



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ November 2010

● Scuttlebutt ●

Commodore **Tim Riggs** opened the meeting at 7:30 PM and called for visitor introductions (there were none) and then any news of interest.

Kurt Van Dahm stated that the *NRG* conference for 2011 was expected to take place August 21-27 in San Francisco (San Jose), CA and that good room rates would be made available for early registrants. Also, for those of you who plan that far ahead, the *SMA* was expecting to meet in Newport Beach, CA sometime at the end of March or early April of 2011.



Our Treasurer, **Ken Goetz**, reminded us that he is now accepting payment of the 2011 dues, again a bargain at \$20.00. Payment would be appreciated in November or December, at the latest. As usual, make out your check to "Midwest Model Shipwrights" and either bring it with you to the November or December meeting or mail it to Ken at: 3302 Sarah St., Franklin Park, IL 60131. Thanks mates.



There being no further business before the group, we first moved into our presentation for the evening, followed by Ships-on-Deck.

● Spacing Deadeyes ●

By Sid Wotman & Ray Oswalt

Sid and Ray teamed up to show us a Power Point presentation on the unique techniques they developed for mounting deadeyes on Sid's model of the *Charles W. Morgan* whaler.

The basics of rigging deadeyes with information on running of shrouds port and starboard and the methods of threading the lanyards and tying them off were covered by Ray followed by Sid's description of his unique method for aligning the deadeyes during attachment to the shrouds and the deadeyes attached to the channels. In this case, a picture was very much worth 1000 words.

2010 OFFICERS & STAFF

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November Meeting Notice

Serving Lines & Stopping

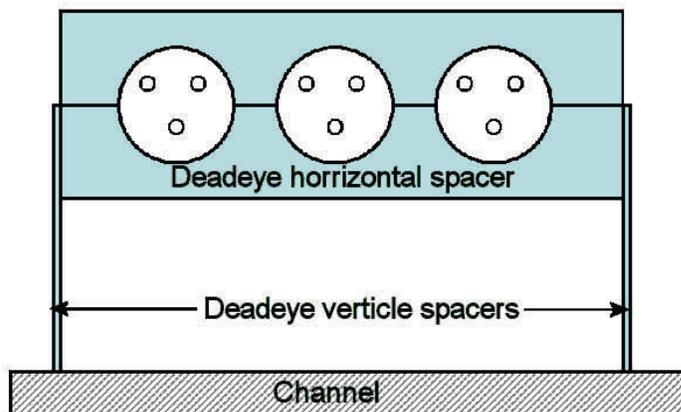
By Jim Merritt

Jim will be on hand to show us his tried and true methods for doing that tedious job of serving lines and stopping blocks with a minimum of effort and a maximum of eye appeal.

This is a great follow on to last month's presentation on deadeye spacing and shroud attachment and one that you don't want to miss.

Come prepared to share any of your own techniques with the crew and make this a great evening of learning for everyone. See you all there.

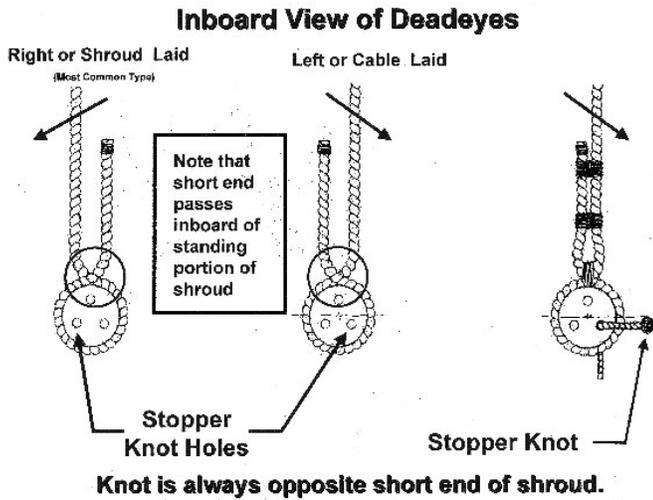
Our next meeting will be at 7:15 p.m. Wednesday,
November 17, 2010
At the Community Presbyterian Church
407 Main Street in Mount Prospect



Here you see Sid's method of getting all the deadeyes aligned both vertically above the channel and horizontally from left to right. Once the deadeyes have been rigged, the spacer plate is divided in two and removed. It may be necessary to cut the spacer plate to remove it. With spacing set, shrouds can then be attached to the upper deadeyes and made fast.

