out of the original 325 who were actually NOT nice. It was a small % but still very surprising (upsetting) to me. The next project is up in the air at the moment. We shall see what happens.

Not to be a downer though .

#1363: Author: pfaustino, Location: Amadora & Areia Branca □ Posted: Fri Mar 13, 2009 6:02 pm

I am just going to jump in here and give you my opinion for all that it is worth.

I for one am extremely grateful to you for having undertaken such a venture. It takes a "real man" to take up so much time and energy to pursue such a quest when, as you say, the expectations for people finishing are so low.

I know that I am probably included in the lot that you think will never finish (or even start for that matter), and even though I can't predict the future, I do intend on building this model. However, like you have already said to me, I do have a lot on my hands at the moment. If, for some unknown reason, I never get to build the Syren, at least I have gained a wealth of knowledge simply by watching your work (and everybody else's that has been building the Syren), and to me that is worth quite a lot.

I do hope that you do start a new community build so that we may all benefit, but if you decide not to, you will never lose my respect and admiration for what you have already done.

Thank you very much for what you have given so far.

Paulo

#1364: Author: Chuck, Location: Rutherford ☐ Posted: Fri Mar 13, 2009 6:39 pm

Thank you so much Paulo.

I hope most folks see it that way also. I have to see what the future brings. Things are tight these days... time wise and \$\$ wise. The added stress of it all seems take the "fun" side out of the hobby sometimes. You can imagine. The ME kit requirements versus the sometimes nasty emails from a minority few. Some days are worse than others but the last few weeks have been rather stressful. But I am steadfast in wanted to do my absolute best work to meet the commitment I made to everyone here. That is important to me. I just got over that cold or flu and now the wife and kids are getting it. I never realized how much stuff she had to do for everyone. It is kind of hard to steal some time away for the model while filling her shoes. But I must complete the model for ME real soon and that causes quite the conflict. I hope in a few months things will change and the next project will proceed as planned.

Thanks for the kind thoughts. They are always appreciated.

#1365: Author: sawdust, Location: Nanaimo ☐ Posted: Fri Mar 13, 2009 7:37 pm

Hello Chuck and many thanks for the effort and considerable time you expend on our behalf. Family always have to come first and youngsters are all too soon grown up and leave the nest. At the risk of being stoned for heresy, model ships can be put on hold, family life cannot. It is one thing to have others enjoy the privilege of peeking over your shoulder as you work but it is another for us to expect you to personally make a commitment to answer every question we raise if we participate in a community project. The trouble is Chuck you are both an excellent builder and teacher with a considerable following on MSW. We rely too much on your advice and easy accessibility. You have to say NO and perhaps in addition to participating on MSW have a subscriber pay site. Hubert Sicard (Bosco) does this with his "Ship Modeling for Dummies". Many of us happily pay \$40 to access his site. Let's face it the more prototyping you do for ME, the more practicums it will generate and the greater your following. Your work load is going to increase. I am sorry that the family is sick but hope it serves as a wake up call for you and the commitment of time you can afford to make for free to others.

Kip

#1366: Author: bobbollin, Location: Sandy, Oregon ☐ Posted: Fri Mar 13, 2009 8:09 pm

I'm one of the snail's pace group, but making progress.

I can't say enough good things about you, your workmanship and your practicums to everyone who will listen. Before I came across the Syren project, I thought that, for me, a scratch build was years ahead, but you have proven me wrong. I have thoroughly enjoyed the experience and will finish this ship. Thank you once again for all your efforts and I sincerely hope that you are properly rewarded in your commercial efforts.

I had no idea that there are nay-sayers out there who are giving you a bad time. You have invested God-alone-knows how many hours in this project.

To all of those who might have less than complimentary things to say about it, I say, "Hey! It's free and it's excellent. When you can do better then criticize all you want. Until then, keep your comments to yourself."

There's a huge difference between constructive criticism and destructive criticism. Some folks never get that.

Keep up the fine work, thank you again and the very best to you and your family.

#1367: Author: Chuck, Location: Rutherford 📍 Posted: Fri Mar 13, 2009 8:32 pm

There will always be naysayers.....One bad apple will not ruin the party for everyone. I can handle them just fine. That is not the issue. It is just finding the time. I tend to commit myself to more projects and people than is humanly possible to fulfill. It is all catching up to me. I will wait and see how much interest there is in a Confederacy group project but I will not hesitate to start building her and post a build log of my progress as it starts. I will also start a practicum as I progress. I could not even think about charging for any of it. I will leave that stuff up to the Mrs. and Model Shipways if it ever comes to that. I just want to build models.

My wife is trying to teach me how to say "NO". I find it a very difficult word to say. I always finish what I start though.

... so enough about future projects and let's get cracking on this one. We have 56 build logs going. How can I/we motivate everyone to try and finish them up. Everyone is doing such a fine job. Please try to contact your fellow Syren builders and post words of encouragement in their build logs. Maybe we can help those who have lost enthusiasm for it to pick it up again.

Bob, have you managed to sneak in some workshop time? Tonight I am going start rigging the lower yard on the fore mast. I will post some pictures of the main yard too. I finished up the bunt lines and leech lines. I shaped about 50 blocks that will be needed so I am ready to get busy. But I have to wait until everyone goes to bed first.

#1368: Author: rlowe79, Location: AL 📍 Posted: Sat Mar 14, 2009 1:27 am

Well, let me apologize personally on behalf of at least myself, as I fall into the ranks of those who never quite got going on this project. It is appalling though that there are some who have actually had bad things to say about this build. I'm with Bobbollin, there may be a handful of people that might actually be any better than the work we've seen from you, but I find it difficult to believe they're on here putting down the work of others. Which only leaves those who will look a gift horse in the mouth. I'm glad to hear your kit will be developed, and hope you will be receiving some sort of reward for your work.

Your work here inspires others, regardless of how many follow through. Keep up the good work!

r.l.

#1369: Author: Chuck, Location: Rutherford 📍 Posted: Sat Mar 14, 2009 2:32 am

That is Ok....the Fair American is a nice kit also. That is the one you are going to build next right? I have seen the model in the Rogers collection many times. It is a nice subject and the ME kit is very good.

Enjoy the kit and thanks for the nice words.

#1370: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Sat Mar 14, 2009 5:24 am

#1371: unfinished builds Author: kentylar, Location: berkeley 📍 Posted: Sat Mar 14, 2009 3:56 pm

I think that it is good to remember the biblical parable of the sower... we all have many projects... some succeed... some fail... some "sprout up quickly" and then dry out and die..... that is normal, and actually a sign of health..... I saw a famous movie producer say once... "in the end, it is just one long movie you're making"... I sort of feel that way about my models... some get finished, some don't, they're all part of "one long model"

#1372: Author: subnuke, 📍 Posted: Sat Mar 14, 2009 4:42 pm

I fall into the category of those who did not get started (yet). At the time, I had a project, still ongoing, that just was so large it was taking more time than I thought it would. There were also rude interjections of legal and health problems we all have to deal with in life. I had started purchasing materials for the project, including driving over 70 miles to a hobby store that actually had the plywood needed for the structure. It was at this time I no longer had access to the download section for the Syren.

I was disappointed at first, but it is your project and you run it as you see fit. I am still extremely thankful that you are doing this project and I still keep up with your progress. The excellent pictures and drawings you post in the build log are filling in data that I will not be getting from the download section and I think I will still have enough information that I can start the build one day. I can't wait to see the day this will

be a kit from Model Shipways, knowing I got to see how the ship was developed.

I now look forward to a possible Confederacy project. I may or may not get the full benefit of your presentation, but I will definitely get to see whatever you post for the public and I will be enriched because of it. Keep charging along, Chuck. Pick your own reasons for building and presenting and find your joy in them. The barbs and missiles will come your way but that is because you are in the arena, they are not.

Ken Pugh

#1373: Author: shortgrass, Location: Victoria, Vc. Island, B.C. 📅 Posted: Sat Mar 14, 2009 6:10 pm

I have just been catching up on your thread here, and wish to comment on a few things. First of all, I did sign up to do the Syren, and although I have not yet started do intend to build this model. Please do not feel that I am disinterested. Sawdust and I live fairly close to each other and more often than not, end up doing our builds together.

Forgive me if I am being a little forward - but I strongly agree with some of the previous posters - one's family and friends come first! As Sawdust put it - ship modeling can wait. One has to look after one's health, mental and physical. (I think the nurse part of me is coming out here - Sorry !)

The amount of time and effort you have put into the Syren, Sultana, Phantom has really been remarkable. On behalf of all MSW members, I thank you.

It seems to me, that when someone starts a model mistakes are made and that is part of the learning process. You can't and shouldn't have someone always at your beck and call. (sorry if I am being too blunt).

My concern is that you will burn yourself out - you have too much to offer to the rest of us. Please take care of yourself and your family.

I know I have rambled quite a bit here, but I hope you can get the drift of what I was trying to convey. Sincerely,

Dave

#1374: Author: RustyJ, Location: Chittenango, NY 📅 Posted: Sat Mar 14, 2009 7:07 pm

I cannot expand upon all of the previously listed praise for your work and dedication to this project and I have spoken privately with you and I have expressed my unending gratitude for all you have done for me.

You had previously mentioned that there hopefully comes a point that a model becomes a "break through" model. At this point time in the Syren has been my break through model.

I have numerous models on the shelf or on order that could last me the next ten years without obtaining a new one but there would always be a space for any project you come up with.

I know with the tremendous amount time you put into each project it puts pressures on you and your family not to mention the feeling that you must keep pushing to keep us feed with new chapters.

It was mentioned earlier that you should slow down the pace of issuing new chapters to us. If you are going to build her anyway why not go one step further and say complete the entire build to the point of the masting and rigging. Have the chapters completed and issue them slowly while you do the masting and rigging. That way you are not under any pressure to complete a section. They would be completed and ready and you could release them as the group progresses.

Whatever you choose please do what is best for you and your family and again thank you for all you have given to us!

#1375: Author: Chuck, Location: Rutherford 📍 Posted: Sat Mar 14, 2009 10:18 pm

Thanks you guys very much. Dave you are correct...

I am burnt out. Not from the model work but from everything else. From being sick and then my wife and kids needing attention. Did I mention how I had no idea how much my wife does during the week. When she gets better I need to lay down the law. She's not allowed to get sick any more. The stuff she does is just insane. I had no idea. I guess I had it coming.

They are all resting now today so I am jumping into the workshop while I wait for the laundry to get done. I cannot believe how much laundry there is with three kids. It is astonishing. I will certainly sleep well tonight.

Rusty ...I have been thinking about doing just as you mentioned. Build the model and wait until the hull is completely finished before I release anything. This way I can just enjoy it without any stress.

That sounds like a plan.

#1376: brig syren-chuck passaros prototype build Author: kenr, Location: melbourne 📍 Posted: Sat Mar 14, 2009 10:35 pm

#1377: Author: jfsmith1222, Location: Eugene, OR 📍 Posted: Sat Mar 14, 2009 10:41 pm

Wow, Chuck,

I am just now catching up on this thread and am amazed to hear that you have had negative feedback from anyone about anything. I'm thrilled at all that you have given to this hobby and to many of us individually.

As you know, I've been working through a lot of issues over the past couple of years so I've never been able to make a start on Syren. But I plan to....we'll see where in the scheme of things it feels right to me.

But not only has Syren been an inspiration and a labor of great love for this hobby, the Sultana and Phantom practicums have been "breakthrough" efforts for the shipmodeling hobby. I wish I knew how many people out there who don't belong to MSW have purchased one of those two kits and downloaded your practicums from ME. I'm sure a lot of them are deriving enormous satisfaction from building their first ship model. Unfortunately, you will never know about them because they don't do this online thing that we all do. But that doesn't change the fact that they are there and that you have touched their lives in such a positive way as you have so many of ours.

