



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ August 2017

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the July 2017 meeting at 7:30 with a crew of 25 on deck. We welcomed a new member this evening, **Tim Harbeck**, who joined us to help advance his newly acquired passion for wooden ship models. His entry project is the 12-gun schooner *Enterprise* of 1799. Welcome aboard, mate.

We held a great raffle that had as a prize the "Model Shipways" kit of the English Longboat. To his great surprise, it was won by **Glenn Estray**. A second prize of some tools was won by **Bob Sykes**. Congratulations, mates. We wish every raffle could have such nice prizes, but unfortunately we can't always count on that.

"Wick" Wicklander has a Byrnes Saw, extra blade, and a clearance plate that was owned by our mate David Botton. The asking price is \$220.00 and is truly a bargain for such a fine tool. Contact "Wick" at 630-205-6500 for more information.

Kurt Van Dahm sent a heads up for anyone looking for an airbrush, compressor, etc. Check out "Badger's" garage sale where they are offering very low prices. Kurt says that, if you buy a 350, be sure to get the medium nozzle/tip, not the fine. A compressor for \$50 and regulator/gauge for \$25 can't be beat.

Heads up on the NRG Conference Oct 25-28, 2017

The 2017 Nautical Research Guild Conference will be held in St. Petersburg, FL at the Hilton Bayfront Hotel. The NRG has arranged a special room rate of \$145.00 per night, and can be extended two days before the Conference and two days after the close. To get this rate, you will need to visit the NRG web site at www.thenrg.org and click on a special link: "Hilton Bayfront Hotel Reservations". You should also book your entire stay by telephone at the number provided in the link above, as the national reservations number cannot do this for you.

2017 OFFICERS & STAFF

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August Meeting Notice

Saga of the Mystery Ship *Alvin Clark* By Bob Filipowski

Bob Filipowski has been working on this presentation for quite some time. It is the story of a man and a ship that were part of a dream that would never come to be. "The Saga of the Mystery Ship *Alvin Clark*" is a sad but true tale that is akin to a "Greek Tragedy". It is a unique presentation that you don't want to miss.

Our next meeting will be at 7:15 p.m.
Wednesday, August 16, 2017
At: **The South Church**
501 S. Emerson Street
Mount Prospect, IL

● Building *Le Hussard* ●

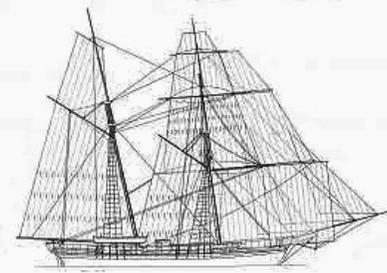
By **Norio Uriu, The Rope - Tokyo**

After viewing the images of this remarkable vessel, it is obvious that the *Le Hussard* was no ordinary warship. And it is equally amazing that our friend Norio-san should have selected this ship as his scratch-building project, as it was by no means an easy job to attempt. The pictures we viewed gave proof of his mastery of modeling techniques.

Le Hussard dates from 1845 but it has elements of a "sea raider" that would not be in serious use until the time of WW I.

Massive cannons mounted on swivel bases were concealed behind bulwarks fore and aft that could be

lowered to unmask the guns. All this technology before our own Civil War is, in itself, remarkable. With the rotating guns, this made *Le Hussard* a prototype for ships with turrets and gave her the ability to train her guns on an enemy without having to maneuver for position.

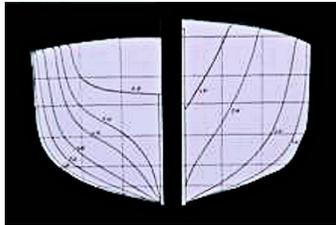


"Le Hussard", continued on Page 2

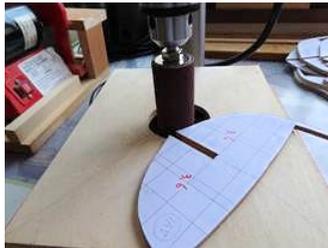
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"Le Hussard", continued from Page 1

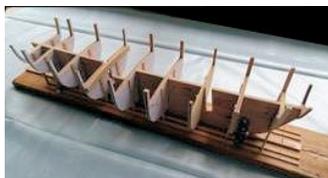
The project started with a set of drawings from which were extracted templates for each of the bulkheads.



