



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ April 2014

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the March 2014 meeting promptly at 7:15 and noted that we had 29 hands aboard. Thanks for the great showing, mates!

Even though your Editor was in sick bay for the March meeting, production of this month's newsletter was still possible thanks to the many hands who provided needed details and photos from the evening. Cheers to you all.

A motion was made and approved to increase our donation to \$200 to the Wisconsin Maritime Museum so that, in addition to the customary gold and silver plaques, they can award bronze plaques rather than Certificates of Merit during their annual model ships and boats contest. It is hoped that this will add to the success of the competition and provide additional motivation for novices interested in competing.



Our mate, Bob Wicklander has set up a wholesale account to purchase "DMC" thread, which has proven to be excellent for rigging ship models. If you have an interest in some of this product, you should contact "Wick" directly. (630-205-6500).

Larger sizes 10 and 30 cost \$29.95 per carton. Medium and finer sizes 50, 70 and 100 are \$18.75 per carton. All cartons contain 10 spools. These prices do not include shipping charges, so there will be some additional costs. Wick stated that he can only order full cartons, so some of you may want to combine your orders.

According to Bob Filipowski, DMC takes stain very well and he favors using "Minwax" Provincial. Other tints in common use are Early American (a little more reddish) and Jacobean (brown/black) for "tarred" rigging. This product produces excellent results when used on a rope walk, but for those lacking that resource, the sizes available will give you a nice variety of rigging sizes right off the spool.

### 2013 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 394-0757
Vice Pres (Flag Captain)	- Paul Pollowy.....(847) 298-0563
Treasurer (Ship's Purser)	- Allen Siegel.....(847) 446-7248
Secretary (Ship's Clerk)	- Tony Serigos.....(847) 392-3275
Newsletter Editor	- John Mitchell.....(847) 392-2259
Photographer	- Leon Sirota.....(847) 541-6285
Web Master	- John Pocius.....(630) 834-9477
	- johnpociusdesign@att.net

## April Meeting Notice

### Deck Planking Techniques - Part I

*By Bob Filipowski*

With **Part I** of Bob's presentation on laying out and installing decks, margin planks and waterways a great success, this month's **Part II** will take up the techniques of nibbing, joggling and treenails.

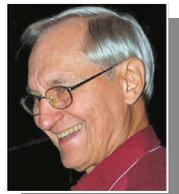
By the end of the evening you, too, will be an expert on using these critical skills to enhance the beauty of your models. See you all there.

Our next meeting will be at 7:15 p.m.  
Wednesday, April 16, 2014  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## ● Deck Planking I ●

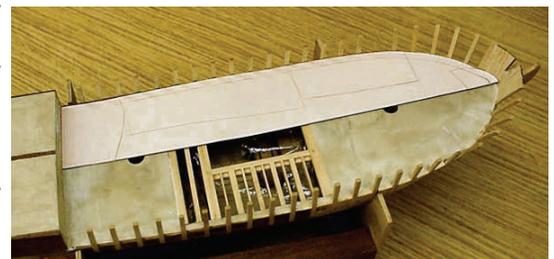
*By Bob Filipowski*

The first thing one noticed about Bob's presentation was Bob's presentation. That may sound confusing, but one could not help seeing how Bob had carefully chosen his pictures and set them up to focus on the message he was trying to convey, without including any unnecessary details. Anyone with an interest in giving a similar presentation certainly received a first rate tutorial on that topic.



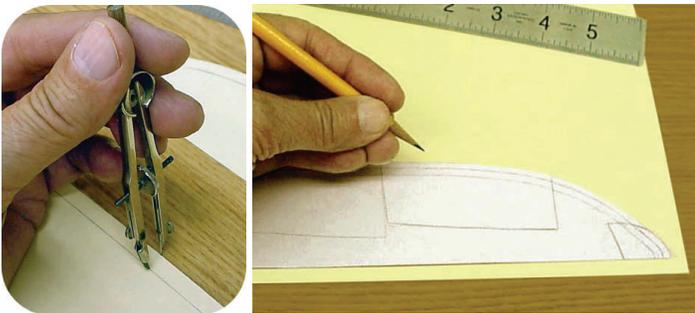
Everyone also received a first rate tutorial on how to set up a hull for deck planking and no one left confused on that subject, for sure.