Whatever you decide to do for your next project, whether it be Confederacy, another project, a new model for Model Shipways, etc., I hope that you can derive at least some measure of the satisfaction that we have received from being associated with you. And I hope you think about that when you make your decision.

And last, but certainly not least, sorry you were under the weather and that the wife and kids have had the same problem. It's been a some years now but I remember what a trial it was to have to step in with only two kids and be both Mom and Dad for a while. It's amazing what these wonderful women in our lives do for us and for our children. I hope that everyone gets well soon and that your life gets back to normal.

John

#1378: Author: shortgrass, Location: Victoria, Vc. Island, B.C. 📅 Posted: Sat Mar 14, 2009 10:59 pm

#1379: Author: rlowe79, Location: AL 📅 Posted: Sun Mar 15, 2009 12:57 am

I have to agree with John Smith as well. Your practicums are the only free ones out there I know of, and they're well-written and complete, you really do go the extra mile. And I just noticed the other day there's one for the Mayflower now...I can't remember if that was yours or not too, but it's great that there have been some people out there willing to go to such lengths to help others. Thank you again!

r.l.

#1380: Author: Chuck, Location: Rutherford 📅 **Posted: Sun Mar 15, 2009 4:00 am**

Yup, that is mine too. I was a busy beaver over the last few years.

#1381: Author: rlowe79, Location: AL 📅 **Posted: Sun Mar 15, 2009 1:53 pm**

You certainly do have plenty to be proud of. I don't know what your day job is, but you just might be able to quit!

I'm actually starting work on the Glad Tidings as my next kit in line, and figured I'd try my hand at creating a practicum...who knows how that'll go, but it's worth a shot.

r.l.

#1382: Author: Chuck, Location: Rutherford 📅 **Posted: Sun Mar 15, 2009 7:00 pm**

Good luck with Glad Tidings. I find documenting your progress very rewarding. It helps organize your thoughts and the process will help you on future builds.

I finished up rigging the lower yards. At least as far as I want to go at this point. The Leech lines are done. They are run through the outer most blocks under the top and belayed as shown on the plans. On the fore mast they are taken through the outer sheave of the double blocks under the top. Remember that there is an extra sheave under the fore top for the spritsail yard braces. So a double block is used there instead of the single block used under the main top.

The buntlines you can see in the detail picture. I simply stropped two 3/32" single blocks together for the falls. They allowed the sailors to work both bunt lines on the sail with one line to lower and raise them. Remember to position these blocks low enough where they would actually work. I see them modeled often high up and too close to the yards. There would not be enough slack to fully lower the sail in those cases. The bunt lines are one line from a block on the yard which is taken through the double blocks under the top. Then they are brought down to this double stropped block assembly. From here you bring that same line back up through the other sheave of the double blocks under the top and to the other bunt line block on the yard. Stopper knots are tied on the ends of the line on the yard blocks.

The lifts for the lower yards were done using 0.012 tan rigging line. Most kits have them with the falls set up at the base of the masts (or to cleats on the masts). This is incorrect. They were usually taken to the channels where they were set up with a tackle. The tackle is hooked to an eyebolt on the channel. This is all clearly shown on the plans.

I will not rig the braces/clue lines and tack yet. I will wait until all of the rigging is completed for the other yards above it. These lines would only get in the way and make it really difficult to belay the

rigging for those other yards to the bulwarks and rails. You can see the brace pendants just hanging free in the meantime. If you look close at those pictures you can see how the number of lines already belayed on deck are starting to increase. There are many more lines to belay for the other yards and it is starting to get tricky to navigate through these lines.

I mention this not to scare you but instead to mention again how important it is to get a good set of rigging tools. Those long tweezers will do wonders for your sanity. The homemade sticks I have with various notches worked into the ends are just worth their weight in gold. Be careful where you snip a line to. It is very easy to overlook other lines and accidentally cut them. Proceed slowly and with a "plan of attack" well thought out in advance for every line.

I will rig all of the blocks to the topsail yards and start rigging those next.

It is hard to summarize it all in this one post. The practicum will of course have it explained in much more detail.







#1383: Author: shortgrass, Location: Victoria, Vc. Island, B.C. □ Posted: Sun Mar 15, 2009 7:18 pm

Awesome work !! Watching and reading your notes has taken some of the trepidation away from the task of rigging any ship.

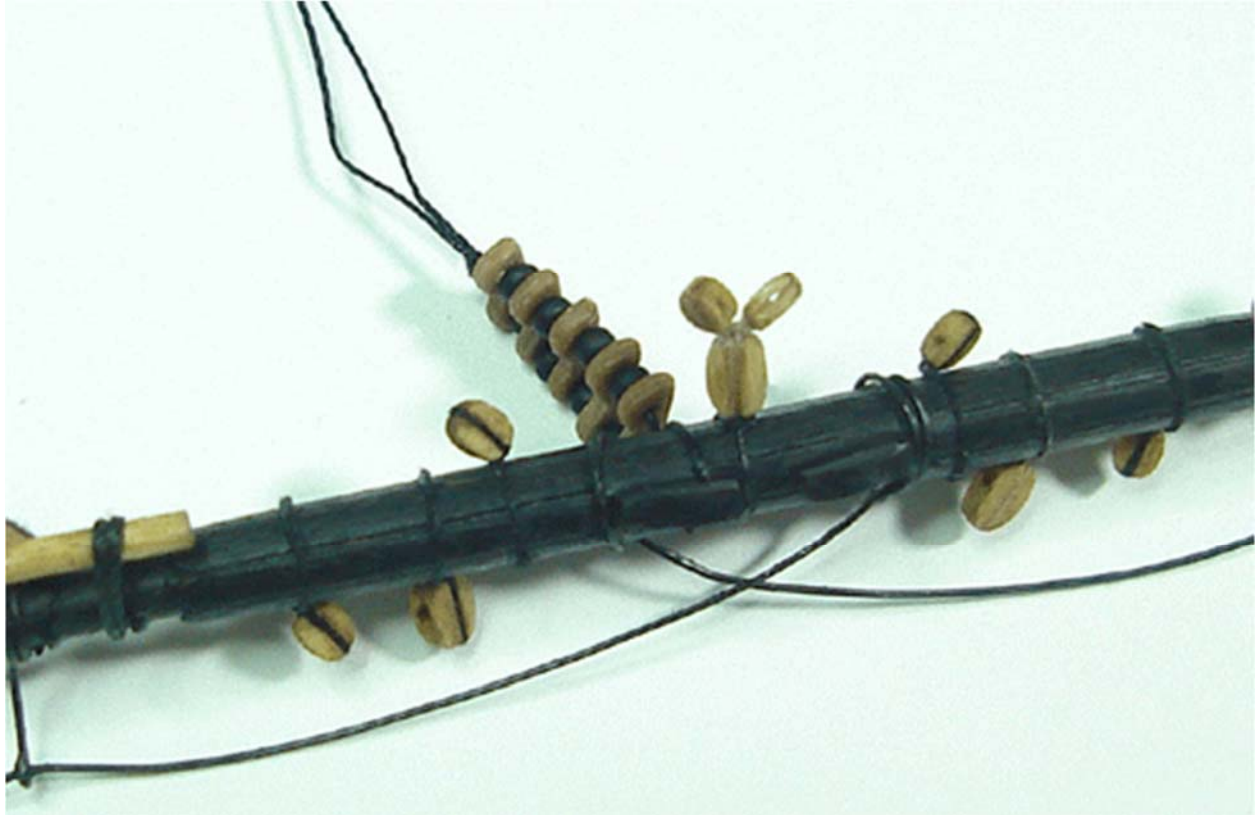
Dave

#1384: Author: Chuck, Location: Rutherford □ Posted: Mon Mar 16, 2009 1:23 am

Thanks Dave.

The topsail yard is now ready to be rigged on the main mast. In this photo you can see the parrel set up. The parrel and trucks were supplied by Model Expo and will be the same ones supplied with the kit. It has 5 ribs with little black beads in between them. I used black 0.018 rigging line while stringing them. The line is seized around the yard inside the sling cleats. Keep it doubled after you seize it with two long lengths so you can string your ribs and beads onto them. Then seize the opposite end together. After the yard is placed on the model you can bring the other end around the mast and rig the other side. I have the day off tomorrow so I may get this yard rigged as well. I have to shape a bunch of blocks first though. You will notice in the picture that I forgot to use black line to stop some of my blocks. I can live with that.

The two small blocks on top of the 1/8" single block in the center of the yard are for the bunt lines. They are 3/32" single blocks that were sanded down smaller to 1/16". The larger block is for the topsail yard tye.



#1385: Syren Author: Alan Peters, Location: Riverview, New Brunswick ▣ Posted: Mon Mar 16, 2009 1:29 am

THANK YOU CHUCK

Alan Peters

#1386: Author: Chuck, Location: Rutherford ▣ Posted: Mon Mar 16, 2009 10:35 pm

Anytime Alan....

I had the day off today and after highly medicating the family managed to complete the rigging of the main topsail yard. I realize it is probably hard to see the details of this rigging, but I will document the rigging procedure of every line in detail when I write the next chapter.

Not much to note as it just requires a thorough examination of the rigging plans. It is really starting to fill up with rigging lines now. It is starting to look like a "ship model"









#1387: Author: chrism, Location: South Coast - Portsmouth area □ Posted: Sun Mar 22, 2009 10:43 pm

Very impressed. Sorry - but this is only the first time i have ventured into this area of the forum and found your work.

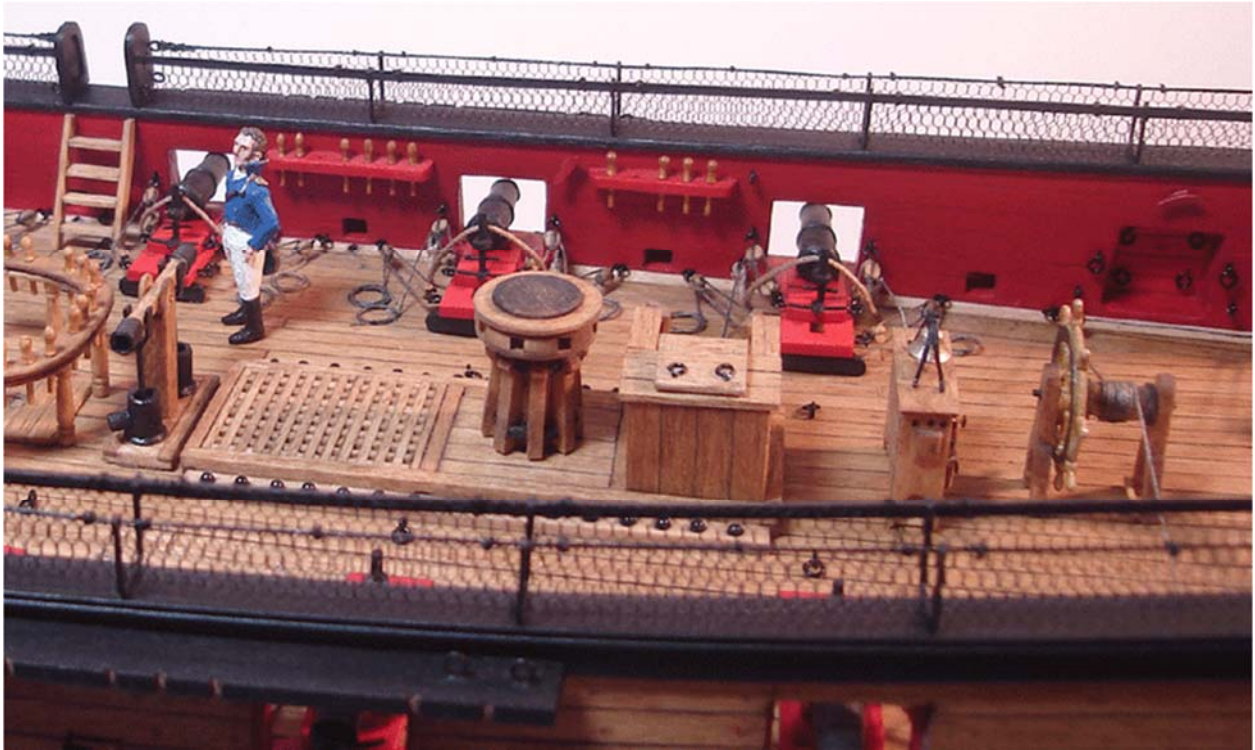
One simple question I have - is what scale is the model - and with regard to the nice little man you have on the deck - can I ask where he came from.

