



Forecastle Report

Newsletter of the Midwest Model Shipwrights

June 2009

● Scuttlebutt ●

Commodore **Sid Wotman** rang the ship's bell to open the meeting with 25 hands aboard, including one new member, **Paul Pollowy** of Des Plaines. Paul learned about our club while attending the model boat show in Manitowoc and liked what he saw in the models our members were displaying. His main interest is in historic Great Lakes freighters. Welcome aboard, mate.

FROM THE COMMODORE'S CABIN



In deference to my faulty memory and eyesight, it has been determined by the Board to have a drawing at the end of each meeting, whose aim is to help overcome my disabilities during a meeting. The aim of the drawing is to urge each member to wear his name tag. Further details at the June meeting. *Sid Wotman*

The Chicago Maritime Society is offering all our club members an introductory, free, one-year membership as a means to increase their membership and to encourage anyone interested in Chicago's maritime heritage to participate in the exciting Chicago Maritime Museum development project. If you are interested in this offer, you should contact the Chicago Maritime Museum directly at 312-421-9096.

Marty Myers is offering the 74-gun *HMS Vanguard* kit (appx 47" long) at \$525 + tax. Great price for such a fine kit. Contact Marty directly at 773-398-7668 or Ship Unlimited at 773-879-4184; identify yourself as a member of our club to get this price - no additional discounts.

This year's Wisconsin Maritime Museum Model Boat Show & Contest had 33 models in competition, 25 of which won gold and 8 silver - the bar was defiantly raised on quality this year. Next year's show will be held on the third weekend in May, 2010.

Kurt Van Dahm's Air Brush Workshop will be held June 6 and also June 20 at Kurt's home shop. If you have an interest, please contact Kurt directly at 630-968-3189 or by e-mail at kurt@modelshipyard.com.

OFFICERS

Commodore (President) - Sid Wotman.....	(847) 680-1256
Flag Captain (Vice Pres) - Tim Riggs.....	(847) 697-9552
Ship's Purser (Treasurer) - Ken Goetz	(847) 678-4249
Ship's Clerk (Secretary) - Jim Merritt.....	(847) 888-3882
Signals Officer (Editor) - John Mitchell	(847) 392-2259
M. Chief (Photographer) - Leon Sirota	(847) 541-6285

June Meeting Notice

"Manitowoc"

By Bob Filipowski

Bob is going to treat us to a complete run down on all the action that took place at this year's Wisconsin Maritime Museum Model Boat Show & Contest in Manitowoc, WI. We are proud to have had several of our mates score awards and Bob will be our eyes and ears to relive all the honors that went around. Plan on attending to be sure to see some remarkably fine ship model photos.

Fifth in our new series, **Historic American Warships**, features the *USS Holland (SS-1)*, the US Navy's first commissioned submarine. Read about this boat on page 5.

Our next meeting will be at 7:15 p.m. Wednesday,
June 17, 2009
At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Stern Lanterns ●



Doc Williams and **Helmut Reiter** offered up a great team presentation on two methods for producing really beautiful, and authentic, stern lanterns.



Using rod/block-stock clear acrylic plastic, they crafted the desired lantern shape, based on the model requirement, and then very cleverly added the brass mullions and ends to complete the job.

Helmut's lantern, being round, was turned from rod stock on a lathe. The unusual method was to use a file to cut down the acrylic. This prevented unwanted buildup of plastic ribbons, which occur when using a conventional cutting tool.

Doc's lantern was cut from bar stock into a tapered hexagon shape. The hex shapes for top and bottom were outlined on the ends of the stock to provide a cutting guide and the cutting was done with a file, as well.

After turning the lantern shape, Helmut's next



Waterline Dioramas **A MODELBUIDER'S ARTFORM**

By Justin F. Camarata

Distributed by: Sea Watch Books, LLC, Florence, Oregon

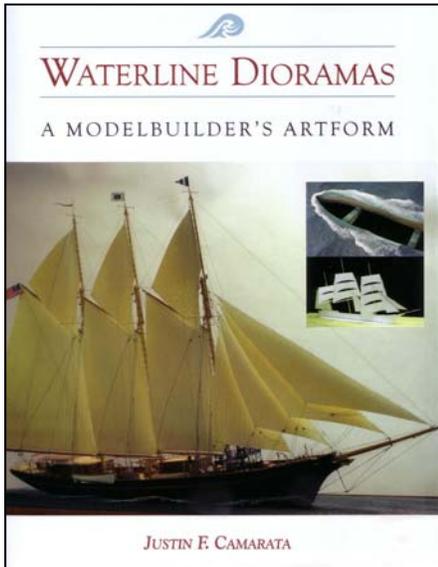
It's not very often that a book comes along that has the potential to join ship modeling classics authored by such individuals as Underhill, Long-ridge, Petrejus and Lee. Justin Camarata has done a masterful job of blending subtle art-like principles with technical know-how to present a remarkable treatise on the building of waterline dioramas.