Bob started out showing us how to draw up a template outline of the hull in-board of the ribs. On this he drew in an outline of the desired margin plank using a drawing compass to mark the plank width



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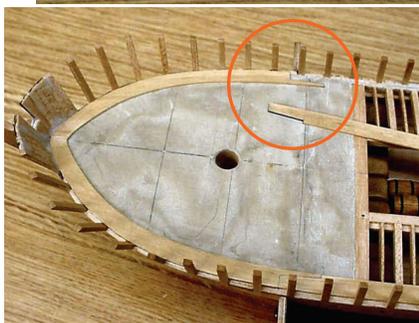
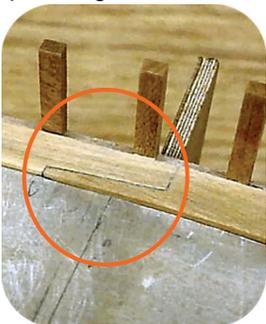
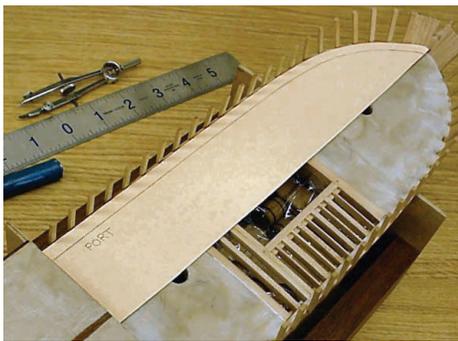
"Planking I", continued from Page 1



along the entire template length. Once the desired pattern was drawn on light paper and checked for fit to the hull, it was traced onto heavy card stock and this was, in turn, cut out and again checked for fit against the ribs. A separate template was created for port and starboard sides.

Onto these templates the scarf joints to be used to join the bow and side sections were drawn in.

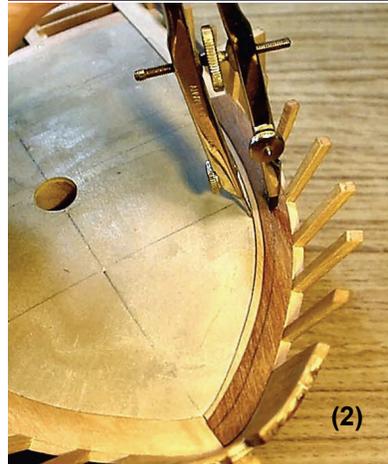
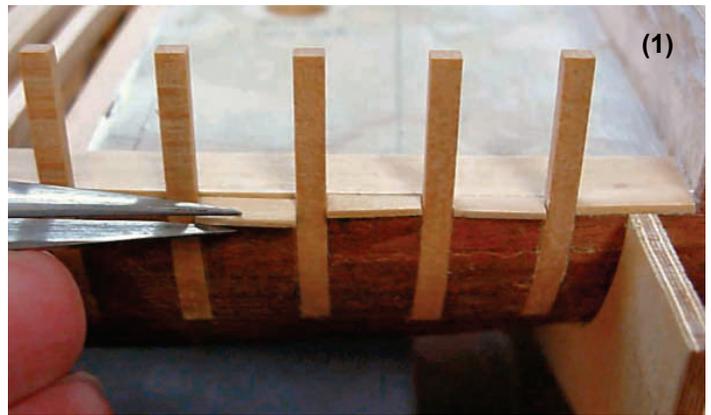
The margin plank templates were cut out, and then glued to wood stock using rubber cement. The margin planks were then cut out and sanded down to final shape. Care was taken not to create the scarf joint at a point where the margin plank would be nibbed when installing deck planking.



Small filler strips were glued in place, and then sanded off flush with the outside surface of the ribs and hull (1).

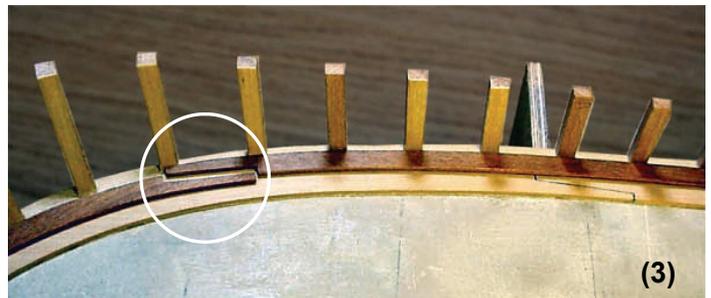
The waterway planks were cut out of wood stock using the original margin plank template, and marked to a uniform inset from the inboard margin plank edge. (2).

