



Forecastle Report

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

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the May 2015 meeting at 7:30 and mustered in a crew of 31. Great to see so many turn out for the special program being presented by our mate, **Bob Jensen**, from Milwaukee.

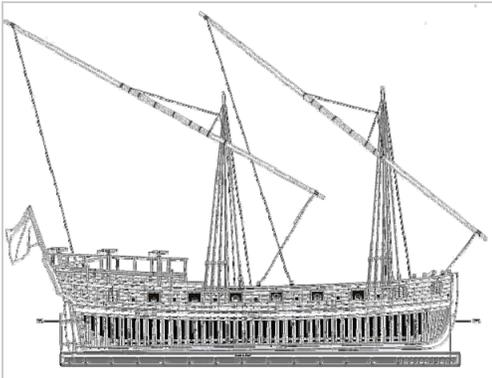
Bob advised that there were two videos for sale tonight; "Air Brush Techniques" and "Planking the Hull". Both were sold at \$10 apiece with funds going to the Tri-Club.

Overall results from the Manitowoc show were very favorable to our club members where a total of 29 Gold, 6 Silver and 5 Bronze awards were given out.

For 2016, **Kurt Van Dahm** advised us of a "Masters Competition" planned at the Wisconsin Maritime Museum in Manitowoc for all past Gold Award winners the third weekend in May, 20-22. A maritime history bus tour is also being planned for the Friday afternoon.

Kurt also reported that registration for the NRG Conference in Mystic will open soon and will be emailed to members. Even though Kurt says that enough rooms have been blocked at the Mystic Hilton, it is still a good idea to register at the hotel early.

On another note, Kurt says an NRG Grant was awarded for a monograph and plans of the Continental Galley *Washington*; a ship from the Lake Champlain "Battle of Valcour Island". Opens up real possibilities for those interested in modeling American historical ships. (See: Fcstl Rpt, Dec 2004).



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2015 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 394-0757
Vice Pres (Flag Captain)	- Glenn Estry(847) 259-1574
Treasurer (Ship's Purser)	- Allen Siegel(847) 446-7248
Secretary (Ship's Clerk)	- Tony Serigos.....(847) 392-3275
Newsletter Editor	- John Mitchell(847) 392-2259
Photographer	- Leon Sirota(847) 541-6285
Web Master	- John Pocius.....(630) 834-9477

johnpociusdesign@att.net

June Meeting Notice

Manitowoc Model Competition

By Bob Filipowski

Bob is brining back all the skinny on what models were displayed, who won prizes, what really looked good, what was really unique and how everyone enjoyed their visit to Manitowoc. Whether you were there or not, this is a great chance to get the whole picture from one of the experts on site.

Our next meeting will be at 7:15 p.m.
Wednesday, June 17, 2015
At: **The South Church**
501 S. Emerson Street
Mount Prospect, IL

● Photo Etching Small Parts ●

By Bob Jensen

Reviewed by John Mitchell

Bob sub-labeled his presentation "Brass Etching for Dummies" because the techniques he uses do not rely on a true photo-resist process. That being said, we did learn how to create small parts from thin brass sheeting using a method friendly to most modelers. While a degree in chemistry isn't required, some handling of chemicals does carry with it a need for caution.



For more information you can obtain a copy of Bob's handout by emailing him at bikerevbob@gmail.com.

Why etch parts?

- Replace inferior kit parts
- Duplicate shortened (kit) parts
- Make new parts
- Make decorative designs

How to learn etching techniques?

- Attend workshops
- Read on internet
- Books in library

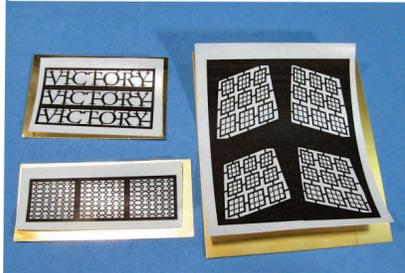
See "Etching", Page 2

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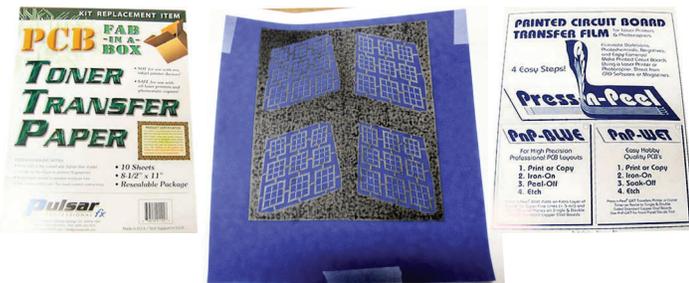
"Etching", continued from Page 1

What are the steps to creating etched parts?