#1388: Author: Chuck, Location: Rutherford □ Posted: Sun Mar 22, 2009 11:47 pm

The model is 1-64 scale. The crew figure is 1 1/16" tall. I sculpted and carved him myself. I used Sculpey

to do it. He was the second attempt I was happy with. The first one looked a little elf-like. It took the better part of a day (off and on) to sculpt and carve him. About 4 hours.







#1389: Author: knightyo, Location: Meridian, Idaho □ Posted: Mon Mar 23, 2009 12:56 am

That's a pretty funny angle on that last pic, Chuck. It looks like the little guy is posing and smiling up into the camera.

It's always great to see those deck shots; they are a GREAT motivator. In fact, you'd be proud of me. I've just finished a pretty solid 4 hr block of time working on her today.

Alan

#1390: Author: Jim Lad, Location: Sydney □ Posted: Mon Mar 23, 2009 1:22 am

Don't worry if he's posing and smiling up at the camera Alan - start worrying when you see him waving!

John

#1391: Author: extrastring, Location: Shoreview, Minnesota □ Posted: Mon Mar 23, 2009 1:24 am

Very inspiring build. Excellent craftsmanship. Love the little figure too. He certainly gives perspective of the size of the ship.

#1392: Author: cloyd, Location: Dublin, though originally from Perth, W.Australia □ Posted: Mon Mar 23, 2009 8:31 pm

Amati do a range in white metal. They have one listed as suitable for 1/64 to 1/72. He is 1" not including hat.

http://www.onlinehobbysite.com/shop/index.php?_a=viewProd&productId=589

Colin

#1393: Author: chrism, Location: South Coast - Portsmouth area ▯ Posted: Mon Mar 23, 2009 8:45 pm

Thanks Colin for the link. At 1 inch that makes him 8 ft at my scale! Suppose he could have a slight operation on his legs if necessary.

The plastic folk I currently have threatening mutiny in a box in the wardrobe will be between 18 and 22 mm once I cut the bases off them.

#1394: Author: clloyd, Location: Dublin, though originally from Perth, W.Australia ▯ Posted: Mon Mar 23, 2009 9:15 pm

Sorry - I assumed you were buying 1/72 figures as that was your scale. Just looked at your log and see it is 1/96. Your best bet is to scour the 15 mm ranges (Wargamers often measure to the eyes rather than the top of the head - stops confusion over how big a figure is supposed to be when hats are included).

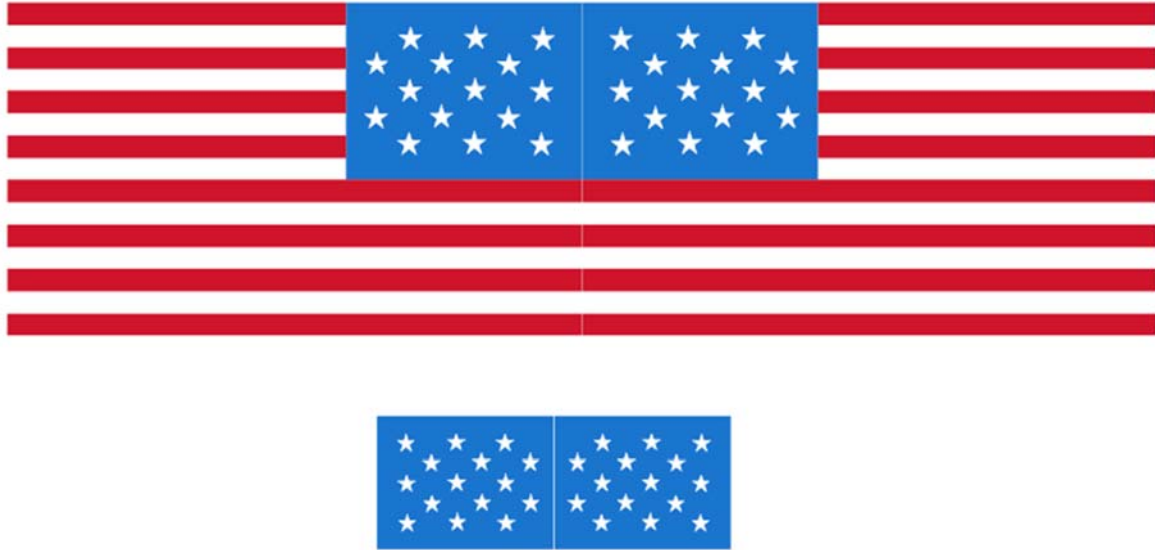
Colin

#1395: Author: Chuck, Location: Rutherford ▯ Posted: Fri Mar 27, 2009 4:56 pm

Flag/ensigns for Syren. This will be provided as a PDF in the practicum chapter for printing. I made them the size I am going to use them. You folks can resize them if you want to. I am using the 15 star/15 stripe flag for this model.

The smaller flag will be set on the staff on the bowsprit cap. It also has 15 stars. I researched as best I could and this is what I came up with so far. If anyone has additional possibilities please present your info here. I would have also created a pennant for the main mast but I know for a fact that it would not be manufactured for the kit. So I will not be including it on this prototype. The colors may appear too vibrant on screen but I will adjust them once I see how they print out. I will be printing them on "rolling paper" as I did for the flags on the Mayflower.

Flags for the US Brig Syren 1803



#1396: Author: chrism, Location: South Coast - Portsmouth area  **Posted: Fri Mar 27, 2009 6:23 pm**

Chuck - what is "rolling paper" ? My best guess is it is what we in UK call Rizla paper, used for rolling up one's own cigarettes.

I have seen a technique for creating flags where you print onto paper tissues - print the flag out onto A4 paper - find out where it prints on the paper then take another sheet of paper and overlapping the printed area well - stick with microporous medical tape a paper tissue onto the piece of paper - then print the flag again and this time the ink goes into the paper tissue and prints flag on the thin paper of that - once ink is dry you then just cut out and have a flag with a fair amount of natural limpness

I will try and find the link to where I found it - if anyone is interested.

#1397: Author: Chuck, Location: Rutherford  **Posted: Fri Mar 27, 2009 7:20 pm**

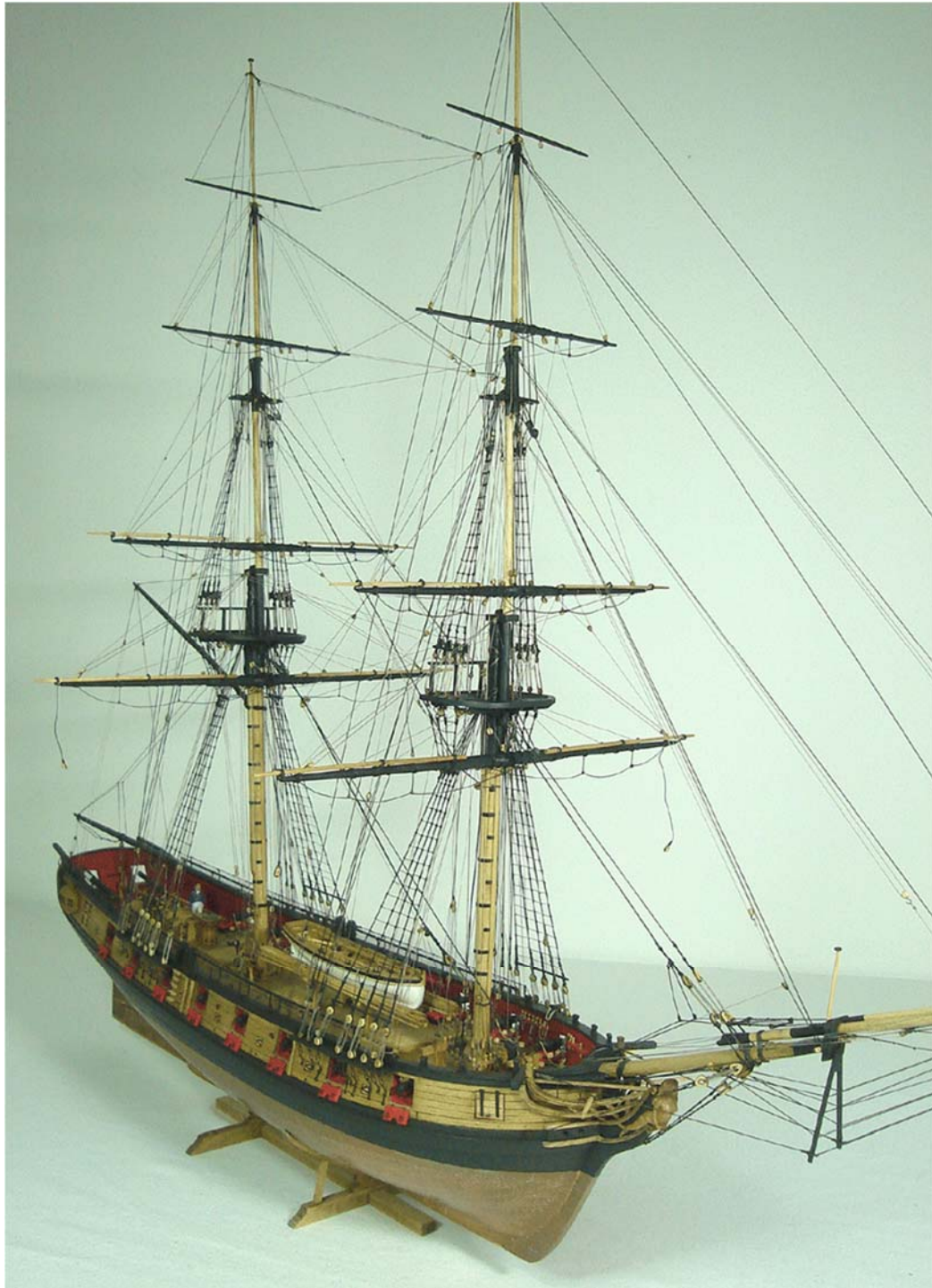
That is the stuff. It is the same technique that I use. I prefer the rolling paper over tissue paper. It holds the ink better. There is less bleeding if you can set your inkjet printer to the lowest saturation setting.

