



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ June 2018

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the May meeting at 7:15 with a loyal crew of 29 on deck. The evening's presentation was, we are sure, partly responsible for the fine turnout. The weather also contributed plus a little bit of cold weather cabin fever.

Bob introduced a new member, **Ray Kroschel**, and welcomed back an old member, **Tim Riggs**, who is visiting from his new home in Texas. Tim reports that, try as he might, he hasn't had much luck with starting a model ship club in the Lone Star State. He keeps up his skills by being active in a local wood carving club and building a card model now and then. We're happy to have you both on board for the voyage.



A flea market was held to help our mate, **Ray Oswalt**, close out his hobby activities by selling a selection of his fine tools. Our club's response was highly gratifying, as ALL of Ray's things were sold. That was not expected. Thanks to all who participated.

The new meeting format of having the presentation immediately after the business session with Ships-on-Deck at the end seems to have gained unanimous approval. It was especially appreciated by those who had to leave early for various reasons. Look for this to continue.

Kurt Van Dahm reported that all speakers are now set for the NRG Conference in Las Vegas, NV, October 25-27. Plans were also final for the boat cruise on Lake Mead and a tour of Hoover Dam. Registration forms for the conference are now available on the NRG web site at www.thenrg.org.



On another NRG note, Kurt mentioned that **Bill Maxwell** was withdrawing as an NRG director, so there is a search on to find his replacement.

Be sure and see the amazing historical model on p.4, who's transom has on it a work of art - real art!



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June Meeting Notice

Spiling II

by Bob Filipowski

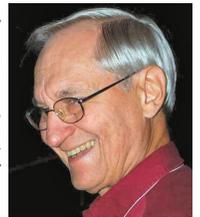
Bob's startup on Spiling, part I, was a success and we are sure you won't want to miss the next installment, part II. Everyone's modeling abilities are being upgraded by the helpful presentations we get every month. Another of your club membership benefits.

Our next meeting will be at 7:15 p.m.
Wednesday, June 20, 2018
The South Church
501 S. Emerson Street
Mount Prospect, IL

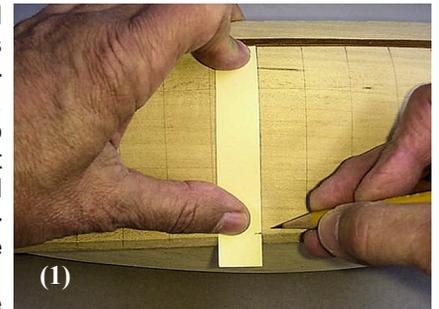
● Spiling I ●

By Bob Filipowski

Bob opened his presentation on spiling by stating that a certain amount of planning and preparation must be done before a single plank can be laid. The first items that needed to be determined are plank length and the butt joint pattern your planking job will have.



With this information it is possible to lay out the plank butt joint locations on your hull. (See photo 1.) If the model is a plank on bulkhead type, the bulkheads might limit the locations available. These lines will also help determine what your plank widths will be as you move forward or aft from the mid-ship frame.



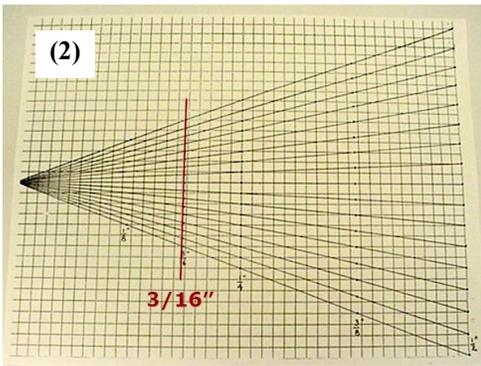
Once you have these lines drawn on both sides of the hull, it is time to determine what your plank width will be at the mid-ship station.

