

● Scuttlebutt ●



Since there was no meeting in November, there is no "scuttlebutt" for this issue. However, here are several important subjects that come up every year at this time:



Nominations will be opened for election of officers for 2019 at the December meeting. In case there are no candidates for any office, a unanimous vote of all members present will be requested to return the 2018 officers back to duty for 2019.



Dues will remain at \$20 for 2019. Members are requested to pay their dues (cash or check) any time after January 1 but not later than March 1, 2019. Mates, this is another year to look forward to great meetings, great programs where learning the hidden techniques of modeling will be taught, a great newsletter and great fellowship. A real bargain for your \$20. Oh, and don't forget the pizza feed at the end of the year!



If you would like to mail a check for your dues, you can send it to our Purser:

Allen Siegel
843 Bryant Ave
Winnetka, IL 60093

Thanks, mates, for your co-operation and support.

COMMODORE, Bob Filipowski, has requested that all members think about what program subjects they would like to see presented for 2019 and let him know their wishes as soon as possible. If you feel you have a subject you could present to the club, by all means let Bob know and he will work with you on it. Thanks very much.

2019 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 394-0757
Vice Pres (Flag Captain)	- Glenn Estry(847) 259-1574
Treasurer (Ship's Purser)	- Allen Siegel(847) 446-7248
Secretary (Ship's Clerk)	- Bob Sykes.....(630) 766-6645
Newsletter Editor	- John Mitchell(847) 956-4327
Photographer	- Leon Sirota(847) 541-6285
Web Master	- John Pocius.....(630) 957-7298
	jpdesign@mindspring.com

December Meeting Notice



Ahoy, mates, we're all set to end the modeling year with a great pizza feed and an exciting flea market. Be a part of the action and



bring stuff you'd like to sell and enough cash to take home some treasures, too.

Let's all really enjoy the comradeship we've built up over the years and share our good times together. Hope to see you all there!

Our next meeting will be at 7:15 p.m.
 Wednesday, December 19, 2018

The South Church
 501 S. Emerson Street
 Mount Prospect, IL

● 2018 NRG Conference ●

Despite the fact that the 2018 NRG Conference was being held in the desert, things got off to a nautical start with a fine boat cruise on Lake Mead.



The views were spectacular, including one of Hoover Dam that most visitors do not see. Needless to say, the weather was ideal.

The venue for the Conference was also first class.



"NRG", continued on Page 2

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"NRG", continued from Page 1

In addition to all the meetings, technical presentations, roundtable discussions and social events, there were also many fine models on display. Here are a few.

While there was no judging or contest, we'd all agree that the models were all winners.



Atalanta By Toni Levine



USS Kirk—FF1087 By Steven M Dunn



18th C. Armed Longboat By Ken Foran



Spitfire By James B. Rogers



Vaquero 1865 steamer By Clyde Emerson



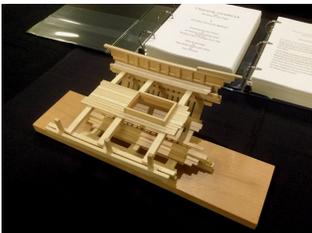
Maresk Detroit By Ken Foran



USS Niagara By Jim Twohig



Defiance, 16' Rowboat By Steve Wheeler



Chaleur By R M Biddle



Kamakura Trade Boat By Clare Hess



Miniatures Library By Gus Agustin

● Ships on Deck ●

Bob Filipowski is starting another of his superb half-hull models, this one of an *English Cutter* made from a full-hull "Marine Model" kit.



The first two photos show the fixture he built to cut the mahogany hull in half. Two lengths of mild steel angle iron were used for guides. The saw was a common hack saw, which produced a straight, fine cut. In the next picture we can see the results of the cutting, producing two identical halves.

Which half Bob uses depends on which orientation he selects, but we see he will use the bottom, right facing half, as that is the same way his other half-hulls were built.

Further surface sanding and a bit of



carving produced the smooth surface we see above. Note the false keel he added to accommodate the rudder mounting.

The rudder pictured here came with the kit and will be replaced by one scratch built of wood matching the hull.

We'll all be looking forward to seeing how you finish this off, mate. She's looking good!



"Ships-on-Deck", continued on Page 3

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

Kurt Van Dahm has been VERY busy working on his *City of Pekin* canal boat project and we've been busy just keeping up with his progress reports.

The first of these photos are the cabin siding he is using. The siding is tongue and groove with each piece of siding made from three strips of Birch veneer. Kurt cut strips on his Preac saw and then used a jig to assemble the first two pieces of each "siding piece".