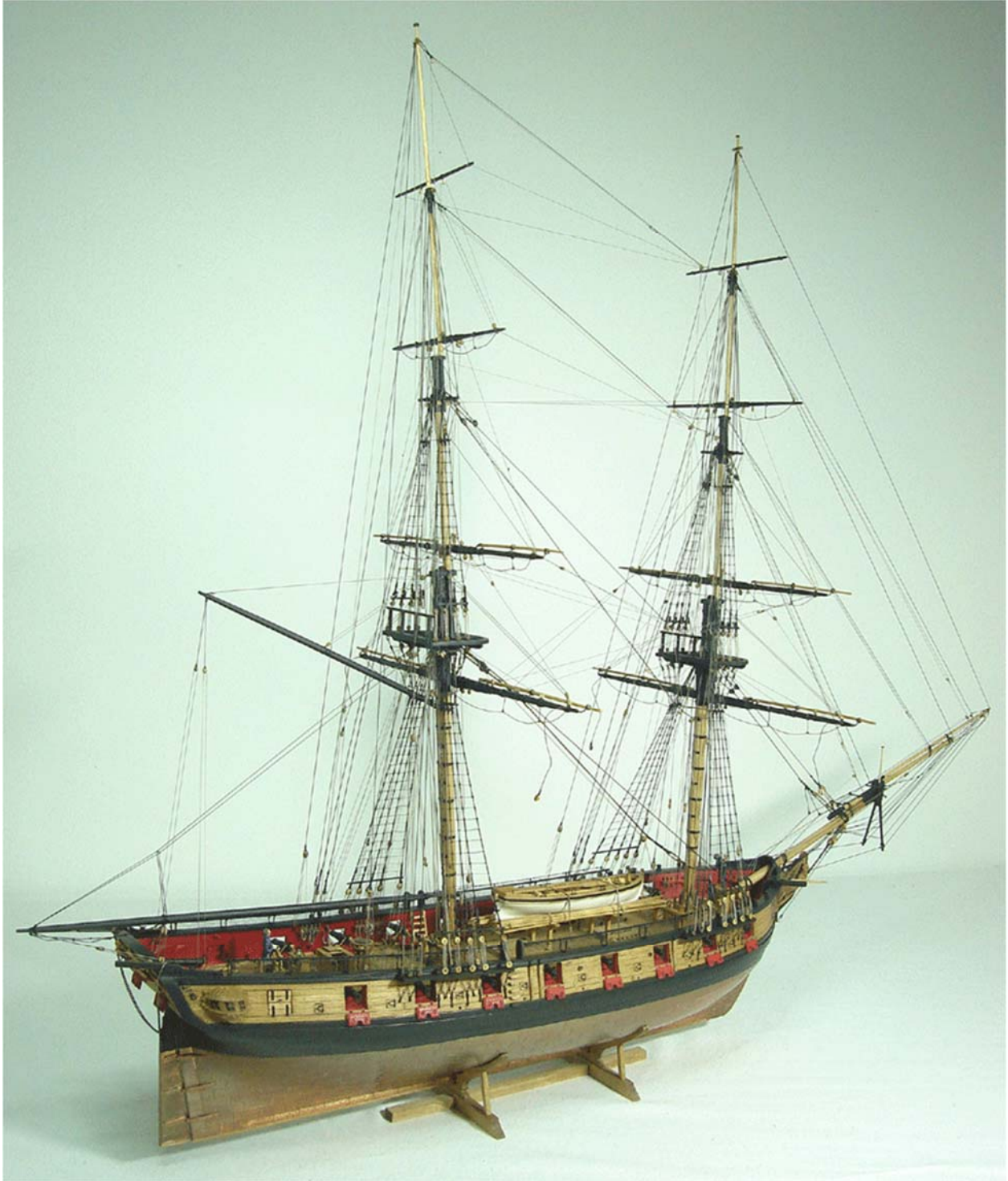
#1398: Author: Chuck, Location: Rutherford  **Posted: Sun Mar 29, 2009 12:29 am**

I thought I was going to get a little more done today than I actually got accomplished. But its getting there. Except for the spritsail yard, all of the others are rigged. I have not finished them yet though. The fore royal yard has a few lines left and then there are the course sheets, cluelines and braces. Tomorrow

is another day. There is really not much to detail in this post. It is just a matter of following the rigging plans....and being careful as you proceed. The practicum will spell everything out.

I am hoping to get all of the yards completely rigged by this Friday and then do the anchors and flags the following week.





#1399: Author: Jim Lad, Location: Sydney □ Posted: Sun Mar 29, 2009 12:45 am

She's looking superb!

I take it that's it's a trick of the camera angle that the main topgallant mast looks like it's raked too far

aft in your third picture?

John

#1400: reply Author: freewheelinguy, Location: Aston, PA 📍 Posted: Sun Mar 29, 2009 1:56 am

Looks great. You are getting closer. Doesn't it seem at this point of the build that you will never get to the end of rigging? There's a lot of rigging ahead of me. Did you say 400? That's almost depressing. I see a lot of cussing in my future, but it's all good.

Very impressive build. Hopefully, you'll be almost completed by the Show date. Are we building another ship's boat rigged to the aft davits?

#1401: Author: Chuck, Location: Rutherford 📍 Posted: Sun Mar 29, 2009 2:53 am

Thanks guys.

No, I am not going to build another boat. I do not want to cover up the stern. Although I had thought about it a lot. That would look really good too.

John,

That mast is bending aft a little. Not as much as the photo shows though. So I guess it is a little of both. You see that pole is very slender and very flexible. The slightest bit of tension pulls it back or forward. So after I finish the rigging on the fore royal yard (especially the braces), I will go back and equalize everything as best I can. I just finished doing the same for all of the yards and masts below it. It should not be big deal. The rigging is tricky. There is always a decent amount of adjusting on the tension after the work is completed. At least with me.

#1402: Author: Jim Lad, Location: Sydney 📍 Posted: Sun Mar 29, 2009 4:48 am

I know how you feel Chuck. Just when you think everything is right, you notice another spar that's been pulled slightly out of line - sort of a never ending circle.

John

#1403: Author: KLarsen, Location: Granada 📍 Posted: Sun Mar 29, 2009 5:12 pm

Impressive build, Chuck, I've only just now returned to building on my Syren and am still planking the hull - I have a LOT ahead of me, I see!

#1404: Author: Chuck, Location: Rutherford 📍 Posted: Mon Mar 30, 2009 1:25 am

Almost got all of the course sheets and tacks done today. I still have a little to do. The lower yard braces are done. The clue lines, sheets and tacks were rigged after I made a block assembly. The assembly has three blocks.... two $3/32$ " single blocks and one $1/8$ " single block. You can see the pictures below. One of the $3/32$ " blocks has a toggle stropped to it. The other two blocks have eyes stropped to them and are slipped onto the toggled as shown just before the final block is added to it. The toggled block is for the clue. Although I have seen it used for the sheets.

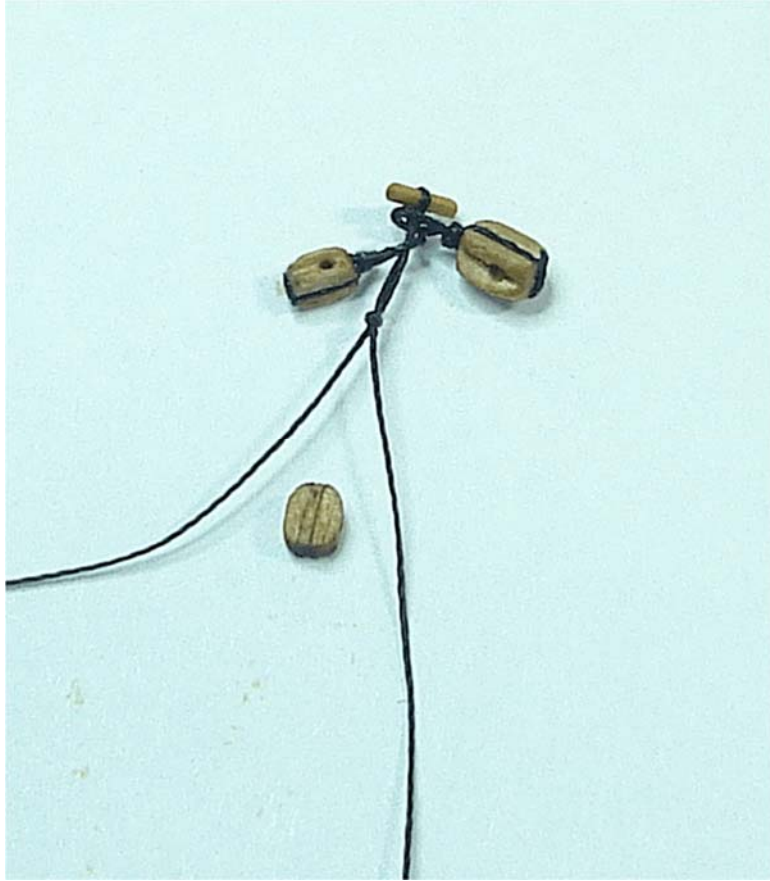
One picture shows the assembly just before I stropped the final block. The final block is the one that has the toggle attached to it. You seize the line around the toggle and leave the two loose ends hanging free. Then tie a knot about $1/4$ " away from the toggle. The eyes for the other two blocks are large enough to slip past the knot. Once slid into place then I add the final block. Tie the loose ends around that block and touch the knot with some glue. I hope that makes sense.

I added a picture of the braces and sheets for the main course as they enter the sheaves in the hull at the stern. One shows the clue lines sheets and tacks for the main course also. That is it for today.









#1405: Author: Chuck, Location: Rutherford □ Posted: Tue Mar 31, 2009 1:52 am

I think there are only two of you that are close to rigging your ships. I discovered that I forgot to complete some rigging that I intended to do much earlier. Where's my head? Anyway, I just reposted chapter nineteen. The change is on the last page. As you can see in the photo below, the course sheets, tacks and braces go through the hull sheaves. I am not running complete lines through the hull because that would be difficult on this POB design. If you recall when we made the sheaves through the hull I talked about simulating the effect of a continuous line.

When I rigged the sheets, tacks and braces for the main course I realized that the inboard portions of the rigging will be a real pain to do now. There is just too much rigging in the way. I added the information to the last chapter directing folks to do it earlier. It is as simple as taking a short length of line and gluing it into the sheave holes. After it dries, the line can be taken to the cleats on the bulwarks and belayed. Finish them off with a rope coil.

This can actually be done at any time after the bulwarks are completed. There is no need to wait until you begin rigging. It will look a little odd until the outboard portions of these lines are completed. But you will be so glad that you completed them ahead of time. Here is a picture of the main braces and sheets at the stern. I just pushed the line into the sheave holes with an awl after putting a drop of glue on its end. Then I belayed it to the cleats afterwards.

The other picture shows the fore course sheets. The main course tacks are not shown but are handled in the same way. Sorry for overlooking this. It just slipped my mind until I realized I had not done them yet. It was quite a challenge to rig them with every other line completed and obstructing access - but I muddled through it. The outboard portions of these lines are so much easier to do. But that is not done until after all of the other rigging is completed. I sure did paint myself into a corner.

On the bright side...I just finished all of the rigging except for the spritsail yard. I will start on that next.





#1406: Author: druxey, Location: Ontario 📍 Posted: Tue Mar 31, 2009 2:12 am

That is one sweet rigging job you've done there, Chuck. Only folk who've ever rigged a model can really appreciate what you've achieved!

#1407: Author: Chuck, Location: Rutherford 📍 Posted: Tue Mar 31, 2009 2:26 am

Thank you very much. I must say that this scale (3/16") is quite an enjoyable challenge. As I get older though, the rigging at this size just gets more difficult. My eyes are straining after working the last few days. I do not know how those guys who build miniatures do it. Maybe I should start working at 1/4" scale?

