



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ May 2013

● Scuttlebutt ●

COMMODORE Bob Filipowski advised the crew that, due to an unforeseen schedule conflict with the church, our April meeting had to be cancelled.

We're reprinting this note Bob emailed to members, with his permission, in case you missed it or are only on our mailing list:

Hello all,

This is not the type of post meeting memo I like to write, but as some philosopher once stated, "Poop happens!" For those of you that made it to the meeting last night, only to be turned away, my sincere apologies. I called the church this morning, and they were very apologetic, and assured me that it wouldn't happen again. At least we would be given some warning in the future. Also, I checked, and there aren't any other events planned this year that will create a conflict with our meeting night.

For those of you who do not know what I'm talking about, the church was running a huge rummage sale, which didn't leave us any room for our meeting. To add insult to injury, they didn't give us any warning. When we arrived last night, we were told that we could use the library for our meeting, but unfortunately, all the furniture in the room is for people four feet tall! We had no choice other than to cancel. In retrospect, the mental picture of all of us sitting in those little chairs is quite humorous, but at the time, nobody was laughing.

If Paul Bien is still willing and available, we will re-schedule his talk on using a lathe for our May meeting on the 15th.

Best regards,
Bob Filipowski

April 18, 2013

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May Meeting Notice

Using a Lathe

By Paul Bein

Paul will give us a live demonstration on how he sets up and uses a lathe. Based on the impressive examples we have seen of his miniature marine engines, we're sure you'll want to be there to see him work his magic with a lathe.

Leon Sirota will also give us another review of a new "Model Shipways" kit coming on the market.

Our next meeting will be at 7:15 p.m.
Wednesday, May 15, 2013
At the Community Presbyterian Church
407 Main Street in Mount Prospect

● April Model Boat Show ●

The April Model Boat Show presented by the "Fleet 4 Commanders" R/C Scale Model Boat Club was held in Schaumburg, IL on April 14th. Model boats were displayed by members of the Chicago R/C Model Yacht Club, Midwest Model Shipwrights, Northshore Deadeyes, and the Nautical Research & Ship Model Society. Attendance was good, refreshments



were ample and everyone had a great time.

Our club was well represented by a number of models and we even received a few membership inquiries.

Kurt Van Dahm had his tug fleet there and several were successfully put up for sale.

See Boat Show, Page 2

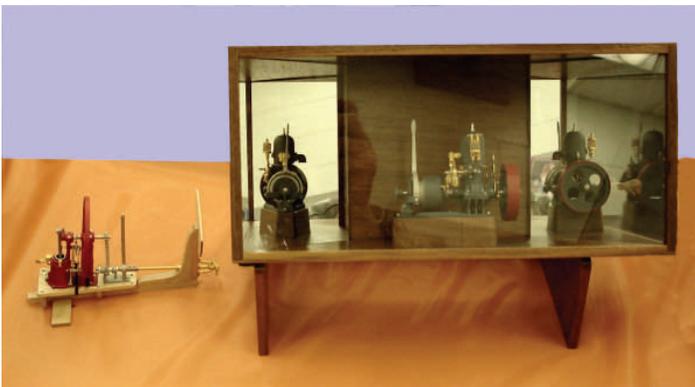
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Boat Show, continued from Page 1

Richard Romaniak displayed his fine composite model of the *Royal Louis* (1:200), for which he won an award at the 2007 Wisconsin Maritime Museum competition. The model still hasn't lost any of its great viewing appeal.



Steve Wheeler showed his unique marine engines with a great 3-view display box using mirrors.



Bob Filipowski filled out the MWMS display table with his beautiful example of a 17th century war ship.



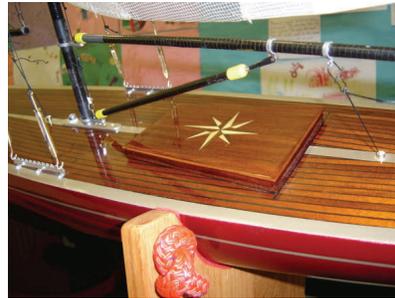
Of course, there were also many fine R/C models on display, both sail and prop driven. Here are a few examples of the smaller models shown, including a few with excellent figure details and a couple of static models showing really great details.



Deck hardware on this model was very realistic and the overall finish very well done.



Deck planking and the lovely marquetry work on the hatch



cover really set this sailing ship apart. The running rigging was also very well set up with impressive metal fastenings.



A few other tugs were also there as was this ancient sailing ship with a full crew on deck.



The fire boat, below, looked very authentic and ready to go into action.



Bob and Peter looked very pensive towards the end of the day—too many bagels?



