



Forecastle Report

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

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the October 2016 meeting at 7:15 with a loyal crew of 18 on board. Lots of good info was passed around with good spirit, even though many "Northsiders" probably had their minds on baseball (Go CUBS).



We have learned that our mate, **Ray Oswalt**, has been taken ill and the latest news is that he is undergoing rehabilitation with hopes for a full recovery. A get well card has been sent and the family is asking that he not receive visitors at this time. We all wish him the very best.



The IPMS Butch O'Hare chapter will hold its 34th Annual Open Model Contest and Show on November 12. Both plastic and wood models are eligible. Doors open at 9:00 AM and close at 5:00 PM. Location is at the Lakeview Jr. High School, 701 Plainfield Rd., Downers Grove, IL. Spectator fee is \$5 and contest entry fee is \$7 for first 3 models and \$3 for each additional model. Several of our mates have won in both categories. Give it a look.



Kurt Van Dahm reported that this year's NRG Conference was well attended and that next year's meeting has been set for St. Petersburg, FL at the end of October, 2017. Kurt awarded a 40-year NRG membership pin to **Richard Romaniak** with hearty congratulations from all aboard.

Raffles were held for seven door prizes and for the winner of the Chesapeake Kayak kit to those who brought in an old model. The winner of the Kayak kit, donated by **Tim Riggs**, was "**Wick**" **Wicklander**. Thanks, Tim, for your generous contribution and congratulations to Wick. Hope to see the kayak at a Ships-on-Deck soon, mate.

2015 OFFICERS & STAFF

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 - Treasurer (Ship's Purser) - Allen Siegel(847) 446-7248
 - Secretary (Ship's Clerk) - Bob Sykes(630) 766-6645
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November Meeting Notice

"NRG Conference - San Diego"

For those of you who were not fortunate enough to have attended the 2016 NRG Conference, this session will give you a front row seat on all the happenings and a base-line view of many of the outstanding models on display. For those who did attend the conference, you might find some information that slipped by you. Either way, it promises to be an exciting evening for all.

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

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

● Back to the Future ●

We all had a great time sharing our modeling histories and the earliest examples of our work that were still existent. Some started the hobby at a very young age and, amazingly enough, still had their early work. For others, first models were only a memory. Either way, we got to see some really great models that showed a high level of skill for being done in the past.

Paul Pollowy lead off the evening with his model of the tug boat *Dispatch 9*, a "Model Shipways" kit. Paul built this model some 30 years ago and modified the tug to



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resemble one he had seen in a photo from an east coast harbor. Scale on this model is 1:48.

Richard Romaniak brought in two models. The one from his past was a 1:128 "Lindberg" kit of the French frigate *La Flore*. She is not only a great looking model but also

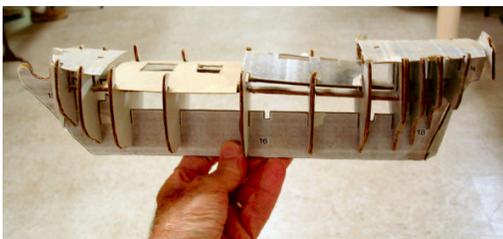


has a first rate case and an historical tablet to detail the ship's exploits. What a great memento of the past!

Tony Serigos showed us his (Midwest Products?) Rowboat with oars that he built as his very first model. Despite its fine condition, it was built so long ago that Tony can't remember the date. Whatever, it was a great start mate.



John Mitchell built a "Sergal" kit of the HMS *President*, a small British frigate ca 1760 back in 2002. Not his first model ever, but the only one to exist from the past. As with newer model projects, he first made a paper mockup of the hull to check the fit on all the parts. A good thing, too, as not all parts were laser cut correctly.



Ken Goetz built the "Scientific" kit of the *Charles W. Morgan* whaler back in the mid 1970's and she still looks like she just came down the ways.



