



# Forecastle Report

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

## ● Scuttlebutt ●

**COMMODORE Gus Agustin** opened our December meeting at 7:30 sharp with 31 hungry hands aboard.

We welcomed two new members **Paul Bien** (L) and **Fred Widmann** (R), both from Downers Grove, who showed us some of their special hobby talents. These two are master machinists who work wonders with metal. We're glad to have them and their talents as a part of our club.



*l/r: J. Pocius, L. Sirota, J. Mitchell, G. Agustin, K. Goetz, R. Filipowski*

Election of officers for the new year went very fast - a unanimous vote to return last year's staff. The only member who was not able to accept the appointment was our **Ship's Clerk, Jim Merritt**. Therefore, we do need someone to step forward and volunteer for this post. The job basically entails keeping up the name badge board and making tape recordings of our Ships-on-Deck sessions.



Our thanks go out to **Jim Merritt** for the fine service he has provided to the club as **SHIP'S CLERK** since first starting in January 2008. That's a fine tour of duty by anyone's standard and he will be missed on the Quarter Deck.

*See Scuttlebutt, Page 5*

### 2010 OFFICERS & STAFF

President (Commodore)	- Gus Agustin.....	(847) 398-5208
Vice Pres (Flag Captain)	- Bob Filipowski.....	(847) 394-0757
Treasurer (Ship's Purser)	- Ken Goetz .....	(847) 678-4249
Secretary (Ship's Clerk)	- Open .....	
Newsletter Editor	- John Mitchell .....	(847) 392-2259
Photographer	- Leon Sirota .....	(847) 541-6285
Web Master	- John Pocius.....	(630) 834-9477

## January Meeting Notice

### Introduction to the Lathe for Model Makers

Gus Agustin will show a 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.

For anyone who has a lathe or aspires to own one, Gus says this is a session you will really appreciate. There's something here for all model makers.

Our next meeting will be at 7:15 p.m. Wednesday,  
January 18, 2012  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## Party Night

Thanks to our Purser, **Ken Goetz**, the pizza got delivered and arranged in the galley shipshape and four-square. All hands were piped to the serving table early in the first watch and the meeting took a pause while we all enjoyed mess.



**Doc Williams and Rich Kuentler**). Thanks, mates, for helping to get us all in the proper spirit of the season. We missed your string duet, by the way. Maybe next year with the new violin?

Several hands came prepared to enjoy the season and

showed this attitude by their choice of uniform ( a k a :

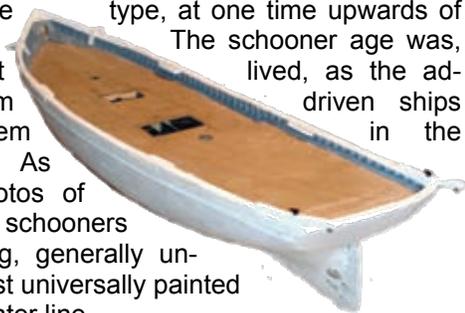


## ● Ships on Deck ●

Your **Editor** led off the festivities with his 1:48 scratch built model of the Great Lakes clipper schooner *Challenge* ca 1852.



This was the first clipper schooner on the Great Lakes and was built by William Bates in Manitowoc, WI. The shallow draft, centerboard hull and schooner rig were ideal for sailing conditions on the Great Lakes and gave birth to an entire type, at one time upwards of 1800 vessels. The schooner age was, however, short lived, as the advent of steam driven ships soon replaced them in the commercial trade. As evidenced by photos of the era, these schooners were hard working, generally unadorned and almost universally painted white above the water line.



This model seeks to duplicate that heritage. Basic primer paint has been applied to the hull, the bulwarks have been painted and the ship's boat davits and cat-heads added. Next will come the final hull painting.

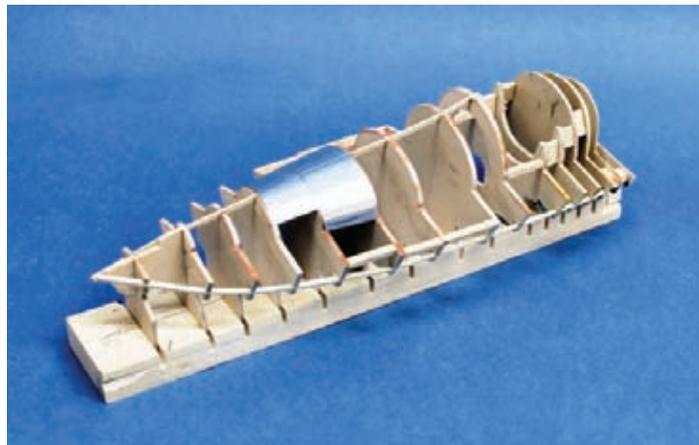
**Doc Williams** has been busy adding more deck details to his 1:64 "Model Shipways" model of the whaling ship



*Charles W. Morgan*. The very fine detail on these deck structures already add great interest to the model, and this is only the stern! The deck house, "vegetable bin", steerage entrance and roof cover are now in place. Next up will be the anchor deck and fore-castle gangway. She's a real beauty, mate.

