



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ February 2012

● Scuttlebutt ●

COMMODORE Gus Agustin opened our January meeting at 7:30 sharp with 25 hands aboard. There being no guests or visitors to introduce, we moved on to current news topics.

Kurt Van Dahm advised that the **2012 NRG Conference** to be held in Portland, Maine will start Wednesday, 12 May. Further details will be posted on the **NRG** web site as they become available (www.theNRG.org).

Three of our members (**Bob Filipowski** - *Spiling*; **Kurt Van Dahm** - *Upgrading Your Model*; **Steve Wheeler** - *Metal Plating in the Home Workshop*) are among the scheduled speakers at the **2012 NRG Modeler's Symposium** being held Saturday, April 21, in Beaufort, NC. The North Carolina Maritime Museum will be this year's host. For additional information or to register, go to the **NRG** web site.

The **Chicago Maritime Festival** will again be held at the Chicago Historic Museum, Clark & North Streets, on February 25th. An entrance fee will be charged for the day's activities but it is said to be well worth the price (est. \$25).



Ken Goetz reported that 29 members had paid their yearly dues, as of this date, with 17 more in his sights. If you haven't paid, please do mail your check for **\$20.00** to Ken or bring it in to the February meeting.



Ken Goetz
3302 Sarah Street
Franklin Park, IL 60131

After February 15, unpaid members will no longer be eligible to receive the monthly news letter. So, as Capt. Aubrey urged on his crew, "Quick's the word and Sharp's the action". Thanks mates.

2012 OFFICERS & STAFF

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February Meeting Notice

Introduction to the Lathe for Model Makers

Due to technical difficulties, Gus Agustin was not able to show the very excellent Power Point presentation entitled: "Introduction to the Lathe for Model Makers" that he received from our fellow member down under (Australia) Kevin Hudson.

This month Gus guarantees success, and says that all model makers will get something valuable from this session.

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

● Spotlight on Members ●

We're turning the spotlight this month on our Photographer, **Leon Sirota**, to highlight the great effort that he has been making month after month to record all the beautiful



ship models we create. Leon has a talent for showing them all at their best. Thanks to his efforts, we are not only able to produce our newsletter to a high standard, but populate our web site to the joy of all who visit us there as well. Thanks, mate, for the great work you do.

● Ships on Deck ●

Ralph Martin, one of our newest members who lives in Leawood, KS, has sent us a few photos of both his com-



pleted and current projects. The “Model Shipways” kit of the Baltimore Clipper *Dapper Tom* (above) was converted from solid hull to plank-on-bulkhead, making it practically a scratch-built model.

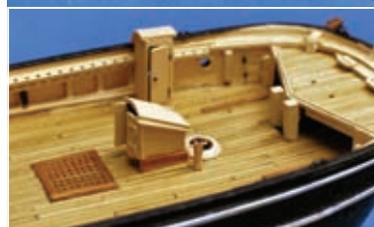


The *Enterprise* by “Constructor” (above) is Ralph’s current effort. We are sure you will agree that his results are outstanding. Thanks, mate, for giving us a look at your fine talents. Hope to hear from you again soon.

Dick Samojla brought in an old kit of the schooner *America* (1:64) he bought at one of our flea markets. Dick requested help in finding a set of plans for the schooner, since they were missing from the kit. Contact Dick direct.

Ray Oswalt brought in a dental drill rig with a number of special hand pieces for various drill bit sizes. The extra hand pieces are for sale, so contact Ray directly, if you have an interest. Ray also offered several DC motors for anyone free. If he hasn’t already found homes for them, you may still be able to get one by contacting Ray direct. Thanks, Ray, for the offers.

Doc Williams made good on his plan last month to complete the anchor deck and associated details on his 1:64 scale model of the whaler *Charles W. Morgan* (Model Shipways kit). We were treated to some really fine work



on the forecastle entrance, lights and head, as well as the catheads, which were built in two parts. Next up will be the

“Try Works” - the heart of a whaler and an subject that has been covered in some detail here in Forecastle Report. So, Doc, you’ll have lots of support tackling it.

Fred Widmann showed his completed “Dumas” kit of the 1940 *Barrel-back Speedboat* (1:96). This was Fred’s first



boat model but, as skillful as the results are, his learning curve was very short. Fred went to “The Boat Wizzard” on the web to find out about how to do fiberglass. The finish is multiple coats of epoxy diluted 50/50 with rubbing alcohol and wet sanded between coats. Great job, mate!