Bob Sykes laid down this 1:80 model of the "OcCre" *Pirate Ship Corsair* a few years back (background). With so many finished models under his belt, it's hard to pin down a date for this one, but it is early and it's been an award winner, too. Nice to see her once again, mate.



The ship in the foreground is his newest project, the 1:75 "Correl" model of the 1628 Swedish warship *Wasa*. This one is a truly monumental kit and Bob's work on her is turning out to be a real work of art.

Bob Filipowski came with a flotilla of scratch-built modern warships done in the late 50's and early 60's. The Japanese battleship *Nagato*, the German battleship *Bismarck* and the U.S. *R-Class Submarine* were all beautifully built and preserved in custom made cases fabricated with help from Bob's father.

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IJN Nagato



DKM Bismarck



USN R-class Submarine

Great legacy from the past, mate.

Glenn Estry proudly showed us his first wood model, the 3/8" scale HMS *Bounty* Launch by "Model Shipways".

This was a real departure for him, as he had been an exclusive plastic modeler up to then. Exposure to all the wood modeling at our club got him to try his hand at it and he hasn't looked back. As a sign of his commitment to his modeling, he even went out and purchased a sewing machine to make the sails for his launch! Remarkable dedication, mate.



Kurt Van Dahm brought in a departure from the usual model ship beginnings. His 1/24" scale model of a 1933 Fiat body on a dragster chassis was built in 1960 and won 1st Place in the Revell/Testor's Nationals Competition. The wood portion is the actual trophy. What a great way to begin your modeling experience, mate!



Rick Szydelko built this example of the side wheeler *Robert E. Lee* some 40 years ago and it still looks fresh. The fine case housing this model certainly helped keep the ship looking so fine.



"**Wick**" **Wicklender** built this *Pond Yacht* so long ago that details are no longer available. But his fine work has



survived the years as testimony to his modeling skills. Beautiful lines and an elegant wood finish, mate.

Keith Zeilenga built this example of the side wheeler *Robert E. Lee* from a plastic kit 3 years ago as his first ship model and she still looks just like new.



Doc Willimas' model of the Arctic exploration ship *Gjoa*, was built at a scale of 1:96. Even though Doc says the cloth sails are out of scale, she's a real winner in our eyes.



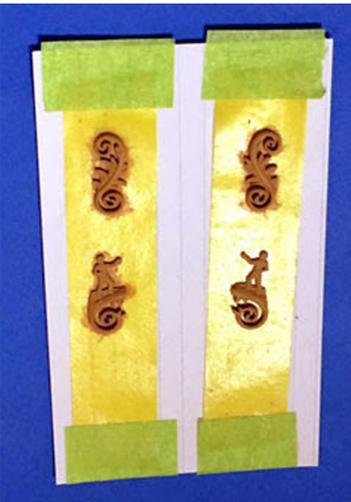
● Ships on Deck ●

Bob Jensen brought in some examples last month of the relief carving he is doing on his model of the HMS *Victory*.

Good images were a little



hard to create, but we hope these will help tell the story of a really fine achievement. Love to see the final model, mate.



Richard Romaniak has been working on the ca 1970's "Marine Models" kit of the *Baltimore Clipper*. This model is plank over solid hull and is being converted to an *Armed Merchantman* ca 1785-1800.



Addition of scale figures in period dress really adds to the realism and eye appeal. All the details are very fascinating, mate.

HISTORIC SHIP PROFILES

● USS *Quincy* (CA-71) ●

The third *Quincy*, originally laid down as *St. Paul*, was renamed *Quincy* to perpetuate that name after the destruction of the second *Quincy* at the Battle of Savo Island on 9 August 1942.

After participating in the Normandy landings on 6 June 1944 and many Mediterranean engagements, *Quincy* was detached from European duty on 1 September and steamed to Boston.

