



# Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ November 2011

## ● Scuttlebutt ●

**COMMODORE Gus Agustin** opened the meeting at 7:30 sharp with 24 hands aboard—a very good turnout, considering the really bad weather this evening.

We welcomed three visitors: **Paul Bien** and **Fred Widmann**, friends of Helmut Reiter, and **Sam Palermo**, who has visited us on previous nights. Sam, a Navy vet,

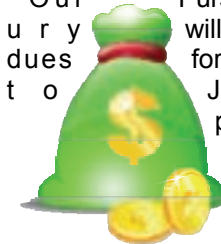


served on the USS *Dennis* DE-405 engaged in the Battle of Leyte Gulf and was recently honored with participation in the current Veteran's Flights to Washington, D.C. to visit the new WWII memorial. Thanks to you all for coming out on such a wild night.

Gus reminded us that we will be selecting a new slate of officers at our December meeting and will need nominations submitted by the November meeting. If any members would be interested and willing to serve, please let Gus know.

Our Purser, **Ken Goetz**, reported that our treasury will end 2011 in the black and advised that dues for 2012 (\$20.00) can be paid anytime up to January 31, 2012. After the 31st, unpaid memberships will not be eligible to receive the monthly newsletter. So, mates, "sharp's the word, and fast's the action".

On another matter, Ken advised that we should change our fiscal year from end July to end June to make book keeping easier. By unanimous vote of members present, a motion to make this change was passed.



2010 OFFICERS & STAFF	
President (Commodore)	- Gus Agustin..... (847) 398-5208
Vice Pres (Flag Captain)	- Bob Filipowski.....(847) 394-0757
Treasurer (Ship's Purser)	- Ken Goetz .....(847) 678-4249
Secretary (Ship's Clerk)	- Jim Merritt..... (847) 888-3882
Editor (Signals Officer)	- John Mitchell .....(847) 392-2259
Photographer (M. Chief)	- Leon Sirota .....(847) 541-6285

### November Meeting Notice

#### Roundtable Night

Here's a chance to air out all the knotty problems that have been plaguing your model building efforts and get some useful feedback from all your mates.

Come prepared to share and bring any examples of your work in question or of the tools and special fixes you have devised to overcome your hang ups.

This should be a win-win evening for everybody.

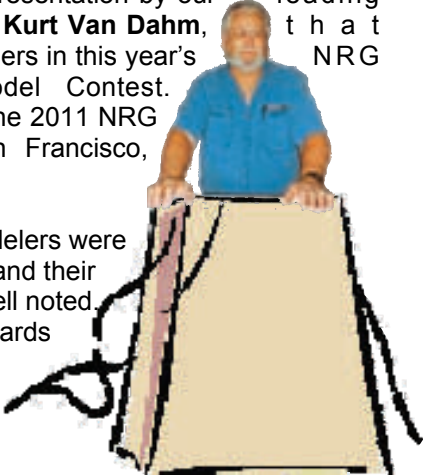
Our next meeting will be at 7:15 p.m. Wednesday, November 16, 2011  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## 2011 NRG Photographic Ship Model Contest Review

By Kurt Van Dahm

We were given a great presentation by our leading model (tugboat) judge, **Kurt Van Dahm**, that covered many of the winners in this year's NRG Photographic Ship Model Contest. Prizes were awarded at the 2011 NRG Conference held in San Francisco, August 22-27, 2011.

Several of our local modelers were among the prize winners and their accomplishments were well noted. **Gus Agustin** won two awards



for his models of the HMS *St. George* in both Admiralty and full-rigged versions and at two different scales. **Bob Filipowski** also won for his

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NRG Photo Contest, continued from Page 1

*Pink-stern Schooner*, hauling in a Blue Ribbon.

Our Associate Member, **Steve Wheeler**, got the Gold Medal in the Master's category for his *Whitehall Canoe* as well as Best of Show for the same model. A real sweep!

Rounding out the local achievers, **Toni Levine**, a Tri-Club Member, won a Bronze medal in the Journeyman's category for her model of the colonial-era *Hannah*.

So, for your viewing pleasure, here are the highlights of Kurt's presentation. Our thanks to Kurt for furnishing the fine photos reproduced here.



