

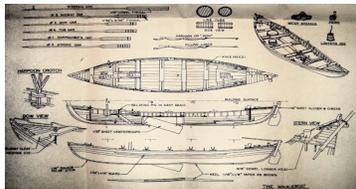


Forecastle Report

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

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the meeting at 7:15 with a loyal crew of 21 on deck. With no guests to introduce, Bob moved right into the evening's raffle, which was won by **Tim Foster**. Even though there was an historic kit of a whale boat generously donated by **Gus Agustin**, Tim opted for a more practical prize, a very nice multi-function tape measure. Gus' kit will go back in the raffle at a future meeting.



Next, Bob introduced everyone to the many items up for sale that were brought in by members. In fact, the quantity of bargains available nearly rivaled our annual holiday flea market. If you weren't present, you missed out on some fine stuff.

Bob Sykes' partially completed model of a *Spanish Galleon* failed to find a buyer, but we're sure that, with a larger attendance, he would have sold it easily. We hope he will bring it back next month for another try, as it is a fine model, and needs to get into good hands.



Bob advised that a new video CD on "Gudgeons & Pinnacles" is now available at a member's price of \$5.00. Non-members and shipment deliveries at \$10.00. An older CD on "Deck Planking" was sold at the meeting, but additional copies are still available on request.

Kurt Van Dham gave us an update on the planning for this year's model ship contest in Manitowoc. A new format has been selected for the "construction" documentation required for contestants. Rather than asking for a written essay on how a model was researched and built, use of a "bullet point" outline will be acceptable. This is expected to make it easier to prepare and add to overall clarity of the information being presented. This year's judges will be **Ed Urbanczyk, Coleman Seskind, and Bob Filipowski**.

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March Meeting Notice

Spiling

by Bob Filipowski

This month we begin a 2-part series on hull planking techniques known as "spiling". "Webster's New World Dictionary" lists as one meaning of spiling: "spiles or timbers collectively". What a great way to describe the covering on the outer hull of a ship - a collection of timbers! This is a must know technique for all modelers who want to achieve the finest results. Don't miss it.

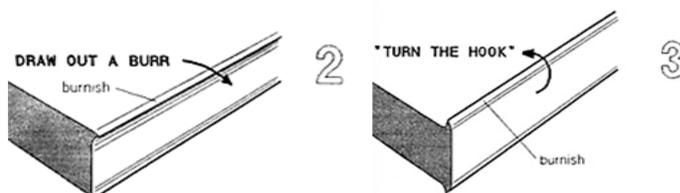
Our next meeting will be at 7:15 p.m.
Wednesday, March 21, 2018
The South Church
501 S. Emerson Street
Mount Prospect, IL

● Scrapers ● By Doc Williams

Doc Williams came well prepared to give not only an excellent PowerPoint slide presentation but also a hands on demonstration of how scrapers actually work and how they are sharpened.

One thing is for certain - scrapers need to be sharp for them to work properly. This task, therefore, took up the bulk of Doc's presentation. We were shown several tools to do this job as well as details on just what "edge" we need to create.

The first step in sharpening a scraper is to create a clean, 90° edge. After doing this, we can then "bend" one side of the edge downward and then fold it upward to create the "scraping" edge. It may sound a little confusing, but Doc's illustrations clear this up perfectly. This is known as "drawing out a burr" (down) and "turning the hook" (up). We'll come back to these operations later.



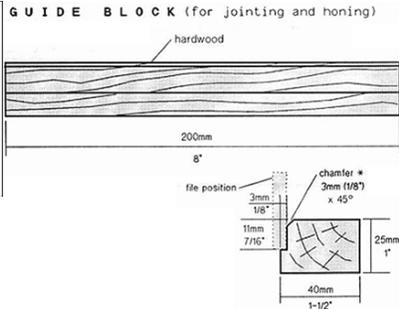
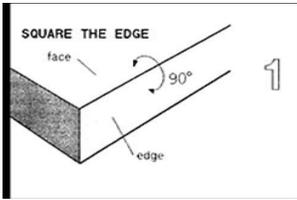
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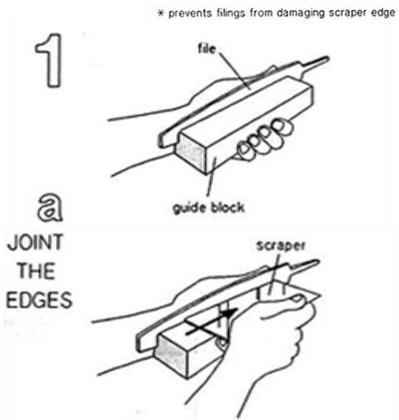
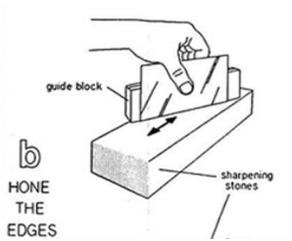
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"Scrapers", continued from Page 1