Paul Bien also showed us a “Dumas” kit. His was the *Brooklyn Tug* converted to the Pennsylvania RR Tug *Altoona* (1:32). Paul’s model will float and has be equipped with radio control and electric drive.

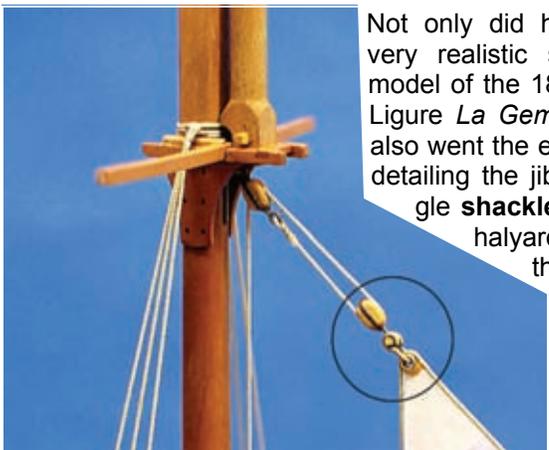


A beautiful result, mate.

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Ships-on-Deck, continued from Page 2

Helmut Reiter never gives up. His first try at sail making drove him to improve his techniques and the results were well worth his efforts.



Not only did he create a very realistic sail on his model of the 1863 Tartane Figure *La Gemma*, but he also went the extra mile by detailing the jib head cringle **shackled** to the jib halyard. He noted that he found it impossible to make a shackle at the 1:48 scale of



this model. Never the less, Just to see this detail is fascinating. The deck hardware is spot on, as well, as the photo above will attest. Our hats off to Helmut for his skill and persistence in creating such fine detail.

Gus Agustin doubled down on his 1:384 "Book Model" of the *Stuart Royal Yacht* by creating a fully rigged sister ship. As ever, Gus has created another masterpiece wor-



thy of any museum's collection. The models Gus builds are truly the bottom line of miniatures and we're very lucky to see them up close and personal. Thanks, mate!

Bob Filipowski has been busy working on the cabin for his schooner *Arrowsic* (1:64). He has planked and installed windows on three sides and is working on building companionway doors. The cabin was especially difficult to build, as it was not a perfect rectangle. This required Bob to spile the side planks to fit. Great results, mate.



Allen Siegel brought hand carved meerwhet the appetite of among us. The work and some had a blance to ship's figure-sharing them with us



in his collection of schaum pipes to the carvers was very artistic strong resem-heads. Thanks for mate.

Ken Wallenberg showed us a fascinating, rather old and a bit worse for wear model of the *Centurion* ca 1736. This model had been unearthed by a friend who would like to find a new home for her. Anyone interested in taking on this potential restoration can contact Ken directly at (708) 456-2387. The asking price for this historical beauty is a mere \$40.00.



MV Mapleglen

By Bob Filipowski

There's something fascinating about viewing a large vessel operating within a restrictive environment such as a river, channel or canal. The photos in this article were taken by my daughter, Susan, while on vacation this



past summer. This was a case of being in the right place at the right time as the MV *Mapleglen* was passing the Lake Shore Road bridge just east of St. Catharines, Ontario. This Great Lakes cargo vessel had just entered the north entrance to the Welland Canal, which links Lake Ontario to Lake Erie.

This traditional styled straight deck bulk carrier was built at Collingwood, Ontario in 1960, and was originally christened the *Carol Lake*.



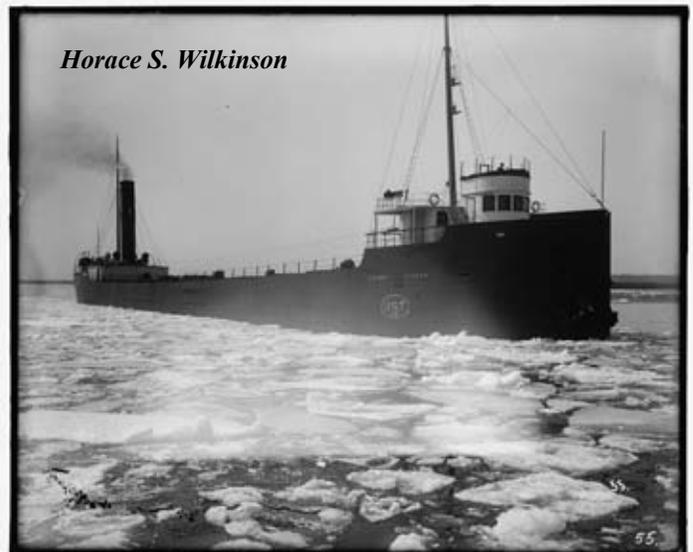
Capable of over 13 knots, this 17,000 ton vessel has a length of 715 feet, and can carry over 26,000 tons of cargo for a maximum draft of 27 feet.

