

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the July meeting at 7:15 with a final count turnout of 21. Nice showing, mates.

After discussion on the new *Forecastle Report* masthead, and with generally positive comments, it appears that we will retain the new look going forward. It's all about keeping up with the times and aligning our brand with ties to the Chicago area. Thanks to all for your inputs.

Patrick Sand was again the lucky holder of the winning raffle ticket. This time there was a rather old kit of the Colonial Schooner *Sultana* by Model Shipways. Patrick jumped on this, as he is building the same model already. He found the plans on the old kit differed from those on his new version, so he couldn't resist. Maybe a sister ship in the offing?



Bob Sykes and Gordon Field ran their own flea market and it looked like they may have had some success. If there is an interest in this from other members, please bring what you'd like to sell and see what happens. Confine your offerings to modeling tools, kits and parts only.



We would like to acknowledge a milestone just reached by one of our Tri-Club organizations, the *Nautical Research and Model Ship Society*. This month they will be celebrating the 90th anniversary of their founding. What an achievement! And what a rich legacy to pass along to all present and future members.

Their member's accomplishments are legendary for their excellence and careful attention to every detail. Please join in to wish them many more productive years together.



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
Newsletter Editor	- John Mitchell(847) 956-4327
Photographer	- Leon Sirota(847) 541-6285
Web Master	- John Pocius.....(630) 957-7298
	jpdesign@mindspring.com

August Meeting Notice Spiling IV

by **Bob Filipowski**

In what might be considered "graduation day", our four-month journey into the "world" of spiling ends with a discussion on drop planks and stealers.

Understanding when and how to use these applications will complete the information you need to properly plank just about any hull. This should be a good one!

Our next meeting will be at 7:15 p.m.
Wednesday, August 15, 2018

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

● Spiling III ●

As in part 2, Bob Filipowski spent some time reviewing a few points covered at the June meeting. Although using tick marks is his preferred way for laying out a hull for planking, Bob described situations where the use of proportional dividers and battens might be warranted.

Since battens can be used to give you a preview of how your plank runs will look, they can also be adjusted to give your planking a more pleasing appearance. It would then become necessary to recalculate the tick marks located in the area where the battens had been moved. Proportional dividers can be used for this situation.

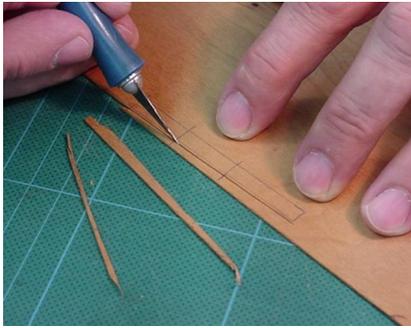
Another item that was discussed involved the chamfering or beveling of plank edges. This technique can be achieved with a fine sanding stick and a light touch. Beveling the underside edges provides a "trough", which minimizes glue gushing out between the planks. It also helps provide a tighter fit for the planking. If the outer edges are done, the planks will be accentuated, which is especially beneficial if the hull is painted. Bob does not chamfer the outer edges of deck planks, and prefers a smooth surface.



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"Spiling III", continued from Page 1

After the recap, Part III on edge bending began with an explanation of the technique's advantages. The big one was the fact that this procedure, unlike traditional spiling, is less wasteful. In the adjoining photo, a lot of wood is being removed from the sheet of cherry to

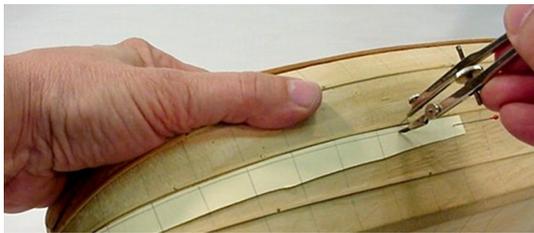


configure a plank. Although an edge bent plank is also trimmed, it is not done to the extent shown in the illustration.

The tools required include a glass plate or some other relatively thin, ridged surface that is water resistant. A good supply of clamps is also recommended, since pressure along the entire plank, as it is being bent, is absolutely essential.

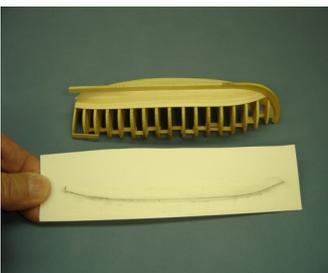
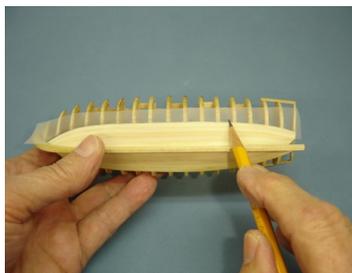
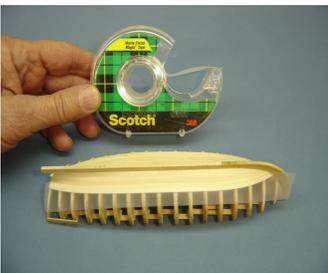


Like traditional spiling, templates are required, but only the shape of the exposed edge of the previously laid plank is needed.



