

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the August meeting at 7:15 with a turnout of 25. A great crew to hear the final chapter in Bob's Spiling presentation series.

Bob welcomed back our mate, **Tim Riggs**, who stopped by for a visit during his family meetings here in Chicago. Tim now lives in Texas but still calls this his home port. Good to see you looking so well mate.

Several new videos were offered for sale and they were all snapped up. "Cases" by Kurt Van Dahm (2-part), "Electroplating" by Steve Wheeler and "Half-hull models" by Bob Filipowski. If you would like to own one of these, please let Bob know so that he can whip you up one.

Kurt Van Dahm gave us an update on the coming *NRG Conference* being held in Las Vegas, October 25-27. There is still room on the tours and there is still time to register, but you don't want to wait to the last minute. We were also given information on some really significant changes coming to the *NRG Journal*, which is now the only ship model magazine in the USA. More on this later.

Not enough has been said about the 90th anniversary of the Nautical Research and Model Ship Society (NRMSS) and what a legacy it has.

The startup of this club stretches back so far that the founding members are just a footnote to history.

The members present represented 165 years of NRG membership and they celebrated in fine style over pizza.

Back row - L-R: Bob Filipowski, Elija Jenison, Geoff Mattson, Dan Cicero, Marc Meijer, "Doc" Williams, Rick Szydelko and Edmund Urbanczyk. Front row - L-R: Earl Krantz, Kurt Van Dahm (Soc. Pres.) and Toni Levine.



Congratulations to you all and best wishes for a long and happy future for your club.

2017 OFFICERS & STAFF

| | |
|---------------------------|-------------------------------------|
| President (Commodore) | - Bob Filipowski.....(847) 394-0757 |
| Vice Pres (Flag Captain) | - Glenn Estry(847) 259-1574 |
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September Meeting Notice

Kit Bashing the Sultana - A Novice's Approach

by Patrick Sand

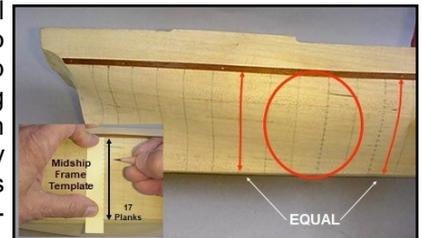
Patrick will give a general 'first timer' model ship presentation on some of the areas where he deviated from the kit. One such area is scratch building the deck furniture using simple (really simple) techniques to achieve a warmer and more authentic result. No doubt, this talk will give all of us a fresh new perspective on model ship building!

Our next meeting will be at 7:15 p.m.
Wednesday, September 19, 2018

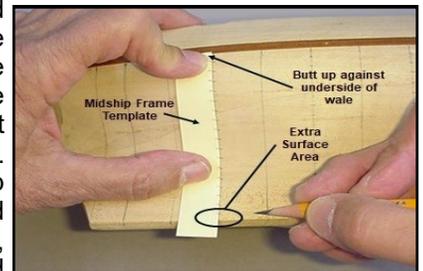
The South Church
501 S. Emerson Street
Mount Prospect, IL

● Spiling IV ●

Bob Filipowski began part four by reviewing the laying out of tick marks on the hull. He stated that understanding the procedure was critical to utilizing stealers and drop planks. Bob pointed out that it is quite common for the surface area of a hull to diminish as you go aft from the midship frame, thus causing hull planks to diminish in width. Eventually this tendency reverses itself, and planking begins to widen again.



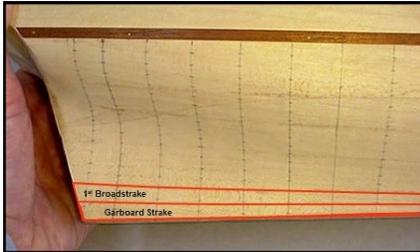
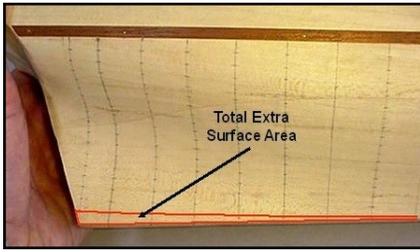
A point is reached where the distance from the wale to the keel is equal to the measurement taken at the midship frame. Keeping the midship frame template butted up against the wale, tick marks are applied to the rest of the hull going aft.



