



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ February 2015

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the January 2015 meeting promptly at 7:15 with a crew of 27 on deck. Since there were no visitors to introduce, Bob moved directly on to club business.

On a note of great concern for the future of the *Tri-Club Symposium*, **Bob, Kurt Van Dahm and Doc Williams**, citing a lack of member support, have ended the current planning committee's participation in this event. Assistance was offered to help any volunteers willing to organize and carry out any future symposiums. Anyone willing to take on this task should contact Bob, Kurt or Doc.

PURSER Allen Siegel reports that membership renewals for 2015 have been very strong but, for the few of you still unpaid, a \$20 check in the mail to Allen (843 Bryant Ave, Winnetka, IL 60093) or at the February meeting will be appreciated. Thanks mates.

The call is still out for suggestions on meeting presentations for 2015. If you have a program you would like to see, please let **Bob Filipowski** know, so he can try to work it into the schedule.

Kurt Van Dahm updated us on the latest **NRG** news and reported on the results of a recently held training "Webinar" shared with a test group around the country. Response was very positive with special praise for the audio and video quality as well as a lack of any transmission interruptions. Bodes well for future efforts along these lines.

On the subject of the **NRG** National Conference in Mystic, CT, (22-24 Oct) hotel arrangements have been made with the newly completed Mystic Hilton for a special conference rate of \$145 per night - a real bargain in that area. Participant badges will allow entrance to Mystic Seaport for Wednesday - Sunday and there is a "behind-the-scenes" tour on Thursday arranged, as well. This should be way better than the usual "tourist" offerings.

Dates for the Manitowoc show are May 15 - 17, 2015 and the word is that you should start planning now, if you want to show a model. Check with Kurt or Bob to get all the information on the important registration details.

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February Meeting Notice

Gudgeons & Pintles - Part II

By Bob Filipowski

Bob will take up where he left off last month to finish his symposium on making Gudgeons & Pintles.

We're sure everyone who has seen Bob's presentation will profit by the experience and become a better modeler as a result. Don't miss this final installment.

Our next meeting will be at 7:15 p.m.

Wednesday, February 18, 2015

At: **The South Church**

501 S. Emerson Street

Mount Prospect, IL

● Gudgeons & Pintles - Part I ●



Bob launched his 2-part presentation by giving us a detailed look at the gudgeons & pintles he created for his model of the "Model Shipways" *British Long Boat* kit.

Since this was a much smaller and lighter vessel with a much smaller and lighter rudder, the gudgeons & pintles needed to be proportionately smaller in scale than would be found on a full size sailing ship.

For this model, Bob selected a more simplified construction method over the method he will show us in his Part II presentation next month. Whether you choose to make brass strips like Bob did or just buy ready made brass stock, the overall method remains the same.

To make brass strips that are thin and very straight on their edges, Bob first glued brass sheet stock between two strips of hardwood using (spray on) contact cement. When the glue was properly set, he then cut straight strips using his "Preac" table saw with a 152-tooth, 0.026" slitting saw blade. This gave him very fine edges on the brass, which required only minimal de-burring. Wood and brass were separated by immersion in an acetone bath.



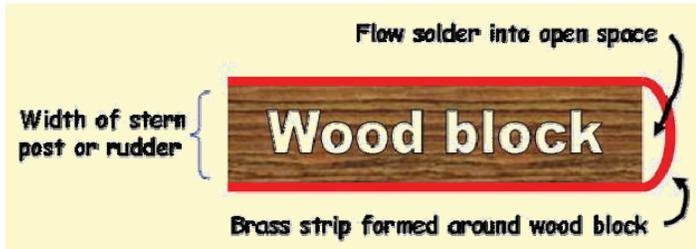
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(care should be taken to have proper ventilation in the work area and to avoid exposure to open flame or high heat sources when using acetone).

Next, a small wood block was cut from scrap stock equal to the thickness of the rudder and one of the brass strips was formed around it with a bow at one end.

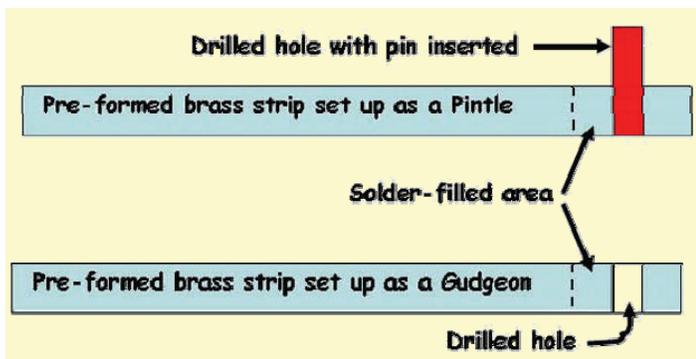
Solder chips using lead-free "Stay-Brite" solder were then inserted into the open space where the brass strip



