



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ July 2013

● Scuttlebutt ●

COMMODORE Bob Filipowski opened the meeting with 30 hands aboard and welcomed one guest, Gordon Fields, who again visited with us.

Bob reviewed the Manitowoc show results as well as the club's "group build" project and let everyone know that all are welcome to attend these "longboat" sessions whether they are building the model or not. This pre-meeting session gets under way at 6:00 PM on meeting nights.

Kurt Van Dahm reminded everyone of the enhanced NRG journal, which contains an extra 16 pages devoted exclusively to model building. The NRG is also compensating writers who contribute modeling articles. If you're interested in doing this, contact Kurt.

We were informed that this was the last meeting being attended by our mate, **Tim Riggs**, who is moving to a new home in Anna, Texas. We all wish him well. Even though we'll miss him at our monthly meetings, we know Tim will stay in touch with us as an associate member. Smooth sailing, mate.



With our club's fiscal year ending on June 30, **Ken Goetz** gave us his Treasurer's report and stated that our finances are "in great shape"; so good, in fact, that it won't be necessary to raise the dues above the current \$20. Added membership is certainly a part of this picture, but Ken's careful management has also made this possible.

Leon Sirota gave us a detailed report on the latest "Model Shipways" kit of an English *Pinnace*. This is a ship's boat similar to the *Longboat* kit but without the mast and rigging. Making assembly a little easier is the 1/2" scale, which yields a model 12" long. All parts are basswood.



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July Meeting Notice

Blackening Metal Parts By Bob Filipowski

Bob's an expert on this technique, so you don't want to miss this session to pick up some tips you won't get any where else. Mates, money can't buy this kind of training, so be sure and join Bob this evening. He will cover information on "how-to techniques" as well as what materials are available to do the job.

Also, depending upon availability, Leon Sirota will be showcasing another new kit.

Our next meeting will be at 7:15 p.m.
Wednesday, July 17, 2013
At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Anchors ●

By Doc Williams

As advertised, **Doc Williams** gave us a really thorough description of how ship's anchors were dropped, retrieved and stored on board ship. We also saw the many hawsers and cables used and got all the details on how they were attached to an anchor and ultimately stored on board a warship.



Admiralty anchors: bowers - best & small and sheet stored aft of the bower with a smaller cable were covered.

Hawser laid and cable laid (left twist) rope were illustrated and their uses described.

Bending cable to a sheet anchor was discussed and hawse holes (one for bower, one for sheet) were illustrated.

On deck or below deck, there were cable bits to aid in handling cable and the cable was "flaked" when put into storage (wound in such a way that it wouldn't "foul" when run out). Cable was hauled inboard using a "messenger" cable, which was attached to the main cable and ran around the capstan. This was necessary to keep the capstan from becoming fouled by a dirty anchor cable and was probably not as large in diameter as the main cable.

All agreed it was a very informative evening and our thanks go out to Doc for his fine presentation.

● Ships on Deck ●

Doc Williams is in the process of installing the foremast on his 1:64 "Model Shipways" kit of the whaler *Charles W. Morgan*. Before setting up the mast, Doc had installed virtually all of the running rigging off the model. In his mind it is a tossup which is better, on or off, as there still will be rigging that will need to be added in and around the pre-installed lines.



To add realism, Doc installed the yards in a lowered position exactly as they would have been without sails.

In anticipation of the future installation of the main stay, which must run either side of the foremast and down through openings in the anchor deck, Doc had the foresight to add a snake line to allow him to pull the stay through areas that are out of sight. No telling what problems that omission might have created but cheers to Doc for using his thinking cap on this one.

Sid Wotman calls this the "fanciful" rendition of the HMS *Fly*, as he's not sure it truly matches the original. Amati's "Victory Models" 1:64 kit depicts the 16-gun sixth rate Swan Class sloop launched in August of 1775.

