



Forecastle Report

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

● Scuttlebutt ●

Commodore **Tim Riggs** opened the meeting at 7:30 PM with 20 loyal hands present.

Ahoj mates, here's the time line for the **14th Annual Tri-Club Meeting**, Saturday, October 23, 2010

- 8:00 AM Registration and set-up. Coffee, Tea, Rolls.
- 8:45 AM Call to order & introductions
- 8:50 AM Maritime aspects of the Columbian Exposition—Bob Filipowski.
- 10:00 AM Break
- 10:15 AM Silver Soldering—Kurt Van Dahm.
- 11:15 AM Scrapers—A key to a superior finish—Richard K. "Doc" Williams.
- 12:00 PM LUNCH (Extended lunch period to visit, view models, purchase valuable items from your fellow modelers.
- 1:30 PM Round Table Session 1
- 2:15 PM Round Table Session 2
- 3:00 PM Round Table Session 3
- 4:00 PM Raffle winners announced—Winners must be present to win.
- 4:15 PM Clean-up

Round Table Schedule

	Table 1	Table 2	Table 3	Mtg. Room
Session 1	Pete	Tim/Gus	Doc	Bob
Session 2	Bruce	Tim/Gus	Jerry	Bob
Session 3	Bruce	B. George	Jerry	

Round Table Topics

- Tim Riggs/Gus AgustinVacuum Forming
- Bruce HoffMaking Blocks
- Doc WilliamsHands-on Scrapers
- Gerald ReedTips and Tricks
- Pete PenningsdorfBasics of Radio Control
- Bob GeorgeBending Wood - the basics**
- Bob FilipowskiChoices of Past Presentations:
Sharpening Preac saw blades; Stealers & drop planks;
Stropping deadeyes; Blackening metal parts;
Nibbing & joggling; Gudgeons & Pintles; Copper plating model ships.

**This Round Table is recommended for newer modelers

See Scuttlebutt, Page 2

2010 OFFICERS & STAFF

President (Commodore) - Tim Riggs..... (224) 356-7129
 Vice Pres (Flag Captain) - Gus Agustin.....(847) 398-5208
 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

October Meeting Notice

Deadeyes: Spacing & Shroud Attachment

By Sid Wotman & Ray Oswalt

Here is a team presentation that will surely be the final word on how to rig deadeyes correctly - and do it using the most efficient techniques, to boot.

We think you will get more out of this session than if you were to read all the text books on this subject ever written. It is said that a picture is worth 1000 words and, since a live demo is better than any picture, you can easily do the math on this one.

Be sure and attend this valuable learning opportunity.

Our next meeting will be at 7:15 p.m. Wednesday, October 20, 2010

At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Gar Wood Boats ●

By John Pocius

We were highly entertained by an excellent historical newsreel on DVD chronicling the boat racing exploits of Gar Wood, better known as the "Silver Fox". His boats and his nerve

dominated the high speed boat racing scene worldwide from 1917 - 1921. After achieving all of the prizes to be



won in this venue, Gar Wood shifted his efforts to building luxury pleasure craft and speedboats and then to supporting the war effort with target boats and military tug boats.

See Gar Wood, Page 2

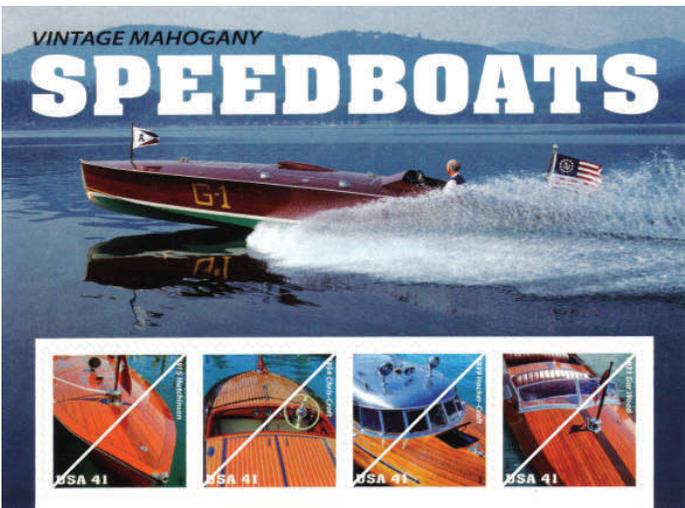
The Forecastle Report, Oct. 2010 - P.2

Gar Wood, continued from Page 1



Post war, Gar Wood Boats, under new management, ran into trouble with manufacturing delays, shortages of materials and high costs and eventually ceased production in 1947.

