



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ April 2015

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the March 2015 meeting promptly at 7:15 with a crew of 31 on deck—an outstanding turnout due, we’d suspect, to a collective case of “cabin fever” after a long, cold winter.

We were glad to have **Dave Botton** and **Tony Serigos** back with us again after an extended absence. Good to see you both looking so well mates.

**Kurt Van Dahm** advised that he was planning to hold a one-session “intermediate” airbrush workshop at his studio in Westmont. If you have an interest, you should contact Kurt directly - and hurry, because this program will fill up fast.

Kurt also announced that the web site for the *NRG Conference* registration would be up in April. Also, a Japanese Model specialist has been added to the presentation program, which should make that session very unique. For those planning on an early arrival or late departure, keep in mind that the Conference badge will give you access to the Mystic Museum on Wednesday or Sunday of the Conference week and that the Thursday tour at Mystic will give you a “behind-the-scenes” look you would not otherwise get on a normal tour. Don’t forget to register early at the Mystic Hilton for the special \$145 Conference rate.

Registration for the *Manitowoc Midwestern Model Ships and Boats Contest* is now active and they have signed up **Steve Wheeler** to give a presentation on building “Lapstrake Hulls”. Small boat enthusiasts really don’t want to miss this one! So get your models ready and plan on attending - it would be great to have our club’s fine talent well represented this year.

**Bob Filipowski** now has a DVD on his “Gudgeons & Pintles” presentation available for sale. Price is \$5.00 local members, \$10 associates with proceeds going to the Tri-Club. Contact Bob directly, if you’d like to order.

See “Scuttlebutt”, Page 2

### 2015 OFFICERS & STAFF

President (Commodore) - Bob Filipowski.....	(847) 394-0757
Vice Pres (Flag Captain) - Glenn Estray .....	(847) 259-1574
Treasurer (Ship’s Purser) - Allen Siegel .....	(847) 446-7248
Secretary ( Ship’s Clerk) - Tony Serigos.....	(847) 392-3275
Newsletter Editor - John Mitchell .....	(847) 392-2259
Photographer - Leon Sirota .....	(847) 541-6285
Web Master - John Pocius.....	(630) 834-9477

johnpociusdesign@att.net

## April Meeting Notice

### Building a Windlass By Doc Williams

Doc has built a fair share of these, so he really knows all the pitfalls and shortcuts when it comes to recreating an authentic windlass. Although Doc’s talk will cover those from the 19th century, you will not be left in the dark when it comes to building any of these essential deck fittings. You don’t want to miss this one, mates.

Our next meeting will be at 7:15 p.m.  
Wednesday, April 15, 2015  
At: **The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● Saw Safety ●

By Kurt Van Dahm



“Better safe than sorry” is the common proverb that expresses the basics of what you need to know when it comes to using



a power saw. How you apply that proverb was the subject of Kurt’s presentation to us this evening.

**Ouch!** Kurt’s first slide showed a pair of notable accidents and their painful results. They set the stage for what was to come and really got our attention. Here are some of the things Kurt says to keep in mind:

- Don’t force—know the limits of your saw
- Avoid loose clothing—that could get snagged
- Wear eye protection—things do fly loose
- Wear respiratory protection—some wood dust is lethal and should be controlled. Use a fan to blow away dust and/or chemical fumes from work area
- Know where the cutoff will end

See “Safety”, Page 2

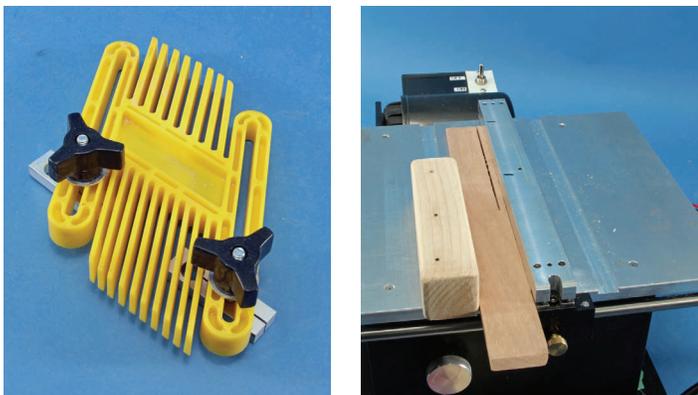
## The Forecastle Report, Apr. 2015 - P.2

"Safety", continued from Page 1

- Don't work impaired—drink, drugs, fatigue
- Use commercial "pushers" or a pencil or dowel with an eraser fitted to the end. Shop-made pushers made of a wood strip with a notch in the end to help guide stock works fine.