"Spiling I", continued on Page 2

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"Spiling I", continued from Page 1

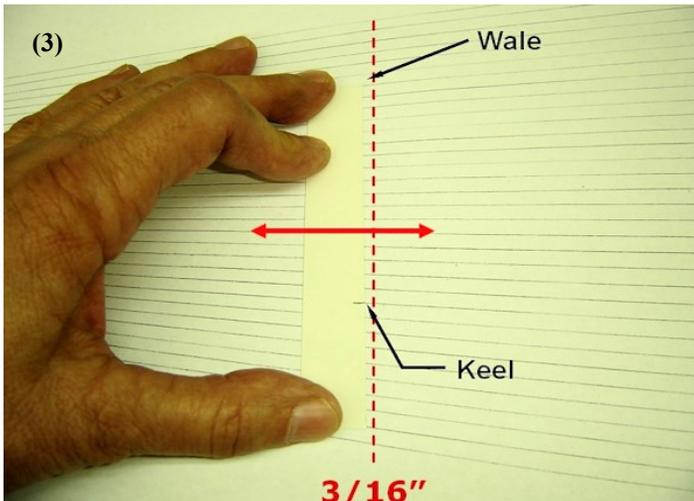
This dimension is also called the "median plank width."



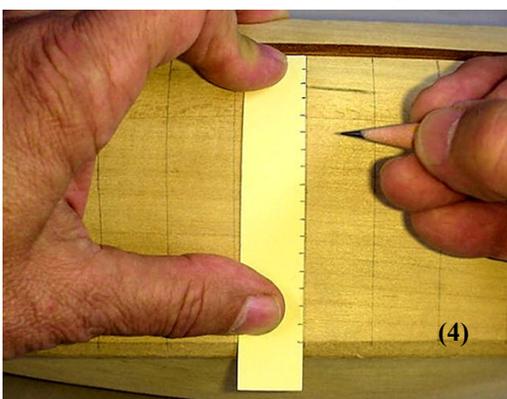
Bob spent a lot of time discussing the sketch shown in the second illustration. Known as a diminishing grid, it is used to calculate the number of planks, and their widths, at the mid-ship bulkhead, and other

locations along the hull. The larger the scale, the wider the plank, as you go from left to right.

Mark the distance from the bottom of the main wale to the top of the keel at the mid-ship bulkhead (figure 1) on a strip of heavy paper. With a hypothetical desired plank

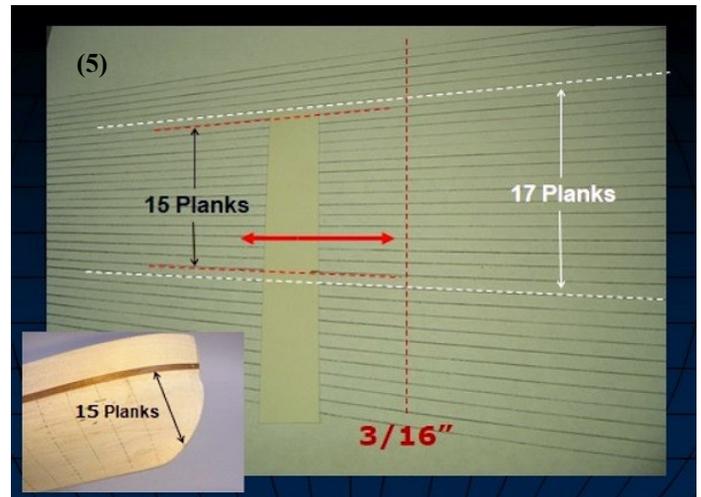


width of $\frac{3}{16}$ " , 17 planks are found to fit between the wale and the keel when the measurement strip (1) is placed on the line equal to the modeler's desired plank size. The strip may have to be moved slightly to the left or right so the two points intersect a pair of grid lines. (3)



Mark the intersecting grid lines on the strip, and transfer them to your model at the mid-ship frame. As you move forward, the grid lines will converge, and a new strip will be needed at each station.

