



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ December 2010

## • Scuttlebutt •



# Happy Thanksgiving

**F**lag **C**aptain **Gus Agustin** rang the ship's bell to open the meeting at 7:30 PM with a total of 21 hands on deck. Alan Siegel, visiting from the Deadeyes, was welcomed as a new member.

**Kurt Van Dahm** reported that the Tri-Club Symposium turned a small profit this year thanks to the good turnout. Despite this positive cash flow, the Tri-Club's cash balance no longer makes it feasible to continue holding a separate checking account (fees too high). Accordingly, Tri-Club funds will be carried on the Nautical Research & Model Ship Society's books under separate entry and that society's checking account will serve both groups. Ed Urbanczyk will be responsible for keeping these accounts straight - no problem, Ed!

**Ken Goetz** reported a favorable cash balance for the Midwest Model Shipwright's account and assured us that we would be able to enjoy the pizza feast this year, as ever.



The pizza wish list was passed around for all to sign and Ken urged those who did not attend this month's meeting to call him, if you plan to attend the December meeting.

Unless you let Ken know, there will NOT be enough pizza to go around - and you wouldn't want to short your mates, now would you!

**Call Ken if you're coming, please! 847-678-4249 or email him at epress46@aol.com. Thanks.**

We were reminded that officer elections for next year will be held in December. Gus has said he would run for President with the other officers expected to re-up for another year. We will need a new Vice President, so please be thinking of anyone you would like to nominate for this office at the next meeting.

*See Scuttlebutt, Page 2*

### 2010 OFFICERS & STAFF

President (Commodore) - Tim Riggs.....	(224) 356-7129
Vice Pres (Flag Captain) - Gus Agustin.....	(847) 398-5208
Treasurer (Ship's Purser) - Ken Goetz .....	(847) 678-4249
Secretary (Ship's Clerk) - Jim Merritt.....	(847) 888-3882
Editor (Signals Officer) - John Mitchell .....	(847) 392-2259
Photographer (M. Chief) - Leon Sirota .....	(847) 541-6285

## December Meeting Notice

### Pizza, Conversation, Flea Market, Sharing, Giving, Learning



This is our annual pizza night with lots of time to share modeling experiences, gain new inspiration and plan for another great year building and enjoying model ships.

Bring your appetite, a model to show and something you would like to sell and join in the fun.

It's a win-win for all, so be sure and let us know, if you plan to attend.

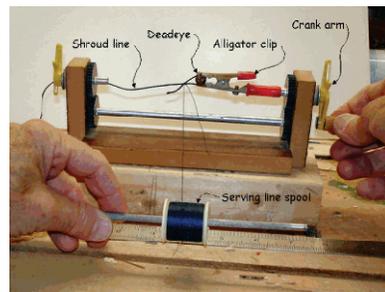
Our next meeting will be at 7:15 p.m. Wednesday, December 15, 2010  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## • Serving & Stopping •

By Jim Merritt

**Jim Merritt** gave us a great look at the best use of the tool some call a "string-along", which allows the operator to wind serving line onto a shroud with perfectly even rows. The result looks very professional and the operation could not be easier (you don't need three hands).

Jim had built his own winding device, but there are commercially available models out there, as well. The photo at right gives you a rough idea of the setup. Shroud rope is fed in through one end of the winder, the dead-eye is clamped on the alligator clip and the shroud is looped over the dead-eye. Serving line is first tied around the shroud next



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*Scuttlebutt, continued from Page 1*

**Kurt Van Dahm** announced that the NRG was having its elections for next year and urged any members of that organization to vote for the incumbents (himself included).

The 2011 Manitowoc model contest will be held from 20 to 22 May and Kurt Van Dahm put out the call for the Saturday topics. If you have suggestions, you should contact Kurt at 630-968-3189 or at [kurt@modelshipyard.com](mailto:kurt@modelshipyard.com).

