



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ May 2018

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the meeting at 7:15 with a loyal crew of 21 on deck, in spite of the threatening weather. Bob admitted that he was concerned about our guest speaker, Bob Jensen, driving down from Milwaukee, but Jensen stated that it was “no problem.” He even stopped in Racine, and picked up our other Wisconsin member, Steve Wheeler. Due to his new position as pastor of a local church in Hot Springs Village, Arkansas, it may be quite a while before we see Bob again. We’re going to miss you, mate!



Kurt Van Dahm gave us an update on the Manitowoc Model Contest. Some shuffling of presenters has had to take place, but Kurt assured us that there will be a full program offered. There is already a good size registration, and many models lined up. The Friday activities will consist of two afternoon guided tours (1:30 and 3:00) of the Wisconsin Maritime Museum’s archives (a rare look behind the scenes) followed by dinner at the “Harbor Inn” and the Museum for an ice cream social.



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Your Only Chance

With a full schedule of presentations already planned for 2018, there will not be a meeting featuring the models that competed. Consequently, you will have to attend the contest if you wish to see what was displayed.

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May Meeting Notice

Spiling

by Bob Filipowski

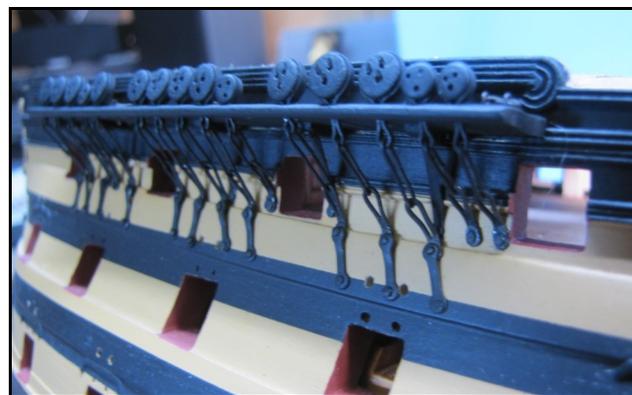
This month, Bob will start a three-part presentation on spiling techniques. No other subject gets more requests than this one, so be sure and attend to get in from the beginning. Bob’s talk has been modified to also include more information on edge bending, which has become a very popular topic with many ship modelers.

Our next meeting will be at 7:15 p.m.
Wednesday, May 16, 2018
The South Church
501 S. Emerson Street
Mount Prospect, IL

● Scratch Built Chain Plates ●

By Bob Jensen

As stated in the April meeting reminder, chain plates are not a common subject when it comes to meeting presentations. In fact, our records indicate that it has never been the topic of discussion. Well, that all changed thanks to Bob Jensen. His talk took all of about twenty minutes to complete, but he outlined his procedure in a very efficient and informative manner.



Bob broke the technique down into several easy steps, and utilized a simple fixture that would help insure that these delicate assemblies were as consistent as possible.

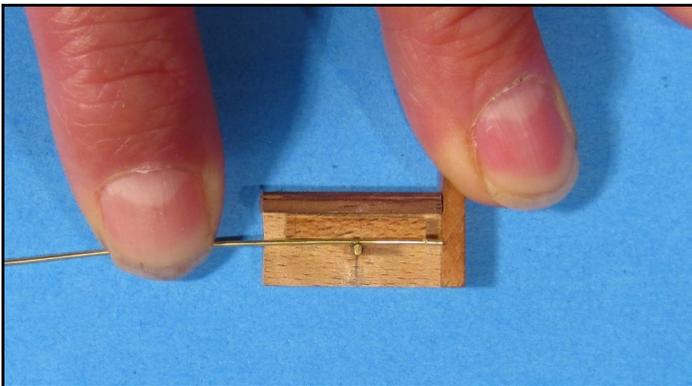
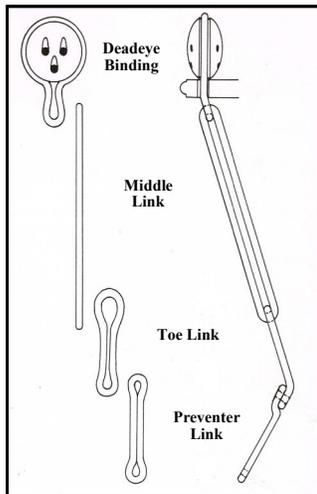
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"Chain Plates", continued from Page 1

The chain plates that Bob described were composed of four components. They are listed in the accompanying illustration on the right. The deadeye binding, also called a strop, was made from a cut piece of brass tubing. After annealing the ring, it was squeezed around the deadeye to the shape shown in the illustration.

