



# Forecastle Report

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

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the April 2015 meeting at 7:30 with a crew of 28 on deck. New members **John Koziel Sr. and Jr.**, were introduced and a guest, **John Reding**, was welcomed.

We were advised that a sponsor donation to the Wisconsin Maritime Museum's *39th Annual Model Boat Contest & Display* had been made. The event takes place in Manitowoc, WI, May 15-17. Members are encouraged to attend this event, if only for a day, as the model displays alone are worth the trip.

**May 15-17**  
**Boat Model Mania!**

Where can you meet some of the most talented boat modelers in the nation?

Where can you learn how to create history in 3D?

When can you try your hand at running a remote control boat?

At the  
Wisconsin Maritime Museum  
75 Maritime Drive  
Manitowoc, Wisconsin 920-684-0218  
www.wisconsinmaritime.org  
39th Annual Model Boat Contest & Display

**John Pocius** contributed two plastic kits to be raffled off with proceeds going to the club. In addition, a DVD of **Kurt Van Dahm's** last *Airbrush Workshop* is now available at a cost of \$10.00 for local members, \$15.00 for out of town orders. The price reflects the 3+ hour run time. Proceeds go to the Tri-Club.



**Kurt Van Dahm** reported that NRG member cards are coming and that the office transition is ongoing. Registration information for the Mystic meeting (Oct. 22-24) will be on the NRG web site soon.

**Ray Oswalt** kindly donated several books free for the taking and **Al Opitz** won the door prize drawing for the evening.



As of this date, members delinquent in paying their 2015 dues will be notified of a halt in receipt of their newsletter. We hope they will rejoin us, as every member is valued.

### 2015 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....	(847) 394-0757
Vice Pres (Flag Captain)	- Glenn Estry .....	(847) 259-1574
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Photographer	- Leon Sirota .....	(847) 541-6285
Web Master	- John Pocius.....	(630) 834-9477

johnpociusdesign@att.net

## May Meeting Notice

### Photo Etching Small Parts or: "Brass Etching for Dummies" By Bob Jensen

Here is a money saving, time saving technique that you don't want to overlook. Whether you're building from scratch or from a kit, there are always those fine details you'd like to create that defy making any other way. Bob will show us all the ins and outs on how to create some really neat things for your next model.

Our next meeting will be at 7:15 p.m.  
Wednesday, May 20, 2015  
At: **The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● Building a Windlass ●

By Doc Williams  
Reviewed by John Mitchell

For those of you who were lucky enough to have been present to see this presentation, the information Doc Williams laid out on how to set up a milling machine to make really precise cuts was a real treat.

Due to the limitations of space, this reviewer will confine his descriptions to what goals were set and achieved and leave the machining techniques to another time and place.

First of all, we were given a picture of the desired outcome of this project - to build a windlass comparable to that shown in this photo of the actual windlass on the *Charles*



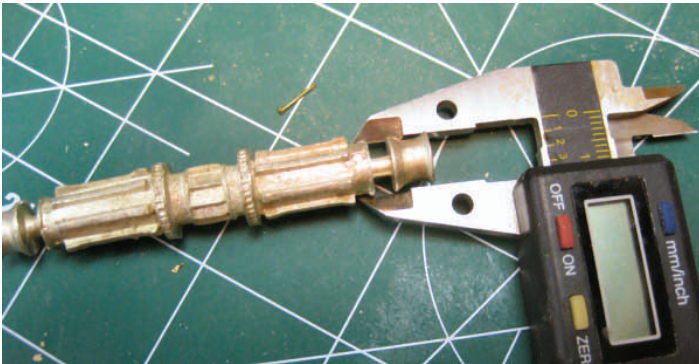
*W. Morgan* whaling bark. Another goal was to improve on the cast metal windlass supplied in Doc's "Model Shipways" kit of this ship (which was not all that bad, we might add).