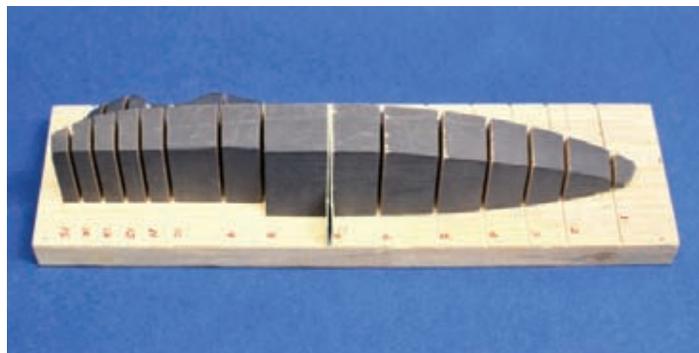


**Bob Ivan** loves speed; over the water speed, that is. In October 2011 we saw his ca 1910 *Number Boat* and now



his new project is the ca 1915 speed boat *Berryla II*. This boat looks very sleek and purpose-built and must have been a real advance in speed boat design in her time.

Bob is building this model scratch-built from his own plans and is using a very unique technique. First, a solid half-hull was made out of "floral foam" and then bulkhead



stations were cut out of this on a scroll saw to use as patterns for making the plywood bulkheads. The bulkheads were fixed in position with ribs so that the hull can then be covered with 0.007" aluminum sheets. Despite the fact that Bob had no plans to work from and employed a highly challenging technique, we can already see that he will achieve a first class result. Great inventiveness, mate.



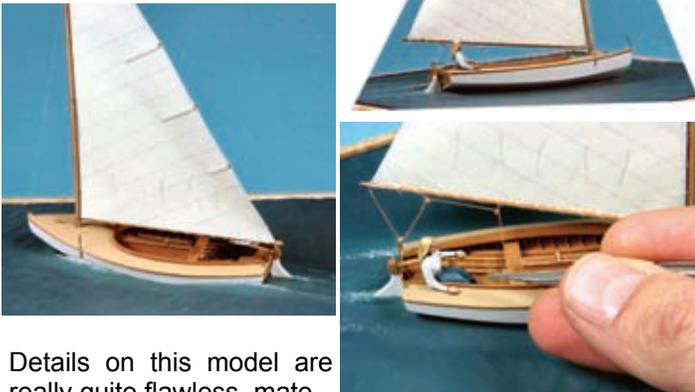
**Peter Pennigsdorf** has created a wonderful example of the classic German *Weihnachtspyramide* (Christmas pyramid) so popular at this time of year and found for sale at the *Christ-kindelmarkt* (Christ child market) throughout Germany and here in Chicago, as well. What a nice idea for the season. Thanks very much for sharing it with us, mate.

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

**John Pocius** has finished off a set of beautiful miniatures just in time for this year's launching.

The first of the trio is the 1:64 *Cat-boat Frances* complete with simulated water done in "Super Sculpie" and crew figure in clay over a brass wire armature.



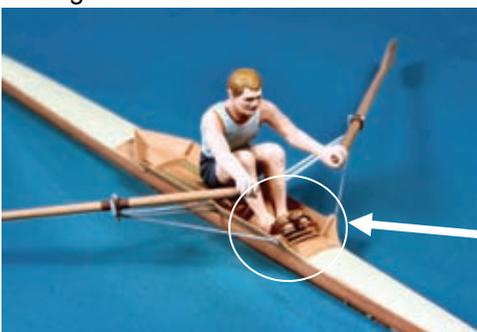
Details on this model are really quite flawless, mate.

Next up is the 1:32 *McKenzie River Drift Boat*, also complete with simulated water display base and crew figure.



