

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the January 2019 meeting at 7:15 with a loyal crew of 24 on board. One guest, **Robert Glitz**, was introduced and welcomed.

The “freebie” table this evening consisted of some really neat ship’s plans and all found willing and interested new owners. New models to come? We’ll see.

Bob Filipowski had 4 CDs for sale plus a barrels video from 4 years ago. Single CDs are always \$5.00 for members at the meeting.

Patrick Sand was kind enough to remember us all when he was visiting Japan. He brought back some very tasty rice cookies for everyone to enjoy. Thanks, Patrick.

The raffle was won by **Leon Sirota**, who took home a nice whet stone that should see double duty in his carving hobby, as well. We were also happy to see Leon back again at meetings. His presence and his photos have been sorely missed.

Kurt Van Dahm reported that the NRG reached a total of 1600 members for the first time. Expansion of the Journal format plus going digital were real contributors to the increase. The generous contributions of members was also acknowledged. Among them were our members **Walt Philips**, who received a “Plankowners” (highest level) certificate, plus **Toni Levine** and **Bill McCready** who were “Patrons”.

TREASURER, Allen Siegel, gave us his annual report and assured us we are solvent for another year. We were cautioned not to forget that our 2019 dues are now due and payable. Those who are delinquent as of our March meeting will not be eligible to receive our newsletter, so step up and do your duty, mates, and don’t be left out.

John Mitchell worked with **Marti Huitsing**, Activity Coordinator at *The Moorings of Arlington Heights*, to set up a display of his model ships in the lobby area of the mid-rise apartment building. The display illustrated some of the building techniques used and was of great interest to the residents.



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February Meeting Notice

After doing barrels, Bob Filipowski will now show us how he makes large sacks of the type that would have been stored aboard ships in the era of sail. His presentation will again demonstrate, with historic photos, what the commercial shipping scene looked like in the last century. Great ideas to help make your hobby efforts more authentic. Don’t miss this fine continuation of last month’s demonstration.

Our next meeting will be at 7:15 p.m.
Wednesday, February 20, 2018

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

● Making Barrels ●

By Bob Filipowski

Bob’s purpose was to show us first: how prevalent barrels were to any shipping activity in the age of sail (they were the chief means of storing goods on board ship, both in the hold as well as on deck) and second: how we can go about making a variety of barrel sizes using simple materials and a lathe.

While commercially made scale barrels are available in a variety of wood, plastic and metal materials, the most authentic and appealing are those we can make in wood from scratch.

The first step is to decide the size (scale) of the barrel needed and find suitable material from which to turn the barrel. Bob selected sections of broom handle, since the diameter matched the size and scale needed for his ship model.

This was then secured into his *Taig* lathe using its large chuck. It was noted that, while this type of chuck did present the operator with certain hazards (knuckle busting), it was the best to use for securing short sections of wood stock.



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"Barrels", continued from Page 1

The barrel's maximum diameter is created by turning down the stock on the lathe. Note that more stock is turned down than will be needed for the barrel.



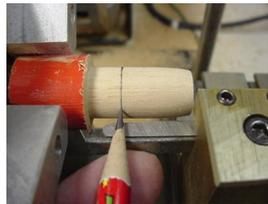
Here, one end is smoothed down flat using the lathe.



Now the end of the barrel is undercut to define the desired diameter at the end of the barrel.



A wood chisel is then used to taper the end of the barrel down to the undercut previously described. Then the barrel's total length is scribed with a pencil while the stock is turning.



Stock is then turned away, creating a short connection peg. **C**auti**o**n has to be used here to avoid injury from the spinning chuck.



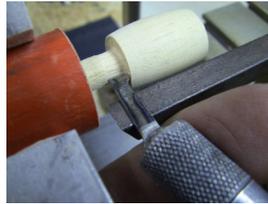
Again, the desired diameter of the second end is cut into the barrel as a guide to tapering the second end.



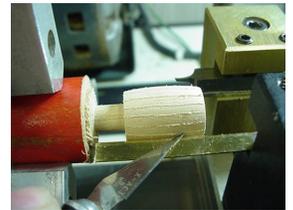
Now the top of the barrel is carefully undercut to form the barrel's lid.



As above, the same is done for the second end using a special offset tool made from an old X-Acto blade.



Barrel staves are now cut into the sides using an X-Acto blade and a straight edge guide.



The staves are also continued into the barrel's top rim.



Lastly, the Lid's staves are cut into the stock.



A light wood stain is applied.



Barrel hoops are simulated using thin strips of chart tape or other plastic tape. A small drop of CA is then applied to each seam.



A coating of Testors Dullcote Lacquer is applied, which hides the CA and accentuates the details of the barrel.



Finally, the supporting peg is cut off the second end and ground smooth with a mini drum sander. If both ends of the barrel will be visible, details and finish are applied as shown above.



Here is the end result, showing Bob's barrels stored in the hold of his *Arrowsic* model. To add realism, a mirror was installed in the back of the hull section to give the illusion of more barrels.



● **Ships on Deck** ●

Kurt Van Dahm is working on what might be called his "Tale of Two Barges" project. In fact it concerns the I&M Canal Boat *City of Pekin*. Did the boat have a round-sided bilge or a square-sided bilge? Kurt hopes to reveal that answer in a



special study he is doing on this subject and this model of the two construction versions is the visual portion. The framing is made in such a way as to divide the boat into two halves with two different bilge framing techniques. First rate and scholarly work, mate.