See "Windlass", Page 2

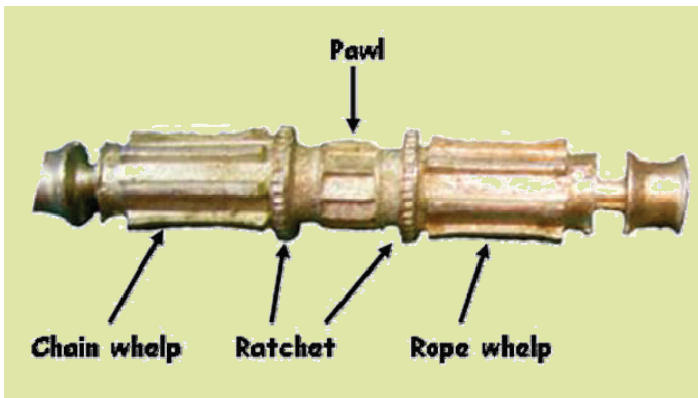
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"Windlass", continued from Page 1

The first step in the process was to get a precise measurement of the part to be duplicated and then to devise a building plan to create the various elements of a windlass.

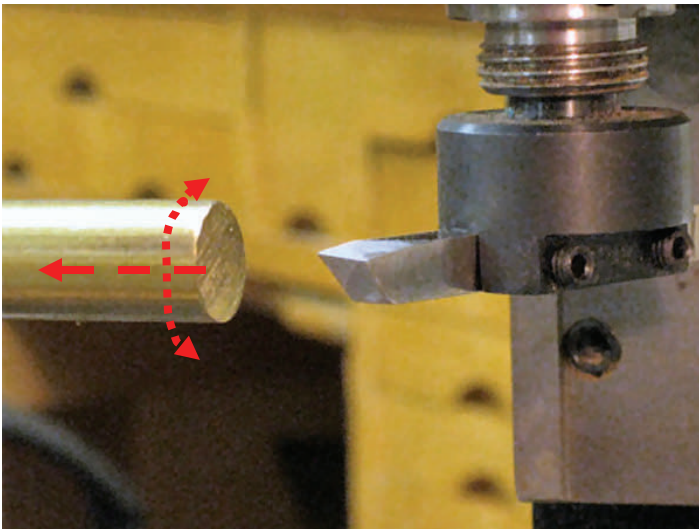


The plan was to divide up the elements to be built into the major parts of a windlass: the barrels with the whelps, the



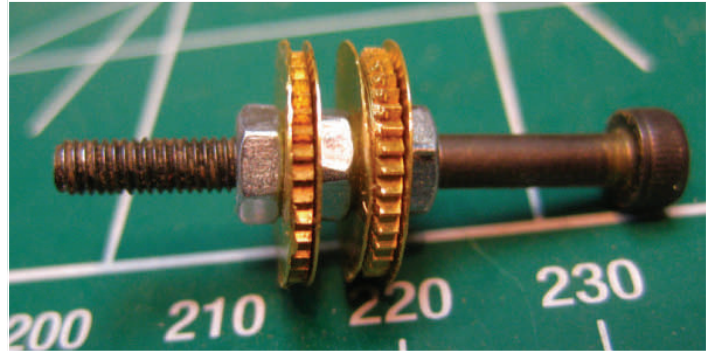
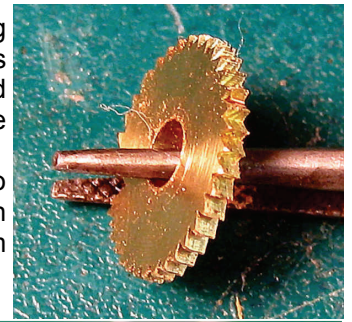
two ratchets, the notched drum for the pawl and the windlass heads.

