



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ February 2018

● Scuttlebutt ●



COMMODORE, Bob Filipowski, opened the meeting at 7:30 with a hearty crew of 21 on deck. Once again, the elements were harsh but the urge to meet with fellow modelers and share all our modeling experiences overcame the frigid weather. We were all rewarded for our perseverance with a fine session on scratch building gudgeons and pintles by Bob Filipowski. Bob's revamped program hit directly on the essential building steps in an easy to follow format.

Since there were no guests to welcome, Bob moved directly into the evening's raffle, which was won by **Ralph Sykes**. Ralph took home a wonderful copy of Petrejus' "Modeling the Brig-of-War *Irene*". This was a single prize night, but Bob promises there will be other fine things to win in coming months.

Dues were pouring in, and our Purser, **Allen Siegel**, was busy recording all the income. He's making a list and checking it twice so we'll know who's going to get the March issue. We really have to thank Allen for all his hard work in keeping our accounts straight and paying all the bills - and he wasn't shanghaied, he volunteered!



Ahoy Mates, The clock is ticking. If you haven't sent in your 2018 dues as yet, **this is the time to do it!** After the February issue, non-paid members will cease to receive their *Forecastle Report!* Write that check for \$20 and mail it today to: **Allen Siegel, 843 Bryant Ave, Winnetka, IL 60093** and continue to enjoy all the great model photos, articles and modeling news for the rest of the year. Thanks, mates.

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February Meeting Notice

Scrapers

by Doc Williams

Here is a session on an item not commonly found in most toolboxes but one with which fine modelers should become familiar - Scrapers!

Doc will discuss how to maintain them and just how useful they can be. You'll be surprised by what a beautiful result can be achieved when they are used to put a fine finish on smooth wood surfaces. Don't miss it.

Our next meeting will be at 7:15 p.m.
Wednesday, February 21, 2018
The South Church
501 S. Emerson Street
Mount Prospect, IL

● Gudgeons & Pintles ●

By Bob Filipowski

Back in February and March, 2015, Bob gave us a two-part presentation on Gudgeons & Pintles. This time, Bob streamlined his program to show the methods he felt were the easiest and most useful in making these fixtures.

There are a few basic steps: cut out brass strapping, cut off brass tubing, solder tubing to strapping, mount strapping to rudder and stern post, add simulated brass bolts. It couldn't have been easier than that. Here's how Bob did it, step by step.

1. Cutting brass strapping.
To make his brass strapping very straight, Bob first glued



brass sheet stock between two layers of cherry wood using spray-on contact cement. Bob cautioned against using basswood, which is too soft. He then cut straight strips using his "Preac" table saw with a 152-tooth, 0.026" slitting saw blade. This gave him very fine edges on the brass, which needed only minimal de-burring. Wood and brass were separated using an acetone bath. (Provide adequate ventilation and avoid high heat nearby).

"Gudgeons", continued on Page 2

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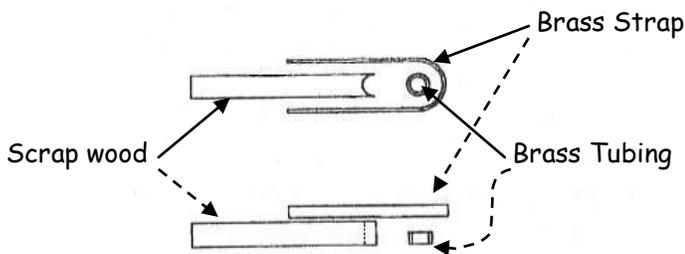
"Gudgeons", continued from Page 1

It was pointed out that other methods of cutting brass strips can also be used such as a straightedge and sharp knife or even using scissors on thin stock.

Once you have made a number of brass strips (you need a pair of strips, gudgeon & pintle, for each hinge position), the next step is to cut short lengths of brass tubing for soldering to the strips. Cut the tubing with a Preac saw or a fine tooth jeweler's saw slightly longer than the width of your strips. Take care to cut only part way through the tubing, so as not to lose the piece.

