



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ November 2012

## ● Scuttlebutt ●

**COMMODORE Gus Agustin** opened our October meeting at 7:30 sharp with 24 members present.

The motion made last month to change the meeting starting time to **7:15 PM** was discussed, seconded and passed by unanimous vote of all members present. The new time will become effective in November.

There being no guests or new members to introduce, the floor was opened to modeling news inputs.

**Bob Filipowski** gave us a rundown on what we can expect from the upcoming Tri-Club Symposium being held October 20, 2012 and advised us of some NRG special offers being made available to attendees.



**Kurt Van Dahm** called our attention to the upcoming International Plastic Model Society (IPMS) contest being held in Darien/Downers Grove, IL on November 10th. This is being sponsored by the "Butch O'Hare" chapter of the IPMS. These contests also include wooden ship model categories, so our members are encouraged to consider competing.

Also from Kurt we learned that our **Gus Agustin** won two gold medals at the recent Military Miniatures Show held here in Chicago. His winning entries were the HMS *St. George* and



the *Virginia Sloop*, which

we have had the pleasure of seeing him build over the past years. Hearty congratulations, mate.



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### 2012 OFFICERS & STAFF

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## November Meeting Notice

### USS *Cairo* By Hal Chaffee

This December Anniversary of the Ironclad USS *Yazoo* River dur-



marks the 150th the sinking of *Cairo* in the ing our Civil War. Ironclads played a key roll in the military campaigns of the US Army in its attempt to win control of the lower Mississippi River and split the Confederacy.

You will be well entertained by Hal when he presents his engrossing account of this bit of US naval history.

Our next meeting will be at 7:15 p.m.  
Wednesday, November 21, 2012  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## Making Figures By John Pocius

John gave us a very comprehensive review of his entire modeling process and highlighted his comments with many photos of the fine work he has created.



His presentation was carefully divided into the crucial elements required to sculpt a figure. Covered first were the materials to be used. "Magic Sculp", which has a long shelf life and comes in several colors, is his favorite. In addition, white putty is also used for fill ins. The putties can be cured under a light bulb, so working with these materials is very easy.



Tools consist mainly of several curved shapes of X-Acto blades, which he keeps very sharp. He also makes up wooden shaping tools that he coats with C/A glue to create a rasp.

See "Figures", Page 2

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"Figures", continued from Page 1

Reference books are also on the list of things needed to check out elements of anatomy and drawing technique. Professional drawing charts are also consulted.

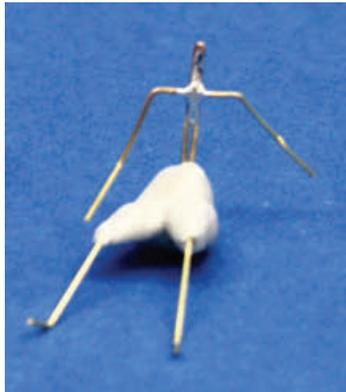
3D references are also employed, such as statues in museums and parks.

Photo references consist of pictures taken of models in poses duplicating that intended for the model boat. Examples were a relative seated in the same position as that of the sculler and John's wife in the same position as the youth seated in the outboard motor boat.

Construction of the figure begins with the welding together of a brass wire armature bent to the desired shape. Here we see the seated motor boat youth. Marks are inked onto the wire at the joints, after careful measurements to establish the correct anatomical proportions. A divider is used to translate dimensions from drawings or photos. Following this, "Magic Sculp" is added to the armature in built-up stages to fill out the figure.

After carving in the details using an X-Acto knife, a "Tamiya" fine surface primer is sprayed on from a spray can.

Final painting is done with "Windsor & Newton" Series 7 sable brushes



using artist oils or acrylic colors. Additional help comes from a "Valejo Acrylic Face Painting Set" and a "Color Mixing Recipes" book.

John's presentation is running in this month's edition of the "Nautical Research Journal". Thanks for sharing it with us live, mate.

"Scuttlebutt", continued from Page 1



Ken Goetz reminds us that dues for 2013 will now be gladly accepted from any member wishing to get a head start on the new season. As with last year, dues are still \$20 (\$10 for associate members) and include the annual pizza dinner. Make your check payable to "Midwest Model Shipwrights" and either bring it in to one of the next couple of meetings or mail it to: Ken Goetz, 3302 Sarah St., Franklin Park, IL 60131.

