



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ July 2014

● Scuttlebutt ●



COMMODORE, Bob Filipowski, opened the June 2014 meeting promptly at 7:15 with an eager crew of 22 on hand. A guest, **Al Opitz**, was introduced. Al, who resides in Chicago, has been out of modeling for some time but is looking to getting back in again - so we hope his visit with us has given him the needed motivation.



Kurt Van Dahm reminded everyone of the coming NRG conference in St. Louis October 16-18 and strongly recommended that those planning on attending register early because there is always the possibility of being shut out of some activities if you register too late. You can pick up registration material on the web at: www.thenrg.org.

Kurt also let us in on some of the planning going on for the 40th Manitowoc Model Competition in 2016. Some ideas include a possible "Masters Competition" of past winners. This would be to mark a major competition anniversary. Sounds like an exciting exhibit taking shape.

Tri-Club News



Tri-Club Symposium plans are moving forward with the selection of two of the day's speakers: Richard Young on carving and Bob Jenson on photo etching. Keep the date of September 20th open and be sure and attend. Support of this fine, local symposium is vital for its future success. You can bring your check for \$25.00 (made out to: Nautical Research and Model Ship Society) to any of our monthly meetings up to August, but the earlier the better to help the planners in making their plans.

The site is again at the *Lutheran Church of the Ascension*, 460 Sunset Ridge Road, Northbrook, IL. Thanks, mates.

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July Meeting Notice

Rope Walks & Byrnes Unit Demo

By Bob Filipowski & Doc Williams

For all those who like mechanical things, and who among us doesn't, this evening is made for you.

This will be a two-part presentation with Bob's PowerPoint first showing us how to set up and operate a conventional homemade "rope walk" and, in August, Doc Williams demonstrating the new, high-tech Byrnes version.

These are great learning sessions aimed at helping you increase your modeling enjoyment.

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

Wednesday, July 16, 2014

At the Community Presbyterian Church
407 Main Street in Mount Prospect

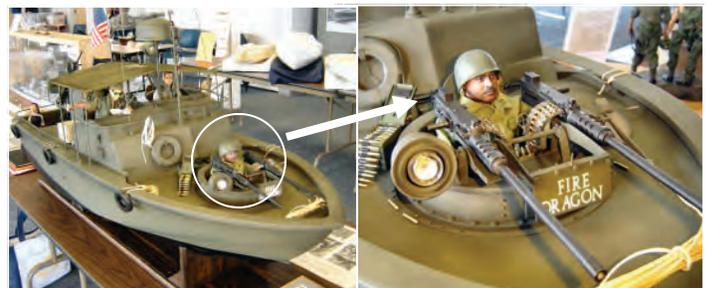
● Manitowoc Model Competition ●

By Bob Filipowski

We could all tell Bob had as much fun presenting this program as we had in viewing it. There were so many models pictured and they all had so many interesting details associated with them that the evening could have gone on much longer than it did.

In addition to all the obvious prize winners, Bob chose to zero in on a few that were of particular interest to him.

Among the **Category III Advanced** was a gold medal winner, Dave Hampton, with his *Vietnam PBR*. This model had such great detail that one of the figures on board was sculpted in the exact likeness of the modeler. A really remarkable achievement.

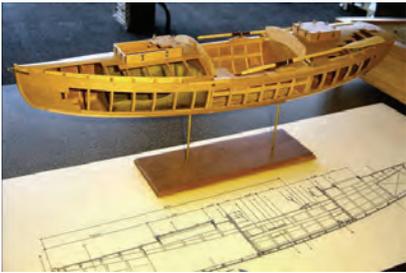


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"Manitowoc", continued from Page 1

Special Awards were made in five categories with the awards being sponsored by several groups.



Roger Jaekel Best Great Lakes Award Sponsored by *Wisconsin Scale Boating Association*:
Steve Wheeler-Defiance cut-away



Best Novice Builder Award Sponsored by *North Shore Dead-eyes*: *Rob Ecker-Grant's Ghost*



Best Paint Finish Award Sponsored by *Badger Airbrush*:
Gregory Rice-Principia



Thunderbird - People's Choice Award

Modeler's Choice Award Sponsored by *Rocky Mountain Shipwrights*: *Gregory Rice-Thunderbird*



F.K. Bemis Best of Show Award.
Dana McCalip Best Miniatures Award Sponsored by the National Research & Model Ship Society of Chicago:
Joe Simon-IJN Heavy Cruiser Myoko

Awards were won by members of our club, as follows:

Gold Awards, Category IV Dioramas

Steve Wheeler:
Edith.