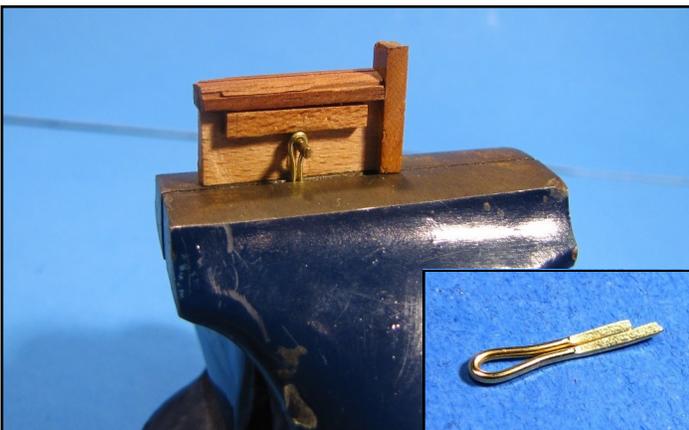
For the preventer links, Bob used the ones supplied with his HMS *Victory* kit. The most challenging piece turned out to be the toe link.

Using a very simple jig, Jensen was able to cut the wire to



a consistent length, and bend it around the pin located in the center of the fixture.

He then placed the protruding ends of the wire in a vise, and compressed the ends so they were flat.



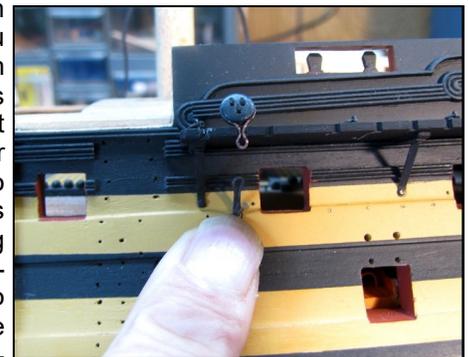
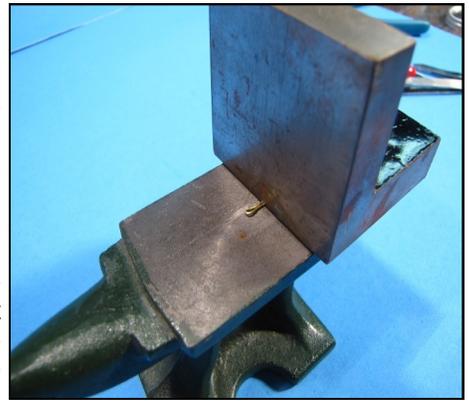
Bob wanted this flat area to be a little thinner, so he placed the piece between an anvil and a steel block, which he struck a few times with a hammer.

Using the shoulder where the flat begins as a reference point, Bob then soldered a small ring in place. The solder of choice was *Stay Brite*. He then filed it to the proper shape, and drilled the required hole. Over eighty of these pieces were required for the "*Victory*."

As stated earlier, the preventer links supplied with the kit seemed adequate, so Bob decided to use them for his model.

The fourth, and final piece was the middle link. Bob stated that the distance between the deadeye strop and toe plate/preventer link assembly can increase as you move further aft on a channel, and it is the middle link that compensates for this. In the photo on the right, Bob is temporarily placing the two subassemblies in position, so he can measure the distance between them. The middle link is then formed to the required length, blackened, and connected to the other pieces. The gap in the middle link was almost imperceptible, so Jensen opted not to solder it.

A brief discussion then followed on various techniques for attaching the shrouds to the upper deadeyes. A video of this presentation was made, and copies will be available at the May meeting. Thanks Bob for a great presentation!



● Ships on Deck ●

Bob Sykes was willing to give this model of the *Revenge* away a few months ago and, when there weren't any takers, he decided to go ahead and finish it. Now we are eating our hearts out. She's become a real beauty! Bob credits some of his success to a book he found with information on



this kit, and says he couldn't have done it without the info. This model's flags have a very realistic look to them, thanks to a lamination process Bob uses. He inserts a piece of aluminum foil between two patterns (one is a

mirror image), which are glued along their edges with CA. They are then formed to an appropriate shape. Nice touch, mate!

Ed Morris has progressed very nicely on his model of the *Charles W. Morgan* whaler. Since the last meeting, Ed



has finished the main deck and foundation for the anchor deck. This last item presents a big challenge, since the forestay has to pass through the decking with other gear that needs to be stored under the anchor deck beams. Ed sounded like he was looking forward to the challenge. We can't wait to see the results!



Rick Szydelko showed us his handy vacuum chamber. If you own a Vac-Food Saver, you have the perfect vacuum chamber for removing air bubbles while casting parts. Rick stated that these handy containers can handle up to 18 in. of mercury, which even impressed our resident expert, Kurt Van Dahm.



