



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ July 2015

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the May 2015 meeting at 7:30 and mustered in a crew of 27. With lots of freebies on offer and a good raffle as well, the evening was extra active in conversation, good will and exchanges of valuable modeling information.

We were reminded of the planned model exhibit at the Prospect Heights Library scheduled for November. Our club will be featured and anyone who has a smaller model that he would be willing to loan should contact **Bob Filipowski** or **Tony Serigos**. Such public displays are one way for us to add new members, so your participation is encouraged.

Kurt Van Dahm reports that his Intermediate Air Brush Workshop is now in the planning phase with no firm date set, as yet. A signup sheet was passed around for those who have an interest in attending.

It should have been noted in our newsletter last month that the monograph on the Continental Galley *Washington* can be downloaded free from the NRG web site.



The NRG Conference is going great with lots of people signed up. With the event scheduled to take place October 22-24, it's not too late to book your room at the Mystic Hilton and receive the special conference price of \$145 per night.

May, 2016, will mark the 40th anniversary of the model boat show in Manitowoc, WI. In addition to the regular contest, a "Master's Contest" is being planned for all past Gold Medal winners who bring their winning models. Another new feature of this meeting will be a Friday "Maritime History" tour of the Manitowoc area. Contest registration will be on Saturday up to noon.

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July Meeting Notice

"The Rope" 40th Anniversary Show Courtesy of Mr. Norio Uriu - Reviewed by Bob Filipowski

Models from The Rope, Tokyo, are among the world's finest examples of the hobby. Photos of a few of these models recently shown at the Rope's 40th anniversary show held in Tokyo will be shown by Bob Filipowski together with his personal comments. Should be a real visual treat for everyone.

Our next meeting will be at 7:15 p.m.
Wednesday, July 15, 2015
At: **The South Church**
501 S. Emerson Street
Mount Prospect, IL

● Manitowoc ●

By **Bob Filipowski**
Reviewed by **John Mitchell**

True to his word, Bob had all the winning models scoped out and his comments, together with those of Kurt Van Dahm and Doc Williams, two other show judges, really gave us a sense of what skills there are out there and what it takes to earn a medal.

Local club members who medaled were **Gus Agustin**, **Bob Sykes**, **Tony Serigos** and **Gordon Field**. They were joined by associate member **William Maxwell** of Brighton, MI in the winner's circle. Congratulations to our mates and to all the other winners in what must be one of the finest competitions of its kind in the U.S.



Best Miniature - *St. George 1701*
By **Gus Agustin**



Gold Medal - *La Mirage*
By **Bob Sykes**

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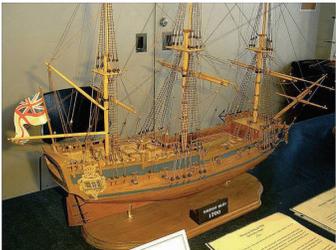
"Manitowoc", continued from Page 1



Gold Medal - *Katy*
By **Gordon Field**



Gold Medal - *French Longboat*
By **William Maxwell**



Silver Medal - *Peregrine Galley*
By **Bob Sykes**



Silver Medal - *Proud Marsha*
By **Tony Serigos**



Best Great Lakes Model -
Wabesi By **Rob Ecker**



Best Paint Job - *USS Iowa*
By **Gordon Brownell**



Peoples' Choice Award &
Modelers' Choice Award -
Le Fleuron By **Gordon Stiller**



Best of Show Award & Best
Novice Award - *Gundola Phila-
delphia* By **Samuel Parent**