John Pocius: *U-2338 German U-Boat and McKenzie River Driftboat.*



Gold Awards, Category I Scratch-Built



Steve Wheeler:
Defiance Cut-Away

Silver Awards, Category II Kit Models

Tony Sergios: *Nina.*



Bronze Awards, Category II Kit Models



Bob Sykes:
Charles W. Morgan

● Ships on Deck ●

Ken Goetz has really made a lot of progress on his 1:57 "Mamoli" model of the two-masted *Pirate Corsair*. Ken's



friend really wanted him to build him a pirate ship so Ken dove in to building this Italian kit - not a strongly advised venture. Language barriers notwithstanding, he has been able to get into planking the hull using poplar material supplied for "sheathing" with "laths". The wood was very soft and bends well, so his job was a bit easier. Some scratch building will be required for the stern, but he's optimistic about the results and is happy about the small scale.

Allen Siegel is into the first planking on his 1:50 "Amati" kit of Henry Hudson's ship *Half Moon*. The sub planking supplied seemed too thick and too hard to work with, so Allen is using thinner planks of his own. Deck planking



will be done before all the bulwarks are planked, as he needs the working space to do the decks. Allen says it's a good kit to work with and enjoyable to build.

Sid Wotman says the *Fly* flew and has been replaced by the 1:48 "Model Shipways" kit of the 14-gun privateer *Fair American*. Sid hopes for a better outcome than he achieved to date on his previous model, which is now gathering dust on his highest shelf. Based on the excellent materials package and really detailed plan sets we were shown, we're sure this will be a joy for him to build.



Glenn Estry fell for this 1/2" scale "Dumas" kit of the 1930 24' *Chirs-Craft Runabout* while looking through a hobby shop. He has been able to make rapid progress on building this kit but the materials supplied did give him some problems. Balsa sub-planking was very thick and



the mahogany wood was very grainy. Pluses were the really finely laser cut parts that went together very well. This job is being done as a learning experience on how to handle mahogany decking and we'll bet it comes out very fine, mate.

Gordon Field is finishing up work on the deck furniture, spars and masts on his 1:48 "Model Shipways" kit of the pilot schooner *Katy of Norfolk*. Next up comes the rigging and, fortunately for Gordon, this ship did not come with any shrouds, so he's off the hook on having to do things like tying rat lines. Gordon built up the masts and spars with oiled cherry wood to add strength. Basswood decks were stained oak using a water based "Min Wax" product. Mast hoops remain a puzzle yet to be solved.



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

Your **Editor** found that, while working on the masts for his 1:48 Great Lakes schooner *Challenge*, he first had to mount mast hoops before he could install the boom rests and do the final painting and stain-



ing. That, of course, presented a problem, as he had never made mast hoops before. And so began another modeling adventure. With good advice from **Bob Filipowski**, this job was made easier. The masts were 3/8" diameter and the hoops needed to be 7/16" I.D. to allow them to



travel freely. By laminating a piece of 3/8" dowel with 1/32" lath, brown paper could then be wound and glued around it to form hoops with a 7/16" I.D. Without the use of a lathe, cutting the hoops with an X-ACTO knife was time consuming. After painting with a brown acrylic wash, the result gave the desired appearance.

Ken Wallenberg showed us his skills in creating really fine "folk art" in the form of an *Alaskan Totem Pole*.

The images he carved represent various Alaskan tribes, all of which can be found on actual Totem Poles he has seen on his travels there.

Really outstanding, mate.



Doc Williams has 7 of the 10 davits installed on his 1:64 model of the "Model Shipways" Whaling Bark *Charles W. Morgan* kit. Yet to come are the cranes and skids for the whale boats, followed by the boats themselves.



To make the davits more secure, Doc inset them into the ship's rails using a chisel and then fixed them with brass rod pins.

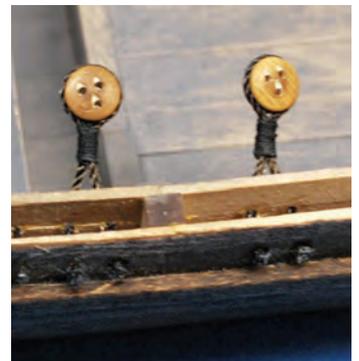
Doc's exclamations are that this model is turning out to be largely "scratch built", despite it being a kit. Most of the kit's wood has been upgraded and the assembly instructions have been subjected to extreme workarounds.

The saying is that "The end justifies the means" and, in this case, the end is a very beautiful model over which Doc can be justifiably proud.

Kurt Van Dahm has rigged the lower deadeyes on his 1:24 model of the "Model Shipways" Gunboat *Philadelphia 1776* and described the rather unusual method used



in mounting them. This boat was part of the American fleet commanded by General Benedict Arnold during the Battle of Valcour Island, October 11, 1776, and is the oldest American fighting vessel in existence. The boat was probably a hasty construction as evidenced by the fact that the deadeyes were attached directly to the hull with no chain plates. The deadeye stoppings were passed through a hole in the bulwarks and secured with a knot on the outside of the hull.