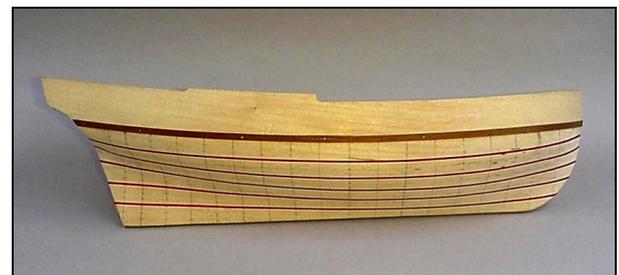
Give each strip a location number, so you can use them on both sides of the hull.



One problem that will occur more so at the bow than at the stern is that we can no longer fit 17 planks into the space from wale to keel while maintaining at least half the original median plank width. This is remedied by running the garboard strake ,and first broad strake straight into the stem. This results in two less planks to deal width. By positioning a new paper strip at the forward bulkhead, we mark the new length, and position it over our grid. By sliding it back and forth, we can find the location where there are 15 planks fitting in the new space. (5) We then mark these with tick marks on the new paper template and transfer these points to the bulkhead.

You will find that, having marked all bulkheads with the corrected 17 plank widths, you can trace and create a paper template of each individual plank, working down from the wale to the keel. Using these templates to cut out each plank from a piece of sheet stock of the desired thickness, you will have planks that will exactly fit all the contours of the hull from bow to stern. Since the surface area increases at the stern, it may be necessary to introduce stealers to complete the plank runs. Alternately, at the bow, drop planks may be needed if the plank widths taper down to less than half their original median plank width. These two options will be discussed in greater detail in part three at the July meeting.

The final item discussed was the use of battens. Bob stated that they can help ensure that your hull is symmet-



rical and properly shaped. Using the tick marks as references, battens can also give you a preview as to how your plank runs will look. This is especially important at the bow and stern where radical changes in plank width can occur. Next month Part 2: Plank Construction

● Ships on Deck ●

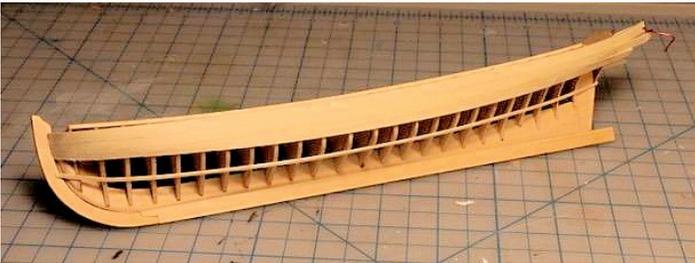
Steve Wheeler sent in these fine photos of his work in progress



model of the cruiser *Lady Isabel* which, when finished, won Gold and a number of other prizes at the show in Manitowoc (see p.4). Thanks mate for sharing the pics.

John Pocius sent us photos of his work on the English *Pinnace* that he is building as part of a group project at his club out in Oregon. This craft is going to turn out really different than the Long Boat kit that so many of our members built together a year ago. We're looking forward to watching your progress, mate.

Gus Agustin has come a long way on his 1:192 miniature of the HMS *Sussex* since we first saw her. The lower half was complete last month and now he has a good start on the upper half. This model will be a special layout that will allow raising the upper half to reveal the below deck area while remaining in the display case! The upper portion was first carved out of a solid block of basswood and then hollowed out. Amazing technique, mate!

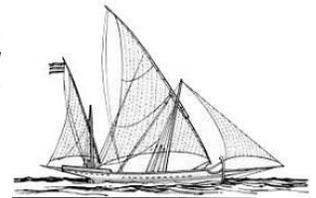


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Helmut Reiter has started a new project to build a model of a *felucca* and his work thus far shows the same great attention to detail and fine craftsmanship we've seen on all his models.

(A *felucca* is a traditional wooden sailing boat used in protected waters of the Red Sea and eastern Mediterranean. Its rig consists of one or two lateen sails and a long, two-piece main yard).



