



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ October 2015

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the September 2015 meeting at 7:30 with a crew of 23 on board.

PURSER, Allen Siegel, gave us a detailed report on the club's finances, and we were happy to learn that we are on target to meet all our upcoming expenses.

We were also informed that we had gained two new full members, **Ken Sykes** (no relation to Bob and Ralph), and **John Nickum**, who are located in other parts of the country. Great to know that interest in our club is becoming so widely spread. Thanks, Allen, for keeping all our records straight.



Our raffle this evening consisted of a fine copy of Chapelle's book *The Search for Speed under Sail* and a prize coffee mug with the club logo. A special \$5.00 raffle was held for a beautiful nautical-themed clock donated by **Bob Sykes**, and it was won by **Bob Filipowski**. The pot was donated to the club coffers.

Kurt Van Dahm advised that the NRG Conference in Mystic still had five slots open for the special tour. This is a really worthwhile event, as the participants will see things not normally shown to tourists.



Tri-Club still has a healthy account balance, largely due to good video sales.

We are still looking for any volunteers to run the Tri-Club symposium in 2016. Interested mates should let Kurt Van Dahm, Bob Filipowski or Doc Williams know.

Plans are moving ahead for the 40th Anniversary of the Manitowoc contest. The special "Masters Competition", open to all past Gold Medal winners, has also been settled. On the Friday preceding the competition there will be a maritime history bus tour. If you are interested, you are encouraged to put this on your schedule now.

If you have a model you'd be willing to display at our Prospect Heights Library exhibit in November, you should contact **Bob Filipowski** for more information right away.

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October Meeting Notice

Round Table Discussion

Led by Bob Filipowski

Ahoy mates, here's your chance to air out all the questions you have stored up this summer that need a solution; doesn't have a few of those?

This is the time when we get to hear the problems and share the knowledge with the whole crew.



Our next meeting will be at 7:15 p.m.
Wednesday, October 21, 2015
At: **The South Church**
501 S. Emerson Street
Mount Prospect, IL

● Spiling ●

By Chuck Passaro

Presented by Bob Filipowski & Reviewed by John Mitchell

Bob opened his presentation by saying that it came from a very innovative model ship builder, Chuck Passaro. "Chuck has to be one of the most influential individuals in our hobby today."

Chuck owns *Syren Ship Models Co.*, is an NRG Director, and has designed numerous kits for *Model Shipways*. In addition to all of that, he is also Administrator for the NRG *Model Ship World* website, arguably the largest of its type on the internet. Needless to say, Chuck has clearly influenced Bob's approach to the hobby in many ways, most notably in spiling.

Bob started the presentation by pointing out that contemporary models rarely have drop planks or stealers. The only location that a drop plank might be seen is directly under the wale.

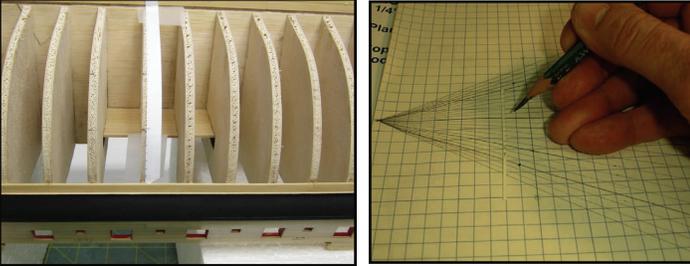


The key to this concept was properly proportioned planks. Using a paper strip, this is determined by marking

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"Spiling", continued from Page 1

the distance from the keel to the underside of the wale at the midships frame or bulkhead. Using a planking fan



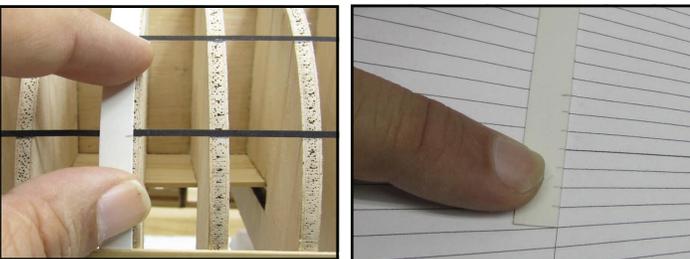
template, the strip is divided into equal segments that will determine the number, and width, of the planks needed to plank the hull at the midships point. The tick marks are then transferred to the hull at the midships point