Deck planking has been added and Sid is now working on the deck furniture. The pre cut bulwarks have been



painted on the inside surface and Sid added blood wood to the inside of the open gun deck to create a color interest. He found working with blood wood is not easy, as it is very brittle, tends to crack and is difficult to shape. In Sid's words: "planking with blood wood borders on insanity". You've got a beautiful model in the works, mate.

Lutz-Peter Penningsdorf went hunting in his basement and came up with a beautiful half-hull model that he started 30 years ago. The real boat was a 31 ft. Rhodes-



designed ketch named *Sea Devil*, off of which Peter took the lines to build this model. A question arose as to how to finish the oak mounting panel and Peter was advised to use sanding sealer to close the heavy grain.

Glen Estray has done up a fine looking tug, the *Despatch #9* in a scale of $5/32" = 1'$. This model was a fill in before he starts work on a mahogany *Chris-Craft* speedboat that he is a bit hesitant to begin. This model was Glen's first try at working with a solid hull model and he's not sure he



wants to try another one after this experience. Despite being advertised as requiring "minimal" carving, Glen found the need for such skills much in demand. Rather than carve down thick bulwarks, he cut them off and added new ones out of sheet basswood. We'd say your efforts were first class, mate. She's very neatly done.

John Pocius has finished his 1:64 model of the English cutter *Coquette* and the case and figure he just added are wonderful examples of his carving and woodworking skills. A beautiful result, mate.



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"Ships-on-deck", continued from Page 2

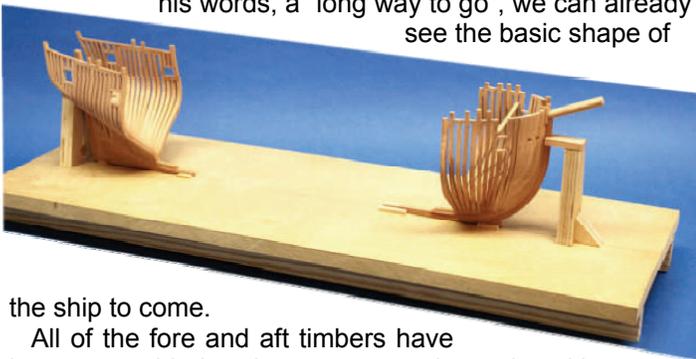
Now John is off on a new project to build the *Jupiter*, a 1:12 scale model of a 1954 outboard hydroplane race



boat complete with a Mercury Mark 20H racing motor, for which this hydroplane was specifically designed. This racing boat was only 9 ft 9 in long and was capable of 60 mph speeds.

The motor is made of "Magic-sculpt", brass, boxwood and aluminum - a nice mix of materials that make John's work so fascinating.

Helmut Reiter has made slow but steady progress on his 1:48 model of the HMS *Pegasus* and despite having, in his words, a "long way to go", we can already see the basic shape of



the ship to come.

All of the fore and aft timbers have been assembled and we can see what painstaking



and meticulous work he has put in so far. Helmut likens this task to a "fata morgana" or a mirage; the harder you work the further away the end becomes. Being able to watch you toil on this is truly a reward for all of us. Thanks for keeping us in the loop, mate.

John Mitchell has started on his project to build a ship's boat for his Great Lakes schooner *Challenge*. A plug was carved using lifts glued together as a starting point. It's the first time working with the "plug" method for this modeler!



Richard Romaniak showed us his 1:64 "Revell" kit from 1974. This is one of Richard's composite models that he's been working on now and again and just now has decided to put on the finishing touches. Some kit bashing is taking place to alter it from the *America* to a 19th century east coast schooner.



Gus Agustin has made dramatic progress on his 1:192 model of the HMS *Royal William*. The hull halves have been joined and planked (using 2400 treenails), the channels, knees and catheads added and now he's ready to



work on the rails. To create the cheeks, Gus made a gouge tool by milling out a notch in a razor blade, which allows him to create a small channel in the edge of the cheeks (above). It's miniaturist's magic!

Bob Sykes' 1:60 "Euro-model" kit of the *Mordaunt* has given him the usual problems with plans written in Italian and parts not fitting correctly. Bob says he "scratch builds" a good portion of these kits to work around all the inconsistencies he finds. Great results, mate.