Gar Wood produced boats from 1921 to 1947 excluding the four years of WWII. It is estimated that over 10,000 Gar Wood boats were built during that period. Yet less than 300 Gar Wood boats are registered with the Gar Wood Society and ACBS. Gar Wood boats will always be among the most sought after craft among wooden boaters and every one is a classic!¹



Vintage speedboats were recognized in this US Postage stamp series with a Gar Wood boat illustrated on the right, above. A trademark of Gar Wood boats was the folding "V-windshield", never exceeded for its beauty.

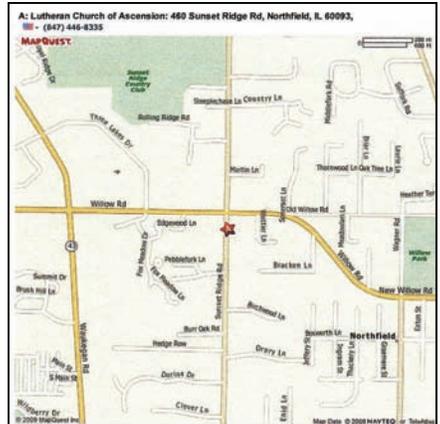
¹www.garwood.com/history.htm

Scuttlebutt, continued from Page 1

Send your check for \$20.00 (non-members \$25.00), made out to the "Chicago Tri-Club Association", to: Bob Filipowski, 619 N Eastwood Ave., Mt. Prospect, IL 60056. Sign up deadline is October 20th.

As with last year, the location for the symposium will be the Lutheran Church of the Ascension, 460 Sunset Ridge Rd., Northfield, IL.

Support of the *Tri-Club Symposium* is important, as It's the one time in the year when ship modelers in the Chicago area can come together, get to know one another or renew old contacts and share their knowledge.



● Ships on Deck ●

Paul Pollowy has finished carving the blank for vacuum forming the hull out of styrofoam on his 4-man *Plus Coxswain Rowing Scull* (1:48). As part of this project, he also started to build a vacuum forming machine consisting of a base box (completed), perforated box top cover and a high volume shopvac. Lots of skills involved here, mate, and a process we're all following with great interest.



Robert Ivan's *Snow Leopard* (1:28) fit right in with the John Pocius presentation, as this was the hull for a very



fine looking 28 ft, torpedo-stern speedboat based on a Harold Payson design. Documentation on this boat was also very complete.

See *Ships-on-Deck*, Page 3

The Forecastle Report, Oct. 2010 - P.3

Ships-on-Deck, continued from Page 2

John Pocius showed us a pair of beautiful speedboats in a 1/24" scale, which fit with his presentation. They were examples of 135ci-class Racing

1940 Slippery



1936 Flyer



Hydroplanes from the 1930's and featured the high quality finish of the type one might have seen on a Gar Wood

boat. John used "Testor's" matt lacquer, hand buffed and sanded with 1000-grit sand paper to achieve his fine finish. Included in the display

was a model of the marine engine used on this type racing boat.

Helmut Reiter has finished the planking on his 1:48 scale model of *La Gemma*, a ca 1863 Tartane Ligure. The planking was done in steam bent cherry wood . With a

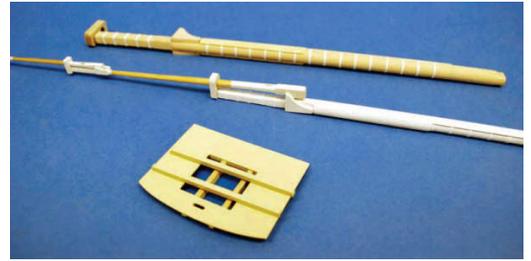


double-pointed hull, planking was more difficult, as the planks had to fit perfectly at both ends when installed.



Helmut at first painted the bottom of the hull because he didn't want to apply treenails to the entire hull. But, when the color didn't please him, he removed it all and will repaint it later. Since there wasn't any possibility to clamp the planks to the frame when gluing, he chose to use fast-setting C/A. It looks like the bending and fitting experience was well within Helmut's capabilities, as the results were excellent.

