



# Forecastle Report

Newsletter of the Midwest Model Shipwrights

• www.midwestmodelshipwrights.com

• December 2012

## ● Scuttlebutt ●

**COMMODORE Gus Agustin** opened our November meeting at 7:15 sharp with 22 members present. Gus welcomed guest **Ken Quast**, an NR&MSS member and then moved on to call for the latest scuttlebutt.

**Ken Goetz** reminded us that dues for 2013 will now be gladly accepted. As with last year, dues are still \$20 (\$10 for associate members) and include the annual pizza party. Make your check payable to "Midwest Model Shipwrights" and either bring it in to one of the next couple of meetings or mail it to: *Ken Goetz, 3302 Sarah St., Franklin Park, IL 60131.*

**Kurt Van Dahm** reported on the results of the Tri-Club Symposium and the bottom line was that the Tri-Club netted a nice \$510 profit. Thanks to the 45 paid members and 6 non-members, this year's event was a great success. Let's hope we can keep the enthusiasm for this event going for years to come.

**Bob Filipowski** reported that planning was going ahead for Tri-Club "workshops" in 2013 with the added possibility that such workshops could be shared with non-attending members via a real time computer linkup. Sounds exciting! **Kurt Van Dahm** also put out an idea for a "Group Build" of a "Model Shipways" kit (Longboat at \$59.00 special price) on Saturdays or also via computer. Those interested please let Kurt know.

**Kurt** also gave us some schedule details for next year's **NRG** meeting being held mid-October, 2013, in Charleston, SC. Wed: Local tour. Thur: Modeler's seminars. Fri: CSS Hunley tour. Sat: Tech sessions. Kurt says: "some well known speakers are being planned - names and details will be announced shortly". We'll be hearing more on this meeting in the months ahead, so stay tuned, mates.

**Election Notice:** We will hold an election of officers at December's meeting and we are lucky to have a full slate running for office. If you have an interest in running for one of the posts, let Gus know before the meeting starts.

### 2012 OFFICERS & STAFF

President (Commodore)	- Gus Agustin.....	(847) 398-5208
Vice Pres (Flag Captain)	- Bob Filipowski.....	(847) 394-0757
Treasurer (Ship's Purser)	- Ken Goetz .....	(847) 678-4249
Secretary (Ship's Clerk)	- Open .....	
Newsletter Editor	- John Mitchell .....	(847) 392-2259
Photographer	- Leon Sirota .....	(847) 541-6285
Web Master	- John Pocius.....	(630) 834-9477
	- johnpociusdesign@att.net	

## December Meeting Notice

### Annual Holiday Party



Bring your appetites for our annual pizza party and flea market. We'll swap ideas and whatever else we can and enjoy a great pizza feast.

Don't forget to let Bob Filipowski know that you will attend (if you haven't already done so), so he can order enough food to go around.

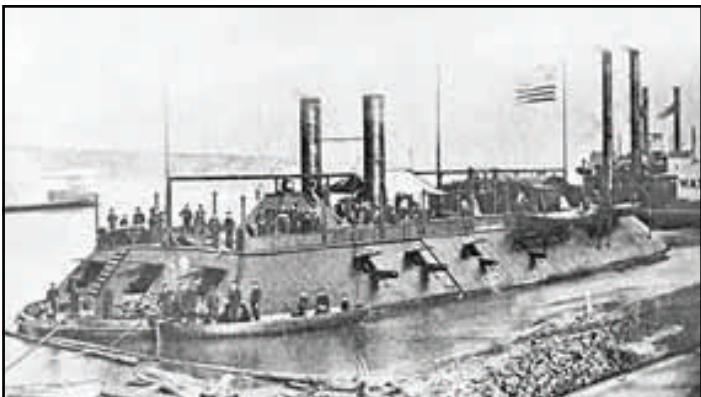
See you all there. Happy holidays to all hands.

Our next meeting will be at 7:15 p.m.  
Wednesday, December 19, 2012  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

### USS Cairo

By Hal Chaffee

Hal not only gave us a fine review of the technical and historical information on the ironclad USS Cairo, but he also shared with us his personal experience of visiting the park displaying the remains of this vessel.



The history of the USS Cairo is really very short. The ironclad was sunk after striking a mine in the Yazoo River fairly early in its service life, thus it did not leave a record of many naval engagements.

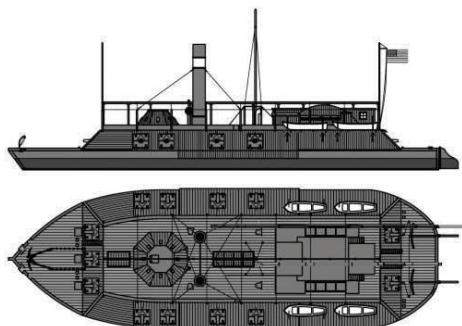
See "Cairo", Page 2

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"Cairo", continued from Page 1

Being one of seven ironclads in the "city-class", this early demise would have been unremarkable in the history of the US Navy were it not for the fact that the ship sank into the muddy bottom of a shallow river. This resulted in its remains being rather well preserved and, once found and raised, becoming a significant historical artifact of the Civil War.