The templates were glued to wood stock, cut out and sanded down to final shape by using a drum sander attached to a drill press.



Special building board was used to help align all the bulkheads to the center keel plate.



Balsa wood fillers were fitted to the stern and bow to aid in laying the planks.



The finished hull was painted prior to adding the unique hinged bulwarks fore and aft. We can see the openings in this view.



Here we see the hinged bulwarks in place. Fine details such as the hinges, will be added later. The bulwark plates are given a metallic appearance.



Another view of the bulwark plates mounted at the bow.



Here we see the gratings mounted over the tiller mechanism, which will also carry the stern gun.



The stern gun has been added showing a cannon with a carronade type of recoil sled.



At the bow, we can see how the gun will travel around the support ring fitted on top of the decking. It is also possible to see the deck lights, which provide illumination in the deck below.



Here, the bow gun has been mounted.



Port and starboard carronades were also mounted for broadsides. One of the deck lights can be seen just behind the gun.



"Le Hussard", continued on Page 3

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"Le Hussard", continued from Page 2

The ship's wheel was done as a mini-project and it turned out fantastically well.



Another mini-project was the ship's cook stove and the fire brick surround. They are remarkably detailed and authentic.



The beautiful stove was fitted into the deckhouse "cook shack" and installed just forward of the crew companionway.



Gudgeons and pintles were also masterfully done, as was the brass nameplate on the transom.



Just aft of the companionway were the really well done bilge pumps with their rocker pump arms.



Skylights were also done up in fine fashion. The many deck lights can be seen in the foreground. These were glass prisms that provided some light to lower deck spaces.



All the ship's boats were miniature ships in themselves, right down to all the proper fittings and oars. Viewed from any angle,



this is one very beautiful model - endlessly fascinating to look at and a real museum piece.



All our thanks to our friend, Norio-san, for sharing his fine work with us. Our evening was truly entertaining.

● Ships on Deck ●



Allen Siegel gave us a rundown on his next model, which is to be a scratch-built 17th Century Dutch *Kaag* in a 1:48 scale. This is essentially a flat bottom barge and will be built using the bulkhead frame and plank method. Templates for cutting the bulkheads were made using an artist's pressboard for stiffness. This will be Allen's first adventure into scratch-building, so let's all give him any help or tips he may call for. Happy modeling, mate. (No photos of his plans were available for publication at this time).

John Pocius sent us some photos of the progress he has made on his latest project, the *Drift Boat*. To add to the realism, he has built a 1952 model 7.5 hp Evinrude outboard motor made from boxwood, styrene and



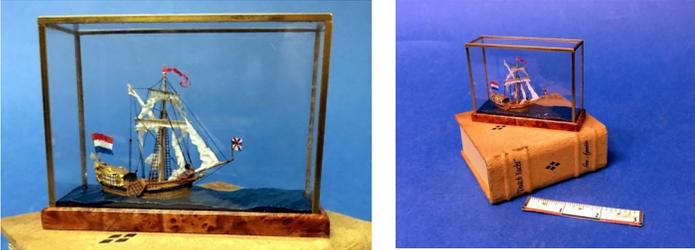
brass and will soon be painting it and adding fine details. Always a joy to see your fine work, mate. We all miss having you among us and we hope you are keeping well.

"Ships-on-Deck", continued on Page 4

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"Ships-on-Deck", continued from Page 3

Gus Agustin has finished off his latest model-in-a-book with the very beautiful *Dutch Yacht* at a scale of 1:300. Adding to its beauty are the excellent sails that add so much detail. They were perfectly scaled by using facial tissue to achieve the correct thickness. That technique is



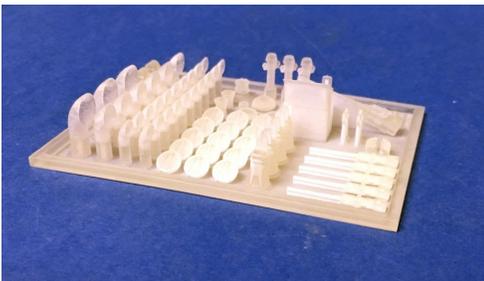
a whole other skill set, for which Gus is well known. Great workmanship, mate.

