



## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the March 2019 meeting at 7:15 with a loyal crew of 26 on board. This outstanding turnout may have been attributable to the English Carronade kit that was being raffled off.

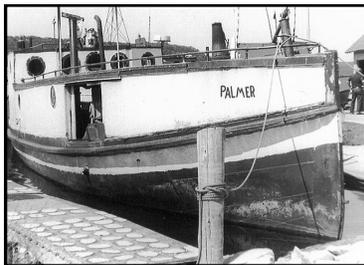
The lucky winner was Richard Kuenstler. There was an alternate prize, just in case the winner was not into cannons. It was an Anatomy of the Ship book on HMS *Pandora*. This frigate hunted down some of the "Bounty" mutineers, only to be wrecked on a coral reef off the Australian coast. Richard didn't hesitate for a nanosecond, and snapped up the carronade. Bob Filipowski stated that the "Pandora" book will most likely be raffled off at the April meeting. Bob usually has another trick or two up his sleeve when it comes to our raffles. This shouldn't be the only reason you attend, but it sure doesn't hurt!

## ● Manitowoc 2019 ●

By the time you read this, there will be barely a month left before the 43rd Annual Midwestern Model Ships and Boats Contest and Display in Manitowoc. The actual dates for this longest running, judged model ships and boats contest in the nation are May 17th through the 19th.

Special events include **the Burger Boat Exhibit Opening & Reception** on Friday at 3:00 PM. This will be held in the museum's Wisconsin-Built Boat Gallery where models of the *Lady Isabel*, *Splash*, and *White Swan* will be put on permanent exhibit. Special guests will share stories about the real boats, and our own Kurt Van Dahm and Steve Wheeler will be among the artists who discuss their modeling experiences.

The **Saturday Symposium** will feature Bob Steinbrunn: "Building PT 187" and Steve Wheeler: "Making the *Lady Isabel* Model" If you plan on attending the **Awards Ceremony and Dinner**, you'll be treated to the best fried chicken in the state of



Wisconsin, and a presentation on The Life and Times of the Historic Fish Tug *Palmer* by Ron Luttrell of Racine.

### 2017 OFFICERS & STAFF

- President (Commodore) - Bob Filipowski.....(847) 394-0757
  - Vice Pres (Flag Captain) - Glenn Estry .....(847) 259-1574
  - Treasurer (Ship's Purser) - Allen Siegel .....(847) 446-7248
  - Secretary ( Ship's Clerk) - Bob Sykes.....(630) 766-6645
  - Photographer - Leon Sirota .....(847) 541-6285
  - Web Master - John Pocius.....(630) 957-7298
- jpdesign@mindspring.com

## April Meeting Notice Fixtures & Jigs

The different types of fixtures and jigs used in our hobby are only limited by our imagination, and how often we might need one. The possibilities are endless. Allen Siegel's presentation will touch on various designs he has used or encountered over the years. Some might be complex, while others are surprisingly simple. Yet, they all resulted in a better built model. Allen is asking all of you to participate in this talk by bringing in your own designs. This could very well be one of the benchmark meetings of the year.

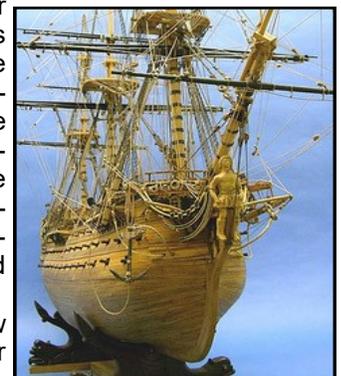
Our next meeting will be at 7:15 p.m.  
Wednesday, April 17, 2019  
**The Dasom Community Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● Rope and Its Variations ●

When it comes to rigging complex models, nobody does it better than Doc Williams. For many of us, it's a task approached with disdain and resignation. This certainly isn't the case with Doc who might be considered an authority on the subject. This knowledge was most evident in his presentation on the anatomy of rope and its uses.

Williams started out by discussing how real rope is formed by twisting plant or synthetic fibers together. This was followed by some of the different structures and materials used to make rope. The concepts of worming, parceling and seizing a line were demonstrated. The thoroughness of this talk was exemplified by a list of the specialized uses it had.