Steve and Kurt were faithfully on hand to answer modeling questions thrown their way and Kurt's fine Picket Boat #1 also was shown.



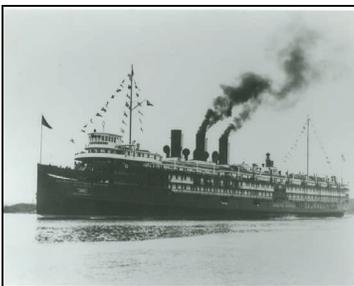
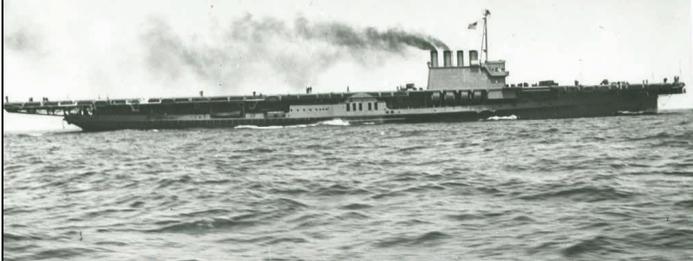
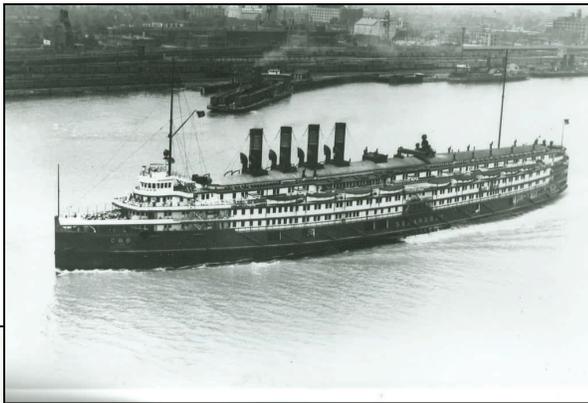
Our club was well represented, thanks to all the members who displayed models and visited the show .

● **Great Lakes History** ●

With the recent recovery of yet another WWII US Navy war plane from the bottom of Lake Michigan, there has been a renewed interest in the naval aviation training that took place in and around Chicago between 1942 and 1945.

Central to this activity were the two side-wheel excursion steamers that were converted to freshwater aircraft carriers for pilot training.

The first of these was the USS *Wolverine* (IX-64), converted from the 1913-built excursion steamer *Seeandbee* and commissioned 12 August 1942.



Following this came the USS *Sable* (IX-81), converted from the 1923-built excursion steamer *Greater Buffalo* and commissioned 8 May 1943.



Note:
All photos and information can be found on www.wikipedia.org.

Both vessels were used on the Great Lakes for advanced training for naval aviators in carrier takeoffs and landings. One aviator that trained upon the *Sable* was a 20-year-old Lt. JG, future president George H. W. Bush.

Together, *Sable* and *Wolverine* trained 17,820 pilots in 116,000 carrier landings. Of these, 51,000 landings were on *Sable* alone. Of the estimated 135-300 aircraft lost during training, 35 have been salvaged and the search for more is underway.

Some of the hazards of aircraft carrier landings can be seen from these amazing photos taken during training operations of a Grumman F6F Hellcat (L) and a TBM Avenger.



USS *Wolverine* IX-64

Career

Name: Seeandbee
 Builder: Detroit Shipbuilding Co.
 Launched: 1912
 Acquired: 2 March 1942
 Commissioned: 12 Aug 1942
 Decommissioned: 7 Nov 1945
 Renamed: Wolverine
 Struck: 28 Nov 1945
 Fate: scrapped Dec 1947

General characteristics

Displacement: 7,200 long tons
 Length: 500 ft.
 Beam: 98 ft.
 Draft: 15.5 ft.
 Flight deck: 550 ft. wood
 Installed power: 8,000 ihp
 Propulsion: 4x coal-fired boilers, reciprocating engines.
 Speed: 18 kn (21 mph).
 Compliment: 270 men

USS *Sable* IX-81

Career

Name: Greater Buffalo
 Builder: Am. Ship Building Co.
 Launched: 27 Oct 1923
 Acquired: 7 Aug 1942
 Commissioned: 8 May 1943
 Decommissioned: 7 Nov 1945
 Renamed: Sable
 Struck: 28 Nov 1945
 Fate: scrapped July 1948