Using those tick marks, the hull is divided into four equal belts using art tape. If you have an odd number of



planks, add that extra plank to the lowest belt for the gar-board strake. It will most likely be necessary for these strips to be adjusted until you have pleasing, well proportioned belts. It's important to note that the strips will have a tendency to converge at the bow, and separate, for the most part, at the stern. Use the photos in this article as a reference. Once you have one side completed, take measurements and duplicate the belts on the other side of the hull.

It is now possible to determine the proportions of the planks within each belt along the entire hull. Using the



tick mark method, the distance between two art tape strips, also called battens, is marked off. The width of the planks at the various locations is then determined, and marked on the frames or bulkheads at each location.

Two different methods were described for creating the shape of a model's planks, conventional spiling and edge bending. For both, the first step involved laying a 3" wide strip of transparent tape over the area where the new plank will be located. Mark the edge of the plank that

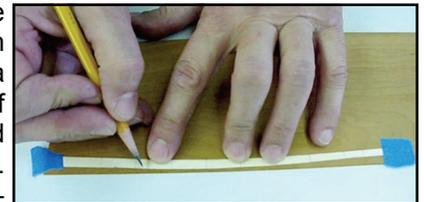
is already in position. Also mark the frame or bulkhead locations. Carefully lay the tape on some cardstock, so a template can be made. Mark the width of the plank at each frame or bulkhead location by transferring the respective tick marks from the hull.



Using the template, transfer the shape to your stock, and cut out the plank. If your hull is symmetrical, it should be possible to make planks for both the port and star-



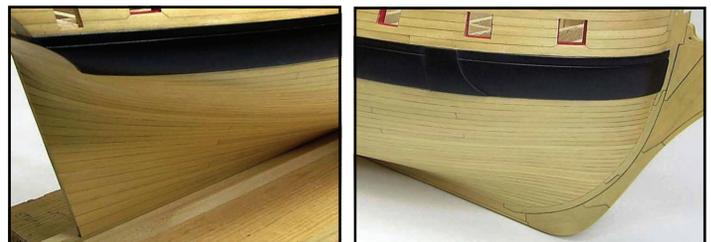
board sides at the same time. As you can see from the photo, a certain amount of waste is generated with this process. Edge bending will minimize that problem.



The key to this procedure is using lots of clamps, and applying a considerable amount of pressure to the plank as it is being bent. This prevents the plank from buckling. If you cannot achieve the desired bend on the first try, wait until the plank dries, and repeat the procedure. The process can be expedited by using a hair drier. The plank is then trimmed to its proper proportions.



Passaro planks two belts from the wale down, and two belts from the keel up. As you can see from the photos of



his frigate, there aren't any drop planks or stealers. A most remarkable job!

We wish to thank Chuck for allowing us to present his treatise on planking to the membership. All found it to be most informative!

John Mitchell

● Ships on Deck ●

Glen Estry has created a really unique diorama of a German *Type IX-C U-Boat* surfacing at sea. Glen's model is in a scale of 1:200 and was sliced off along the water line to create the appearance of the bow breaching the sur-



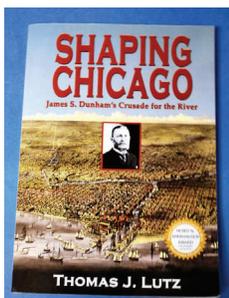
face. Water detail and weathering of the boat are spot on. Another innovative touch was the method he used to mount the wire aerials running from the conning tower to the bow and stern. Small springs were installed inside the hull with wood wedges inserted between the spring's spirals. The aerial was first fixed to the conning tower and then run through a small hole in the hull and attached to the end of the spring. By removing the wood wedges, tension was placed on the aerial, making it perfectly tight. Very neat idea mate.