Helmut Reiter has completed the hull work on his 1:36 model of a Mediterranean *Felucca* that he started back in June 2018. She's built from scratch using plans from "Boudriot", which have constantly proven to be difficult to interpret. With such fine workmanship by Helmut, any deviations from the plans would be impossible to detect. Now it's on to the masting and rigging. Beautiful job, mate.



Bob Filipowski has been busy on his half-hull model of the cutter *Diligence* and has started planking the upper hull by adding wales made of ebony. Ebony wood presents special challenges in that dust and residue from shaping operations can be toxic. Wearing a respirator or mask and providing adequate ventilation is a must. That being said, working with the wood did not give Bob big problems. It bent easily enough and was easy to fasten in place. And, it really looks good on the model. Thanks for the heads up on this, mate.



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Allen Siegel continues to make progress on his 1:48 model of a 17th Century Dutch *Kaag*. Allen's planning includes the goal: "On to Manitowoc", so we know he is really serious in finishing this remarkable craft. We know it's going to be another show stopper for you, mate.



Ken Goetz is nearing completion on his 1:48 model of the Russian side wheeler *Abrau-Ayurso* and we have to give him great credit for his perseverance and mastery of the model building art. When we first saw this kit back in September 2018, it looked like it would present some really formidable challenges, a language barrier to name one. But the results are first class, and the kit is proving to be a success. Congratulations.



Ray Kroschel has come up with another unique model - the Chinese Junk *Sham-pang*. We're not sure what scale she's in or any of the finer details on construction, but Ray's model is really fascinating to see and beautifully built, as well. Great job, mate.



Bob Sykes has done a really fine job on his first ever scratch-built model which he has named *Helgabob*. She's actually an 18th Century British 2nd Rate of unknown name. Some of the finer details are the electric lighting in the stern lamps, main cabin and mizzen mast top. To add authenticity, Bob painted the tiny LED bulbs yellow to simulate candle light. Nice touch, mate.



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

Gus Agustin always amazes us. Just when we thought his 1:384 model of the HMS *Sussex* couldn't get any better he has added even more details to fascinate us. The channels have now been added and the gun port



wreathes were cast in resin before being painted gold (the only way to cut down on repetitive work when you have a lot of the same part to be added). Molding along the hull is twisted brass wire - what a great idea. The next step is to make the bulkheads for the different decks and do the capstans. We'll need to sharpen our eyes to keep up, mate. She's a beauty.

Bob Fryszak has built a very unique 1:96 model of the USS *Constitution*. Extensive modifications to a now unrecognizable plastic kit include wood decks, lighting throughout the hull, cannons that flash when fired (in ran-



dom sequence) and numerous scratch-built parts. All this technology is the result of an ongoing passion Bob has for building and working on pin ball machines, which also have extensive electronics built in. We're hoping to see the final results in full operation soon. Really fantastic.

Walt Philips is making "slow" progress on his model of the *Emma C. Berry*, but we'll forgive him, as time spent



doing what you really enjoy can't be measured in hours, days or months. Keep up your fine efforts, mate. She's looking fine.

HISTORIC SHIP PROFILES

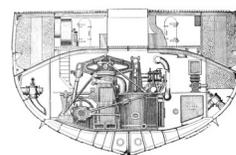
● USS Chicago (1885) ●

We are starting a four part series on the subject of United States Navy ships named after our home town, Chicago.

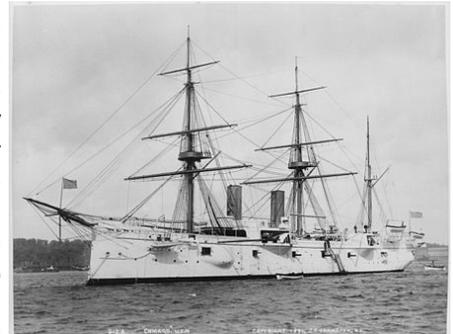
The first USS Chicago (later CA-14) was a protected cruiser of the United States Navy, the largest of the original three authorized by Congress for the "New Navy". One of the U.S. Navy's first four steel ships.

Chicago was ordered as part of the "ABCD" ships, the others being the cruisers *Atlanta* and *Boston* and the dispatch vessel *Dolphin*. These were the first steel-hulled ships of the "New Navy". Like the other "ABCD" ships, *Chicago* was built with a sail rig to increase cruising range.

After rebuilding in 1895 & 1902, the



above engines were replaced by 2x triple expansion engines of 9,000 hp driving the ship's two screws. Top speed was then increased to 18 knots.



History



United States

Name: *Chicago* (1885-1928)
Alton (1928-1936)

Ordered: 3 March 1883

Builder: John Roach & Sons,
Chester, PA

Laid down: 29 December 1883

Launched: 5 December 1885

Commissioned: 17 April 1889

Renamed: Alton, 16 July 1928 and
Reclassified IX-5

Fate: Sold 15 May 1936 - foundered
under tow 8 July 1936

General characteristics

Type: Protected cruiser

Displacement: 4,500 long tons

Length: 342 ft 2 in

Beam: 48 ft 3 in

Draft: 19 ft

Sail plan: Schooner

Propulsion: 2x compound overhead
beam steam engines

Compliment: 45 Officers, 356
Enlisted men

Armament: 4x 8-inch guns

8x 6-inch guns

2x 5-inch guns

2x 6-pounder guns

4x 3-pounder guns

2x 1-pounder Hotchkiss

revolver cannon
2x 45 caliber Gatling guns



Arlington Heights, IL 60005