General characteristics

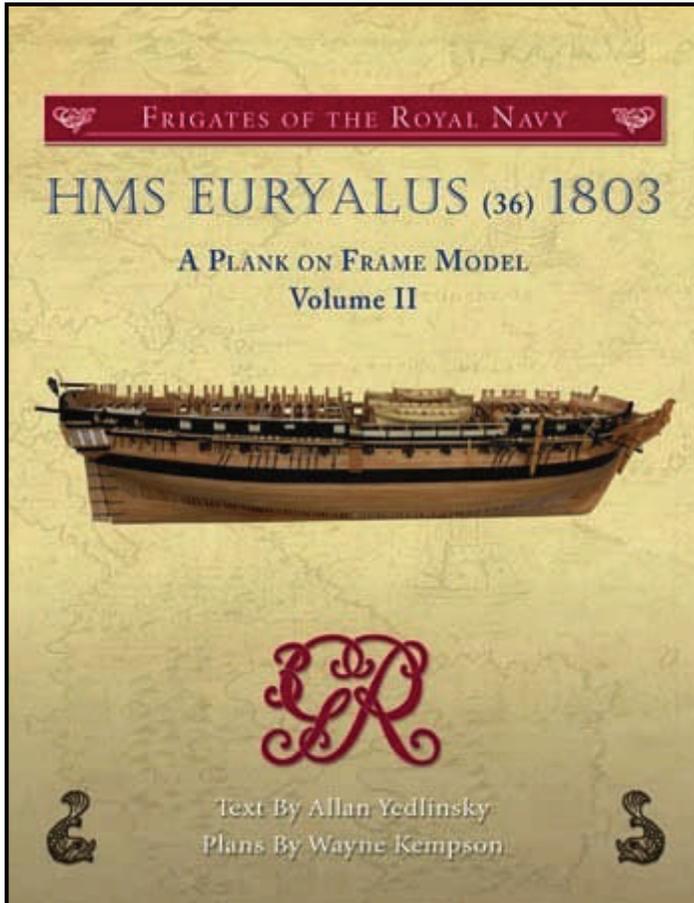
Displacement: 6,584 long tons (as Sable)
 Length: 535 ft. (as Sable)
 Beam: 58 ft.
 Flight deck: steel
 Propulsion: 3-cylinder inclined compound steam engine.
 Speed: 18 kn (21 mph).
 Compliment: unknown

HMS Euryalus (36) 1803

**A Plank on Frame Model
Volume II**

**Text by Allan Yedlinsky
Plans by Wayne Kempson**

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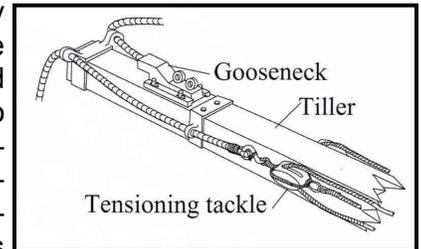
I have to admit that I have looked forward to HMS *Euryalus* 1803 Volume II with great anticipation. Authors, Allan Yedlinsky and Wayne Kempson did such a masterful job on the inaugural edition that one couldn't help but wonder what was coming. The fact that Volume II would be dealing with many intricate subassemblies made the anticipation that much greater.

The authors start out with an introduction that outlines some of the research and sources that went into writing this book. They state that sometimes it was simply a matter of arriving at the most realistic solution for a question. Where conflicts occurred, they identified them and explained the reasoning for their choices.

Chapters 1 and 2 finish the hull framing and planking. Miniature planking clamps are one of the handy

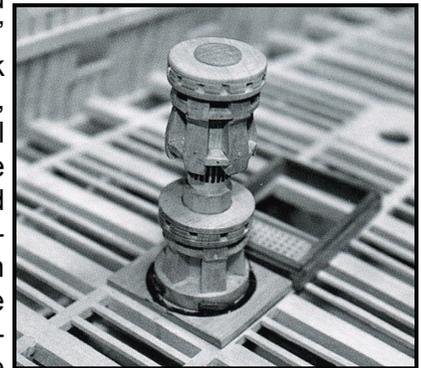
tools described in chapter two, in addition to treenail patterns, spiling, edge bevels, caulking, scrapers and moldings.

The third chapter is entirely devoted to the "rother", more commonly known to us as the rudder. Related components are also covered. The rudder's laminate construction is discussed, as well as gudgeons, pintles and the tiller bar, which was quite complex.



Chapter 4 addresses the upper deck, and is one of the largest chapters in the book. Topics discussed include deck beams, carlings, ledges, pillars, hatch coamings, lodging knees and hammock battens. This last component is rarely mentioned in any modeling reference, and is an excellent example of the authors' attention to detail.

Chapters 5, 6 and 7 discuss *Euryalus*' Coles-Bentlinck pumps, capstans, and Brodie stove. All of these intricate subassemblies could be a model by themselves. In each case, variations were discovered while researching these components, and decisions had to be made, which are explained by the authors.



