



# Forecastle Report

Newsletter of the Midwest Model Shipwrights

♦ www.midwestmodelshipwrights.com

♦ March 2011

## ● Scuttlebutt ●

COMMODORE **Gus Agustin** opened the meeting at 7:30 PM with 26 hands answering the roll call. **Walt Newman** was introduced as a guest for this evening. Walt builds ships in bottles as well as collecting old clocks and hails from Naperville. We hope to see more of Walt in the future.

Our outgoing Commodore, **Tim Riggs**, was awarded a Certificate of Appreciation for the able leadership he provided over the past year. Thanks, Tim, for all the effort you put in to help make the club run smoothly.



(Above: L-Tim Riggs, R-Gus Agustin).

Meeting notices were again reviewed:

- Western Ship Model Conference & Exhibit, April 1-3. for those planning to attend, a hotel room discount is available when you register by May. More info is available on the web at: [www.shipmodelersassociation.org](http://www.shipmodelersassociation.org).
- The Manitowoc show is the 20-22 of May. (see attach)
- The NRG conference in San Mateo, CA is August 21-27.
- The Tri-Club symposium date has yet to be determined but will take place in October.
- The "Fleet-4" RC show is being held in Schaumburg on April 10th.

**Kurt Van Dahm** announced that the *Tri-Club* bought a new high definition video camera to be used for recording presentations. The demo we were given was very impressive, as the unit is very small and easy to handle. A new tripod was donated by **Bob Filipowski** to go with it.

## 2010 OFFICERS & STAFF

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## March Meeting Notice

### Table Saws

Names like Burns, Preac, Dremel and Jarmac are well known to many modelers who already have a well equipped workshop.

But for those of our members who have an interest in improving their model building results but who need to explore the many tool choices open to them, this program will give them just such an opportunity.

The experts in our club who own such well respected table saws as mentioned above will give us a thorough review of all these saws and their many advantages and disadvantages. When the evening is over, you will know all you need to know about table saws so that you will be able to make an informed decision on which model you'd like to own.

Our next meeting will be at 7:15 p.m. Wednesday,  
March 16, 2011

At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## ● Drum Sanders ●

By Bob Filipowski, Sid Wotman & Tim Riggs

Bob, Sid and Tim each brought drum sanders to demo and each had its own good points. Sid's was a commercially available model made by "Preac" while Bob's and Tim's were home made. All were able to sand down planks in very small increments in the area of 0.001 in.

Sid's Preac unit, pictured here, was the most compact of the three and would, therefore, only handle wood stock of relatively narrow dimensions.



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Sanders, continued from Page 1

Tim's home made sander was very robust and featured

a large drive motor and wider sanding drum capable of handling fairly wide stock. As with all three sanders, the use of a shop vacuum is essential and in this photo you can see that it is attached to the side of the sander. On Sid's unit, the attachment point was on top. The motor on Tim's unit was extra large but this meant there was no chance that the unit would stall when stock was fed in.



unit was extra large but this meant there was no chance that the unit would stall when stock was fed in.

Bob actually brought two units to demo. One was of medium/small size suitable for smaller stock and one was of gigantic dimensions. Even though the larger had a very wide sanding drum, this could be fitted with several different wraps of sand paper with varying degrees of coarseness making it truly universal.

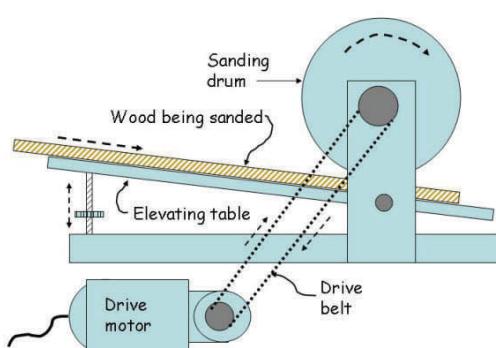


Another interesting feature on Bob's smaller unit was the DC variable speed control

drive, which allowed better control of the feed cycle.

Whichever unit you would choose, the operating principals remained the same. Wood stock is fed past a rotating drum coated with sandpaper and lays on an adjustable feed table, thus permitting removal of precise amounts of wood at each pass.

Note on the diagram at right that the drum rotates toward the wood feed direction. If it turned the other way, the wood would be shot out of the sander like a bullet. Don't get it wrong, mates!



Our thanks to Sid, Tim and Bob for a really great evening!