After fitting out at Boston for a Presidential cruise, *Quincy* steamed for Hampton Roads, VA 16 November. President Roosevelt and his party embarked on *Quincy* on 23 January 1945 at Newport News, VA for passage to Malta, arriving 2 February. After receiving calls by prime minister Winston Churchill and other dignitaries, President Roosevelt departed *Quincy* and continued on to the Crimea by air to attend the Yalta Conference. *Quincy* sailed to Egypt, where the President returned on 12 February.



United States

Name: USS *Quincy*
Namesake: Quincy, Massachusetts
Builder: Fore River Shipyard
Laid down: 9 October 1941
Launched: 23 June 1943
Commissioned: 15 December 1943
Identification: CA 71
Decommissioned: 2 July 1954
Fate: Scrapped in 1974

General characteristics

Class & Type: *Baltimore*-class heavy cruiser
Displacement: 13,600 tons
Length: 673 ft, 5 in (205.26 m)
Beam: 70 ft, 10 in (21.59 m)
Draft: 20 ft, 6 in (6.25 m)
Speed: 33 knots
Complement: 1,142 officers and enlisted
Armament: 9 x 8"/55 cal. guns (3x3)
12 x 5"/38 cal. guns (6x2)
48 x 40mm AA cannons
24 x 20mm AA cannons
Aircraft carried: 4 x OS2U Kingfisher
Aviation facilities: In stern hangar for 4 aircraft (wings folded), 2 catapults



President Roosevelt with Abdel Aziz Ibn Saud and William Leahy aboard the *Quincy*

From 14 February, the President and King Ibn Saud of Saudi Arabia met aboard the *Quincy* to conclude a secret agreement for American military support in exchange for secure access to supplies of oil¹.

¹ [https://en.Wikipedia.org/wiki/USS_Quincy_\(CA-71\)](https://en.Wikipedia.org/wiki/USS_Quincy_(CA-71))

The Greenwich Hospital Barge of 1832

and methods of building open boats

by David Antscherl

Published by SeaWatchBooks, LLC, Florence, Oregon

11" x 8 1/2" landscape format, hard cover, 86 pages

www.seawatchbooks.com, seawatchbooks@gmail.com

ISBN: 978-9904041-8-7

In his opening remarks, David Antscherl makes quite a revelation. Apparently, he was once intimi-

Antscherl begins this excellent treatise with a brief, but fascinating history on these beautiful craft. He also lists the various plans that are available through

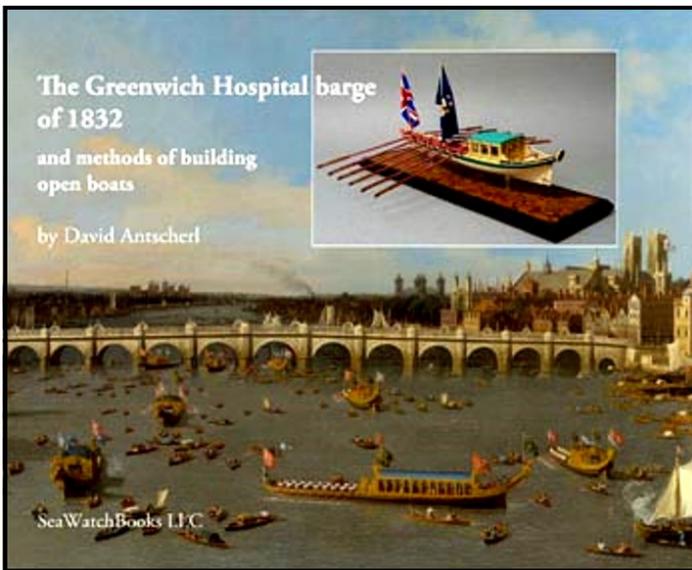


the Royal Museums Greenwich.