Although this book discusses hull fabrication, rigging and sails, it is not intended to be a model ship building manual. These topics are presented in a clear concise manner, with an eye towards incorporating them into realistic dioramas. It is possible that you will find that many hints and tips can be incorporated into your own modeling procedures whether you are a miniaturist or prefer larger scales.

This is especially true concerning his technique for making sails. Various options are discussed including a unique procedure Justin calls "refined overlap seams", which involves laminating paper panels with tissue paper. The tissue simulates a much thinner, realistic panel edge on the more visible side of the sail.

Without a doubt, what sets this book apart from other works on waterline dioramas is Camarata's thorough discussion of water. Twenty-five percent of the book is devoted to arguably the most important aspect of this type of modeling.

The first of two chapters is appropriately titled "Water:

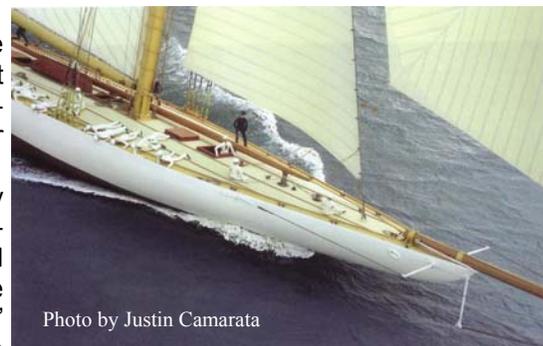
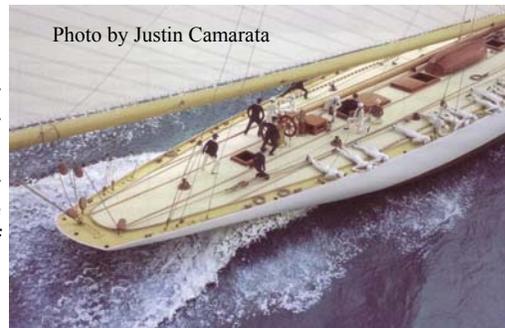


The Real Thing", and reflects the authors aeronautical engineering background as he describes how hull waves, wave patterns, and the interaction between the sea and a ship's hull can be mathematically determined. The author feels that understanding how full scale water behaves can't help but make for a more convincing diorama, and he proceeds to demonstrate it in the next chapter.

After reviewing various materials used by other successful dioramacists, Camarata discusses the importance of planning and visualization, and how principles practiced by artists and sculptors can be applied. He admits that he is always open to new ideas, and his choice of materials may be dependant on the state of the sea, and how his vessel will be portrayed. Many of his supplies were discovered after considerable trial and error, and include textured wallpaper, plaster, gesso, medium density fiber board, aluminum foil, and model railroad foliage. Justin's description of how these materials are blended into truly lifelike scenes is intriguing.

The final chapters are devoted to the creating of figures, and presentation. The latter topic describes how display cases can be designed to compliment the overall composition. This remarkable book closes out with an excellent portfolio of photos featuring the works of contemporary builders such as McCaffery, McNarry and Ronnberg.

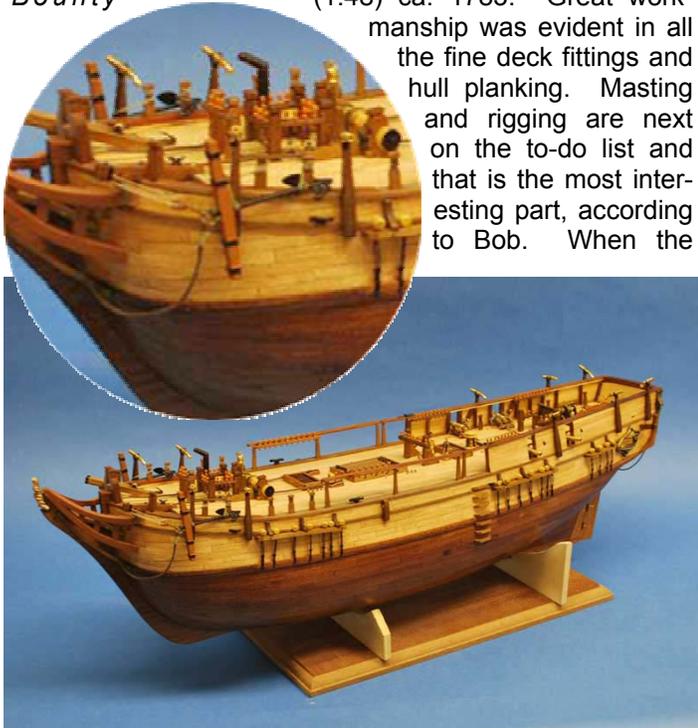
Finally, this treatise should not be considered just for miniaturists, since many of the models featured are as large as 3/16" scale. The wealth of knowledge Justin Camarata shares will allow you to raise your modeling to another level, whether you're experienced in this ship modeling art form, or just contemplating your first effort.