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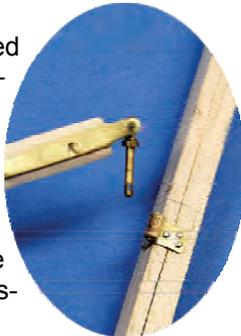
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"Ships-on-Deck", continued from Page 4

Kurt needed some patience to get this exactly right, so as to make the deadeyes all come out even. To do this, he designed a unique block spacer that would lock over the top of the bulwark and give him the correct height on each deadeye.

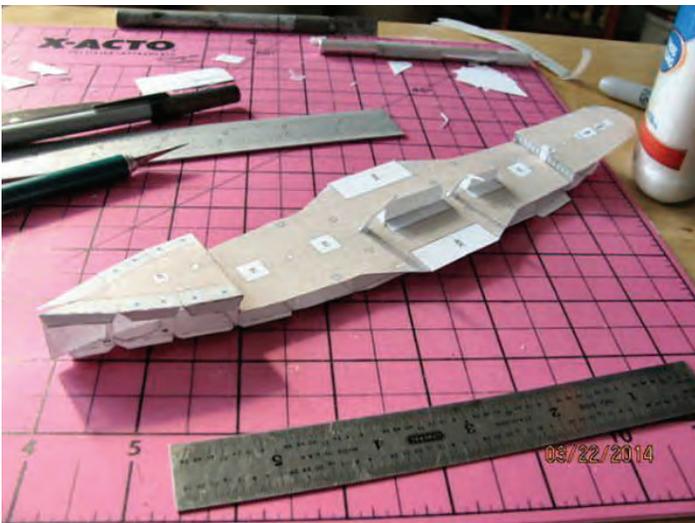


Kurt also showed us the mast fittings and gooseneck on his model of the Burger-built sloop *Splash*. Some really fine



brass work was done here using resistance soldering techniques.

Dave Botton is keeping us in the loop on his modeling efforts while he is away. His latest effort is another unique card model, the *CSS Teaser*.



This is a really neat model of a side-wheel steamer used both by the Confederate Navy and the United States Navy (see Profile, right).

Keep up your fine efforts, mate. We can tell that you're having a great time building these models.



HISTORIC SHIP PROFILES

● *CSS Teaser* ●

CSS Teaser had been the aging Georgetown, D.C. tug-boat *York River* until the beginning of the American Civil War, when she was taken into the Confederate States Navy and took part in the famous Battle of Hampton Roads. Later, she was captured by the United States Navy and became the first **USS Teaser**.



Teaser was a pioneer "aircraft carrier", serving as a base for an observation hot air balloon; she also became a pioneer minelayer when ordered on June 17, 1862, to assist General Robert E. Lee's Army of Northern Virginia. She was used by the Confederate Naval Submarine Battery Service to plant and service "torpedoes" (mines) in the James River.

Teaser was seized by USS *Maratanza* after an engagement on the James River on July 4, 1862 and, after being taken into the United States Navy, was assigned to the Potomac Flotilla.

USS *Teaser* plied the waters of the Potomac River to enforce the blockade by interdicting a thriving trade in contraband between the Maryland and Virginia shores.

Teaser was decommissioned at the Washington Navy Yard on June 2, 1865 and sold at public auction on June 25, after which she served commercially as a tug until 1878.

General characteristics

Displacement:	64 tons
Length:	80 ft (24 m)
Beam:	18 ft (5.5 m)
Propulsion:	Steam engine
Complement:	25 officers & men
Armament:	1 x 32-pounder rifled cannon 1 x 12-pounder rifled cannon

Career (CSA)

Name:	<i>Teaser</i>
Operator:	Confederate States Navy
Commissioned:	1861
Fate:	Captured 4 July 1862

Career (USA)

Name:	<i>Teaser</i>
Operator:	Union Navy
Commissioned:	1862
Decommissioned:	2 June 1865
Fate:	Sold into merchant service at auction 25 June 1865



The Sloop of War 1650-1763

By Ian McLaughlan

Barnsley: Seaforth Publishing, 2014

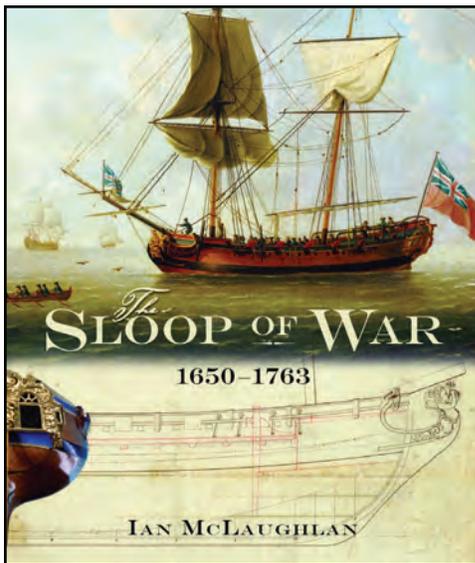
10" x 11 3/4", hardcover, 288 pages

Illustrations, drawings, appendices, notes, bibliography, index.