Helmut's 1:35 model is a two-masted variety and has a fully finished below deck, although he may not reveal that feature. The plans for his model came from France, via the internet. Rail stanchion



holes can be seen along the lower waterway. Helmut



says his last model, the HMS *Pegasus*, was the last warship he would build and, in fact, he has not finished her and would possibly sell her.



Gordon Field is busy doing dry dock repairs on his 1/4" scale model of the skip jack fishing boat *Willie Bennett*. This was an early kit for Gordon which now is in need of some refreshing.

Fine looking sails are made of architectural drafting paper - a favorite product for this use.



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"S-O-D.", continued from Page 3

Tim Riggs brought in one of his finely done card models entirely made from paper. This one is the *Commodore Perry*, a paddle steam ferry doing service as a civil war harbor defense vessel. Tim uses 100 lb paper to print these and then sprays them with dull coat finish.



This model was downloaded free from the web site "modelsnmoore.com" by Magnus Mörch. Tim's results always look very lifelike and are a joy to view. Great having you back, mate.

Bob Sykes has had his problems with the kit supplied materials on his 1:48 model of the HMS *Royal Caroline* 1749.



Bob found that the hull planking tended to curl and the stock material didn't match the dimensions called out in the plan. He really wanted to use mahogany on the hull but will stain the wood as is. As usual, Bob is always able to work around all sorts of kit shortcomings to achieve a really fine result. Great work, mate.

Ed Morris has started copper foiling the hull on his 1:64 model of the whaler *Charles W. Morgan*. The hull has been painted above the water line and the first rows of copper laid down. Nail heads were cleverly simulat-



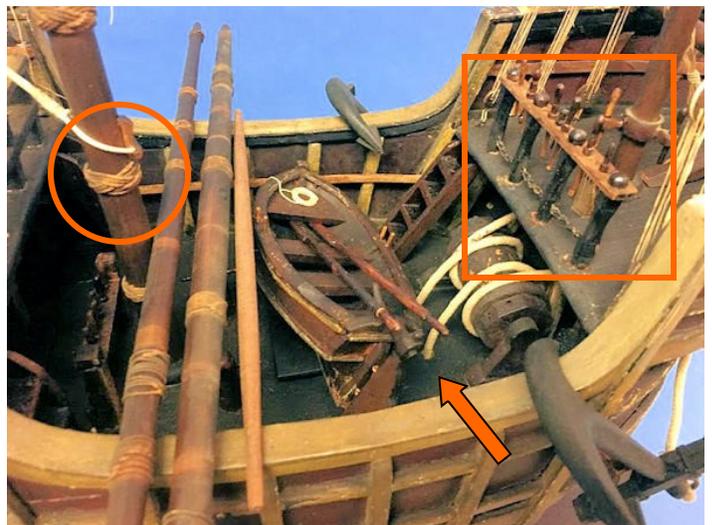
ed in the copper foil by rolling over the foil with a fine pounce wheel fitted to an Exacto handle. Really nice results, mate.



Richard Romaniak is working on a restoration of a very historic model of the *Santa Maria*, thought to have been originally made around 1900. While the scale (1:24) and age put his somewhat into the folk art category, the details to be seen on the model seem to indicate a much higher level of expertise by the builder. Richard's first



efforts were to replace the totally disintegrating rigging, which he has done with great care to maintaining the authentic appearance. It is when we peer into the details



that we begin to gain a real respect for the builder's skills and knowledge. As an example, check out the finely tied main mast woodings (3-strand Turk's heads), which are way finer and more accurate than one would expect from anything in the "folk art" class. Also note the well made fore mast pin rail and the fife rail on the fore deck with their finely turned belaying pins. Even the hawser line is neatly stowed below through ports in the deck.

All-in-all, a most fascinating model and a wonderful glimpse into the past as well as a great inspiration for future modelers. Thanks for showing us your modeling gem, mate. We wish you much success in completing your work.

