



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ December 2011

● Scuttlebutt ●

COMMODORE Gus Agustin opened the November 16th meeting at 7:30 sharp with 22 hands aboard. There were no guests or new members to introduce.

Kurt Van Dahm reports that the site of the 2012 *NRG Spring Modeler's Symposium* will be Beaufort, NC and is being hosted by the North Carolina Maritime Museum. For more info see the *NRG* web site or contact Kurt. On another subject, Kurt reminded us that the next Manitowoc show will be the third weekend in May, 2012, so its not too soon to begin planning for that event.

Our treasurer, **Ken Goetz**, reports that we are now on line with a fiscal year ending June 30th and starting July 1st. Also good to know, our bank balance is able to pay all bills coming due (space rental, pizza, etc.).



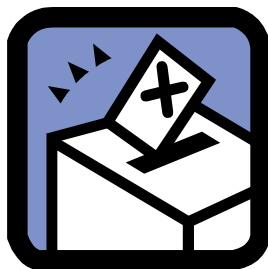
It will, however, be necessary for everyone to pay their annual dues on time. So, bring your **\$20** to the December meeting or mail a check to **Ken Goetz, 3302 Sarah St., Franklin Park, IL 60131**. Your attention to this request will be appreciated. Oh yes,

Ken also says he is willing to do the treasurer job another year, if no one else wants to do it. Thanks, Ken.

One request from Ken was his wish that someone would come forward and volunteer to take on the monthly "Badge Raffle" chore. This consists of maintaining the stock of small prizes and packaging one each month. The prizes come from member donations.

Elections will be held in December. Those wishing to run for an office need to let one of the current officers know, so that your name can be included on the ballot.

Thanks, mates, for showing your support for our club. New faces on the quarter deck will always be welcome.



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2010 OFFICERS & STAFF

President (Commodore)	- Gus Agustin.....	(847) 398-5208
Vice Pres (Flag Captain)	- Bob Filipowski.....	(847) 394-0757
Treasurer (Ship's Purser)	- Ken Goetz	(847) 678-4249
Secretary (Ship's Clerk)	- Jim Merritt.....	(847) 888-3882
Editor (Signals Officer)	- John Mitchell	(847) 392-2259
Photographer (M. Chief)	- Leon Sirota	(847) 541-6285

December Meeting Notice

Holiday Spirits



Bring your appetites for our annual pizza party and flea market. We'll swap ideas and whatever else we can and enjoy a great pizza feast. Don't forget to let Bob Filipowski know that you will attend, so he can order enough food to go around. See you all there. Happy holidays.

Our next meeting will be at 7:15 p.m. Wednesday,
December 21, 2011

At the Community Presbyterian Church
407 Main Street in Mount Prospect

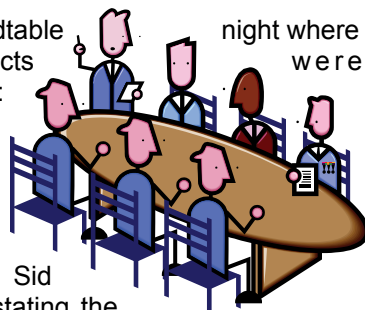
Roundtable Night

We had an active roundtable night where a number of good subjects were discussed. Here were two:

Sid Wotman got things started with a question on how to properly label a model. He was concerned with how much detail to include on a name plate. Sid was torn between simply stating the *Name, Scale, Date and Builder* to also including a fund of details on the ship's history and other construction data. The consensus of our group was to keep the name plate simple and create an accompanying document to outline all of the other interesting details.

Ken Goetz needed advice on how to display crew figures on his model of the *USS Constitution* (1:76.8) and where to find them. It was noted that model railroad figures in "H.O." scale were 1:87.5 (Railroad "O" scale is 1:48, or the usual quarter scale found in museums). Figure assortments can be found at railroad hobby shops and can be modified to suit. **Cole Seskind** suggested that crew figures be distributed in groups of three at various locations on the deck, be shown at usual work tasks like hauling on lines, and not be all the same height.

Thanks to all who contributed to our exchange of ideas.



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PIZZA ALERT: If you were not at the November meeting to place your pizza order, you need to contact **Bob Filipowski** to let him know you will attend the December meeting. Call Bob at **847-394-0757** or reach him by email at logline@comcast.net. If you fail to let Bob know, we could run short of pizza.

Also, if you signed up in Nov but find that you can't make it in Dec, let Bob know, as well.

In the local news, we learned that the **Sykes** brothers were medal winners at the **IPMS** (International Plastic Model Society) show held over the past Veteran's Day weekend. Despite its name, this society also displays wood models of all types.