Tim Harbeck, our newest member, has a great start on his 1:72 "Russia" model of the 1799 USS *Enterprise*. Tim has modified this kit, as the plans for the original were lost. The actual ship would have measured 84 ft. long and mounted 12 guns.



Plans are to add interior lighting in the hull. We're looking forward to seeing all the developments, mate.

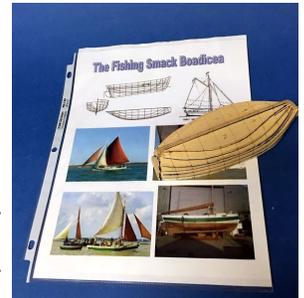
Peter Pennigsdorf brought in a set of torpedo boat destroyer cowlings that were 3D-printed by "Shapeway Co." This is a very interesting development in the modeling world and may be the forerunner of amazing things to come. Thanks for the info, mate.



Bob Filipwski's 1/2 hull model of the HMS *Diligence* has now been beautifully finished using sandpaper and 0000 steel wool. The mahogany has a very attractive shade but this is giving Bob some concern, as he now must find some wood to match this when adding the rudder and wales. He is reluctantly thinking of cutting up the other half hull section to get the matching wood. All in a good cause, mate.



John Mitchell is turning his attention back to his model of the Fishing Smack *Boadicea*, which is going to be framed over a plug as you would a longboat. The desired length of the final model was 6" and, since the actual boat was 30', this yields a scale of 1:60. Not quite a miniature but it won't take up too much shelf space.



Doc Williams is into "Sea Monsters", for his ship's mounting cradle, that is. A departure from the usual dolphins and he seems to have achieved that very nicely. The material he used was "Sculpie" clay that was baked in the



oven to harden. They will be painted different colors. The cradle supports for his model of the HMS *Royal William* are made from cherry scraps and shaped to hold the figures. Nice planning, mate.

Robert "Wick" Wicklander brought in a beautifully carved model of a falcon bird he received as a birthday gift. The figure was made of "tupolo" wood and carved with a dental drill. This wood is very special to carvers, as it doesn't "fuzz". We were told that "Woodcrafters" carries this product. Thanks for sharing your gift with us, mate.



Modeling The Extreme Clipper

Young America **1853**

Volume 2: Deck Facilities & Pre-Rigging

By Edward J. Tosti

Florence, Oregon: SeaWatchBooks LLC, 2017

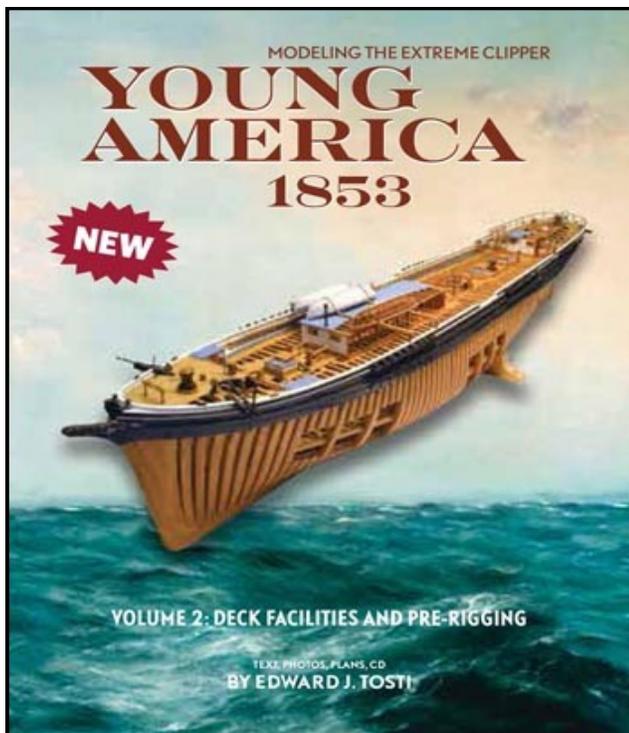
9" x 12", hardcover, xvi + 224 pages

Illustrations, drawings, CD, bibliography, index

ISBN 978-0-9904041-9-4

www.seawatchbooks.com, seawatchbooks@gmail.com

In his opening remarks, Edward Tosti explains why he opted to include an additional volume into what originally was intended to be a two-volume treatise on modeling the extreme clipper, *Young America* 1853. You may recall