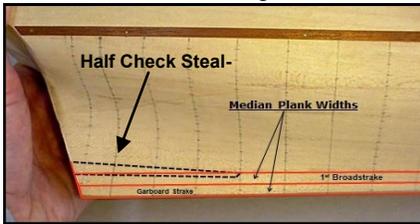
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“Spiling IV”, continued from Page 1

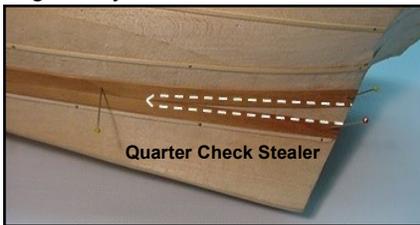
As you continue towards the stern, the strip will no longer reach the keel, and an extra surface area will develop. Depending on the drag the hull has, this area can become substantial. Utilizing oversize garboard and broad strokes was a common way of compensating for this. The additional area was merely averaged out between the two strokes. Because the rest of the hull above these two planks was laid out using tick marks with a spacing equal to the median plank width, the rest of the planking job going aft should be fairly straight forward.



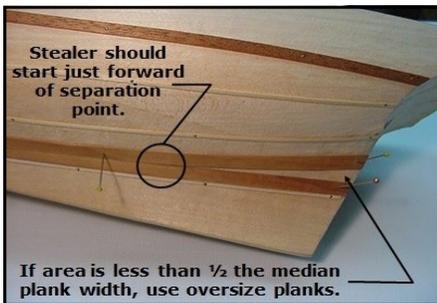
If you would prefer to use stealers, then garboard and broad strokes with a median plank width can be substituted. Bob stated that a stealer should be employed no lower on the hull than the first broad stroke, although it can be placed higher if you wish.



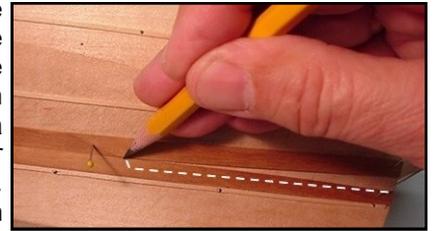
There are two types of stealers, the half check and the quarter check. In the photo above, the black dotted line represents a half check stealer, which is cutting half way into the 1st broad stroke. The quarter check version cuts 1/4 of the way into the lower plank, and 1/4 of the way into the upper plank. They are laid out in essentially the same manner.



The photo on the right shows two basic rules for utilizing stealers, the starting point for the cut, and the minimum width required. If you feel that your model needs two stealers, then at least one unbroken stroke should be placed in between them. In his book, *Planking the Built-up Ship Model*, Jim Roberts recommends a spacing of at least two strokes.



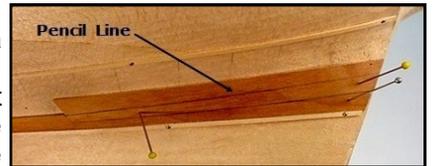
Once you have the outline drawn on the plank, it is cut to the desired shape. It can then be used as a template for the lower edge of the stealer. The lower plank can then be glued to the hull.



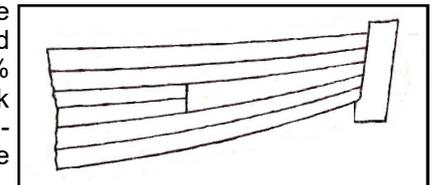
After checking the stealer for proper fit, lay it, and the upper plank, in position, and draw the line that defines the upper edge of the stealer. Make sure this edge is true and fair with the lower plank.



If you opted for a quarter check stealer, the upper plank must be trimmed in the same manner as the lower plank. Its outline would then be transferred to the upper edge of the stealer.



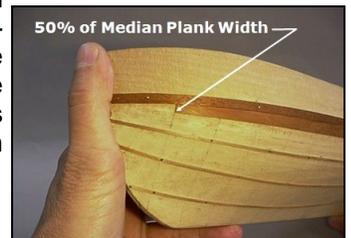
Bob began the segment on drop planks by describing the three types that are commonly used. The first example, which is also the most simplistic, drops two planks on the same frame, and continues with a single new plank. Although not the most pleasing in appearance, it is a perfectly acceptable practice. The planks are dropped when they reach 50% of their median plank width. This is a common rule for all three types.