And speaking of pizza, Ken will be passing around a sign up sheet in November for those who plan to attend the December meeting and have a special desire for a pizza topping. If anyone plans to attend but will not be present at our November meeting, they should call Ken (847-678-4249) or Bob Filipowski (847-394-0757) and let them know. That way, enough pizza can be ordered to feed everyone. Thanks for your immediate attention to this request, mates.



According to Kurt Van Dahm, next year's NRG meeting will be held mid-October, 2013, in Charleston, SC, and will include a tour of the new CSS Hunley exhibit. Charleston is a very historical venue for a meeting, so attendees can expect to have a wide range of interesting subjects to visit. More on this meeting later, as details become available.

## ● Ships on Deck ●

Glen Estry has made great progress on his 1:32 "Model Shipways" kit of the lobster smack *Emma C. Berry*. The deck and hull finish has been very finely crafted and the



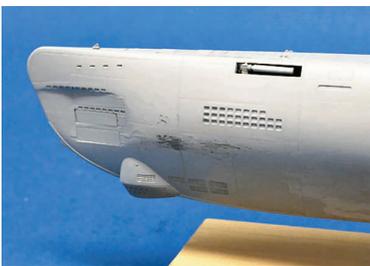
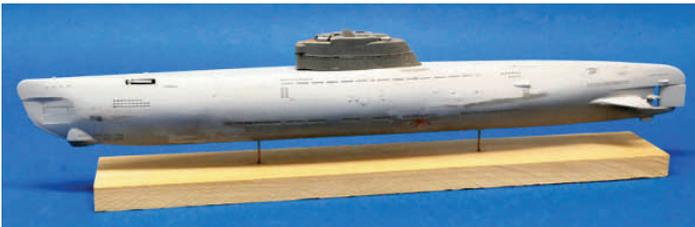
windless, chain plates, and stem plates built. Glen's only concern at this point is how to stop the deadeyes. We hope the member's suggestions got you over this hurdle, mate.

See "Ships-on-Deck", Page 3

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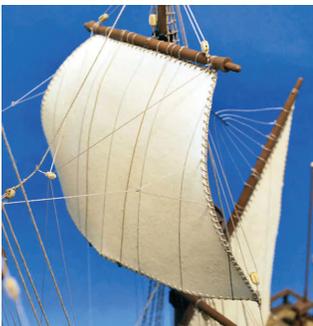
"Ships-on-Deck", continued from Page 2

**Peter Penningsdorf** brought in his "U-Boat from hell", so named by Peter because of the problems he has had to



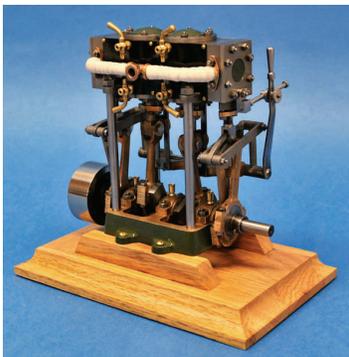
overcome with the spray painting tasks. The learning curve on spray painting is, it seems, rather long and painful for him. The sub was originally a model XXI, which Peter is converting to U-2511. This sub survived WWII and is currently set up as a research vessel.

**Bob Sykes** has just about completed his 1:60 "OcCre" kit of the Spanish galleon *Apostol Felipe*. Since last month, Bob has added the sails and the technique he used was very unique. Sails were made by covering a thin copper sheet on both sides with paper, which had been tinted and drawn with seam

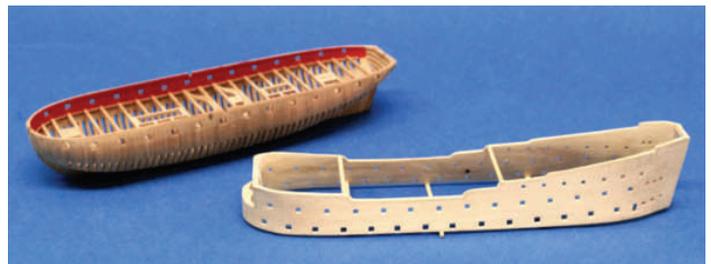


lines. This "sandwich" allowed him to form the sails into wind filled shapes for a very authentic look. Nice thinking on this one, mate. She's a real beauty.