The powerful "city-class" ironclads were formidable vessels, each mounting thirteen big guns. On them rested in large part, Northern hopes to regain control of the lower Mississippi River and split the Confederacy in two.<sup>1</sup> Construction details show a centrally mounted paddle wheel aft, armored side plates and wheel house and a shallow draft.



Cairo was designed by Samuel M. Pook and built by river engineer James B. Eads at Mound City, Illinois. Commissioned in January 1862, Cairo was destined to see only limited action and was sunk December 12, 1862 seven miles north of Vicksburg in the Yazoo River.<sup>2</sup>

Now fast-forward 94 years. After spending all that time buried in the mud, Edwin C. Bearss, Historian at *Vicksburg National Military Park*, and two companions set out to discover the grave of the Cairo. After more than eight years of effort, the remains were brought to a shipyard for restoration. In 1972, the U.S. Congress authorized the National Park Service to accept title to the Cairo for restoration and display in the *Vicksburg National Military Park*. Since 1977, the vessel has been on display near the *Vicksburg*



*National Cemetery*. The recovery of artifacts from the Cairo revealed a treasure trove of weapons, munitions, naval stores and personal gear of the sailors who served on board.<sup>3</sup>

Enough details of the Cairo are available to permit building a very accurate model, as witness this example.

Thanks, Hal, for brining this little known vessel to our attention and for spiking our interest in her.

<sup>1</sup>[www.nps.gov/vick/u-s-s-cairo-gunboat.htm](http://www.nps.gov/vick/u-s-s-cairo-gunboat.htm). <sup>2</sup>Ibid. <sup>3</sup>Ibid.

## ● Ships on Deck ●

**John Mitchell** was able to put in some quality time in his workshop polishing off some of the deck furniture on his 1:48 scratch-built model of the Great Lakes Clipper-Schooner *Challenge*—1852.



The deckhouse was built with scrap basswood and planked with walnut strips. The plastic windows, supplied by Bob Filipowski, were cut down from six panes to four. The doors were built up from strips of walnut and lime wood to form panels on top of the underlying siding. This was easier than cutting another hole in the cabin and saved the cost of plastic doors.

Riding bitts and riding knees were cut from basswood to plan and painted black. They were then glued together over a "Model Shipways" windlass drum and glued to the deck. Next will come the installation of a "Samson Post" with pawl and eventually the addition of a windlass pump. Thanks to photos supplied by Tim Riggs and Bob Filipowski (see below), building a windlass pump may get a little easier and gave a clue to dealing with chain locker ports, as well. Any other windlass pump building details or sources would be welcome.



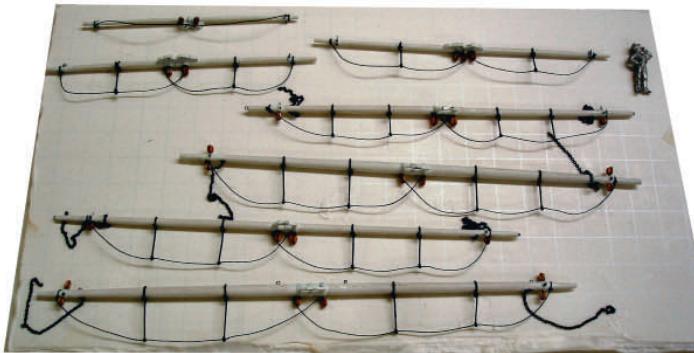
**Ray Oswalt** described his improved methods for creating sails. His secret is the use of drafting paper ("Clear Print" 1000H) and a steam iron to create the great shapes he makes. To get the correct color, Ray dips the sail in water tinted with grey paint before ironing in the shape. Great tips, as ever, mate. (Sorry, no photos were taken).

See "Ships-on-Deck", Page 3

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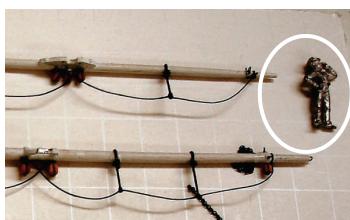
"Ships-on-Deck", continued from Page 2

**Doc Williams** brought in the spars he has built for his "Model Shipways" kit of the *Charles W. Morgan* whaling bark. Foot ropes were uppermost on his mind, as he was concerned about getting just the right swag to the ropes.



