



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ September 2013

● Scuttlebutt ●

COMMODORE Bob Filipowski opened the meeting with 25 hands on board and welcomed our newest member from Skokie, **Gordon Field**. Glad you joined our crew, mate.

Our members have many magazines and other publications that they like to share on a monthly basis and so Bob passed around a stack of reading for everyone to see. Some of the things were freebies. In addition, we get many newsletters from other clubs and copies of these were also passed around for everyone to see.

Kurt Van Dahm was presented as the new Chairman of the *Nautical Research Guild* and got a big round of applause and congratulations from the crew. In addition to Kurt, our club member Bob Filipowski is NRG Secretary, thus making Chicago a real hub of activity for the NRG.

The latest NRG Journal has devoted more space to modeling by reducing the number of book reviews in addition to adding 16 extra pages. A link to additional book reviews is provided on the NRG web site.

A request was put out by Kurt for everyone coming to the NRG Conference to please register now. Time is running out, and you may not be able to go on the tours since bus seating is limited.

Bob brought up the subject of Tri-Club and its current bank account status. While the club's finances are not bad, there still isn't enough there to afford bringing in any outside speakers for a Tri-Club meeting without some increase in the fee. The fee has been constant at \$20 but may have to be raised to provide outside speakers. 2014 is the next date for a Tri-Club meeting, so give it some thought and let Bob know how you feel about raising the fee and what speakers you'd like to see.

Gus Agustin has a potential client in San Francisco who is interested in having someone build a 1/4" scale model of the steam yacht *Medea -1904*. If anyone is interested in this commission, please contact Gus.



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September Meeting Notice

Plank Bending By Ray Oswalt

This critical task in ship modeling is one that Ray knows very, very well and we're fortunate to have him share with us many of his time tested techniques.

If getting all those planks to fit where they belong is a challenge for you, then you don't want to miss this session. You will come away a better modeler for sure.

Our next meeting will be at 7:15 p.m.
Wednesday, September 18, 2013
At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Waterlines & Paint Brush Care ●

By Kurt Van Dahm

As ever, Kurt covered his subject as perfectly as he covers all his models, and we were all the winners. No one should have come away not understanding how to care for brushes or how to apply a waterline stripe. We all came away with certain knowledge that we've been negligent with our equipment in the past and we all resolved to do better, thanks to Kurt's advice.



Kurt started with the proposition that paint brushes could last a very long time with proper care, that good quality brushes are expensive and that a good paint job can not be obtained with a brush in poor condition. His good news was that proper (brush) care is cheap and easy.

Some key points are:

- Leaving a brush dirty causes damage (permanent or reversible).
- Mildew damage is caused by leaving a wet brush in a closed container.
- When not in use, store brushes flat or upright with the handle down - and don't crowd in the holder.

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"Waterlines", continued from Page 1

Proper storage is as simple as a tin can, but you will note that brush bristles do not touch each other. This assures proper drying and eliminates possible mildew formation.



Cleaning a brush consists of wiping off excess paint with a rag (without pulling out the bristles), rinsing in jar #1, wiping again, rinse again in jar #2 and finish by washing with brush cleaning soap until no color appears on the wipe off rag.



The above applies to acrylic paints, where water is used to do the rinsing. For enamels, a proper solvent needs to be used in place of water and a third jar employed.



You must dispose of solvents following environmental regulations (i.e. dispose of #1 and use #2 for #1, #3 for #2 and refill #1 to use as #3). Rotate these jars whenever #1 becomes dirty.

"Westley's Bleche-White" is a good cleaner for brushes with a heavy buildup of dried acrylics, but be careful of wooden brush handles, as this will also remove paint. Follow with the brush soap, which can be found at most artist supply outlets.



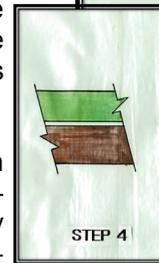
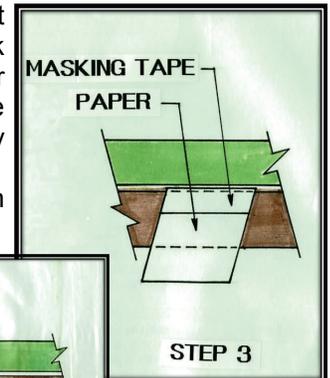
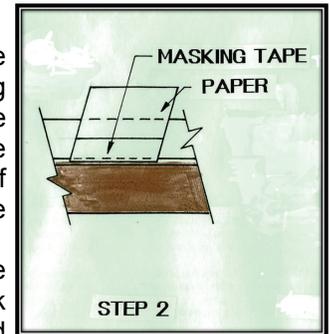
Lastly, use brush conditioner-shaper by dipping bristles, wiping off excess and shaping bristles.

Allow all brushes to dry thoroughly and hang large brushes by handle with bristles down to promote drainage from ferrule.

Seeing Kurt explain how to paint a waterline stripe on a ship's hull made the whole process look easy, and it was.