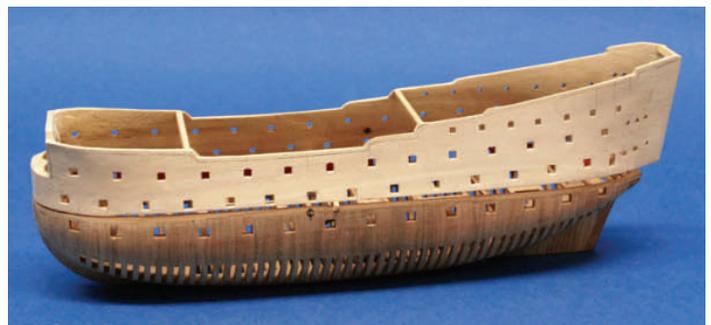
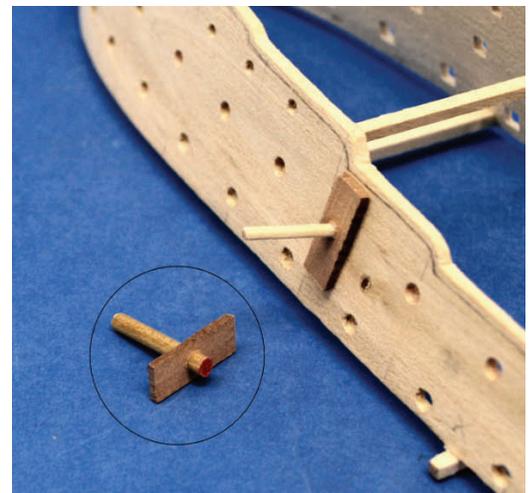
**Paul Bien** has built a highly accurate model of a steam powered launch engine, which could be used by RC boat builders. This engine is a 2-cylinder, reversible model that Paul has tested with air pressure and found to be totally workable! A really beautiful piece of workmanship, mate.



**Gus Agustin** has surprised himself with the progress he has made on his 1:192 model of the HMS *Royal William* - 1719. The lower deck, which we saw last month, has had the deck beams installed. The upper section, which was just a 1.2 Lb block of basswood last month, is now fully



carved out and weighs a mere 1 oz. Holes were drilled in the new section for gun ports and a special depth gauge was installed into the port to allow achieving the correct hull thickness during carving. Impressive technique, mate. We admire your patience.....



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### 15th Annual Tri-Club Meeting Saturday, October 20, 2012



This year marked a record turnout and resulted in a really fine day of meetings and camaraderie with a top notch lunch, to boot.

A lot of good planning went into the day's activities, which were divided into formal presentations in the morning and round table topics after lunch.

Getting us in the spirit of the day, coffee, rolls and good conversations were enjoyed by all.



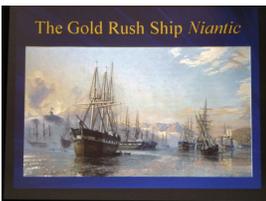
Leading off the morning's sessions, **Steve Wheeler** discussed his unique method of creating upholstery for the model. This included seat cushions, life jackets, life rings and anything else that needed to depict a raised or tufted surface.



After a break, **Kurt Van Dahm** outlined the many facets of kit based model enhancement. Research, plans, materials and accessories were covered. Since many kits suffer from inaccuracies in design (vis-à-vis the original), inferior wood and out of scale accessories (guns, anchors, etc.), Kurt showed us how to make reasonable corrections to make a model more attractive, if not museum quality.

**Bob Filipowski** followed up with an historical study of the packet ship *Niantic*. Of particular interest to Bob was the method of application of the copper plates on her hull.

In aid of this examination, the Maritime Museum in San Francisco has on display a section of the actual stern of the *Niantic* complete with copper plating. The *Niantic* was typical of many ships that carried miners out to California for the 1849 gold rush. Ship's crews were



so driven by the prospect of finding gold and becoming rich that they jumped ship once they reached San Francisco. This left the ship in harbor with no way to sail. Many of them were scrapped for their wood or hauled on shore and used as housing. The *Niantic* became a warehouse and then a hotel before being buried under the street where she lay until discovered during a recent construction project.