John Mitchell brought in his 1:60 scratch-built English cutter *HMS Fly* ca. 1760, which he launched back in 2003. He is loaning the model to our exhibit at the Prospect Heights Library coming up in November. The model was heavily rigged to exactly duplicate the real thing, so it should, we hope, fascinate the viewers.



Bob Filipowski showed us a new book from "Sea Watch Publications" on the extreme clipper ship *Young America* 1853 by Ed Tosti, which detailed the building of a model of this ship and included a CD and a large quantity of excellent scale drawings in both 3/16" and 1/8" scale. Bob was very impressed by the great attention to detail and has written a separate review found on pp 5-6. Vol. I is on sale for \$80 and a future Vol. II is expected to cover deck furniture and rigging.

Kurt Van Dahm displayed his current reading material picked up in Manitowoc and signed by the author: "Shaping Chicago; James S. Dunham's Crusade for the River" by Thomas J. Lutz. This book received the *Henry N. Barkhausen Award for Original Research* in 2006 and is all about the Chicago River and the history of shipping there. A must read for anyone modeling in the Great Lakes Shipping era.



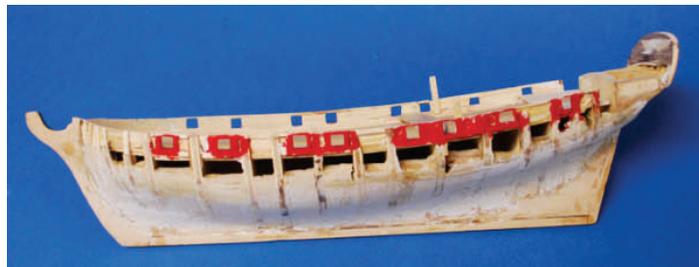
Allen Siegel has now added the bow details to his 1:50 model of Henry Hudson's *Half Moon* and they fit perfectly.



This is thanks in great part to the excellent work he did in building a mockup of the bow first to check all the fit and finish. Allen found that the kit's fit and finish provided a number of aggravations, such as the tiller needing a cherry veneer and erroneously extending beyond the keel. To eliminate one aggravation, Allen built a clear plastic shield to protect his new bow from damage in his workshop. Great idea there mate.



Sid Wotman has the frame on his 1:48 model of the *Fair American* ready for planking and will be started from the upper hull above the waterline. To curve or not to curve



the upper deck to follow the contour of the hull was Sid's big question. Some ideas were to use a "V" shaped center plank and run all others parallel to it or to make the outer planks curved to match the hull shape. We know he will do the right thing. Sid says he does not plan on breaking his old record for building time on this project, so we should see considerable progress on this one. She's looking very fine, mate.

Leon Sirota showed us a very fine carving knife he had purchased on the internet at "Amazon" that he says is the sharpest he's found. It's big advantage is staying sharp longer than most blades and only needing minor stropping to restore its cutting edge. The knife, "Stanley - Slim Knife", is made in England by "Stanley UK" (#STA010590) of flexible carbon steel. Est. \$12.46. Thanks for the tip, mate.



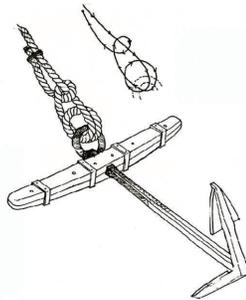
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"Ships", continued from Page 3

Doc Williams brought in the 1:96 model of the USS *Constitution* that he has been finishing for a customer.

Special care was taken to get the proper anchor cable bent to the anchor ring (eliminating the existing "zoot suit" watch chain).

Photo etched hammock frames were also put in place and await the addition of netting. An illustration of the knot used to attach the cable is included here. Looking more and more like a "silk purse" mate.



Helmut Reiter showed us his 1:48 model of HMS *Pegasus* and it was awesome. Hull planking had been completed and work on the upper deck begun. The change from the bare frame we last saw to what he has now accomplished was breathtaking. This model has truly come



to life as a dramatically fine looking ship.

Every inch of his work invites the eye and we look forward to all the details yet to come.