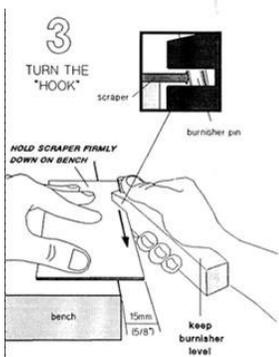
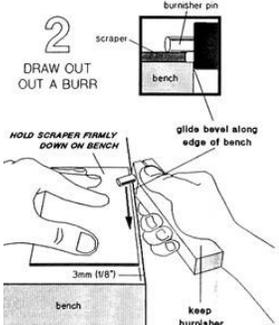
To "square the edge" (jointing) you can first make a guide block with a notch cut into it to hold a metal file securely. Then, holding the block firmly with the file in the notch, you work the scraper in one direction across the file surface to create a 90° edge.

The next step is to



"hone" the edges. This is done by holding the scraper against the guide block and working it back and forth across a sharpening stone.

Once that is done, you then hold the scraper on a flat surface (work bench) and draw a tool across the upper surface of the scraper to create a burr.

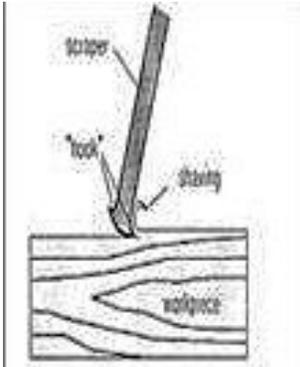
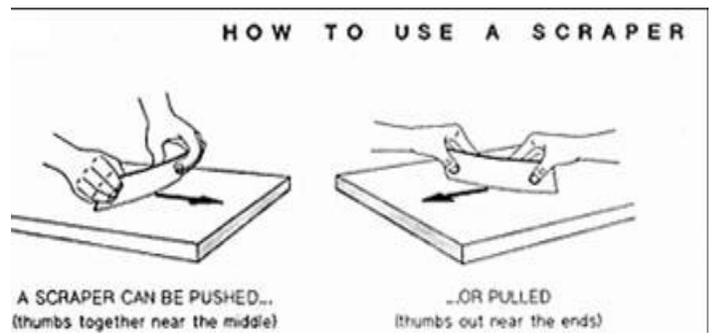


A number of tools are available to accomplish this task all the way from a simple screwdriver shaft to commercially available specialty tools. Illustration #2 shows such a specialty tool being used. The external peg is used to draw out the burr much the way you would do, using a screwdriver. Illustration #3 shows the "turn the hook" operation using the internal peg. In both operations, the tool is drawn across the scraper's edge in the same direction.

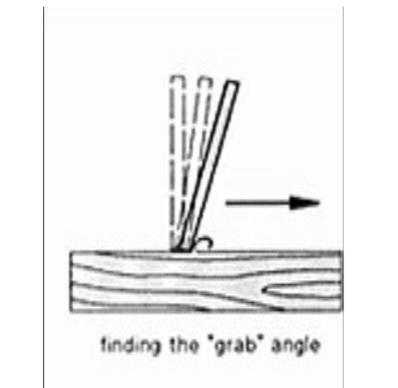
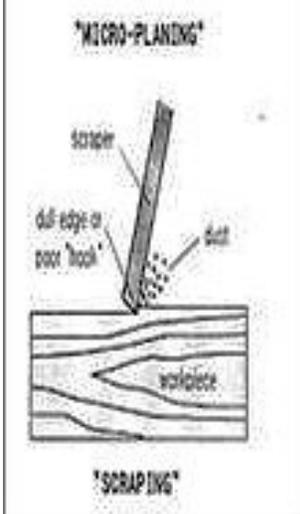
Again, a simple screwdriver could be used here.

1. SQUARE THE EDGE
2. DRAW OUT THE BURR
3. TURN THE HOOK

It's as simple as 1,2,3. But you will have to repeat steps 2 & 3 often to keep the scraper sharp, as it will dull very quickly.



Once you have set up your scraper with a proper edge, the next thing to learn is how to use it properly. Scrapers, which are actually micro-planes, come in a variety of sizes and shapes, depending on the surface you are trying to smooth. There is a difference between "micro-planing and scraping. Unlike the latter, which produces powdery residue, micro-planing creates microscopic wood shavings so small, tear-out is virtually eliminated. It comes down to a sense of touch and feel to know when you are attacking the



wood at just the right angle. The amount of resistance is usually a good indication of when you are at the correct angle. Practice makes perfect, and you should develop your scraping skills on a piece of test wood before taking on your valuable model.