This can be obtained

with a compass, or you can use the "Magic Tape" method. Lay a strip along the plank, making sure the tape does not buckle or stretch.

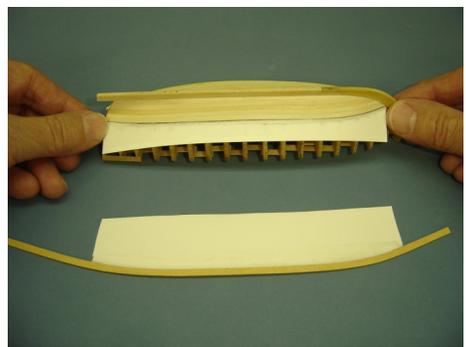


Create a "rubbing", and carefully transfer the tape to some card stock. File folders work well. Cut out the template, and check for a proper fit. Soak the plank in water, and using the convex portion of the template, edge bend your plank to shape.

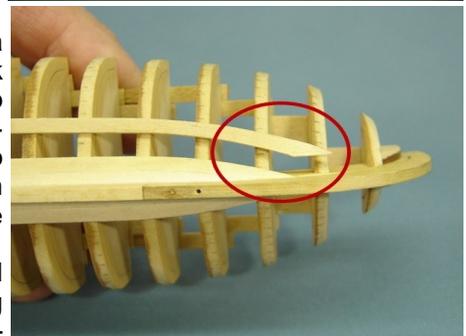


Be sure to apply substantial downward pressure, and lots of clamps as you do so. Once the bending is completed, temporarily remove a few clamps at a time, and

apply heat to the plank with a plank bending iron. The plank will retain only about 50% of its desired shape if heat is not used, and the plank is allowed to merely air-dry.



If you are using basswood for your planking, Bob recommends putting a piece of card stock under each clamp pad. This will prevent the clamp from leaving an impression in the soft damp wood.



We were warned that edge bending does have its limitations. In order to ensure proper fit, it may be necessary to lightly shape the plank edge with a sanding stick or cylindrical object with sandpaper wrapped around it. This is especially true at the bow.

Once you have a proper fit, the plank's proportions are addressed by sanding the plank's outer edge so it coincides with the tick marks. With the help of a plank bending iron, the plank is then fine-tuned to the shape of the hull and glued in place.



Next month, we will conclude this treatise with a discussion on how and when to use stealers and drop planks ❖

● **Ships on Deck** ●

Rich Kuenstler

showed us some fine photos he had of his beautiful, two-masted sailboat *Molly Dyer* and, even though it is a little larger than our usual model, it is a scaled down version of the original design. So, we will have to say that he has a ship model that can be sailed. Looks like great fun, mate. Happy sailing!



Allen Siegel is “coming along” with his 1:48 model of a Dutch *Kaag*. After planking the deck and taking care of



all the hatch coaming details, Allen is now planning for the lap strake planking of the hull. Since this technique is another new modeling challenge for him, Allen is taking the most logical route to success by reaching out to our mate, Steve Wheeler, for some needed guidance; Steve being the resident expert in lap strake technique. Good move, mate. Can't wait to see the results, and learn from you how you went about it.

Gus Agustin has finished his 1:192 miniature of the HMS *Sussex* and will now concentrate on building a base stand and case to compliment the fine work he achieved with this outstanding model. This model has been in progress for 1½ years, so this was a real work of love for him and we all applaud Gus on the completion of a truly fine work of art.



The first picture shows Gus' model mounted on its new base with the hull displayed in a one-piece configuration. Note the beautiful gold dolphins used as hull supports. Another of Gus' fine carving and gilding work.



The second photo, above, shows the hull with the upper half elevated to give a view of the lower gun deck. This is the final configuration that Gus will use in the case, however he can display the model either way. A real masterpiece, mate.

Helmut Reiter is creating another “Meisterstück” with his 1:35 model of a Mediterranean *Felucca*. Since this photo was taken, Helmut has added the bulwarks with supporting risers inserted into the square peg holes he created in the deck.



The finish he achieved was very finely done using Tight-Bond Interior cement, which he slightly diluted. Fine



sandpaper followed by a polishing rag completed the job. Helmut says that he did make some changes to the “Boudriot” plans he used. This simplified some of the construction where the effects couldn't be seen in the finished model. This helped him lower his level of frustration! Right on, mate.