The first task undertaken was to create the geared ratchet wheels. To do this, Doc used solid brass rod stock which he first grooved to create the teeth and then sliced off to create the gear wheel. The photo below shows his setup to grind the longitudinal grooves in the brass rod, the diameter of which matches the measured

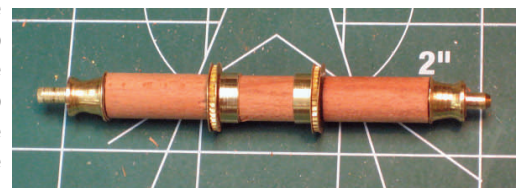


dimension of the part being replaced. The final result was a very authentic and detailed gear that would eventually be blackened (photo Right).

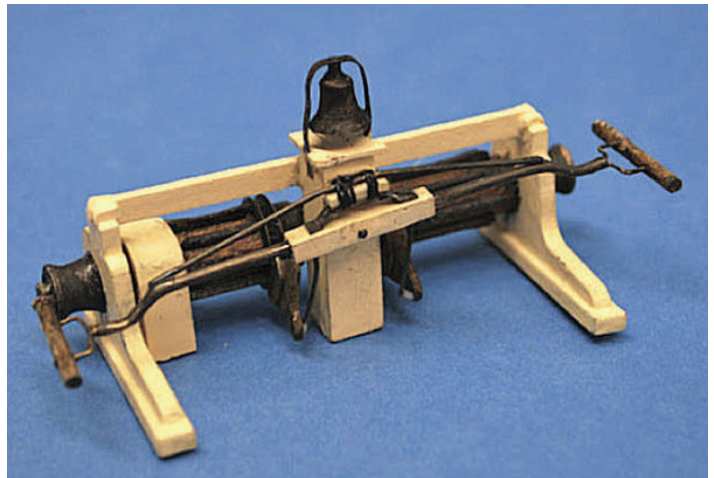
In the photo below, the two gears have been paired with thin brass washers to form the final ratchet unit.



Next up were the drums to hold the whelps and to accept the pawl. These were made



from wood dowel that was bored out and strung onto a center brass shaft. Windlass heads were turned from brass rod stock and drilled out. Whelps were cut from brass and glued to the wood drums and the center core



was milled to form the pawl notches. Parts were then either blackened (brass) or painted (wood) and assembled into the riding bits/knees. The windlass pump was built from brass wire, soldered together and mounted on the Samson post, per instructions.

For sure, this windlass will not be mistaken for a rough casting. It looks very authentic and helps to raise the overall quality impression one gets of the entire model.

Thanks, Doc, for a very entertaining evening.

## ● Ships on Deck ●

**Rich Romaniak** showed us his plank-on-solid hull kit from "Marine Model Co." of a *Baltimore Clipper Brig*, which he converted to an armed merchantman ca. 1795 to 1812 (1:64). One big change was to convert the tiller to a wheel complete with all necessary tackle. Very nice cannon were rigged and several metal crew figures added. She's



looking really fine, mate.

**Gordon Field** doubled up by showing two fine models. The first was his 1:32 scratch-built model of the pinky schooner *Dove*, which has had its deck fully planked in



holly wood. Gordon dispensed with installation of tree nails in the deck, as the scale would make them invisible.



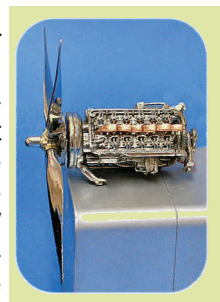
You've really chosen a fine ship to model, mate, and she's a real beauty to look at. Keep up the good work.

Gordon's second model (drum roll) was a **LAUNCH** of the fishing schooner *Katy of Norfolk* from "Model Shipways" (1:48). The finely done sails were made from architectural velum with penciled-in seams. The bolt ropes were added by gluing on a strip of paper to cover them.



Weathering of the sails was done using a wash of burnt sienna acrylic paint. This is one very fine model and heads above the usual kit results, mate.

**John R Koziol, Jr.** gave us another look at the casting work he is doing on his 1/24" scale models of aircraft engines. These are so finely worked that they will eventually find a home in the Imperial War Museum, London. Additional work was done on the Mosquito/Spitfire *Merlin* engine, but a lens is useful to see all the detail. Remarkable workmanship.