ISBN: 9781848321878

Distributed in the United States by Naval Institute Press,
Annapolis, Maryland

It's interesting to note that in recent years the sloop of war, as a modeling subject, has seen an increase in popularity. This is exemplified by the number of new kit releases and practicum's being offered that feature these



trim little vessels. Yet, for a class of warship that would become the largest in the Royal Navy, documentation concerning their origins, history, and design have been largely neglected in favor of the dashing frigates and imposing ships of the line. It is conceivable that much of this can be attributed to the confusing and numerous variables that would define these craft. These included differing hulls, rigs, armament, operational roles, and the rank of the commanding officer.

Author, Ian McLaughlan, discusses all of these facets, and more, in *the Sloop of War 1650 – 1763*. This particular period in European history was a turbulent era punctuated by wars between England, France, Holland, and Spain. The author provides insight into the political, economic, and military aspects that precipitated these conflicts, as well as a brief history of the wars themselves. In each case, an overview of the small craft adapted, or built, to fulfill particular wartime requirements is noted. Subsequent chapters are devoted to these craft that go into greater detail, and explain how these vessels would have contributed to the evolution of the sloop of war.

The opening chapter is unique in that it deals with different types of rig, which includes sail variations, how they were deployed, and the arrangement of masts and spars.

This information can be especially useful for the model ship builder. The author feels that this departure is justified due to the fact that rig can be the defining issue when discussing sloops. This is a common theme throughout the book. A brief, yet intriguing, discussion on the stability of these craft is also provided.

Outside influences are cited often in the book, with segments being devoted to craft originating in the Mediterranean, Spain, Holland, and France. They include vessels such as double shallop fishing boats, Dutch yachts, and French privateers. An interesting analysis of French *Barque Longues* and corvettes provides a comparison to their English counterparts, with an emphasis on how the philosophies of the rival navies often influenced the design and use of these ships.

An unexpected surprise is the appearance of the bomb vessel and fire ship in this book. The author admits that including them in the 'sloop' family may be open to question, but their occasional cruising role justifies that distinction. The developmental and operational history of each vessel type is provided, as well some of the unique construction details these vessels possessed.

This book is profusely illustrated. Ian McLaughlan is also an accomplished artist, and many of the author's own line drawings and watercolor sketches appear throughout. These drawings are especially beneficial in discussions concerning earlier craft where less documentation exists. Photographs of contemporary models and paintings, all black and white, as well as numerous plans from the National Maritime Museum are also provided. An added plus is the fact that each NMM draught is accompanied by the plan's Product Code, which can be searched online. This is especially useful information if the reader is interested in obtaining a copy, or wants an unimpeded view of a featured draught that happens to extend into the gutter of the book.

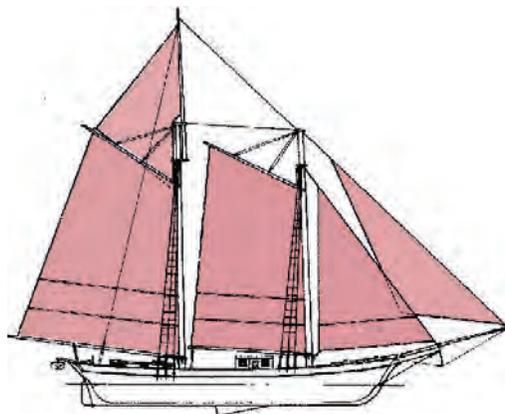
The Sloop of War 1650-1763 should not be considered a "one stop" reference for the model ship builder, since it was not intended to provide an in-depth anatomy of these ships. However, useful information is provided in the appendices that provide armament characteristics, mast and spar dimensions, a selection of sloop plans, and a brief description on how to make a rudimentary interpretation of these plans. Considering the extensive number of possibilities available, this will most certainly help in choosing a subject.

One might think that a book of this type can be a bit "dry" at times, but that is not the case. With his insightful comments and astute observations, Ian McLaughlan will keep the reader engaged as he traces the evolution of this important warship. Historians, naval enthusiasts, and model ship builders will find this book to be entertaining, as well as informative. *The Sloop of War 1650-1763* is highly recommended.

Reviewed by
Bob Filipowski



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