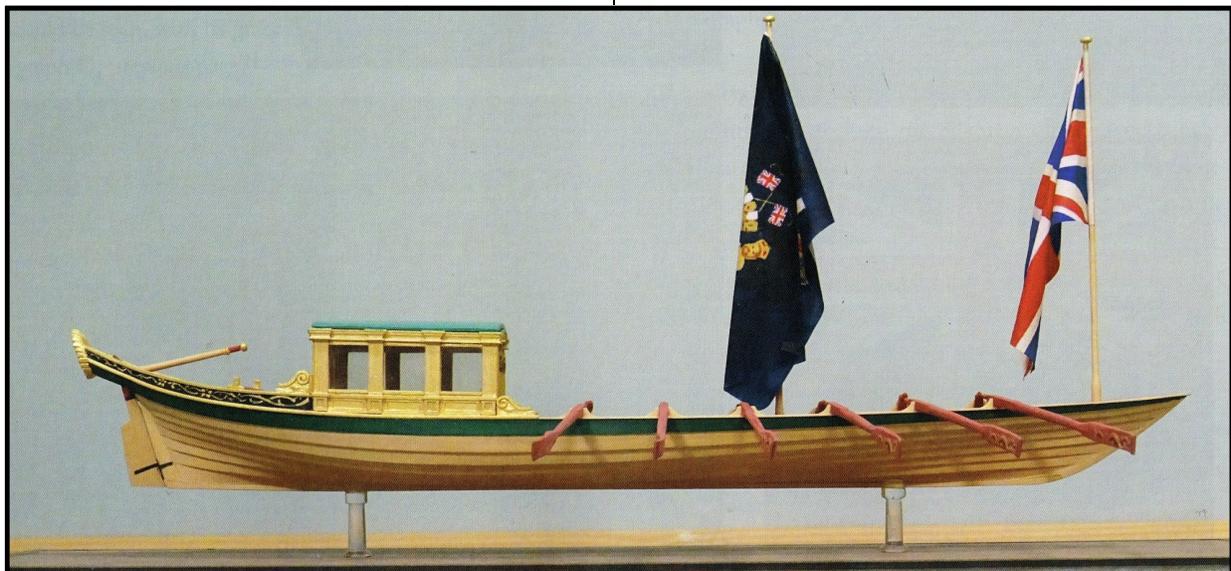
The construction of the barge starts with the customary carved plug. However, due to its complex shape, Antscherl offers his own wrinkles on this tried and true method, which provides a more accurate form for building the hull.

These barges were normally planked clinker style, and the author emphasizes the importance of accurately laying out the proportions and plank runs. He also allows for the overlap and offers a hint on how to incorporate the bevel along the edges of each strake. The "gain", where the strakes transform into carvel at the bow and stern, is also discussed.

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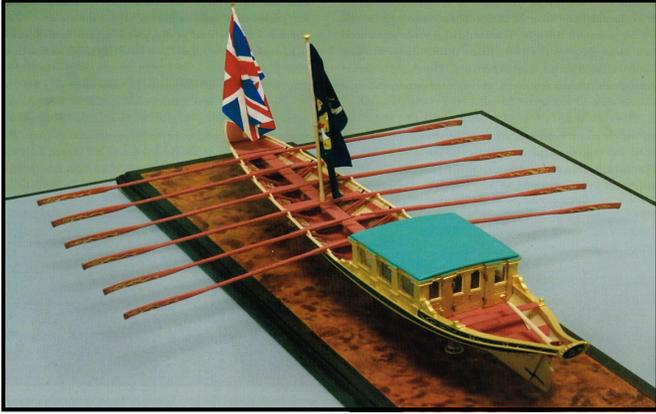


dated by the prospect of building small open boats. This is hard to fathom when one looks at his latest work, *The Greenwich Hospital Barge of 1832 and Methods of Building Open Boats*. This offering from SeaWatchBooks, LLC provides a fresh view on a subject that has not been written about in over 47 years.