The second example is probably the most commonly used. Bob refers to it as the “hook-scarph” method. It involves dropping one plank, called a “snaped plank”, and taking up the excess surface area with the adjacent plank located above or below.



Once the location for dropping the plank is determined, a rubbing is created, which will be used to create a template. As stated earlier, the determining factor is the point at which the plank’s width is 50% of the median plank width.



“Spiling IV”, continued on Page 5

● Ships on Deck ●

Doc Williams gave us a close look at the base stand he has built for his 1:72 model of the HMS *Royal William*. The stand supports are “sea monsters” that



Doc carved using Sculpey modeling clay that he hardened after forming by heating in an oven. Oil paint was used to color the figures and the base cradle is in cherry wood. Really nice work there, mate. The monster photos are courtesy of Doc Williams.

Bob Sykes has completed his 1:47 “Mantua” model of the *Royal Caroline* ca 1749 and she’s a beauty. To add to the details missing on this kit, Bob scratch-built a long-boat, capstan and a galley stove, all of which really add to the interest created. The stern flag was set up using Bob’s method of gluing a layer of aluminum foil between the two sides of the paper flag supplied. This allows him to shape the flag to look more authentic. Great idea, mate.

Another neat idea was Bob’s use of candle stick holder



bases as pedestals to support his model. They are very decorative and are a really nice finishing touch to another great kit building job. As ever, you make kit building look easy, and that’s no easy task. Congratulations on a superb result, mate.

Gordon Field has come a long way with his 1/4 scale scratch-built model of the HMS *Halifax*. This model is being built using “Harold Hahn” plans and Gordon notes that the plans were not easy to follow.



Several types of wood were used throughout this model: cherry deck beams, beach flooring, boxwood inside deck, apple wood planks.

Despite the difficulty with the plans and working with a new building method, Gordon has managed to produce a really fine result. We can’t wait to see his future progress on this beautiful model.

Ken Goetz brought in this rather unique 1:48 Russian made kit of the side wheeler *Abrau-Ayurso*.

This is a rough translation of the ship’s name written in Cyrillic characters. Ken, we wish you all the best in your endeavors to build this kit.



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

Gus Agustin has completed his 1:192 model of the HMS *Sussex* - 1693. The case was made of 3/16 Plexiglas trimmed with brass edges and the base is of walnut with maple inserts.



The photo above shows the hull as one-piece with the upper and lower decks connected.



By pushing up on a long, wooden plate under the base, Gus can elevate the upper half of the hull to expose details in the lower gun deck, as shown above. The plate can then be secured so that the display inside the case stays divided. This arrangement was achieved by fitting two brass rods to the upper hull half and extending them down through the center of the two pedestals to connect to the elevating plate beneath the base.



Our hearty congratulations on a superb job, mate. We know this model is truly your finest effort to date.

Allen Siegel's 1:48 *Dutch Kaag* has a really neat set of hatch covers that were built over a plug to achieve the correct curvature. Tight-Bond was applied on the bottom of the covers to strengthen them. Allen is now close to adding the next challenging item, the lapstrake hull planking. We'll be looking forward to learning all about how you went about this task, mate.



From its restoration in **Richard Romaniak's** workshop to the proud display at its owner's home, the historic model of the *Santa Maria* has now come full circle. Added to the fine work Richard contributed, the original builder's art work on the ship's transom make this a true work of art and worthy of a museum's collection of artifacts from the Chicago Columbian Exposition of 1893.

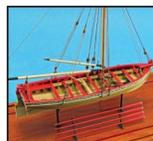


THE NAUTICAL RESEARCH GUILD

"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.