Gold Medal - *Silver Lake*
By **Jim Brotz**



Gold Medal - *Le Cygne*
By **William Sproul**

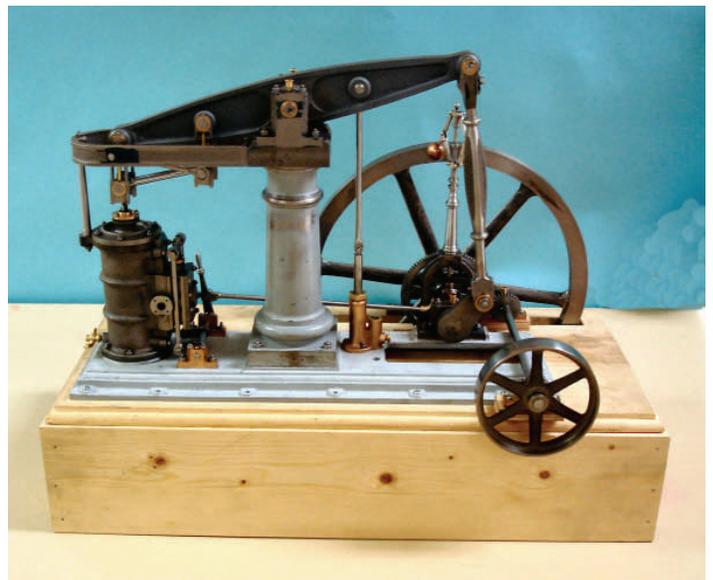
● Ships on Deck ●

Bob Sykes has made a fine looking start on his 1:100 "Mantua" kit of the French *La Couronne*, 1636. Bob says it's a nice kit "but you can't go by the plans - no way!" (stern lights were way out of scale). Bob bought the model from someone who had already started it but he found that he had to tear out most of the hull planking, as the gun ports didn't line up at all.



The base supports were made from napkin holders, which really look good and add to the beauty of the model. Great show of originality there, mate.

Paul Bien made further additions to his 1"=1' model of a *Walking Beam Engine*, ca. 1840/1850. This beauty put out 20-30 hp at 20 rpm and was the type engine used in side-wheel paddle boats as well as for industrial applica-



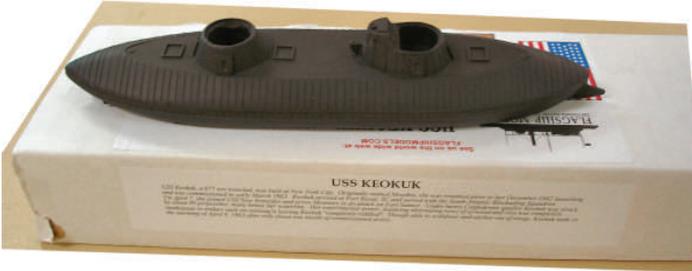
tions. We were treated to seeing the engine actually work under compressed air propulsion in place of live steam. Paul gets the model to run continuously at about 35 rpm but, once it is fully broken in, he would like to run it even slower so as to show off the mechanics of the engine better. Newly added were a fly-ball governor and a water pump. A truly remarkable piece of workmanship, mate.

See "Ships", Page 3

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"Ships", continued from Page 2

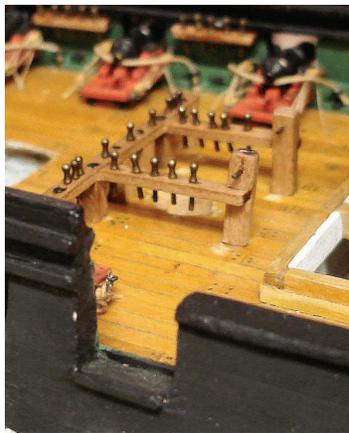
Kurt Van Dahm is working on a 1/192 "Flagship" model of the *USS Keokuk* 1863. This kit features a resin hull in two halves (waterline or full), which needed sanding work to achieve a proper fit (parts didn't match). So far, the hull has been spray painted in Badger primer.



Doc Williams continues to clean up the 1/8" scale model of the *USS Constitution*, which had much of the deck furniture glued to a lacquered deck. This arrangement meant that parts fell off at the slightest touch. Now the fife rails are secured with brass rods and will hold the rigging yet to come. Once he has installed a few hatches and stairs, the masts and spars will follow. A very beautiful transformation, mate.



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Gordon Field's 1:32 scratch built model of the fishing pinkie *Dove* has progressed to the rails, which are being built in the "open" variety. Several versions exist of this ship with solid and open topped bulwarks.