Gus Agustin's *HMS St. George* (1:192)



Bob Filipowski's *Pink-stern Schooner*



Gus Agustin's *HMS St. George* (1:384)



Toni Levine's *Hannah*



Charles Aldridge's *Resolution* ca 1667



Steve Wheeler's *Whitehall Canoe*



Clyde Emerson's *Navette*

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NRG Photo Contest, continued from Page 2



Jim Quast's *USS Constitution*



Wm. Maxwell's *French Longboat ca 1834*



Wm. Sproul's *La Jacinthe ca 1825*

We applaud all these fine modeling efforts and are happy to have had the chance to view these photos. Many thanks to all who contributed to this photo gallery.

It should be noted that these models represent only a small portion of those that took part in this contest. We're only sorry that space and photo availability prevented us from sharing more of them with you.

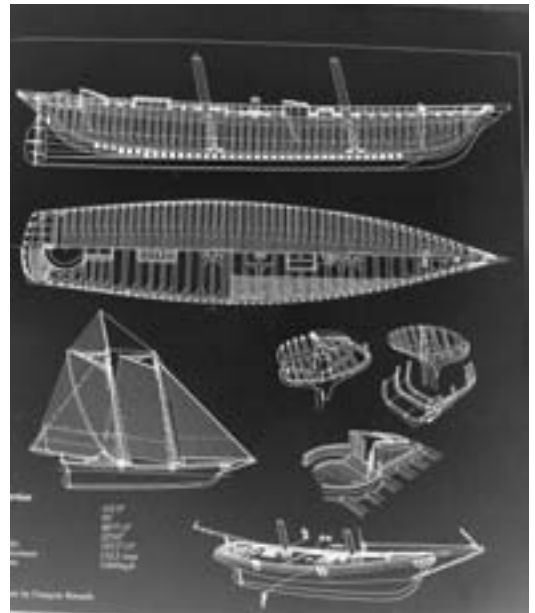
## ● Ships on Deck ●

**Peter Pennigsdorf** is justifiably proud of the fine hull lines he has achieved on his 1:48 half-hull model of the New



York Pilot Boat *William Bell*.

After buildup of the hull, it became obvious to him that there were major problems with the way the stern lines turned out, even though he had built it as close to the plans he had as possible. To get a better



picture of how the stern should be built, Peter did some extensive research into plans for similar boats built on comparable lines. It turns out that pilot boats were being built to mirror the proven lines of racing sailboats of the time. By going to plans for the U.S. Yacht *America*, Peter was able to get the construction details he needed to complete the stern of his own model. Nice work, mate.

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*Ships-on-Deck, continued from Page 3*

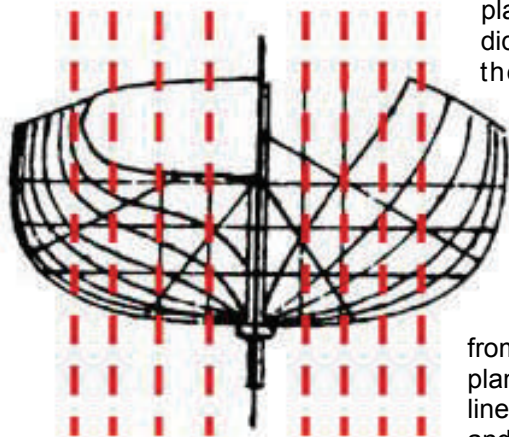
Peter also tackled another project, a Foote-Class R/C Sailboat. The Foote is a very small radio-controlled sailboat whose length is a mere 12 inches.



Two servos are used, one to control the sail and one for the rudder. After several years of evolution around the world, the Foote became an officially sanctioned Development Class of

the American Model Yachting Association in 2006<sup>1</sup>.

Peter's solid hull was made by gluing together a series of sections following the vertical buttock lines rather than the usual horizontal lifts. This sounds easy enough

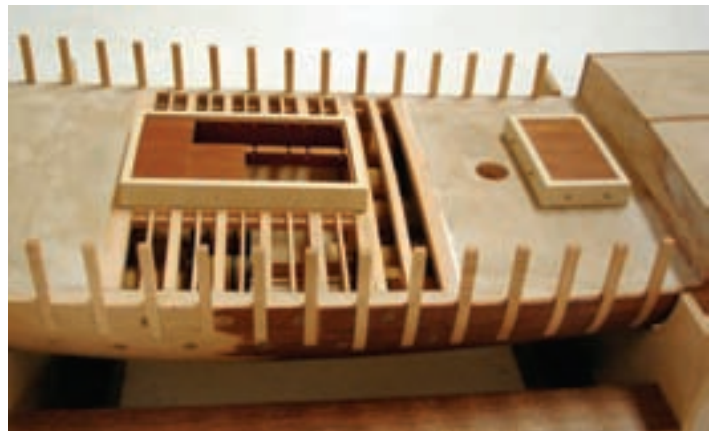


except that the plans Peter had did not show the buttock lines. Using his drafting skills, he was able to create a series of such lines from the body plan by dropping lines vertically and lifting the dimensions off the plan to create