Amazingly, all planks were from straight stock pear wood and had been steam bent to fit the hull. To prevent the planks from buckling when bent to an upward curve, Helmut found that using thicker



stock would help prevent this from occurring and allowed a small amount of sanding. Regular white glue was used down to the bilge turn, at which point CA glue was applied.

Decision points remaining are how much of a view into the lower decks should be allowed and how much detail should be built into the galley stove located in the forecabin. Also, the painted freezes that run around the ship and on the transom are highly detailed in the plans and will require a steep learning curve to



execute. The crew suggested using photo etch or printed paper as options to hand painting.

A real "meisterstück" in the making, mate.

Tony Serigos brought in his 7/8" plank-on-frame model of a *Lobster Boat*. This model will also be used in our Prospect Heights



Library display. Tony says it is the first model he finished with a stain (which he applied before gluing). He also experimented with weathering the oars. Nice job, mate.

THE NAUTICAL RESEARCH GUILD "ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

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Young America

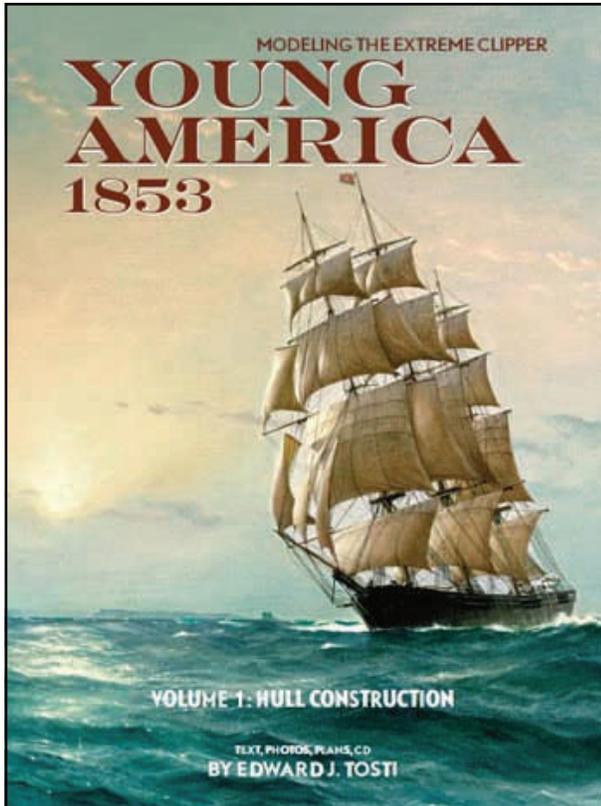
1853

Volume I: Hull Construction

Text, Photos, Plans & CD by Edward J. Tosti

Distributed by: Sea Watch Books, LLC, Florence, Oregon
www.seawatchbooks.com, seawatchbooks@gmail.com

In his opening remarks, Edward Tosti, states that the drafting and construction of a fully framed extreme clipper ship can be a daunting endeavor. Unlike the meticulous documentation available for Royal Navy vessels, the



short-lived period of the extreme clipper ship provides very limited technical information. This is reflected in the scarcity of model making books dealing with this period, and the nonexistence of publications describing framed structural models. Tosti sites the works of William L. Crothers, and a number of other references listed in the bibliography, as the primary sources for *Young America 1853*.

Although the primary focus of this book is the construction of a 1:72 scale, fully framed up model, the author has made an effort to appeal to a broader range of modelers. The latter portion of Volume 1 deals with building a 1:96 scale,



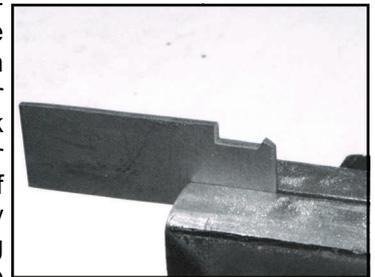
plank on bulkhead model of the *Young America*. Even at this smaller scale, the hull measures a very impressive 40" in length.