After a fine lunch catered by "Panera's", we broke up into Round Table sessions according to topics of interest.

**Steve Wheeler** gave participants a close-up look at his simulated upholstery technique.

**Rita Berg** demonstrated mixing colors using a "Color Wheel".



**Mike Teresi** demonstrated how to use Photo Etch materials in the home.

**Ray Oswald** set up a milling machine and showed how to perform a number of operations.



**Kurt Van Dahm** ran through several of his presentations on subjects selected by the participants such as making rope coils and hooks.

Tri-Club members displayed some of their fine models:



To round out the day, a grand door prize was awarded as well as winners drawn from the table raffle.

Thanks to our organizers for a truly fine event. At day's end, everyone was already looking forward to next year's gathering.



# *The Naiad Frigate*

(38)1797

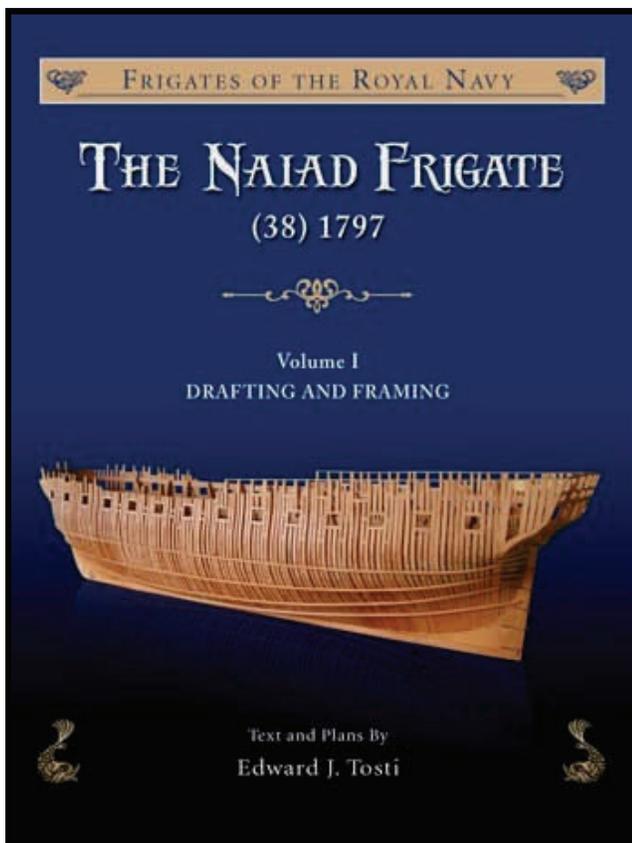
Volume I

Drafting & Framing

Text & Plans by Edward J. Tosti

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

SeaWatchBooks touts *The Naiad Frigate (38) 1797*, by Edward Tosti, as the second ship in their *Frigates of the Royal Navy* series. It's interesting to note that HMS *Naiad* and HMS *Euryalus*, the subject of the first book, were launched only six years apart, and designed by the same individual, Sir William Rule. After realizing this, I couldn't help but wonder how they differed?

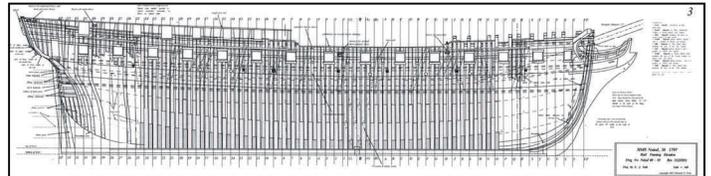


First and foremost, *Naiad* was a 38 gun frigate, and *Euryalus* was rated for 36 guns. *Naiad* was 2 feet longer (147') and proportionately greater in beam, depth of hold and tonnage. A cursory comparison of the plans that come with both books indicated that *Naiad's* additional gun port resulted in a different arrangement of channels, deadeyes, chain plates, catheads, head rails and boat skids. Notable variations also occur on the quarterdeck and forecastle, which are somewhat longer than HMS *Euryalus*'.