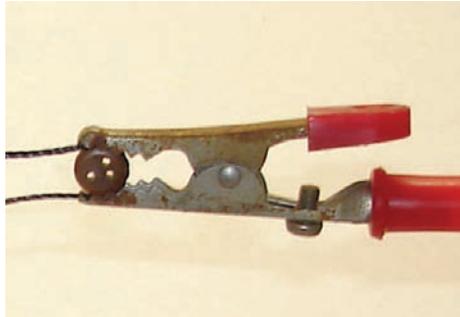
Other meetings of note for 2011 are:

NRG in San Mateo, CA in August  
SMA in Newport Beach, CA in March

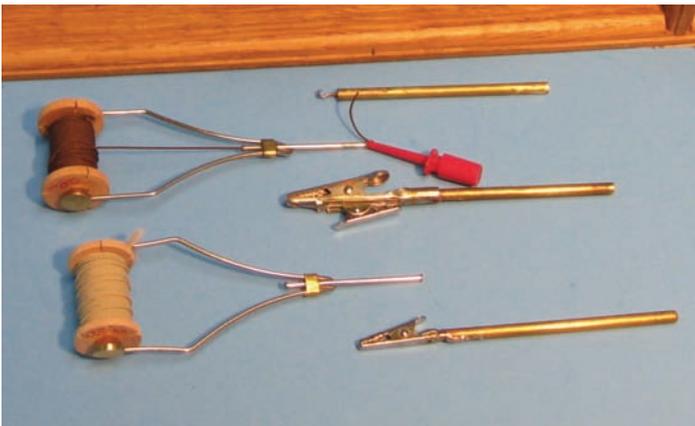
During the recent IPMS show held 13 November 2010, **Richard Romaniac** won the "Best of Show" and "Best Ship Model" awards. Three cheers for our mate. Nice going Richard!

*Serving, continued from Page 1*

to the dead-eye to achieve a tight fit, then the crank attached to the alligator clip side is turned while the serving line is guided from a dispenser spool onto the shroud. When enough serving has been applied, the line end is glued down to the shroud to complete the job and the excess clipped off.



The special part of Jim's presentation was the use of fly tying equipment to provide the dispensing hardware for



the serving line. Some of those tools can be seen in the photo above.

Whatever method you use to set up your line winding tools, this technique is far superior to trying to wind the line by hand. So, thanks to Jim for giving us a look at the latest thing in serving techniques.

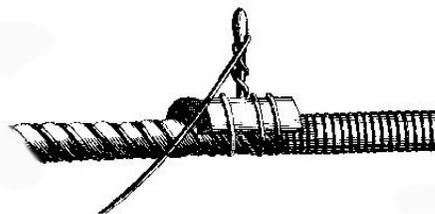
To add to Jim's discussion of how to wind on serving thread in a most efficient manner, we are reprinting below an article that ran in the April 2006 issue of *Forecastle Report* and covered a presentation by Bob Filipowski and Bob George.

To start with, one needs to get the terms straight: serving is a covering over rope added to prevent wear at points of stress; seizing describes the joining of two pieces of rope. The illustration at right shows both serving (a) and seizing (b) on a shroud.



The full treatment would be to "worm, parcel and serve" a rope. To worm a rope, small rope is wound into the space between the larger rope's strands making a smooth surface. Parceling covers this wormed area with thin strips of cloth. Serving then covers this all with small, tightly wound cord. The sea term is: "worm and parcel with the lay, turn and serve the other way". For models of larger scale, it is nice to "serve" the shrouds with fine black thread were they go around the masthead and around the deadeyes (without worming and parceling).

How you wind on the thread was the subject of this month's presentation. Tools of some sort are preferable to doing it entirely by hand—and a lot less frustrating, too,



we might add. At left is a picture of how it was really done on a ship using a "serving mallet" to wind the cord around the rope. In our

demonstration, line size was either fly tying line or suture thread 5-0, 0067" for a 1" line at 1/4" scale.

To form a closed loop served line, Bob F showed us how he started serving at the connection point of the loop and then, before he reached the end of the line being served, he separated the twists on the line, tapered the ends (as illustrated, R.), coated the ends with CA glue and, when dried, flattened the ends. This allowed

him to glue the ends to the side of the served line to form a loop. To finish up, he then completed the serving winding to cover the splice. This left no bulges and made a neat looking mast head loop for a single shroud. ❖



## ● Ships on Deck ●

Since our last meeting, **Bob Sykes** built the complete hull for this lovely model of *Amphion* ca 1790 from a kit by "Corel" (1:40) and earns the title of "most prolific" for 2010.



