



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ August 2015

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the July 2015 meeting at 7:30 and mustered in a fine crew of 27.

Bob welcomed back **Ed Cotey**, who is known to many for having founded our organization back in 1981. For all those who had not had the pleasure of making his acquaintance, his visit was doubly rewarding. We all hope to see you back here often, mate. It should be noted that Ed misses our meetings due to teaching night classes at Harper College.

**Tony Serigos** is spearheading our efforts to support the Prospect Heights' *November Library Exhibit* by setting up two of their display cases with a variety of our models. A signup sheet was passed around for members to indicate any model(s) they could make available for this event. Since the cases have some space limitations, please let Tony or Bob know the exact dimensions of your model. Variety would be good here and, in particular, models that would have appeal to not only adults but children, as well. The more options we have for the display, the more interesting the exhibit will be.

Thankfully, **John Pocius** will be with us until after the August meeting, at which time he will be moving his family to Portland, OR. Be sure and wish him a great 'bon voyage' next month. We'll miss him around here, for sure.

**Kurt Van Dahm** reports that there still are "a few" rooms available at the Mystic Hilton for any of you still planning on attending the NRG Conference. Time is, however, of the essence in securing these berths.

On a note to the NRG plans of the Galley *Washington* (on sale for \$50/\$60 + shipping), crownlumberyard.com has cut lumber for this model in a variety of woods selling in a range from \$250 to \$370.

Manitowoc's 40th model boat contest next year will also have a "Master's Competition" for those who have won a gold medal. Also, a Friday bus tour of historic maritime sites in the Manitowoc area is being planned.

Lastly, our very best wishes go out to our mate, **Ray Oswalt**, for a speedy recovery and a return to our midst.

### 2015 OFFICERS & STAFF

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## August Meeting Notice

### Making Mast Hoops

By Doc Williams

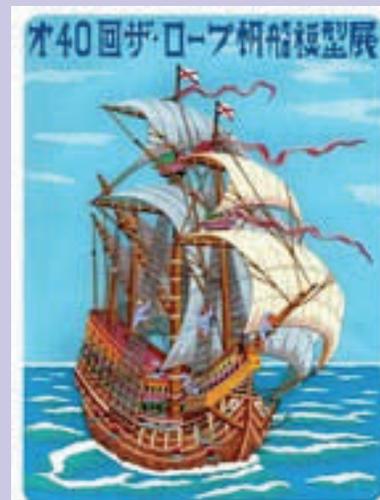
Doc is going to let us in on his techniques for making really authentic-looking mast hoops. This may be a small detail, but it is one that will greatly add to the eye appeal of your model. Mast hoops are one of the most obvious details on any model and their correct appearance is a must for those who seek an authentic look.

Our next meeting will be at 7:15 p.m.  
Wednesday, August 19, 2015  
At: **The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● The "Rope" - 40th ●

By Bob Filipowski

Bob presented a very complete PowerPoint presentation of the model ships displayed at the recently held 40th anniversary of "The Rope - Tokyo" club. Photos were sent to us courtesy of club member **Mr. Norio Urio**, with whom we exchange news letters.



See "Rope - 40th", Page 2

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"Rope - 40th", continued from Page 1

Among the few foreign members of "The Rope" was our renowned miniaturist **Gus Agustin**, who not only showed his model of HMS *Royal William* but also gave the assembly a presentation on his building techniques.



Ship Name	La Belle Poule
Period	1765
Nationality	France
Scale	1/72
Kit	Scratch Built
Built by	Noriu Uriu



Ship Name	Le Soleil Royal
Period	1669
Nationality	France
Scale	1/72
Kit	Sargal
Built by	Yoshiaki Tanaka



Ship Name	Pride of Baltimore II
Period	1989
Nationality	America
Scale	1/64
Kit	Model Shipways
Built by	Jun Hida



Ship Name	Le François
Period	1683
Nationality	France
Scale	1/96
Kit	Scratch Built
Built by	Etsuo Tuboi



Ship Name	La Renommée
Period	1744
Nationality	France
Scale	1/64
Kit	Scratch Built
Built by	Shiro Kato



Ship Name	50-Gun Ship
Period	1695
Nationality	England
Scale	1/60
Kit	Scratch Built
Built by	Tadaichi Muraishi



Since he was in attendance at the show, Gus was able to give us a good critique of the many models pictured here.

Ship Name	HMS Royal William
Period	1719
Nationality	England
Scale	1/192
Kit	Scratch Built
Built by	Gus Agustin



In addition to scratch-built models and kits from America and Europe, there were models of Japanese produced kits, as well. Below are two stunning examples.



