



# Forecastle Report

Newsletter of the Midwest Model Shipwrights • www.midwestmodelshipwrights.com • October 2017

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the September 2017 meeting at 7:30 with a avid crew of 20 on deck. A record heat wave may have been the cause for the light turnout. However, those on board were a highly active and enthusiastic audience for Gordon's presentation.

The evening's raffle prize was a copy of Chapman's 1768 "Architectura Navalis Mercatoria," a historical book of ship plans that was won by Tony Serigos. Congratulations, Tony, on taking home such a fine prize. For those of you who had hoped to win this item, the good news is that there is another copy that will be raffled off at a later date, so be patient ... and don't miss any meetings!

### NRG Conference 2017

**St. Petersburg, Florida**

**Thursday, October 26 — Saturday, October 28**

By the time you read this, the special hotel rate for the **2017 Nautical Research Guild Conference** will have expired. However, if you were fortunate enough to make your reservations in time, here is some information that may be of use to you.

The [Hilton Bayfront Hotel](#) is across the street from the [Salvador Dali Museum](#) and is adjacent to the thriving downtown district. There are plenty of restaurants within just a few blocks of the hotel.

**It has been confirmed with the hotel that NRG members flying in for the 2017 Conference can get a special shuttle rate to the host hotel through [Super Shuttle](#). You MUST book your shuttle reservation in advance on Super Shuttle's website and use the code: **EP8N3** to get your discount. Rates start as low as \$30 with the code.**

The hotel is also served by the free St. Petersburg Loper Trolley which makes continuous loops of the most popular areas of downtown St. Petersburg. Additionally, the trolley services other routes within the downtown area for which the fare is only 50 cents. There are plenty of activities during the days of the Conference for all of your travel companions.

#### 2017 OFFICERS & STAFF

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## October Meeting Notice

### *Half Moon Construction*

**By Allen Siegel**

**Allen** will share some of his triumphs and setbacks in building his award-winning model of the *Half Moon*. With his entertaining "tell-it-like-it-is" style, come prepared to learn a lot, and be highly entertained as well.

Our next meeting will be at 7:15 p.m.  
Wednesday, October 18, 2017

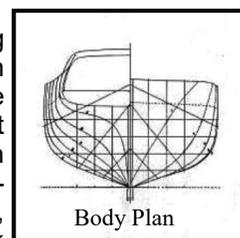
At: **The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## Lofting Revealed

**By Gordon Field**

Lofting is not an easy concept to explain. For this reason alone, Gordon Field deserves a LOT of credit. Yet, he did a remarkable job describing the purpose of each line found on a ship's draught.

Gordon started out by explaining how these lines were derived from half-hull models very much like the type some of us build. He then went on to explain the more useful lines on a typical drawing. The first set explained were those on the body plan, which can be used to create a plank on bulkhead model, or a solid hull, carved model.

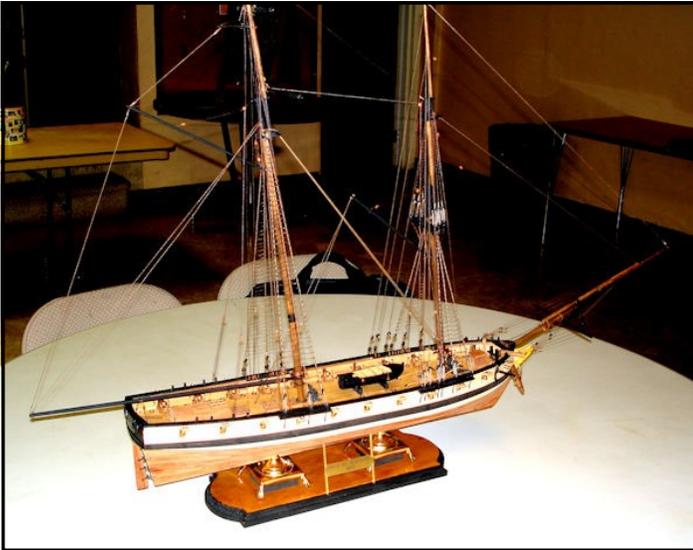


Next came the half breadth plan (overhead view), which provided the shape of various waterlines from the rabbet line up to the cap rail. These would be used for the "bread & butter" style of construction. The sheer plan provides an overall profile of the vessel, and helps form the hull's sheer, bow and stern shapes.

The least useful lines for a modeler are the buttock lines and diagonals. The first set is used by the ship's designer, and the second set provides an additional check for the shipwright. Finally, Gordon explained the function of offset tables. He admitted that that portion of the talk could be a real "snoozer." Nevertheless, he did an outstanding job, and his efforts were truly appreciated!

