



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ April 2016

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the March 2016 meeting at 7:30 with near record crew of 31 on board and opined that it was a reflection of the fine presentation by Allen that was lined up for the evening and possibly a few cases of "cabin fever". For whatever the reason, our members are making this club THE exciting modeling venue of the Chicago suburban scene. Thanks, mates.

Bob introduced one guest, **Mark Meijer** from the NRMSS, who specializes in scratch-building 15th - 17th century Dutch ships. Good to have you aboard Mark.

Our raffle was held first thing and the night's winners were **Al Opitz, Dick Samojla** and **John Hirsch**. Congratulations, mates. We hope you liked your prizes.



The subject of dues for 2016 was brought up again and Bob advised everyone that non-payment at this point would result in a member not receiving further copies of our newsletter. Allen expects to be getting a few calls on this one, for sure.

Wendy Lutzke, Director of Education at the Wisconsin Maritime Museum, sent out an email to many of us with registration forms for the 2016 Model Ships & Boats contest (which we sent to you with our March newsletter). One note was important - "**All registrations must be in her hands by April 30th**". If you are planning on entering this year's contest and haven't yet sent in your registration, time is very much of the essence. You can email your forms to: wlutcke@WisconsinMaritime.org. Don't get left out, mates!

Kurt Van Dahm notes that the 40th Anniversary of the Manitowoc contest is shaping up to be one of the best, what with the great historic tour being led by **Scotty Dayton** and **Wendy Lutzke**, the excellent hotel accommodations at favorable conference rates, the fine judging being provided by **Steve Wheeler** and **Alex Derry** and all the special awards being sponsored by the area clubs (Peoples Choice Award & 3rd Place Plaques sponsored by our club).

April Meeting Notice

Draughts of the National Maritime Museum

by Bob Filipowski

Probably no facility in the world possesses more maritime and naval artifacts than the National Maritime Museum at Greenwich, England. Their collection of draughts (plans) numbers in the thousands!

Focusing primarily on lesser known and unique craft, Bob Filipowski will give us a glimpse of the possibilities available to the model ship builder.

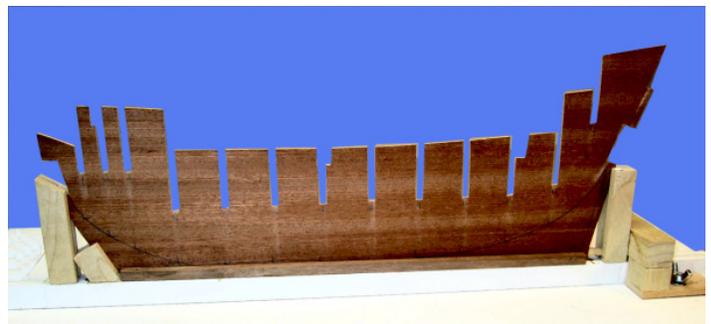
Our next meeting will be at 7:15 p.m.
Wednesday, April 20, 2016
The South Church
501 S. Emerson Street
Mount Prospect, IL

● Modeling Pitfalls ●

by Allen Siegel

Man learns from failures as well as from success. We were very fortunate to have our mate, Allen, let us in on how he overcame the inevitable errors one makes when building a ship model. And he did it with great respect for our sensitivities; we all hate to admit to doing things the wrong way but, thanks to Allen, we came to learn how to take our setbacks with a light heart and a good sense of humor.

Allen's first concern when starting his Half Moon kit was to build a working board that would hold the keel/center support firmly and at a perfect right angle to the base. This was done by adding clamping posts fore and aft.



