



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ January 2011

## ● Scuttlebutt ●

Our new Commodore **Gus Agustin**, having read himself in after our annual election, rang the ship's bell to open the meeting at 7:30 PM with a total of 28 hungry hands on deck. **Bob Filipowski** was elected as our new Flag Captain for 2011, with all the other officers re-elected.



Above are your officers for 2011 (Tim being the retiring Commodore). Thanks, Tim, for all your efforts and for a great year of modeling activity so ably directed.

**Allen Siegel** from Winnetka and **Andrew Savin** from Buffalo Grove were introduced as our newest members - welcome aboard, mates!

**Kurt Van Dahm** reminded us that the NRG election is still on-going. Kurt would welcome the NRG member's support for his candidacy.

**Bob Filipowski** offered for sale his collection of old VCR tapes of many of the past meetings. The tapes were made redundant by the creation of new DVDs, so you can have the old technology for \$2.00 each or 3 for \$5.00. Contact Bob, if you have an interest in what's left.



**Ken Goetz** advised that dues are now payable. It was requested that they be paid by the end of January 2011 to assure your continued receipt of "Forecastle Report". Please be timely on this, mates. Thanks.



See Scuttlebutt, Page 2

### 2010 OFFICERS & STAFF

President (Commodore)	- Gus Agustin.....	(847) 398-5028
Vice Pres (Flag Captain)	- Bob Filipowski.....	(847) 394-0757
Treasurer (Ship's Purser)	- Ken Goetz .....	(847) 678-4249
Secretary (Ship's Clerk)	- Jim Merritt.....	(847) 888-3882
Editor (Signals Officer)	- John Mitchell .....	(847) 392-2259
Photographer (M. Chief)	- Leon Sirota .....	(847) 541-6285

## January Meeting Notice

### Building a Rope Walk By Doc Williams & Bob Filipowski

Doc and Bob are going to demonstrate their own unique approaches to building and using a model Rope Walk.

This month's presentation will be your chance to see the definitive methods of making your own rigging line, be it cable laid or hawser laid.

Rope making is not only fun to do but gives you an authentic looking product done to your desired scale that beats what you can buy in a store.

Be sure and attend this first meeting of the new year and be prepared to learn some new skills. See you there!

Our next meeting will be at 7:15 p.m. Wednesday,  
January 19, 2011

At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## ● Holiday Festival ●



While we were all filling our plates, our mate, Leon, was busy going about his photo duties. How about that for dedication!

Three cheers for Leon and all the work he does to help record our modeling successes

Thanks, Leon.

See Festival, Page 2

## The Forecastle Report, Jan. 2011 - P.2

*Festival, continued from Page 1*

**Bob Filipowski** played his very excellent DVD on the model ships and historic views seen during this year's NRG meeting in Annapolis, MD, while we all enjoyed our fill of great pizza. Copies can be ordered directly from Bob.

Out thanks to **Ken Goetz** for all his efforts in ordering the pizza and getting it set up for us to enjoy. Hope you had time to eat your share, mate!

Following the pizza, we were entertained by the highly anticipated string concert featuring "**Doc**" **Williams** on cello and **Richard Kuenstler** on violin. Their "chantey" really got our feet tapping, although no one got up on the capstan and danced. Maybe next cruise. Thanks to our musicians for their highly appreciated efforts. Nice job, mates!



Many "treasures" were on sale at the "flea market" table and we hope everyone found something they liked.

As we wrapped up another year of good fellowship, new-found modeling techniques and a better appreciation of our own individual talents, we all looked forward to next year and the many accomplishments yet to come. See you all in 2011!



*Scuttlebutt, continued from Page 1*

Make one of your New Year's Resolutions to spend some time viewing our excellent web site. You will be rewarded by the fine photos taken by **Leon Sirota** of many of the member's models, both launched and works in progress.

Added to this is the very useful section on links to a variety of other web sites offering information on model ship building. If you have a need for a special product or historical reference, you should consider looking here first.

Many thanks to our Webmaster, **John Pocius**, for keeping this valuable resource up to date and to **Bob Filipowski** for assisting in the organization of the photos.