#1408: Author: jimmdras, Location: Leesburg, FL 📍 Posted: Tue Mar 31, 2009 4:41 am

Sorry, Chuck, but 1/4" scale is reserved for the over sixty crowd; those that are visually challenged. In a couple of years, I will wish I had built in 1/8" scale.

jim

#1409: Author: roger, 📍 Posted: Tue Mar 31, 2009 8:53 am

#1410: Author: jimmadras, Location: Leesburg, FL 📍 Posted: Thu Apr 02, 2009 1:44 am

I am sorry for that remark, Roger. I should have remembered about your eye problem, and if I had, I would have been more sensitive. Please accept my apology.

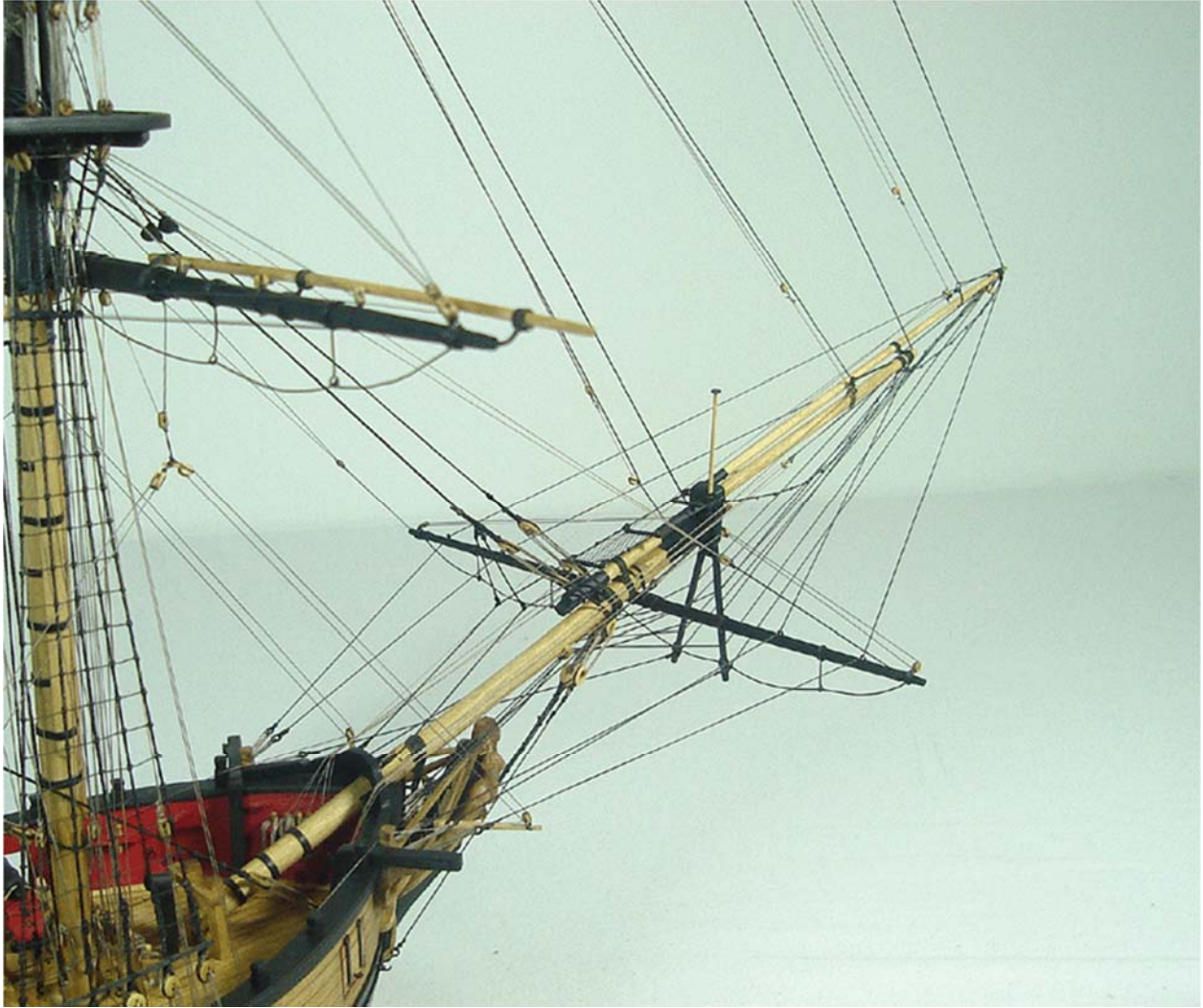
jim

#1411: Author: roger, 📍 Posted: Thu Apr 02, 2009 12:57 pm

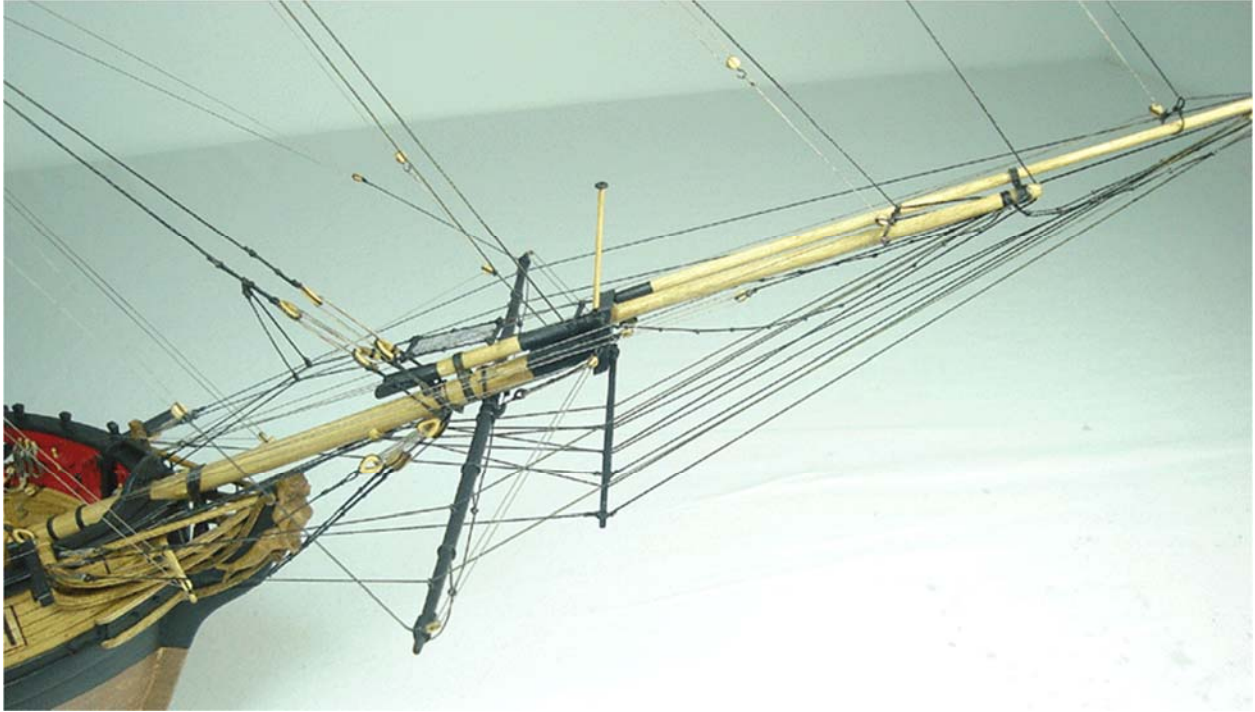
#1412: Author: Chuck, Location: Rutherford 📍 Posted: Tue Apr 14, 2009 12:23 pm

Flags are done and anchors are almost finished. The final chapters are being written as I write this. It is getting close. I just have to make the anchor bouys.













#1413: Author: amateur, □ Posted: Tue Apr 14, 2009 1:43 pm

I hope I will ever be able to do one model of this quality...

Jan

#1414: Author: jimmdras, Location: Leesburg, FL □ Posted: Tue Apr 14, 2009 5:40 pm

Great job on the anchors. Were they cast, made from wood, or what other technique did you use? However you did it, they look great.

jim

#1415: Author: AnobiumPunctatum, Location: Duisburg □ Posted: Tue Apr 14, 2009 5:57 pm

#1416: Author: RustyJ, Location: Chittenango, NY □ Posted: Tue Apr 14, 2009 6:35 pm

She really looks great and the way you did the flag goes really well. It must be a great feeling to sit back and look at her.

#1417: Author: Chuck, Location: Rutherford 📄 Posted: Tue Apr 14, 2009 7:30 pm

I cannot sit back yet, but real soon. The anchors are from Model Shipways. They are cast Britannia metal and will be supplied with the kit. The anchor stocks are scratch however. Those will be made by following the plans.

Thanks for the nice comments.

#1418: Author: Chuck, Location: Rutherford 📄 Posted: Tue Apr 14, 2009 8:00 pm

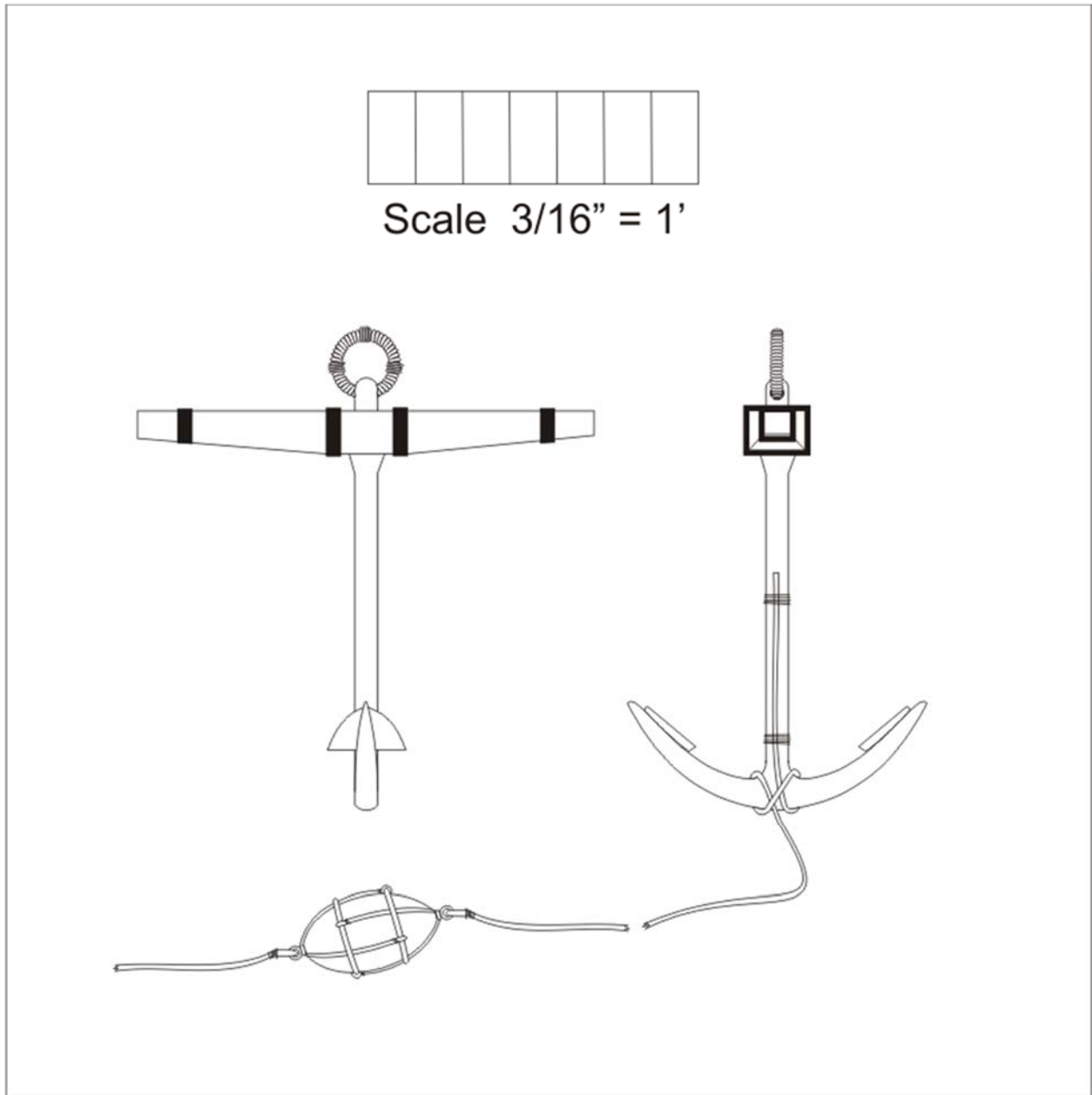
Oh ...I could not use the rolling paper for the flags. The flag was just too big. So I just used regular computer paper. The flag was doubled as shown on the flag illustration I posted. I just folded it over and glued it together. Then I shaped them with some wooden dowels until I was satisfied with the shapes. I think they look pretty good for just paper. I have seen a lot better but this will do for me.