See "Ships-on-Deck", Page 4

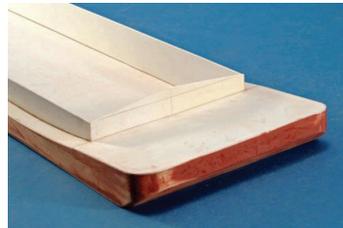
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"Ships-on-deck", continued from Page 3

Kurt Van Dahm brought in three projects and one curiosity for us to see. His 1:12 model of the 23ft. Burger-built sloop *Splash* now has her deck beams in place as well as some of the cabin roof beams. We can really see where he's headed on this job and it looks great.



As part of his professional work, we saw his 1:864 *Barge & Towboat*, which is to be part of a diorama for a courtroom exhibit.



Rounding out his presentation was a completed 1:420 Tamiya kit of a US Navy *Patrol Boat River* (PBR) complete with a photo of the real thing! Nice showing, mate.

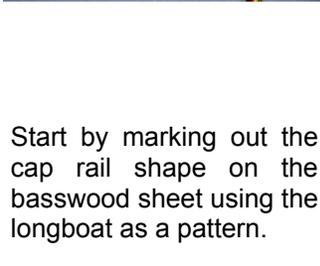


The curiosity was a piece of apple wood that, when cut open by Kurt, was found to contain a musket ball. How about that!

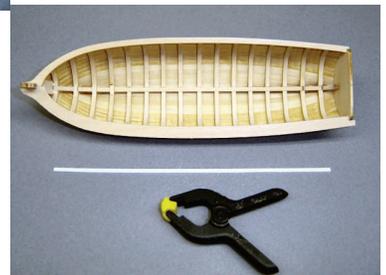
Bob Filipowski gave us a mini-symposium on how to add the cap rail to the "Group Build" English *Longboat*. There were several really key techniques that made this job easier and neater. Here are Bob's photos to illustrate this job.



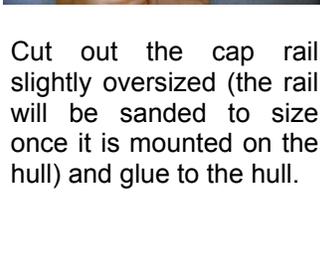
Materials required are a sheet of basswood, a set of dividers, a pencil, a plastic strip to be used as a thickness gauge and a mini-clamp.



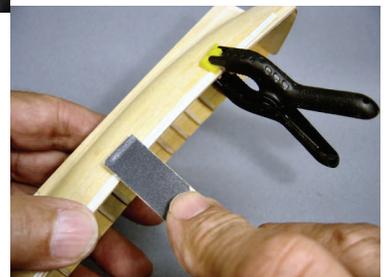
Start by marking out the cap rail shape on the basswood sheet using the longboat as a pattern.



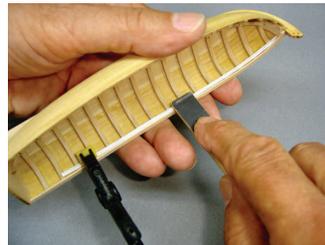
Using the dividers, mark out the width of the desired cap rail by penciling in location points down the whole length of the cap rail outline previously traced from the hull.



Cut out the cap rail slightly oversized (the rail will be sanded to size once it is mounted on the hull) and glue to the hull.



Clamp the plastic strip to the outside of the hull directly beneath the cap rail and, using it as a thickness gauge, sand down the cap rail flush with the plastic strip.



Next, do the same to the inboard side of the rail, clamping the plastic strip to the ribs and sanding down flush. And there you have a cap rail exactly uniform in width down the full length of the hull.



Great ideas there, mate. Thanks for letting us in on them.