Bob Sykes won Silver Medals for his models of the *Charles W. Morgan*⁽¹⁾, *Santisima Trinidad*⁽²⁾ and *Roter Lowe*⁽³⁾ and a Bronze Medal for his model of the French Navy *L'Orenoque*⁽⁴⁾ and his *Morgan* was awarded "Best Nautical Model".

Ralph Sykes won a Bronze Medal for his model of the *Royal Caroline*⁽⁵⁾. Our heartiest congratulations mates!



● Ships on Deck ●

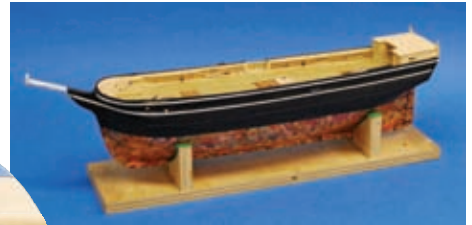
John Mitchell's scratch-built Clipper Schooner *Challenge* ca 1852 (1:48) has shown "slow progress" - i.e. great bursts of energy at long intervals. The bulwarks have



been completed and the cap rails added with a test primer coat applied above the deck shear plank.

Despite careful attention to plank smoothing using scrapers and sand paper, painting does reveal unseen irregularities that bare planks tend to hide. More work required here for sure, mates!

Doc Williams has added the stern "hurricane house" to his 3/16"-scale



model of the *Charles W. Morgan* whaler. Inside this cabin can be seen the rudder-wheel assembly shown last month as well as many other fine details. Great workmanship, mate.

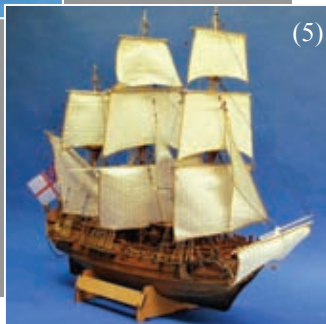
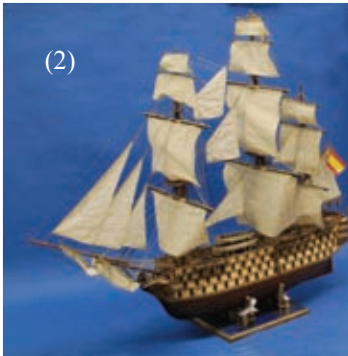
The other side of Doc's hobby talent was made evident by his showing us the results of his second love, the violin—well, maybe his third, the second being his cello. Anyway, he made this instrument himself and our hats go off to him for a really remarkable job. Captain Aubrey would love it.



John Pocius showed us two small boats he's currently working on; the Catboat *Frances*, 1:64, is complete except for the water display and one figure and the *McKenzie River Drift Boat*, 1:32, out of apple and boxwood being done as a waterline model. Both boats were found in a book entitled "Drift Boats & River Dories". You've built a really fine looking pair, mate.



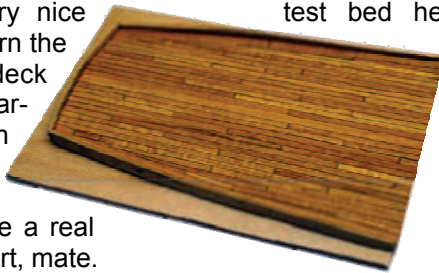
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Ships-on-Deck, continued from Page 2

Robert Wicklander demonstrated his attention to detail by producing a very nice test bed he used to help him learn the techniques of deck planking and, in particular, nibbing. With that kind of preparation, his next model is going to be a real standout. Great effort, mate.



Peter Pennigsdorf showed two completely unique models. One, the pilot schooner *Wm. Bell* and the second his balsa wood *Footy*. While the half-hull schooner is strictly for show, the footy will be sailed in the water. Last month saw the footy built up out of balsa using buttock sections. To make it waterproof, the balsa hull has now been sealed using multiple coats of two-part epoxy



thinned with 91% rubbing alcohol. The alcohol allows the epoxy to spread more evenly, but any air bubbles need to be sanded out. Using this material, throwaway brushes were a must. Great techniques, mate.

Tim Riggs has gone back to work on his 1:192 model of a *Cruizer-class 18-gun brig-sloop*. His current effort is focused on building its compliment of 16 32-pounder can-



non and 2 6-pounder bow chasers as well as shot racks on deck. Looking at the photos you would not guess the small scale being used, as Tim's detail work has been that exact. She's very shipshape, mate.



Kurt Van Dahm's 1:96 model of the *Tug Lackawanna* gives the "Tug Boat" a whole new status; a thing of beauty. Kurt has embellished the hull and cabins with



very high quality hand rails, name plates, guy wires, ventilators, port



holes, mast rigging and many other details to heighten the visual interest in this model.

And, not least of all, the finish is flawless. How could anyone ask for more?