#1419: Author: Viking, 📄 Posted: Tue Apr 14, 2009 8:17 pm

I've seen a lot worse as well.

#1420: Author: Chuck, Location: Rutherford 📄 Posted: Wed Apr 15, 2009 4:44 pm

Thanks guys. I have uploaded what will probably be the last two plan sheets in the download forum. They are the flags and anchors. They are both on separate sheets of 8 1/2 x 11 size PDFs. This way they can easily be printed for the model. Any questions let me know. I will start making the anchor buoys today.



#1421: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Wed Apr 15, 2009 9:12 pm

That is weird. I left a post telling you how much I loved the folds of the flags, but it is gone now. I'll bet I hit "preview" instead of submit. I'm not the sharpest tool in the chest.

At any rate, Great flags!

Alan

#1422: Author: Chuck, Location: Rutherford 📍 Posted: Thu Apr 16, 2009 2:10 am

Thanks Alan. Keep plugging away. I am almost done. It is bitter sweet.

The anchor buoy is made from Sculpey. They are 1/2" long (without eye bolts) I just shaped them to match the plans. You could just as easy shape them from wood. Then I painted them. You can see I made them a muddy brown. They would have been tarred and pretty dirty. I added an eye bolt on each end but did not push them all of the way in. You will be seizing the rigging harnesses around the base of each eye bolt and you need to leave a bit of the stem of the eyebolt exposed.

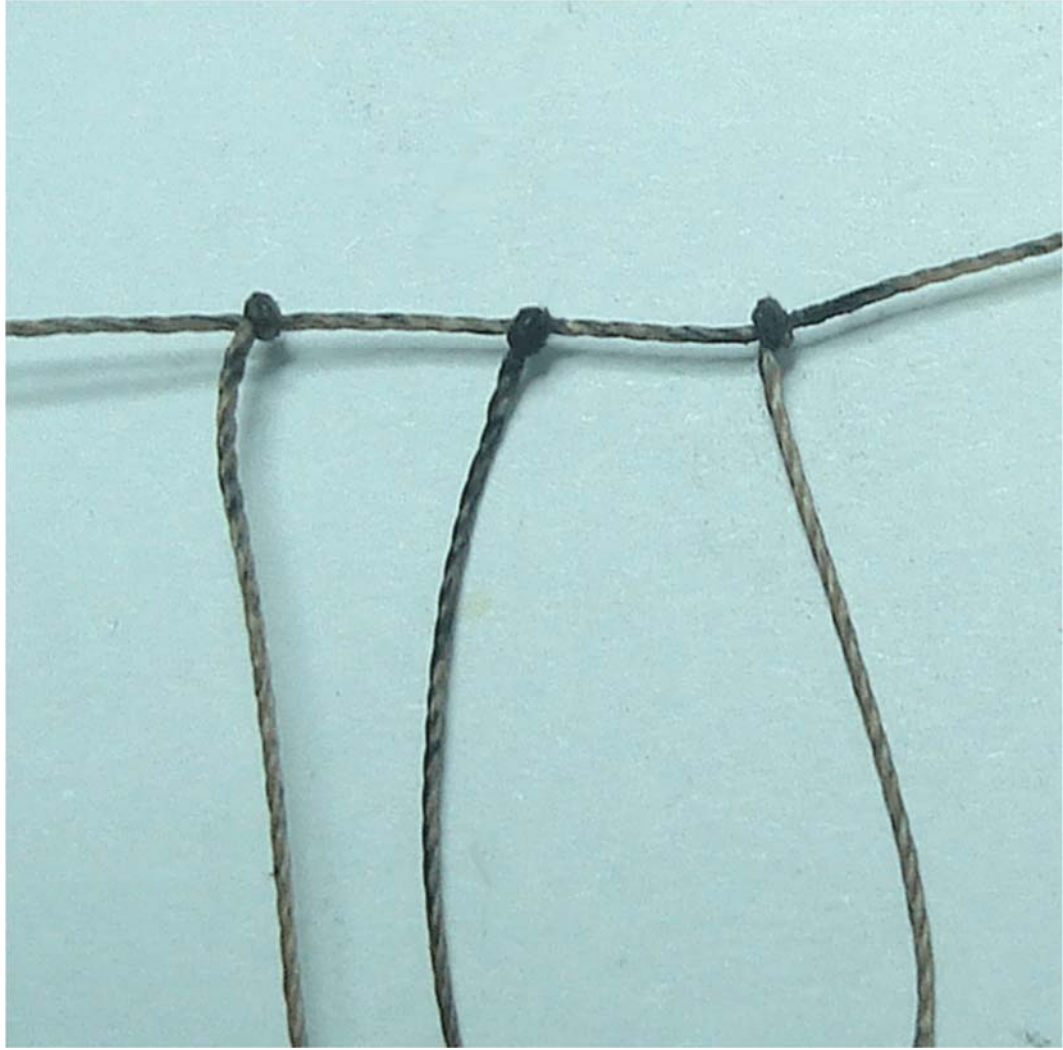
While they were drying I made the two rigging harnesses you will need for each buoy. The picture shows three knotted lines on another length of rigging. The line used was tan 0.018 line that was also dirtied up with some black oil pastel.

The harness is wrapped around the buoy and then I made a simple overhand knot. I applied some super glue (CA) to secure that overhand knot. Then I slid the three knotted lines into position around the buoy. I spaced them evenly. Finally I seized the around the eye bolt on the opposite side of the buoy. Cut off the excess of the three harness leg strands.

Then repeat the process for the other side. Note that the second harness should have the three legs going under the first harness (where they travel over it in my picture). But that is a pain in the butt. At this scale they look just fine as is but you can use the plans as a guide to do it accurately.

That finished it off and it is now ready to rig. But I have one more to make. I will do that tomorrow. The pictures are a little blurry this close up. I will try and take better ones on the second buoy.







#1423: Author: druxey, Location: Ontario 📍 Posted: Thu Apr 16, 2009 4:26 pm

Neatly done and, 'boy', do they look very authentic!

(Sorry, that has to be said with English pronunciation to work, but couldn't help myself there.)

#1424: Author: Chuck, Location: Rutherford 📍 Posted: Thu Apr 16, 2009 11:53 pm

Thanks

Here are some better pictures of the second buoy. I actually ran the second harness legs under the first this time like it was supposed to be done. I will not redo the first one. No one will notice. It will be our little secret. I had to drill under the first harness and then use a needle threader to pull the legs of the second harness under it.

Next I will attach the hawser line (anchor cable) to the anchor as well as the buoy line. Then I will secure the anchor to the hull along the cap rail.

The buoy will actually be added afterwards along with a very large rope coil for the buoy line. I will have pictures to show each step.





#1425: Author: BANYAN, Location: Melbourne 📍 Posted: Fri Apr 17, 2009 3:31 am

Beautiful work Chuck, the Syren looks great.

Pat

#1426: Author: Robyoung, Location: Miramar, FL 📍 Posted: Fri Apr 17, 2009 4:09 am

Absolutely fantastic!

Rob

#1427: Author: Chuck, Location: Rutherford 📍 Posted: Sat Apr 18, 2009 2:10 am

Thanks Rob.

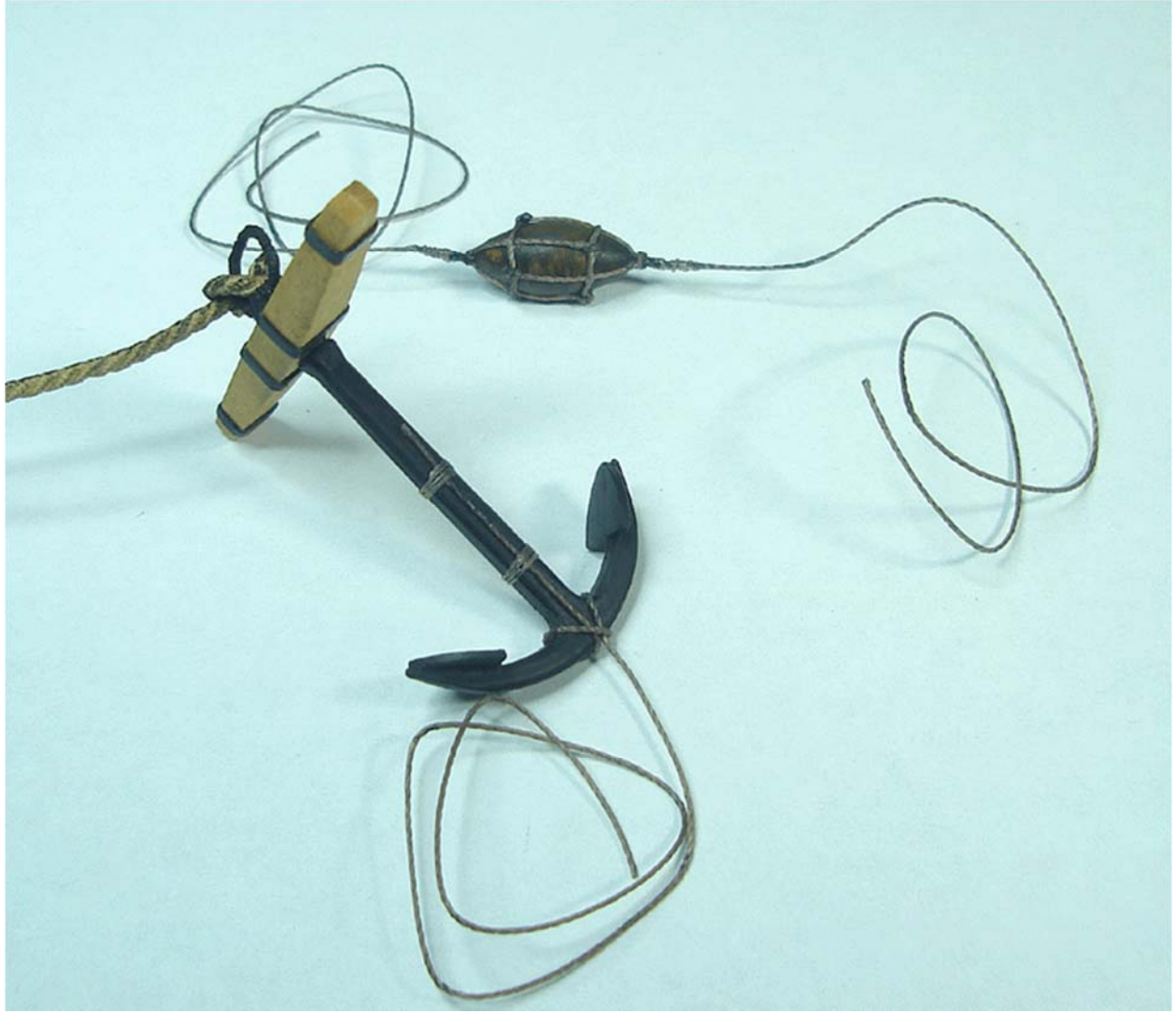
The anchor and buoy are rigged on one side of the model. I still have not added the tackle with double block yet. There will be a hooked double block on the cathead. There will also be a stopper cable that goes through the hole on the cathead and through the ring on the anchor also. From there it is belayed to a timber head on the caprail.

