



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ October 2016

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the September 2016 meeting at 7:15 with a loyal crew of 26 on board.

We welcomed our mates from Wisconsin, Steve Wheeler and Bob Jensen, who made one of their much appreciated but rare appearances. Thanks for being with us, mates.

We also welcomed back our mate Bob "Wick" Wicklander, who has been absent on leave. Wick is selling a near new "Ships Ahoy" thickness sander for \$315.00!

Winners of our raffle for some really neat books were Al Opitz, Cole Seskind and Patrick Sand. Congrats, mates.

Our Commodore announced that he had a number of CDs for sale at a special price of \$5.00 each (no shipping). These were on a variety of subjects and were a stock surplus. Also available in October will be a video on this month's program "Transoms and Headrails" as well as one from the Deadeyes on "Making Barrels". \$5.00 ea. Let Bob know, if you are interested and you can pick one up at the next meeting.



Kurt Van Dahm let us know that the NRG would be reprinting "Shop Notes I" for sale at \$30.00 a copy. They will be available before Christmas. You need to get your order in soon, however, as the run will be limited.

Another NRG offering being planned will be a CD of the "Journal" issues from 1951 through 1960. Pricing expected to be in the \$30 range. Also check out the NRG web site for new merchandise offerings such as shirts, etc. Great for Christmas gifts.

A popular area event, the 34th Annual IPMS *Butch O'Hare Contest*, will be held at the Lakeview Jr. High School, 701 Plainfield Road, Downers Grove, IL on Saturday, November 12th, 2016. Great show for all those who like to build plastic models as well as traditional wood.

Leon Sirota mentioned a great wood carving show coming October 15-16 that is of interest for wood and tool purchases. Limited info, so look for it on the web.

2015 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 394-0757
Vice Pres (Flag Captain)	- Glenn Estry(847) 259-1574
Treasurer (Ship's Purser)	- Allen Siegel(847) 446-7248
Secretary (Ship's Clerk)	- Bob Sykes(630) 766-6645
Newsletter Editor	- John Mitchell(847) 392-2259
Photographer	- Leon Sirota(847) 541-6285
Web Master	- John Pocius.....(630) 957-7298
	jpdesign@mindspring.com

October Meeting Notice

"Back to the Future"

The program for this meeting is YOU, because those who bring in one of their earliest models for Ships on Deck will be eligible for a special kit raffle. But bringing in your early work is not all about participating in the raffle, it's also an opportunity for you to share with your mates the lessons you learned from building your first ship model. We'll all learn something from each other and have a lot of fun doing it, too.

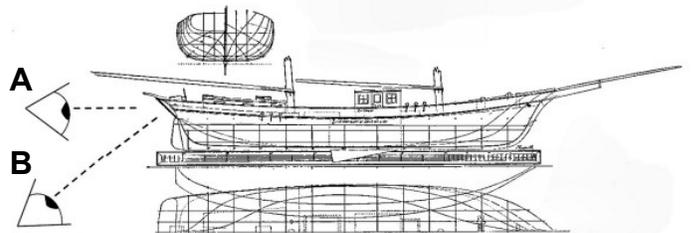
Our next meeting will be at 7:15 p.m.
Wednesday, October 19, 2016

The South Church
501 S. Emerson Street
Mount Prospect, IL

● Transoms & Head Rails ●

by John Mitchell & Bob Filipowski

In our discussion of how to create a transom, it is assumed that you are building a model from scratch using a regular set of ship's drawings showing Sheer, Half Breadth and Body plans. Kits will, of course, already have a proper transom piece provided.



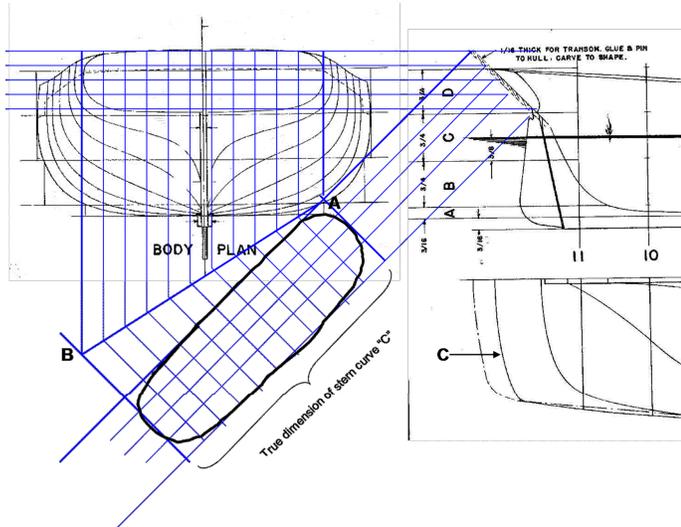
The term "what you see is what you get" does not always apply. In this illustration, eye line "A" is the transom view you see when looking at the body plan. In this view, the transom is "foreshortened", meaning that the lines of the object are shorter than they actually are in order to give the illusion of proper relative size. However, in order to create the true shape of the transom, we would need to use the eye line "B" view.