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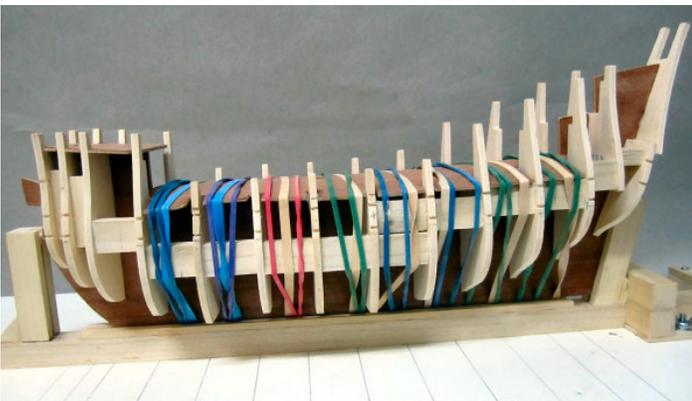
"Pitfalls", continued from Page 1

Mounting the bulkheads was the next challenge and here Allen employed a right angle tool and clamps to get them perpendicular to the center frame.



Other tools were used to position the transom sections where the center frame did not provide support.

Not to say that everything turned out perfect. When Allen ran batten strips down the hull, he found that not all bulkheads were as symmetrical as one would suppose (given they had been laser cut). To overcome this defect, he laminated strips to the short edges and then shaped them to allow for proper plank runs. Chalk that one up to the manufacturer. Good eye, mate.



When the false deck plate was installed, Allen used rubber bands to help shape it to the desired camber. Good idea....but, he found that the main deck running under the poop deck needed to be installed first before the poop deck. OK...remove the poop deck by softening the glue with water, install the main deck section and re-install the poop deck. No harm done, just a few white knuckles.

Balsa blocks were also installed between bulkheads to strengthen them and prevent any deforming during planking. This was a really key move that, oddly enough, the kit did not scope out. Good thinking there, mate.

Things went from good to bad to good, etc., at that point. Allen found that installing the main wales before laying the hull planks didn't work out the way he had hoped. The motivation was good.....being able to paint them easily. The problem was that they interfered with planking and eventually had to be removed and re-installed over the planks.



Modeling alfresco can be very relaxing and a little relaxation is very necessary when faced with problems. Another lesson: relax, it isn't rocket science, it's meant to enjoy.



Making special tools is another way to overcome problems. Here is a template made to drill tree nail holes in deck planks.



Another tool was created to align and rig dead eyes and another to help align masts at the correct rake.



Thinking "out of the box" pays big rewards in time and results.

Everyone was very enthused with Allen's program and were collectively gratified that all their own hard work and frustrations had been given such a fine stage.

We all learned a lot, not the least of which was a little humility. Thanks, mate, for a fine evening.

● Ships on Deck ●

Ken Goetz is scratch-building a model of the schooner *Bluenose* from "Model Expo" plans that he reduced 50%. The scale is making a very attractive model with enough detail to be really eye catching.



Ken has finished the bulwarks, installed the main rail and is working on the "monkey rail". Ken, what is a "monkey rail" ? Let us all know next time, will you. Thanks, mate. She's looking very fine.

Bob Sykes has just about finished the hull work on this 1:75 "Mantua" model of the Spanish ship *San Felipe*.



The model was supplied with a large quantity of metal parts that Bob has mounted on the ship with great skill. The metal parts didn't always conform to the hull shape, and this took some work to carry it off this nicely. This model is going to be one of your real masterpieces, mate.

Tim Foster has built a 1/96 scale model of the freighter *American Scout* using an old "Sterling



Models" kit as the basis. This one is set up as an R/C model and will be sailed once the hull has been finished and the proper ballast added. Beautiful work, mate.

Walt Philips is taking it slow and easy building his 1:32 scale scratch-built model of the *Emma C. Berry*. Interior hull details have been completed and some of the decking installed.



Finer details are what take the time, however, and methods to build a windless have been hard won.



Keep up your good work, mate. We're all anxious to see the way it all turns out.

Gordon Field is nearing completion on his scratch-built model of the fishing pinky *Dove*. Running lights were built using



copper tubing silver soldered and glued. Anchors were also completed and now



she looks almost ready to launch. A really fine accomplishment, mate.

Sidney Wotman has the hull of his "Model Shipways" *Fair American* ready for painting. Sid says he is tired of filling and sanding, so getting a coat of paint on her is really the right thing to do.

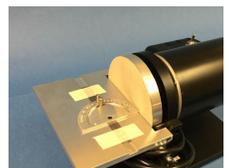


A traditional application with brush is planned. We'll be looking forward to seeing her in color, mate!