I added the rigging to the buoy on both sides first. Just a moderate length of 0.021 tan line. Then I added the anchor cable to the anchor and a separate buoy line to the anchor as shown on the plans. It is a clove hitch on the bottom of the anchor and the buoy line is lashed to it with 0.008 tan rigging line. It is OK that they are separate pieces. You will see why when you rig it.

Then I lashed the anchor in position to a timber head. When it was secure, I seized the buoy line to the shrouds. You only need a short length because the excess was snipped off. Then I ran the anchor cable through the hawse hole. I tried to establish a nice drape in that cable.

Afterwards I added the buoy by lashing it to the shrouds above where the buoy line from the anchor was. I made sure that the lower line from the buoy was seized exactly where the line from the anchor was on the shrouds. A rope coil will be added in that exact spot to hide that it is two separate lines. The second photo shows the process before the rope coils were added. It is a real big rope coil. Remember that the line had to be quite long. The anchor would be set in some deep water at times and the buoy line needed to be long enough for the job. Do not skimp on that rope coil. A smaller rope coil was added above the buoy on the shrouds. It covered where that upper line from the buoy was seized to the shrouds. The last photo shows the rope coils added.

I hope that makes sense. There is also a shot of the hawse cable working its way around the riding bits and then through the hole in the grating on deck. That was pretty straight forward to do. The hawse cable is 0.082 tan line.







#1428: Author: Chuck, Location: Rutherford □ Posted: Sun Apr 19, 2009 3:57 am

Ok guys. It is a bit of an anti-climax but she's done in 20 months give or take.

Now to finish the last two chapters.

I hope you all enjoyed watching.

Chuck







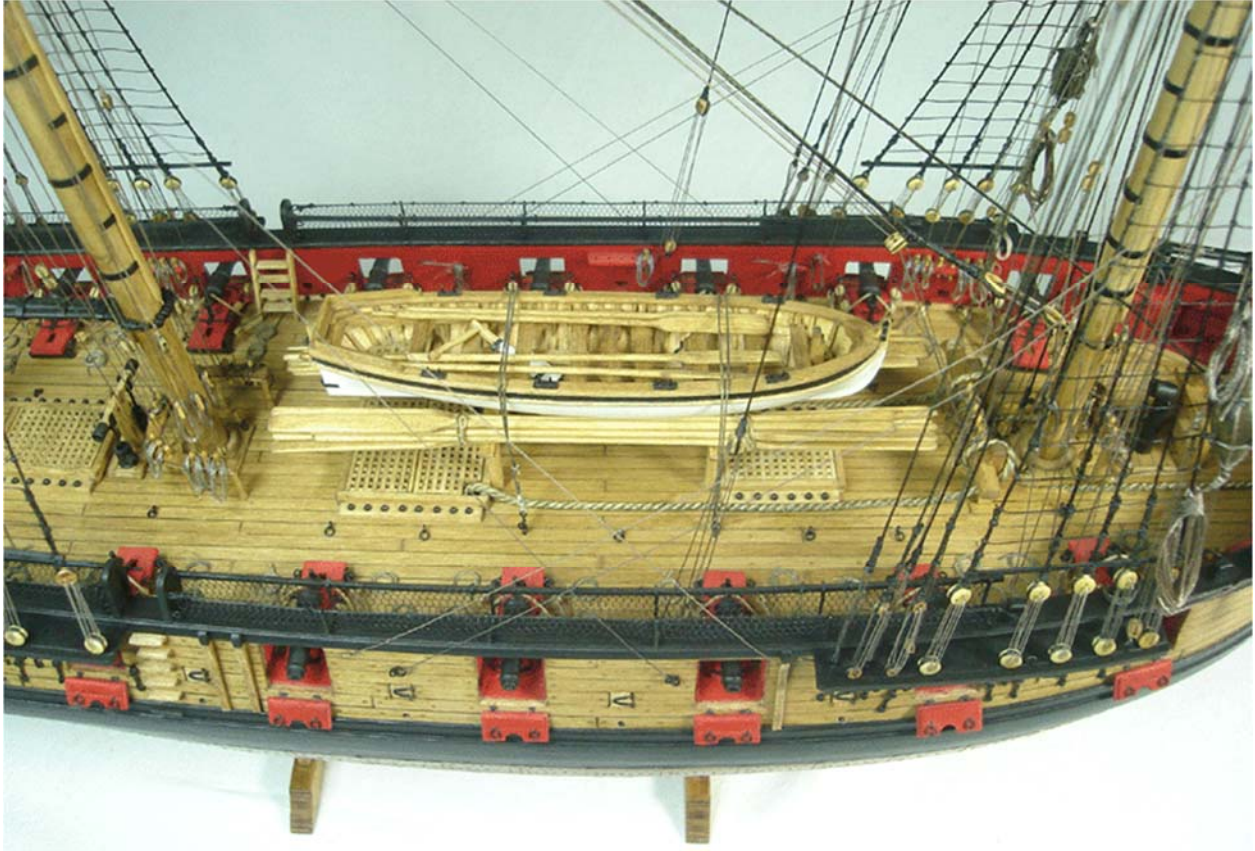












#1429: Author: Jim Lad, Location: Sydney **Posted: Sun Apr 19, 2009 4:39 am**

My warmest congratulations for a job very well done. She looks magnificent!

Now, what's next!

John

#1430: Author: knightyo, Location: Meridian, Idaho **Posted: Sun Apr 19, 2009 4:50 am**

It is just absolutely fantastic. It's fun to think about how many of your generations she will be passed down.

Even though my progress has been stunted (about to pick up), I can honestly say that this project has been the best hobby project I've ever had the pleasure to work upon (by far!). The documentation, pictures, on-line support; you name it, it was there! I thank you VERY much for letting us all share in this. I sincerely hope the kit turns out to be a best seller (It SHOULD be).

(Please tell me that you are going to keep her under glass!)

Alan

#1431: Author: AnobiumPunctatum, Location: Duisburg ☐ Posted: Sun Apr 19, 2009 5:57 am

Thanks for the lot of work you have put into that project. Your model is beautiful and I have learned a lot following your log and reading the different chapters of your description.

Your description and the quality of the model is much better than the quality of most kits you can buy in Germany.

There is only one thing I don't like: your model is complete and the log has finished.

Christian

#1432: Author: roger, ☐ Posted: Sun Apr 19, 2009 10:16 am

#1433: Author: druxey, Location: Ontario ☐ Posted: Sun Apr 19, 2009 4:04 pm

Heartiest congratulations on a job well done and result in an excellent model. It's hard not to believe that she is not built at a much larger scale. Perhaps a finished photo with something in the foreground like a pencil will enhance what you've achieved.

I've thoroughly enjoyed watching your progress since I 'discovered' your thread. Well done!

#1434: Author: ccoyle, Location: Mariposa, California ☐ Posted: Sun Apr 19, 2009 4:17 pm

Chuck, you are the master!

#1435: Author: KLarsen, Location: Granada ☐ Posted: Sun Apr 19, 2009 4:18 pm

Beautiful, really beautiful! You've done a work of art, especially considering it is scratch built and not a kit (yet).

#1436: Syren Author: Gene Bodnar, Location: Sidney, New York ☐ Posted: Sun Apr 19, 2009 4:42 pm

Congratulations on your masterpiece -- a really beautiful model. I have especially enjoyed following your log, and I've learned quite a bit while watching and reading your comments.

Gene

#1437: Author: bobbollin, Location: Sandy, Oregon ☐ Posted: Sun Apr 19, 2009 5:46 pm

Absolutely gorgeous, Chuck. I continually have to pinch myself to believe that you are sharing your skills with us. I can't thank you enough. Here's hoping that you are amply rewarded for your efforts.

#1438: reply Author: freewheelinguy, Location: Aston, PA □ Posted: Sun Apr 19, 2009 5:48 pm

Well you made it just in time for the show.

#1439: Author: Chuck, Location: Rutherford □ Posted: Sun Apr 19, 2009 5:57 pm

Thanks so much everyone. It was a truly fun experience. Bitter sweet is a good way to describe it. I look forward to bringing it to the show but it will be delivered to Model shipways soon after. Not-so-easy come....easy go. I am looking forward to the next project, but I do have several weeks left to complete the instructions and rewrite the first 10 or so chapters to brand it to MS. The castings and materials list need to be refined and a few other loose ends in order to organize everything for mass production.

I truly, truly enjoyed working together with all of you but I do think this project at MSW will be around for a while so let's keep enjoying it. Thanks for your patience and kind words along the way.

#1440: Author: idesignsb, Location: Attleboro, Ma. □ Posted: Sun Apr 19, 2009 9:32 pm

#1441: Author: RustyJ, Location: Chittenango, NY □ Posted: Sun Apr 19, 2009 10:01 pm

FANTASTIC! What more can one say? This has been a great journey I want to thank you for allowing us to come along. It is a bit sad to know that you will not get to keep her but then if we kept everything we built we wouldn't have room to keep building more.

#1442: Author: amateur, □ Posted: Mon Apr 20, 2009 7:47 am

Nothing "anti-climax" in these pictures.

Magnificent work, great pics, providing lots of inspiration (and very helpful suggestions)!

Jan

#1443: Author: GeraldTodd, Location: Maryland □ Posted: Mon Apr 20, 2009 1:45 pm

It really is a fine model of a pleasing vessel. The whole thing is very nicely executed.

Watching the various Syren builds makes it very tempting to build one in 1/24th for RC. If I didn't have a sloop-of-war on the ways and a Baltimore Clipper schooner being lofted, I'd jump on it.

#1444: Author: Newbie, Location: Ludwigshafen/Rh. □ Posted: Sun Apr 26, 2009 2:44 pm

Congratulations for the great job do you made at the Syren.

What we'll see next from you?

Jürgen

#1445: Author: Chuck, Location: Rutherford ☐ Posted: Sun Apr 26, 2009 4:31 pm

Thank you very much. Next I will be preparing plans to build the US Continental frigate Confederacy. Much more decorative carving and there will be more deck framing and details.

I am also very flattered and proud to announce that the Syren was chosen as "first place" winner for the wind powered division at the Northeast joint clubs show and competition. It is quite an honor.

Chuck



#1446: Author: roger, ☐ Posted: Sun Apr 26, 2009 4:52 pm

CONGRATULATIONS with Your first place.

You more than deserve that.....well done my friend.

Roger

#1447: Author: Viking, □ Posted: Sun Apr 26, 2009 5:34 pm

#1448: syren Author: Gene Bodnar, Location: Sidney, New York □ Posted: Sun Apr 26, 2009 6:09 pm

Congratulations!!! That's the only proper choice.

Gene

#1449: Author: druxey, Location: Ontario □ Posted: Sun Apr 26, 2009 10:23 pm

Congratulations and very well deserved.