Make a drawing of the part(s) using a vector drawing program on your PC (e.g. "Inkscape") then scale object until printout fits your need.



Print object on "transfer paper" (e.g. "PCB" or "Press-n-Peel"). Use only a laser printer, not ink jet.

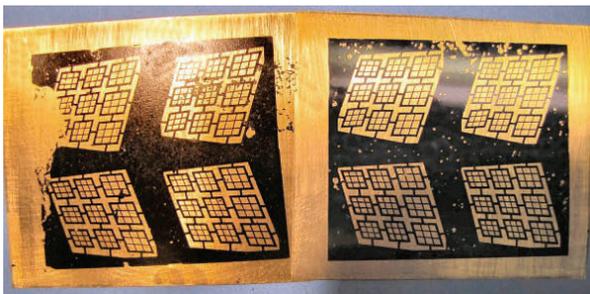


Prepare brass metal sheet

- Use 0.005/.010 thickness
- Flatten cut edges
- Clean sheet using steel wool pad

Apply transfer paper to brass using heat and pressure

- Use iron or laminator
- Fill gaps in transfer with black marker pen - the acid will remove everything on the brass sheet not coated with black. Don't forget to join parts to the main part of the fret with "traces", otherwise they will fall off in the etch tank.

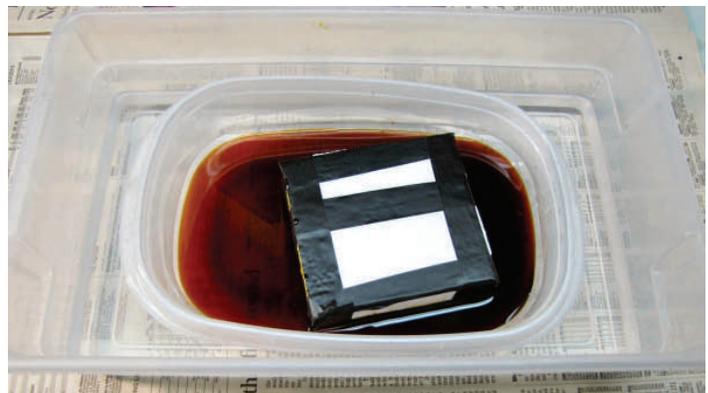


Etch brass sheet

- Spray paint back of brass sheet with red or gray paint
- Tape sheet to a Styrofoam block

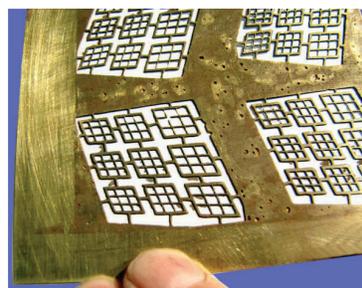


- Mix chemicals in an etching tank (use ferric chloride with citric acid 4:1). Chemicals are very corrosive, so do not use near metal tools, etc., and provide good ventilation. Wear eye protection, gloves and an apron.
- Float Styrofoam block in the etching tank brass sheet side down until the chemicals have dissolved the brass not covered with black transfer or black ink.



- Clean up etching using acetone to remove paint and baking soda to neutralize chemicals. Dispose of chemicals at a recycle center, not down the drain.

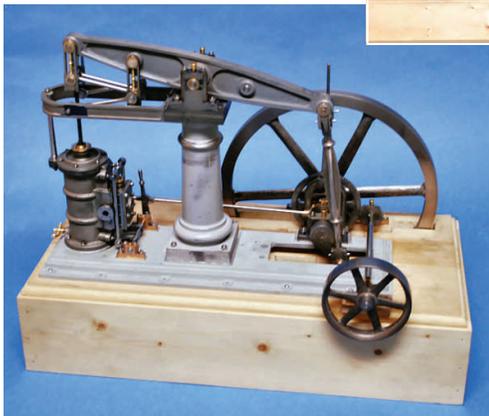
We hope this brief outline



has whetted your appetite for making etched parts and will encourage you to experiment with this valuable modeling technique. Our thanks go out again to **Bob Jensen** for his fine presentation and for sharing with us all his hard won experience on the subject of etching parts. We're especially grateful for his willingness to travel down from Milwaukee to be with us on this evening. You're always welcome, mate. Come back soon.

● Ships on Deck ●

Paul Bien has built a 1:1 working model of a *Beam Engine* of the type used on paddlewheel steamships. The engine model has a bore of 1.25" and a stroke of 2.5" and runs at 20 to 30



rpm. Part of the model is built from a "Reeves (England) Casting Set". The engine is typical of a period between 1840 and 1850. We were promised a future showing using com-

pressed air to run the engine. Another masterful job, mate.