In order to accommodate this sizable amount of information, and to avoid repetition, Tosti, on occasion, makes reference to his earlier work, the *Naiad Frigate*. Although not absolutely necessary, he suggests that having these additional books may compliment the process descriptions needed to construct either scale model of the *Young America*.

The book starts out with a brief history of how the extreme clippers evolved, the innovative methods used to construct them, and the men who actually designed and built them. Finally, a short description of the *Young America's* career is provided.

The second chapter, "Planning for Construction," is unique in many ways, and exemplifies the author's attention to detail in guiding the model builder. Mr. Tosti discusses the many facets of planning your project. Some of these include scope (what to build), the level of quality desired, detection and correction of errors, machine, hand and specialty tools, what species of woods to use, and of course safety.

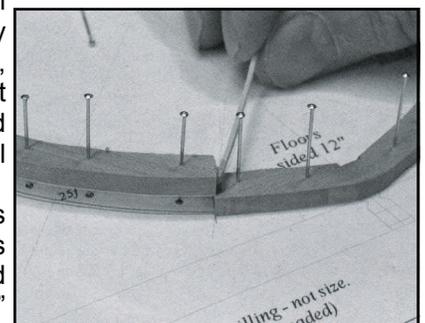
Actual construction begins with the keel structure. The author goes into great detail, and includes obscure fittings such as keelson joint wedges and water stops. The use of dark glue is also described for enhancing the visibility of glue joints. Scrapers play a prominent part in creating rabbets, and patterns are provided for fabricating the correct shapes.



The author goes on to describe his design for a model shipway or building board. Although, later in the book, additional information is provided for a smaller, simpler, less costly design for the POB model, the more complex device can actually be used for both versions.

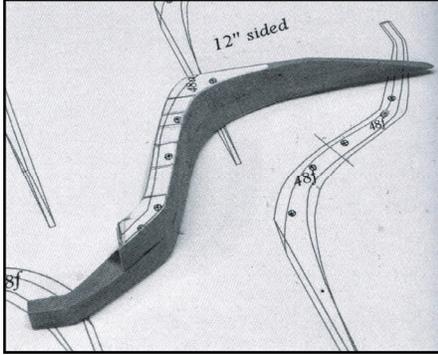
You might say that the three chapters dealing with the framing of the model are the heart of this book. They begin with the square frames. Although less complex than the examples found on 17th and 18th century Royal Navy vessels, the shear number that need to be constructed on this large model present a challenge.

The author outlines an innovative process he calls "Pin-indexed Frame Assembly." Tosti states that this procedure is simpler, faster, more accurate, eliminates the need for elaborate clamping fixtures, and allows the modeler to bevel the frames before erecting. It is at this point that the author reminds the reader about the need for accuracy. The smallest error in each frame can result in a cumulative variance that will cause major problems.



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A detailed description for mounting all the frames ensues. This includes the square frames, keelson, fore and aft deadwoods, and half and full cant frames,. Patterns for all these challenging components are supplied in the CD that comes with the book. The innovative materials used for simulating iron and copper bolts are also discussed.

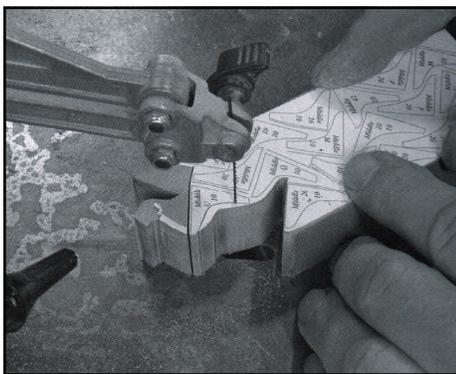


One of the most intriguing aspects of the chapter that deals with the hold ceiling and deck clamps, involves the installation of a lattice of simulated iron bands that were used during the nineteenth century to prevent hogging in wooden hulls. Tosti outlines his method for cutting, blackening, and installing the 1/16" wide copper strips on the inner hull surface. Since the bands will be barely visible when the model is completed, the author admits to simplifying the installation. However, he does describe how his method deviates from actual practice.