See "Transom", Page 2

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"Transom", continued from Page 1

Creating this true view of the transom is an exercise in mechanical drawing. The first step is to print the three plan views at the same scale and position the Sheer and Body plans adjacent to each other so that the section lines (A,B,C,D) align.

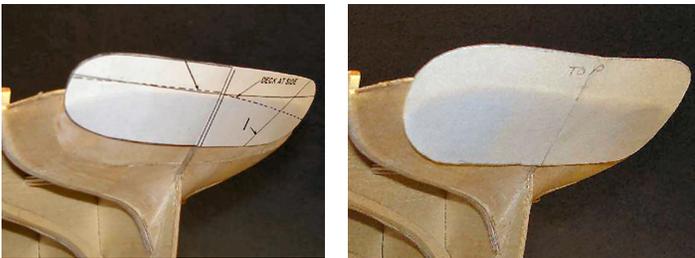


The sense of the above diagram is, first to double up the transom outline on the Body plan, then to divide the Body plan image of the transom into a grid, drawing horizontal lines to contact the Sheer Plan transom and then drawing lines perpendicular to the Sheer Plan transom downward.

Measuring the true dimension of the stern curve is critical. This is easily done using a piece of wire or string laid over the Half Breadth plan, where the transom is at its maximum width, and doubled.

Creating the second grid below, permits you to copy the contact points off the Body plan transom view onto the lower view and then draw the new transom outline by connecting the points.

The photos of a stern with a paper transom pattern



made just from the Body plan outline (left) and one made with the redrawn transom (right) are shown above.

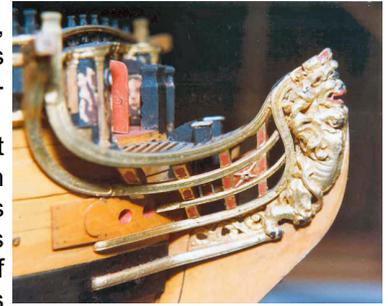
It is obvious from this that you must create the correct transom shape on your scratch built model in order to achieve an authentic appearance.

The final transom on this model is shown at right.



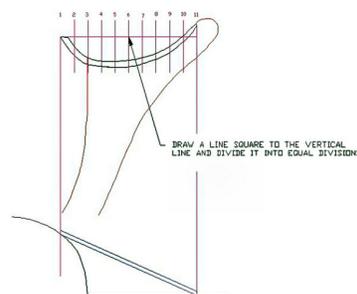
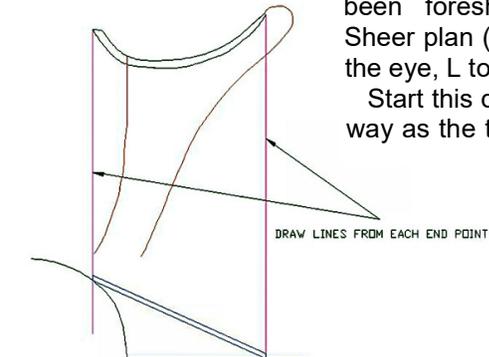
Thanks to our mate, **Tim Riggs**, we have this outline for drawing correctly shaped head rails.

The problem here is that the head rail illustrated in the ship's Sheer plan is not the same length as that shown in the Half Breadth plan, as it has



been foreshortened in the Sheer plan (slants away from the eye, L to R).

Start this drawing the same way as the transom, by making copies of the two views at the same scale and positioning them above one another (left).