Reviewed by
Bob Filipowski

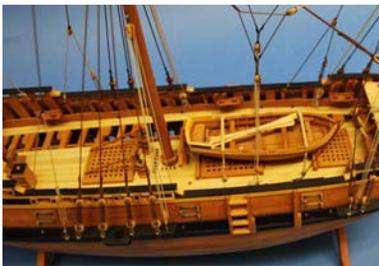
● Ships on Deck ●

Bob Sykes showed us the completed hull of his *HMS Bounty* (1:48) ca. 1783. Great workmanship was evident in all the fine deck fittings and hull planking. Masting and rigging are next on the to-do list and that is the most interesting part, according to Bob. When the



hawser wouldn't lie flat (to show load tension), Bob solved the problem by adding some super glue. He also found that not all C/A works the same; some types leave a white film. Thanks for the tip, mate.

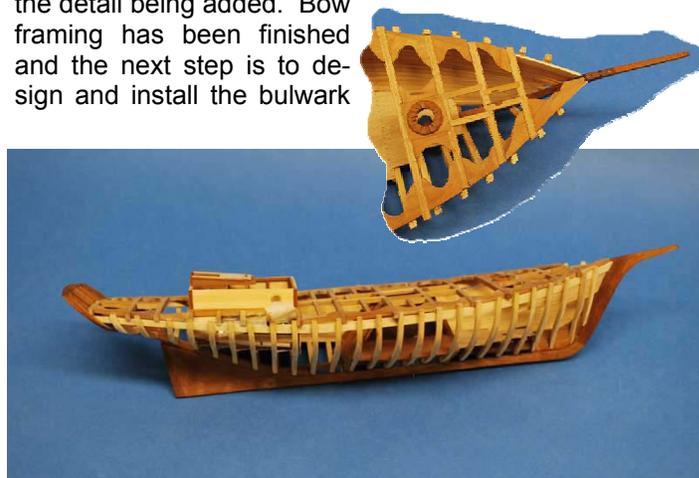
Helmut Reiter has completed all the standing rigging on his 1:36 model of the *La Belle*. Care was taken to get the rigging scale just right, made more authentic by using the MoRope product, which looks very correct. Helmut will leave off the rat lines until he



has finished working on the yards and their rigging to facilitate moving up and down through the shrouds. Next project will be to mount and rig the 6 yards. Glass beads in dull finish will be used to construct the parrels.



Walt Philips' work on the *Emma C. Berry* is moving forward at a measured pace with great attention paid to all the detail being added. Bow framing has been finished and the next step is to design and install the bulwark



stanchions. We're following all this with great interest, mate.

Paul Pollowy, our newest member, has plans to build an historic kit of the Great Lakes freighter *William A. Irvin* (1:200) ca 1938. This is a plank-on-bulkhead kit made



sometime in the 1960's. Also of interest is the fact that the original *Irvin* is a museum display in Duluth, MN. Looks like it will keep you busy for the next couple of years, mate.

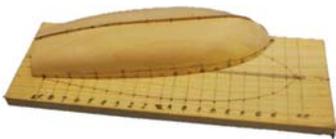
John Pocius has made an Aleutian Sea Otter Hunter bust, circa mid 1800's, scale 1:9, sculpted using Magic Sculpt epoxy clay. He is wearing a waterproof parka made from seal intestines. Next step will be creating his elaborately decorated and colorfully painted carved wood hunting hat. Then the bust will be painted using artists oil paints.