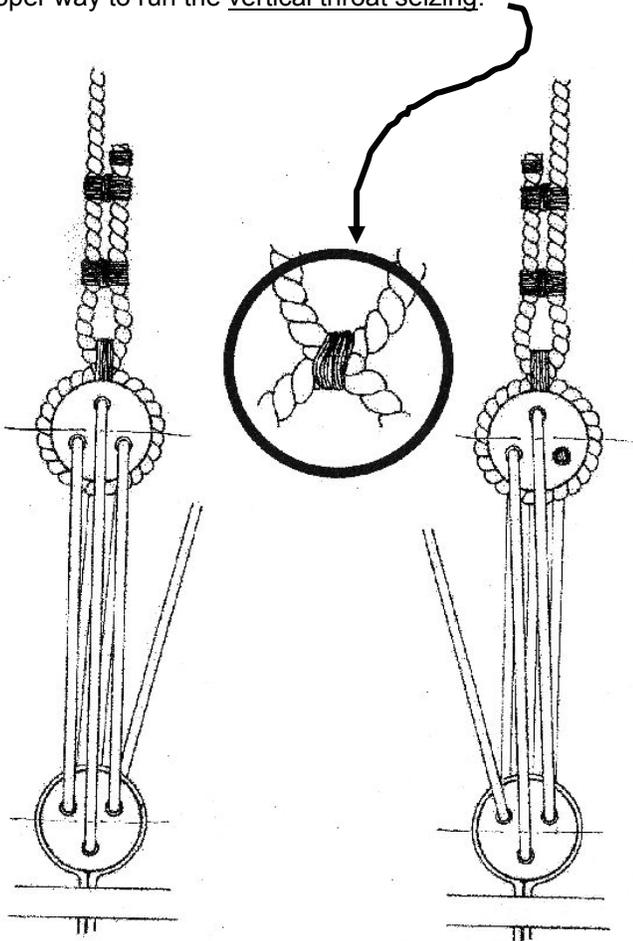
See Deadeyes, Page 2

Deadeyes, continued from Page 1

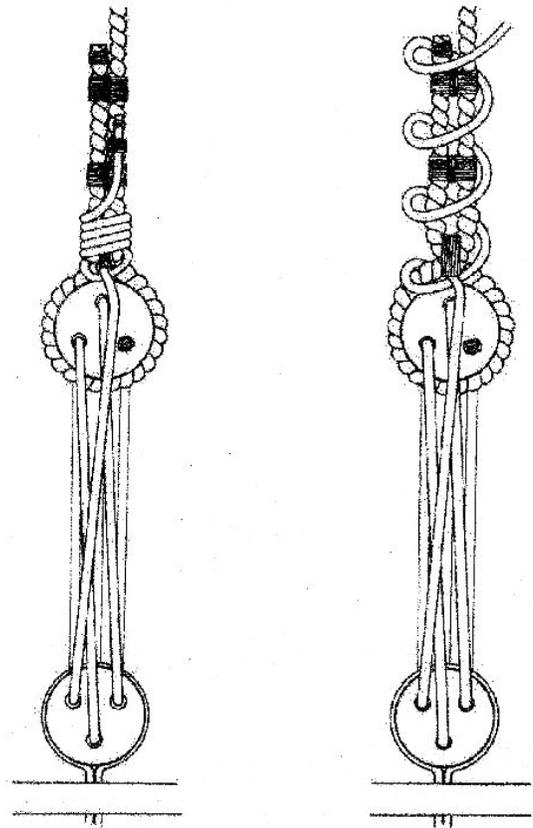


Above is a slide provided by Ray to show the proper attachment of the shrouds.

Below is a slide showing the method for rigging the lanyards between upper and lower deadeyes as well as the proper way to run the vertical throat seizing.

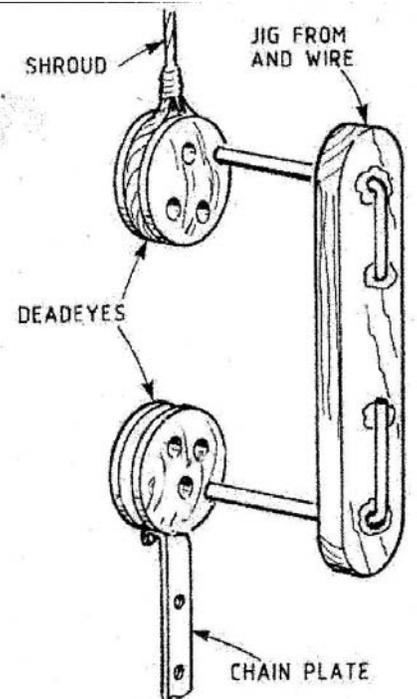


Inboard View



Above is a slide showing the method for tying off the lanyards. Lanyard proportions were always .5 of the appropriate shroud size. Note how the end of the lanyard is reeved above the upper deadeye.