the buttock lines. While the hull is only a test made from balsa, he could easily move into a usable hull from the work he has already done. That's really exciting modeling, mate.

<sup>1</sup>Wikipedia, the free encyclopedia

**Bob Filipowski's** schooner *Arrosic* is taking shape in its many fine details, such as the beautifully made hatches complete with removable covers. Some of the covers will



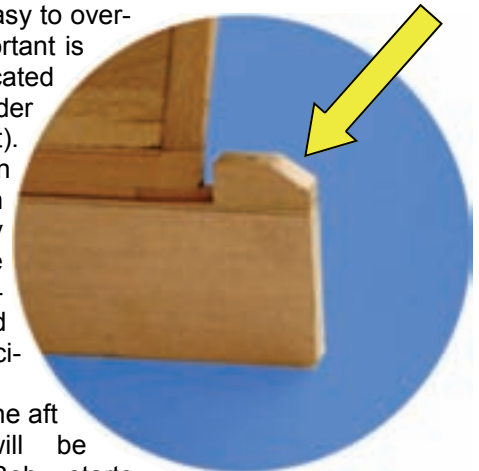
be displayed stacked on deck so a view into the hold will reveal the stored cargo.

Another detail easy to overlook but very important is the false keel located below the rudder (shown at right). The keel extension beyond the stern post most likely would save the rudder from becoming unhinged in case of an accidental grounding.

Next up will be the aft cabin, which will be added before Bob starts planking the decks.

A question arose about whether or not the false keel was coppered like the hull. Bob was inclined to think that it was not, but you should be able to go either way. The false keel also was an aid to protection of the hull coppering, in case of accidental grounding.

She's really shaping up, mate.



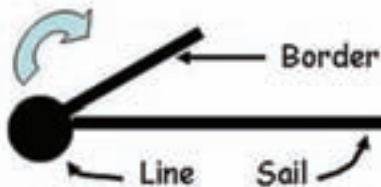
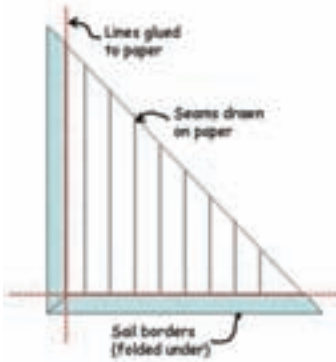
See *Ships-on-Deck*, Page 5

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*Ships-on-Deck, continued from Page 4*

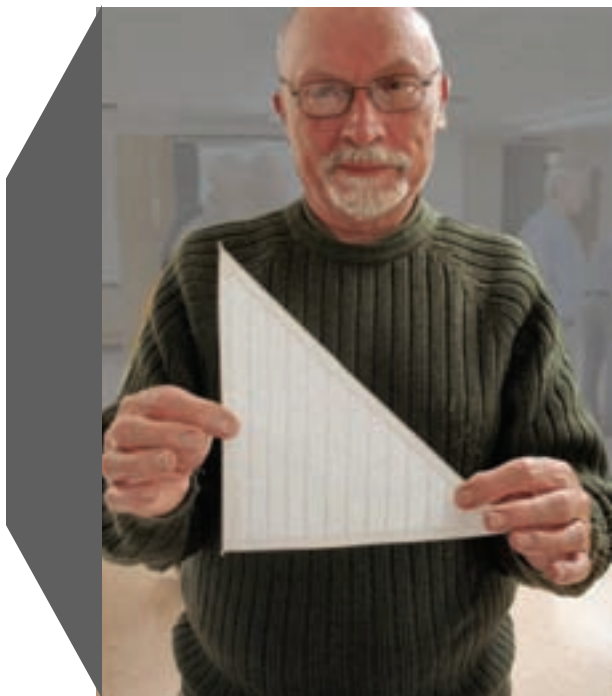
**Helmut Reiter** has started the process of teaching himself how to make sails for his 1:48 model of the *Tartane Gemma*. After evaluating several materials, Helmut decided to use paper, as it looked more to scale than the coarser textures of cloth.

