



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ February 2014

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the January 2014 meeting promptly at 7:15 with 29 hands aboard.

Considering it was January, fourteen degrees outside, and with a threat of snow, we still had a great turnout! Thanks to all for such great club support.



Airbrush workshops were discussed and, judging by the show of hands, it looks like we would have to set up two sessions in the not too distant future. Kurt Van Dahm is our resident pro on this topic, so the workshops will take place at his studio in Westmont. More on this later.



An interest was shown in sourcing miniature threaded nuts and bolts and Kurt has suggested going on the web at [www.scalehardware.com](http://www.scalehardware.com). Such hardware can also be found at various railroad hobby stores or on the web at [www.grandtline.com](http://www.grandtline.com). Also check our club web site.

Kurt also provided us with information on several events of interest at the Wisconsin Maritime Museum coming up this year:

- Saturday, March 29 at 1:00 p.m. *"The Busy Boatyards of Racine"* presented by our own Steve Wheeler.
- Saturday, April 5 at 1:00 p.m. *"Maritime Aspects of the 1893 World's Columbian Exposition"* presented by our own Bob Filipowski.
- Friday-Sunday, May 16-18. *38th Annual Midwestern Model Ships and Boats Contest & Display*. Great weekend, mates. You should plan to be there.

The 2014 Tri-Club Symposium will be held on September 20th, so mark your calendar and plan to attend. Bring a model to show, don't forget the flea market and let Kurt know, if you have ideas on presentations you'd like to see.

News from the **NRG**: This year's Conference will be held on October 16, 17 and 18 at the Sheraton Westport Chalet Hotel in St. Louis, MO. A special room rate has been arranged. For those flying in, shuttle service will be available from Lambert St. Louis Int'l Airport. More on this later.

### 2013 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 394-0757
Vice Pres (Flag Captain)	- Paul Pollowy .....(847) 298-0563
Treasurer (Ship's Purser)	- Allen Siegel .....(847) 446-7248
Secretary (Ship's Clerk)	- Tony Serigos.....(847) 392-3275
Newsletter Editor	- John Mitchell .....(847) 392-2259
Photographer	- Leon Sirota .....(847) 541-6285
Web Master	- John Pocius.....(630) 834-9477
	- johnpociusdesign@att.net

## February Meeting Notice

### Folk Model Restoration

*By Doc Williams*

The February meeting will feature another fascinating restoration. Doc Williams will discuss his techniques for restoring a very old family heirloom that presented issues unique to this type of ship modeling work. Restorations can be more challenging than building from scratch. Find out why.

Our next meeting will be at 7:15 p.m.  
Wednesday, February 19, 2014  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## ● Restoring a POW Model ●

*By Gus Agustin*

Gus looks happy and relaxed in this photo of him and his restored model. His mood was anything but when he first opened the shipping container and viewed the model. While building miniature models are no problem for Gus, working on a 200-year old piece of history was a completely new experience for him. He says he was worried!



See "POW Model", Page 2

## The Forecastle Report, Feb. 2014 - P.2

"POW Model", continued from Page 1

Gus' friend had purchased this Napoleonic-era bone model made by prisoners of war of the time and wanted Gus to evaluate his find. Unfortunately, the model was not properly tied down for shipment and the results were, frankly, frightening.



Typical bone model for sale



Model as purchased



Model as received by Gus

Main and mizzen top-gallant masts were broken off as was the starboard stern davit. How does one fasten bone together?

Gus learned you don't.



His parts he prepared by inserting pins into the center for and then gluing them on "Elmer's" white glue.

In order to fasten the hull to the base, a hole was drilled through the keel and two holes through the base. Then a wire was threaded through the holes and wound tight under the base.

solution was to replace the using chicken bones inserting pins strength with



Final results look as good "as purchased" but, owing to its historical significance, never as good "as new". After all, one has to respect the over 200 years of "patina" that went into creating its true value. A really amazing job, mate!

## ● Ships on Deck ●

Bob Filipowski led off with his "Model Shipways" *English Longboat*, explaining that he had added an



extension to the transom so that an anchor davit could be added. Another item to be added were



the risers needed to hold the thwarts. One such was shown, which had been pre-bent and featured simulated nail heads made from black paint brush bristles. Unique use of materials, mate.



Kurt Van Dahm is building the "Model Shipways" 1776 Gunboat *Philadelphia* (1:24) (from the battle of Valcour Island) and says it is a great kit with fine basswood parts carefully cut to provide ease of assembly.



The hull has been planked (with some heat bending required), the ceiling planked and more than half of the floors installed.



The decks supplied were two piece sheets with very light laser markings to define the individual planks. Kurt opted to hand plank the decks and could use the markings as guides for plank widths, as this model was designed using "Smithsonian" drawings of the actual ship taken off the relic raised from Lake Champlain back in 1935. Kurt found it was easier to install individual planks up in the bow than it would have been to fit in a whole sheet. That is the only departure he has had to make in the kit so far. You're going to have an impressive end result, mate.