Wick Wicklander showed us his latest acquisitions of a



new Byrnes disk sander and some really fine blades for his Byrnes saw. You can contact Wick direct for



more information, if you have an interest in acquiring one of these items. Thanks, mate.

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"Ships", continued from Page 3

Helmut Reiter has the hull on his 1:48 scratch-built model of the HMS *Pegasus* just about complete. Painting



the hull was a departure for Helmut, but the results really make the model stand out in his eyes and ours. The current project was to finish the forecastle, which is almost done. If you look very closely, you can just see the stove he built and installed in this space. Nice touch, mate.

Kurt Van Dahm's 1:48 model of the lumber tug *Smokey*



Duck now has some very realistic "hog chains" installed. Parts of these were cleverly built up using brass tubing and eye bolts. Due to the light construction of the hull, hog chains were needed to keep the vessel from sagging amidships - the bow and stern having more buoyancy.

Allen Siegel added to his presentation today with a display of his 1:50 model of Henry Hudson's *Half Moon*. The most notable feature was Allen's efforts to get the masts installed at the correct rake. To do this, he built a couple of jigs to help maintain the correct angles. Nice bowsprit shield there, 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.

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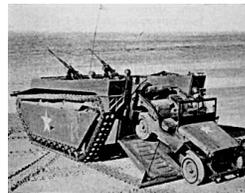
HISTORIC SHIP PROFILES

● LVT-1 "Alligator" ●

Following up on our "Alligator" lumber tug article from last month, there is another historic water craft named "Alligator" that had the ability to not only move through water but over land as well and under it's own power.

The **Landing Vehicle Tracked** (LVT) was a class of amphibious warfare vehicle, a small amphibious landing craft, introduced by the United States Navy, Marine Corps and Army during World War II. Originally intended solely as cargo carriers for ship to shore operations, they rapidly evolved into assault troop and fire support vehicles as well. The types were all widely known as *amphtrack*, *amtrak*, ect., all being types of *amphibious tractor*, as well as *alligator* or *gator*.

Some variants were: LVT-1 Alligator (1941), LVT-2 Water Buffalo (1942), L V T - 3 Bushmaster (1944).



Landing Vehicle Tracked LVT-1 Alligator



General characteristics

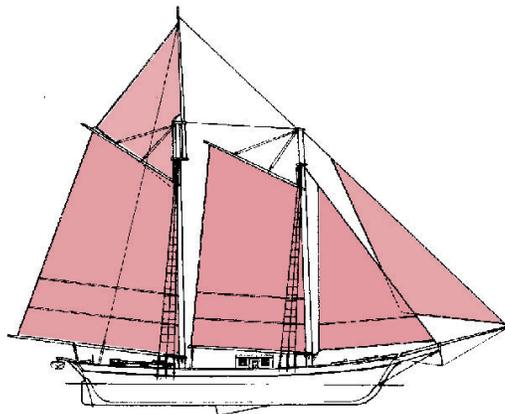
Type: Amphibious vehicle
Total weight: 14 tons
Length: 258 in.
Width: 118 in.
Height: 97.5 in.
Speed: land/sea 12/6.1 mph
Range: land/sea 150/60 miles
Crew: 3+24 (Commander, driver, co-driver, 2 Marine platoons)
Armament: 2x 0.30 caliber machine guns or 2x 0.50 caliber heavy machine guns mounted on rails or pintle mounts.
Powerplant: Hercules WXLC-3 engine (146 hp).
Production: Food Machinery Corp (FMC), 1941. 1,255 produced until late 1942.
First wartime use: USMC 1st Div, Guadalcanal, fall 1942 to early 1943.

The LVT had its origins in a civilian rescue vehicle called the Alligator. Developed by Donald Roebling in 1935, the *Alligator* was intended to operate in swampy areas, inaccessible to both traditional cars and boats. The United States Marine Corps became interested in the machine after learning about it through an article in *Life* magazine and convinced Roebling to design a more seaworthy model for military use.





John R. Mitchell, Editor
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