



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ March 2016

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the February 2016 meeting at 7:30 with an eager crew of 24 on board.

A new member, **Patrick Sand**, was introduced. Patrick is eager to get started modeling and is looking to all of us for guidance and inspiration. No problem, mate. Welcome aboard.

Bob reminded everyone that March is the cutoff date for receiving the newsletter without paying dues.



So, if you are one of the procrastinators, please send your \$20 to our Purser, **Allen Siegel**, so we can keep the club news coming to you.

The February meeting was a bit unique for a number of reasons. First of all, as voted upon during the January session, we tried having our featured presentation prior to Ships on Deck. As far as continuing that practice is concerned, the reaction from those in attendance was mixed at best. Old habits die hard, and many suggested at least keeping the old format for some of the meetings. Stay tuned, mates.

Bob noted that the countdown has begun for the Wisconsin Maritime Museum's annual model ships and boats contest, which will be held on May 20th to the 22nd. Contest registration material is now available on the museum's website. Please be advised that there is an April 30th registration deadline for both contests.

The Masters' Competition, that will be held in conjunction with the regular annual contest, is a totally unique event. Nothing anything like it has ever been offered anywhere. If you have a model that won a gold medal at Manitowoc, that model is eligible for entry in this competition. There will be three medals awarded (first, second and third place), but in actuality, everyone will be a winner.

Commemorative mementos will be presented to each participant, and we're not talking a paper certificate. The contest committee is exploring various options, but, be assured, it'll be something you can display with pride!

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## March Meeting Notice

### Plank on Bulkhead Construction by Allen Siegel



What may seem to many as a basic of ship modeling is in fact one of the most critical and difficult parts of this hobby. Allen will bring us his own experiences and observations on how to "avoid the pitfalls" of this task. You don't want to miss this valuable learning session.

Our next meeting will be at 7:15 p.m.  
Wednesday, March 16, 2016

**The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● New Bedford Whaleboat ● by Ken Sykes

The "Model Shipways" kit of the New Bedford Whaleboat is built upside down over a former with the stem and stern portion of the keel being built up as a lamination over the former. A rabbet is also created in this lamination.



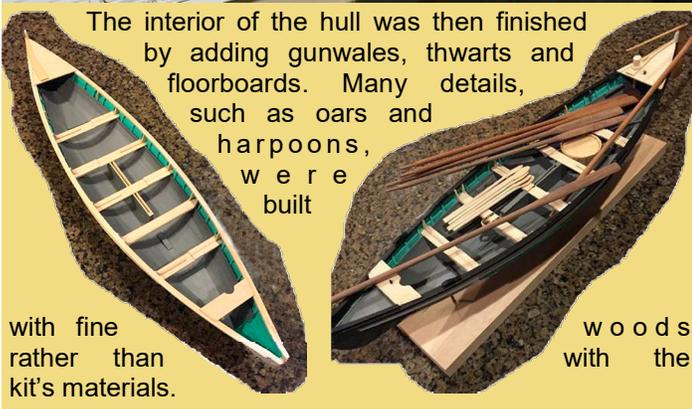
Planking was laid over the former and edge glued only. The former needs to be treated with wax or some coating to permit its removal once all the planks have been laid down and glued together.



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"Whaleboat", continued from Page 1

Once the former was removed, the hull shell remained. Ribs were then shaped and glued into the shell.



One of the really special details was the boat's compass, located in a drawer under the bow. Paddle blade and gun case can also be seen in this view, as well as an emergency sheath knife.



What really set this kit building project apart was the great attention paid to the many authentic details to be found in a whaleboat. The harpoon line tubs were very neatly done and there was even a card stock model of a brass lantern.

Our thanks to our mate, Ken, for this fine presentation and for showing us how to properly document our modeling projects. All photos are by **Ken Sykes** and the review was written by **John Mitchell**.

## ● Ships on Deck ●

**Gus Agustin** has finally finished the 1:168 model of the HMV *Kitchen* ca 1690 and she's a beauty. Setting off his spectacular modeling technique was the equally fine base covered in black walnut veneer.

The Plexiglas case was trimmed on the edges with brass.



Even though this model appears to us to be a miniature, Gus says that true miniatures are in a scale of 1:192 or smaller. Regardless, we're happy to call this a miniature, as the skill required to build in that much detail at that scale is truly remarkable.

Gus started this model quite some time ago and set it aside until just now completing it - and we're happy to have been in on her launching. Congratulations, mate!

**Richard Romaniak** also launched a model that has been a long time on the ways; the 1:90 composite "Heller" model kit of an early 16th century *Trading Vessel*. The hull and decks are from the kit and the rest was scratch-



built from a variety of woods. Adding to the attraction are the well done HO-scale deck hand figures and a set of really fine vellum sails colored with a mixture of water and brown/yellow acrylic paint.

A really beautiful result, mate. Hearty congratulations on her launch!

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*"Ships", continued from Page 2*

**Bob Sykes** showed us the progress he has made on his 1:75 "Mantua" kit of the Spanish Galleon *San Felipe*. This is a BIG model with lots of details to add to the beauty and authenticity. But Bob always tells it like it is and he says the metal castings presented plenty of problems, as they had to be shaped to the appropriate hull configurations. Not easy!



