



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ December 2013

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the November meeting with 27 hands aboard and welcomed our new member **Ron Wolflick** aboard. Greetings were also extended to visitor **Bert Polarsick**, who wants to get into ship modeling and is looking for a home that can give him some help and encouragement.

**Kurt Van Dahm** mentioned that club winners in the recent NRG Photographic Model Contest were **Gus Agustin, Allen Siegel** and **Steve Wheeler**.

At the recent IPMS show in Schaumburg, **Bob & Ralph Sykes** got a "People's Choice" award for their model of HMS *Mordaunt* plus a Silver and a Bronze, **Kurt** won two Silvers and **Steve Wheeler** took home two Golds. All-in-all, our club was well represented at this event. Congratulations, mates.

**Bob Filipowski** mentioned the *NRG Grant Program* to support research on a specific ship model and the *Mentor Program* for those who want to help others with modeling advice. NRG members are encouraged to give these programs serious consideration. Contact Bob for more info.

**Bob** and **Ken** spoke out on the need for someone to volunteer for the job of Treasurer for the coming year. Ken will be retiring from this job after having given us five fine years of outstanding effort. Now its time for a change of hands and, not to put too light a note on this, the club's future depends on participation from those who enjoy the many benefits of our association. **SOMEONE PLEASE GIVE BOB OR KEN A CALL** and let them know you are willing to take an active roll in the club's future. Thanks.

The Officers would like to thank you all for a year of fine modeling and stellar meeting attendance and wish everyone a very **HAPPY HOLIDAY SEASON** and a **JOYFUL NEW YEAR!**

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### 2013 OFFICERS & STAFF

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## December Meeting Notice

### Pizza Party & Flea Market



Bring your appetites and any good stuff you want to part with and come prepared for a rousing good time. There will be plenty of pizza for everyone and lots of camaraderie to boot, so be sure and get aboard for our year-end special.

**If you haven't placed your order for pizza toppings, please contact Bob Filipowski as soon as possible.** Please note: Long Boat group meetings will no longer be held. Proceedings will start at the regular time.

Our next meeting will be at 7:15 p.m.  
Wednesday, December 18, 2013  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## ● NRG Charleston ●

The November meeting presentation featured a recap, by **Bob Filipowski**, on the *NRG Conference* in Charleston, South Carolina. His PowerPoint presentation started out with Patriots' Point, which features three retired US Navy vessels that served our country from WWII through the 70's and 80's.

The three vessels are the USS *Yorktown*, an *Essex*-class aircraft carrier, the USS *Laffey*, a *Sumner*-class destroyer, and the USS *Clamagore*, a *Balao*-class submarine.

The *Yorktown* showcases many vintage war birds, a Medal of Honor museum, and a very nice exhibit about the WWII Doolittle Raid,

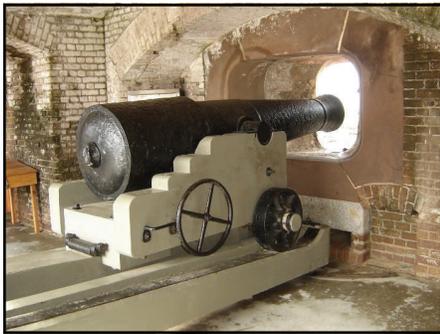


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"NRG", continued from Page 1

A trip to Charleston would not be complete without a visit to historical Fort Sumter. Bob stated that the first thing visitors are told not to do, is pick up bits of the old fort as souvenirs. With over 300,000 visitors a year, it wouldn't be long before there wasn't anything left!



That may be a bit of an exaggeration, but souvenir hunters have been known to be quite aggressive.

The one that everyone wanted to see was the CSS *Hunley*, the first submarine in history to sink a warship. The submarine is currently undergoing a procedure that will eliminate the salts imbedded in the iron hull. Unfortunately, this prevented visitors from getting good photos or seeing the boat up close. The procedure will take many more years before the hull has been stabilized.