*Amphion*, designed in 1778 as a pleasure craft for King Gustavus III of Sweden, was eventually armed and rigged as a schooner to lead the Swedes to victory over the Russians at the battle of Svensund<sup>1</sup>. Bob says the kit had to be practically scratch built due to the instruction's lack of proper identification of the materials supplied (dimensions, etc.). Great looking results, mate, despite the mysteries!

**Gus Agustin** has just about put the final touches on his 1:384 scale model of the HMS *St. George* ca 1701. Shrouds and standing rigging were put on the model and a jig was made to make the ratlines. Gus says "this was



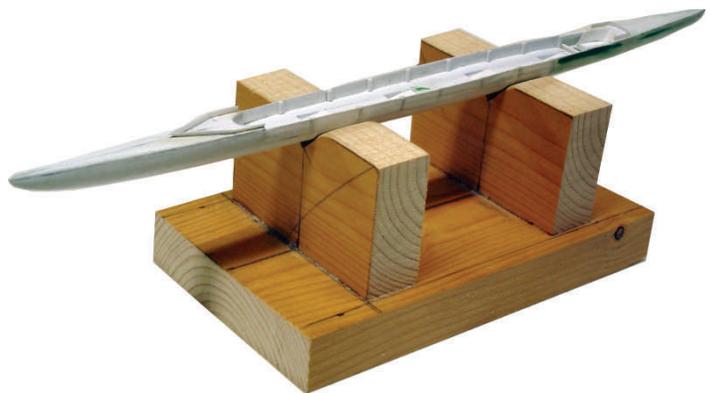
my 3rd attempt to make it correct". Now that's persistence, mates!  
The top yards for the masts are glued in place and will be rigged next. Following that, the lower yards will be attached and rigged. After a solid year in the making, he expects to finish in about six weeks. A real opus, mate.

<sup>1</sup>(www.modelshipways.com).



**Ken Goetz** and his "Model Shipways" 1:76.8 model of the *USS Constitution* can always draw a crowd, even more so now that he has started mounting the masts. Her size and the great workmanship that's been done on all the details make this one very outstanding model. Due to the space required to transport this ship with all masts in place, this may be the last time we see her before she's complete. Someone with a van needs to volunteer to help Ken get her to our meeting when she's finished 'cause we're dying to see the final product!

**Paul Pollowy** has made his adventure with vacuum forming pay off with a great result on his 4-man + Cox's'n Rowing Scull. Scale on this model is 1:48.



Paul says: "I've applied the deck, cox's'n seat and rowing deck, which includes the foot (shoe) valley's for each rowing station". Even at a 1/4" scale, this model is not very large, so Paul's details are all the more impressive. He is in the process of researching the color to paint the hull. White was his first thought, but he found many others in common use. His next task will then be to create the oars and mounting hardware and the decision there is whether to go with brass or styrene. We'll probably find out in the next few months.

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

What is an *Anchor Hoy*, you ask? Well, **Bruce Hoff** told us all about this vessel and backed it up with his beautiful scratch built model at a scale of  $3/32" = 1'$  from plans he obtained from the "Smithsonian Museum" collection. The Hoy is a working harbor vessel used for kedging vessels out of harbor. The main mast is strongly braced to be able to handle the weight of the anchor suspended in the water directly beneath the boat's bow. Aft the



main mast is a Spencer mast to handle the fore-and-aft main sail boom and gaff. Heavy capstan gears in the stern allowed the bow to have additional flotation to offset the weight of the suspended anchor.

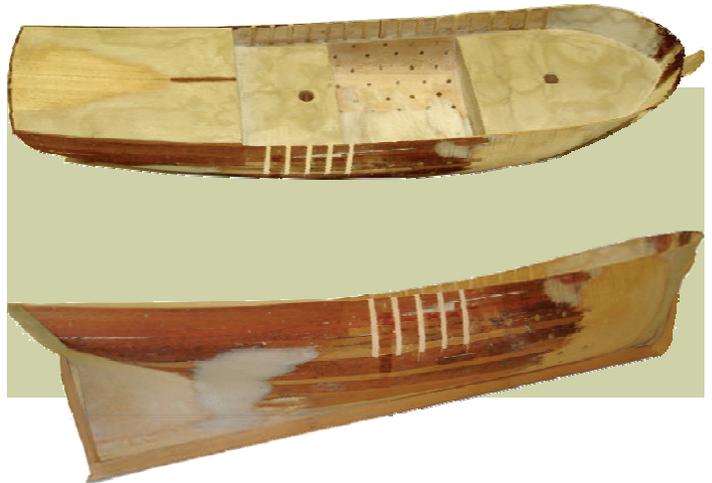
**Jim Merritt** has mounted one of the four flags made for him by Gus Agustin on his 1:54 scale "Mamoli" kit of the *Yacht Mary*.