## ● Ships on Deck ●

**Doc Williams** reports he is doing planking on his 3/16" scale model of the *Charles W. Morgan* whale ship down below the turn of the bilge, in which area he will attach copper plating. For that reason, plank runs are not as critical as those in areas to be painted or stained. Doc says he will use the copper tape provided in the "Model



"Shipways" kit but will cut each plate individually using a jig to assure uniformity. Some surface treatment of the plates is planned to add realism via heat, chemicals or some other method yet to be discovered.

**Allen Siegel**, one of our newest members and also a member of the "North Shore Deadeyes", brought in the second ship model he has built, the *Fair American* (1:48). Being new to model ship building, Allen finds the hobby presents an



enormous learning curve but rewards the effort with "lots of fun" in the process. His goals in building this model were not to achieve a high level of authenticity or detail but rather to provide a "fun" learning experience and a building block of new techniques. A good example of this is the treatment he gave to the stern windows highlighted here. Great effort, mate. Glad to have you aboard.



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*Ships-on-Deck, continued from Page 2*

**Bob Sykes** has put the final touches on his "Mamoli" kit of the *Roter Lowe* (1:55) and says the kit was "very nice"



and came out better than he thought it would. Now Bob has his eye on another kit of the same ship that has the painted decorations already applied.

We were also shown a "sailor's knife" that was actually used by sailors to work on rigging - had a marlinspike as one of the blades.

**Ralph Sykes** is working on a nice model of the French frigate *La Renommee* by "Euromodel" (1:70). Despite the steep cost on this kit, instructions are printed in French and a bit hard to understand. Never the less, Ralph rates this as a "nice" kit. Looks fine to us, too!



**Ken Wallenberg** showed a model of the "Chris Craft" *Volare* speed boat he recently acquired from "Red Rockets Distributors". The model came on the market this past



December and was sold out within one week. It is a beautiful example of a ready-to-run RC model with a very high finish level. Many unique features

permit operation in both fresh and salt water; i.e. drive gears that can be lubricated and waterproof batteries with a 12V battery recharger unit. She'll be a joy to run this summer, mate. Have fun.

**Helmut Reiter** has really moved forward with his 1:48 model of *Gemma*, an 1863 Tartane Ligure, since we saw it back in November 2009. His challenge was to build up the bulwarks from a flush deck without the presence of the station frame extensions. He started by attaching a



stiff cardboard template to the side of the hull at the correct height of the bulwarks and used it to support the stanchions when glued into the hull. When it came to the carving on the trail boards, Helmut found the plans lacking in detail, so he created some very beautiful ones of his own design. The hull below the waterline was also painted to provide some added visual interest.

**Kurt Van Dahm** has attached the rub rail and keel to the hull on his 1/8" scale model of the *Tug Lackawanna* and is now ready to add hull plating details. After doing



Some research on the plating configuration on the actual tug, Kurt will create the authentic "in-out" appearance of the plates. To do this he will apply thin tape as spacing between thicker tape runs. When everything is laid out, he will then remove the thinner tape and fill the void with putty level with the thicker tape. After that, he will remove the thicker tape and that will create the "in" strake, with the putty surface representing the "out" strake. Thanks for "filling us in" on a great modeling technique, mate.

**Bob Filipowski** has become a "Cooper" miniaturist as part of his project. To create barrels to go in the ship, he turned broom handle in a lathe, scored the an Xacto knife of stain to lines . using chart secured w hole "Dulcoate". Nice detail, mate.



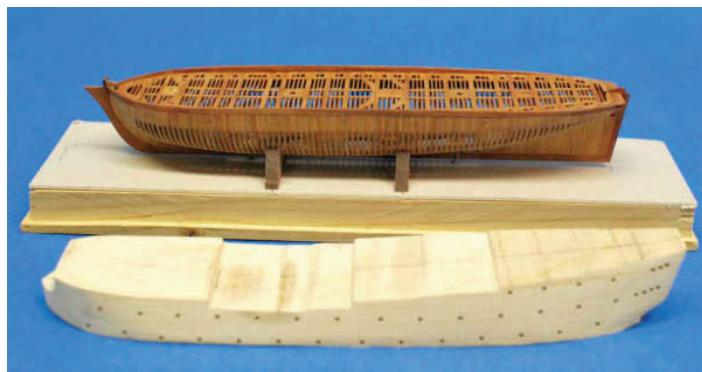
Arrowsic cargo ship authentic barrels hold of his sections of a metal lathe, stave lines with and applied a coat accentuate the Hoops were added tape who's ends were with CA and then the given a coat of

*See Ships-on-Deck, Page 4*

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

**Gus Agustin** has a good start on his next model, the HMS *Bellona* - 1760 in a scale of 1:288. The lower portion is made up of 250 frames made of cherry wood complete with deck beams, carlines, knees and ledges. Gus plans on displaying this as a split model with the upper portion about 1/2" above the lower section, the better to see all the framing details on lower decks. The upper section will be hollowed out to house the internal details.