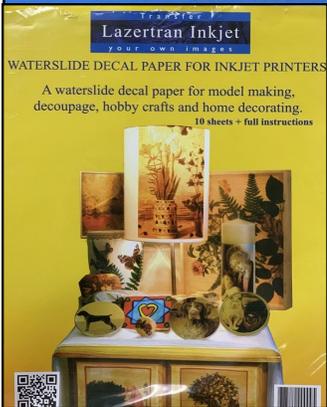
Williams then explained how all this could be applied to our models. Examples of rope-walks suitable for ship modeling were also reviewed. Finally, for those not wishing to make their own rope, sources were provided for the pre-made variety.



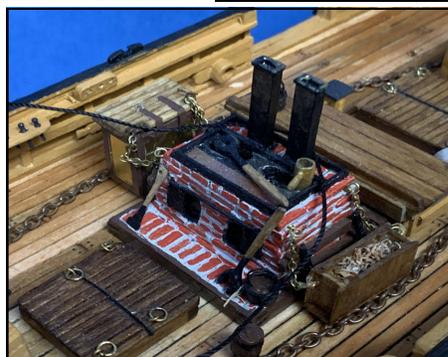
● **Ships on Deck** ●

Photos by Leon Sirota

*Mediterranean Felucca ca1759 by Helmut Reiter*



*Charles W. Morgan by Ed Morris*



● **Ships on Deck** ●

Continued

**Swedish Gunboat ca1801 by Ken Goetz**



**Spanish "74" *San Juan Nepomuceno* ca 1765 by Bob Sykes**



# The Ketch-rigged Sloop *Speedwell* of 1752

## Volume I, The Hull

by Greg Herbert and David Antscherl

Distributed by: Sea Watch Books, LLC, Florence, Oregon  
8 1/2" x 11", hardcover, 238 pages, bibliography, index

ISBN 978-1-7320162-1-7

No doubt, when modelers realized that SeaWatch-Books' latest offering, *The Ketch-rigged Sloop Speedwell* of 1752, would be authored by Greg Herbert and David Antscherl, the level of anticipation ramped up considerably. The last time these two gentlemen teamed up, the net result was the benchmark *Swan* series *The Fully Framed Model*.

This latest work outlines the construction of a class of vessel not modeled very often. Built with light scantlings, and armed with 8 three pounders and 10 swivels, *Speedwell's* primary task was to track down privateers and smugglers. Her career was long, but uneventful, and she would end her service in the Royal Navy as a fire ship renamed *Spitfire*.

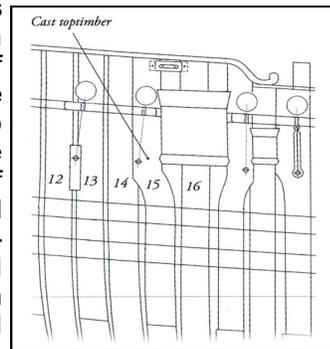
This first book provides an illustrated guide for building the hull, and offers the modeler detailed information for constructing the model three different ways. These methods are plank on frame (POF), plank on bulkhead (POB), and solid hull using the lift method (LIFT). The authors deal with the different, and, in many cases, similar complexities for constructing the hulls by providing tabs on each page that are applicable to each method.

The five sheets of plans that accompany this book were drawn by Mr. Antscherl, and the attention to detail is most noteworthy. An excellent example are the bevel lines incorporated into the bulkhead drawings, and the recommended locations for the pedestal mounting nuts. This last item is not addressed very often by authors.

The first chapter discusses the various references used to create the plans included with this book. Three draughts from the Royal Museums Greenwich, and a contemporary model of the *Speedwell* were the primary sources. It is interesting to note that they did not always

agree with each other. Antscherl feels that this is attributable to the fact that the three draughts reflect first the original design, then the alterations made at Chatham, and finally as the vessel was built.

The fact that *Speedwell* was revised during construction resulted in a number of unique features. For those wanting to build the framed up version, the most notable might be the large number of cast toptimbers located around the gunports. Normally, this situation was avoided as much as possible when designing a ship. This helped cut labor and material costs.



David Antscherl starts out Chapter Two by making an interesting statement: "This chapter will be of interest only to those who wish to develop their own working drawings of other vessels from Royal Museums Greenwich or other contemporary plans. Otherwise, turn to Chapter Three."