Ken Goetz is now into building the masts for his 1:76 scale model of the USS *Constitution*. Work is now focused on building the mast tops, with many questions on configuration caused by some ambiguity in the plans; unusual for a "Model Shipways" kit. Hope you get some good advice here, mate.



Gus Agustin has made and installed the masts on his 1:384 scratch-built model of the *St. George*, ca 1701. Now he's working on the rigging with the stays and crow's-feet applied. The shrouds and deadeyes are next



on his list of things to do. At this scale, rigging lines are extremely fine nylon thread and provide a real challenge to Gus to source them (nylon stockings unraveled and the strands separated and straightened by heating). His tool kit includes eye drops, for sure! Amazing, mate.

Doc Williams didn't have time to work on ship models this month but didn't miss a chance to practice his carving skills. We were shown the nicely carved neck and scroll for his violin project and could easily see how that skill would translate into doing a fine looking ship's figurehead.



Legacy of a Ship Model

Examining HMS Princess Royal
1773

By Rob Napier

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

For Rob Napier, the opportunity to rebuild a 230 year old Royal Navy Dockyard model was too good to pass up. Although he had repaired numerous museum pieces in the past, the scope of this job was beyond anything he had ever undertaken, and the challenge intrigued him.

HMS *Princess Royal*, one of the finest models in the Rogers Collection at the Naval Academy Museum at Annapolis, was literally falling apart. If left unchecked, this magnificent example of the 18th Century modeler's art would become nothing more than an ornate pile of wood!

Napier's latest book, *Legacy of a Ship Model*, Examining HMS *Princess Royal* 1773, outlines, in remarkable detail, how the

author brought this beautiful model back from the brink.

The book starts out with the story of a baby girl named Charlotte Augusta Matilda Hanover, the first daughter of King George III and his wife, Queen Charlotte. Being the eldest daughter of the monarch, she became the Princess Royal. About a year after her birth, construction on a 90-gun, second rate ship of the line, and a dockyard model, commenced, which would be her namesakes.

The author feels that the model and actual ship were built concurrently. He also contends that dockyard models were not intended to be design proposals or awards for laudable service. They served as visual references as to how various aspects of the actual ship would appear. Areas of the model were not covered over until after being studied by the modelwright's superiors. This might explain the remarkable level of detail incorporated below decks on dockyard models, which, in most cases, cannot be seen without special instruments.

HMS *Princess Royal* did not have a stellar career, but she appears to have been a lucky ship. During her 34-year history, which included fleet actions in the Caribbean and Mediterranean, her casualty rate and sustained damage was well below the average for that time in history. The ship was broken up in 1807, making her the shortest lived of the four vessels in her class.

In Chapter 1, Napier explains that the *Princess Royal* is not a fully framed example of a dockyard model, but represents a technique that evolved in the 1740's, which is now called the Georgian style. The hull was built around a hollowed-out core, which, today, we would refer to as a plank-on-block model. It was the outward warping of this core that precipitated the need for the extensive repairs. How Napier would eventually compress the hull

back to its original dimensions was the key to the entire project. This initial chapter ends with the model's provenance.

The second chapter outlines how the project evolved, the procedures used to diagnose the condition of the model, and the formulation of a strategy for effecting the necessary repairs. This last facet would be modified as new challenges



Legacy of a Ship Model

EXAMINING
HMS
PRINCESS ROYAL
1773

ROB NAPIER

were discovered. All this planning and preparation would take approximately two years, and would utilize some modern technology. *Princess Royal* would be extensively x-rayed and probed with an endoscope. The book contains numerous photos, which illustrate the results of these exploratory procedures.

With Chapter 3, the author begins the story of his efforts to restore *Princess Royal* to her former glory. At first, it may seem a bit strange to the reader that Napier should start this initial chapter with the disassembly of the lowest deck, since all the other structures above it would have been removed first. However, in retrospect, it is the most logical choice, since the author, for the sake of continuity, addresses the work on each deck in its entirety, from tear-down to reassembly. The pattern will be the same for every level. Initially, the beams, lodging knees, carlings and ledges are evaluated, which is then followed by decking, deck fixtures and compartments.

