



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ November 2014

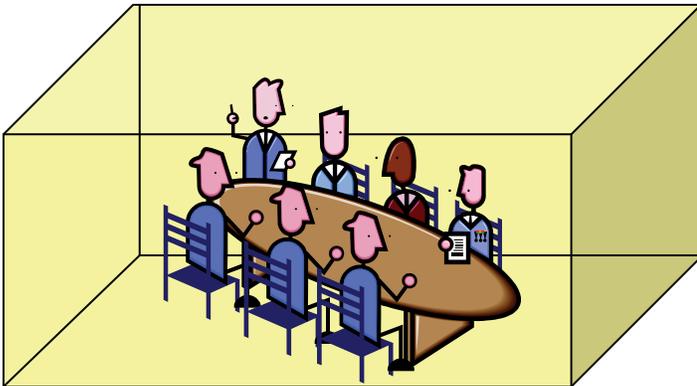
● Scuttlebutt ●

COMMODORE, Bob Filipowski, was on TDY to St. Louis attending the NRG Conference (as were many other members), so the October meeting was opened by our **FLAG CAPTAIN, Paul Polloway**, promptly at 7:15 with a crew of 19. A little short handed, but we still got under way and all had a good time sharing our personal modeling experiences. There were no visitors to introduce and no new business to discuss.

Glenn Estray gave us a brief summary of the "iHobby Expo" held October 3-5. In Glenn's opinion, there was little of interest to ship modelers and, therefore, he does not recommend attendance at future events. **Bob Sykes** also attended this show and confirmed Glenn's findings.

The meeting moved forward by combining the Round Table discussions with Ships-on-Deck and thus we were able to adjourn early.

● Round Table ●



Everyone had something to show or tell about their modeling adventures. Several showed kits they did not want to build or finish and found sales for some of them on the spot. It turned out to be a good evening for all involved, as everyone came out a winner.

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November Meeting Notice

NRG Conference Review

By Bob Filipowski

Bob's going to give us the "inside word" on what went on during the 2014 NRG Conference held in St. Louis, MO, and show us photos of many of the fine models that were on display.

Due to a change in our rental agreement with the church, our meeting this month will be held upstairs in the lounge. Bob Filipowski will also announce where and when we will be meeting in 2015.

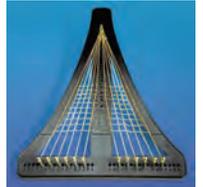
Our next meeting will be at 7:15 p.m.

Wednesday, November 19, 2014

At the Community Presbyterian Church (Lounge)
407 Main Street in Mount Prospect

Several others had tools that truly "sucked" and were so bad that it was difficult or impossible to give them away.

Leading this "rogue" list was the infamous "Loom-a-Line", which, in Doc's opinion, made it impossible to correctly install mast stays.



Not to be overlooked was the equally onerous "Fair-a-Frame", which was considered overkill for building up a ship's



frame. All of our members have been able to build much more effective building boards

than this item, and at a lower cost, as well.

Another "classic" was the "Plank Bender", which members felt could be replaced much more effectively by simple wet plank bending techniques without doing any harm to the planks.



In the category of "kits I'll never build"



was the longboat kit from "Model Shipways", which presented many problems ranging from materials to construction method to instructions. Best to avoid it, was John's advice.

● Ships on Deck ●

Allen Siegel's *Half Moon* has the first planking layer complete and nicely filled with "Elmer's" wood filler. Wales were laid down thick enough to accommodate the thickness of both the first and second plank layers.

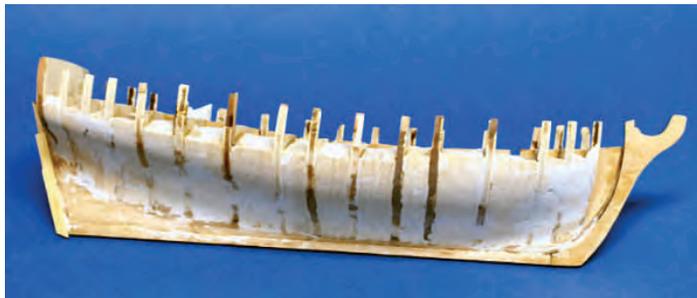


Inner bulwarks have now been final planked and all the tree nails have been installed in the decking. Second planking will be spiled below the turn of the bilge.