Much of the transom window detail was hand painted, as the parts supplied did not measure up.

Bob couldn't emphasize enough the problems he had with the plans, which called for gun port openings in the hull that did not align with the gun supports on the inner frame. This has created a real challenge for him to get the guns mounted - one we're sure he can meet. Great looking model, mate. She's going to be one of your real masterpieces, for sure!



**Gordon Field** has been putting the finishing touches on the fine looking sails he made for his 1:32 scratch-built model of the fishing pinkey *Dove*. Sail material was plasticized architectural vellum that he boiled to remove the plastic coating and ironed flat. A wash of ocher and burnt umber acrylic paint diluted 10:1 was used to tint the sails. Sail seams were drawn on with a pencil. Next come the many rope coils and such details. Beautiful job on the sails, mate. Really stands out.



**Sid Wotman** made his own small sanding blocks and attached the paper with double-sided tape. The sanding strips he made were flexible to allow him to get into tight spots, like gun port openings, where squaring off the hole can be a problem.

Sid has now shifted his work on the "Model Shipways" kit of the *Fair American* to building the deck furniture, which helps him keep his interest up. Sometimes, a change of scenery is just what our creative nature needs. Keep up the good work, mate.

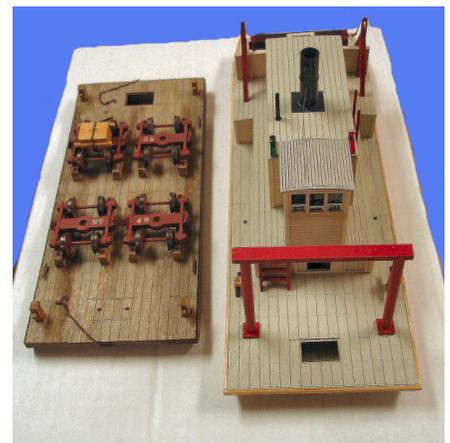


**Kurt Van Dahm** has really shown progress on his 1/48 scale "Train Troll" model of the lumber tug *Smokey Duck*.



Kurt is now working on the hog chains, which were steel rods with turnbuckles. This is being fabricated out of brass tubing and eyebolts. A boom will also be added to the bow.

Along side of his model was a barge built by Keith Ward, which was a gift to Kurt. This will help form a planned diorama, when all the work is finished. The barge is hauling narrow-gage RR trucks, which would have been mounted on flatbed cars that were used to ship timber to the mills.



The *Smokey Duck* would have been used to move log "rafts" down a river or across a lake to reach sawmills or loading areas for trains.

Looks like a really novel panorama shaping up, mate. We're eagerly awaiting its completion.

## HISTORIC SHIP PROFILES

### ● Alligator boat - 1907 ●

Alligator boats were a type of amphibious vehicle used in the forestry industry throughout Ontario, Quebec, the Maritime provinces of Canada and the northern United States

from the mid-19th century to the beginning of the 20th century. These boats were so named because of their



ability to travel between lakes by pulling themselves with a winch across land. Alligators served as "warping tug". They towed log booms across lakes and then portaged themselves using a winch to the next body of water. The rugged, steam-powered tugs were one of the pioneers in the mechanization of the forest industry in North America.

Ref: [en.wikipedia.org/wiki/Alligator\\_boat](http://en.wikipedia.org/wiki/Alligator_boat)

Editor's Note: *Smoky Duck* was NOT an Alligator boat

Various companies built amphibious tugs for logging, but the most successful line of tugs which came to be known as "alligators" were designed and patented in Canada in the late 1880s, a notable example of Ontario's early industrial era. Most were built by West & Peachey of Simcoe, Ontario, who built 230 of them between 1889 and 1932 for customers across Ontario, Quebec, Manitoba, the Yukon and the northern United States from Maine to Wisconsin. One was shipped in pieces to be



assembled in Columbia in South America.

Alligators were scow-shaped, shallow draft boats, fitted with side mounted

paddle wheels, powered by a 20-horsepower steam engine and provided with a cable winch and large anchor.

By using the winch Alligators could pull themselves over land, around portages and up as much as a 20 degree incline at the rate of 1 to 2½ miles per day. They could haul a boom of some 60,000 logs across water against all but the strongest winds. They were heavily but simply built, making rebuilding and repair easy. Alligators began with paddle wheel propulsion. Later versions used screw propellers and diesel engines in place of steam.

## THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



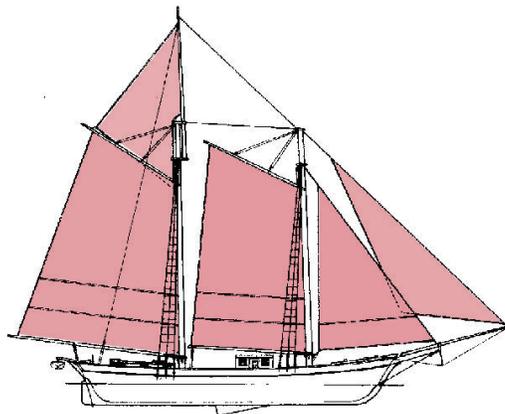
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