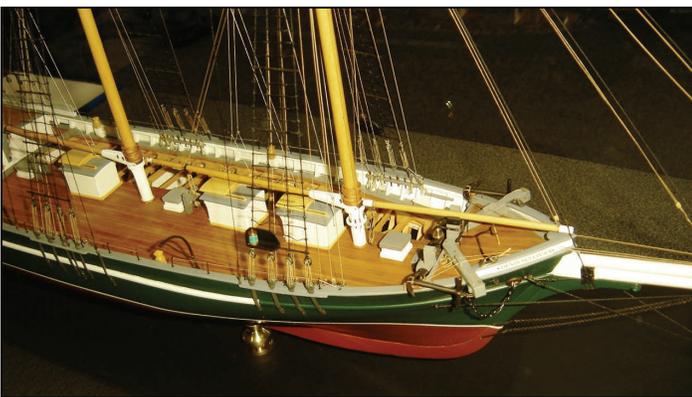
The 37th Annual Midwestern Model Ships and Boats Contest

By Bob Filipowski

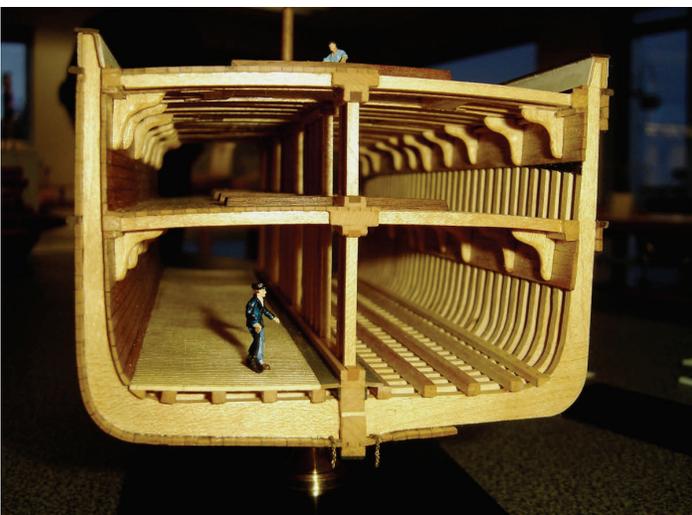
As a judge, I found this year's competition especially competitive. The Tri-Club membership did very well, but many out of state competitors also came away with numerous gold, silver and special awards. Here is a sampling of "other" competitors from this year's show:



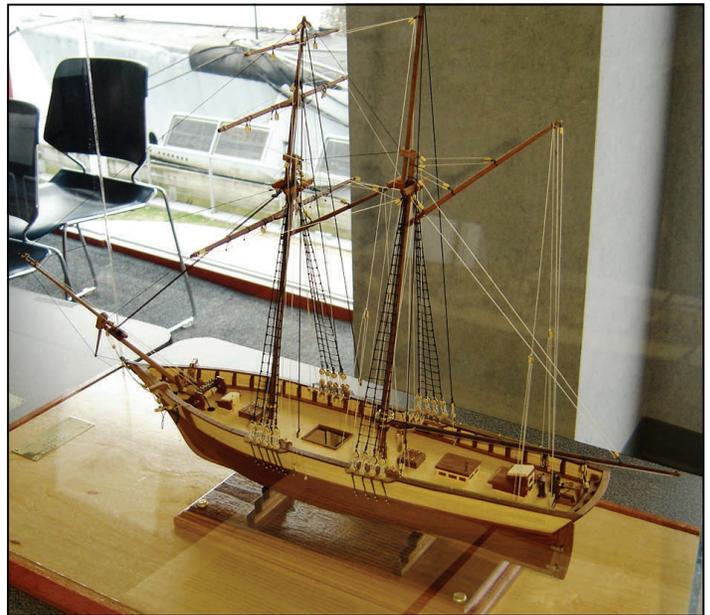
Paul Wilson — *Kramen 2* — Gold Award & Best Great Lakes Model