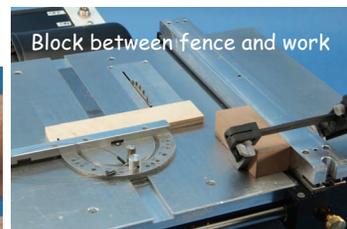
- Use a "feather board" to keep stock tight to the Fence Guide



Kurt outlined many other operating techniques for setting up a table saw and described a number of accessories that were highly recommended. Among them was the "Wheeler Guard" made from scrap wood, which also works as a stock hold down.



An acceptable method for making cross cuts relies on the stock not being butted



up against the fence. Never use both the miter gauge and the fence to prevent the cutoff from flying back.



A good technique for strip cutting is to cut away from the fence and use a pair of pushers. We hope this report has opened your eyes to working **safely** with a table saw. Thanks, Kurt, for an

"Scuttlebutt", continued from Page 1



**PURSER Allen Siegel** called for those who have not yet paid their 2015 dues to please remit their \$20 now, as there is a March cut-off for receipt of your club newsletter *Forecastle Report*. Seems that we still have not heard from some members, so this notice might well be aimed at you! "Quick's the word and sharp's the action" mates. Mail your check, made out to "Midwest Model Shipwrights", to:

**Allen Siegel**  
843 Bryant Ave  
Winnetka, IL 60093

Thank you for your continued support of our club and all its activities aimed at helping to make your modeling experience more enjoyable and rewarding.

Photos of all our modeling efforts allows us to share our joy with others and the work to make this happen continues to be carried out every month by our skillful and hard working photographer, **Leon Sirota**.

Leon sets up his mini photo studio with its blue paper background and then collects the Ships-on-Deck models to photograph. Using tender care and a sharp eye for camera angles, he creates the many fine images that grace our monthly newsletter.



ter and help to make it such an admired publication.

Let us all give Leon a big round of applause and a rousing "JOB WELL DONE" the next

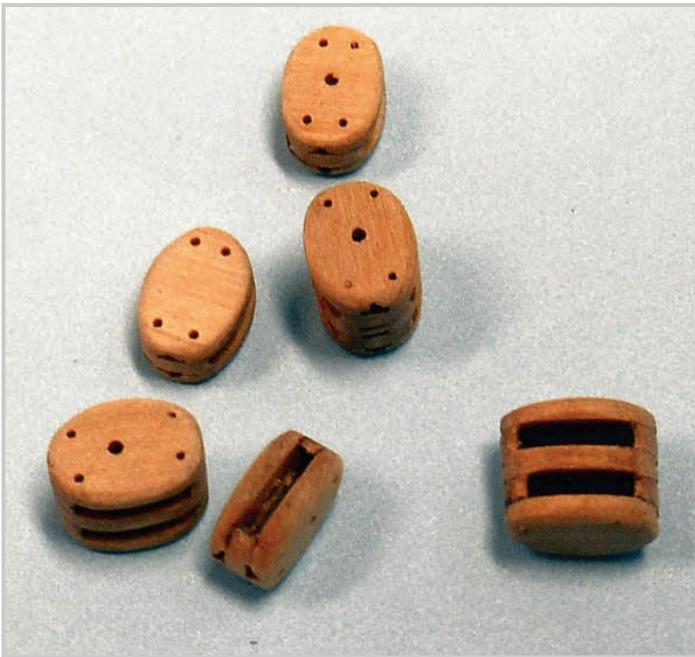
time we meet to show him how much we appreciate his efforts.

Thanks, mates / Editor



## ● Ships on Deck ●

**Steve Wheeler** has been experimenting with some laser cut 5/16" block sets he bought from Chuck Passaro's *Syren Ship Model Co.* (Steve says Chuck's blocks have a much better shape than the ones he was making). He has modified them to be internally strapped with metal rather than externally strapped. Slots were cut inside before assembly so brass straps 0.008" thick by 0.055" wide would slide into them.