With the hull framing completed, decks preparation is next. This topic includes beams, hooks, knees, carlings, and pillars. In every case, multiple pieces are required, and the author offers some helpful hints, which will expedite their construction. Mindful that not everyone's workshop has the same equipment, Tosti offers six different options for creating the round-up on the deck beams.

One daunting revelation involves the fact that *Young America* possessed approximately 1000 knees. Diagrams are provided in the CD for the various types, and the author offers a solution for mass-producing them.



With the array of different parts that have to be installed, a 23-step outline is provided that culminates with the installation of the hatchways, central deck facilities, and decking. Tosti states that for this phase of the model, adhering to this guide is not absolutely necessary. However, for the next sequence that deals with the topside planking and rails, following the steps, as listed, is highly

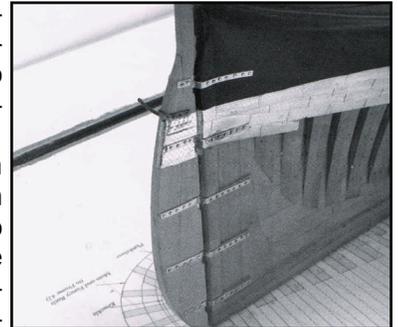
recommended.

This is primarily due to the fact that Ed advocates pre-painting parts before mounting them permanently. A small bit of advice, but no less valuable than his extensive explanation for creating the model's decorative carvings, which is worth the cost of the book by itself.

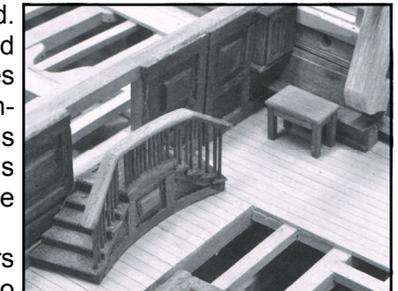


The next segment is devoted to lower hull detailing, and is loaded with numerous hints and tips. Procedures are outlined for fabricating waterways, binding strakes, limber channels, scuppers, hawse holes, metal sheathing, gudgeons and pintles. Tosti's method for mass-producing these last two items is especially innovative.

The final chapter in Volume I that deals with information applicable to both versions of the *Young America* discusses work on the upper decks, and includes the poop, main deck, and fore-castle. Details for the pin rails, mast partners, hatch and cabin coamings, pump suction pipes, decking, chain pipes, mooring bits, boomkins and catheads are just a few of the items outlined. How the aft cabins looked is not known, and Ed does an admirable job designing a typical interior for his model. Drawings for this layout are included in the CD.



The last two chapters are devoted entirely to building the 1:96 scale POB model. Although this version was referred to often in previous chapters, this segment begins with basics, the constructing of the model shipway and accessories. Going forward from there, the author's concise style of writing, and excellent photos, provide the reader with a clear understanding of how to build this type of hull. There's no doubt that Tosti's methods could apply to any scratch-built POB model.

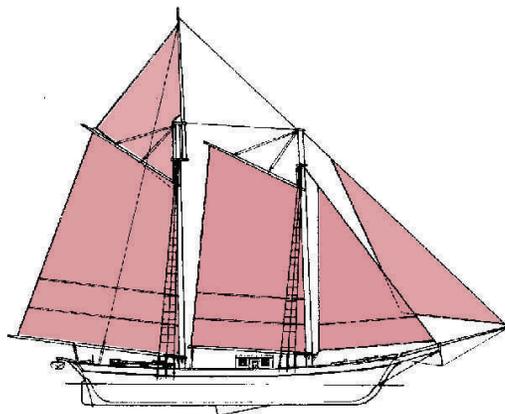


In addition to the CD, this book comes with a packet of eight drawings. Six are devoted to the 1:72 scale model, and two feature the smaller 1:96 version. This review has barely scratched the surface as to what this book has to offer, but there's no doubt that *Young America 1853* will become a classic reference for modelers and clipper ship history buffs. SeaWatch states that Volume II is a year away, which, for many of us, can't come soon enough!

Reviewed by
Bob Filipowski



John R. Mitchell, Editor
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