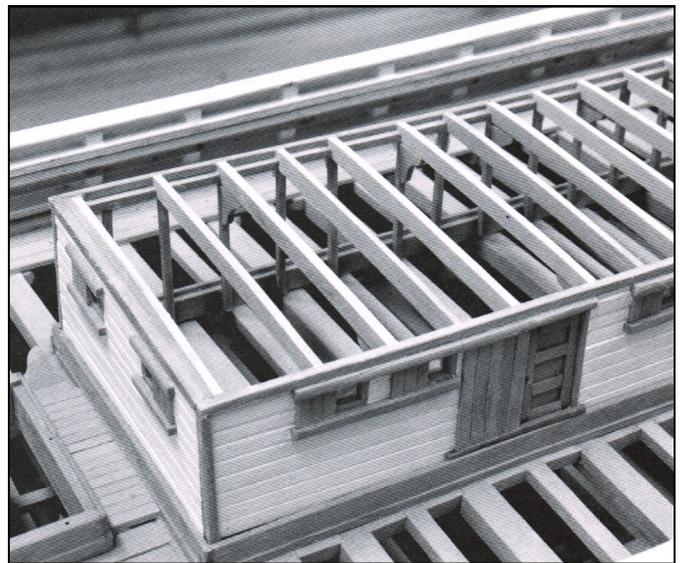
that it was assumed that a single second book would provide the reader with a completed, fully rigged model.

In Volume I, the author made every effort to minimize the need for precision machine tools, thus making the building of *Young America* more viable for the modeler who has fewer resources and experience. Unfortunately, as Tosti began the second book with the fabrication of various deck machinery, small duplicate parts, or items requiring micro-joinery, it became apparent that the use of these power tools would be more prudent if precision work was going to be maintained.

This dilemma forced the author to devote more space to setup, and the use of these tools. Thus, an additional volume was added, which allowed for a more thorough discussion of machining techniques required for the numerous pieces. It would also allow for a more in-depth coverage of the rigging phase later in Volume III.

The net result is that Volume II, with its considerable emphasis on setup and use of power tools provides modelers with a unique opportunity to learn new skills, or hone the basic abilities they already possess. This certainly makes this second book unique among works published for the model ship builder.

In the introduction the reader is advised that some subject matter covered in Volume II may be subject to interpretation since reliable references began to dwindle once Tosti got beyond the builder's original table of offsets, the original half model, and the builder's sail plan and engineering practices. Two photos of *Young America* taken in the 1870's were also extremely helpful. Secondary resources such as early American standards documents, the structural tabulations published by William L. Crothers, comparisons with known data on other ships, and some contemporary paintings were also utilized. The author, by no means, implies that the net result of his research represents the ultimate appearance of *Young America* in the mid 1850's, and encourages the individual to utilize his own discretion when building this phase of the model.



This book begins where Volume I left off. Chapter 16 discusses weather deck enclosures. In this area, Tosti feels reasonably confident about the accuracy of these structures since he was able to obtain information from the original builder's model and the previously mentioned photographs.

Construction begins with pre-painted wall panels composed of individual planks, which are then cut to size. Structural members and other details, made from a contrasting wood, are then added. The author opted to leave the interiors exposed on the port side, and explains in detail how this was accomplished. The fabrication of ladders and skylights are also discussed in this opening chapter.

The final 10 chapters all feature extensive use of the lathe and milling machine. As stated earlier in this review, Tosti goes into considerable detail on constructing various items.

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Some noteworthy assemblies include the windlass, capstans, ship's wheel, and bilge pumps. This last item is one of the more intriguing pieces with its unique flywheel design. Using a milling machine, and a series of very nice photos, the author's technique is easily understood.