Gus Agustin has a good start on his 1:192 miniature model of the English 3rd Rate *HMS Sussex*. This will be a split hulled model and Gus has just about finished the lower half, which is made of 155 cherry wafers. After



carving the outside shape, the wafers were separated, carved out, and glued back together. The lower gun deck also features deck beams, ledges, and various pieces of furniture including gratings that are actually pieces of fine lace! So far, Gus has 1½ years invested in this beauty.



Allen Siegel has planked the bottom of his 1:48 scratch-built model of a *Dutch Kaag*. The lapstrake planking is next, which is uncharted territory for Allen. Fortunately, we have a member who is well versed on the subject, Steve Wheeler. Allen plans on crossing the "cheddar curtain" soon to avail himself of Steve's expertise. Wise choice, mate!



Steve Wheeler brought in some incredibly tiny rivets, which he purchased from "Model Motor Cars, Ltd". The heads on these fasteners can be as small as 0.4 mm. Threaded nuts and bolts are also available from this company and measure about the same. Steve also brought in two portholes, which he cast for his *Lady Isabel*. One was still in a rough state, while the other had been machined down to its finished dimensions. Simply beautiful!



The 36th Annual Northeast Joint Clubs Ship Model Conference

By Bob Filipowski

I have always wanted to visit the Northeast Joint Clubs Ship Model Conference that is held annually in New London, CT, but time limitations and distance (950 miles) invariably prevented it. As a result, when Kurt Van Dahm and Steve Wheeler invited me to carpool with them to this year's edition, the offer was too good to pass up.

Upon arriving, we received a welcome packet that contained a number of items that included a list of the models being displayed and the names of those in attendance and their club affiliations. It's interesting to note that the supplied list indicated that 66 models were registered for the show, but the number was substantially higher due to walk-ins. The quality and diversity of the vessel types and periods on display was amazing.

As the name of this event implies, a number of clubs located in the northeast pool their resources to hold this remarkable show. Each year, a different club is the host organization. For 2018, the Ship Model Society of New Jersey coordinated the event. The attendance list indicated that there were modelers from 13 different clubs registered for this conference!

Other plusses included a continental breakfast, door prizes, an excellent lunch, and several vendors including BlueJacket Shipcrafters and Syren Ship Models. Kurt Van Dahm also set up a table for the NRG that featured various Guild products including the new Sharpie monograph plans by Bill Strachan. A raffle was also held with the big prize being a Jim Byrnes saw.



Bill Strachan and his Sharpies

Five round table sessions were provided, which included stropping small blocks, photo etch techniques, ships in bottles, and a discussion on scratch built grating. With so many excellent offerings, I never did get to the fifth one!

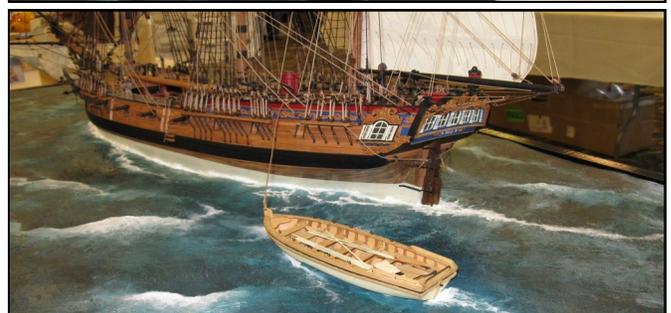
Our own Steve Wheeler was the featured after lunch speaker, and he discussed his technique for lapstrake hulls. Steve also won the prestigious Jim Roberts Award for his *Kolb Expedition 16' Rowboat*.



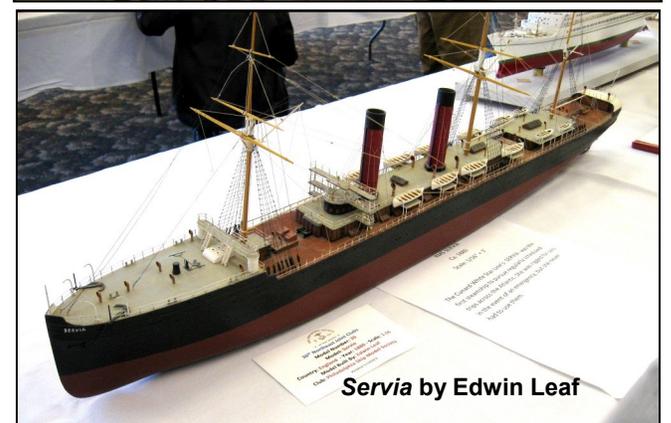
This show also featured three Peoples' Choice Awards. First place in this category went to HMS Swan by Ron Neilson ... amazing workmanship!