Ref: <http://www.midwestmodelshipwrights.com>

## ● **USS Greer (DD-145)** ●

By John Mitchell

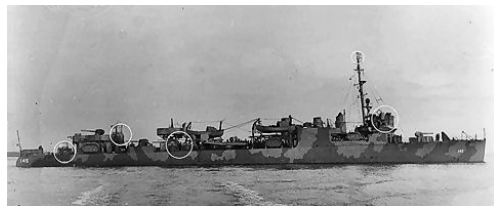
Seventy years ago (1941) the USA was on the brink of World War II, which was soon to overtake us on December 7th of that year.

There was, however, one event prior to the December attack on U.S. forces, which has come to be known as the "Greer Incident", September 4, 1941. During this "incident" the *Greer* became the first US Navy ship to fire on a German ship, three months before the United States officially entered World War II.



USS *Greer* (DD-145) was a *Wickes* class destroyer launched August 1, 1918 and was one of 48 flush-deckers built at William Cramp & Sons Ship & Engine Building Co., Philadelphia. Initially serving with the Atlantic Fleet, she was transferred to the Pacific Fleet in 1919 and to the Asiatic Fleet in 1920.

Decommissioned in 1937, she was re-commissioned in 1939 and had her general appearance altered in 1941 by the removal of one stack.



In February 1940 *Greer* was assigned to the North Atlantic Neutrality Patrol. Operating between Newfoundland and Iceland at 0750 on the morning of 4 September 1941, she contacted a British plane who reported a submarine. *Greer* closed and gained sonar contact and the plane attacked the target with depth charges before returning to base. *Greer* continued tracking her contact and, after being fired upon by the submarine's torpedoes, dropped ten depth charges. After later contact with the submarine, she dropped another nine depth charges. The submarine, *U-652*, was undamaged. One week later, President Roosevelt described this "Greer incident" in a radio speech, in which he articulated the doctrine of "shoot on sight". 1941— A momentous year—70 years ago!

Ref: [http://en.wikipedia.org/wiki/USS\\_Greer\\_\(DD-145\)](http://en.wikipedia.org/wiki/USS_Greer_(DD-145))  
<http://www.destroyerhistory.org/flushdeck/ussgreer/index.html>

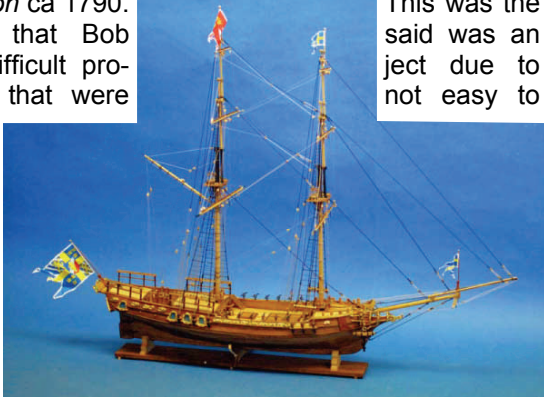


## ● Ships on Deck ●

**Ralph Sykes** really surprised us with his model of the *Royal Caroline* (1:47), not only for the excellence of his workmanship but also for the special effects he had built into his ship. Lights had been installed to simulate the appearance of gunfire and that really made our festivities something special. Great job, mate.



**Bob Sykes** followed Ralph with another great model, the 1:40 *Amphion* ca 1790. "Corel" kit that Bob unusually difficult instructions that were follow; and with all the instructions that Bob has followed, that's saying a lot.



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What ever the problems, the outcome was well worth the effort, mate. She's a real beauty!

**Kurt Van Dahm** has now finished his *African Queen* (1:12) and the effects of his skillful weathering techniques have really made this model a great representative of the boat we've remembered from the movie .

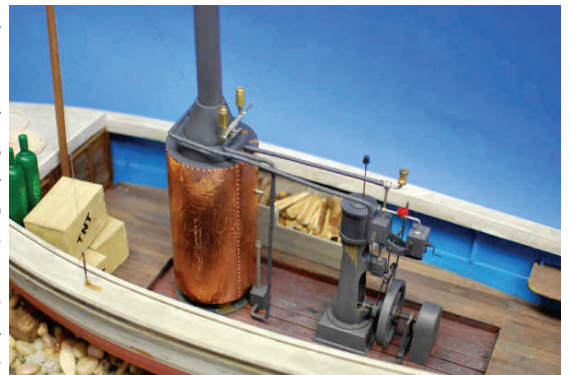


Wear and tear on a hard working boat like this was neatly reproduced with rust stains and hull wear from contact with objects above the water line, as shown at left.