Ship Name	Higaki-Kaisen
Period	19世紀
Nationality	Japan
Scale	1/72
Kit	Woody Joe
Built by	Toshio Takahashi



Ship Name	Catalan ship
Period	15世紀
Nationality	Spain
Scale	1/40
Kit	Woody Joe
Built by	Toshio Matsushita



Our thanks to Bob, Gus and Noriu san for sharing these wonderful images with us. It's been a real inspiration for everyone to see what fine work is being done in Japan.

● **Ships on Deck** ●

**Richard Romaniak** led off with his 1:64 model of an *Armed Merchantman* c. 1795. Richard has bashed a plank-on-solid hull “Marine Model Kit” *Baltimore Clipper Brig* from the early 1970’s to create the much more exciting merchantman



configuration. A ship’s wheel was added in place of the kit’s tiller and 6-pounder guns were installed (too light for a warship but big enough to defend against Barbary pirates).

**Bob Sykes** is busy doing up the 1:100 “Mantua” kit of the French *La Couronne* and again points out that you can’t go by what the manufacturer says in their plans. Part of his problem is in finding the mast-



ing wood stock to fit in the correct location due to his lack of Italian/English translations. One thing is for sure, Bob knows how to build a great looking model and language is no barrier.

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**Gordon Field** continues work on his 3/8” scale scratch-built model of the pinkie fishing schooner *Dove* using plans from the Smithsonian as listed in Chappel’s book “Search for Speed under sail”. His efforts have recently



focused on finishing the cap rails and cheeks and the results look very fine. Rails were cut in three sections using card stock templates, glued in place and shaped to final form with a file. His very neatly built rudder was also mounted. Now its on to the deck furniture and masts. Looking really good, mate.

**Helmut Reiter** showed us the work he has done on his 1:48 model of *Pegasus*. Even though he says he has made “slow” progress, we know this means the details



are done very finely indeed. After installing the stern counter, Helmut began work on the wales. The upper wale he always makes in one piece, as this gives him the best hull line. To do all this work, Helmut has modified some small clamps to permit working in tight spaces and to get better grip on wood parts (added sandpaper to the clamp jaws). A real masterwork shaping up, mate.

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**Allen Siegel’s** 1:50 model of Henry Hudson’s *Half Moon* shows very

fine work on the lower hull, where he has done a great job with the spiling task. All the more



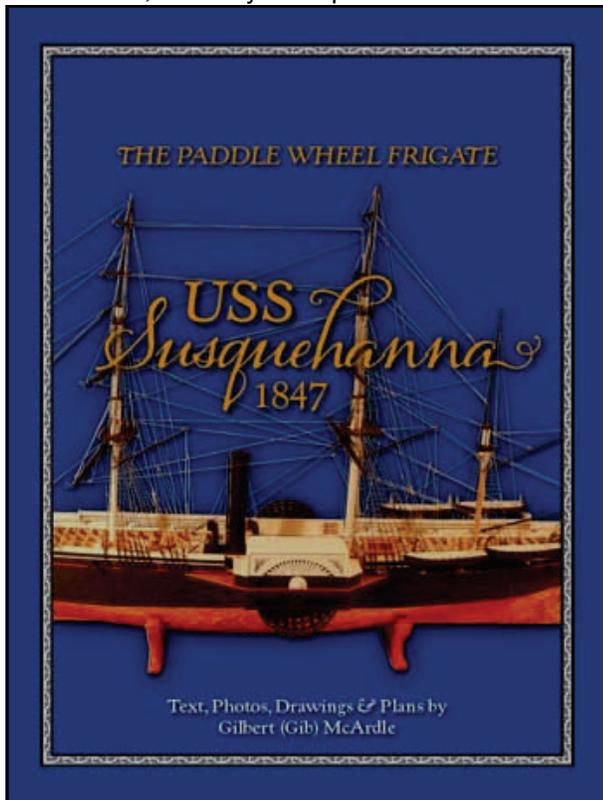
remarkable for the fact that this has been a learning experience for him. You get an “A” for sure, mate.