Take a drill bit the same diameter as the ID of your tubing and insert it into a pin vise backwards with the shank sticking out the same distance as the width of the strapping you have cut. Place a piece of cut tubing over the drill shank and carefully file or sand it down so it is even with the end of the bit. Repeat this with all the cut tubing.

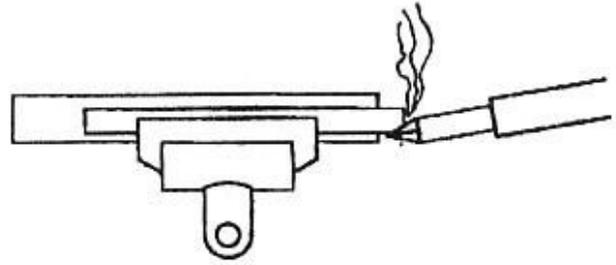
Now take a 2 or 3-inch long strip of wood with the same dimensions as the diameter and length of your cut tubing, and carefully file a shallow, circular groove at one end to hold the tubing during soldering.



With the tubing in place, carefully bend a strap around the tube and clamp with a spring clip. Make sure the strap is square, of equal length and taught.



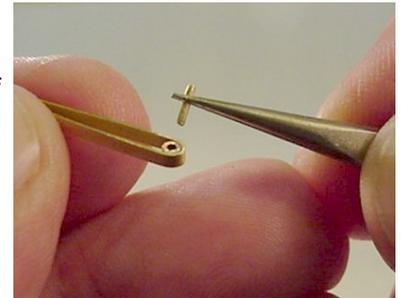
Apply flux paste to inside of the strap, place a small piece of solder on the seam of the tube and strap and



touch an iron to the underside of the strap. The solder will "flash" and flow towards the heat source. When you see this happen, remove the iron. Once the item has cooled, remove the unit and repeat until all the strips have a piece of tubing mounted.

Note: As a prep for blackening, a process known as pickling was originally described as a means of dissolving surface oxidation and flux residue from the metal's surface. In this presentation, this somewhat hazardous step was omitted.

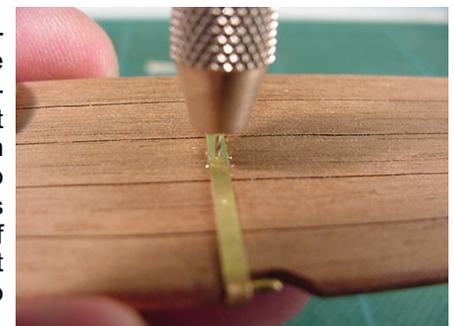
Now, using CA, fasten an appropriate length of rod inside the pintle eyes, making sure the tops are flush and the protruding portion will slide easily into the gudgeons.



The next step is to fit the soldered straps around your rudder and stern post by working the softened brass with tweezers and pliers. When ready, cut the straps to their required length and shape the ends as needed. Carefully file the insides of the straps to remove any burrs.

Drill bolt holes in the strap and make sure the wire you are going to use will fit properly.

Mount the completed pintles on the rudder first. Carefully drill out the bolt holes from both sides, but don't go too deep. Chances are the two sides of the strap might not be symmetrical, so why push your luck.



"Gudgeons", continued on Page 3

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"Gudgeons", continued from Page 2

Cut lengths of wire that have been rounded or squared off at one end. Length is critical, since you don't want them to bottom out in the hole causing irregularities in height. To ensure that they extend the proper distance above the brass strap, take a piece of shim stock with a thickness equal to the required height of the bolt head. Drill a hole in the shim a bit larger than your wire diameter. As you push each "bolt" in place, use this shim as a spacer by placing it over the wire, then carefully pressing against the wire with a flat tipped object.



Once the rudder is complete, slide the gudgeons onto the pintles, and mount the assembly onto the hull. Repeat the "bolting" procedure described above on the stern post, and the process is complete.



Your finished product will look something like that pictured below:

Thanks again, Bob, for a really fine evening. Your presentations always encourage us to reach for new levels of excellence and enjoyment in our modeling experience.



