



Forecastle Report

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

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the October 2017 meeting at 7:30 with a happy crew of 24 on board. Everyone had a great evening and heard an inspiring presentation by Allen, to boot. There being no guests to introduce, we moved on to news reports.

By the time everyone receives this newsletter, the 2017 NRG National Conference in St. Petersburg, FL will have been history. We hope to hear from our attending representative, **Cole Seskind**, on news of the event. Stay tuned.

We received encouraging news about our mate, **Ray Oswalt**, who has been recovering from illness. He hopes to be able to return to our meeting in November. We'll surely look forward to that happy event.

The annual IPMS (Butch O'Hare) Show & Contest is being held at the Lakeview School in Darien, IL on Saturday, November 11, 2017. Even though the show is primarily focused on plastic models, wood ship models play a significant roll and often win top prizes. Our mates, **Steve Wheeler**, and **Bob and Ralph Sykes**, have been frequent prize winners with their beautiful, fully rigged wooden ship models and we wish them every success in this year's contest.

Leon Sirota reminded us of the Chicago Woodcarving Show being held at DuPage College in October. We hope some of you were able to attend and that you will let us all know how you liked it.

This month we were favored with some fine photos from two of our absent mates. Associate member, **Neil Hurwitz**, sent in shots of his US Brig *Syren* as well as views of the work he is doing on **Sid Wotman's Fair American**. These were followed by first, **John Pocius'** unpainted model of his *Drift Boat*, and then the painted version. Thanks, mates, for keeping us all in the loop. We're always happy to get member's photos.

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November Meeting Notice

2017 Wisconsin Maritime Museum Model Ships & Boats Contest By Bob Filipowski

Bob is going to share with us all the photos he has collected from this year's contest and give us a clear and concise rundown on each model, detailing all the pluses and minuses. This is a valuable review for anyone contemplating showing at this contest, as it will let you in on the things to avoid.

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

Half Moon Construction By Allen Siegel

Bob Filipowski wrote, in his October meeting summary email, a perfect praise of Allen's accomplishments:

"There probably aren't many club members who have come as far as **Allen Siegel** has in terms of ability and workmanship, and the reasons are quite simple. He has had a desire to learn. He has used the club resources to his advantage. He accepts constructive criticism, and puts it to good use. His recently completed, award-winning, *Half Moon* is a prime example of how far he has evolved as a model ship builder".

Allen did one other thing while building his *Half Moon*, he photographically recorded all the steps he took in the building process. This valuable archive allowed him to create excellent PowerPoint presentations that we have enjoyed on several meeting nights.

On this Wednesday, Allen detailed how he fabricated the fighting tops and created jigs for rigging deadeyes off the model and for aligning masts at the proper rake and location.

So we can see that he not only developed his skills in building ship models, but also learned to create unique and helpful tools to help him overcome some of the pitfalls we all face in "getting it right" the first time.

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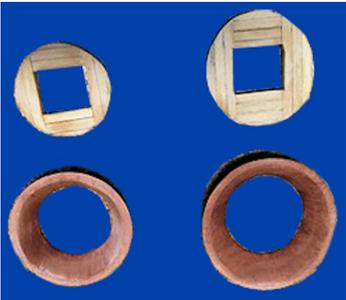
"Half Moon", continued from Page 1



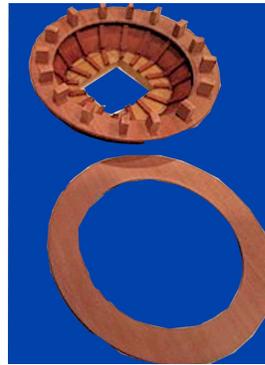
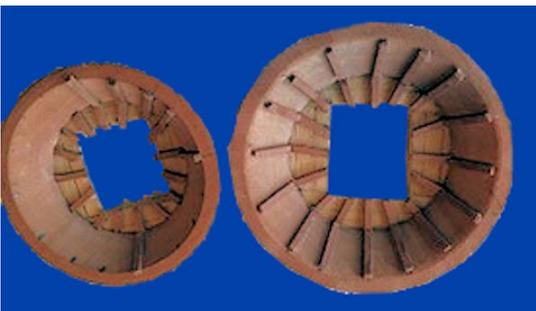
Building fighting tops became a necessity, when Allen found that the items supplied in his kit did not look authentic. He approached the task by breaking down the top into elements that could more easily be produced using simple lathe techniques.



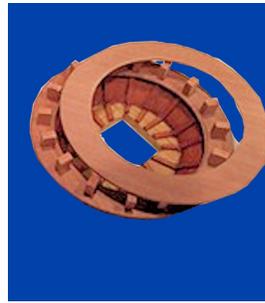
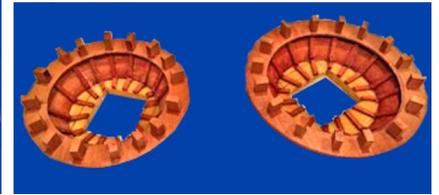
The first image shows the floor of the fighting top and the basket sides, which Allen turned on a lathe.