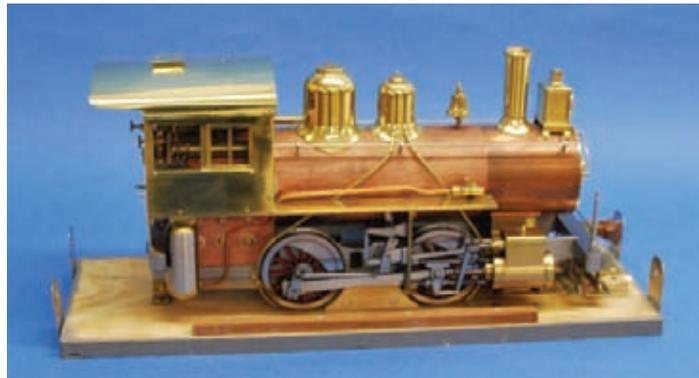
Again, the detail is a joy to see.

John has his figure making technique down pat. He first builds a wire armature and then adds Sculpie modeling clay, which he carves into the life-like figures we see.



The 1:32 *Single Scull* model needs to be viewed with a magnifying glass to appreciate the fine details. The sculler's sandals are not to be missed.

**Fred Widmann**, one of our two new members who joined tonight, brought in several of his prize projects that amazed us for their extremely fine workmanship. The first was a fully opera-



tional, coal fired, live steam engine ca 1895. This truly took considerable machining skill and an in depth knowledge of the workings of a steam locomotive.

The photo a right shows the back of the boiler and the open firebox door. The boiler operates at a working pressure of 100 psi.



Another model was of a spring-drive toy steamship.

This brought out great nostalgia, as an example of a bygone era.



**Paul Bien** showed us his skill with machining small parts. His models of



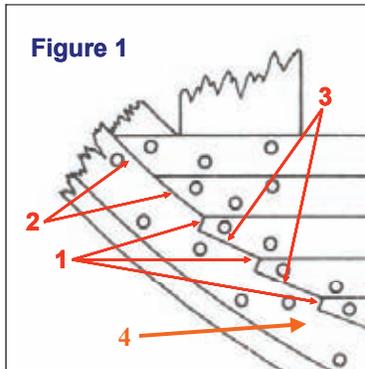
a shop lathe, drill press and, most intricate of all, a triple-expansion marine engine were very impressive.

## The Forecastle Report, Jan. 2012 - P.4

We are happy to reprint this excellent article by Bob Filipowski that appeared in our November 2009 Forecastle Report. It's a real classic.

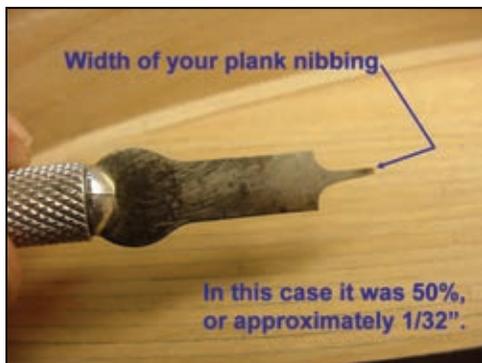
### Nibbing & Jogging

Bob Filipowski opened his presentation by stating that, depending on which author you use, you may get different opinions on configuring deck plank nibbing and jogging. Some texts stated that the nibs (Figure 1, Item 1) should be perpendicular to the snipe (Item 3), while others favored them being right-angled to the run of the plank. The nib width also presented some confusion as it was stated in different books that this dimension should be either 1/3 or 1/2 the plank width.

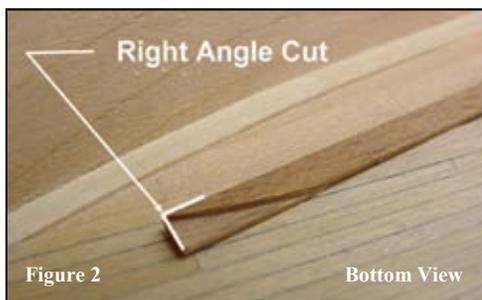


Filipowski stated that when the length of a snipe exceeded twice the width of the plank, that was the determining factor as to when a plank should be nibbed and jogged into the margin plank (Item 4). However, some authors favored the length of item 2, others item 3, and some weren't very clear as to which one they were referring to! Bob felt that using item 2 as your reference made more sense, and was easier to deal with.