The Forecastle Report, June 2009 - P.4

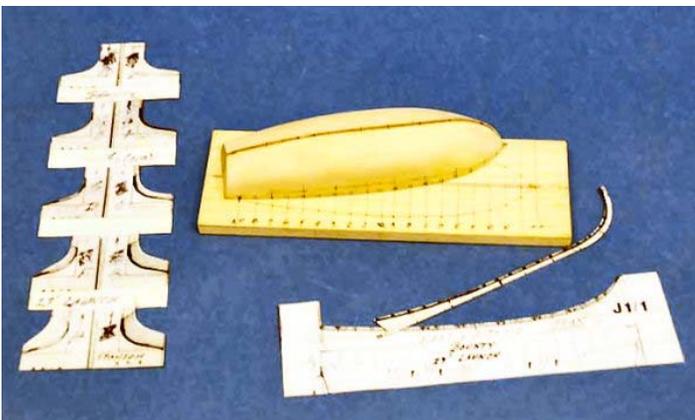
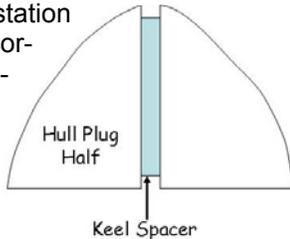
Ships-on-Deck, continued from page 3

Ray Oswalt is keeping his skills honed (just like his carving tools) by building a (7/32" - 1") *HMS Bounty Launch*.



The building method uses a solid plug form over which the ribs and planks are laid. After carefully reducing his plan dimensions to allow for the thickness of the ribs plus

planking, he created frame station templates to aid in carving the correct shape. One construction secret was how Ray allowed for alignment and positioning of the keel. The hull plug was actually made from three pieces, the center piece being the same



width as the keel and cut slightly smaller than the hull. This provided a gap at each end into which the keel could be inserted after the ribs had been laid down (the keel is notched at each rib). Before the ribs are added to the plug, the plug will be coated with bee's wax to help assure release of the rib framework. Thanks, mate, this was a great lesson for everyone.

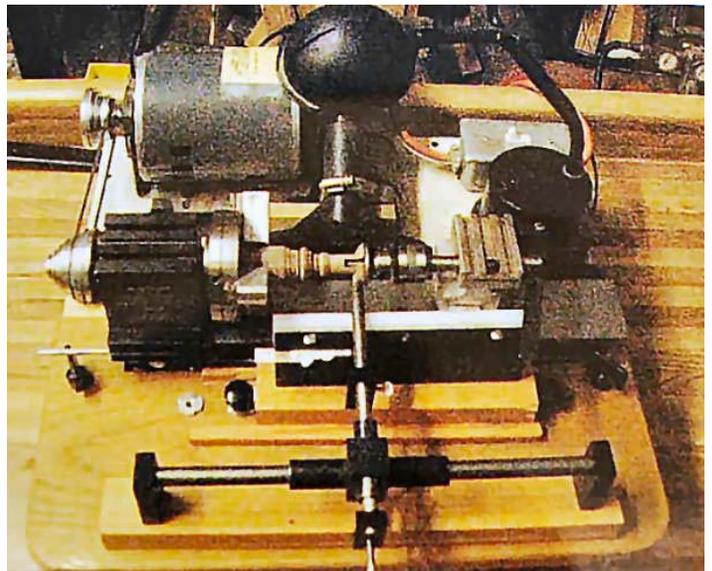


After **Ken Goetz** added 3203 treenails to the spar deck (holes were 32/1000 diam) of his "Model Shipways" kit of the *USS Con-*



stitution (1:76.8) he took her up to the Manitowoc show as a "work in progress". Stern davits were added but the quarter deck davits were omitted due to their fragility (will be added last). A lot of work, mate, but well worth the effort—a winner in the making, we'd say.

Jim Merritt has now mounted his 1:54 "Mamoli" kit of the *Yacht Mary* on a permanent base using spindles made



using a Dremel duplicator mounted on a Taig lathe. The slot for the keel in each spindle was cut using a router, as were the side profiles on the base plate.

Gudgeons & pintles were made according to the system outlined in our October 2004 issue, as presented by Bob Filipowski, and they came out to the letter. Nice going, mate.



See Ships-on-Deck, Page 5

The Forecastle Report, June 2009 - P.5

Ships-on-Deck, continued from page 4

Kurt Van Dahm has been busy working on his "Model Shipways" kit of the riverboat *Chaperon* (1:48). Progress



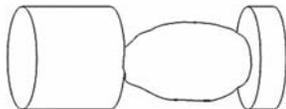
was shown on the addition of the boiler deck and the completion of the main deck. Construction details on the curved cabin ends was really neat with the backing having been



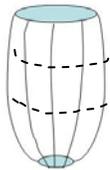
pre-cut to allow for curvature. Vertical battens are then installed to cover up the cut lines. Kurt attached a piece of file card on the back side of this part to prevent any chance of separation when being bent - nice tip. Kurt researched authentic colors and found that the decks were, oddly enough, painted red. This differed from the "box art" supplied and is evidence of nautical research in action, mates!