Scarf joints were cut into the waterway planks at a point where the waterway begins to curve toward the bow (3).



It is important that these scarf joints do not overlap each other. Note: The waterway plank will be installed after the deck planking has been nibbed and joggled into the margin plank.

Bob stated that when laying planking, it is important to plan ahead. As you approach the port and starboard



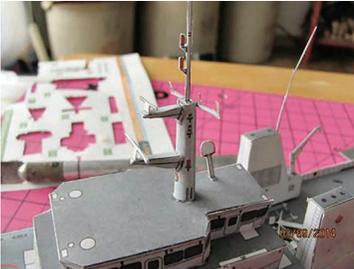
beams, maintaining as consistent a plank width as possible must be kept in mind. This can be done by measuring the distance left to be planked, and averaging out the width of the remaining planks. (4) Waiting too long will result in planks too narrow or too wide.

Part II of this presentation will continue with Bob's techniques for nibbing, joggling and tree-nailing. Once Part II is completed, a video of the total presentation will be available, with proceeds going to the Tri-Club fund.



## ● Ships on Deck ●

**Dave Botton** hasn't let absence from his workshop diminish his love of modeling or his efforts to create fine results. His latest project is a card model of a *Kingston-Class MCDV*. These photos show the progress made on creating the ship's main tower and how it mounted on



the hull. The last photo shows the nearly completed ship.

Dave originally started this model because he wanted something that wouldn't make a mess but, after investigating card

models, he found many that were perfect for him. He says he's had fun and learned that there is another (modeling) field out there. Will he do more? A definite YES! Keep up the good work, mate.



**Don Dressel**, our Associate Member from California and also a member of the Ship Modelers Association, checked in with us to say hello (he felt sorry for all the



snow we have to shovel) and give us a look at a rather unique kit he is building. This one is a Japanese model of the merchant ship *Higaki-Kaisen* that sailed the coast of Japan during the Edo period. The kit is by "Woody Joe", a Japanese kit manufacturer using laser cut Japanese cedar wood. While instructions are good, it helps if you can read Japanese. These kits are available on the internet. Thanks, mate, for sharing your modeling experiences with us.

**Gus Agustin** is closing in on the fine details aboard his 1:192 model of the *HMS Royal William* c.1719. Head rails were carved out of cherry, soaked in water for 24 hours, and bent to shape over a curling iron.



Miniatures really don't get any better than this.

Every look we get is more amazing than the last, mate!



**John Pocius** showed us this 1:32 model of the *McKenzie River Drift Boat* that he made 2 years ago. What's new is the addition of a girl figure taking a "selfie" (photo of herself). John's figure sculptures are works of art!



Other additions were a fishing pole and reel, tackle box and lures. The figure was sculpted using Magic Sculp on a brass wire armature. Nice additions to your family gift, mate.



See "Ships-on-Deck", Page 4

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

**Helmut Reiter** continues to refine the workmanship on his 1:48 model of the HMS *Pegasus*. Gun port framing,



which originally caused him real concerns about how to achieve alignment, was nicely

handled by creating a wood template that he used to cut the ports out of the finished frame rather than build them up as he built the frame. This proved to be much easier than the plans called for. Nice solution, mate.

**Sid Wotman** has zeroed in on copper plating the hull of his 1:64 HMS *Fly*.



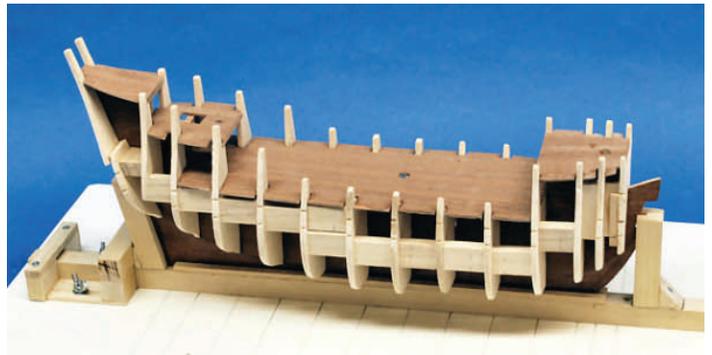
The hull has now been fully prepped below the waterline and is all ready for application of the copper plates, which Sid obtained from "Caldercraft". These look very authentic with scale nail heads already in place. Can't wait to see how she turns out, mate.