In addition to the actual *Hunley*, there were many other interesting exhibits, including a mock-up of the interior of the sub. Visitors are allowed to sit inside the exhibit, so that they can experience first hand how claustrophobic the *Hunley* was.



Although the model exhibit at the conference was not particularly large, the models on display were varied and well done. They ranged from whimsical to extremely detailed. The Midwest Model Shipwrights were well represented as both regular and associate



members showcased their work.

Bob ended the presentation with a little bit of a bonus. Attendees were shown photos from the recently held Butch O'Hare IPMS Show. It's interesting to note that a card model of a



Japanese battleship won Best of Show!

"Scuttlebutt", continued from Page 1

Further from Kurt: There **will** be a Tri-Club Symposium in 2014 with a September date being planned. We will be able to use the same venue at the Lutheran Church of the Ascension in Northbrook. Good news, for sure.

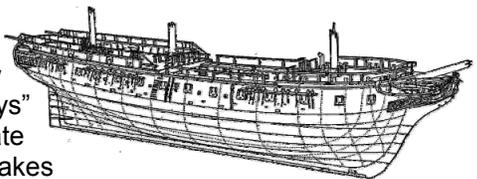
Another date to put on your calendar is October 16 - 18, 2014, when the NRG will hold its National Conference at the Sheraton Westport in St. Louis. This one is close enough that it is hoped we may get a larger contingent from our club in attendance.

Kurt also mentioned that he has a contact looking for a set of *Bluenose II* "Artesania Latina" plans needed to finish a project. Contact Kurt, if you think you can help.

**Kurt Van Dahm** mentioned that "Model Expo" is discontinuing its line of solid-hull kits (many are being converted to plank-on-bulkhead). If you have an interest in one of these kits, you should order now before they're all gone.

**Leon Sirota**

gave us a great look at the new "Model Shipways" kit of the US Frigate *Essex*. This kit makes up into a model 27" long in an "Admiralty" con-



figuration (no masts or rigging). Principal materials are bass wood with plywood bulkheads. Wood has been cleanly laser cut and there is a large assortment of cast and photo-etched metal parts. Scale is  $5/32" = 1'$ . We saw plans that were very detailed and printed on multiple sheets with an added instruction manual both printed and on CD. Looks well worth the approximately \$500 list price. Thanks, Leon, for letting us in on the latest product. You can contact Leon, if you have an interest in this kit.



Another reminder from **Ken Goetz**, our ever vigilant Purser, that your \$20.00 dues for 2014 will be cheerfully accepted up to the end of January 2014, at which time your membership will lapse and you will cease to receive the Forecastle Report. To quote the Captain of the HMS *Surprise*: "Quick's the word, and Sharp's the action" mates,

## ● Ships on Deck ●

Neil Hurwitz, our Associate member from Georgia, sent us these



photos of his first scratch-built effort, the Bermuda Sloop *Cor-sair* c. 1807. The model was based on plans in Clayton Feldman's book "Progressive Scratch-building in Ship Modeling". Scale is 1:32 and made up



into a hull of 10 in. in length. Cherry was used for the hull planking and basswood for the deck. Sails are broadcloth stained with coffee then painted with an acrylic matt varnish to give them body. Thanks for sharing your work with us, mate. She's a real beauty.

Sid Wotman has really made great progress on his 1:64 "Amati" kit of the 6th rate Swan-class sloop HMS *Fly*

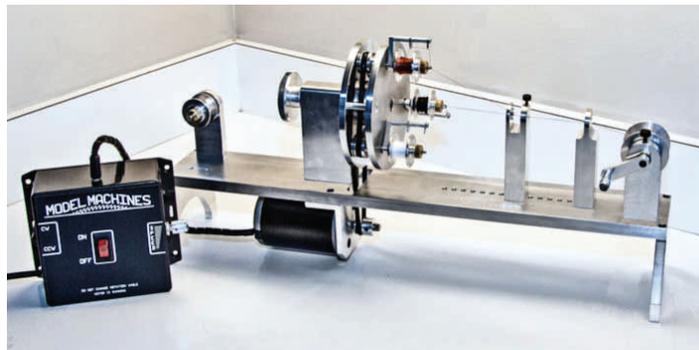


c.1776. Sid says he is trying to decide whether to copper the lower hull or just paint it. Historically, all British Navy ships were only coppered after about 1800, but Sid is thinking of coppering it regardless. Sounds like a good choice to us, mate.