Alternate methods for aligning the deadeyes are many and varied. Here is an alignment jig using a single wire spindle inserted into the lone upper and lower deadeye. A similar jig using two wire spindles to be inserted into the paired deadeye holes is much easier to work with, since it prevents the deadeyes from rotating while being rigged.



Thanks to Ray and Sid for their fine presentation.

● Ships on Deck ●

Your Editor, **John Mitchell**, brought in the scratch-built (1:48) Great Lakes schooner *Challenge*, ca 1852. Construction is based on a set of A. J. Fischer plans dating



from 1944, which were originally drawn up for building a solid hull model. This produced some problems in translation to plank-on-bulkhead, since there were too few bulkhead stations on the plans. Planking is complete on the outer hull with work progressing on the interior bulkheads planking. The plan is to start painting the hull this winter.

Doc Williams had two models to share; his restored *Spanish Galleon* and his "Model Shipways" kit of the *Charles W. Morgan* whaler.

The Galleon required a lot of work including new rigging, replacement of various hull pieces and rebuilding of the base stand. A display case will complete the project and make the owner very proud, for sure. Nice job, mate.



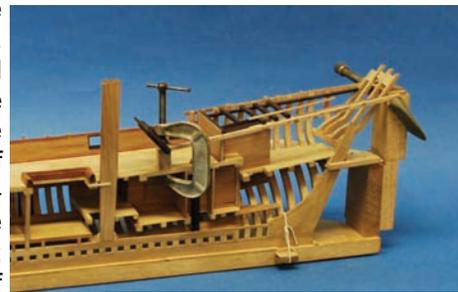
The *Charles W. Morgan* is in the process of being planked both from within (bulwarks) and without (hull). The kit's planking wood was not very suitable, being too soft, but will be used regardless. Harder wood would have been preferable. Plenty to keep you busy, mate. Beautiful results on both!



Dave Botton showed us his scratch built model of the *Benjamin W. Latham* grand banks fishing schooner in a scale of 1:96. Dave had rescaled a set of "Model Shipways" plans to a size easier to work with. Currently, he is working on masts and gaff construction. Dave noted a reference he found to the presence of sheathing around the mast which would protect the mast from gaff jaw friction. Question was, should he add this feature to his model? Consensus was that, at this small scale, such detail could be omitted.

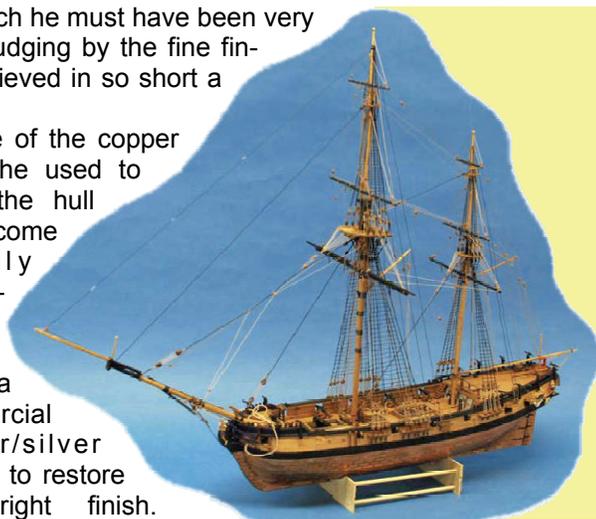


Bruce Hoff continues to make progress on his 3/8" scale model of the schooner *Chaleur*. We are impressed with the fine job he is doing on the intricate framing of her hull - and especially because he is doing it twice; once for each half of the split hull. Despite the obvious frustrations he is feeling, the results will unquestionably be worth all his efforts. A masterpiece in the making, mate.



Bob Sykes showed his nearly completed "Amati" kit of the 1:64 H.M. Bomb Vessel *Granado*, ca 1765. Up to this point, Bob has invested three month's work on it, during which he must have been very busy, judging by the fine finish achieved in so short a time.