**Ken Wallenberg** has built a 1:96 "Model Shipways" kit of the schooner *Bluenose* and has added a brass bowsprit and sails made out of vellum and painted with a very thin, flat white. HO-scale figures will be added on deck to add realism. Beautiful job, mate..



**Allan Siegel** has moved along his 1:50 model of Henry Hudson's *Half Moon* very nicely, since we last met.



Bulkhead spacers and false decks have been installed and, as the photo shows, Allan's fine assembly frame is working beautifully. If you look closely, you can just see the station lines drawn on the working board. These help assure that all the bulkheads are in proper alignment.

**Gordon Field's** 1:48 model of the pilot schooner *Katy of Norfolk* now has some very fine deck furniture installed



including hatches, companionways and skylights. The waterways that gave Gordon fits earlier have all been nicely installed. He is



now working on the cap rails, which have been cut in one piece. Nice work, mate!

**Glenn Estry** has made a diorama of a WWII German *U-Boat Type XII* lying on the bottom that is so realistic you would swear you were viewing it through water and not acrylic. The surface texture of the acrylic breaks up the light passing through it so



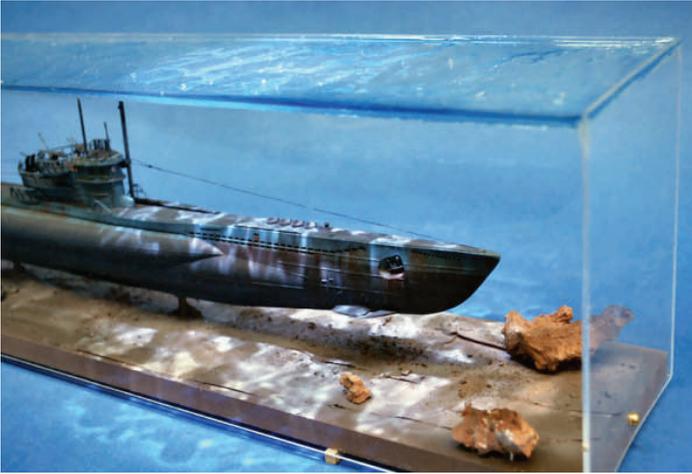
that it

See "Ships-on-Deck", Page 5

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

translates to the sub and seabed as light and dark shadows. A really remarkable achievement in dioramas, mate.



**Doc Williams** has taken on another restoration job on this *Pond Yacht* from the 1920s.

Doc has re-rigged her but otherwise left her alone. Sails are very well made and, considering her age, in very good condition. Looks like she

could set sail again any day now.

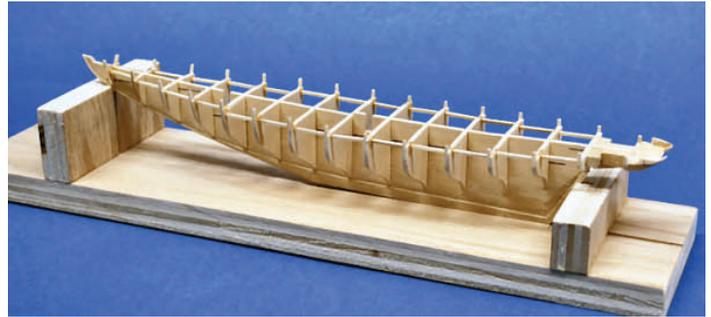
Nice work, mate.



**Walter Kinney** has made a very fine start on the "Model Shipways" kit of the HMS *Bounty* launch and has used some very excellent mini-clamps to hold parts while the glue sets. Walt went through a learning curve when it came to bending hull planks but finally arrived at the best technique; that of soaking the wood in water then heat bending. Good job.



**Ken Goetz's** work on the schooner *Bluenose* is really a scratch-built project. Ken is using the "Model Shipways" plans that have been reduced from 1:64 to 1:128 in order

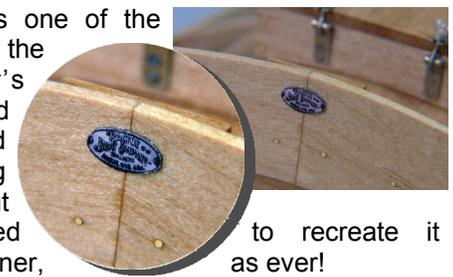


to build a miniature version of this ship. This is a really great looking beginning, despite the concerns Ken has for his first effort at scratch building (He's sure the devil will be in the details). You're on the right tack, mate. Just hold course.