Gus' technique is to make a large quantity of "wafers", or plates", glue them together, carve out the outer hull shape using frame station templates (just like making a solid hull model), separate all the wafers by soaking in water, hollow out each wafer then glue the whole thing back together. Gus always uses "Elmer's" white glue, as

it is strong enough to allow  
him to carve on the hull but will  
still dissolve in water.



Needless to say, each wafer has to be numbered so as to get the hull back in correct shape. On this model, there were 250 such wafers. This unique technique will be the subject of a presentation Gus will give at this year's Manitowoc show, so be sure and take it in, if you're there.

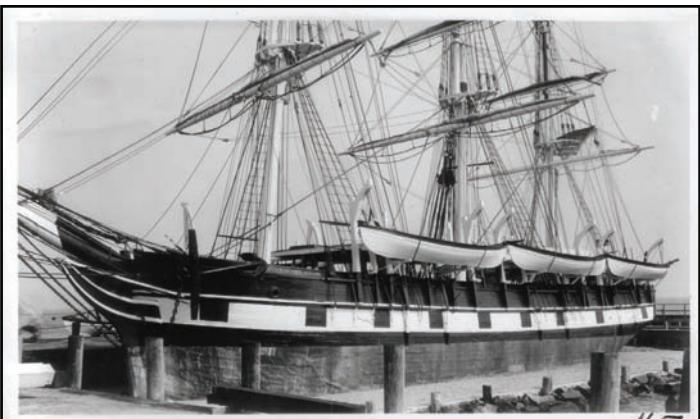
Thanks, mate, for giving us another glimpse of your modeling secrets—maybe this will inspire others in the club to try their hand at miniature modeling. Love to see how you carve out those wafers!

**Tim Riggs** reviewed an old "A.J. Fisher" kit he just bought that dates to 1936 at an original cost of \$1.50. This is a 6" yawl model with solid hull and solid wood sails that require a lot of carving! Other details were a packet of powdered glue, varnish, plans and an old, 1940's newspaper page for packing material...wow! Nice museum piece, mate. Let us know, if you ever decide to build her.

## The Charles W. Morgan ca. 1936

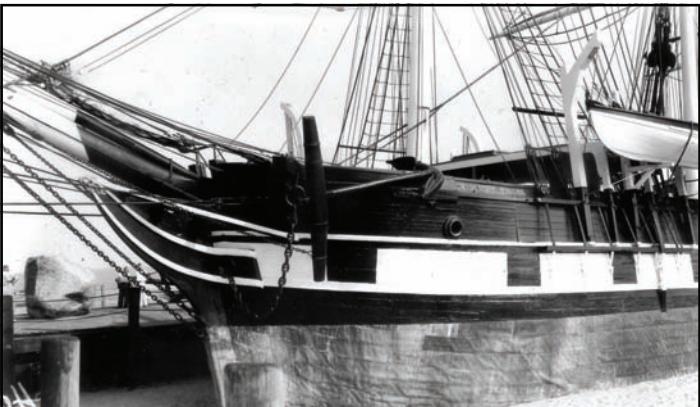
By Sidney Wotman

I recently obtained some 75 year old black and white photos of the *Charles W. Morgan* as she appeared in the summer of 1936. At that time, the whaler was owned by a gentleman named Colonel Edward Green, who, in 1925, created a museum on his estate, which was located near



South Dartmouth, Massachusetts. Although the *Morgan* possessed a full set of sails, which were periodically set for show, she couldn't really go anywhere due to the fact that she was "moored" inside a coffer-dam filled with sand!

It's also interesting to note that she sported the distinctive fake gun port motif, which the ship never utilized during her actual whaling career. It's also noteworthy that, in the photos, she is a three-masted ship. Although the *Morgan* was launched in 1841 with this rig, she would eventually become a bark well before the 20th century.



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These changes may have been implemented when she was employed in several movies including *Miss Petticoats* (1916), *Java Head* (1921) and *Down to the Sea in Ships* (1922).