1989 Half Moon replica docked at Albany, NY.



Sid Wotman has filled all the spaces between bulkheads on his model of *Fair American* with balsa blocks, sanded them smooth and faired the hull using wood filler. Now he's all set to install the first layer of planking. Looks like you're ready to roll on the planking work, mate.



Ray Oswalt added to Sid's discussion by demonstrating the somewhat flexible steel rod (piano wire) he uses to check hull fairing. By applying lamp blacking to the rod, he is able to mark the bulkheads that are in (or out of) alignment. It was agreed that this method is better than trying to visualize bulkhead alignment by laying a planking strip across the hull. Planking strips have the tendency to cover up the low spots, whereas the rod allows you to see the contact points much easier. Great tip there, mate.

Robert Wicklander showed us his newly produced duplicator device he uses to make cannon barrels. This was a very well made tool using high quality materials and Robert will make them for sale at \$60.00 each. He will



demonstrate his device at the next "Deadeyes" meeting and have them available for sale at our December meeting and flea market.

To use the device, you must first make a template of the part you wish to duplicate (of steel). Then the duplicator is set up on a lathe to cut the parts.

The sample barrel really looked very fine. Good luck on your enterprise, mate.

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

Russ Hannula had this partially completed model of the French Galleon *La Couronne* 1636 that he will part with for \$100.00. All finishing parts are still in the box.



[The *Couronne* was the first major warship to be built by the French themselves, after a series of warships had been built by the Dutch. She was launched ca. 1632 and completed around 1635. She carried 68 heavy guns, 8 firing to the bow and 8 to the aft, an unusual feature. The *Couronne* took part in the Battle of Guetaria in 1638 and another expedition to Spain in 1639. The ship was disarmed in 1641 and scrapped between 1643-1645]*.

*Wikipedia, the free encyclopedia.

Doc Williams has a 5/32 scale model of the whaling ship *Charles W. Morgan* (like the kit built by Sid Wotman) and an older solid hull kit of the Clipper Ship *Flying Fish* which he will part with for \$25.00 each. Both kits are complete and he says the *Flying Fish* is a very fine model.



Two other kits shown by Doc were sold on the spot: A *Greek Bireme* and an *Egyptian Ship*, both very historical. The one kit he decided not to sell, an "Amati" Viking Ship, was described as very difficult to build due to the complex plank bends. Doc wouldn't say that it was his next project, but time will tell. Maybe you could make him an offer he won't want to refuse.

HISTORIC SHIP PROFILES

● Halve Maen - 1608 ●

Halve Maen (English: *Half Moon*) was a Dutch East India Company *vlieboot* (similar to a carrack) which sailed into what is now New York Harbor in September 1609. She was commissioned by the Dutch Republic to covertly find a western passage to China. The ship was captured by Henry Hudson, an Englishman in the service of the Dutch Republic.



Halve Maen sailed from Amsterdam to the Arctic, turning westward to traverse the Atlantic Ocean, then sailed from Newfoundland to the south in search of the Northwest Passage. They made land, which they supposed to be an island, and gave it the name of New Holland, but afterwards discovered that it was Cape Cod.

From there they sailed south to the Chesapeake Bay and then went north along the coast navigating first the Delaware Bay and, subsequently, the bay of the river which

Career
(Dutch Republic)



Name: *Halve Maen*
Builder: Dutch East India Company
Chamber of Amsterdam
Completed: 1608
Fate: Destroyed 1618 in an English attack on Jakarta, Dutch East Indies.

Hudson named the Mauritius River, for Holland's Lord-Lieutenant Maurits. *Halve Maen* sailed up Hudson's river as far as the present day location of Albany, New



York, where the crew determined the water was too narrow and too shallow for farther progress. Concluding then that the river was also not a passage to the west, Hudson ex-

ited the river, naming the natives that dwelled on either side of the Mauritius estuary the Manahata. Leaving the estuary, he sailed north-eastward, never realizing that what are now the islands of Manhattan and Long Island were islands, and crossed the Atlantic to England where he sailed into Dartmouth harbor with the Dutch East India Company ship and crew^[1].