**Bob Sykes** provided us the second **LAUNCH** of the night and a really fine one it was. His 1:60 HMS *Peregrine Galley* by "Mantua", which first appeared in our newsletter in March, 2015, shows the high level of finish of all Bob's models and we're always amazed at how quickly he can turn them out.

This prompted his brother **Ralph Jr.** to exclaim that he would probably finish the 1:75 Swedish Royal Ship *Wasa* c.1628 by next week. Could be, as Bob has a good start on this fine looking "Corel" model, despite the fact



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"Ships", continued from Page 3

that the decorative castings are numerous and in need of a lot of extra finishing and de-burring. Since the real vessel was discovered, raised and conserved, much new detail has come to light about decoration and color schemes. The warship sank on her maiden voyage in Stockholm 1628 and was salvaged in 1961. It's the only preserved 17th century ship in the world.

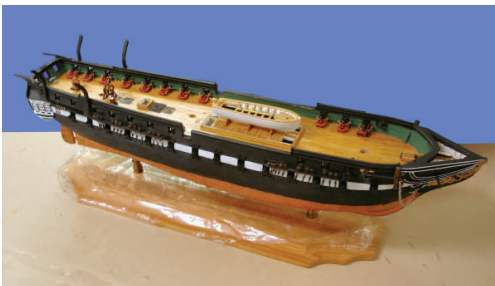


The photo above is of the 1:10 scale model at the Vasa Museum in what are believed to be the original colors<sup>1</sup>.

**Lutz-Peter Pennigsdorf** has just about finished his *Footy* RC sailing schooner. What's a "Footy"? A sailing model exactly one foot long - and it's a nationally recognized class of model sailing boats complete with specs and contests, etc. Pete says: "I will sail this summer, or else!!" We only wish we could be there when she first enters the water. Good sailing, mate.

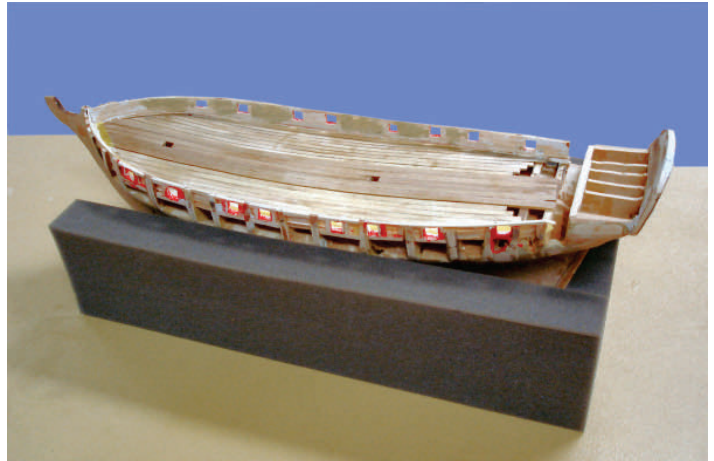


**Doc Williams** is completing a 1:96 model of the USS *Constitution* for another builder and so far has done the cannons on the spar deck and finished most of the chain plates. Looks like the work done so far is worthy of your further efforts, mate.



<sup>1</sup> en.wikipedia.org/wiki/vasa\_museum

**Sid Wotman** continues with his 1:48 "Model Shipways" kit of the 14-gun privateer *Fair American* by adding planking to the port bulwarks and redoing the starboard bulwarks planking. He assured us all this work will be completed



by the next meeting, but we all encouraged Sid not to rush - an action clearly not part of his modeling style. Keep up the good work, mate.

Sid also offered a personal example of what can happen when operating a table saw in an incorrect manner - wound up with a stitch or two. Thanks, mate, for your valuable words to the wise.

**Kurt Van Dahm** has completed the rigging and nearly finished the canopy on his 1:24 model of the "Model Shipways" gunboat *Philadelphia* c. 1776.