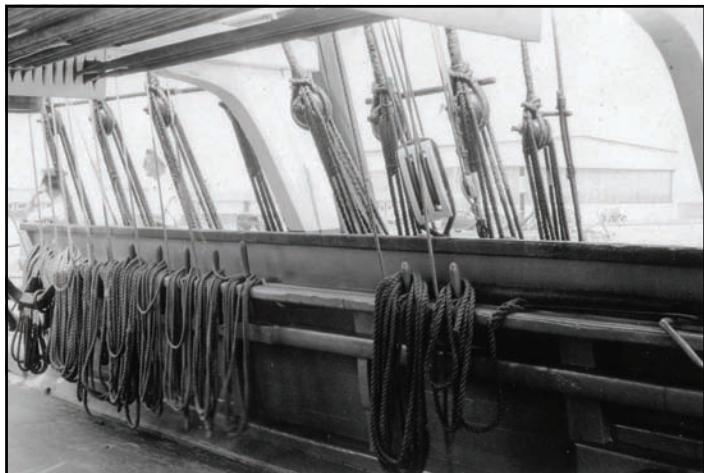
The photos seem to indicate that the whaler is in excellent condition, although her pristine appearance would not be long lived. In 1936, Green would die, and the vessel would lose the necessary funding needed to be properly maintained. The *Morgan* would begin a long spiral downward towards extreme



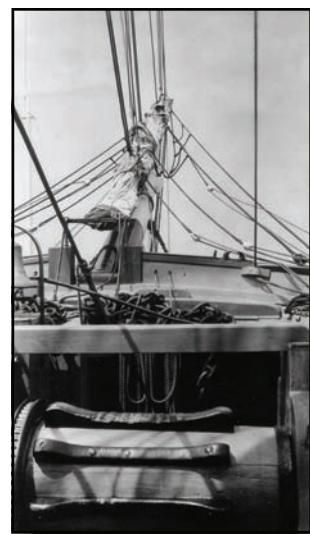
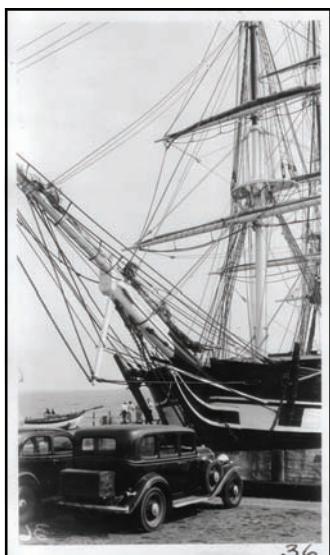
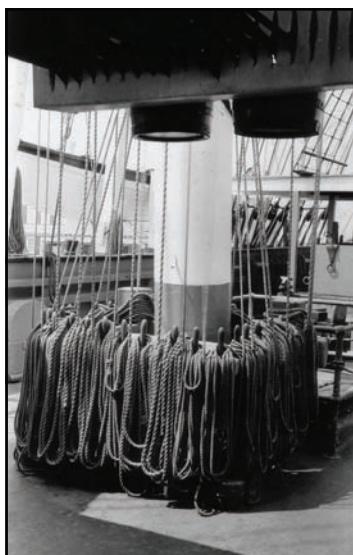
neglect, which would reach a climax in 1938 when the vessel was extensively damaged by a hurricane.



Although she would be taken over by a corporation called "Whaling Enshrined", times were difficult, and the *Morgan* would, for the most part, sit abandoned for almost three

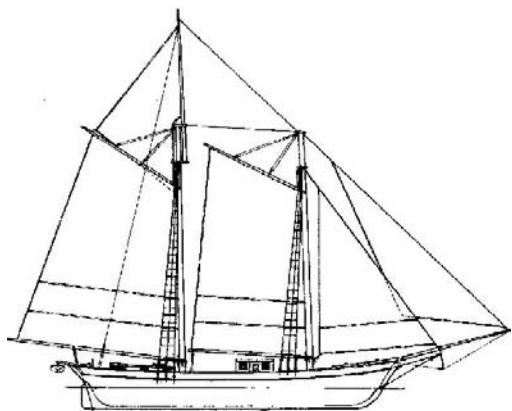


years. On November 8, 1941, one month before Pearl Harbor, the tired old whaler would be towed to Mystic Seaport, Connecticut where she would get a new lease on life!





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