Bob Jensen says he has been working on his HMS *Victoria* "Mantua" kit for the past five years but we learned



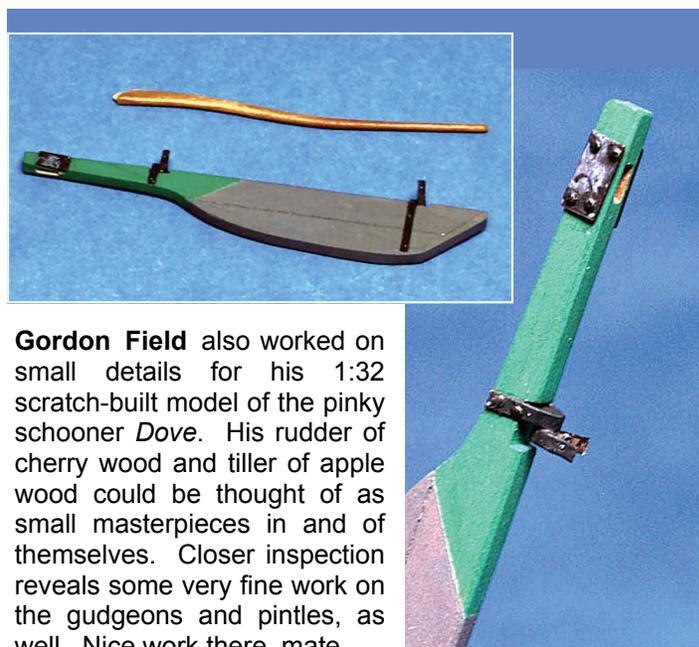
that a good part of that time was used in developing etching techniques needed to overcome the kit's parts deficiencies. The stern has been largely scratch built using his etched parts (window frames, decorative details) and has really added to the beauty of the model. She's going to be an exceptional model, mate. Thanks for bringing her along.



Kurt Van Dahm zeroed in on one of the smaller but finer details on his 1:24 "Model Shipways" kit of the gunboat *Philadelphia* ca. 1776 by scratch-building the *Fireplace/Cook stove*. That might not sound like a big project, but the effort he went to certainly qualifies it as a major effort. To reproduce a rustic look, Kurt scratch-built the bricks using colored



"Sculpie" which he baked in the oven. The results are amazingly realistic. The kit provided a large quantity of basswood "blocks" to be punched out of a laser cut sheet. Following a tip he obtained from **Dave Yotter** (the SMA, CA), Kurt built a mold form, pressed the "Sculpie" into it, baked it in an oven at 275° for 15 min. and, presto, had a beautiful and uniform set of bricks. Artist's paste was used to fasten them together. Great technique, mate.



Gordon Field also worked on small details for his 1:32 scratch-built model of the pinky schooner *Dove*. His rudder of cherry wood and tiller of apple wood could be thought of as small masterpieces in and of themselves. Closer inspection reveals some very fine work on the gudgeons and pintles, as well. Nice work there, mate.

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"Ships", continued from Page 3

Doc Williams is moving along on his rebuilding of the USS *Constitution* model he is doing for a client. All the deadeyes have now been installed and the fore fife rail has



Here we can see Sid's building method of planking from the inside out. The inboard bulwarks have been fully planked and primed and the gun port openings have been framed and painted. Now all that remains is to plank the outer hull. Looks like a great building technique, mate.

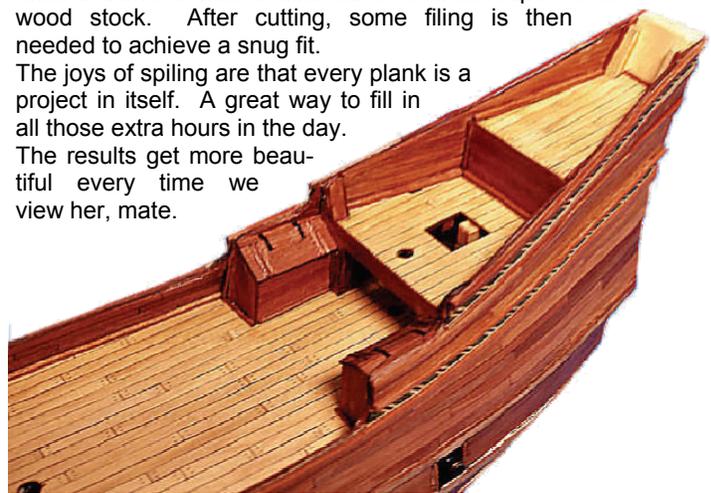
Allen Siegel is having a great time spiling the lower hull on his model of Henry Hudson's ship *Half Moon*. To cut each plank,



Allen makes a paper template outlining the plank to be cut and then attaches it with double-sided "Scotch Tape" to the wood stock. After cutting, some filing is then needed to achieve a snug fit.