1



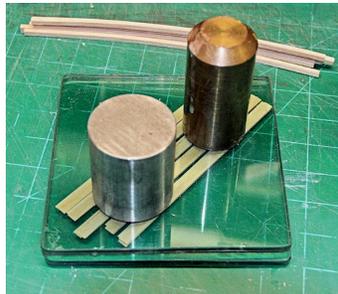
Red tape was used to establish a straight edge that located the first outside siding piece (1).

2

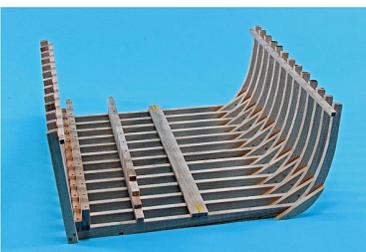


The inner siding piece was laid on top of the tape and first piece and (then) slid to the second tape strip that located the outer piece with the inner piece and exposed the proper amount of tongue and set the depth of the groove at the same time (2). A pencil line was drawn along the edge of the upper piece on the lower piece so that the area that had to be kept clear of glue was marked.

Then a strip of wood glue was laid along the lower piece, the upper piece was fitted over it and pressed down firmly making good contact between the strips. Lastly, the two joined strips were placed between two sheets of glass and weights added while the glue dried.



Main framing was completed in these photos.



Next he figured out the deck beams and how to support the cabin between the deck beams - and then he split the cabin down the middle to attach it.

Below, we see how he has begun to plank the hull using scale 3" x 7" Birch.



On the 28th of November Kurt wrote us as follows:

"Will add some planking to the other side of the hull next. It will not go full length - but still trying to come up with a plan as to what will be planked and open. I will be doing the underside of the hull fully planked, as only the top side of the planking will be visible and there are no details to show/explain about the lower hull area. Will be planking adjacent to the hatch coamings on the P/S sides - at least one full plank - for stability. I have to plank the full width of the hatch both fore and aft, as the fore and aft coamings sit on top of the planking. The text of the survey team says the hatches are unusual in that the coaming sat on top of the planking - yet an enlarged detail drawing shows the P/S coamings sitting on the deck beams and the fore and aft coamings on top of the deck planks. I am replicating the detailed drawing".

"Another jig for the build. To plank the hull I needed to have some way of holding it steady and not endanger the cabin structure. Took my deck beam template and used it to lay out the arc on some plywood. Holds it just great.



The entire bottom will be planked and the round



chine side will have some of that side fully planked - other areas open. The square chine side will have one end planked and the other open to show the actual construction".

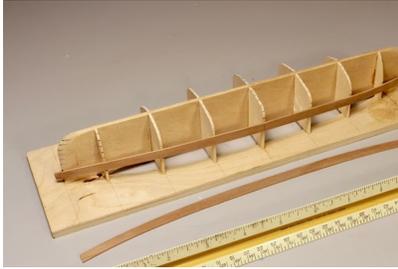
We really have to thank our mate, Kurt, for giving us such a detailed account of his modeling efforts. This is a very good look at how one needs to approach a project with careful planning.

"Ships-on-Deck", continued on Page 4

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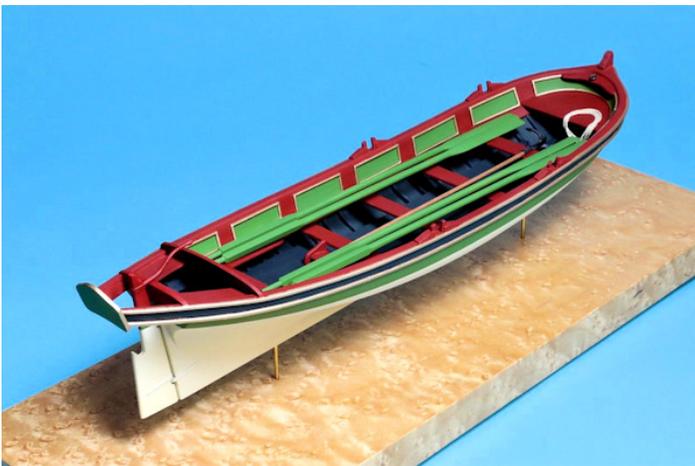
"Ships-on-Deck", continued from Page 3

John Pocius has sent us a photo of his latest project, the *Vaux Junior Canoe* by J.H. Rush-ton.



The plans for the canoe are from the Mystic Seaport Museum. Scale of the model is 1:12. The original boat was planked in Spanish and White cedar. The first strake was Spanish cedar which looks like mahogany, so he is using Apple wood for that. The rest of the planks were white cedar, so he is using Castello boxwood for them. Looks like a great model that should keep you going over the holiday season, mate.