**Steve Wheeler's** model of the Grand Canyon river rowboat *Edith* has, at long last come to rest on the river's shore in this great diorama. Steve's "improved" oars show up very nicely and the old camera on a tripod is a very interesting added element.



Of real interest is one of the smallest details, the rowboat builder's metal label mounted to the frame. We'd need a magnifying glass to read it, but Steve has managed exactly. A real winner,



to recreate it as ever!

**Kurt Van Dahm** brought in a new tool for everyone to see. It was the latest version of the "Microlux" Variable Speed Miniature Drill Press. Kurt likes it because it takes drill bits down to the smallest size, has a base that accepts the X-Y table and has a digital readout. A really great tool for working a smaller scale, says Kurt.



● **Airbrush Workshop** ●

For those that have not yet attended Kurt Van Dahm's airbrush workshop, you are in for a real treat. Kurt's presentations are always concise, informative and well structured, and this one was no exception.

Kurt started out by explaining the anatomy of an air-



brush, the different variations that are currently on the market, and what applications each model is most suited for.

Air compressors, pressure regulators, water traps and spray booths were also discussed. The importance of keeping airbrushes clean, and how this is done was covered in depth. Badger water-base



paint was the coating of choice for this workshop, and Kurt emphasized the minimal health hazards there are, and how easy cleanup can be when using this product.



many went away feeling that they could handle the more advanced model.

A video of the workshop will be available after the Intermediate session is completed sometime this spring.

**MODERN SHIP PROFILES**

● **HMCS *Brandon* (MM 710)** ●

The *Kingston*-class consists of 12 coastal defense vessels operated by the Royal Canadian Navy. The class is the name for the Maritime Coastal Defense Vessel Project (MCDV). Their main missions are cos-



*The main armament is a WWII Bofors design that is manually loaded and lacks modern targeting capability.*

tal surveillance, sovereignty patrol, route survey, and training. They were designed with a minesweeping role in mind and are classified as mechanical minesweepers (MM); however, this role has diminished as a result of the evolving nature of mine warfare.

*Kingston*-class vessels are designed to carry up to three 20-foot containers with power hookups on the open deck aft in order to embark mission-specific payload including mine-sweeping/disposal, route survey, bottom inspection, diving and personnel accommodation.

**Class Overview**

Name: *Kingston*-class  
 Builder: Halifax Shipyards Ltd.  
 Operators: Royal Canadian Navy  
 In commission: 21 Sept 1996  
 Completed: 12  
 Active: 7

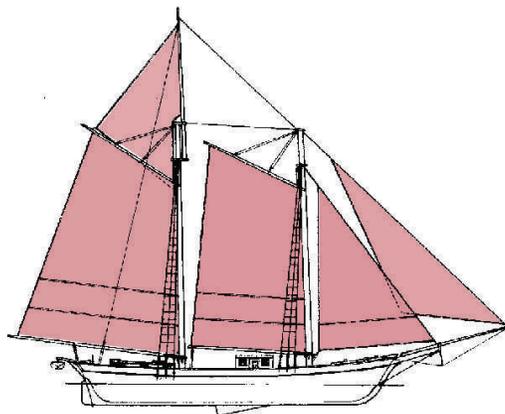
**General characteristics**

Type: Coastal defense vessel  
 Displacement: 970 t  
 Length: 181.43 ft  
 Beam: 11.3ft  
 Draught: 11.15 ft  
 Propulsion: 2 x DC electric motors.  
 4 x 600 VAC V12 diesel alternators.  
 2 x Z-drive azimuth thrusters.  
 Speed: 15 kn  
 Complement: 31 to 47  
 Sensor Systems: Nav (I-band), surface search (E-F band) radars. Sidescan sonar, RMHS mine-hunting, magnetic Degaussing.  
 Armament: 1 x Bofors 40 mm cannon  
 2 x M2 Machine Guns

Ref: *Wikipedia, the free encyclopedia.* en.wikipedia.org.



John R. Mitchell, Editor  
2011 N Charter Point Dr. • Arlington Hts., IL 60004



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