Allen Siegel's *Long Boat* is just about complete and he says it has been lots of fun to do. Even though it isn't very big, it required all the steps he would have needed on a much larger model. The spars are all complete and now await the rigging. The finished product will be an anniversary gift for his daughter and her husband. A very nice symbol of happy sailing through life, mate!



"Wick" Wicklander says he was lucky enough to have won a Byrnes Ropewalk at the recent NRG Conference.



After retrieving it from Bob Filipowski, who brought it back for him from Charleston, he and Bob succeeded in producing some very nice rope using 223-strand polyester line. They found that the faster they ran the drive motor the better the rope turned out. The techniques he's developing may be the subject of a future presentation. Great to have a ropewalk expert among us, mate.

Wick's prize is made by the "Model Machines Co.", who's web site is: [www.ByrnesModelMachines.com](http://www.ByrnesModelMachines.com).

Kurt Van Dahm showed us a pair of tools he has fallen in love with and recommends to everyone. One was a razor saw & miter box that he uses to cut some very small parts and the other was a micro chuck that allows



him to use the smallest drill bits. Kurt had to modify the chuck to fit in his dental drill by adding an extension to its shaft. To find these tools on the internet, log on to [www.umm-usa.com](http://www.umm-usa.com). The maker of these items, John Vojtech, is also an award-winning IPMS plastic modeler from Deerfield, IL.

John Mitchell finished a second rowboat, based on a Whitehall Tender design, and found it a great learning experience. The boat will be mounted on the stern davits of his 1:48 model of the Great Lakes Schooner *Challenge*.



# *The Naiad Frigate*

(38)1797

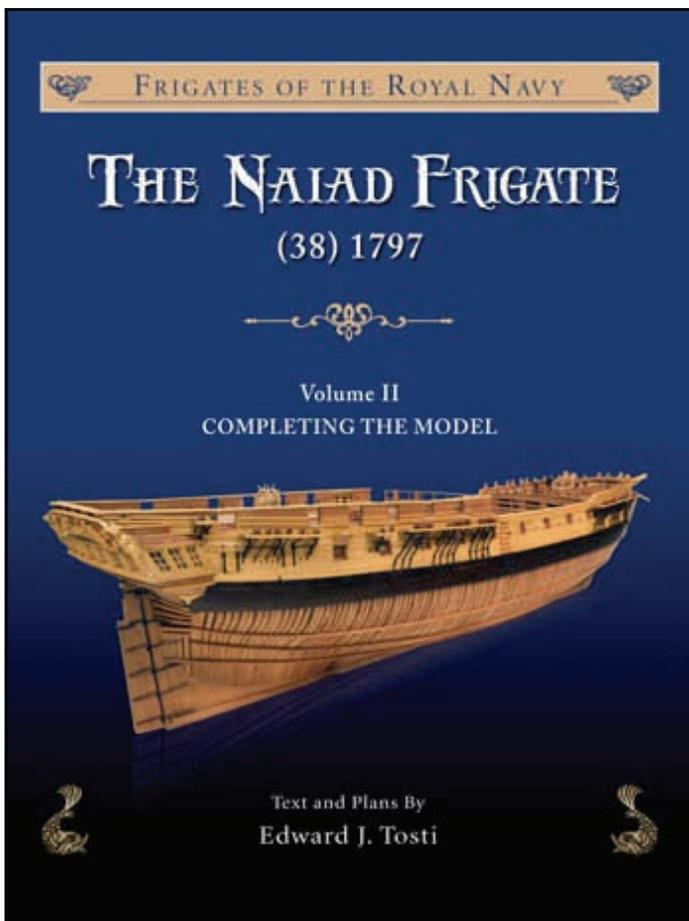
Volume II

Completing the Model

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)