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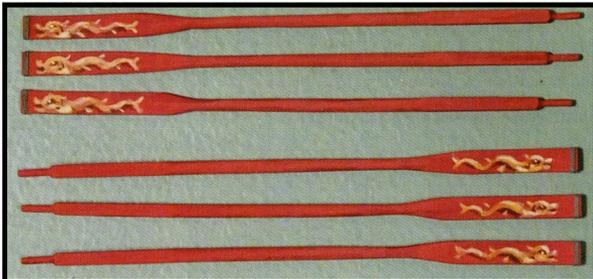
Although an important aspect of clinker style planking, it is interesting to note that the author does not discuss spiling until later in the book where open boats are the topic. This appears to be a common trait in *The Greenwich Hospital Barge of 1832 and Methods of Building Open Boats*. No doubt it is due to the fact that, in some cases, both types of craft require similar construction procedures, and, rather



than being repetitious, the author will refer to other chapters for additional information.

Nevertheless, as one reads this treatise, it becomes quite evident that ceremonial barges possessed some unique features not found on common open boats. These differences often offered challenges that the author had to overcome. Although there is extensive use of templates, sometimes it became a case of trial and error. On more than one occasion, the author admits to scrapping parts and starting over again!

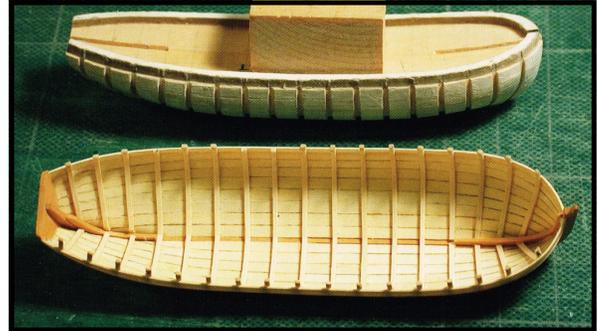
The twelve sweeps, with their graceful curved



blades and subtle changes in shape, are remarkably complex pieces, and the author devotes considerable effort outlining their construction and detailing. The two prominent flags are also discussed. Although condensed into several paragraphs, the hints and tips offered for making these standards might well be worth the cost of this book alone.

The final segment of this treatise, as the title implies, is dedicated to the construction of open boats. For those not acquainted with this aspect of ship modeling, Antscherl's construction sequence and excellent photos will be most useful.

Despite being very similar to other construction styles, Antscherl offers some innovative variations in the process that will insure a more accurately finished model. In many cases, he also provides the reader with options, and explains why he favored one procedure over another. For the novice/intermediate modeler, this is very beneficial since at least two categories involve frame bending and carvel planking.



Antscherl concludes this book with 8 very informative notes, and a glossary of terms used in open boatbuilding. The notes offer some very helpful hints, which include an economical way of extending the shelf life of rubber cement, making your own sanding sticks, stretching paper for painting, and gluing thin pieces of wood with PVA glue.

The Greenwich Hospital Barge of 1832 and Methods of Building Open Boats comes with two 1/4" scale drawings of the Greenwich Hospital Barge. They were adapted from the original draught held by the Royal Museums Greenwich, and were the basis for Antscherl's model.

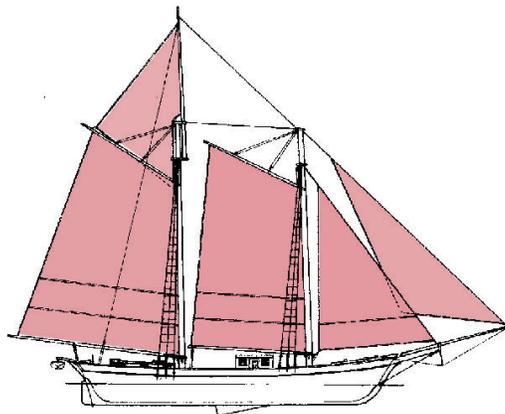


One salient feature of David Antscherl's books has always been his ability to research little known facts about the period that his models represent. *The Greenwich Hospital Barge of 1832 and Methods of Building Open Boats* is no different, and provides the reader with a wealth of historical as well as modeling information. This book is highly recommended.

Reviewed by Bob Filipowski



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