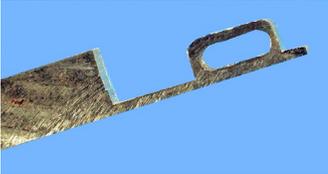
Our thanks to our mate, Doc Williams, for a very fine evening and a great learning experience.

Reviewed by: John Mitchell

● **Ships on Deck** ●

Kurt Van Dahm sent in an update on his *fairlead chock* project and he says: "took me way too long to finish". The effort was so time consuming that he is going to seriously look at molding the rest from Alumilite.

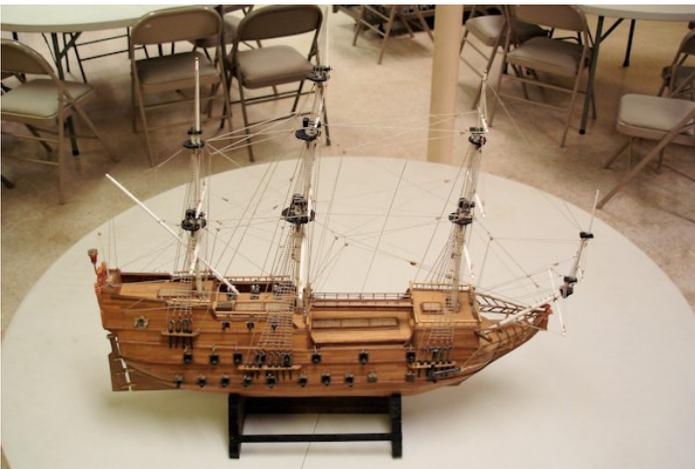
After cutting the chock free



from the bar (L), he spent at least 3 hours to get it to the state pictured above. Now he has to make 3 more? He's

undecided at this point, so stand by.

Ralph Sykes brought in his just completed model of the *HMS Admiral Vernon* c. 1685. She was built from a vintage "Steingreber" (W. Germany) kit in a 1:75 scale and the results are outstanding. The work took Ralph over nine months and we are very glad to see him bring this



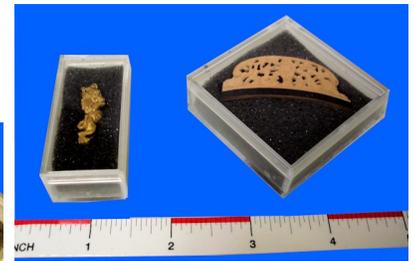
rare kit to life in such a fine way. Great job, mate.

Allen Siegel stressed the slow nature of his current scratch-built project, the 1:48 model of a *Dutch Kaag*. While nothing much changed from last month, Allen did have one problem he



needed to solve: how to create a rabbet to accept the final plank at the bottom edge of his flat-bottom hull. He is thinking of adding a second bottom layer to his hull slightly wider than the rest and thus create a "false" rabbet to terminate his hull planking. Sounds good to us, mate.

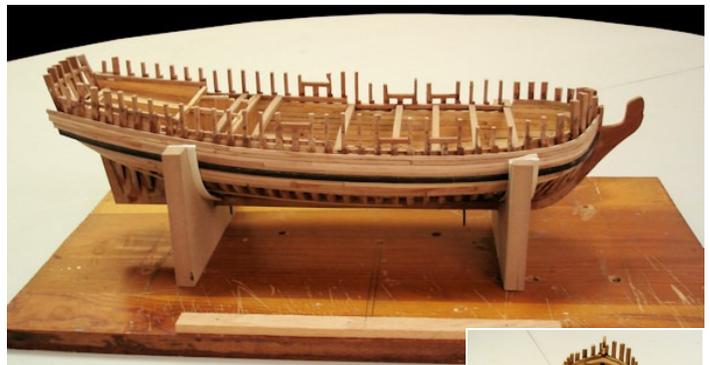
Gus Agustin brought in the figurehead and transom board he carved out of boxwood



for his newest project, the *HMS Sussex* c.1693 (1:192).

To achieve his fine detail, Gus used a "Mini-Craft" drill and various burs. A steady hand and good eyes, for sure. A really great start, mate.

Gordon Field has made great progress on his 1:48 model of *HMS Halifax*, being scratch built using "Harold Hahn" plans. Four woods were selected for construction, de-



pending on location: beech for ceilings, cherry for framing, apple for exterior hull and boxwood for decking. They all come together in a very pleasing way and the hull interior detail is quite remarkable, although Gordon does not plan to open the hull for viewing as dramatically as the plans allow. Very fine workmanship there, mate.