42nd Wisconsin Maritime Museum Model Ships & Boats Contest

By Bob Filipowski

I was told by senior judge, Ed Urbanczyk, that there have been larger exhibits, but from my limited experience,



this was the biggest that I have ever participated in. There were 41 entries in the contest. However, this number is misleading. Some of the entries exhibited multiple models, which brought the total up to 67. Add an additional 10 models that were “exhibit only”, and the grand total for the 42nd Wisconsin Maritime Museum Model Ships & Boats Contest balloons to 77!

Our own Gus Agustin was a major contributor to this statistic with his “Maritime Models in Miniature” entry. This unique piece won a gold plaque along with his Lion Figurehead, which also took a Gold and the **Gordon Still-er Best Carving Award**.



Steve Wheeler continues to add to his legend. His magnificent *Lady Isabel*, won Gold, the **Roger Jaekel Best Great Lakes Award**, and the **Modelers' Choice Award**. Congratulations, Steve!

Probably the most surprised individual during the awards ceremony was Ken Goetz. In addition to a well deserved gold plaque, Ken took home the **Best Racing Class Sailboat Award** for his excellent *Bluenose*. Most individuals



Lady Isabel
by Steve Wheeler



are not aware of the fact that this beautiful schooner was a very formidable racing boat, which dominated the International Fisherman's Trophy Races in the 20's and 30's. Ken knew about the boat's history, but he didn't know it qualified for the award.



Bluenose
By Ken Goetz

Associate Member, Samuel Parent, who resides in Winona, Minnesota, took home a Gold Award for a very fine *Armed Virginia Sloop*. The manner in which this impressive model was mounted was especially noteworthy. The contrast between the weathered ways and the colorful hull was a visual treat.



Armed Virginia Sloop
by Samuel Parent

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Steel warships are becoming a more common participant in this annual competition. The 2018 edition featured no less than 19 examples. With the advent of photoetch



upgrades and more sophisticated detailing techniques, these models are becoming incredibly intricate. A good example is the IJN *Mogami* by Chuck Bauer. This Japanese heavy cruiser captured Gold and the coveted **Badger Airbrush Best Paint Finish Award**.



Armed Virginia Sloop
by David Blake



The rules state that to qualify for the **Best Novice Award**, the model must be a first or second effort by the contestant. Looking at David Blake's *Armed Virginia Sloop* it's hard to believe that this beautiful model qualified, but it did. David also won a gold for his outstanding efforts.

When it comes to the **Peoples' Choice Award**, you might say that this particular award is the "wild card" in the bunch. Visitors to the museum are allowed to vote for



their favorite model, and invariably they choose a piece that is very decorative and possesses a lot of guns. This year the final results in this category would suggest that these individuals were more discerning. Robert Cioppa's three-masted Great Lakes schooner, *J. H. Mead*, took home the award and a well-deserved Silver plaque.

Probably, the two most difficult choices that had to be made involved the **Best Miniature** and **Best in Show Awards**. There were so many fine models that were qualifiers. In the end, both were given to John Leyland for his diorama "This Force is Bound For Tokyo." This amaz-



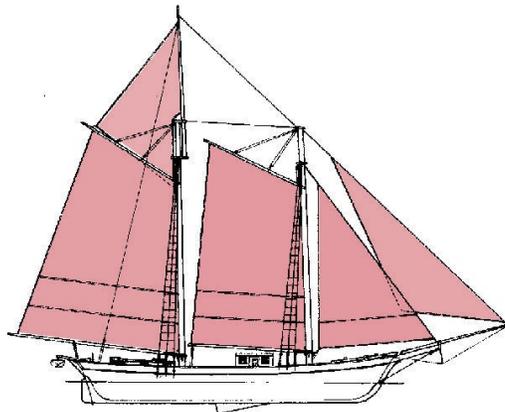
ing display featured the USS *Hornet* with the 16 Doolittle B-25 bombers on deck, the USS *Cimarron*, and the light



cruiser USS *Nashville*. Awesome work!



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