Due to a high level of interest in the painting technique used by John on his just completed model of the *English Pinnace*, he has sent us additional details on how he achieved such a fine finish.



Here is the surface preparation technique John uses prior to applying the finishing coats:

He used "Tamiya" grey primer in a spray can to seal the wood. The *Pinnace* is planked in basswood, so it took a few coats of primer to achieve a smooth surface. He used at least four coats, sanded in between coats with 600 and 800 grit dry sandpaper. Any nicks or dings that showed up were filled with "Squadron" putty in between the coats of primer. Note that, if planking in a denser wood like pear or boxwood, not as many coats of primer will be needed.

The key to a fine paint job is good surface preparation. It has to be perfect before you apply the color coat. John used only one or two coats of the final color.

Our thanks to our mate, **John Pocius**, for sharing this valuable information with all of us. If you follow his suggestions, you, too, can achieve beautiful results.

ACTIVE SHIP PROFILES

● USS *Sioux City* (LCS-11) ●

The USS *Sioux City* (LCS-11) is a *Freedom*-class littoral combat ship of the United States Navy. It is the first ship named after Sioux City, the fourth-largest city in Iowa.



The ship was commissioned at the United States Naval Academy in Annapolis, MD on **17 November 2018**. The ship will be assigned to the Fifth Fleet in the Persian Gulf with Littoral Combat Ship Squadron TWO.



The littoral combat ship (LCS) is a set of two classes of relatively small surface vessels designed for operations near shore. It was designed to be a networked, agile, stealthy surface combatant capable

History



United States

Name: *Sioux City*
Namesake: Sioux City, IA
Awarded: 16 March 2012
Builder: Marinette Marine
Laid down: 19 February 2014
Launched: 30 January 2016
Sponsored by: Mary Winnefield
Acquired: 22 August 2018
Commissioned: **17 November 2018**
Status: In active service

General characteristics

Class and Type: *Freedom*-class littoral combat ship
Displacement: 3,500 metric tons (3,900 short tons) full load
Length: 383.3 ft (115.3 m)
Beam: 57.4 ft (17.5 m)
Draft: 13 ft (4.0 m)
Propulsion: 2 Rolls-Royce MT30 36 MW gas turbines, 2 Colt-Pielstick diesel engines, 4 Rolls-Royce waterjets
Speed: 45 knots (52 mph; 83 km/h)



of defeating anti-access and asymmetric threats in the littorals (coasts). Littoral combat ships are the American equivalent of corvettes.

ref: https://en.wikipedia.org/wiki/USS_Sioux_City

The Rogers Collection of Dockyard Models

At the U.S. Naval Academy Museum

Volume II

Third Rates

by Grant H. Walker

Distributed by: Sea Watch Books, LLC, Florence, Oregon

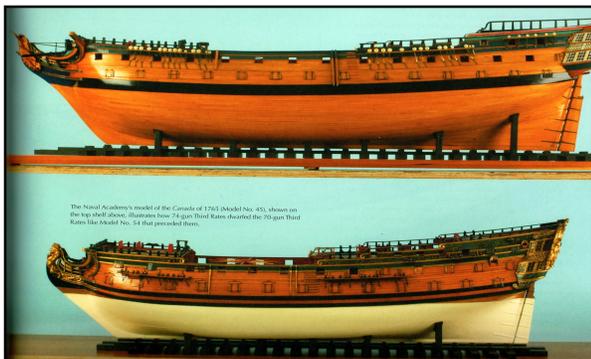
10" x 11.75", Hardcover, 299 pages, index

ISBN 978-1-7320162-2-4

One of the most anticipated books to be offered by Sea Watch Books has finally arrived. Grant H. Walker's 2nd volume of *The Rogers Collection of Dockyard Models at the U.S. Naval Academy Museum*, which focuses on the third rates in the collection was well worth the wait.

With over 800 colored photos this offering is a visual treat. For the sake of comparison, many illustrations are also supplemented by numerous photos from other sources, which include the National Maritime Museum archives and private collections.

There are ten 3rd Rates in the Rogers Collection. Nine are English and one is a rare Spanish two-decker from the latter part of the 18th Century. Mr. Walker presents these models in chronological order beginning in the 1660's, and culminating with the *El Terrible* in the 1780's.



They are fairly consistent in scale, and comparisons are made, which allow the reader to better understand how this class of vessel evolved over an extended period of time. Considerable insight is provided in this respect.