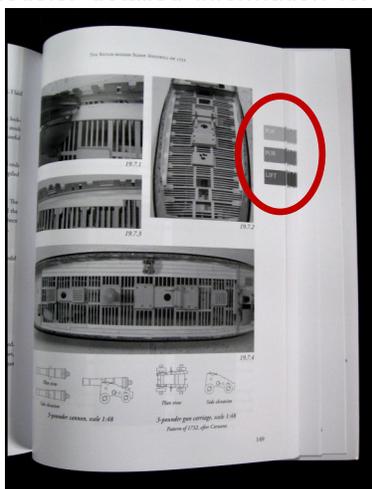
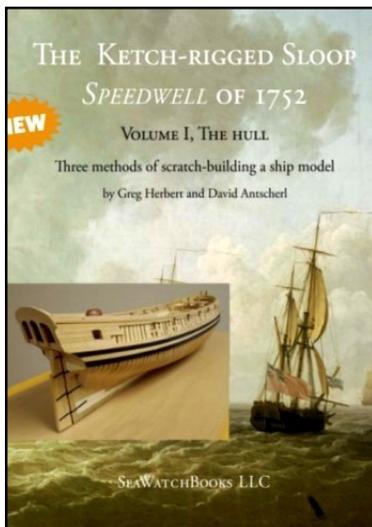
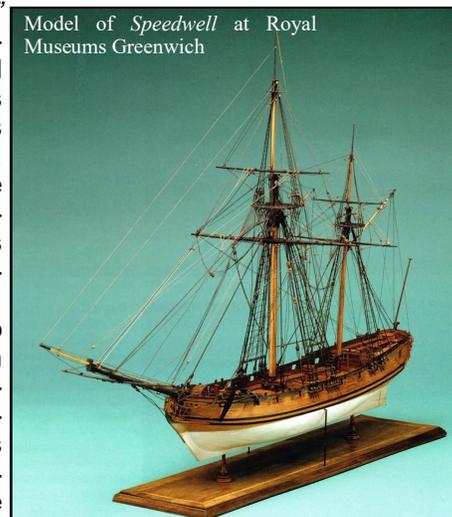
This no doubt reflects the practical attitude that was taken when this book was written. Nevertheless, the information provided in this chapter is well worth understanding.

There are also two appendices in this chapter. Appendix 2.1 discusses the anomalies that occurred between the three draughts and the RMG model. Antscherl explains these differences, and provides reasons why he chose one reference over the other.

Appendix 2.2 features three folios taken from the Navy Board's Progress and Dimensions Book. These were kept as part of the mid-eighteenth century expenditure records. This short segment makes for some fascinating reading.

With Chapter Three, Greg Herbert begins the journey that will take the reader through three different types of hull construction. He points out up front that the reader should possess a basic knowledge of ship modeling, terminology, and eighteenth century ship construction. Herbert implies that this book does not contain in-depth descriptions and techniques on how to build a framed model. For that he recommends *The Fully Framed Model, HMN Swan Class Sloops, 1767-1780*.

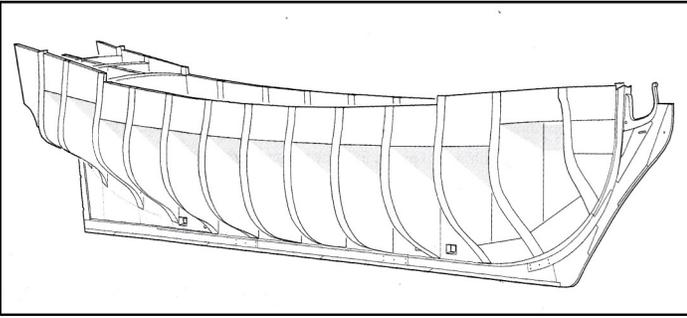
After discussing the construction of the keel and stem assemblies, which would be common to all three hull types, Herbert addresses the plank on bulkhead version. It's interesting to note that the central spine is a component that is common to both the plank on bulkhead and lift



## The Forecastle Report, April 2019 - P.5

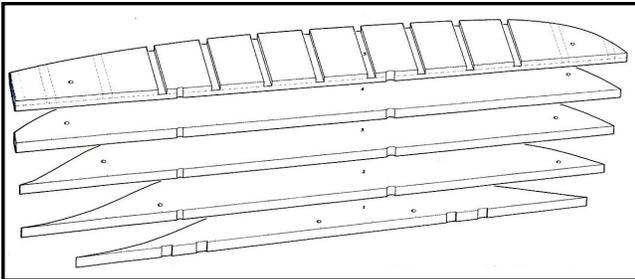
"Speedwell of 1752", continued from Page 4

versions. Nevertheless they are not identical, so selecting the appropriate pattern from the plans is important.



The author provides some nice tips for cutting the rabbet, shaping the central spine, installing filler blocks, and using captive nuts for mounting the model during construction as well as when it is completed. With the majority of the models on the market today being of the plank on bulkhead variety, this segment of the book makes a great tutorial for the early stages of building these kits.