The Forecastle Report, Oct. 2010 - P.5

Sometimes, adhering to this plan becomes difficult, as structures are encountered that pass through as many as two other decks. The author skillfully addresses these situations without affecting the continuity of the various chapters.

As Napier works his way from deck to deck, the book, at times, reads like a mystery novel. Construction methods are encountered that are puzzling, yet intriguing. Although they can never be proven, the conclusions and theories the author presents are insightful and plausible.

Princess Royal's provenance is well documented, however, the numerous repairs and/or modifications made to the model are not. In most cases, this post construction work is quite evident, and of questionable quality. This presented quite a quandary for the author - to improve upon the good intentions of those who made these changes, or leave as is. These situations occur often in the book, and many are discussed in detail. In some cases, Napier postulates as to how these repairs could have possibly been accomplished, since they're well within the bowels of the model.

This book contains nine appendices. In the first segment, Napier describes the eighteenth century methodology for calculating length on the keel for tonnage. Appendix 2 demonstrates how the x-ray analysis helped deter-

Appendix 7 illustrates which ivory and boxwood carvings were removed at the stern as a result of being loose or to facilitate repairs. While disassembling the *Princess Royal*, Napier collected a considerable amount of detritus (debris). Appendix 8 shows where some of these bits and pieces were eventually reattached to the model.

Last, but certainly not least, Appendix 9 is a compendium of photos that amplify the story, and communicate to the reader some atmosphere of the project.

An unexpected bonus, which comes with this book, is a DVD video set to music that depicts Napier's work on *Princess Royal* in quick time. With an overhead camera and the model mounted in fixed positions, a photo was taken every five minutes during the entire length of the 1½ year project. In all, approximately eighteen thousand images were edited to create the 6½ minute film.

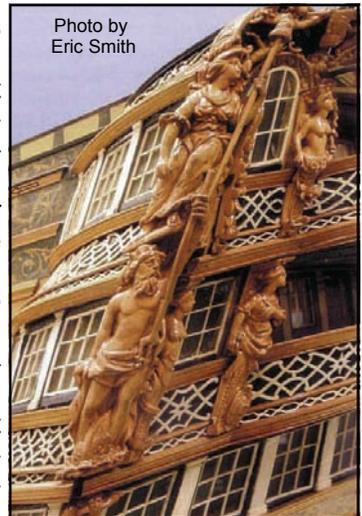


Photo by
Eric Smith

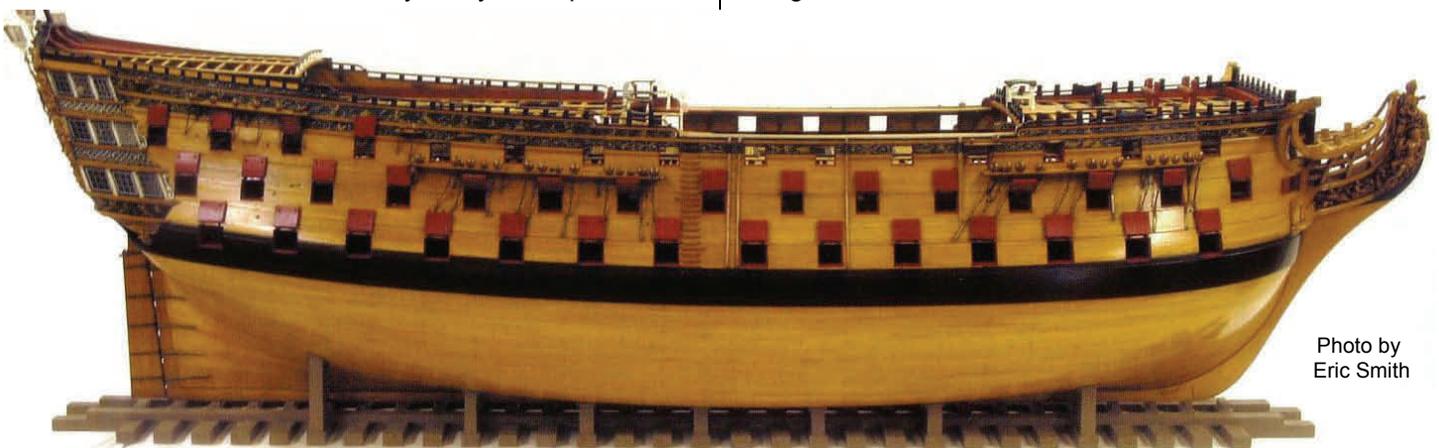


Photo by
Eric Smith

mine the nature of various components, and the location of hidden metal fasteners.