Lanterns, continued from page 1

effort was to polish the acrylic back to a clear surface. Next Helmut marked the vertical mullion lines in an authentic scale dimension.



These scratched marks were then deepened to accept half the radius of the selected brass wire used to depict mullions. Horizontal mullion marks were then engraved also at scale. Vertical (brass wire) mullions were glued in place first and then short pieces of brass wire were carefully cut and glued in between the vertical wire. Lastly, top and bottom caps were turned from brass and glued in place. Everything fit perfectly and are a great testament to Helmut's attention to detail - and to a great deal of patience!



Doc's treatment was to take bar stock and paste a hexagonal pattern on top and bottom corresponding to the scale dimension of the desired lantern. Then it was an exercise in filing down the acrylic to form the desired shape. Polishing returned the clear surface, after which the vertical mullions were attached. Finishing off the job, top and bottom caps were added.

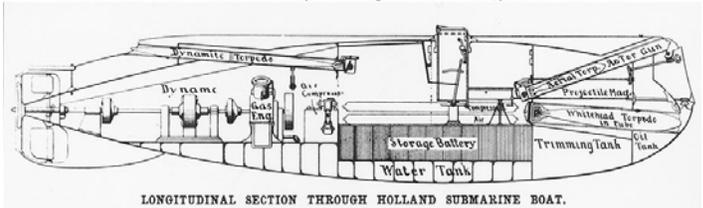


Our many thanks to Doc and Helmut for their efforts to help us all become better modelers. Great job, mates!

● USS Holland ●

USS Holland (SS-1) was the United States Navy's first commissioned submarine, named for her Irish-American inventor, John Philip Holland, although not the first submarine of the US Navy, which was the 1862 *Alligator*. The boat was originally laid down as "Holland VI", and launched on 17 May 1897.

Photo # NH 53474 Inboard profile drawing of submarine Holland, published 1898



SS-1 was the first submarine having power to run submerged for any considerable distance, and the first to combine electric motors for submerged travel and gasoline engines for use on the surface. Six more of her type were ordered and built under the supervision of



Arthur Leopold Busch, the head of

Namesake: John Philip Holland
Builder: Crescent Shipyard, Elizabeth, NJ

Laid down: November 1896

Launched: 17 May 1897

Commissioned: 12 Oct 1900

Struck: 21 November 1910

Fate: Sold 18 June 1913; on display in a park in Paterson, NJ until sold for scrap, 1932.

Length: 53 ft 10 in overall

Beam: 10 ft 4 in extreme

Draft: 8 ft 6 in

Displacement: 64 tons surfaced
74 tons submerged

Speed: 8 knots surfaced

5 knots submerged

Crew: 6

Armament: 1 x 18-in torpedo tube
1 x 8.4-in dynamite cannon.

construction at the Crescent Shipyard in Elizabeth, NJ and the same shipyard (and man) where the *USS Holland* was developed. The company that emerged from under these developments was called The Electric Boat Company, founded on 7 Feb 1899.

The *USS Holland* design was also adopted by others, including the Royal Navy in developing the Holland class submarine. The Imperial Japanese Navy employed a modified version of the basic design for their first five submarines, although these submarines were at least 10 feet longer at about 63 feet. These

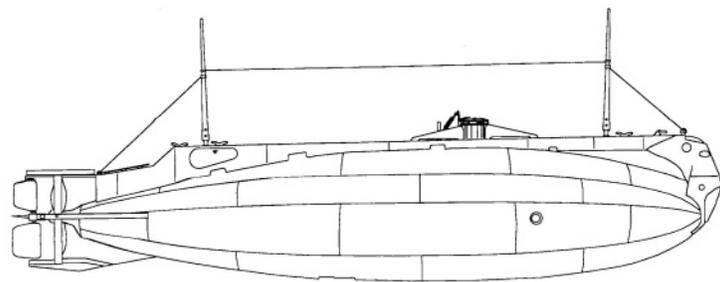
IJN submarines were also developed by Holland's confidant, Arthur L. Busch at the Fore River Ship and Engine Co., Quincy, MA.



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John R. Mitchell, Editor
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