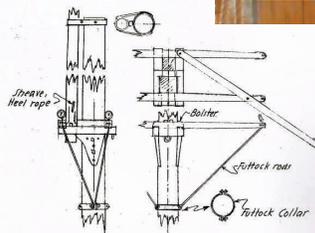
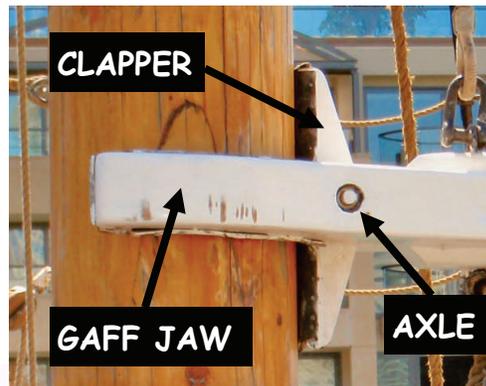
Steve found them really hard to glue without filling the slots with CA (many slots had to be opened with a fine scroll saw blade held in a pin vise). Despite losing several while opening the slots or cutting them out of the frets after assembly, he still thinks this is the way to go with blocks like this. Problems to be fixed: how to more easily align the layers and how to better glue up the layers. Hope to hear more from you on this one, mate.

Your **Editor** showed his 1:48 scratch-built model of the Great Lakes clipper-schooner *Challenge* and posed questions on how to model the gaff jaws, which included an unfamiliar movable "clapper", and how to rig the top mast dead eyes on the trestle trees of the main mast.



One thing we all know is that a model is seldom built by one set of hands alone and that we have many hands in our club ready to help out a fellow modeler in need.

**Walt Philips** provided a great photo of the ship *Southern Swan* from Sydney, Australia that illustrated the "clapper" perfectly. Puzzle #1 solved.



**Bob Filipowski** provided an excellent drawing of a schooner's "futtock rods", which were solid metal, not rope. Puzzle #2 solved. Thanks, mates.

**Bob Sykes** is nearing completion of his 1:60 "Mantua" model of the HMS *Peregrine Galley* c. 1700 and just has the yard arms to go. Even though he says the plans were



easy to follow, his byword is: "Never believe the plans". He has a good nose for spotting errors in a kit's instructions or supplied materials and is always able to create a correct likeness of the ship being modeled.



## The Forecastle Report, Apr. 2015 - P.4

"Ships", continued from Page 3

**Ralph Sykes, Jr.** has built up a fine model of the Armed Merchant Ship *Falmouth* ("Euromodel" 1:75) and now awaits a little TLC by his brother on the finer rigging details. This kit really produces an outstanding looking model of imposing size and beautiful woodwork. Nice job, mate.

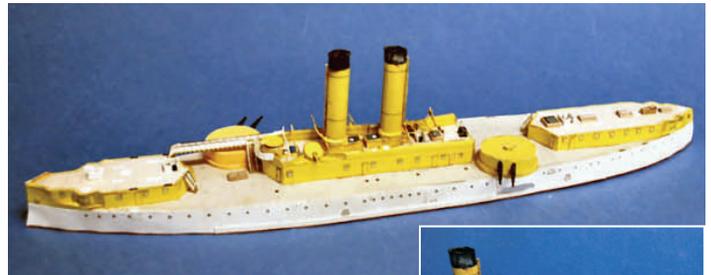


**Gordon Field** continues work on his 3/8" scale scratch-built model of the fishing pink *Dove*. Lines were taken from details found in *Chapelle's* book. The beauty of the

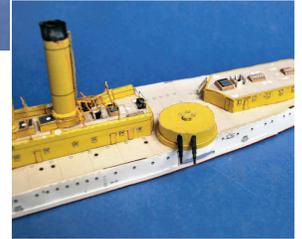


hull's lines are enhanced by the very fine paint work Gordon has done. Colors were based on historic practices for the period. Current efforts are focused on finishing the nibbing strake. She's really looking fine, mate.