The galley stove was probably one of the most detailed objects on the model, and Appendix 3 compares its dimensions with another known reference.

In order to keep track of the parts removed from *Princess Royal*, Napier devised "memory boards", which were oversized photo copies (125%) of each deck that were glued to foam board. As components were removed from the model, they were wire-tied to the board in the corresponding locations. Appendix 4 depicts photos of some of those memory boards.

The fifth appendix, titled: "For the Record", features a list of deck framing pieces that were altered or replaced. It also provides tables that give the total number of framing components each deck contained.

The beakhead bulkhead filigree was in need of some restoration, and Appendix 6 addresses those repairs.

Legacy of a Ship Model is a remarkably well illustrated book. There are very few gray-scale photos, and many drawings and sketches are enhanced with multicolored lines. The attention to detail makes this a must-have book for those interested in eighteenth century dockyard models or model ship restoration. The author also shares numerous modeling techniques that can be applied to your current or future projects.

At one point in his book, Rob Napier states: **"Working with hundreds of similar pieces taught me a lot about how an eighteenth-century modelwright worked, and how to distinguish nuances of shape among many identical pieces. I experienced his sense of order, precision and décor."** *Legacy of a Ship Model* is able to impart some of those same feelings on the reader. This book is highly recommended.

Reviewed by Bob Filipowski

2010 Chicago Tri-Club Association Symposium

Sponsored by the Midwest Model Shipwrights, Nautical Research and Model Ship Society and Northshore Deadeyes



**NORTH SHORE
DEADEYES**

Date: Saturday, October 23, 2010

Time: 8:00am–4:30pm

Location: Lutheran Church of the Ascension, Willow and Sunset Ridge Roads, Northbrook, IL

Fee: \$20 members*, \$25 non-members

The day will include coffee and rolls in the AM, catered lunch and speakers for a full day of learning and fellowship.

All participants are encouraged to bring models for display.

SPEAKERS

Bob Filipowski Maritime Aspects of the Columbian Exposition

Kurt Van Dahm Silver Soldering

Richard “Doc” Williams Scrapers – A Key to a Superior Finish

ROUND TABLES

Tim Riggs & Gus Agustin..... Vacuum Forming
Bruce Hoff..... Making Blocks
Doc Williams..... Hands-On Scrapers
Gerald Reed..... Tips and Tricks
Pete Penningsdorf..... Basics of Radio Control
Bob George..... Bending Wood – The Basics
Bob Filipowski..... Choices of Past Presentations:

- Sharpening Preac Saw Blades
- Stealers & Drop Planks
- Stropping Deadeyes
- Blackening Metal Parts
- Nibbing & Jogging
- Gudgeons & Pintels
- Copper Plating for Model Ships



2010 Chicago Tri-Club Association Symposium — Registration Form

\$20 member* \$25 non-member

Make check payable to: Chicago Tri-Club Association

You must pre-register, deadline is October 20th.

Mail completed form with payment to:

2010 Chicago Tri-Club Association Symposium c/o Bob Filipowski 619 N. Eastwood Ave. Mount Prospect, IL 60056

Name _____

Address _____

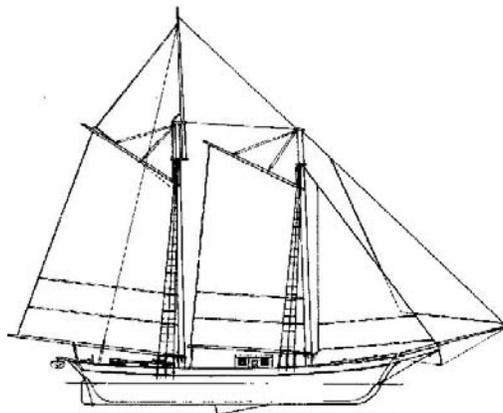
City _____ State _____ Zip Code _____

Phone _____ E-mail _____

*Member of Midwest Model Shipwrights, Nautical Research and Model Ship Society or North Shore Deadeyes



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



Forecastle Report

Newsletter of the Midwest Model Shipwrights
www.midwestmodelshipwrights.com