Arguably, the galleries and stern lights are two of the more complex assemblies on a model of this



type. In chapters 7 and 8, the authors break down the construction of these structures into logical steps, and offer many useful tips. Options, such as possible glazing materials are also suggested, and the pros and cons for each material are noted.

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After a brief history of the Blomefield 18 pounder canon, which was *Euryalus's* main armament, chapter 10 delves into the author's techniques for replicating this ordinance. As is the case with previous construction, options are discussed with the emphasis being on resin casting the canons in a one piece mold. The gun carriages consist of 18 wooden parts, plus various metal rods, bolts and caps. Useful construction tips are provided, including two clever jigs that help ensure consistency.



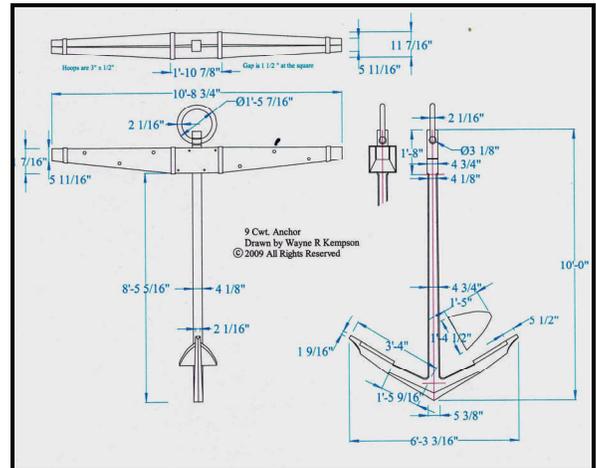
Chapters 11 through 14 discuss various aspects of the forecastle, quarter deck, head and outboard attachments. Head construction, with its cheeks, head rails and head timbers, is probably one of the most daunting structures on the model. Yedlinsky tries to make the construction as painless as possible, but admits that they are among the most difficult to make and fit in place properly.

The final chapter (15) is devoted to the ship's boats. The plug method of construction is described, and there are also tables for the scantlings,

sweeps and oars.

The book concludes with an eight page section containing 13 color photos of the completed model. There is also a print of a painting by famed artist, Geoff Hunt, portraying HMS *Euryalus* under sail.

The book has two appendices. Appendix A features a copy of the patent filed by Alexander Brodie for his ship's stove. A list of drawings available from the National Maritime Museum that pertain to *Euryalus* and *Apollo* class vessels are listed in Appendix B.



Located in a back pocket, there are 13 sheets of plans, primarily at a scale of 1:48, which are drawn in four colors for easy interpretation and use. Although this book does not discuss rigging, drawings for the masts and spars are provided for those wanting to go to the next step.

Whether you wish to build *Euryalus*, or some other warship from the Napoleonic Period, this book can be an indispensable reference. Allan Yedlinsky and Wayne Kempson are to be congratulated for this benchmark achievement.

Reviewed by Bob Filipowski

Want more bang for your buck?

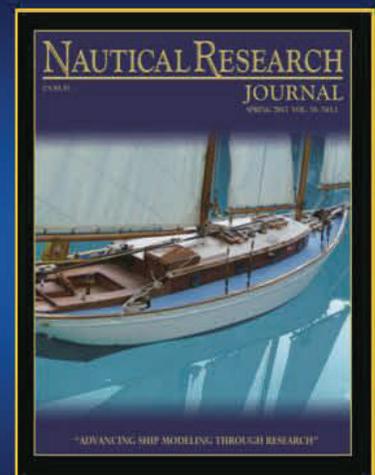
An NRG membership is more valuable than ever! Starting with our Spring issue of the Nautical Research Journal, we will feature a new 80-page format. That means more quality color photographs and articles on ship model building, as well as an expanded Shop Notes section, and features on naval architecture, nautical history, and the maritime arts.

The annual cost of membership will remain at \$38 US and \$50 for all other countries. Visit our new website at www.theNRG.org for more information about becoming a member, the Journal, our library sale, and the 2013 Photographic Ship Model Competition & Review.



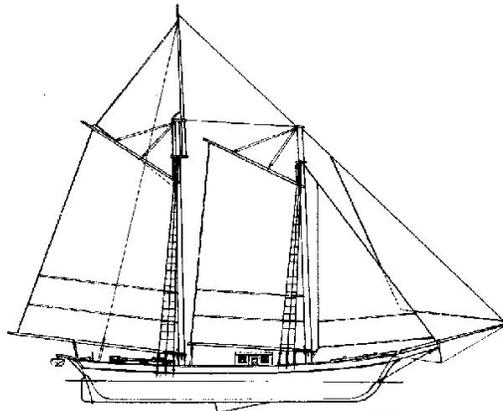
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