The **Koziol's, John and John Jr.** showed us the fine work they have done on three WWII submarines; Ger-

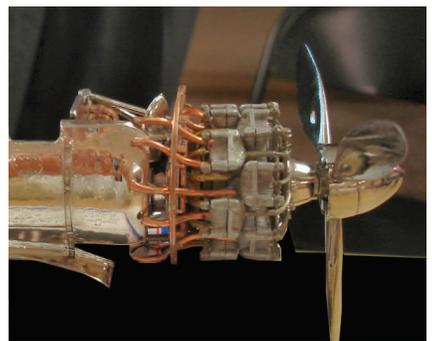


man U-Boats *Type VII* (foreground) and the *U-505* (as on display at the Chicago Museum of Science and Industry),

as well as an American *Gato-class* sub all in 1/72 scale. The *Gato-class* model was from a Revell Germany kit, which had been upgraded with cast parts such as copper props and a brass bell. The *Type VII* had a pressure hull of fiberglass with a wood deck and lots of extra metal parts, some of which were also cast from bronze and copper. The vent holes had been milled out using a dental drill. All-in-all, these three models were outstanding in their realism.



And if all that didn't amaze you, we were also shown the work done on the detailed engine of a WWII Japanese *Zero* fighter. All the parts had been cast by the Koziol's in their lab. Nothing was left out!



Lastly we saw a set of "recognition" miniatures once housed on board a US Navy warship during WWII. This was a remarkable museum piece, for sure. Thanks, mates, for a great showing.

*The Fully Framed Model,
Rigging a Sixth Rate Sloop
of 1767-1780*

Volume IV Revised & Expanded
By David Antscherl

Distributed by: Sea Watch Books, LLC, Florence, Oregon
www.seawatchbooks.com, seawatchbooks@gmail.com

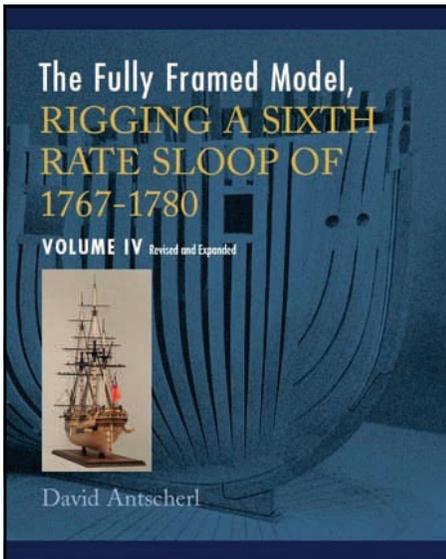
It has been approximately four years since *The Fully Framed Model, Rigging a Sixth Rate Sloop of 1767-1780, Volume IV*, by David Antscherl, was published. Along with the three other companion books, this series on building a model of a Swan Class Sloop of War has become one of the benchmark references for model ship builders and naval historians.

When Mr. Antscherl originally wrote Volume IV, he had misgivings about producing a reference that would only be a duplication of previous works on the subject. Fortunately for us, he persevered, and produced a book, which has put an exclamation point on this treatise.

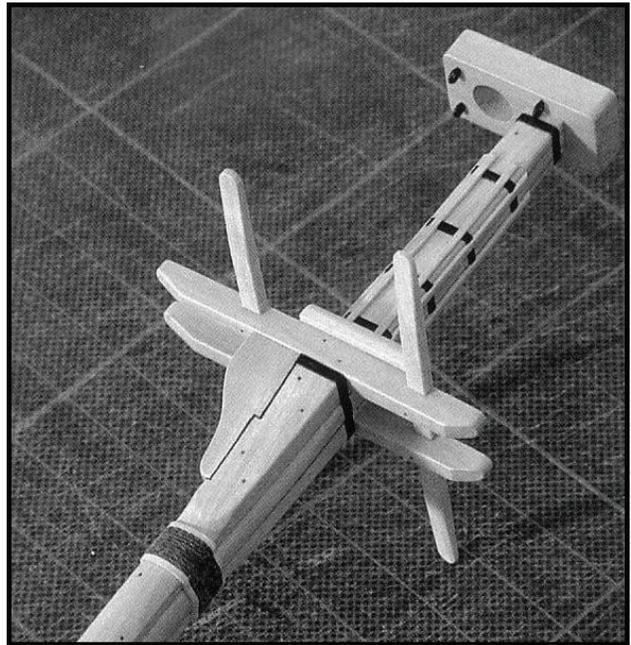
Nevertheless, it wasn't until after the first edition was released that the author became aware of several errors and omissions in the book. During that time, he also developed a technique for making realistic sails.