Ed Tosti shows the *Naiad* as launched, with the quarterdeck ports configured for a mix of 32-pounder carronades and 9-pounder canons. It is quite evident as to the location of each gun type, since the carronade gun ports are

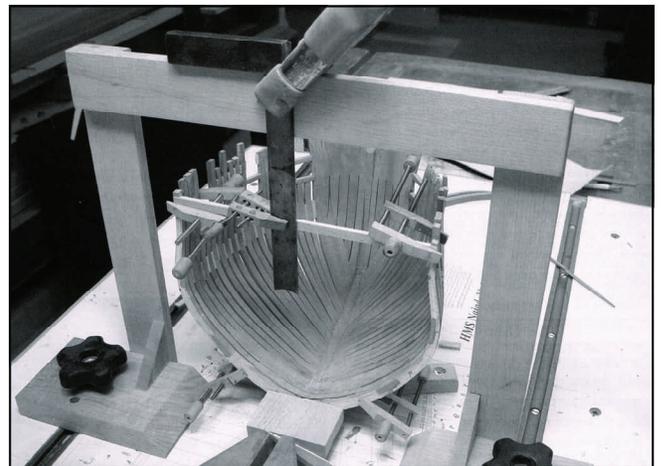
larger. At the bow, this is not the case, since the fore-castle lacks bulwarks, which reflects how the vessel was launched. The author suggests that this situation probably didn't last long, since captains preferred the additional protection they afforded gun crews.

The book starts out with a brief history of world events at that time, and how frigate development was spurred on by the ongoing conflict with France. Historical records indicate that *Naiad* was the only ship in her class, but she represented a transition point, which would influence future designs.



It is not often, if ever, that an author discusses the mental aspects of model ship building, and how it can effect quality. Edward Tosti outlines a series of practices and goals he refers to as "Micro Processes." They are surprisingly simple, yet they require a certain discipline on the modeler's part to achieve them. After viewing the list, there's no doubt that they can result in a significant improvement in workmanship, no matter what model you are building.

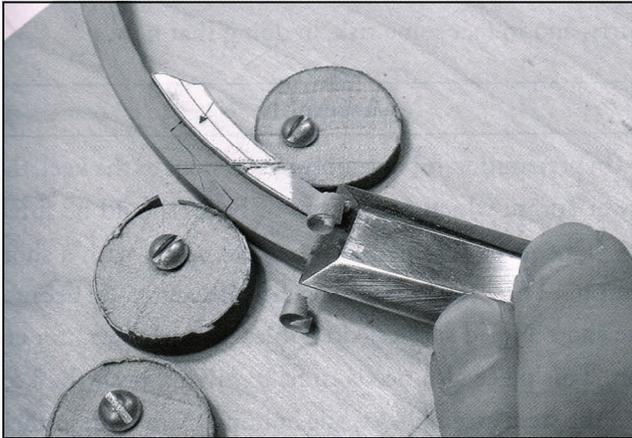
The drawings (6) and CD that come with this book are huge pluses. The two go hand-in-hand, as the author explains how the CAD (Computer Aided Drafting) drawings and lofting helped develop the many patterns that are used to build *Naiad*. These patterns can be found, along with many other building aids, in the CD. The drawings, which are done to a scale of 1:60, are produced in four colors, and can be found in a pocket at the back of the book.



For a model as complex as *Naiad*, preparation is a must, and Tosti walks the reader through the many details that will help ensure that construction goes as smoothly as possible. One prime example is the fixtures that promote proper alignment of the hull components during construction. This is especially important since the model is built in the upright position. They include a model shipway (building board), sliding gantry, clamped squares, end supports and a vertical caliper. Drawings for these

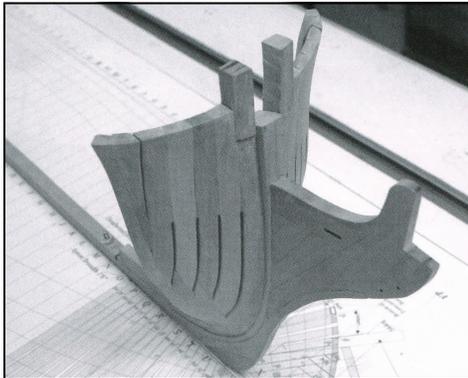
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assemblies, with suggested materials and dimensions, are provided.