The sail was first cut out of tracing paper with allow-



ance made for the fold-over border. Seam lines were drawn on in pencil then a crease was impressed into the sail material along the edges of the sail. This is used to help locate the edge ropes, which are glued to the sail using C/A in small amounts along this crease. Once the glue has dried, the sail borders are folded over with the line on the outside and glued using rubber cement (this is used to prevent curling of the paper, which would occur using a water-based glue). Matching borders on the reverse side are attached separately. One long piece of rope was used, with extra material left in each corner to make the clew attachments.

As ever, we get a really fine result from Helmut's careful research on his projects. We can't wait to see the full set.

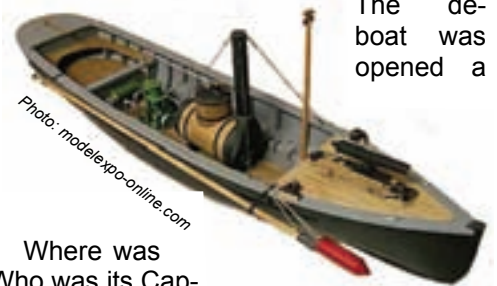


## ● Picket Boat No. 1 ●

By John Mitchell

In the current "Model Expo" catalog, one of the newest offerings is a "Model Shipways" kit of the *U.S.N. Picket Boat No. 1*.

The description of this fascinating and lot of questions about its history and the history of its Captain and crew.



Questions like: Where was this boat built? Who was its Captain, Navy Lt. William B. Cushing (4 Nov 1842 - 17 Dec 1874) and what became of the Lt. and his crew? What do we know about the C.S.N. Ironclad Ram *Albemarle* and why was she important to the Union Army's war plans?

The *CSS Albemarle* was built in a primitive shipyard on the upper Roanoke River, NC, and launched April 1864. Displacing 376 tons and with a length of 158 ft., she was propelled by two steam engines yielding a top speed of 4 knots. Armament consisted of two 6.4-inch Brooke pivot rifles, one forward, one aft. The *Albemarle's* mission was to clear the Roanoke River approaches to Plymouth, NC, of Union ships. In this she succeeded, thus opening the way for Confederate General Hoke to attack and take Plymouth and the nearby forts.

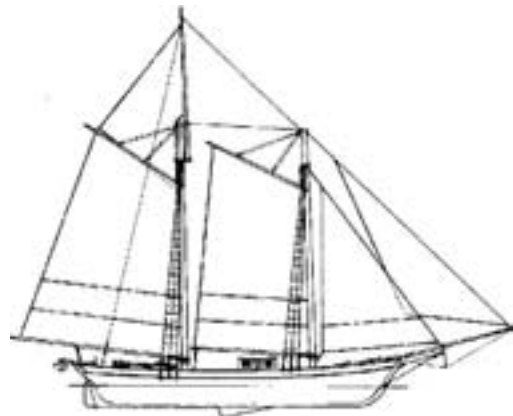


At issue for the U.S. Government was the control of eastern North Carolina and this depended upon control of the Roanoke River and this, in turn, depended upon removing the *Albemarle*. The U.S. Navy eventually approved the plan of Lt. Cushing to sink the *Albemarle* and he was ordered to acquire two 30-foot steam powered picket boats from New York (one was lost during the voyage from New York to Norfolk, VA). The remaining boat was fitted with a 12-pounder Dahlgren howitzer and a lanyard-detonated torpedo mounted on a spar. On the night of October 27-28, 1864, Cushing and his crew of 14 sailed up river and attacked the *Albemarle*. With the element of surprise having been lost and coming under heavy small arms fire from both the shore and the *Albemarle*, Lt. Cushing ran his boat up against the ironclad's hull and, standing up in the bow, pulled the torpedo's lanyard. The *Albemarle* sank and the *Picket Boat's* crew was blown in the water. Cushing and one other escaped, two drowned and eleven were captured. Of interest to us in the Midwest is the fact that Cushing was born in Delafield, WI. After the Civil War, he served in both the Pacific and Asiatic Squadrons, rising to the rank of Commander. For his heroism, Lt. Cushing received the official "Thanks of Congress".





John R. Mitchell, Editor  
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