In the second photo, the floor has been glued to the bottom of the basket and the internal ribs were added. First the ribs on the floor were added and then the extensions up the side of the basket.



A ring plate was cut to fit the top of the basket and glued in place. Next, rib extensions were added to the top of the ring plate.



A second ring was cut and added to the top of the rib extensions forming a rail cap. This completed the fighting top.



Built by Bob Filipowski, Allen used this top as a reference. Seen from the deck, the trestle trees support the fighting top and show the lubber's hole in the middle.

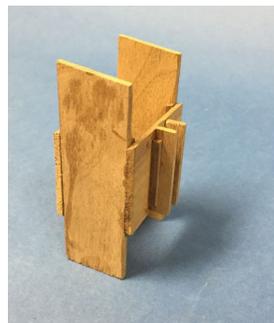


Here is the jig that Allen built to rig his deadeyes. The frame locks the deadeyes into the correct spacing and the holes in the back of the jig allow for passing line through the deadeye holes.

Once the deadeye pair has been rigged, the line is secured in place with diluted white glue.

All that remains is to attach the lower deadeye to the chain plate and connect the shroud to the top deadeye.

What could be easier than this!



A frame was built to support each mast with the correct rake already in place. This allowed the masts to be secured and any glue to dry intact.

● **Ships on Deck** ●

Glen Estry showed us the work he has done on his *Wooden Gear Clock* project. Even though wall clocks never appeared on board sailing ships, Glen's project was a great example of woodworking skills applied in a unique way. Glen was building his clock from a set of plans and the method of cutting out the gear teeth did not seem practical or doable. Rather than trying to cut all the teeth with a scroll saw, as called out in the plans, Glen drilled holes to match the radius at the bottom of each tooth and then used his band saw to make the final cut to form the tooth. Really shows what you can do when plans don't give you the full picture. We're looking forward to seeing his time-piece start ticking.



Coleman Seskind has started to apply his own touches to the Great Lakes schooner *Challenge* that he recently acquired from **John Mitchell**. Nice details were added including authentic fire buckets atop the aft deckhouse, a new ship's wheel with deck grating and a binnacle box attached to the aft deck house. Name plates were



also added to the bow and transom, which were done up with some very neat transfers. Really nice attention to the fine, authentic details that will make this model stand out from all other examples, mate.

Ken Goetz continues to refine his work on the 1:128 model of the schooner *Bluenose*. Ken has set the masts and rigged the booms. A real eye opener were the very fine jib and jumbo jib sails he had added. The sails were made from drafting velum, a technique Ken credited **Ray Oswalt** with teaching him. The next project is to add a balloon jib. Beautiful workmanship, mate.



Gordon Field is working on a classic model of the *Halifax* in 1:48 scale using the Harold Hahn plans. The results, to



date, show a project that required a lot of patience and precision and have achieved a great success. This will turn out to be a real masterpiece, mate.

Laminated frames and keel were made of cherry wood. Tight-Bonded basswood strakes were removed with acetone and replaced with cherry wood. Great new modeling technique there, mate.



Doc Williams made great progress on his 1:72 model of the HMS *Royal William* by cutting out all the middle row gun ports and laying out the measurements for the port side lower gun ports.



You can see in the photo on the left the holes Doc drills to mark the center of each port. He will then enlarge these holes and form a square port using a template, small files and an X-Acto knife. Nice planning, mate.

Allan Siegel is striking out into new territory by building a 1:48 model of a Dutch *Kaag* from scratch.

This is a very unusual ship, almost akin to a barge. The flat bottom, so useful in navigating shallow waterways, is aided by leeboards on both sides to reduce unwanted drift. After planking the hull, Allan will remove bulkheads amidships to detail the holds.



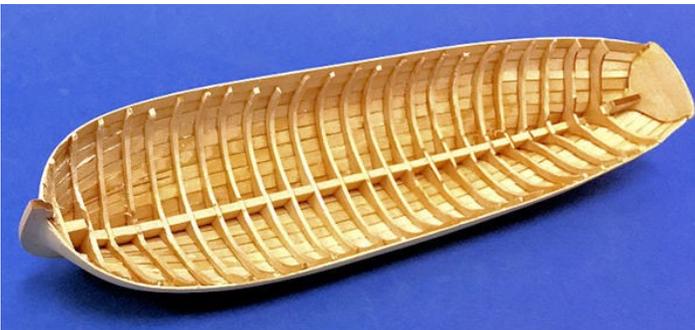
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"Ships-on-Deck", continued from Page 3

Dick Samojla is working on a very fine *English Pinnace* and has completed the hull in great shape.