The net result was a revised and expanded second edition of *Rigging A Sixth Rate Sloop of War of 1767—1780*. This new book contains a number of updated passages, as well as a new chapter 26, composed of 16 pages that describe the author's procedure for fabricating and installing sails.

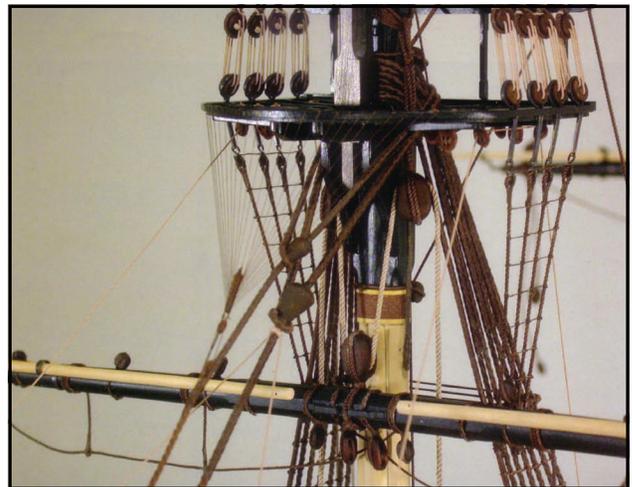
As is consistent with the format in Volumes I, II and III, *"Rigging a Sixth Rate Sloop"* starts out with chapter 13. This has been a salient feature throughout this work that has allowed the author to easily refer back to segments discussed in the previous books. The initial two chapters start out by explaining the procedure for creating masts and yards to the correct proportions. Masts in particular were complex structures, and Antscherl breaks down their construction into an easily understood progression of steps.



"Understandability" is a common feature throughout this book, as the author does not assume that the reader is knowledgeable on the subject, and makes every effort to



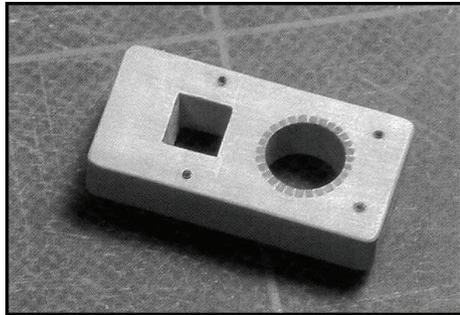
explain various terms. This makes *"Rigging a Sixth Rate Sloop"* a very user friendly book, and although Antscherl makes numerous references to various classics such as Steel's *Rigging and Seamanship*, and Lee's *The Masting and Rigging of English Ships of War 1625-1860*, this treatise is capable of standing alone. This is especially important since David's research apparently found errors in "Lee" and gaps in "Steel", which could present a dilemma for all of us.



Rigging begins with Chapter Fifteen, and a description of Antscherl's ropewalk, which is very simplistic in design. His comments on the use of linen, silk, synthetic and cotton threads are especially interesting. He also discusses the principles of a serving machine, which is an absolutely essential device if you are interested in creating a first rate rigging job.

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One aspect of the book that continuously impressed this writer was the level of knowledge Mr. Antscherl possesses concerning the complexity of these ships. He often makes reference to obscure fittings or procedures that are not common knowl-



edge to the rest of us. One excellent example is the leathering of the round lower mast cap hole, which the topmast slides through. In the photo above, David did not actually use leather. The procedure was simulated with tan acrylic paint.