#1450: Author: jack nastyface, Location: port coquitlam B.C. □ Posted: Sun Apr 26, 2009 10:42 pm

Lovely little brig! You must be very proud of her. And done in 20 months!

Keith.

#1451: Author: bobbollin, Location: Sandy, Oregon □ Posted: Mon Apr 27, 2009 12:16 am

#1452: Author: RustyJ, Location: Chittenango, NY □ Posted: Mon Apr 27, 2009 12:29 am

Well done and very richly deserved.

You have done a tremendous job building her and leading us.

I only wish I could have seen her in person before you send her off to MS.

Oh and by the way I right now think it's kinda ironic that you won in the wind powered division. Would the presentation have been late in the afternoon on Saturday?

#1453: Author: BANYAN, Location: Melbourne □ Posted: Mon Apr 27, 2009 12:33 am

Hi Chuck, my heartiest congratulations also mate. With the effort and skills you applied to her it is a well-deserved honor.

Pat

#1454: Author: Chuck, Location: Rutherford 📍 Posted: Mon Apr 27, 2009 1:14 am

Thank you so much guys. Rusty is was very windy. I stayed at a hotel in New London that was actually having a Pirate convention too! It was a real nice weekend. It was great to see everyone.

Chuck

#1455: Author: idesignsb, Location: Attleboro, Ma. 📍 Posted: Mon Apr 27, 2009 5:19 pm

#1456: Author: phrygian, Location: Kentucky 📍 Posted: Tue Apr 28, 2009 2:43 pm

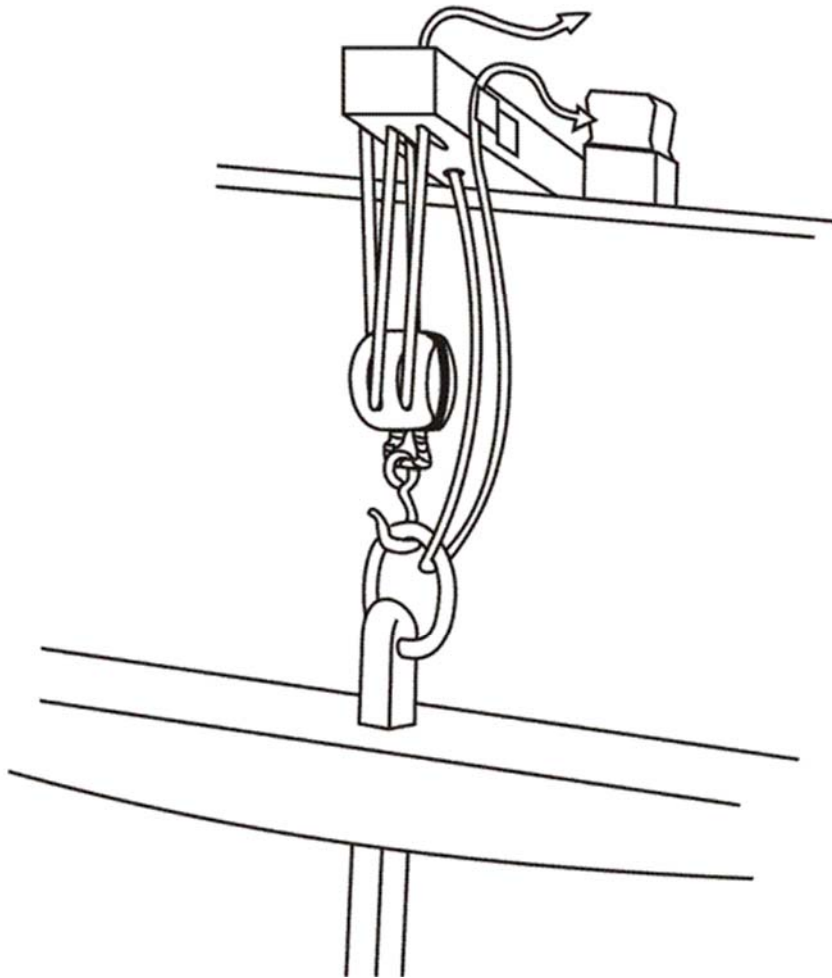
Congratulations on the award but also conducting a great project online.

bob h

#1457: Author: knightyo, Location: Meridian, Idaho 📍 Posted: Tue Apr 28, 2009 5:02 pm

#1458: Author: Chuck, Location: Rutherford 📍 Posted: Tue Apr 28, 2009 5:45 pm

Thanks guys. I almost forgot to add this anchor drawing here. It shows how to rig the anchor. It will be in the last chapter but as I am writing I will add stuff to my log to make sure it is complete. The stopper cable goes to the timberhead and the tackle is belayed to the cleat on the cathead inboard.



#1459: Author: shortgrass, Location: Victoria, Vc. Island, B.C. ▣ Posted: Wed Apr 29, 2009 2:23 pm

#1460: Author: usedtosail, Location: Massachusetts ▣ Posted: Thu Apr 30, 2009 8:33 pm

Congratulations on the beautiful model and well deserved award. As a grateful participant of your earlier practicums, I can see adding the Syren to a growing list of future models. You have truly inspired me.

Tom

#1461: Author: Chuck, Location: Rutherford ▣ Posted: Wed May 27, 2009 7:38 pm

After a small delay...the Syren ship model was just sent off to ME. It was shipped FEDEX ground in a huge crate I made. On its way to Hollywood Florida. I was originally going to drive it down but just did not have the time.

The crate measures 48 x 36 x 30. It is all wood. This crate was then slipped tightly into a double walled corrugated box. The tolerances were very tight on all sides. The bottom of this box was filled with packing peanuts and so was the top. It has quite a lot of cushion. The model itself was placed in a specially designed cradle to prevent it from moving side to side and up and out. The hull is strapped down with a soft shoe lace in several places to secure it in the cradle. I forgot to take pictures before sending it. Hopefully it will arrive in one piece unlike the Mayflower which was damaged when shipped UPS. This was by far a much superior crate. I actually turned the crate upside down with my model in it to see what effect it would have. It was perfectly safe and did not budge.

#1462: Author: Jim Lad, Location: Sydney 📍 Posted: Wed May 27, 2009 9:17 pm

It must be hard to entrust your fine work to the hands of couriers, no matter how well packed!

John

#1463: Author: neptune, Location: Adelaide South Australia 📍 Posted: Sat May 30, 2009 2:02 am

#1464: Author: Chuck, Location: Rutherford 📍 Posted: Wed Jun 03, 2009 7:45 pm

Thanks guys.

I just got word from ME that the Syren model arrived in perfect condition. That is a HUGE relief. Looks like it will be launched sometime in September or early October. No price point yet. The kit will be sold in ten installments as well as being available complete.

It looks like a smooth launch from here.

Chuck

#1465: Author: RustyJ, Location: Chittenango, NY 📍 Posted: Thu Jun 04, 2009 12:50 am

I was holding my breath waiting to hear that she arrived safe and sound. It will be great to see her come out as a kit.

#1466: Author: bobbollin, Location: Sandy, Oregon 📍 Posted: Fri Jun 19, 2009 7:36 pm

#1467: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 02, 2009 12:30 am

Fifth and final Syren figurehead. This is the master that will go to MS this week. She is a healthy girl, but that is OK. This figurehead is about 75% the size of the Confederacy. It is super, super tiny. You can see the dime on the Confederacy stem for comparison. It took 27 hours over four days to complete. Super

Sculpey Firm was used. Super Sculpey is naturally gray in color. I basically used the tip of an awl and a small paint brush to sculpt it.









#1468: Author: sawdust, Location: Nanaimo 📍 Posted: Mon Nov 02, 2009 12:54 am

Excellent detailed work. Where did you get that large quarter from? You have made life easier for future builders of the Syren.

Kip

#1469: Author: Chuck, Location: Rutherford 📍 Posted: Mon Nov 02, 2009 1:07 am

Thanks

Quarter... It is a dime... I wish it was a quarter. The entire torso for the Syren figure could fit on a dime. It is tiny. A quarter would have been nice.

#1470: Author: Chuck, Location: Rutherford  **Posted: Mon Nov 02, 2009 2:39 am**


I almost forgot. The kit will be released sometime in Decemeber.

<http://www.modelexpo-online.com/product.asp?ITEMNO=MS2260>

I think that is an absolutely terrific price for the kit. It is not an official announcement. But since they posted it on the MS site I figured I would relay the info. When MS officially announces maybe it should mentioned in the latest kit release forum.

For now, I will just drop a subtle but humble and shameful self-promotion here.

#1471: Author: GeraldTodd, Location: Maryland  **Posted: Mon Nov 02, 2009 3:01 am**

#1472: USS Syren 18 gun brig Author: toscanopat, Location: Osaka, Japan  **Posted: Mon Nov 02, 2009 12:14 pm**

Simply fantastic! A scratch built model from a kit. I can hardly wait to get my hands on this beauty. With the practicum to help, it should not be all that difficult.

#1473: Author: bobbollin, Location: Sandy, Oregon  **Posted: Mon Nov 02, 2009 4:02 pm**

No need for humility or shame, Chuck.

#1474: Author: roger,  **Posted: Mon Nov 02, 2009 4:52 pm**

#1475: Author: Chuck, Location: Rutherford  **Posted: Mon Nov 02, 2009 7:30 pm**

Thanks guys,

Nervous and excited at the same time.

Chuck

#1476: Author: KLarsen, Location: Granada  **Posted: Tue Nov 03, 2009 12:03 pm**

That's actually a very good price on the kit!

However, they seem to have made an error in the scale of the kit shouldn't that be 1:64?

#1477: Author: clloyd, Location: Dublin, though originally from Perth, W.Australia  **Posted: Tue Nov 03, 2009 12:16 pm**

Sub \$300 is indeed a very good price given the quality and the massive instruction manual.

Colin

#1478: Author: jfsmith1222, Location: Eugene, OR □ Posted: Tue Nov 03, 2009 11:29 pm

It is really an excellent price for the kit and practicum.

John

#1479: Author: whale, Location: West Covina □ Posted: Thu Jun 02, 2011 7:30 pm

Chuck- a superb model! Mine is almost identical with the hull almost complete. My finish also reflects the booklet except I finished the quarter galleries with a copper roof and windows. As was typical, I painted the figurehead-quite a thrill! I don't want to guess how you mounted the mast bases without drilling a slot in the keelson first-surely you didn't deck-step them! No instructions provided. Will someone describe how the eight parts adjacent to the (left of) the tressel tree members on the 1/16 sheet are used? With 54 models to display, that is the problem!

#1480: Author: jlogicalor, Location: Syracuse, Utah □ Posted: Thu Jun 02, 2011 11:41 pm

just ordered this kit cannot wait to build it.

#1481: Author: Chuck, Location: Rutherford □ Posted: Fri Jun 03, 2011 2:21 am

Jeff

Enjoy the project and let me know if have any questions.

Whale.. (for lack of a name) ...I have no idea what parts you are talking about. Can you post a picture please? Also, the masts are stepped into the deck. No slot is needed. A small hole is drilled in the deck. It is not the same diameter as the mast. On the bottom of each mast is a tennon. The tennon fits into the hole you drilled on deck. Between that and the mast coat, it works a treat. You can establish any angle you need. Use yellow glue which will give you enough time to adjust the angle properly before it cures. There is an entire section in the instructions actually called "stepping the masts". It is all spelled out there and I also show countless images and illustrations showing the tennon on the lower masts. I hate slots on the bulkhead former. They limit establishing the correct mast angle and you cannot tweak it if need be. It is what it is. It is too restricting. The method I use actually gives more freedom in my opinion.

If you can post pictures with what you have questions about that will help. Otherwise it is pretty difficult.