Planking and ribbing really came out very neat. This will make a very special model, for sure. Referencing Milton Roth: "Ship Modeling from Stem to



Stern", the *Pinnace Cutter* was the 2nd largest ship's boat, measuring 20' to 50' with 8 to 16 oars, double banked. A fine effort in the works, mate.

Kurt Van Dahm gave us a good review of this latest kit, the 1/72 scale 1938 British freighter *Brockley Combe* by "Navarino Models". This is an Athens, Greece based kit and has really first class materials including CNC-cut Baltic Birch plywood keel and bulkheads. Construction is plank on bulkhead with basswood planking. Also included is 0.006" aluminum for hull plating, making for a very



authentic model. Kurt rates this one a "good kit", and that says a lot. A link to this company's website can be found on Nautical Research Guild's "Model Ship World".

Bob Sykes says he is finished with his 1:50 model of the ca 1812 privateer *Prince de Neufchatel*, and she looks marvelous.



As with all the Sykes' models, the rigging is exceptionally well done, with many hand made blocks and deadeyes. On this model, Bob's resourcefulness really shines in his use of candlestick bases for the mounting pedestals. What a unique touch and very attractive. Extra attention was also paid to all the deck furniture, including a very well done ship's boat. Congratulations, mate, on a fine launching!

John Pocius has been keeping us updated on the progress he has made with his diorama of a *Drift Boat* and Motor. We've been able to watch, as he completed the construction and then added the color to his model and the attached figures. The figures were made in his "usual" way with Magic Sculp epoxy clay on brass wire



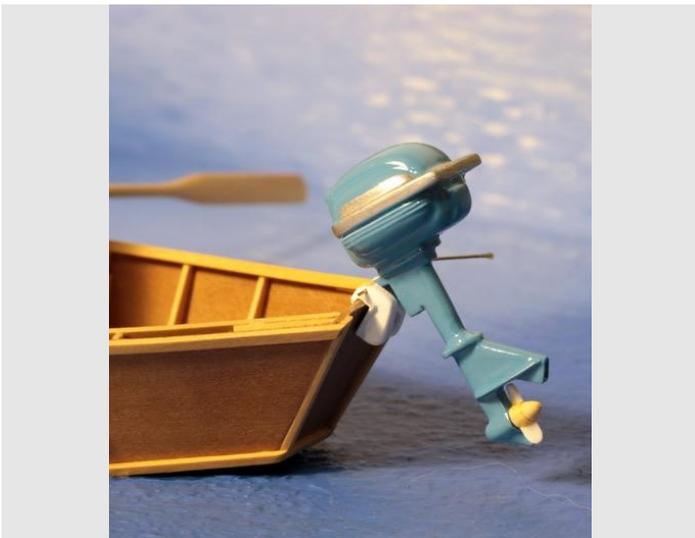
armatures. John says he first did an under painting of the background in raw sienna and burnt umber before starting the final oil painting in full color. You've achieved a very beautiful work of art, mate, as well as a fine model.

"Ships-on-Deck", continued on Page 5

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

John's work is always a joy to see - as much pure art as model building. Really great work, mate.



Neil Hurwitz sent us photos of the US Brig *Syren* ca 1803 that he recently completed. Neil says he replaced the rigging from the kit with DMC thread with the larger sizes being made on his rope walk.



The flags were made by taping tissue paper to copy paper and running through an inkjet printer (has anyone tried that before?). His figures were made with Sculpey. She's a real beauty, mate.



Sid Wotman and Neil Hurwitz have collaborated on building this nice example of the brig *Fair American*. Neil explained that Sid did all the hard work of framing, spiling and fairing so that everything was nice and symmetrical and easy to work on. Now Neil has just replanked the outer bulwarks and is in the pro-

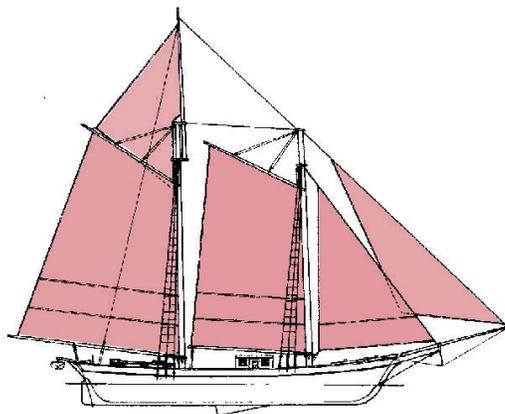


cess of adding the black strake and wales with the object of trying to match the quality of Sid's *Morgan*. This talented duo promises to keep us updated, as they go along.





John R. Mitchell, Editor
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