*The Paddle Wheel Frigate*  
**USS Susquehanna**  
1847

By Gilbert McArdle

Distributed by: Sea Watch Books, LLC, Florence, Oregon  
[www.seawatchbooks.com](http://www.seawatchbooks.com), [seawatchbooks@gmail.com](mailto:seawatchbooks@gmail.com)

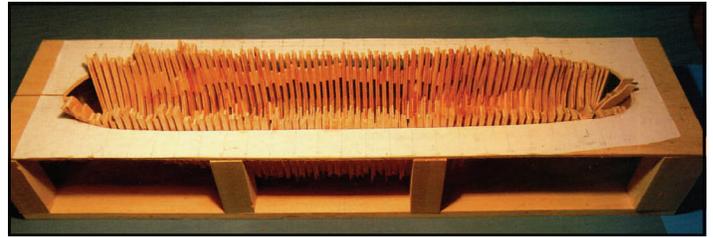
For those of you who own some, if not all, of Gilbert McArdle's books, it has probably become increasingly apparent that this gentleman likes to think outside the box when it comes to model ship building. This can pertain to his innovative techniques, as well as the subjects he chooses to build. Mr. McArdle's latest offering, *USS Susquehanna 1847*, certainly exemplifies both characteristics.



There are very few books, if any, that deal with the mid nineteenth century period when vessel design was transitioning from sail to steam. The rotating screw propeller would eventually become the preferred means of ship propulsion. Nevertheless, the paddle wheel, in spite of its shortcomings, would also be employed to a considerable extent during the Nineteenth Century. The *USS Susquehanna* was a large, and powerful, steam frigate that employed this latter design, and would have a long and successful career.

The first chapter provides a brief history of this vessel based on Charles B. Stuart's 1853 book, *The Naval and Mail Steamers of the United States*. It also contains tables that provide dimensions for the hull, engines, boilers

and paddle wheels. Weight, cost and armament information is also provided.



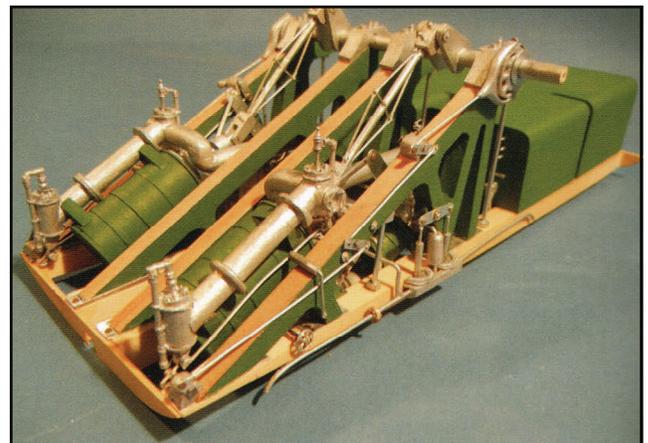
Chapter II discusses hull construction, and herein lies one of the more unique aspects of this treatise. The author provides three different options for building the hull. They include solid hull, simple bulkhead plank on frame construction, and full frame construction. Being the most complex method, the majority of this chapter is devoted to the final option.

For this model, McArdle uses a frame jig, and an innovative method that employs frames that have oversize inboard and outboard dimensions. This process requires less initial accuracy, and still produces excellent results!

The next three chapters address the station, orlop, berth and main decks. The author begins by installing all the clamps for these various structures. Excellent hints and tips are provided as he outlines the construction of each deck. One of the more innovative touches is the use of a scratch-built miniature contour jig, which helped determine the shape of the narrow inboard confines of the model.



Without a doubt, one of the more intriguing segments of this book involves the *USS Susquehanna's* steam engine.



Early in the chapter, the author describes his extensive efforts to obtain reliable information concerning this vessel's propulsion system, and the unexpected sources that are eventually discovered. Nevertheless, key information is lacking, and McArdle is forced to use drawings based on slightly different contemporary designs. The author

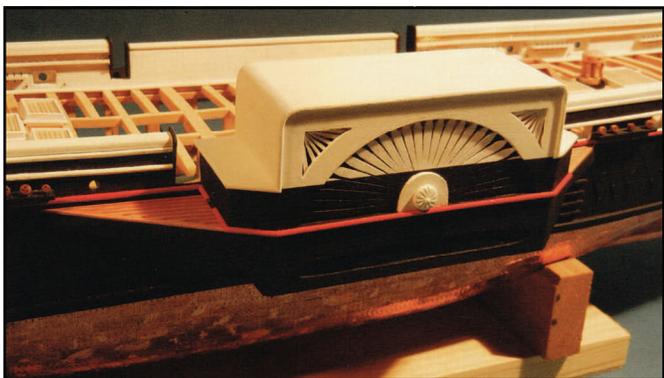
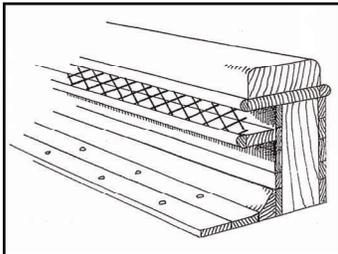
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goes on to list these references in his bibliography.