## ● Ships on Deck ●

**Bob Sykes** has made significant progress on his latest model, the privateer *Neufchatel*. The kit offered very poor detail on the rigging, so Bob had to go with his knowledge of how she should be set up and did it on his own. The results look perfectly authentic to us, mate. Deck furniture on this kit is really first class and in scale! Work on the yards is now in progress. One interesting feature is the unique pedestals, which Bob made from some fancy candle sticks he bought at a sale. Great idea there.



**Richard Romaniak** is nearing completion on his 3/16 scale model of an armed merchantman ca. 1785—1800. This is a modification of a 1970s "Marine Models" slaver kit. The kit may be from the 70's, but Richard is not far behind, as he has been working on this project for 2.5 yrs.



A lot of the result has been scratch built over a solid hull.

Richard turned out a really fine long boat complete with a very nice set of oars. His attention to detail extended to the addition of an authentically clad number of crew men, and is a really fine touch for added interest. All the rigging is also finely done, with hand crafted blocks and deadeyes to boot. A beautiful effort mate!



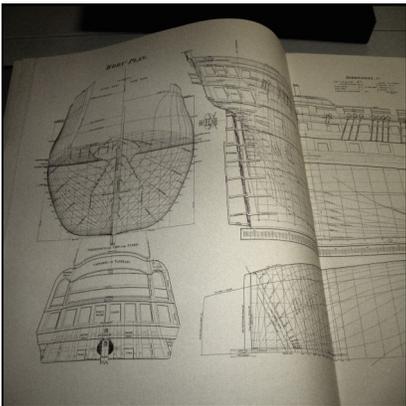
## The Forecastle Report, Oct. 2017 - P.3

*"Ships-on-Deck", continued from Page 2*

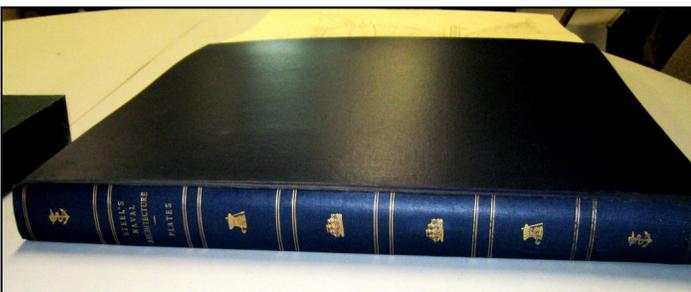
**Patrick Sand** has turned out an amazing job on the hull of his 1:46 model of the Colonial Schooner *Sultana*. Planking is very smoothly done and the only concern Patrick had was getting the wales symmetrical on the hull. Gluing them into place gave him some problems, as he had a hard time holding them in place as the glue dried. He certainly has succeeded, as the wales look perfectly placed and very neat.



**Russ Hannula's** contribution to the meeting was a real eye-opener, a facsimile of Steel's *Naval Architecture* from 1805. Purchased at the National Maritime Museum in Greenwich, England, this remarkable book contains full drafts of various English men of war from the late 18th and early 19th centuries. Only 500 copies were printed, which makes this reference a very valuable book. Through research on the Internet, it was determined



that this rare publication is currently valued at \$900! Russ estimates that he paid \$250 for this collector's item back in 1978. As investments go, that's not too shabby!



## News from The Rope

Mr. Norio Uriu of The Rope in Tokyo recently sent us some new photos of his French *Le Hussard*. You may recall that we featured a presentation in July that outlined how he built this beautiful model. Since then, Mr. Uriu has added 3 furled and 8 unfurled scratch-built sails to this French Brigantine.



In his notes he offered some excellent advice: "Making and bending sails is not difficult at all, but it can be a troublesome task. If you decide to make a model with sails, you are advised to put the sails on the yards before you attach them to the mast. For a model with sails, the number of belaying points increases. Therefore, you should prepare the rigging list and belaying pin positions in advance." Thank you Uriu-san for sharing this with us!

## New Products

### Titebond Translucent Wood Glue

This product is designed for general household and woodworking projects. It provides a virtually invisible glue line and bonds stronger than the wood. A strong tack and fast speed of set helps reduce clamp time. When dry, this wood glue is unaffected by finishes and sands easily.



Also ideal for craft projects, Titebond Translucent is easy to use, non-toxic, and cleans up with water. It is specifically designed for wood, particleboard, hardboard, leather, cloth and most other porous materials.