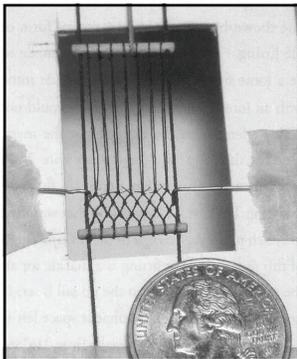
This brings us to another aspect of the author's modeling and this book. In spite of the impeccable crispness of his shaping and joinery, Antscherl also presents a practical side to his work. This includes "Magic Markers" for



tarring, and painted card stock, to simulate wood, where flexibility is required. Although not historically correct, the tops are constructed using a lamination process that gives them more strength and rigidity. They are then scribed to simulate planking. When painted, they become indistinguishable from a true built-up version.

Rigging a Sixth Rate Sloop of 1767-1780 abounds with such hints and tips. Others include procedures for rigging crows-feet, catharpins, and fore topmast staysail netting, which can be especially problematical.

One short, but decidedly interesting chapter, number 25, deals with various "necessary ropes", as Steel terms them. They include the fish davit, tackle, cat blocks, hooks, pendants, anchor stowage, nun buoys, entering ropes and



stern ladders. None of these actually pertain to rigging, but are still appropriate for this book.

The final four chapters, which includes the new information on making sails, give a detailed analysis of each sail a sixth rate carried, and the required blocks and tackle that were required to handle them.

The book ends with a very nice selection of color photos depicting Antscherl's *Resolution*, which was also a sixth rate man of war, and dates from the same period.

Finally, this writer had an opportunity to compare the set of rigging plans (three sheets) that come with Volume IV, to the drawings that accompany a kit of HMS *Fly*, which is also a *Swan* class sixth rate. This European offering is one of the better kits on the market, and is highly regarded. It didn't take long to



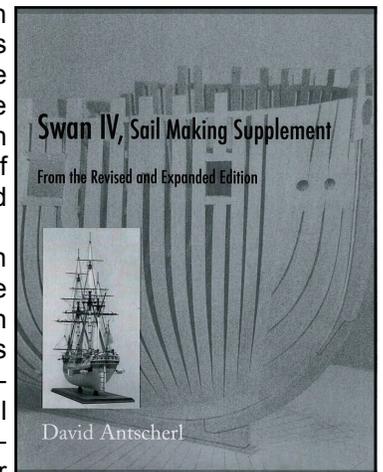
Completed rigging on the author's model of *Resolution*, 1772-1773.

determine that there were considerable differences between the two sets of plans. Whether you're interested in building this kit or any other vessel from this period, this book should be considered an absolute must.

The first edition of Volume IV has been sold out for quite some time, which means that many of us own a book lacking the latest information. The author and SeaWatch Books were well aware of this, and have produced an economical solution.

A supplement has been created that features the recent updates to *Swan IV*. Like the full book, this booklet of 16 pages describes Antscherl's sail construction and installation. Passages in other chapters that were modified, or added, are also included.

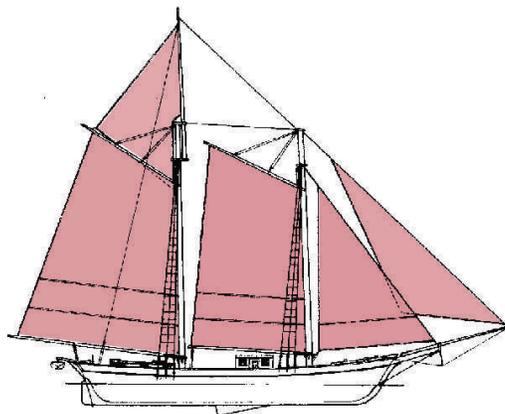
The *Swan IV, Sail Making Supplement*, from the Revised and Expanded Edition by David Antscherl, can be purchased for \$7.00 + \$5.00 S&H US/\$10.00 Canada/\$13 all other locations.



Reviewed by Bob Filipowski



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