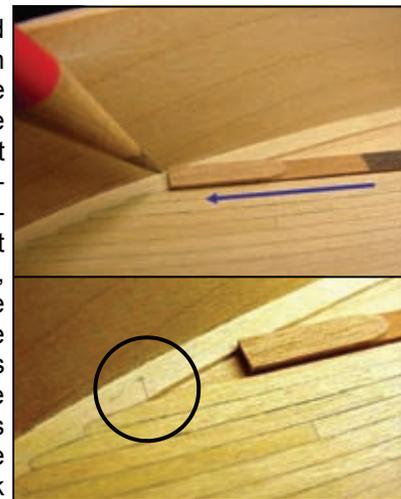
He recommended fabricating a couple of tools that were very helpful to him. The first was an Exacto chisel blade that was ground down to the width of the plank nibbing. **EYE PROTECTION IS AN ABSOLUTE MUST WHEN DOING THIS!**



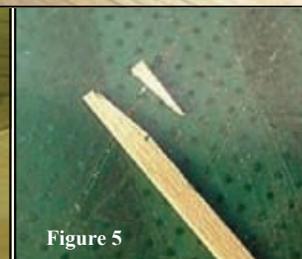
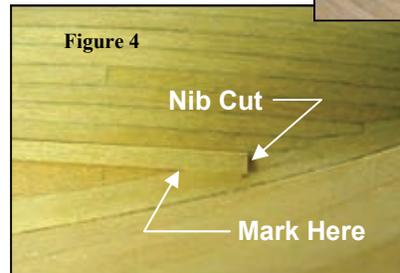
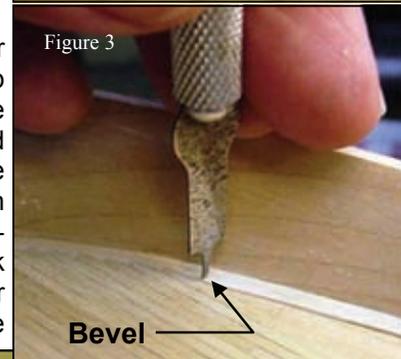
The second tool (Figure 2), although not absolutely necessary, helps to make your nib cuts into the margin plank a little more accurate. The longer bottom section is cut to a sharp point leaving one edge perfectly straight, while the shorter upper, shorter piece is glued on top, and must have a perfect right angle cut at one end. Two of these would be required, one for the port side, and one for the starboard side.



Slide the tool forward so that it seats itself in the "V" formed by the last plank laid and the margin plank. Mark that point with a sharp pencil. Now take your modified chisel blade, line it up with the pencil line, and cut through the margin plank. Make sure the chisel blade is perpendicular to the deck, and the bevel is facing away from the finished margin plank edge (Figure 3).

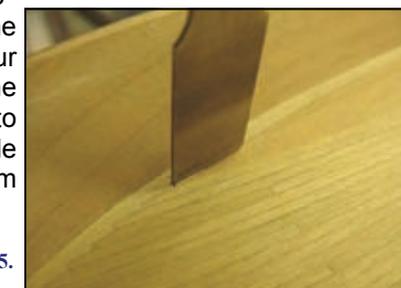
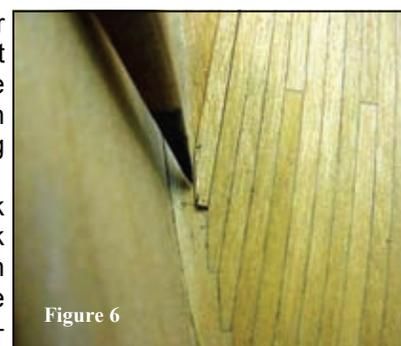


Line the end of your plank up with the nib cut, and mark where the margin plank edge and plank intersect (Figure 4). Mark your nib width on the plank, and remove the excess stock (Figure 5). For shorter snipes, Bob likes to use



a 1/2" Exacto chisel for this procedure since it allows him to line up the blade edge with both marks before making the cut.

Use the trimmed plank as a template to mark the snipe on the margin plank (Figure 6). Be sure to use a sharp pencil. Take a 1/2" Exacto chisel, align it with the snipe line and make your cut. Be sure to keep the blade perpendicular to the deck with the blade bevel facing away from the margin plank.



See Nibbing & Jogging, page 5.

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Nibbing & Jogging, continued from page 4

The custom made nibbing chisel works well when removing the scrap wood from the jogged area. If all the measurements were taken correctly, the nibbed plank should now fit perfectly into the trimmed area.

Before gluing the plank in place, Filipowski simulates the deck caulking by blackening the plank edges with a #2 lead pencil. A handy tool that helps accomplish this is a length of scrap wood with a shallow slit cut in it with a Preac saw (Figure 7). This simple fixture can also be used when sanding down a deck or hull plank that requires tapering.