### Titebond No-Run, No-Drip Wood Glue

This adhesive is the thickest, fastest-drying glue available for use with porous and semi-porous materials. It is ideal for finish trim, crown molding, baseboards, window casings and other applications requiring a professional-strength, no-run wood glue.

Titebond No-Run, No-Drip provides a strong initial tack and fast speed of set, yet allows realignment of working pieces. It also develops a bond stronger than the wood itself, offers excellent sandability, and is unaffected by finishes.

Both of these adhesives can be purchased at various hardware stores and home centers including Rocklers and Home Depot.



## A Circa 1900 HD Photo

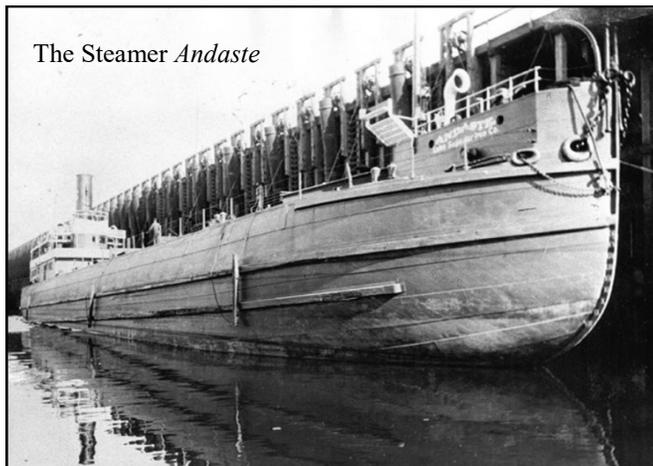


In this day and age, HD photography, videos, and television are quite the rage. Yet, as early as 1900, technology existed that could produce photos of remarkable clarity and detail.

The above photo was taken at Buffalo, New York in about 1900, and showcases the "Great Northern elevator and shipping." The original was an 8X10 inch dry plate glass negative. Reproductions of photos of this quality are available through Shorpy Historic Picture Archive at [www.shorpy.com](http://www.shorpy.com)

The main vessels featured in the photo represent three distinct types unique to the Great Lakes. It is also interesting to note that all three vessels would eventually sink, although under different circumstances.

The steamer on the left is the *Andaste*, a semi-whaleback. This vessel by any stretch of the imagination



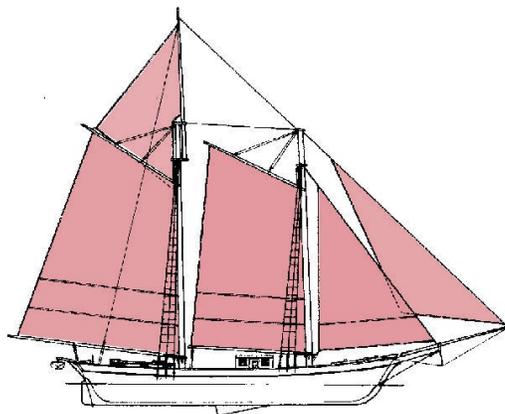
was not a handsome ship. This strange looking, slope-sided vessel was 266 feet long when launched into the Cuyahoga River at the Cleveland Ship Building Company docks in 1892. The steel hulled ship had a beam of 38 feet and a cargo capacity of 3000 tons.

On Monday afternoon, September 9, 1929 the *Andaste* was docked at Ferrysburg, Michigan, up the river from Grand Haven. After taking on a load of gravel, she passed the Grand Haven harbor pier heads at 9:03 PM, heading west-southwest across the southern end of Lake Michigan toward Chicago. At about ten PM, a stiff wind arose, later becoming a full gale. The *Andaste* would never be seen again. Her entire crew of 25 perished.

The middle vessel, the *I.W. Nicholas* was more typical of contemporary Great Lakes steamer design. She was built at Cleveland, Ohio, and launched in August, 1894.

On November 27, 1913 the *Nicholas* ran aground on the north point of Thunder Bay, Lake Huron, and was abandoned to the underwriters as a constructive total loss. In 1914, the wreck was sold to Reid Wrecking Co, and rebuilt at Port Huron, MI. The hull was shortened to Welland Canal length, and renamed *Inland*. She would continue to work the Great Lakes until scrapped in 1936 at Buffalo, New York

References refer to the third ship in the photo, the *B.L. Pennington*, as a wooden three-masted schooner. However, she does not appear to have any gaffs, booms or sails, and is most likely a schooner barge. Launched in 1889 at Gibraltar, Michigan, this wooden workhorse would faithfully serve her owners for the next 40 years. On June 15, 1929, she finally succumbed to old age, and sank at her dock in Quebec, QC, Canada.



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