All ten segments begin with a table that provides specifications on the featured model, and, in most cases, compares the subject with establishments and/or comparable vessels built during that period. It's interesting to note that the model's dimensions may be similar but not exact. Walker points out that this is further complicated by the fact that the Establishments of 1706 and 1719, which set the standards for construction of many of these ships, are quite close to each other in many respects. Confusion concerning the scale of these models often resulted in many historians misstating what rate the models represented. This made identification all the more difficult.

These tables are followed by introductions that discuss numerous facets of the model and/or the ship or class of ship they may represent. Interesting facts are brought to light concerning the men and political climate that influenced the vessel's design. In one essay the author shares the circumstances under which Fred Avery, the Naval Academy Museum's first curator, discovered that model no. 34, possibly the 70-gun *Monmouth* of 1718, was a split hull.



A photo of this amazing dockyard model graces the dust jacket of this book.

The first vessel discussed is an unidentified English 3rd Rate of 50-60 guns, which dates to the Commonwealth Period of 1650-1654. It is one of the oldest dockyard models in the world. The author immediately sets a re-



markable standard for the entire book with magnificent external and internal photos. These provide the basis for considerable discussion concerning historical construction techniques on the actual ships, and later restoration efforts on the models.

This last item is one of the more intriguing aspects of the book. As every model is described, it becomes more apparent that this is a dominant issue that often impacts these beautiful dock yard models in a negative manner. Much of the repairs on these two-deckers were performed by modelers in the 20th Century after Rogers obtained

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"Third Rates", continued from Page 5

each piece. Grant Walker makes a valiant effort to identify this work and rationalize why modern-day modelers made changes to these remarkable pieces that were questionable at best, and, in some cases, amateurish, or downright wrong. Walker also points out instances where earlier restorations or repairs also exhibit poorly executed workmanship, which is even evident to the untrained eye.



Nevertheless, Mr. Walker is quick to point out that these models are still true historical treasures

While maintaining these amazing models, one difficult decision that had to be made was whether anachronisms should be corrected since they are part of the provenance of the model. An excellent example is one of the jewels



of the collection, the *Prince Frederick*, 70 guns (1714/15). The author provides considerable insight as to how the final decision was made to make the changes, and what they were.

Only six of the ten 3rd rates in the collection are referred to by a name, and even these, to some extent, can be questioned due to features they possess that are inconsistent with the specifications for vessels that were built during those periods. Nevertheless, Mr. Walker makes a concerted effort to link these models with known facts.

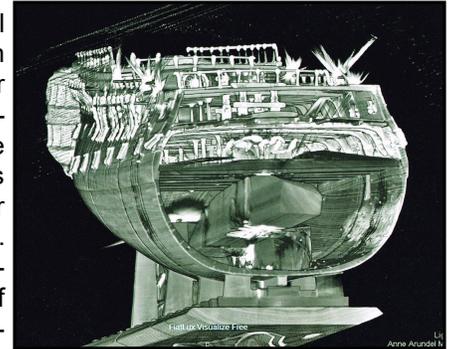
One excellent example is Model No. 8, an 80-gun ship of the 1690's, which Walker refers to as "Associated with the *Sussex* of 1693." This pristine model offers a number



of features that narrow its identity down to three possible choices. However, there is one bit of evidence hidden in plain sight that would apparently remove all doubt that the model is indeed *Sussex*. Nevertheless, Walker takes a cautious approach, and offers possible reasons for this not being the case.

This mindset serves the author well and is evident throughout the book. In numerous cases, when evaluating these models, Walker offers reasons why he disagrees with earlier experts such as RC Anderson, Henry Culver, Fred Avery, and C. G. Davis. This all makes for interesting reading.

The essays on all ten 3rd rates contain numerous interior images of the models. These are the result of photographs taken with a fiber optic endoscope. The model most subjected to this type of research with modern scientific instruments



was the 74-gun *Canada*. The author relates a fascinating story about how this pristine model was originally thought to be *Triumph* of 1764. Through a chance occurrence, it was proven to be otherwise, and a lengthy process of detective work ensued. The research would be aided, for the first time ever, by X-ray technology. This magnificent model would grudgingly give up its secrets, only to present new mysteries. The author refers to this British 3rd Rate as one of the most challenging models in the Rogers Collection to identify. It was only after employing CT scan technology that a better understanding of this model ensued.

The Rogers Collection of Dockyard Models, Volume II, features an oversized 10" x 11 3/4" format printed on gloss paper. This book is a remarkable achievement and would be an excellent addition to the library of any maritime historian or model ship builder.

Reviewed by Bob Filipowski



Arlington Heights, IL 60005