Any of you wishing to be able to duplicate such fine looking flags on your own models need to refer to the tips Gus gave us in the video on flag making available on loan from Bob Filipowski.

Next up for Jim is to build a case, whether of plastic or from scratch out of mahogany. Once that is complete, Jim can add the rest of the beautiful flags before he closes her up. It will make a very elegant launching, mate.



**Bob Filipowski** continues to experiment with his building



techniques on the schooner *Arrowsic*, which includes the installation of the timberheads. Making the height of the timberheads follow the shear of the cap rail was a particular challenge and was accomplished by tying the timberheads together with temporary connector strips of wood and then sanding them off from the top.

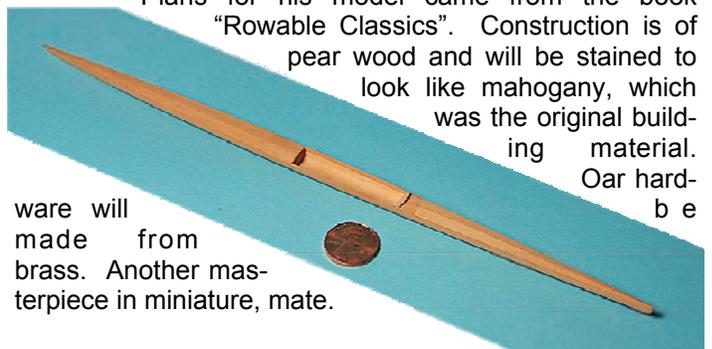
**Doc Williams** shared with us some photos of his ongoing woodworking project—his *violin* "meisterstück". Although not a ship, even though it might float, it is a wonderful example of woodworking art easily translatable to model ship building. Use of scrapers, gouges, thumb planes and final wood finishing materials give him good practice for his smaller, nautical projects. Thanks for the look-see and we hope to hear you play a "chantey" on it soon, mate.



**John Pocius** is working on a *Single Scull Row Boat* ca. 1954 in a scale of  $3/8" = 1'$ . This will be built as a water-line model complete with a rower in a diorama format.

Plans for his model came from the book "Rowable Classics". Construction is of pear wood and will be stained to look like mahogany, which was the original building material. Oar hardware will be

made from brass. Another masterpiece in miniature, mate.



● **USS *Illinois* (BB-7)** ●

By John Mitchell with Bob Filipowski

Bob Filipowski first brought this ship to our collective attention during the presentation he gave on the subject of “Maritime Aspects of the (1893) Columbian Exposition” at the Tri-Club Symposium held this past October. In that presentation, a replica of the USS *Illinois* was shown at its pier-side dock. At that time, however, the real ship had yet to be launched, an event that didn’t occur until 4 October 1898.

So what was this “works in progress” display all about and what was the eventual history of this battleship named after our fine State?



USS *Illinois* (Battleship #7), commissioned at Newport News, Virginia in 1901, was the name ship of a class of three 11,565-ton battleships, 368 ft long with a top speed of 16 knots.

The replica battleship *Illinois* displayed at the Columbian Exposition was, however, based on the *Indiana*-class of modern American battleships first laid down in 1891 as a replacement for the wooden and ironclad ships from the American Civil War. These warships included modern technologies absent in their Civil War-era predecessors, particularly electricity and electrically-driven devices.<sup>1</sup> Thus the replica was used to highlight the new phenomenon of electricity.