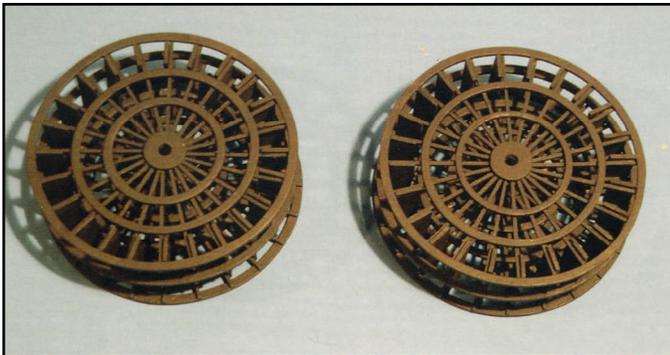
Novice and intermediate modelers will especially appreciate McArdle's modeling philosophy. Although he makes every effort to produce an accurate and well-researched model, his practical side manifests itself in terms of materials used, and level of detail. The reader will find the steam engine to be a prime example of this. The author makes extensive use of boxwood, linear doubled rivet decals, aluminum rods, and brass wire. All these materials are readily available.

With the steam engine complete and mounted, the author returned to hull construction in the next chapter. Numerous procedures are addressed including deck beams over the steam engine compartment, exterior hull trim, copper plating, paddle wheel cover supports, and hammock rails. McArdle's approach for this last item is especially noteworthy.

Next to the segment on the steam engine, Chapter VIII may be the most intriguing. Numerous items are ad-



ressed including the smoke stack, skylights, funnels, ship's wheel, figurehead, paddle wheels, and paddle wheel box. These last two items are, arguably, two of the most prominent features on this mid-nineteenth century warship, and McArdle gives them considerable attention.



Chapter IX is primarily devoted to masts, spars and rigging. It is at this point that the less experienced modeler may encounter some difficulties with this treatise. The author states that the rigging diagram, Plate X in the plans packet, contains rigging size information, but it is

not provided. However, rope sizes for some lines are mentioned in the text, which will allow the modeler to interpolate the rest of the rigging.

Belaying points may also be a concern since a diagram is not provided. Fortunately, this chapter, like the book as a whole, is profusely illustrated, and will help in that respect.

Also described in this chapter are the ship's boats, and the *Susquehanna's* armament, which consisted of 12 nine-inch Dahlgren smooth bore guns, and two 150 pounder Parrott rifles. These latter two pieces are mounted at the bow and stern on concentric photo-etched brass tracks, and are another unique aspect of warship design during this period.



The final chapter provides a brief description of the case designed for this model. Also included, are nine large, full color, photos of the completed model. It will be noted that the author left the starboard paddle wheel box, and some hull planking off, so that one could better appreciate the intricacies of the paddle wheel and steam engine.



This book comes with a packet of ten plans. Three sheets provide the necessary information for constructing a solid hull, plank on bulkhead or fully framed model, while two plans featuring the orlop and berth decks are printed in two colors. Plate X, at a scale of  $1/16'' = 1'$ , deals with masts, spars and rigging. All the other sheets are drawn at  $1/8''$  scale. As a result, the finished model will measure an impressive 43" in length!

USS *Susquehanna* 1847 provides a unique opportunity to build a model representing a period that, for the most part, has been given little attention. This book would be a welcome addition to any ship modeler's library.

*Reviewed by Bob Filipowski*

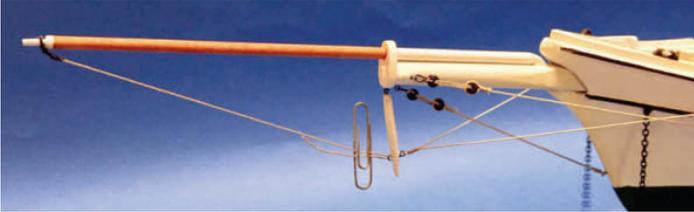
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"Ships", continued from Page 3

**Bob Filipowski** brought in a small model boat purchased for him in Chile as a souvenir. Photos of the curious shop where the model was produced and sold also accompanied his exhibit. Looks like the love of ship models can be found all over the world. Thanks, mate.

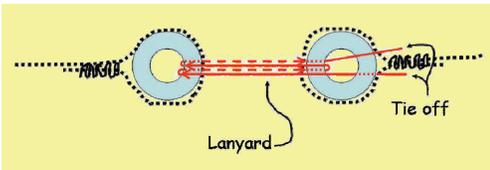


**John Mitchell** showed his 1:48 scratch-built model of the Great Lakes clipper schooner *Challenge*, 1852, and de-



scribed the work that had been done to rig the bob stay and martingales. Of particular concern to him was how to properly set up the lanyards between bulls eyes used to tighten these lines. His method is illustrated here.