HMS Swan by Ron Neilson



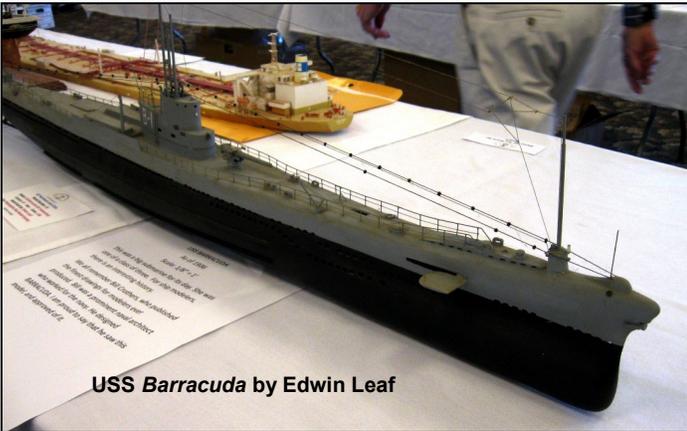
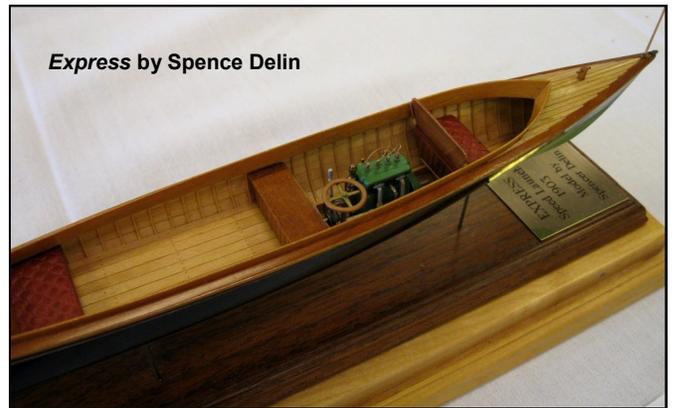
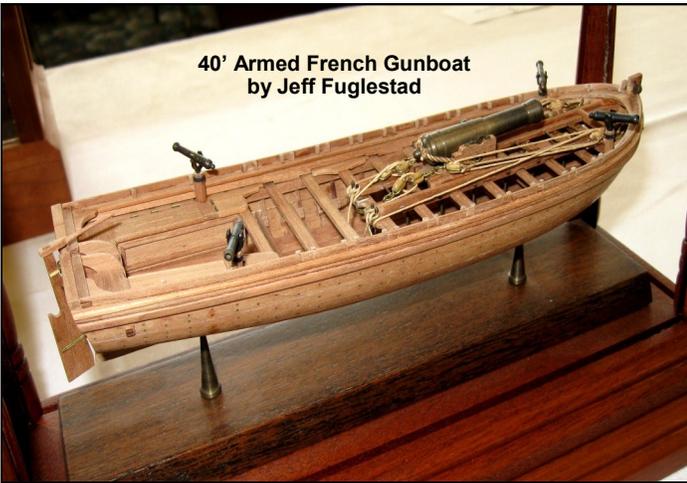
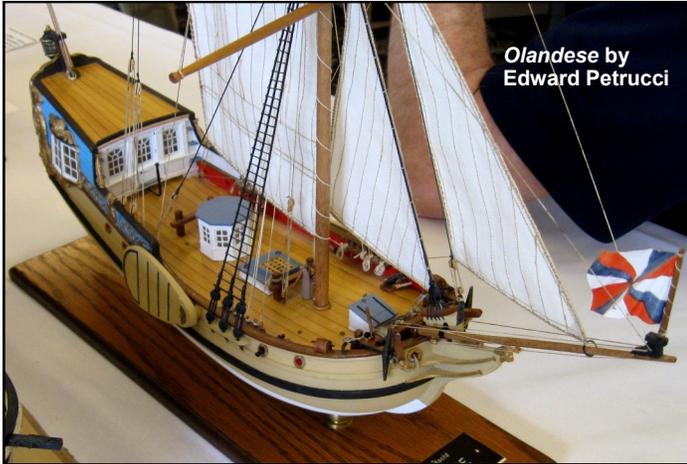
Speedwell by Greg Herbert



Servia by Edwin Leaf

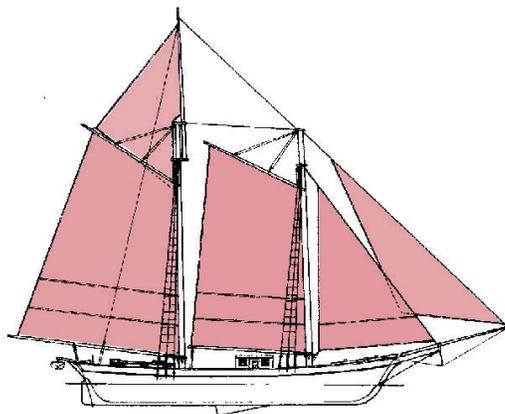
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