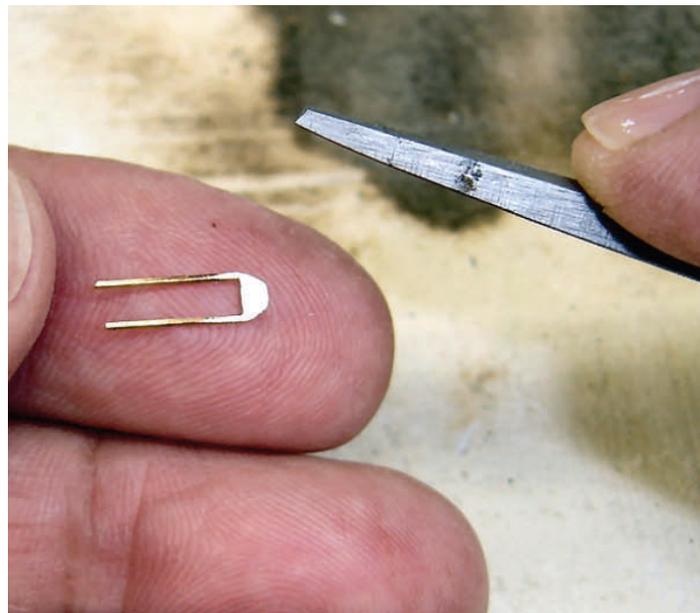
formed a pocket and heated with a soldering iron to fill the space (hint: while solder still molten, tamp down or skim off excess solder flat with the brass strip).

Once the solder has set and any excess has been filed off top and bottom, remove what is left of the wood block (it may have become scorched by the heat applied).

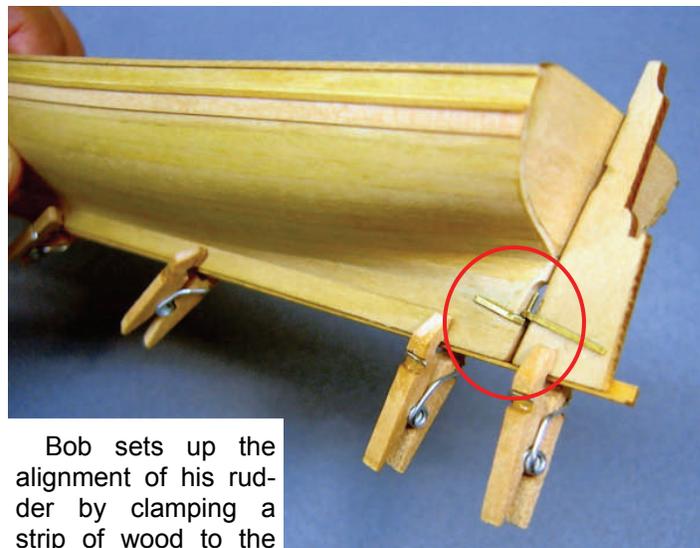
To create the Gudgeon, drill a hole in the center of the soldered pocket slightly larger than the diameter of the pin you will use to create the Pintle. To create the Pintle, drill a similar hole exactly the diameter of the pin and glue a pin in this hole using cyano cement.



In the case of the Long Boat, the pintle was attached to the stern post and the gudgeon to the rudder at the bottom. This would have made it easy for the coxswain to ship and unship the rudder. On a full size ship, the pintles are usually found on the rudder with the weight of the rudder holding them down in place over the gudgeon. A rudder could, however, become unshipped in a heavy following sea, thus the safety chains attached from rudder to hull. To finish off this project, you can drill small holes in both the gudgeon and pintle straps before mounting them on the model and then insert small nail heads or wire to simulate nails once the straps are mounted.

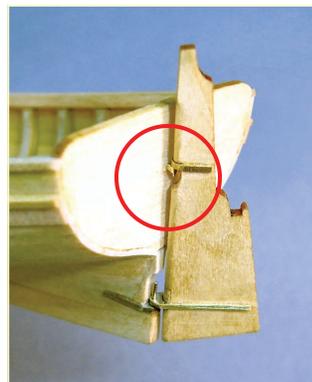


Here is the finished product before any holes were drilled into the solder-filled area. Bob has just finished filing down the part to remove any burrs or high spots in the solder.



Bob sets up the alignment of his rudder by clamping a strip of wood to the bottom of the keel as a guide and then clamping the rudder to the guide. You can see the pintle positioned on the stern post with the pin pointing up and set into a notch in the stern post.