The *Philadelphia* was part of Benedict Arnold's fleet on Lake Champlain during the American Revolution.

Remaining are all the many extra details that will bring this unusual model to life. While records are lacking on the vessel's original decoration, Kurt has chosen to use the finish found on the replica on display at the Lake Champlain Maritime Museum. Omitted will be the canvas covering over the canopy frame, as it would seriously interfere with the rigging.

Another great job on these historic American ships, mate.



(Photo courtesy of Kurt Van Dahm)

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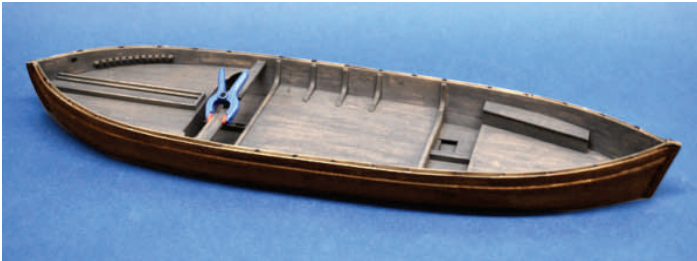
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"Ships", continued from Page 4

One of the model building techniques promoted by **Kurt Van Dahm** is making a photo record of all the major steps taken during construction. By doing this, we can use the records as a reference to how we solved the more difficult tasks and, thus, eliminate having to "reinvent the wheel".

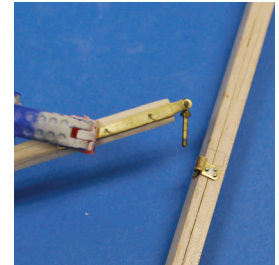
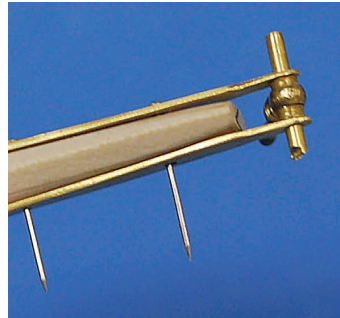
Here are some good examples of this technique that have been useful to the builders:

Kurt's gunboat *Philadelphia* shows his progress from February 2014 up to today. Thanks, Kurt.

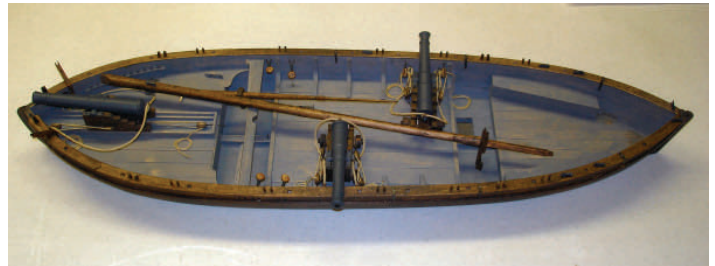


Special details are also carefully recorded along the way, including this detail of the mast band, and sheave from his model of *Splash*.

Also, Boom jaws and mounting hardware were also a unique accomplishment on the *Splash* and were carefully photographed.



The mounting detail on the hull-mounted deadeyes on *Philadelphia* were also recorded in detail.



## 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.



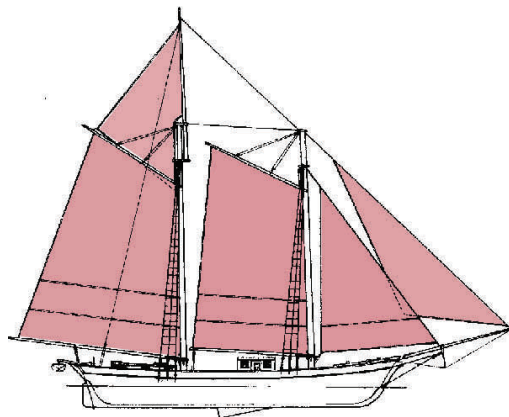
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