Finally, as you approach a point on the deck where you have only three or four plank widths left on each side, it's important that you check to see whether they

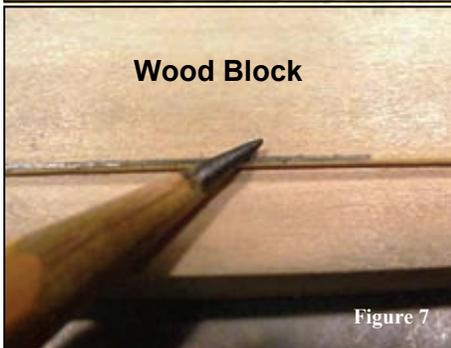
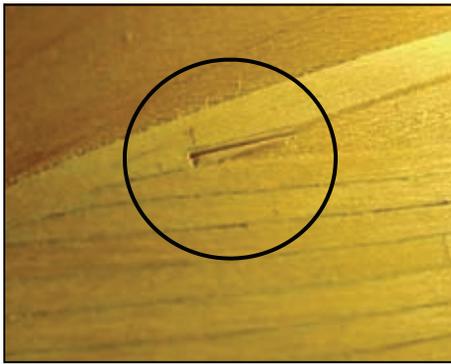


Figure 7

will come out even (Figure 8).

It may be necessary to "average" out the width of these last strokes so there isn't a rather wide or narrow plank needed to complete the deck. Good advice, huh?

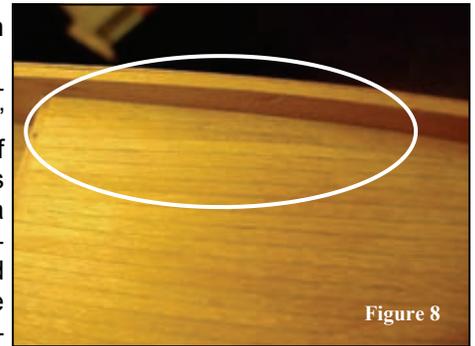
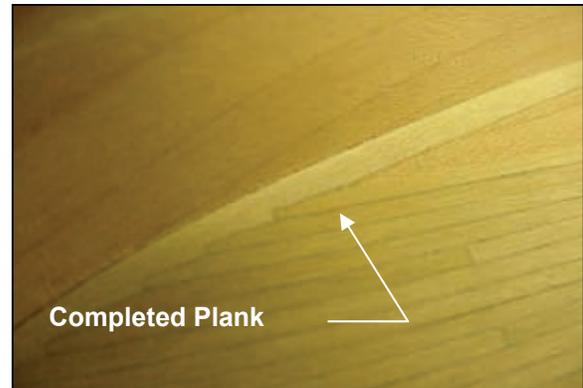


Figure 8



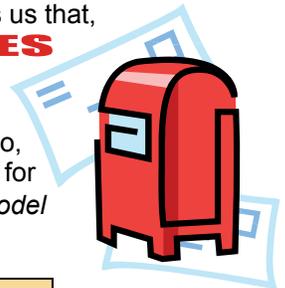
Scuttlebutt, continued from Page 1

Our **PURSER**, Ken Goetz, reminds us that, at this time of year, **DUES ARE NOW DUE!**

If you haven't already done so, please make out your check for **\$20.00** to *Midwest Model Shipwrights* and mail it to:

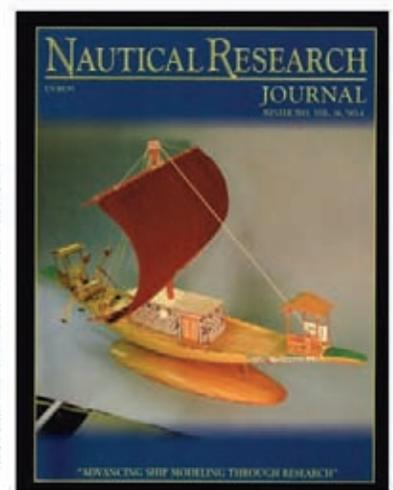
**Ken Goetz**  
3302 Sarah Street  
Franklin Park, IL 60131

Thanks, mates!



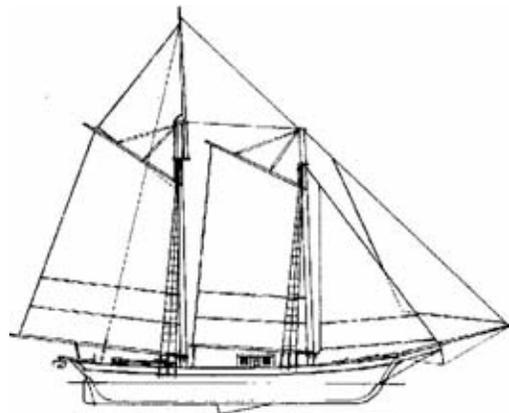
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John R. Mitchell, Editor  
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