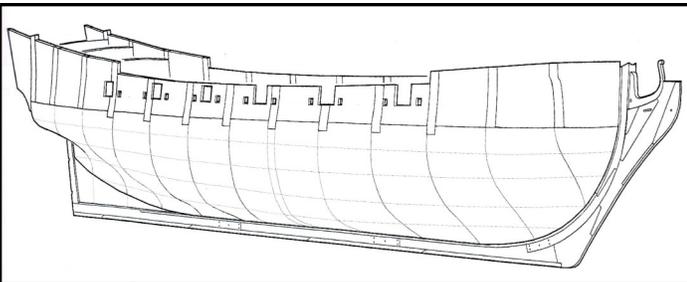
The plans for the lift hull model provide patterns for five 1/2" thick layers for each side of the hull. Essentially, the modeler is building two half-hulls that are eventually joined to the central spine. This approach alleviates the



need for wider, more expensive stock, and allows the hull to be more easily hollowed out if you wish to detail the interior.

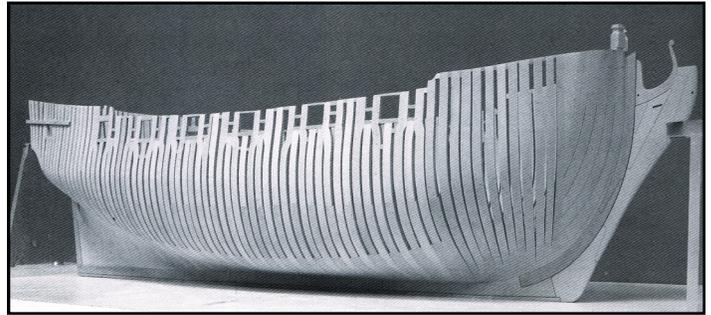
The upper most lift can be divided into two 1/4" layers, which eliminates the need for cutting slots that will accommodate the partial bulkheads. The reader is also reminded that due to the tumblehome amidships, the lower face of each lift may actually be wider at this location on the hull. One nice touch is the fact that all the lift patterns feature drill center marks for locating pegs. They prevent slippage during the gluing up and clamping process. When assembled and shaped, the patterns will provide the hull shape to the inside of the outer planking.

After the partial bulkheads are in place, the hull follows



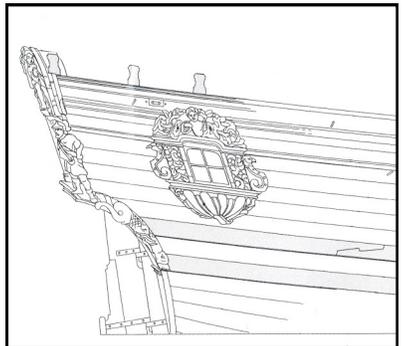
the same pattern as the plank on bulkhead version. This includes installation of filler blocks between the partial bulkheads, marking out the gun ports and sweep ports, and attaching the side counter timbers.

At this point, Herbert turns his attention to the plank on frame hull. The next seven chapters are devoted solely to its construction. Herbert's methodical approach while constructing all the components is most noteworthy.



One of the more interesting aspects of this book is the effort put forth by the authors to properly interpret the draughts and Royal Museums Greenwich model of *Speedwell*.

An excellent example was determining whether the quarter badge lights were real or dummies. Only after very close examination of the RMG model, and considerable deliberation, did the authors feel that their decision was the correct one. Nevertheless, the builder is supplied with alternate framing plans for that area of the model if they wish to proceed in the other direction.



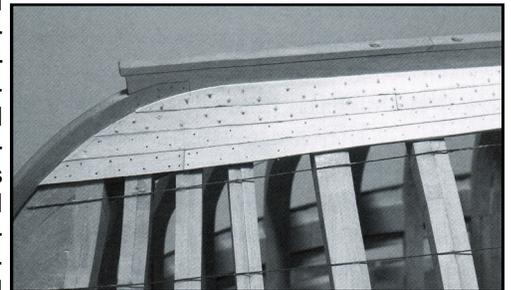
The final 12 chapters are, for the most part, applicable to all three hull types. Herbert's workmanship is outstanding, and he offers numerous hints and tips. Hull planking is discussed in considerable detail

in volume 1, which is a big plus for those not well versed in this important aspect of model ship construction. Herbert simplifies the process by breaking down the procedure into component steps, which include butt-joint patterns, lining off the hull, main wale construction, treenailing, and spiling. A properly laid out and proportioned garboard strake receives special attention.