Some of the copper plates he used to cover the hull had become heavily blackened, so he used a commercial copper/silver cleaner to restore the bright finish. First class results, mate.



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Ships-on-Deck, continued from Page 3

Richard Romaniak calmly stated he has been working on his composite model of the French 74 *Le Superbe*, ca 1783 for 42 months. His model is roughly based upon a 1:150 "Heller" kit with a lot of scratch



built embellishments. Yet to be added are more crew figures and several supply boats destined to become part of a diorama. We can only commend you, mate, for your perseverance and fine attention to detail. Beautiful job.

Kurt Van Dahm has started the weathering on his 1/12 scale model of the *African Queen* and it has begun to look as grungy as the boat that carried Bogart and Hepburn to movie fame.



After priming the hull, Kurt sprayed on some rust paint and covered that with areas of rubber cement. Once he had applied the final hull colors, he rubbed off the rubber cement to reveal rust specs and hull scratches above and below the water line. Washes of black and shipyard grey were also applied to the hull to dull down its appearance. A real tour de force on weathering technique. Wonderful realism, mate.



Bob Filipowski has found a 50 year old set of plans, part of a collection being dismantled, for the Continental Galley *Washington*. She was of particular interest to Bob, as she was one of the vessels built by Benedict Arnold for the Battle of Balcore Island fought against the British on Lake Champlain in 1776. This was an historical event on which Bob has done considerable research. This ship was eventually captured by the British and converted from a galley to a brig. Maybe a future project, mate?

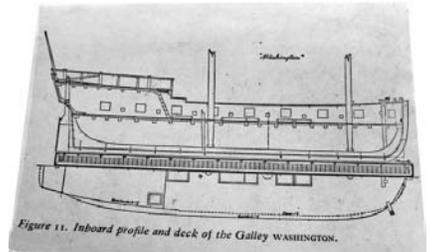


Figure 11. Inboard profile and deck of the Galley WASHINGTON.

After this collection has been inventoried and cataloged, look for sales offers from **Kurt Van Dahm** or **Bob Filipowski**.

Jim Merritt has been putting the finishing touches on his 1:54 "Mamoli" kit of the *Yacht Mary* (named after King Charles II's sister). Rat lines have been finished and the



stern lanterns, scratch built using **Helmut Reiter's** methods, were added. Flags for his model were made for him by **Gus Agustin** and add not only realism but a lot of beauty as well. Next project will be to make a

case for the model—either a "Streamwood Plastics" top or a scratch built case using sheet plexiglas. Beautifully done job, mate.

Neil Hurwitz, our Associate Member in Villa Rica, GA, has sent us a photo of his recently completed "Model Shipways" kit of the *Charles W. Morgan* whaling bark. A very fine effort and one that's sure to spark the interest of other members also working on this model. Thanks for keeping us "in the picture" mate. Good to hear from you again.



● **14th Annual Tri-Club Meeting** ●



We had good cheer and good chats and enjoyed one another's company over finely brewed coffee.



We scraped our way to becoming wood finishing experts under the tutelage of that master violin maker, Doc Williams. Could the folks in Cremona have done any better? We think not.

We watched in awe as the artist's hands of Bruce Hoff turned wood into little marvels (blocks).

What a pleasure to see such skill at work!



Everything you ever wanted to know about what wood could and couldn't do we learned from Bob George, who displayed amazing patience with all the novices around him.

And many fine examples of ship building art were to be seen, as well. Here are a few of those who displayed their work this day.

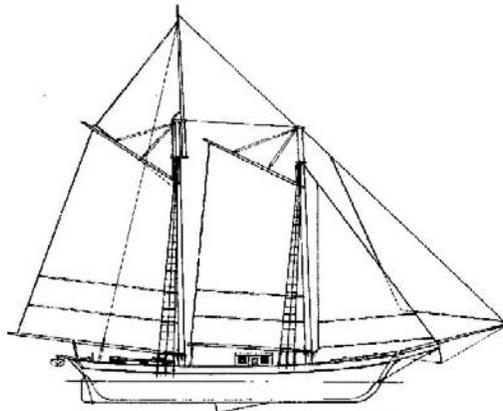


We sat enthralled while Bob Filipowski gave us one of the finest presentations on the 1893 Columbian Exposition any of us had ever seen—and he did it without reading from notes! What a job!





John R. Mitchell, Editor
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