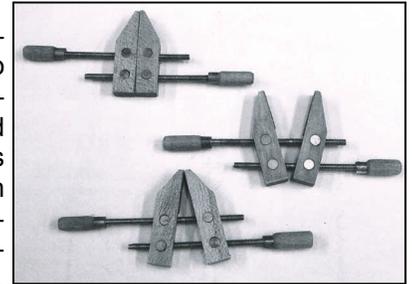
Another notable aspect of this book is the many tips that can be gleaned from its pages. One of this writer's favorites is shown in the above photo. It involves two disks with offset centers, loosely screwed to a board, with sandpaper cemented around the perimeter. This simple device easily holds odd shaped pieces in place during the carving process.

Starting with the keel structure, seventeen chapters are devoted to constructing the model as it is shown on the book jacket. Some chapters deal with single pieces such as the bollard timbers, or the complex hawse timbers located at the bow. These were especially problematic for the author, and he makes every effort to eliminate, or at least minimize, those difficulties for the modeler.



The book concludes with two appendices. Appendix I can assist those who wish to make their own model plans and patterns for fully framed model ships using CAD, and adapting it to a process that essentially follows historical drafting methods. This supplemental information is quite extensive, and demonstrates the author's interest in these concepts.

In addition to the special fixtures used to build *Naiad*, Tosti designed and fabricated some miniature tools that are discussed in Appendix II. They include simple and flexible screw clamps, planking clamps, and paring and mortise chisels. The segment on chisels is particularly intriguing.



The attention to detail, and Edward Tosti's easy writing style, make this book not only enjoyable, but a remarkable treatise on building a fully framed frigate from the Napoleonic period. It is highly recommended.

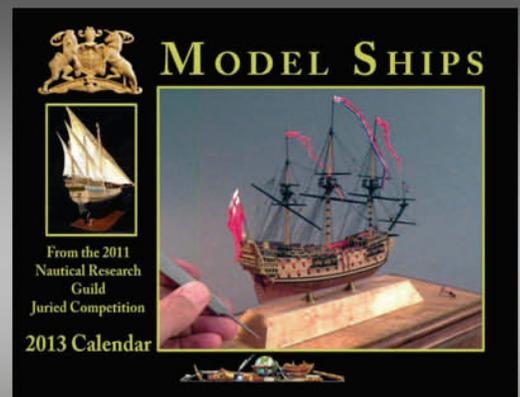


Volume II will cover internal and external details needed to complete the model. The photo above is a preview of what will be featured.

Reviewed by  
Bob Filipowski

## Keep up to date in style.

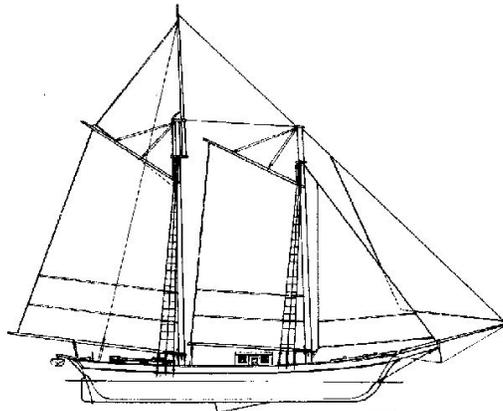
If you have not heard about it by now, the hottest thing going is the new 2013 NRG Calendar. The Guild Directors and Officers are justifiably proud of this inaugural issue, which features thirteen remarkable models that were entered in the 2011 Photographic Ship Model Competition and Review. Beautifully illustrated, this calendar would look great in your office or workshop. At only \$12.00 plus S&H, it would make an excellent "stocking stuffer" for the holidays. Quantities are limited, so please do not wait. For more information, or to place an order, visit our website at [www.theNRG.org](http://www.theNRG.org), or contact our Home Office at (585) 968-8111.



THE NAUTICAL RESEARCH GUILD  
"Advancing Ship Modeling Through Research"



John R. Mitchell, Editor  
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