Weathering techniques included simulating rust spots by first applying rust colored paint over the base hull paint and then coating the rust paint with rubber cement. After the final coat of paint on the hull, the rubber cement was removed to reveal the rust color underneath. Very effective!

Additional weathering was accomplished by applying a dulling "wash" over the hull made by thinning black paint with water and lightly brushing on with a broad-bristle brush.

Deck hardware, in this case, really make this model fascinating to view. The boiler and engine are very realistic and the other details associated with the movie, such as the "TNT" and gas bottles (used to make the ultimate ship mine) added to our enjoyment.



Kurt, you got it just right! A great lesson for us all!



## The Forecastle Report, Dec. 2010 - P.4

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

**Andrew Savin**, one of our new mates, brought in two of his recent projects, a 1:350 model of the USS *Missouri* and a 1:700 model of the IJN aircraft carrier/battleship crossover *Isa*. On the U.S. ship,



there were 70 hand painted resin figures from "Gold Medal Models" and on the IJN ship the figures were photo etched.

These waterline models were mounted on very realistic water made from crumpled alumi-



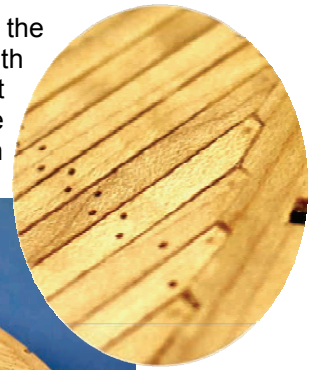
num foil and sculpie hardened with a heat gun. Thanks for brining in such a fine pair of ships, mate.

**Helmut Reiter** has completed the decking work on his 1:45 model of the 1863 Tartane Ligure *La Gemma*.



To overcome some time constraints he had in completing this task, Helmut took a very neat shortcut in adding the deck treenails. After first drilling shallow treenail holes in the deck planks, he then sanded the deck and let the sanding dust fall into the holes. He then applied a coat

of clear urethane and "coaxed" the urethane into the holes along with the sanding dust. The end result is that the holes appear to have wooden pegs inserted in them



and he saved "hours and hours" of work to draw, in-

sert and trim treenails. Thanks, mate, for the great tip. It's one we all are anxious to try ourselves.

**Gus Agustin**, after 13½ months of work, has finished his 1:384 miniature of the *St. George* - 1701. The job was completed by adding a walnut base inlaid with burl wood and a Plexiglas case from "Streamwood Plastics".

Looking at the photos Leon took, you would be hard pressed to tell that the model was in such a small scale. All the details that you would expect to see on such a model have been accurately reproduced - a true testa-



ment to the fine workmanship that is the hallmark of a Gus Agustin model.

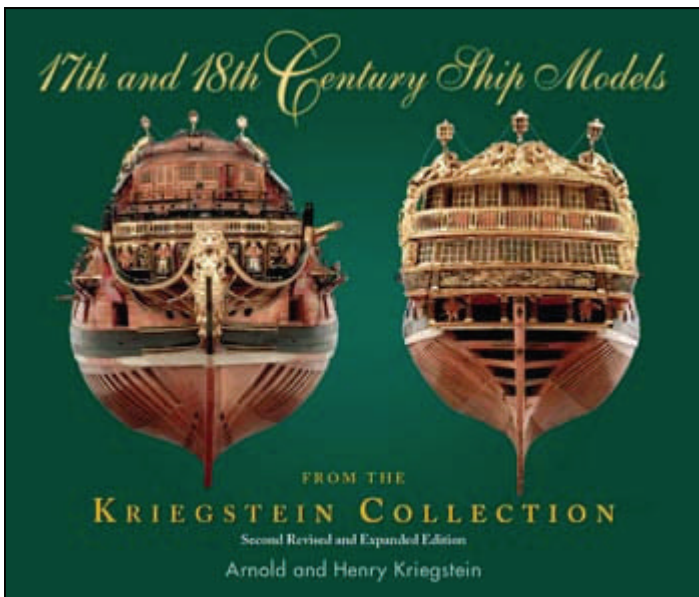
Mates, it doesn't get any better than this. It's a joy to be able to feast your eyes on this work of art. Thanks for the enjoyment you have brought us, Gus. May your efforts be rewarded in gold.