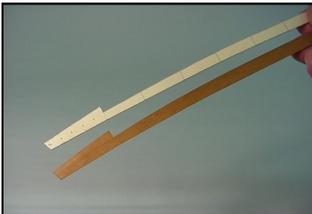
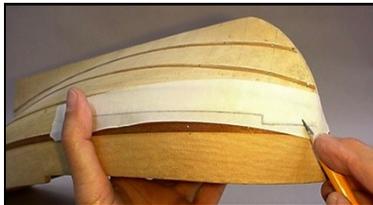
Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



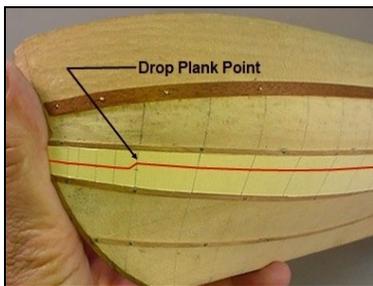
For more information contact us at: www.thenrg.org or call 585 968 8111

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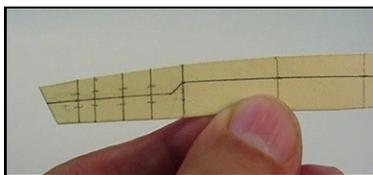
In the photo to the right, masking tape is being used, which Bob does not recommend. Being less prone to stretching and buckling, *Scotch Brand Magic Tape* is a much



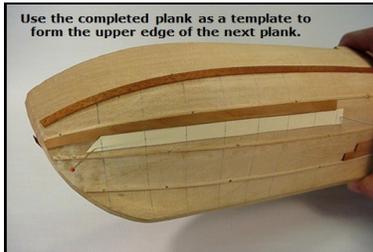
more suitable tape for this purpose. When the rubbing is completed, the tape is carefully transferred to some card stock material, cut out, and checked for proper fit. Using tick marks, or proportional dividers, the plank's final width along its length is determined. In the above photo, the batten below the plank would be removed, and the total area down to the next batten would be re-proportioned.



The final type of drop plank involves taking three planks, dropping the center one, and averaging out the additional area between the other two planks. This is probably the most attractive style. Three templates will be required if you opt for this variation.



Start by projecting all three planks forward to the stem. The area that would have been occupied by the middle plank is then divided between the other two planks, and a line is drawn along the center. Once the upper plank is completed, it can be used to outline the upper edge of the shaped plank. This dropped plank should have the same proportions as the upper plank.



With the two planks in position, a rubbing of their lower edge is created, and the third plank is formed using the same procedures described earlier.



🌀 La Fin! 🌀

HISTORIC SHIP PROFILES

● HMS Sussex (1693) ●

HMS *Sussex* was an 80-gun third-rate ship of the line of the English Royal Navy, lost in a severe storm on 1 March 1694 off Gibraltar. On board were possibly 10 tons of gold coins. This could now be worth more than \$500 million, including the bullion and antiquity values, making it one of the most valuable wrecks ever.



HMS *Sussex* was launched at Chatham Dockyard on 11 April 1693, and was the pride of the Royal Navy. As the flagship of Admiral Sir Francis Wheler, she set sail from Portsmouth on 27 December 1693, escorting a fleet of 48 warships and 166 merchant ships to the Mediterranean.

History

 **England**

Name: HMS *Sussex*
Builder: Lee, Chatham Dockyard
Launched: 11 April 1693
Fate: Wrecked, 1694

General characteristics

Class and Type: 80-gun third-rate ship of the line
Tons burthen: 1263 bm
Length: 157 ft 2 in
Beam: 41 ft 4 in
Depth of hold: 17 ft 1.5 in
Propulsion: Sails
Sail plan: Fully rigged ship
Armament: 80 guns of various weights of shot

After a short stopover in Cadiz, the



fleet entered the Mediterranean. On 27 February a violent storm hit the flotilla near the Strait of Gibraltar and in the early morning of the third day, HMS *Sussex* sank. All but two of the 500 crew on board drowned, including Admiral Wheler.

Due to the extent of the fatalities, it was not possible to establish the exact cause of the disaster, but it has been noted that the disaster seemed to confirm suspicions already voiced about the inherent instability of 80-gun ships with only two decks, such as the *Sussex*, and a third deck would be added for new ships of this armament.

Besides HMS *Sussex*, 12 other ships of the fleet sank. There were approximately 1,200 casualties in total, in what remains one of the worst disasters in the history of the Royal Navy.*

*[https://en.wikipedia.org/wiki/HMS_Sussex_\(1693\)](https://en.wikipedia.org/wiki/HMS_Sussex_(1693))



Arlington Heights, IL 60005