Volume 1 concludes with two appendices. Appendix A discusses chocked joints, and Appendix B outlines the fabrication and use of molding cutters.

This latest SeaWatch offering features 8 pages of color photos, and, as previously mentioned, a packet of plans consisting of five sheets. At a scale of 1:48 they will produce a model with an overall hull length of 21 1/2".

This review has touched on only a few of the many aspects this work has to offer. "The Ketch-rigged Sloop *Speedwell of 1752*" would be a noteworthy addition to any ship modeler's library. This book is highly recommended.



**● Scenes From Tri-Club Pickers ●**

April 6, 2019



**• Scenes From Tri-Club Pickers •**

CONTINUED

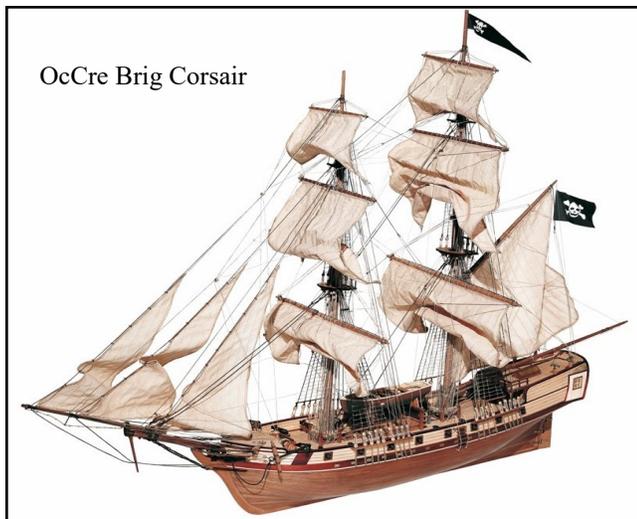


"Ships-on-Deck", continued from Page 3

## OcCre Brig Corsair Scale 1:80 by Keith Zeilenga



Keith gets a little help on his new project from fellow club members. That's the way to do it, mate!



OcCre Brig Corsair

### 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.



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111

## HISTORIC SHIP PROFILES

### ● USS *Chicago* (CA-136) ●

USS *Chicago* (CA-136) was a *Baltimore*-class heavy cruiser laid down on 28 July 1943 at Philadelphia, PA by the Philadelphia Navy Yard.

Launched on 20 August 1944, she was sponsored by Mrs. Edward J. Kelly, wife of the Mayor of Chicago, and commissioned at the Philadelphia Navy Yard on 10 January 1945.

After extensive shakedown cruises and training exercises, the cruiser departed Pearl Harbor on 28 June for Eniwetok, Marshall Islands to join Rear Admiral Radford's Task Group 38.4.

*Chicago* guarded the Task Group's carriers as they conducted air strikes against the Tokyo Plains area, Honshu, Japan.

The cruiser continued to screen the carriers as they launched continuous air strikes against the Japanese Home Islands, until 15 August and the Japanese armistice.

On 1 November 1958, *Chicago* was reclassified CG-11 to begin a five-year conversion to a Guided Missile Cruiser. On 12 May 1966, *Chicago* got underway for her first Vietnam deployment. The cruiser became the primary source for MIG warning information during the last of her duties\*.

\*[https://en.wikipedia.org/wiki/USS\\_Chicago\\_\(CA-136\)](https://en.wikipedia.org/wiki/USS_Chicago_(CA-136))



## History



United States

Name: *Chicago*

Namesake: City of Chicago, Illinois

Builder: Philadelphia Naval Shipyard

Laid down: 28 July 1943

Launched: 20 August 1944

Reclassified: CG-11 1 Nov 1958

Fate: Sold to scrap 9 December 1991

## General characteristics

Class & Type: *Baltimore*-class heavy cruiser, reclassified as An *Albany*-class cruiser in 1958

Displacement: 13,600 tons

Length: 674 ft 11 in

Beam: 70 ft 10 in

Draft: 20 ft 6 in

Speed: 33 knots

Compliment: 1,142 Officers and enlisted

Armament: 9x 8"/55 caliber guns

12x 5"/38 caliber guns

48x 40 mm guns

22x 20 mm guns

After refit:

2x Talos SAM launchers

2x Tartar SAM launchers

1x ASROC launcher

2x 5"/38 caliber gun

2x triple Mk-32 torpedo



Arlington Heights, IL 60005