The use of wire for footropes was discarded, as they looked too static. Doc settled on using thread that he coated with C/A glue. This permitted retention of desired shape while still giving the appearance of true rope.

A nice touch was the use of a scale crewman figure. This helped him establish the amount of drop to the footropes to achieve a true scale. Nice planning, mate.



**Glen Estry** showed us the progress he has made on his 1:32 "Model Shipways" kit of the lobster smack *Emma C. Berry*. The major achievement this month has been the mounting of the boom and gaff and this required Glen to find a way to simulate the parrels. For this, he turned to the "notion counter" and purchased some small glass beads of the proper color



to simulate the trucks. The end result looks very good.

Another fine point is the job Glen did on building the windlass and windlass pump. Nice work, mate.



Now its on to the rigging. Looks like we'll be seeing a launching on this vessel very soon.

**Tim Riggs** has been bringing his considerable talents to bear on the building of a 1:700 "Hasagawa" kit of the USS *South Dakota*, BB-57, and she looks great.

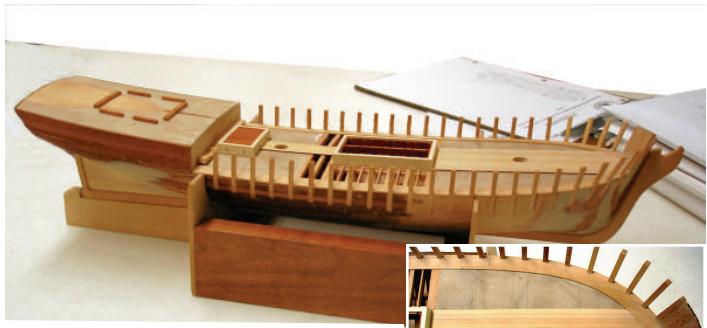


We are also very happy to see our mate back in his workshop, for sure.



The USS *South Dakota* was the lead ship of the South Dakota-class of battleships and was launched 7 June 1941. After an illustrious career of service in the WWII Pacific Theatre, including 13 Battle Stars, she was decommissioned 31 Jan 1947 and scrapped 25 Oct 1962.

**Bob Filipowski** has installed the margin planks on his 1:64 model of the schooner *Arrowsic* and then started planking the deck. Although the waterways are also fin-



ished, these wont be installed until the deck is completed. Nice to see the logical sequence of assembly when doing a deck. Thanks, Mate.



**Gus Agustin** gave us another good reason for a visit to our doctor - he found paper from the examining table makes really great flags. To prove his point, we were treated to a pair of beautiful banners that Gus thinks are some of the best he's done. We'd agree.



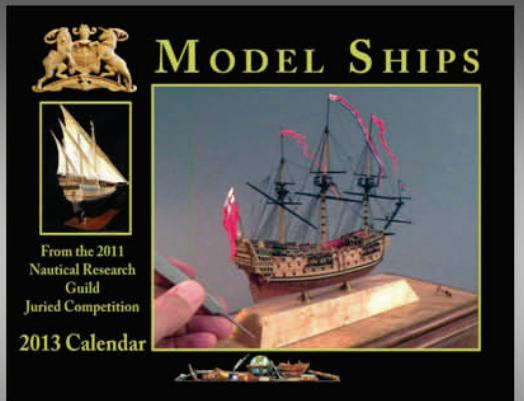
 *The Ships of 2012* 



Or, what we did in our  
spare time - *Editor*

**Keep up to date in style.**

If you have not heard about it by now, the hottest thing going is the new 2013 NRG Calendar. The Guild Directors and Officers are justifiably proud of this inaugural issue, which features thirteen remarkable models that were entered in the 2011 Photographic Ship Model Competition and Review. Beautifully illustrated, this calendar would look great in your office or workshop. At only \$12.00 plus S&H, it would make an excellent "stocking stuffer" for the holidays. Quantities are limited, so please do not wait. For more information, or to place an order, visit our website at [www.theNRG.org](http://www.theNRG.org), or contact our Home Office at (585) 968-8111.

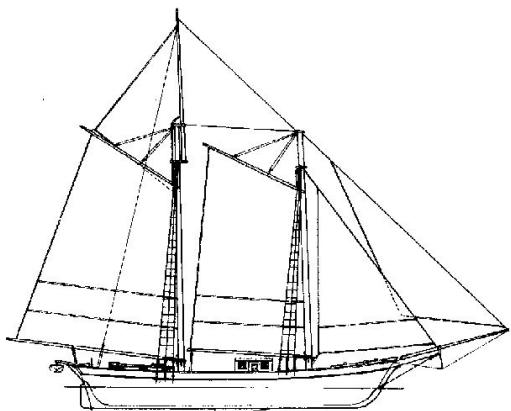


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John R. Mitchell, Editor  
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