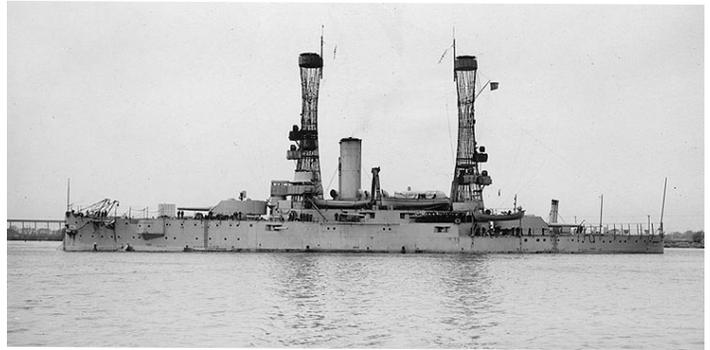
In December 1907 *Illinois* steamed out of Hampton Roads, Virginia, to begin a voyage around South America. This was the first leg of the World Cruise of the “Great White Fleet”.

In company with most of the U.S. Navy’s battleships, she arrived at California in the spring of 1908 and that summer crossed the

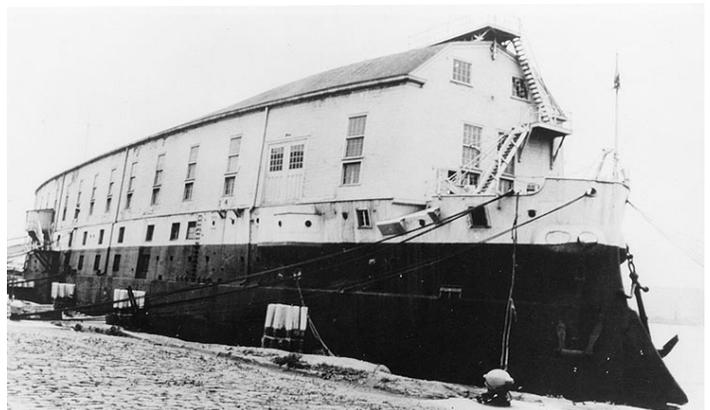


Pacific to Australia and Asia. During the rest of 1908 and the first weeks of 1909 she transited the Indian Ocean, Suez Canal, Mediterranean Sea and the Atlantic, arriving back at Hampton Roads in February 1909. Some months later *Illinois* was decommissioned and underwent a major modernization, receiving new “cage” masts and more

modern equipment.



After over two years in the shipyard and in reserve, *Illinois* returned to active service in 1912. During 1913 and 1914 she again went to Europe on training cruises and, after the United States entered World War I in April 1917, was employed for training along the East Coast. *Illinois* was placed in reserve at Philadelphia, PA, in 1919. Given the hull number BB-7 in July 1920, the next year she became a training ship for the New York State Naval Militia and in 1922 was reduced to “unclassified” status.



Subsequently disarmed and housed over as a floating armory, *Illinois* continued in Naval Reserve service through the 1920s and 1930s. In January 1941 she was renamed *Prairie State* (IX-15). The old ship served through World War II as a Midshipmen’s training school at New York and was kept there after the war to provide quarters for the Naval Reserve.

USS *Prairie State* was stricken from the Navy list in March 1956 and sold for scrapping a few months later.<sup>2</sup>

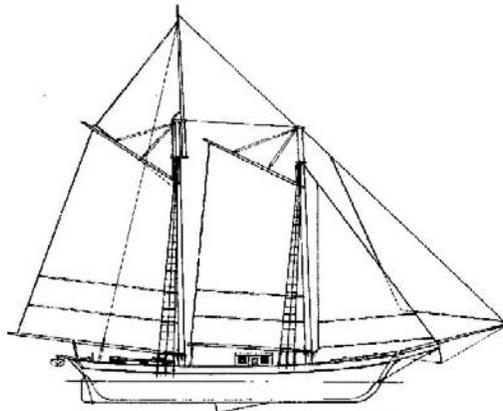
**Reference List:**

<sup>1</sup>“Battleship Illinois (replica)”. Wikipedia, the free encyclopedia. <http://en.wikipedia.org>.

<sup>2</sup>“USS Illinois (Battleship #7, later BB-7), 1901-1956”. Department of the Navy - Naval Historical Center - Washington DC [www.history.navy.mil/photos/sh-usn/usnsh-](http://www.history.navy.mil/photos/sh-usn/usnsh-)



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