***17th & 18th Century Ship Models***  
***From the***  
***Kriegstein Collection***  
**By Arnold & Henry Kriegstein**

Distributed by: SeaWatch Books, LLC, Florence, Oregon  
[www.seawatchbooks.com](http://www.seawatchbooks.com), [seawatchbooks@gmail.com](mailto:seawatchbooks@gmail.com)

**F**or those of you who were unable to obtain the 2007 edition of *17th & 18th Century Ship Models From the Kriegstein Collection* by Arnold and Henry Kriegstein, your long wait is over. Bob Friedman of SeaWatch Books, LLC has issued a second edition of this remarkable work that is bigger, and arguably better than its predecessor.



Over the past three-plus years the Kriegstein brothers have continued to add models and other rare and interesting artifacts to one of the most remarkable private collections in the world. In the book, each model, work of art or artifact listed represents a chapter, and five new chapters have been added for a total of thirty.

Each chapter follows a sequence, which begins with the subject's Acquisition. The stories about how the various pieces in the collection were obtained are varied, and present some fascinating reading. In many cases it required patience, perseverance, good business contacts, and sometimes, a little luck, before an acquisition could be made.

This segment is followed by Provenance, Condition/Construction, Historical Perspective and references. Depending on the amount of information available, the content of these various portions of each chapter vary, but it is evident that the Kriegsteins have placed a very high value on documenting their collection.

Even after the artifacts have been acquired, these two avid collectors do not stop searching for clues as to the identity or history of an item. A good case in point is the *Northumberland*, a 3rd Rate of 1702. In the first edition,

this model is referred to as a "Queen Anne 3rd rate, circa 1702".

The fact that this fine dockyard model had been identified, impacted the opening remarks and Historical Perspective to a considerable extent. However, not all the chapters have undergone such radical changes.

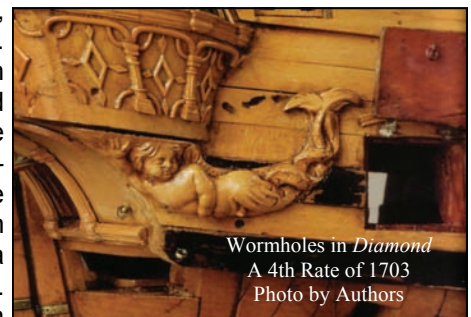
If one were to compare the two books, it is evident that, prior to going to press, the Kriegsteins had reviewed each chapter. Editing was evident, but in most cases, it was very subtle, and always for the better.

SeaWatch is especially proud of the fact that this book was printed using a very high resolution process. This writer was curious as to just how much of an impact this new process had on the quality of the book. Having a copy of the first edition, the two books were placed side by side, and a page by page comparison was made. The level of detail in the newer version was quite evident. When one considers that this book, for the most part, features models possessing intricate carvings and delicate rigging and joinery, the benefits of these highly detailed photos cannot be overstated.

The last two chapters of the book describe the trials and tribulations of being a collector of such fine models. The first deals with "Care and Conservation", which entails avoiding the ravages of dust, light, heat, damp, trauma, and consumption, as in woodworms. Ironically, although not to be tolerated of course, the presence of woodworm holes can be a reassuring sign that the model is a genuine antique. This discussion brings the reader to the final chapter that deals with fakes and forgeries.

In this final segment, the authors share their experiences, and encounters with not-so-authentic models being portrayed as genuine antiques. Like the previous 29 chapters, it makes for fascinating reading!

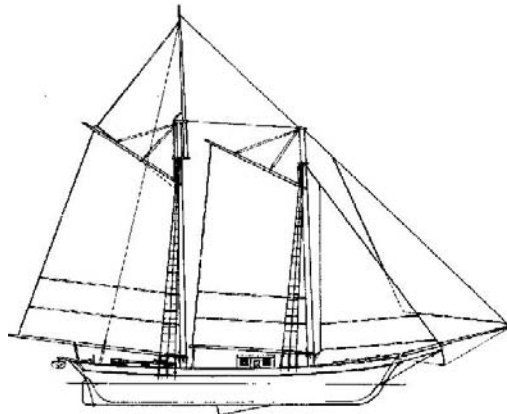
If one were to go back and read the sterling reviews written for the first edition of *17th & 18th Century Ship Models from the Kriegstein Collection*, they would certainly be appropriate, and then some, for this remarkable book. It is highly recommended!



*Reviewed by*  
**Bob Filipowski**



John R. Mitchell, Editor  
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