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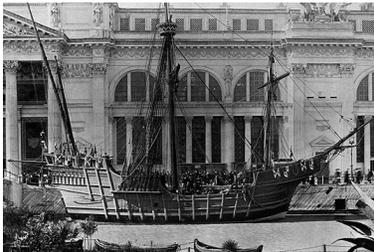
"Ships-on-Deck", continued from Page 3

Richard Romaniak's refurbishing of a folk art model of the *Santa Maria* has been completed and the results are very striking. The building of this model was commis-



sioned early in the last century (c 1900) in Chicago and is a reproduction of a full size model that appeared in 1893 at the Chicago World's Columbian Exposition.

The replica of the *Santa Maria*, together with replicas of the *Nina* and *Pinta*, were built in Spain and sailed to the Exposition as a gift. After 147 days out of Cadiz, they arrived in Chicago and took part in the closing ceremonies, where a Columbus impersonator came ashore to claim the new world. Quite an impressive feat.



The full-size model remained in the Chicago area until the 1970s, when it was finally scrapped.

Bob Sykes is nearing completion on his 1:48 model of the 1749 *Royal Caroline*. This is not the first model of this ship he has built, and, in fact, his brother **Ralph** also built one with animated elements that we'd love to see.

Lots of scratch-built extras were added to this model to give it more interest, such as the galley stove and capstan. Many of the parts Bob uses to create his special additions he finds in jewelry parts stores.

Next up will be the masts and yard arms and then the final rigging. Another great job of kit building mate.



Kurt Van Dahm has finally finished his commission-built model of the yacht *Splash* and personally delivered it to his customer, The Wisconsin Maritime Museum in July.



Kurt says he will probably "touch up" a few places with "metal" paint and, if time permits, add a proper flag on the back stay. No date has been set for the dedication ceremony, but this com-



pletes a very long project for Kurt and we are all very happy for him to have his work on display as a museum piece. Congratulations, mate, on an outstanding job.

Doc Williams brought in his current project, the HMS *Royal William*, 1:72, which is really beginning to take shape after much hull planking and gun port work. She really looks beautifully symmetrical; not an easy task on a model of this size and complexity.

Doc's permanent base was built of cherry wood and will be varnished, after which will be added the neatly carved "Sea Monsters". In order to secure the model to its base, Doc used epoxy cement to fasten mounting bolts to the inside of the hull early on in the building process - a valuable tip for everyone to add to their check list of things to do. Nice work, mate.

HISTORIC SHIP PROFILES

• DUKW •

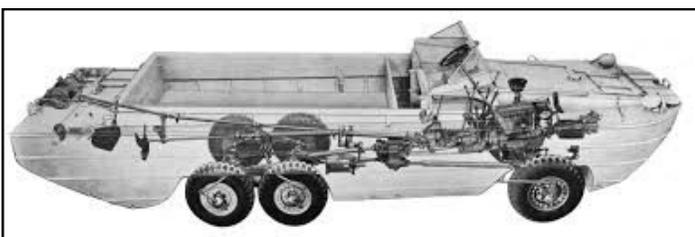
The DUKW (aka "duck") is a six-wheel-drive amphibious modification of the 2½-ton CCKW trucks used by the U.S. military during World War II and the Korean War. The



DUKW was used for the transportation of goods and troops over land and water.

Excelling at approaching and crossing beaches in amphibious warfare attacks, it was intended only to last long enough to meet the demands of combat.

The vehicle was built by Yellow Truck and Coach Co. (GMC Truck and Coach Div. after 1943) at their Pontiac West Assembly Plant and Chevrolet Div. at their St. Louis Truck Assembly Plant.



The CCKW truck had an addition of a watertight hull and propeller. A five-speed overdrive transmission drove a transfer case for the propeller, then a two-speed transfer case drove the axles. They were used on the D-Day beaches of Normandy, and in the Pacific to cross the coral reefs of islands such as Saipan and Guam. (ref: <https://en.wikipedia.org/wiki/DUKW>)

In the photo below, it's Yankee ingenuity at its best.

DUKW



General characteristics

Type: Amphibious transport
Total weight: 13,600 lb (empty)
Length: 31 ft
Width: 8 ft
Height: 8 ft 10 in (top up)
Speed: land 50 mph/sea 5.5 knots
Operational range: land 400 mi
Crew: 1
Armament: Ring mount for .50BMG
Engine: GMC Model 270, 91 hp straight-six
Manufacturer: Yellow/GMC Truck & Coach, Chevrolet
Produced: 1942-1945 (total 21,147)



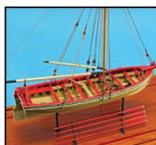
Two DUKW's have been lashed together, and are being used to transport a P-38 Lightning fighter from a transport to shore.

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