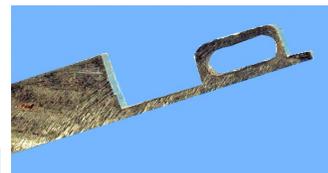
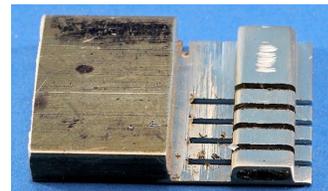
● Ships on Deck ●

John Pocius has sent us photos of his just completed *Drift Boat* and she's a real beauty. Final details added since our last view were the fishing pole and reel plus details and lettering on the outboard motor. The "Evinrude" name was drawn in Adobe Illustrator, then a decal was printed out



on a laser printer. Check out the "double hook" on the fishing lure (what a miniature task that was!). Beautiful workmanship, mate! John also reports that he is now with a model club out there in Portland, "Nautical Society of Oregon Model Shipwrights", and plans to do a group build of the "Model Shipways" kit of the *English Pinnace*. We'll be looking forward to seeing your results, mate.

Kurt Van Dahm shared with us some information on the deck details he has created for his model of the sailboat *Splash*. Kurt made some open fairlead chocks using his Sherline mill (a first "major" effort). He is in the process of rounding off the edges before he cuts the angled slits and bends the arms (he first has to anneal the parts to make bending possible). Total length is $\frac{1}{2}$ " and they are only 0.110" wide and 0.165" tall. His goal is to have them look



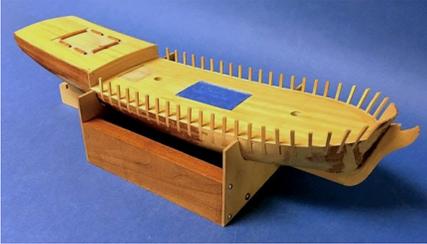
like the photo of the real thing onboard *Splash*. Once they are finished they will be gold plated to simulate brass. Nice job!

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

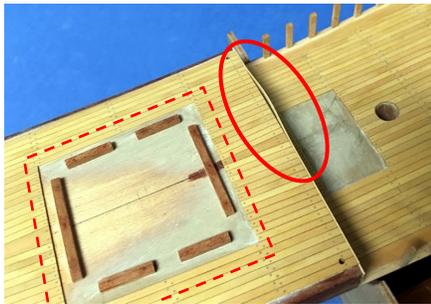
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"Ships-on-Deck", continued from Page 3

Bob Filipowski took his 1:48 model of the *Arrowsic* out of storage to get back to work on her, and found that one bulkhead plank was badly warped and that the deckhouse no longer fits in the required area. Bob says this illustrates the problem we all face as modelers - the unpredictability of the effects the atmosphere will have on wood. Once a model is totally complete and stored away under



glass, it can still be susceptible to heat and humidity. Some species are more prone to this than others. However, how the wood was cut can also be an issue. We hope it all works out, mate.



Patrick Sand has his 1:64 solid hull model of the HMS *Sultana* just about ready to set the masts and begin the rigging. Patrick has had a lot of concerns for the hull's symmetry, but in our eyes she looks just fine. The presentation on Gudgeons & Pintles was particularly timely for Patrick, as he would like to be able to improve on the work he has done to date on these details.



All the deck furniture has turned out beautifully, and the deck planking/treenails has been very neatly done.

Now for the sticks and string, and a whole other set of challenges, which we know will be thoroughly thought out, as well.

Ken Goetz has set the foresail, fore topsail and staysail on his 1:128 model



of the Schooner *Bluenose*, and they look very neat and to scale. While some

adjustments are still in the works, we'd say Ken is well on his way to completing a very beautiful model.

Bob Sykes is just about finished with his 1:64 model of the privateer *Rattlesnake* but, due to the holidays just past, maybe not in record time. Whatever speed Bob works at, his results are uniformly excellent and we enjoy viewing his successes all year long. Great job, mate.



Allen Siegel says he is working his way "slowly forward" on his 1:48 scratch-built model of a *Dutch Kaag*. This is not surprising, considering how carefully Allen does his work.