He first tied a line above one bulls eye with a clove hitch, then reeved the line and tied off the fall to the opposite end of the clove hitch. A clove hitch was used because it lies flat and is very strong. Spot of glue sealed the final knot.



**Kurt Van Dahm** built some very neat *Shipyards* in a 1/12th scale, which he will use to display his model of the sail boat *Splash*. Wooden jigs were made to hold the parts as he soldered them together using resistance soldering equipment, "Staybrite" solder and paste flux. In lieu of plans, Kurt photographed a number of stands at several yacht yards to get the correct configuration. Great research work, mate.



**Pete Pennigsdorf** has been working on his 1:144 model of the *German U-Boat XXI* and found that using "Sculpie" filler ate the styrene plastic on his conning tower. He has started another conning tower from a second kit with much better result. Thanks for the word to the wise there, mate.

## ● USS *Keokuk* (1862) ●

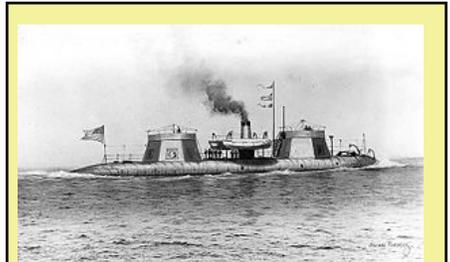
.USS *Keokuk* was an experimental ironclad screw steamer of the United States Navy named for the city of Keokuk, Iowa. She was laid down in New York City by designer Charles W. Whitney at J.S. Underhill Shipbuilders. Commissioning was in early March 1863 with Commander Alexander C. Rhind in command.

*Keokuk* was one of the first warships to be of completely iron construction, with wood used only for deck planks and filler in the armor cladding. Her hull construction consisted of five iron box keelsons and one hundred 1-inch-thick by 4-inch-deep iron frames spaced 18 inches between centers. Her bow and stern sections were flooding spaces to allow raising and lowering her waterline.

Her two stationary, conical gun towers, each pierced with three gun ports, housed one 11-inch Dahlgren shell gun each on a shortened and rounded rotating wooden slide carriage.

The new ironclad departed New York on March 11, 1863 and steamed south to join the South Atlantic Blockading Squadron for an attack on Charleston, SC. The First Battle of Charleston Harbor began at noon on April 7th. Shortly after 3 p.m. the U.S. warships came within range of Ft. Moultrie and Ft. Sumter; and the battle began. Eventually *Keokuk* came under fire from Ft. Sumter and was struck by about ninety projectiles. Her thin composite armor was completely inadequate and, being totally riddled, she sank on April 8th off Morris Island after one month of service.

The Confederates salvaged her guns and used them for the remainder of the war<sup>1</sup>.



### Career (U.S.)

Name: USS *Keokuk*  
Namesake: City of Keokuk  
Ordered: March 1862  
Builder: Charles W. Whitney, NYC  
Laid down: 1862  
Launched: December 6, 1862  
Commissioned: March 1863  
Fate: Sunk, April 8, 1863  
Operators: United States Navy

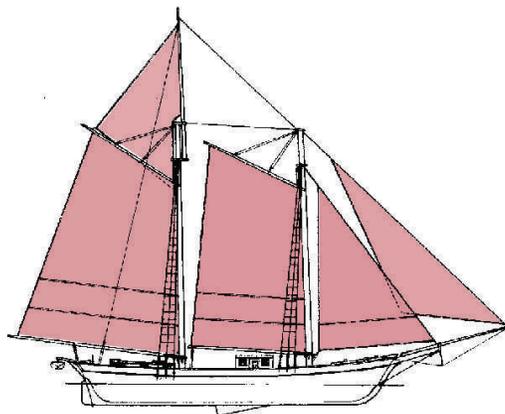
### General characteristics

Type: Casemate ironclad  
Displacement: 677 long tons  
Length: 159 ft 6 in  
Beam: 36 ft  
Draft: 8 ft 6 in  
Propulsion: 2x 250 hp 2-cyl steam engines, 2 screws - 7 ft, 6 in diameter.  
Speed: 9 knots  
Crew: 92 officers and men  
Armament: 2 x 11 in. smoothbore Dahlgren guns.  
Ram bow.  
Armor: Alt Horizontal 1x4 in. iron bars and yellow pine slats, sheathed with layers of 1/2 in. iron.

<sup>1</sup>Wikipedia, the free encyclopedia.



John R. Mitchell, Editor  
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