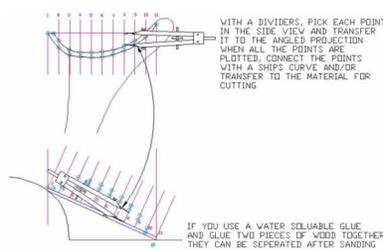
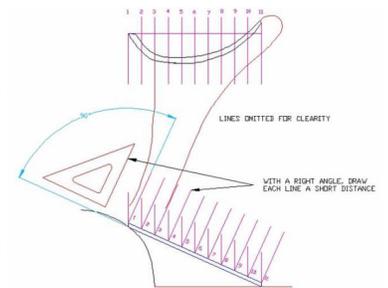


Draw lines to connect the ends of the two images and across the top image perpendicular to the vertical lines.

Divide the top, horizontal line into equal units and extend a line from each division down to contact the lower image.

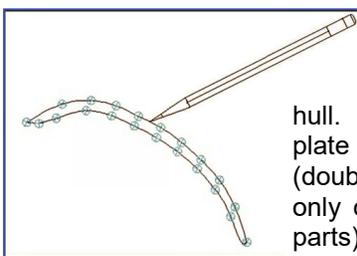
Next, extend lines perpendicular to the lower image from the vertical line contact points.

The next step is the critical one. Using a dividers, plot points on the upper image, measuring down from the upper hori-



zontal line. Transfer these points to the angled lines running from the lower image, using the upper surface of the lower image as a base.

Once you have located all the points, connect the dots to form a head rail image of the correct length to fit on the



hull. Use this image as a template to cut out the head rails (double the material so you make only one cut to get two identical parts).

● Ships on Deck ●

Allen Siegel's 1:50 model of Henry Hudson's *Half Moon* is moving forward on several fronts. Top masts, crow's



necks and all the stays and deadeyes have been installed, with the final rigging yet to come. But Allen found he needed more challenges on this job, so he decided to try his hand at constructing a ship's boat built over a solid plug - a first for him. The first plug turned out very fine, but Allen discovered that the *Half Moon's* small boat was likely a dory rather than a long boat based on information he gathered on ships of this age. So, he did another plug. Nice attention to detail there mate.



Art Carlson is known for his 1/4 scale models of contemporary navy ships made of sheet metal. His newest effort is the 1:48 *Sims-class* destroyer USS *Hammann* (DD-412) done up in 28-gauge sheet metal with a total length of 7 ft. Needless to say, that's too big to bring to our Ships-on-Deck. So Art did the next best thing, he brought in the ship's smoke stack with its three boiler room upload flues. You can see Art's work on display at the Luther Village, Wittenberg Commons, for one week starting November 7th. Thanks, mate, for sharing your work with us. (see p.4).



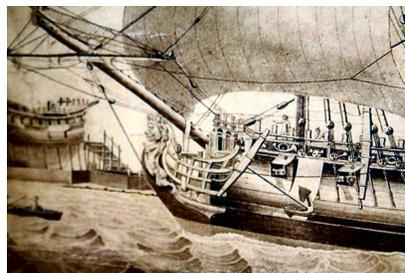
Doc Williams is rebuilding the 1:96 model of the USS *Constitution* and turning a near disaster into a real beauty. All the standing rigging is now complete (many ratlines



being a real testament to great skill and patience). Yet to be done are the pendant tackle and one crow's foot and then the yards. A far cry from what you had going in, mate.



Ralph Martin, our Associate Member from Leawood, KS, sent us a couple of photos of work he has done on head rails for his model of the HMS *Falmouth*. The rails that came with the kit were not to his liking, so he made some new ones (after several tries to get them right). To make them,



he first made (a series of) cardboard templates until he got the lengths right. Another revelation was seeing a painting of the original ship, with a head carving of a lion.

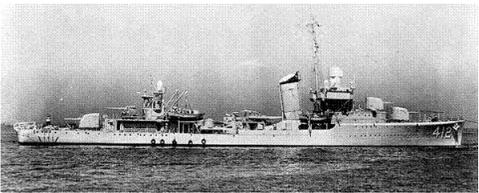
His kit came with a horse - so he carved a lion. For a first time carving, his results are spot on. Nice going, mate. Thanks for sharing your work with us.



HISTORIC SHIP PROFILES

● USS *Hammann* (DD-412) ●

USS *Hammann* (DD-412) was a World War II-era *Sims*-class destroyer named after Ensign Charles Hammann, a Medal of Honor recipient from World War I. Hammann was sunk during the Battle of Midway while trying to assist the sinking aircraft carrier USS *Yorktown*.



After commissioning in August 1939 under the command of Commander Arnold E. True, she conducted shakedown off the East Coast and for the next two years participated in training and readiness operations off both coasts.