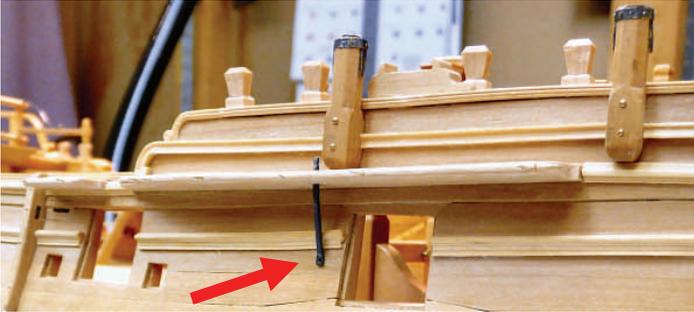
In the photo at right, the rudder is finally mounted with a pintle on the top of the rudder which drops into a ring bolt on the transom while the bottom has the pintle on the stern post and gudgeon on the rudder.



Thanks, Bob, for the great tips on making gudgeons and pintles and for a very enjoyable evening. We're all looking forward to seeing Part II.

● Ships on Deck ●

Bill Maxwell has taken a break from the carving work on his model of HMS *Fly* by starting the ship's channels. His channels are pinned with brass rod to provide more strength and then glued as normal. The molding strips are held on with brass rod which will be replaced with dowels after the chains are in place.



In the photo above, the starboard fore channel has the iron support (square brass rod) stuck in place. A small plate and holding wedge will be added to the top of the channel and then the bar bolted to the hull.

Inspiration for his effort has been *Model #43* at the Naval Academy Museum. Great attention to detail, mate.



Bob Sykes has finally **LAUNCHED** his 1:75 "Corel" model of the French *La Mirage* and she's a beauty! When we last saw her in the December, 2014 issue, she was without all her "sticks and string", so the



job he did between then and now is really remarkable. The rigging is very neatly done and all of the kit's inconsistencies have been nicely corrected. Bob says this model is really part scratch built, as he replaced a lot of the kit's wood stock and corrected many design problems on the hull. Three cheers, mate, for a job really well done.

Ken Goetz has **LAUNCHED** his 1:57 "Mamoli" model of the *Blackbeard's Corsair*. Another remarkable completion,



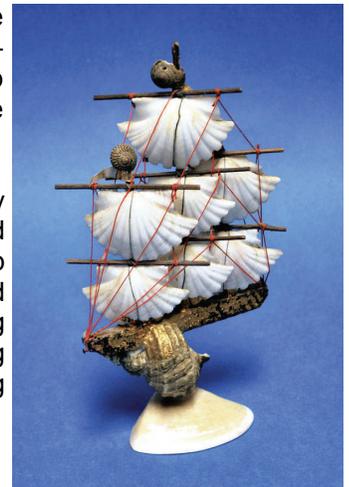
as Ken was just starting work on the sails when we met in January. With such a fine result, you would hardly know what problems this kit gave Ken, but he

overcame the typical "imported" kit deficiencies and created an outstanding model. Ken says this was NOT a beginner's kit, as the in-



structions were so vague that you needed some basic knowledge of ship building to finish the model. Great job, mate.

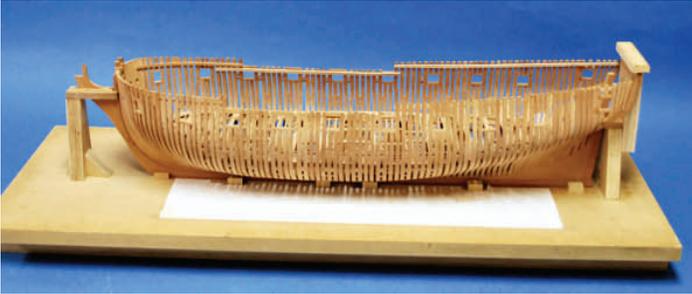
Al Opitz found this curiosity at an estate sale recently and he couldn't resist picking it up to show us. One-of-a-kind folk art is always interesting when it deals with anything nautical. Thanks for thinking of us, mate.



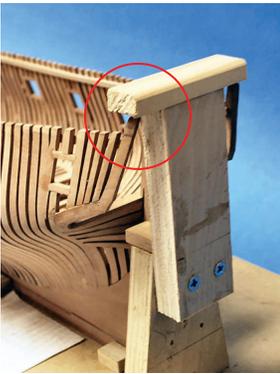
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Helmut Reiter had a long dry spell with no modeling activity on his 1:48 model of *Pegasus* - he says he needed a



rest to recharge his creative spirit! Not an uncommon occurrence among modelers, who sometimes need to step back and refocus their efforts. Tedium was the most difficult aspect of his work in having to do so many repetitive framing tasks. In order to get going on the lower deck, Helmut says he took some small "liberties" with the



plans by leaving out some carlings. Since the lower deck will be mostly covered over, we're sure he will be forgiven. To prevent all too frequent accidents breaking things off his hull,

Helmut designed his working frame to protect the vulnerable parts. Great idea, there, mate.