Bob Filipowski has been working on the poop deck of his 1:64 schooner *Arrowsic* and dealt with the location of the cabin in a very neat way by adding cleats to the deck that fit just inside the cabin's walls. Next up is to plank



the cabin's bulkheads. The deck trim boards on the cabin were built using lap joints, not mitered corners; a detail authentic to this type vessel.

Gus Agustin re-energized his modeling by building a 1:384 model of the *Stuart Royal Yacht* and fitting it into a book! The whole thing was done up in two weeks! Amazing and very, very unique.



Comments from your Commodore



This has been a year of many things to me. Awards were won by many and new friendships were made. Some of us have finally completed our models that we started way back when, while others have just started to lay their keels. Losing and breaking parts has been a small part of the process of building we've all learned, but has made us better modelers. It's given each of us pride in the hobby we all seem to love, even though some of our family and friends think we're a little off the wall. The journey of building our models has been fun, frustrating, and rewarding at the same time.

The past year has also been one of sadness. We lost a number of modelers due to age or illness; they would bring their models in for ships-on-deck and inspire us all. Their approach may have been different from our own, but they were having fun and wanted to share what they were doing. They would show us their plans, materials and tools, and how they did it with pride. They will be missed but not forgotten and their models are out there to give us inspiration and hope.

This past year has shown me that our club is not the smallest and may not be the biggest one around, but it has some of the most talented modelers involved. From carving figures to rigging a whaler, half hull to radio control tugs, from kit or scratch, the talent is here and getting better. Our newsletter is sent to our associate members across the country and overseas, so we're sharing what we're doing with modelers far and wide. What we do at our meetings is valuable and is tremendously helpful to others, but we can do better. We may not always see eye to eye on things, but we've worked out our differences to make our club what it is. It's not one individual or officer that makes a great club, but its members. It takes everyone to contribute something to the cause, no matter how big or small. We learn from each other, and guide the newbie's to the hobby, show them how we older modelers do it so they don't make the same mistakes we made when we started modeling. I've learned a lot from this group while I've been here, and I'm sure there are things to come that I haven't even thought of that will make me not only a better modeler but a better person. I'm proud to be a part of this club as you should be also, because without you we wouldn't be one of the finest in the country.

However, we need your support and contribution as members for presentations to keep the club what it is. It doesn't matter how big or small you want to give, from making mast hoops to laying lines on the deck. It doesn't have to be a 45 minute presentation, and you may even find out that you like sharing what you know. Bringing your model in to our meetings is a start. Even if you have a problem that you can't seem to figure out, someone in the club will have a suggestion that may help you. You never know, it may help others who are too shy to speak up, and isn't that what it's all about, sharing what we know

with others. We all started out as novices, not knowing a stick from a mast, and we had to start somewhere, but we slowly learned the nautical terms and skills needed to build. None of us became experts over night; it's taken years of trial and error. So think about bringing in your model for ships-on-deck and help your fellow modelers. Be proud of what you've done, show what you're doing, and share it with the members of the club. Just because you paid your dues doesn't just mean you're a member of the club, it's also your contribution that helps make this club what it is.

Gus Agustin

Bruce Hoff

By Bob Filipowski

It is with deep sadness that we report the passing of long-time model ship builder, Bruce Hoff. Bruce died on November 28, 2011 from a cerebral aneurysm. He is survived by his wife of 57 years, Catherine "Katie", three children and nine grandchildren. A graduate of West Virginia University and Harvard Law School, he became one of Chicago's leading trial lawyers. He would go on to become a Regent of the American College of Trial Lawyers. Bruce was one of the early members of the Chicago Nautical Research and Model Ship Society and North Shore Deadeyes. Later in life, he would join the Midwest Model Shipwrights, and was a consistent contributor at our meetings, as well as at annual Tri-Clubs. He also served as a Nautical Research Guild Director.

There are examples of his work in the Smithsonian Institute, Chicago Museum of Science and Industry, and the Wisconsin Maritime Museum at Manitowoc.



In May 2011, Hoff won the "Modeler's Choice" award and a "Gold Medal" award at Manitowoc for his remarkable split-hull of the colonial schooner *Chaleur*. Needless to say, he was a remarkable builder, and his work was something to which we could all aspire.

He will be missed very much ❖

**The Statenjacht
Utrecht 1746**

Ab Hoving (Editor) • Cor Emke (Plans)

Distributed by: Sea Watch Books, LLC, Florence, Oregon
www.seawatchbooks.com, seawatchbooks@gmail.com

One of the chapters in this latest offering from Sea Watch Books is called "A Delight to the Eye." This would be an appropriate title for the entire book! "The Statenjacht *Utrecht*, 1746", is a remarkable photo-essay that takes you through each step in developing, building and sailing a reconstruction of an 18th century Dutch yacht.