**Dave Botton** has been developing his cardstock modeling skills with work on the 1:250 waterline model of the historic USS *Maine*. Dave says the key to building really nice cardstock models is having a very sharp knife. He uses #11 surgical scalpels, which he can re-sharpen on a



leather strip with no problems. One caution was given—scalpels are very sharp and can cut you very quickly and very seriously, so be careful and use with care. Good advice, mate.



**Helmut Reiter** has been working on his masterpiece, the c. 1779 28-gun *Swan*-class 6th rate frigate HMS *Pegasus* (1:48) by installing the lower deck. Stern framing is also



under way and he hopes to be done with both tasks very soon. Many anxious moments were experienced while working on the stern, as he had to (very carefully) reposition some of the frames—a job that could easily have been a disaster. Fortunately, Helmut pulled it off with his usual skill. We love your great attention to detail. Watching you build her has been a real treat, mate.

**Bob Filipowski** has been adding fine details to his 1:48 "Model Shipways" kit of the *English Longboat* (which was started as the model for the group-build series of symposiums). Some of the thwarts are in and Bob is working on making the support knees for them. Floorboards have tree nails made from black paintbrush bristles; very inventive!



See "Ships", Page 5

## The Forecastle Report, Apr. 2015 - P.5

"Ships", continued from Page 4



Close inspection also reveals details such as the mast step amidships, lift rings on the center board and the anchor davit mounting port cut into the stern sheets. Thanks to Bob's careful research on this model, no detail is being left out.

**Allen Siegel** has begun tackling the job of spiling the lower hull on his 1:50 model of the *Half Moon*, Henry Hudson's ship of discovery.

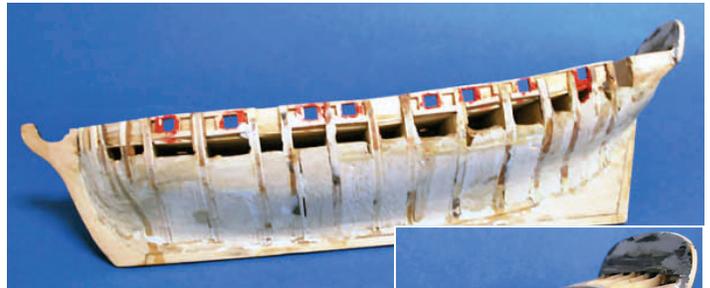


Plank spiling has only been needed on the hull below the

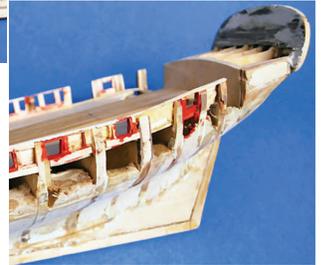
main wale, as the rest of the hull's planks run almost parallel to the bluff bow. Allen is following all the best techniques for doing this job, including the addition of battens to help calculate the amount of plank tapering needed fore and aft.

Spiling notwithstanding, you can't overlook the fine job that's been done on the deck planking with some really fine tree nails installed. The *Half Moon* is Allen's own voyage of discovery and we'd say he'll find the treasure, for sure.

**Sid Wotman** has been focused on the inboard planking and gun ports on his 1:48 "Model Shipways" kit of the American privateer *Fair American*. Sid is saving the best



for last (i.e. planking the outer hull), but he will be ready for that once all the deck-side details are in. A great twist on the usual shaping up, mate.



## 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.



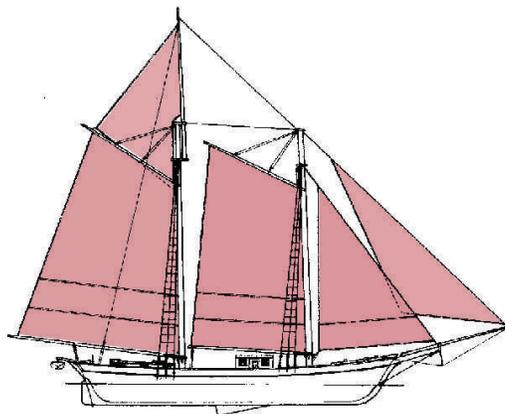
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John R. Mitchell, Editor  
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