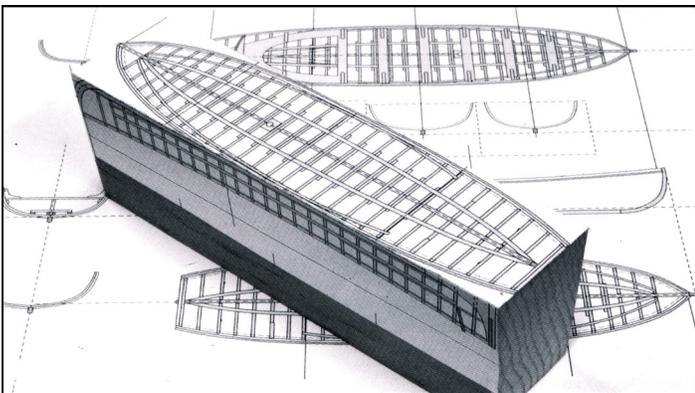


Although discussed in Volume I, for the sake of continuity, Tosti also reviews basic silver soldering techniques, which are essential in fabricating items such as the pump or three anchors. The use of various grades of silver solder and their advantages, soldering step sequencing, anti-flux products, and heat sinks are all explained.

The author's attention to detail is exemplified by the use of two symbols in the index and next to the headers for various construction segments. The anchor, which has also been used in Tosti's HMS *Naiad* series, denotes a re-usable process. In the *Young*



America treatise, Ed has added the crossed file and hammer symbol, which indicates a special tool/device. An example would be the molds or plugs used to construct ship's boats. Ed Tosti devotes an entire chapter to these small craft, and provides plans for four different types. They include three different sizes of cutter and a 28-foot longboat. Three of these craft are carvel planked, while the 24-foot cutter features lap-strake or clinker style construction. The author's description for



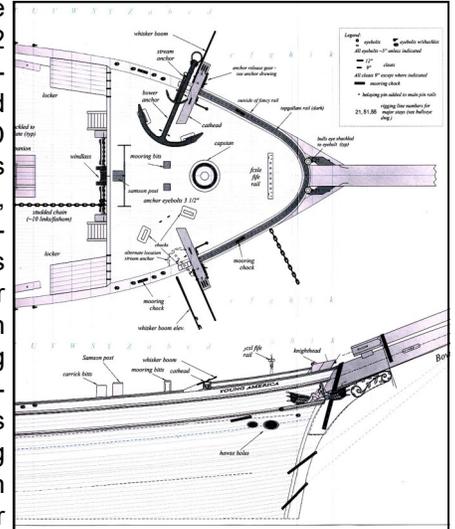
building these models is most noteworthy, particularly the lap-straked cutter.

So far, this review has concentrated on the more complex assemblies found on the *Young America*. Yet, it is the fabrication of smaller, more numerous fittings that

can cause our hobby to become somewhat tedious. They include belaying pins, stanchions, cleats, chocks, dead-eyes, backing links, eyebolts, shackles, and bullseyes. The author addresses all of these items in great detail, and offers hints and tips that will help expedite their construction while maintaining a high level of quality.



Volume II comes with a single 1:96 scale drawing, which features an overall deck arrangement, and external sheer plan. Those who prefer the 1:72 scale will find printable, letter sized sheets on the CD that comes with this book. The drawing, designated as Drawing 11, coincides with the final chapter in Volume II, which deals with preparing for masts and rigging. The locations for all the rigging connection points on the deck and outer hull are illustrated on this sheet.

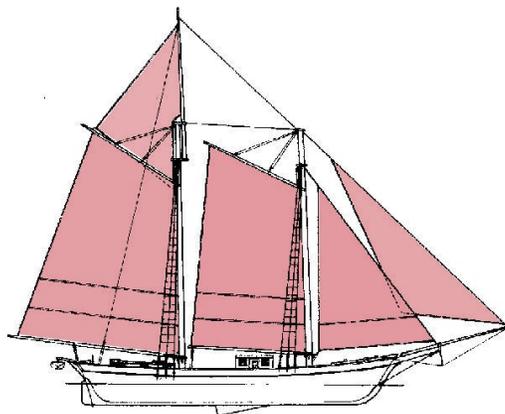


It is this writer's belief that the second book in a series of this type can be the more interesting, and it is only because it deals with so many different subassemblies and details. Add to that the machining process tutorials this book contains, and *Young America 1853 Volume 2*, cer-



tainly reinforces that belief. With over 200 pages, 500+ photos and illustrations, a CD containing tables, templates and patterns, and 12 full-color photos, this book represents a ship modeling tour de force for nineteenth century merchant vessels. It is highly recommended.

Reviewed by
Bob Filipowski



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