See "Ships-on-Deck", Page 3

## The Forecastle Report, Feb. 2014 - P.3

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

In a real departure from his usual work, Kurt has also taken on a restoration job on someone's very nice model of the HMS *Pandora*.

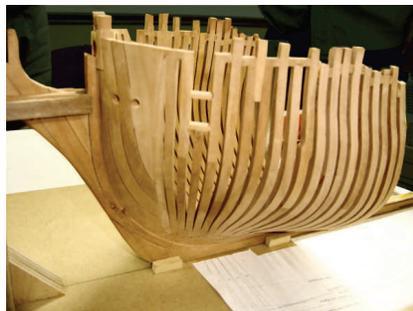


The ship looks like it had taken hits to its fore and main top masts but, after lifting the broken pieces into



place, Kurt found the repairs will be easily fixed (i.e. not too much rigging required).

**Helmut Reiter's** 1:48 model of HMS *Pegasus* is showing careful progress from both bow and stern. Sixteen more frames have been cut and installed with great attention to fine details, such as alignment. Helmut says, with feeling, that he only has about forty more to go and that makes him about half way to completion.



The wood he is using is Swiss pear with very little grain, so he is able to fill



any "deficits" so they don't show. To hold the frames together he spot glues in temporary blocks while he is truing up the hull, first with a "Dremel" burr and then with home made sanding sticks.

Thanks mate, we're enjoying every minute of your work.

**Walt Philips** says he hasn't done anything to his scratch-built model of the lobster smack *Emma C. Berry* since it



was shown last, but it looks to have taken on some very interesting details down below. Looking closely, you can see bunk beds and a galley, as well as other built-ins.



Walt's main concern this evening was how to make authentic-looking mast hoops and he got several suggestions from the members. Another challenge he took on was making brass fastenings. Miniature nuts and bolts were the big problem and Kurt gave him a reference to a web site where he could order them (see *Scuttlebutt*).

**Paul Bien** proudly announced that he had finished his 1:48 "Model Shipways" kit of the 1885 stern-wheeler *Chaperon*. And proud he should be, as the results he has achieved, after working on her for a year and a half, are top-notch.



See "Ships-on-Deck", Page 4

## The Forecastle Report, Feb. 2014 - P.4

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

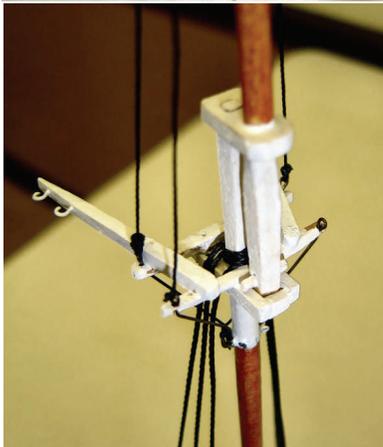
He credits part of his success with an article authored by Kurt Van Dahm on how to build this model. Changes to



the kit were mainly in using a simulated tar paper covering for the roofs and the addition of door knobs made from brass nails.

Congratulations, mate, for launching a beautiful ship.

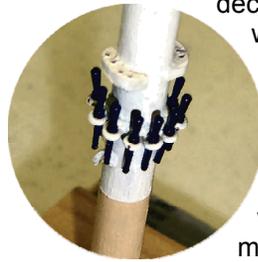
**Doc Williams** announced, not without a hint of relief, that he has finally finished the whaleboats that go with his "Model Shipways" kit of the whaler *Charles W. Morgan* (1:64). His perseverance was well rewarded, as the results look very authentic. The oar locks were made by first



forming an eyelet over a round object, then cutting it off and adding a drop of glue to the tips before painting it black.

The main mast is in the process of being rigged with the top, top-gallant and royal shrouds in place. The lower shrouds are in, but will not be attached until

the mast has been stepped. The yards and their rigging will also be added to the masts before the masts are stepped. One challenge for Doc is installing the main shroud, which has to run down from the main mast, through the lubber's hole and on down through an opening in the anchor deck. He had to pre-rig a "fish" to haul this shroud in place through the decking, so



w e ' r e  
w i s h i n g  
h i m  
a l l  
s u c -  
c e s s  
i n  
t h i s  
o p e r a t i o n .  
H e r e  
a r e  
s o m e  
n i c e  
v i e w s  
o f  
t h e  
c r o w ' s  
n e s t  
a n d  
t h e  
m a s t  
b e l a y i n g  
p i n  
r a c k .



**Gordon Field** is making progress on his 1:48 model of the pilot schooner *Katy of Norfolk*. We erred last month in stating that this was scratch-built when, in fact, it is a plank-on-bulkhead "Model Shipways" kit that replaced the former solid-hull kit and was, itself, discontinued from their assortment.



This makes Gordon's model somewhat unique.

Now that the decks have been installed, Gordon is unsure about how to proceed with adding the waterways. Plans for this model don't give him specific details on width and so he is looking for some guidance on this. He feels the parts he has built are far too wide but he doesn't know the correct proportion between deck plank and waterway width.