It's interesting to note that, when built, this vessel's dimensions were limited by the newly completed St. Lawrence Seaway from Montreal to Lake Ontario. At the time the announced maximum length allowed was 715 ft.

The *Mapleglen*, which is home-ported in Montreal, has spent her entire career hauling iron ore from Gulf of St. Lawrence ports to various Great Lakes facilities, with return loads of grain being the north-bound cargo. She has served under four house flags, and has had three different names.

Research indicates that this vessel was involved in two reportable incidents during her career. The first occurred

on September 14, 1962, when she collided with the *Horace S. Wilkinson* in the Welland Canal. The damage to the "*Wilkinson*" was so extensive that she never sailed under her own power again. She was subsequently towed to Superior, Wisconsin where all her cabin super-



structure, engine room boilers, and auxiliary machinery were removed. The stern was squared off and notched to receive a tug, and the vessel became a barge with a new name, *WILTRANCO I*.

The second incident also occurred within the confines of a canal. On October 20, 1976, *Mapleglen* struck a lock wall in the St. Lawrence Seaway causing \$75,000.00 damage.

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These photos of *Mapleglen* offer an excellent study in faded and peeling paint and running rust. It's apparent that, overall, this "laker" has not received much mainte-



nance for quite some time. However, an excellent view of the aft portion of the bridge shows evidence of red-lead

paint, a type of protective primer. Also, the forward part of the bridge indicates that the peeling paint has been removed from the port side, and a grey primer, or new color, has been applied. So, it would seem that some efforts are being made to spiff up the 51 year old ship.



If you look closely at the above photo, the ship is riding high, and the internal hull framing is quite evident where the hull plating has been pushed in. This vessel definitely shows signs of a long, hard career!

You also get some sense of scale from this picture. Again, if you look closely, there are people standing at the crossing gate. How small they look in comparison to the 17,000 ton behemoth passing only a few feet away!

Incidentally, the vessel's namesake is the maple tree; a long-time symbol of Canada, combined with the Canada Steamship Lines fleet suffix "glen". She is the third Great Lakes ship to carry the name.



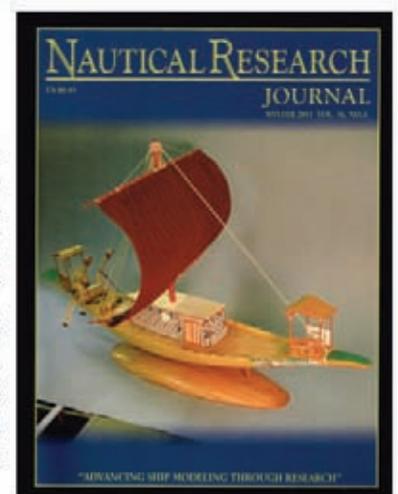
I want to thank my daughter Susan for these remarkable photos. They captured a moment in time that made this article possible!

Bob Filipowski



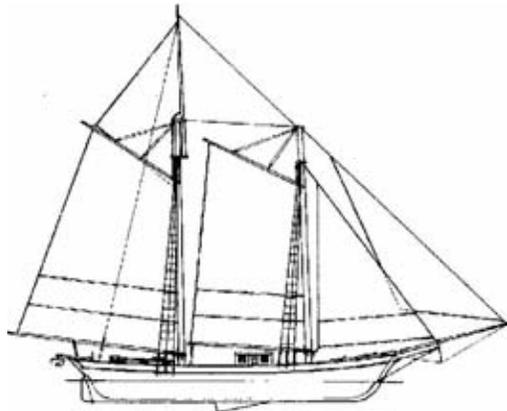
The Nautical Research Guild Invites You to Become a Member

There has never been a better time to join the Nautical Research Guild. The Journal now features a unique blend of modeling and academic articles, which will satisfy everyone's interests. The popular Shop Notes section has been expanded, and the full color inserts are a treat to behold! An annual membership for US residents is \$38.00, and, for a limited time, new members who join the NRG online will have the opportunity to buy all 8 issues of The Journal from the last 2 years for \$25.00 ... the regular price is \$68.00, so this Special Offer represents a saving of \$43.00! For more information, visit our website at www.theNRG.org.





John R. Mitchell, Editor
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