The joys of spiling are that every plank is a project in itself. A great way to fill in all those extra hours in the day.

The results get more beautiful every time we view her, mate.



been reconstructed and installed. In addition, all the guns on the spar deck have been rigged. She's looking very ship-shape mate. Can't wait to see her with sticks and string.

Sid Wotman has installed the starboard bulwark complete with gun ports on his 1:48 "Model Shipways" kit of the privateer *Fair American*.

Sid is challenged to complete the building in less time than it took to finish his *Charles. W. Morgan*. We know he can do it!



THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.

YEARLY
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For more information contact us at www.thenrg.org



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"Scuttlebutt", continued from Page 1

A new phase in the life of our mate, **John Pocius**, is about to take place. The August meeting will be John's last with us for quite some time, as he and his family are moving to Portland, Oregon at the end of that month. The good news is, John will continue to be a full member of our club AND our Webmaster. We will be sorry to see him leave us, but are thankful for all the great efforts he has made to help put our club on the map with the first class web site he created.



And we've been thankful, too, to have had the joy viewing his many beautiful dioramas and models first hand. A rare privilege, indeed.

As a departing gift, John is going to give away his hard-copy collection of the *Nautical Research Journal*, Vol. 1-50, at the June meeting. If there are a lot of takers, we may include them in the evening's raffle.



Be sure and say your goodbyes and wish John much success in his new home on the West coast. Bon Voyage, mate.

● Amphibious Warfare ●

D-Day, the 6th of June, 1944, saw America engaged in the largest amphibious assault in history. The D-Day attack consisted of more than 150,000 personnel coming across the English Channel by sea and air, and about 100,000 troops were involved in the invasion. Of these, about 9,000 paid the ultimate price to secure the peace in Europe for many millions of people.

The D-Day invasion force had about 5,000 vessels involved in various roles; many being amphibious craft used to land troops and vehicles on the beaches of Normandy. Foremost among them were Landing Craft, Vehicle, Personnel (LCVP), also known as the "Higgins" boat. The craft was designed by Andrew Higgins based on boats made for operating in swamps and marshes. More than 20,000 were built by Higgins Industries and licensees.¹

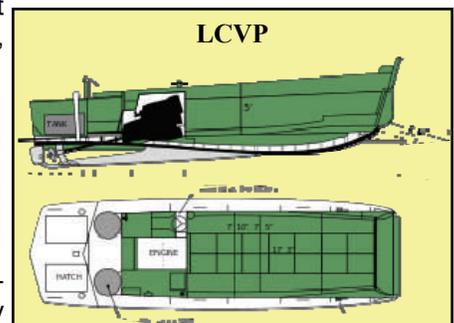
Another of the landing craft in use on June 6, 1944 was the Landing Craft Mechanized (LCM),



designed for carrying vehicles. They were used to land troops or tanks. The LCM (2) was the first American design with approximately 150 built by American Car & Foundry and Higgins Industries. Higgins built the LCM (3), which was capable of carrying 120,000 lb of cargo. Other variants were built by the UK.



By the time the US was fighting in the Pacific, the Landing Vehicle Tracked (LVT) had been introduced.



Class overview

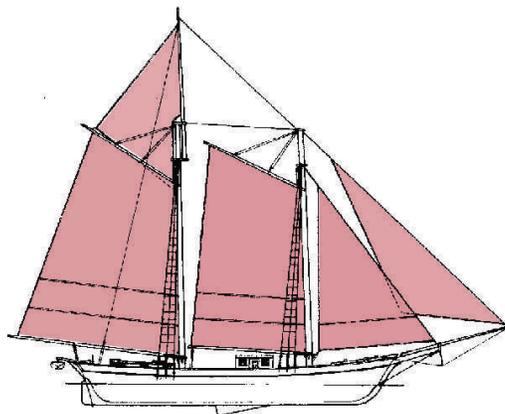
Builder: Higgins Industries/others
Operators: United States Navy
Built: 1935-1950
Completed: 20,000

General characteristics

Type: Landing Craft
Displacement: 18,000 lb
Length: 36 ft 3 in
Beam: 10 ft 10 in
Draft: 3 ft aft
2 ft 2 in forward
Propulsion: Gray Marine diesel engine
225 hp or Hall-Scott
gasoline engine, 250 hp
Speed: 12 knots
Capacity: 6,000 lb vehicle or
8,000 lb general cargo
Troops: 36 troops
Crew: 4; Coxswain, engineer,
bowman, sternman
Armament: 2 x .30 cal. Browning
machine guns



John R. Mitchell, Editor
2011 N Charter Point Dr. • Arlington Hts., IL 60004



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