Ken Goetz has completed work on the sails for his 1:128 model of the schooner *Bluenose*, and they really make a beautiful and dramatic addition. Now Ken is working on making some really small rope coils, which looks to be a daunting task, given the scale of his model. After that there's

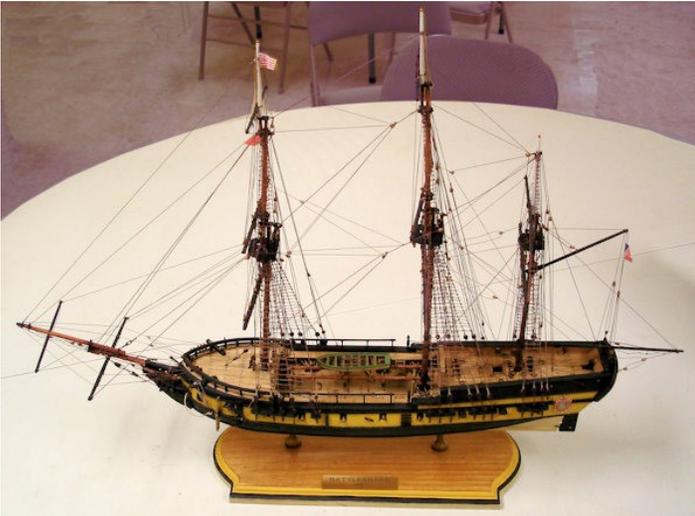


the flag, and finally the case. Should be an outstanding competitor at Manitowoc, mate.

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“Ships-on-Deck”, continued from Page 3

Bob Sykes has finished his 1:64 “Model Shipways” kit of the privateer *Rattlesnake* and she’s another beautiful example of Bob’s deft hand at kit building.



Bob overcame a real difficulty with the kit (rigging plans were missing), by doing a terrific job just using the picture on the kit’s box top; another example of his skill with kits. Bob also did some research on the proper flag to use based on the operational years of this ship. Congratulations on a fine launching, mate!



Rick Szydellco showed us a set of micro-scrapers he had acquired from the kit maker “Artisanía Latina”. (No photo available.)



We also got a heads up on the “Lynx” mini-scrapers made by Thomas Finn & Co. in Sheffield, England. These are reportedly available at the local “Woodcraft” store. Give them a look to see what is in stock, as they do carry quite a selection of tools.

“Scuttlebutt”, continued from Page 1

In addition to the three technical judges there will also be a fourth judge who will concentrate on marine art entries. A tour of the Maritime Museum’s “Attic”, which includes the archives, library and excess exhibits, has also been planned. The Saturday afternoon speakers will be Allen Siegel discussing “The Development & Evolution of a New Modeler — or — A Club is Your Best Tool” and Bob Steinbrunn on building the “Bluejacket PT Boat”. Adding to this will be a raffle of the same Bluejacket kit.



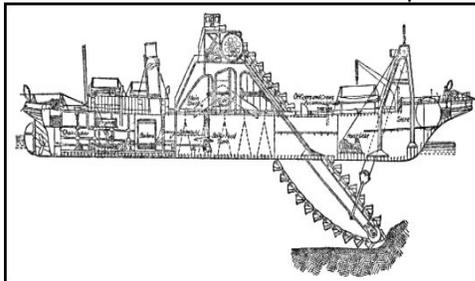
Moving on to **NRG** news, Kurt advised that registration forms for the 2018 conference would be available on line by mid March. The NRG has also just released building plans for the *Sharpie Oyster Boat*, which is also covered by a monograph that can be downloaded free off the internet. Price for the plans has been set at \$65 for NRG members and \$80 for non-members with a \$10 shipping charge. You can pick up a set of plans from Kurt at one of our meetings and save the shipping costs. Scale on this model is $3/4" = 1'$.

MYSTERY SHIP SOLVED

With the help of the internet and the book “The Panama Canal” by Frederic J. Haskin, Patrick Sand sent us his very neatly researched solution to this mystery. This is a photo of the *Corozal*, a ladder dredging ship built by



Wm Simons & Co., Renfrew, Scotland in 1911 for the US Government and Panama Canal Co. This company helped build the Panama Canal in an area near Cucaracha between 1910-1914. To complete the picture, Patrick



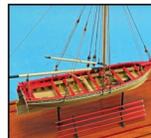
also included this schematic on how the dredger worked. Thanks, mate, for playing the game so well.

THE NAUTICAL RESEARCH GUILD

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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.

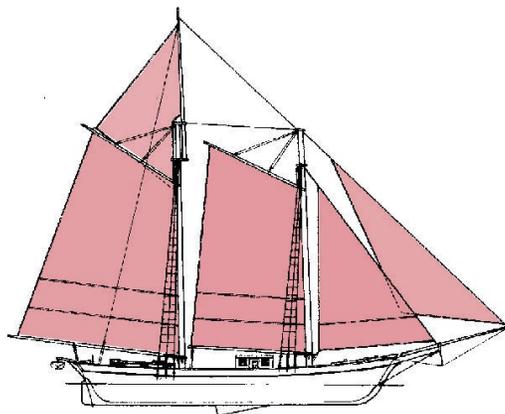
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