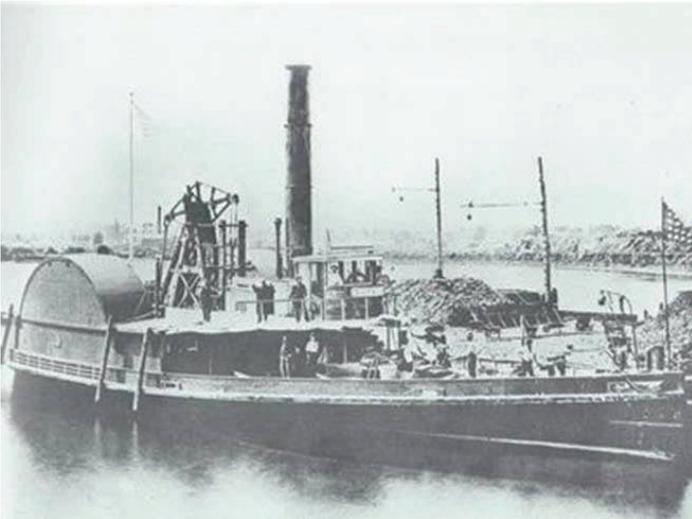


What look like gun ports in the hull are, in fact, scuppers. A great looking model, mate. Your working base is a first rate job in itself.

## Historic Ship Profiles

### ● The Tug *Seth Low* - 1861 ●

The *Seth Low*, of the New York Harbor Co. fleet, a side-paddle steam tug, was built in 1861 in Keyport, New York, for general towing duties in New York Harbor. Shortly after the outbreak of the Civil War she was chartered by the War Department and thus available for a historic assignment in 1862 - towing the USS *Monitor*, the Union's first ironclad, from New York Naval Shipyard in Brooklyn to the Chesapeake Bay.



The day after their arrival in Hampton Roads, the *Monitor* did battle with the Confederate's ironclad *Merrimack*. The *Seth Low* stayed on in the Chesapeake Bay area during the



War, seeing service along the Bay and in the rivers and estuaries of the region.

After the Civil War, the *Seth Low* returned to New York and resumed her private duties. Besides towing, she served as an excursion boat and a "head boat", carrying fishing parties from the New York Harbor. The 1880's found the *Seth Low* in Florida, towing in and out of the St. John's River near Jacksonville. She caught fire on November 2, 1888, while alongside her dock and was a total loss.

Article courtesy Kurt Van Dahm sourced from "On The Hawser".

### ● USS *Philadelphia* - 1776 ●

*Philadelphia* is a gunboat (referred to in contemporary documents as a gundalow or gondola) of the Continental Navy. Manned by Continental Army soldiers, she was part of a fleet under the command of General Benedict Arnold that fought the 11 October 1776 Battle of Valcour Island against a larger Royal Navy fleet on Lake Champlain.



Although many of the American boats in the battle were damaged in the battle, *Philadelphia* was one of the few actually sunk that day. On the days following the main battle, most of the other boats in the American fleet were sunk, burned or captured. She is one of a few such vessels used during the American Revolution to be raised.

In 1935, amateur military marine archaeologist Lorenzo Hagglund located her remains standing upright at the bottom of Lake Champlain, and had her raised.

#### Career

Namesake: City of Philadelphia  
Builder: Hermanus Schuyler  
Laid down: July 1776  
Launched: August 1776  
Fate: Sunk, 11 Oct. 1776  
Raised, 1935  
Status: On public display

#### General characteristics

Type: Gundalow  
Displacement: 29 long tons  
Length: 53 ft (16 m)  
Beam: 15 ft (4.6 m)  
Draft: 2 ft (0.61 m)  
Complement: 45  
Armament: 1 x 12-pounder gun  
2 x 9-pounder guns

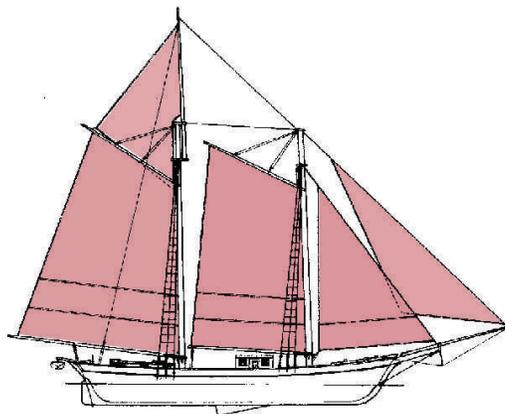


Bequeathed to the Smithsonian Institution in 1961, *Philadelphia* and associated artifacts are part of the permanent collection of the National Museum of American History, in Washington, D.C. The vessel is listed on the National Register of Historic Places and is a National Historic Landmark.

Article source: *Wikipedia, the free encyclopedia.* en.wikipedia.org.



John R. Mitchell, Editor  
2011 N Charter Point Dr. • Arlington Hts., IL 60004



# Forecastle Report

Newsletter of the Midwest Model Shipwrights  
[www.midwestmodelshipwrights.com](http://www.midwestmodelshipwrights.com)