This writer has always felt that the second book in a series of this type can be the more interesting, and it is only because it deals with so many different subassemblies and details. *The Naiad Frigate (38) 1797 Volume II*, by Edward Tosti, has certainly reinforced that belief. With

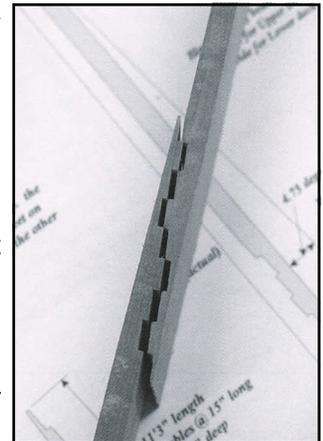


over 300 pages, 770 photos and illustrations, 9 sheets of 1:60 scale plans, 14 pages of color photos, and a CD containing tables, templates, and patterns., this book represents a ship modeling tour de force, which is only enhanced by its companion, Volume I. It is beyond the scope of this review to detail the contents of each of the 19 chapters this work contains. Instead, examples of the attention to detail, helpful hints, tips, and research the author has conducted will be discussed.

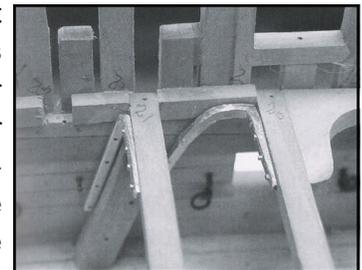
This book starts out with chapter 22, thus picking up where Volume I ends. This first chapter describes construction of the magazine and forward platform. Consistent with the author's approach wherever possible, this complex structure is constructed so that it can be, for the most part, dropped into position when completed. Rabbits play a prominent role in this construction, and a number of suggestions are offered for performing this procedure. Numerous types of fasteners were used in the actual vessel, and these are also noted, which is an indication of this book's thoroughness.



Chapters 23 through 29 discuss the orlop deck and hold, aft platform and magazine, deck beams, knees, the lower deck framing, and the wale and related work. The author's description for laying out the large deck beams is particularly interesting, since it involves short sections scarphed together with long tabled joints. Apparently, this was quite common as larger lumber became harder to come by in



the 19th century. Top and butt structural planking is also simplified with Tosti's tapered guide, which is featured in the CD. Records do not indicate what type of knees *Naiad* had, so the author describes fabrication for both the wood and iron varieties. Excellent tips are provided for drilling the metal versions.



A unique variety of the previously mentioned components are the wing transom knees with their s-curved offset. These are particularly difficult to make, and the author explains how he made quick work of these pieces.



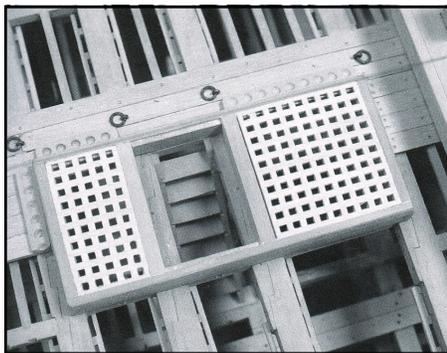
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Chapter 30 deals with the lower stern and rudder. The author's research and detailed account for constructing the rudder is most noteworthy. Did you know the bearded edges of *Naiad's* rudder were covered with lead sheet? This is one of the many little "gems" this book offers.

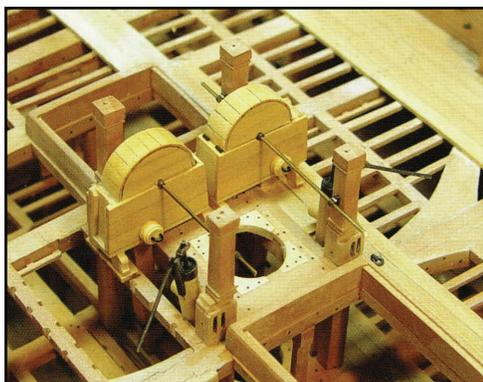


Chapter 31, Upper Deck Framing, discusses more than the title indicates. The complex steering gear, lower deck partitions, hammock battens, riding bits, main partners, pump shafts and fireplace supports are some items that are covered.