Jim Brotz — *Denis Sullivan* — Gold Award & People's Choice



Jim Brotz — *Australasia* — Gold Award



Dan Cicero — *Scottish Maid* — Gold Award & Best Novice



David Richey — *USS Olympia* — Silver Award & Best Miniature



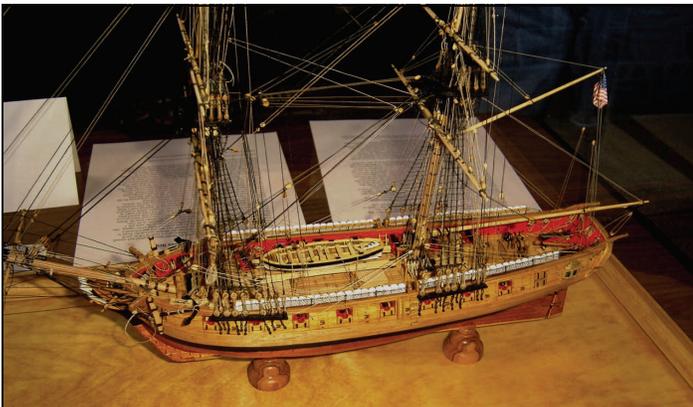
Clayton Johnson — *Vasa Wreck Diorama* — Silver Award

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"Contest", continued from Page 5



Richard Hein — HMS *Bounty* Launch — Silver Award



Ralph Buckwalter — *Syren* — Silver Award

Note: Please see the June issue of Forecastle Report for the "Tri-Club" member winners. You can also view photos of all the winners on our web site - click on the "News" tab and select the photo spread. ❖

"Scuttlebutt", continued from Page 1

17th-century *Griffon* found in Lake Michigan ?

Divers the weekend of June 15-16 opened a pit at the base of a wooden beam that juts nearly 11 feet from the lake bottom, believing it could be a section of the *Griffon*, lost in a storm on its maiden voyage during its return trip to Niagara Falls from Green Bay in 1679.



The *Griffon*, built in 1679 on orders of legendary French explorer Rene-Robert Cavalier de la Salle, was the first sailing ship on the Great Lakes, and symbolized the ambitions of New France to construct and control a vast fur trade empire in the heartland of North America.

In 2004 the discovery of this tantalizing wreck site, at the north end of Green Bay near the boundary waters of Michigan and Wisconsin, was announced, and that an excavated sample of wood from the relic had been dated by experts at Chicago's Field Museum to the late 17th century. Stay tuned on this evolving story.

Ref: news.yahoo.com

We're bigger AND better!

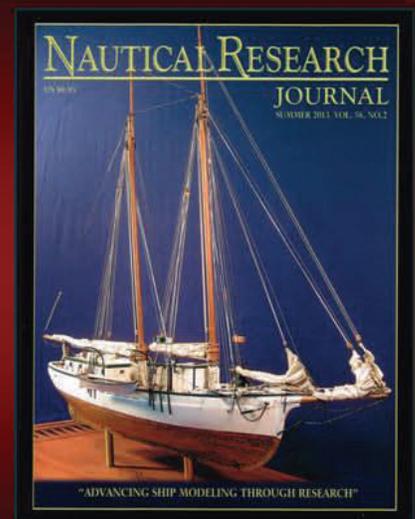
Color photographs, kit reviews, articles on ship model building, expanded Shop Notes, features on naval architecture, nautical history, and the maritime arts
Our new 80-page Journal has it all!

The annual cost of membership will remain at \$38 US, and \$50 for all other countries. Visit our website at www.theNRG.org to learn more.



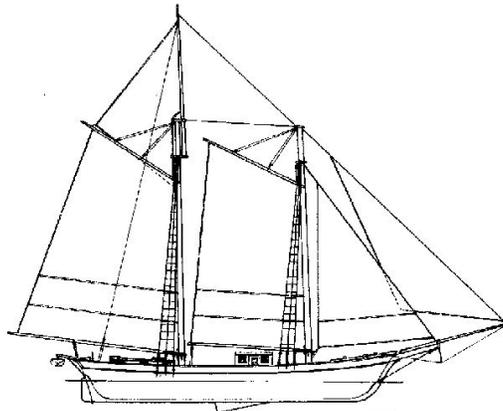
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