^[1] From Wikipedia, the free encyclopedia

● NRG St. Louis ●



Historically, compared to East and West Coast NRG Conferences, the Midwest variety are usually not well attended. St. Louis was no exception, which was really unfortunate. This 2014 edition was every bit as entertaining and informative. Many attendees shared this opinion with me prior to leaving for home.



The Thursday tour featured a cruise aboard the river boat *Tom Sawyer*, which gave everyone a chance to



view the types of vessels, and industry, found on the Mississippi River. A leisure twenty mile trip downstream



brought us to the quaint town of Kimmswick, established in 1859, which featured many unique shops and buildings. Many dated back to the eighteenth and nineteenth



centuries. After an excellent lunch at the landmark restaurant, Blue Owl, and some sight seeing/shopping, we all boarded a bus, and returned to the hotel.

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"NRG St. Louis", continued from Page 4

On Friday, the technical sessions followed a format similar to our own Tri-Club Symposium. The morning segment featured Pat Mathews: 3-D Printing for Modelers, Glenn Greico: The Steamboat *Heroine*, Model Building from Archeology, and David Antscherl: The Fireship *Comet*, or "Pass the slow-match if you please, Mr. Gunner." These three presentations were as diverse as they were intriguing.

After lunch, we had our choice of five different round table sessions. Our own Steve Wheeler explained his electroplating techniques, while David Antscherl showed



us how "easy" it is to paint friezes for a model. Actually, after listening to Mr. Antscherl, I couldn't help but feel that maybe, just maybe, this writer could create something resembling these miniature works of art!

NRG Director, Greg Herbert, discussed how he creates complex scale mouldings for his models. This talk included the fabrication of his scrapers, and how they are utilized. Greg also discussed the tricky problem, which occurs when moldings have to go around right angle corners. The results were amazing!



John Vojtech of Unique Master Tools is a vendor that made the trip down to St. Louis from Chicago. John, arguably, has one of the finest line of tools available that cater to the modeler. Attendees were treated to a demonstration of some of these items. It would be safe to say that Mr. Vojtech was one of the busier vendors at the conference!

One of the more fascinating round tables was presented by Pat Mathews, who is certainly an authority when it comes to 3-D Printing. As a part of his props, Mr. Mathews had a large model on



display that was built, almost entirely, with a 3-D printer. He also passed around an excellent example of what a 3-D printer is capable of. Pat referred to it as his business card! Yes those are individual links that are attached to shackles that actually swivel!



The final round table, rope making, was presented by NRG Director, Chuck Passaro. Chuck uses a very simplistic ropewalk that employs battery powered drills for



drive units, and does not require toppers, carriages, tracks or counter weights. Yet, the results are outstanding! This presentation provided definite

food for thought, since this writer has two ropewalks, which have no where near the capability of Passaro's rig. Jack Custer kicked off the Saturday Modeler Symposium with a discussion on how to use photographic images to create plans. Local maritime artist and modeler, Gary Lucy, explained how researching models and settings can help create accurate paintings. Mr. Lucy had many signed examples of his work on display in the vendor room that could be purchased at very reasonable prices.



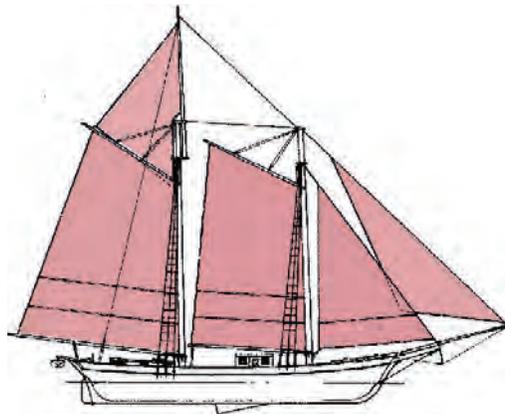
Professional model maker, Dan Pariser followed with a fascinating presentation - "The Lion and the Lilly: A Modeler's Comparison of English & French Ship Details at the Turn of the 18th Century." Kevin Crisman, Ph.D., concluded the symposium with the "Archaeology of the *Heroine* and the Evolution of the Western Steamboat."

The conference featured approximately 25 outstanding models, which will be discussed at the November meeting. I'm quite sure you won't be disappointed.

Bob Filipowski



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