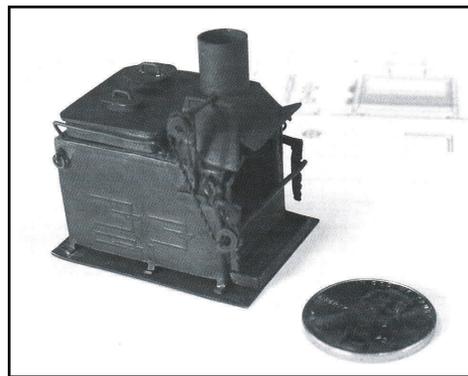
The mixed bag of offerings continue in "thirty two" as subassemblies on the upper deck are fabricated. "Lead" scuppers, hawseholes, bollard heads, bowsprit chocks, riding bits, and fixed blocks that are imbedded in the hull framing and outside planking are just a few of the items discussed. The hatch gratings with their round up on the upper surfaces are also explained in great detail. Thoroughness is exemplified by the fact that almost two full pages, with photos, are devoted to just making ringbolts!



The next chapter title, Quarterdeck Framing, is a bit misleading, since it also deals with the ship's chain and elm tree pumps. These intricate assemblies are broken down into easy to understand steps. The latter variety have metal parts that require that they be silver soldered in a specific order, and Ed Tosti does an excellent job explaining how this is accomplished.



Chapter 34, Forecastle and Waste Framing, covers the framing of the bow, catheads, y-bits, bowsprit step, waste framing, turned pillars and the Brodie Stove. Before getting into the construction of this last piece, the author gives a brief history and explanation as to how this versatile device functioned. The author's version is quite detailed with an open front, internal baffles and partitions, spit racks and other cooking gear.

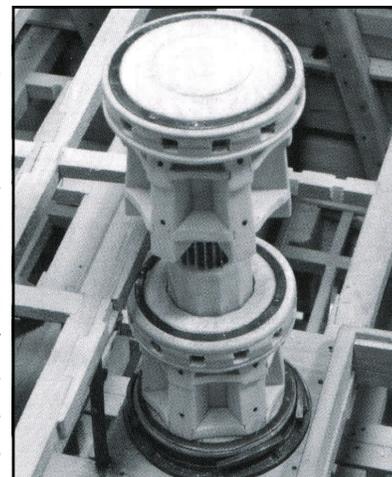


Finishing the Stern is discussed in Chapter 35. Details include the taffrail, counter planking, decorative rails,



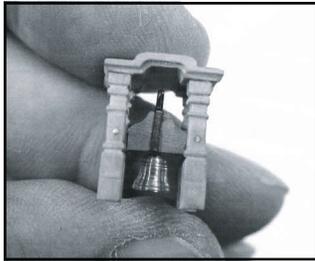
quarter galleries, the multi-paned lights (windows), and the taffrail decoration. Since no record of the *Naiad's* decoration exists, Tosti was forced to use a "best guess" approach. Patterns for all the figures he designed are included on the CD.

The next chapter is devoted to only two items, the capstan and ship's wheel. This is primarily due to the similarity in their fabrication processes. A lathe is an absolute must, and a milling machine is highly recommended. The author describes his procedures making extensive use of both machines.

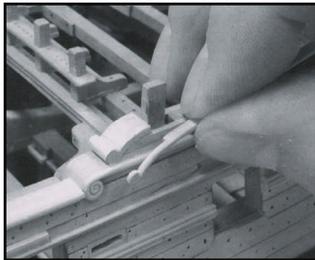


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The 37th chapter includes setting the capstan, steering wheel and its gear, panel partitions, the captain's quarters, fore brace bits, quarterdeck breastwork, vent stack and belfry. In spite of its small size, the author believes that the ornate belfry is one of the focal points of the model, and provides special attention in the book.