Allen Siegel, just back from a sick bay tour, has taken up his work on Henry Hudson's *Half Moon* (1:50) and says it represents "hard won fun". Wales were the first hurdle, which he has redone. Planking was done in Swiss pear



wood above the wales to give the hull a nice reddish brown color, and cherry below.

Since the real reason for building this model was to develop skills in planking, the hull will not be painted. Dull coat will be applied to reduce the shine.

Bob Filipowski found some very neat and very thin fly tying line in #08 and #06 while on a shopping trip to "Cabelas" sporting goods store. Says it really works for seizing, rat lines, etc.

Another find of Bob's was the latest "Dremel" rotary tool, which has a digital variable speed control and a very long life, rechargeable battery. The drill comes with a small assortment of attachments and the recharger.

Last but not least, Bob brought in the book he reviewed last month: "17th Century Dutch Merchant Ships". Twelve different ships are covered plus 24 sheets of scale drawings, which are all useful for model building. A really great book for anyone interested in building a Dutch ship.

Bob explained that the strange, narrow decks on Dutch ships was the result of an attempt to reduce charges levied by the Danes for passage into the Baltic Sea based on the area of a ship's deck.



Glen Estray found plans on line for the Catboat *Snorky*, which were reproduced from old "Popular Mechanics" magazines. Using scrap bass wood, Glen built up the hull in 3/4" scale and then inserted bits of brass rod to simulate the brass screws that would have been used to fasten the hull together. Unfortunately, staining the basswood resulted in a not so beautiful result, so Glen painted it over - so much for the neat brass screws. Oh well!



The job he did on mounting the rudder and the very neat gudgeons & pintles he made are really first rate. Great effort there, mate.

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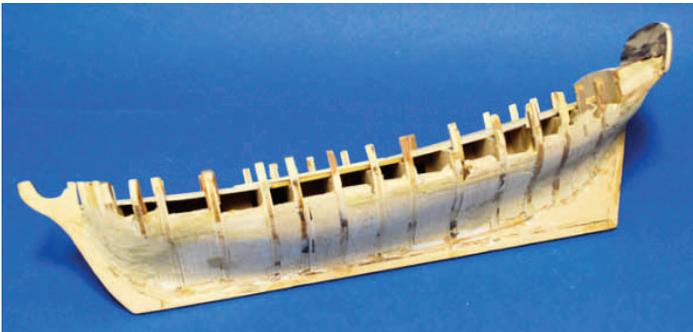
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Gordon Field restarted work on his 3/8" scale scratch built model of the *Pinky Dove* from plans found in one of *Chappell's* books; this after 20 years on the shelf! Some of his planking didn't suit, so he did the right



thing, tore it off and re-planked portions of the hull. Now totally satisfied, he's starting work on the deck. The lines on this hull are really very beautiful and will result in an excellent model, we're sure.

Sid Wotman's 1:64 model of the privateer *Fair American* is now half finished with the main deck started and the

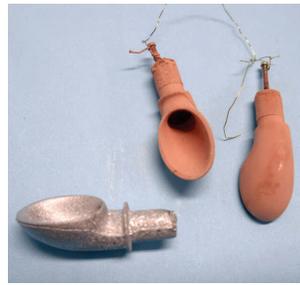


Looking good, mate.

Steve Wheeler is building a model of the *US One Design* sailboat that he crewed on some 45 years ago. Finish on the cabin is brushed on Floquil "flat finish" and the whole model will be clear-coated when done.



The ventilators were made by copper plating a mandrel made of Cerrobased tin-bismuth alloy that melts at 156°F. After plating, they were polished and then



the mandrel was melted out in boiling water. Some mandrel material remained inside the part, making them very solid. What a great technique! Thanks, mate.



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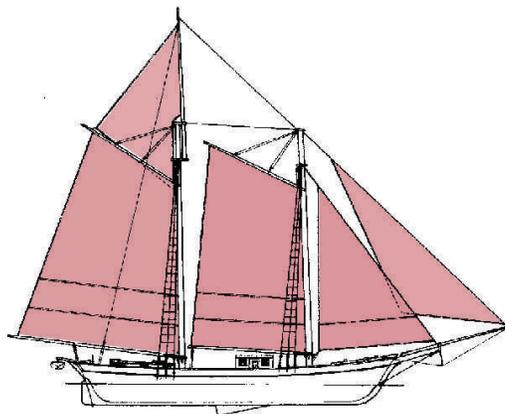


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