At Iceland on 7 December 1941, she quickly returned to Norfolk, VA, for fuel and supplies, and departed on 6 January 1942, for the Pacific. She arrived San Francisco on 22 January via the Panama Canal and sailed on 25 February with Vice Admiral Frank Jack Fletcher's Task Force 17 for action in the South Pacific.

The destroyer took part in training maneuvers in the New Caledonia area during early March and on 27 March the Task Force departed for the Coral Sea. *Hammann* acted as screening ship and plane guard for *Lexington*. Returning to Tongatapu on 20 April, the Task Force sortied again into the Coral Sea on 27 April for a surprise air raid on Japanese invasion forces on Tulagi.

On 8 May came the main action of the Battle of the Coral Sea, the first naval engagement fought entirely on both sides between aircraft and ships. During the exchange of air attacks, *Hammann* screened the carriers, firing at Japanese torpedo planes as they attacked. *Lexington*, which had taken two devastating torpedo hits to port, was ordered abandoned and Hammann, *Morris* and *Anderson* stood by to receive survivors. The destroyer picked up nearly 500 men from the water before "Lady Lex" went down the night of 8 May.

Under urgent orders from Admiral Chester Nimitz to meet a new threat, *Hammann* moved to Pearl Harbor with the Task Force, arriving on 27 May. After making repairs, it got underway on 30 May and was just in time to take part in the Battle of Midway. During the air battle on 4 June, *Hammann* screened *Yorktown*, helping to shoot down many of the attacking aircraft. However, the carrier took



United States

Name: USS Destroyer *Hammann*
Builder: Federal Shipbuilding and Drydock Co.
Laid down: 17 January 1938
Launched: 4 February 1939
Commissioned: 11 August 1939
Identification: DD 412
Fate: Sunk by I-168 on 6 June 1942 (80 fatalities)

General characteristics

Class & Type: *Sims*-class destroyer
Displacement: 1,570 long tons
2,211 long tons full
Length: 348 ft, 3.25 in (106.15 m)
Beam: 36 ft, 1 in (11 m)
Draft: 13 ft, 4.5 in (4.07 m)
Propulsion: High-pressure superheated boilers, geared turbines with twin screws, 50,000 hp.
Speed: 35 knots
Range: 3,660 nautical miles at 20 kt (6,780 km at 37 km/h)
Complement: 192 (10 officers/182 enlisted)
Armament: 5 x 5 in/38, in single mts.
4 x .50 caliber/90, in single mts.
8 x 21 in. torpedo tubes in two quadruple mts.
2 x depth charge track,
10 depth charges



two torpedo hits and, listing heavily, was abandoned that afternoon. *Hammann* picked up survivors in the water, including *Yorktown*'s skipper, Captain Buckmaster.

On the next morning a skeleton crew returned on board the *Yorktown* and attempts were made to tow her to safety. *Hammann* came alongside on 6 June to transfer a damage control party and lay alongside to provide hoses and water for firefighting.



The salvage party was making progress when the protective destroyer screen was penetrated by Japanese submarine *I-168* after noon on 6 June. Four torpedoes were loosed; one missed, two passed under *Hammann* and hit *Yorktown*, and the fourth hit the destroyer amidships, breaking her in half. The *Hammann* sank, bow first, in just 4 minutes. Depth charge explosions from the sinking ship caused many deaths in the water, bringing the total of dead to 80¹.

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YEARLY
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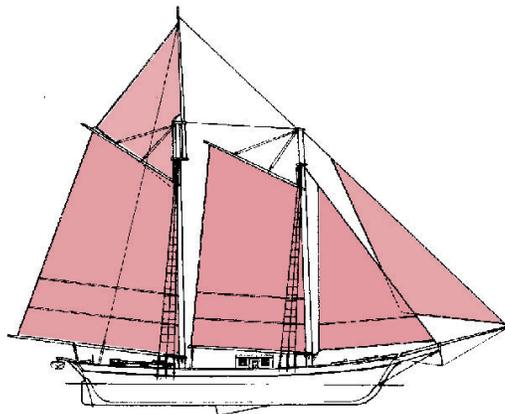


For more information contact us at: www.thenrg.org or telephone 585-968-8111

¹ //en.wikipedia.org/wiki/USS_Hammann_(DD-412)



John R. Mitchell, Editor
2011 N Charter Point Dr. • Arlington Hts., IL 60004



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