The next segment, Outboard Planking and Rails, provides information on sheer strakes, waist rails, forecastle rails and the channels, which contain drainage openings along their inner edges. (I'll bet most of you didn't know that.) The iron work for the channels is also covered.



Last, but certainly not least, Tosti provides direction on fabricating those pesky hances with their intricate scroll work.

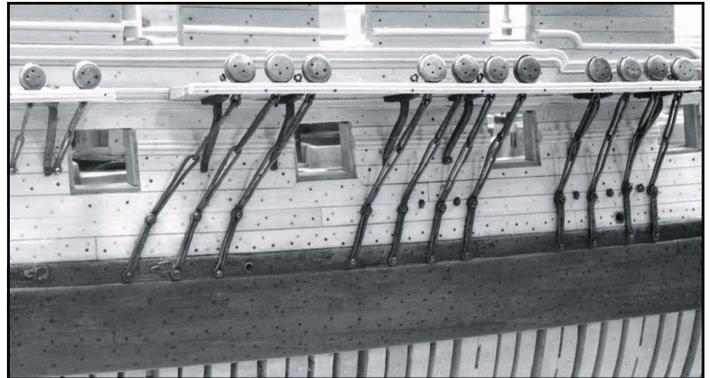
The author starts out in chapter 39 by stating that, from a purely woodworking perspective, the head structure is



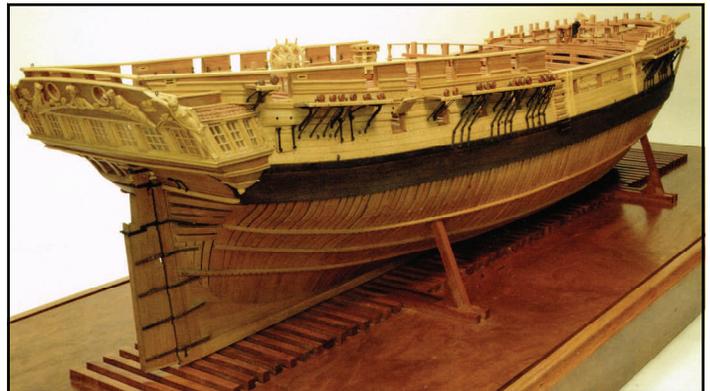
undoubtedly the most interesting in the ship. The graceful lines and light timbers belie the fact that *Naiad* was a machine built for war. Fabricating the beautifully curved pieces with their relief beading, and carving the striking figurehead, is worth the price of the book by itself!

The final chapter, number 40, is appropriately titled "Finishing Up." It discusses gun port lids, scuttle hinges, anchor lining, deadeyes, catblocks, iron horses, and quarter gallery trim. The deadeye assemblies are also installed. They are composed of the binding around the deadeye, two links and a preventer plate. The author explains how he compensated for the differing lengths as

the angle of each shroud would have changed.



The book concludes with a glossary of terms, a selected bibliography, and 24 color photos of the model under construction or completed. Some of those photos have already been featured in this review. Here are two additional examples of a truly magnificent model!

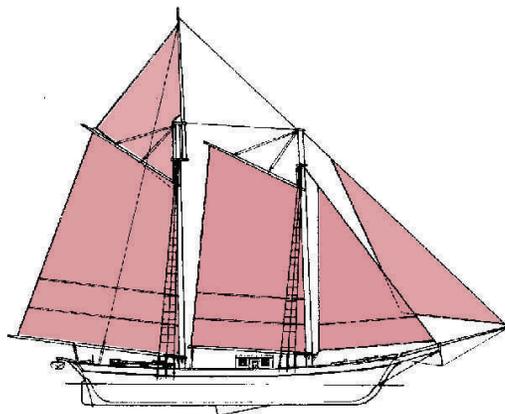


There is no doubt that this two volume set of *The Naiad Frigate (38) 1797* will take its rightful place, as a definitive reference, alongside works by Antscherl, Herbert, Yedlinsky and Kempson. Edward Tosti is to be congratulated on this remarkable achievement!.

*Reviewed by*  
**Bob Filipowski**



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