The book starts out with a brief history of how this unique vessel type came to be, and how the Dutch provinces became a naval and economic power in 17th century Europe. It was this prosperity, and the geographic peculiarities of the Netherlands that would eventually lead to the development of the Statenjacht. Although many served as VIP transports for specific organizations such as the Dutch East India Company, others served as naval vessels, or could be rented for personal use by individuals with great wealth.

The second chapter addresses the specific history of Statenjachts built in the province of Utrecht. The author, Ab Hoving, points out that the current *Utrecht* is a historical reconstruction of a ship type, and not a replica of any specific vessel from that province. It's also interesting to note that the province of Utrecht was a land province, and

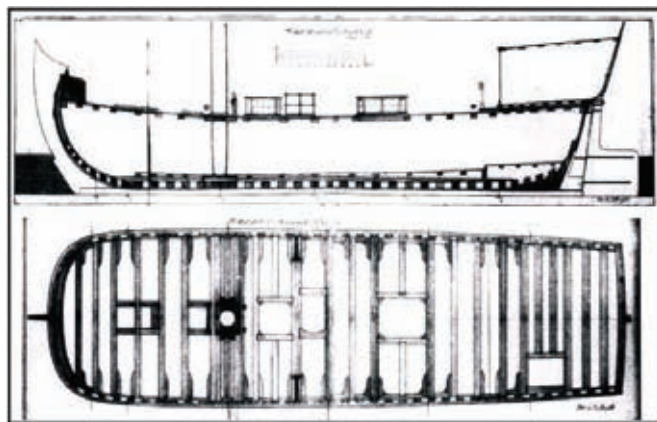
lacked seaports, an admiralty, fleet, or chambers of the United East or West India Companies. Yet, records indicate that the province commissioned the building of



yachts that were a necessity in dealing with Dutch politics.

Chapter 3 describes the methodology practiced by the Dutch shipwrights, which was referred to as the "plank first" method. This segment goes on to explain how the need for standardization in the eighteenth century would force shipwrights to develop draughts, which was quite a departure from earlier practices. Although a very technical chapter, it ties in nicely with the next installment, which gives the specifications for a Statenjacht.

A set of drawings dating back to 1746 were the basis for *Utrecht*, and the project planners did not want to leave



anything to chance. Mr. Hoving relates how the specifications are analyzed using twenty-first century technology, which confirms the vessel's reliability.

At this point, construction begins, as the fifth chapter visually describes the building process in well-defined

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steps, from laying the keel to fabricating and installing the windlass, leeboard and rudder. Many photos include the construction crew performing various tasks, which capture



the conditions, physical exertion and concentration that was required while building *Utrecht*.

Decorations were such an important feature on these vessels, and the author outlines the different styles, and how they evolved in the 16th, 17th and 18th centuries.

Making choices for *Utrecht* was not an easy task, and the extensive research, and how decisions were made is described.

Colors, which are so important to the modeler, were meticulously re-

searched to find the correct hues peculiar to that period. In particular, attention is given to the different "optical effects" between 18th century and modern paints, which gives the reader some idea as to how detailed the planning was.

Without a doubt, one of this writer's favorite chapters is the segment devoted to the interior of *Utrecht*. As with other aspects of this reconstruction, research and atten-



tion to detail are emphasized. Fortunately, archival materials were available, which helped in designing the plush living quarters so unique to these yachts. The blending of different shades of Berlin blue in the pavilion, and the magnificent fireplace in the great cabin give some idea of the richness of the décor. After reading this chapter, one can fully appreciate that life could be quite pleasant in the 18th century for those with wealth!

With the hull essentially covered, chapter 9 is devoted to rigging, which includes spars, rope work, sails, blocks, flags, anchors and sources for the specifications concern-



-ing all these facets of the vessel. This chapter also features spar tables (in Dutch.), rigging plans and block diagrams.

Like so many reconstructions today, *Utrecht* required a mechanical propulsion system. Chapter 10 outlines the ingenious means by which this was accomplished without compromising the authenticity, and aesthetics of the Statenjacht to any great extent. Other amenities, such as hot water, air conditioning and electricity are also discussed.

The final segments cover the launching of *Utrecht*, and an evaluation of the sailing qualities of this beautiful vessel. The author's remarks are quite frank, and the learning process described is intriguing. Puzzling rigging practices become quite clear when used under actual conditions.

"*The Statenjacht Utrecht, 1746*" also features a package of

thirteen plans that can be found in a pocket in the back of the book. Created by draftsman, Cor Emke, these plans cover every aspect of the yacht, including the interior. The large scale of 1:50 allows for considerable detail to be incorporated, but the moderate dimensions of *Utrecht* will result in a project that can be carried to club meetings without any difficulty!

Ab Hoving and Cor Emke are to be congratulated on this remarkable treatise. This book is highly recommended.

Reviewed by Bob Filipowski



John R. Mitchell, Editor
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