This approach to modeling was tempered by past experiences,



where he learned that "haste makes waste". Allen has also thought "outside the box" by employing a kind of carpenter's "biscuit joint" to help secure the sides of his hull adjacent to the open hold, which, by the way, was very nicely planked over. A real interest point in this model, mate.



Tim Foster also ventured "outside the box" with his 1/8th scale model of the *Time Machine*, made famous in the movie of the same name. What fun! And what a nice modeling job too, mate.



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Bob Filipowski announced that he now has available a video (CD) on Allen Siegel's "Fighting Tops" presentation, and will take orders for it at \$5.00 for members in good standing and \$10.00 for non-members plus shipping.

Kurt Van Dahm reminded us that the 2018 NRG Conference dates are October 25-27 in Las Vegas. While there are no ships in Las Vegas, the area has a history of historic "Prairie Schooners" used by passing settlers of the West.

On another note, Kurt let us in on some advanced information concerning this year's Model Ships & Boats Contest in Manitowoc on May 18-20. Two speakers have already been selected, and they should add a lot to the activities being planned. **Bob Steinbrunn** will do a talk on building the *Bluejacket PT Boat* and **Allen Siegel** signed on as the second speaker with his program entitled: "The Development & Evolution of a New Modeler" - or - "A Club is Your Best Tool".

The Friday tour will feature a unique opportunity to see many of the museum's "hidden treasures." Attendees, for a minimal fee, will participate in a tour of the building's "attic", where many maritime artifacts are stored. This is something you don't want to miss!



Gordon Field has advised us that he is in the process of doing some "downsizing" in preparation for an eventual change of port. He's willing to sell the following items:

- "Harold Hann" 1/4" scale *Rattlesnake* plans, 6 sheets. \$25.
- "Melborn Smith" plans of *Niagara*, 11 sheets, plus A.J. Fisher's 4-sheet plans. Both for \$35.
- One "Jack Kitzrow" table saw, includes ripping, cross-cut, and slitting blades. \$50.
- One "Preac" saw in need of upgrades. Make an offer. Contact Gordon by email at: fieldgordon@yahoo.com.

Free time action (L to R): Bob Sykes (R) takes extra time to point out some of the fine details on his *Rattlesnake*



model to Keith Zeilenga. Kurt is busy doing what he does for us nearly every meeting; setting up the presentation hardware. Our thanks to Kurt for all the effort he goes to, bringing all his gear to the meetings every month. Cole Seskind is giving his full attention to the modeling work of Ken Goetz, who will happily benefit from Cole's suggestions. The club is fortunate to have the expertise of modelers like Cole, who generously helps all our mates.

MYSTERY SHIP

Our mate, **Kurt Van Dahm**, has challenged us all to come up with a solution to this mystery.



1. What type of vessel is this, exactly?
2. What activity is going on here?
3. Where is this operation taking place?
4. In what time period is this occurring?



Sorry, but the only clue we can give is that the vessel was the *Corozal*. That's not much, but have fun with this anyway. Kurt will tell all at our next meeting, so you won't be in the dark for long. Happy sleuthing!

Tri-Club
News



NRMSS upcoming meeting programs have been set for the next three months, as follows:

- March - Paints and painting, Kurt Van Dahm
 - Compare and contrast brush vs. airbrush
 - Solvent based vs. acrylics
 - Surface prep
 - Priming - is it needed?
- April - Making a Plexiglas Case, Kurt Van Dahm
- May - Making the base for your case

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.

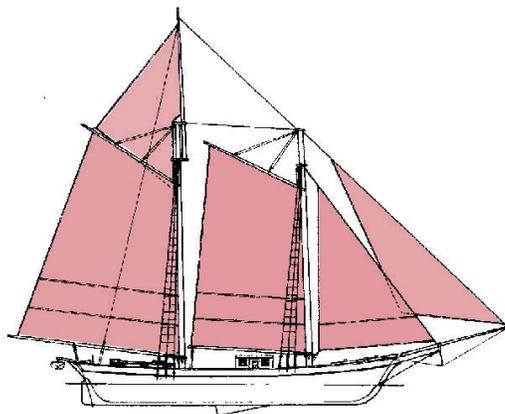
Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: www.thenrg.org or call 585 968 8111



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