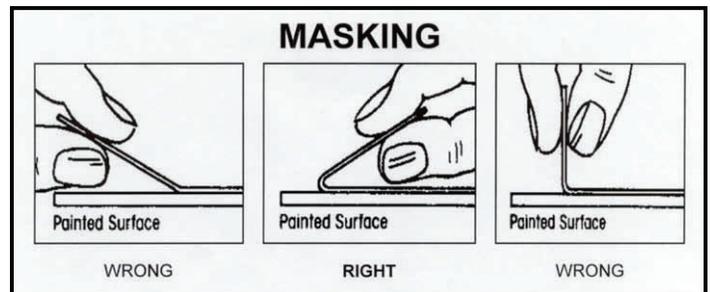
The basic steps are:

1. Mark the waterline on the hull.
2. Paint an area on the hull over the drawn waterline in the color of the desired waterline stripe but wider than the desired stripe.
3. Apply 3M Fine Line masking tape in the width of the desired waterline stripe directly over the marked waterline.
4. Paint over the edges of the waterline masking tape with the same paint as the waterline stripe (to seal the edges and prevent bleeding of the other hull colors under the tape).
5. Apply masking tape to the edge of a paper mask (made from newspaper) and attach the tape to the midpoint of the waterline tape to mask the upper hull. Paint the lower hull including the bottom of the waterline tape (always spray away from the waterline tape).
6. Do the same as in #5 to paint the upper hull.
7. Remove the masks and peel off the waterline tape as soon as the paint is dry.



Care should be taken when removing the masking tape to prevent paint along its edge. By suggestion illustrated below, this can be avoided. Always peel the tape back on itself.

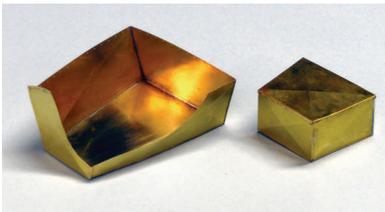
when removing the masking tape to prevent paint along its edge. By suggestion illustrated below, this can be avoided. Always peel the tape back on itself.



Our thanks to Kurt for his fine presentation and for his kind permission to use these images. ❖

● Ships on Deck ●

Steve Wheeler's latest efforts are a pair of creations, one a flotation tank and the other a storage hold liner he built from thin (0.003) brass sheet. The soldering is really first class, considering the thickness of the material, and the detail of adding the sheet stiffener indents is really fine. Next step is to zinc plate them. Our appetites are whetted to see them mounted in your new model, mate.



John Pocius has been working on a set of miniature WWII submarines in a scale of 1:350. One, the Soviet Submarine *ShCh (Scuka) 303*, was a small coastal boat built in 1931, which amazingly survived until 1961. John's model is a plastic injection molded kit from the Ukrainian company AMP and is displayed in a panorama as it is making its way through an ice channel in the northern Baltic sea.



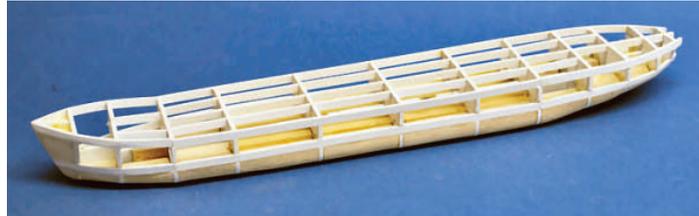
The water is rough water color paper glued to insulation foam and the ice is made from thin plaster that was poured onto a sheet of glass then broken apart when set. The model was beautifully weathered and modified with Magic Sculp, styrene and copper wire to add realism and authenticity.

John Mitchell has started a second rowboat (1:48), as he found their construction strangely habit forming. This time around more attention is being paid to plank runs and the ribs were wetted and bent over a hot curling iron to eliminate the plank bender notches that showed up on his first effort.



Once the boat frame is finished, a finer paint job will be applied using a higher quality, thinner paint to help highlight the planking detail. The use of "Badger" paint was recommended and that will certainly be tried.

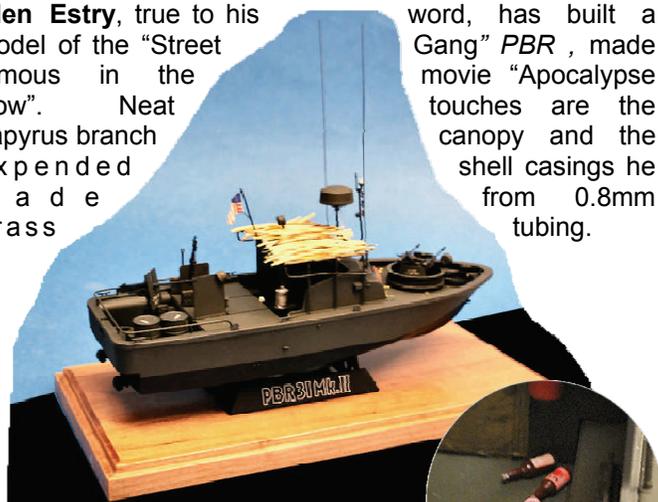
Paul Pollowy has been going through a struggle with his 1:192 model of the pulpwood barge *Solveig* (former LST-1006).



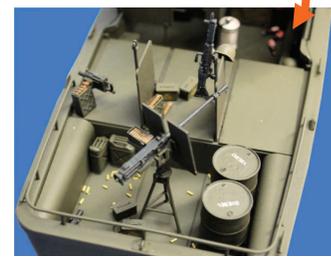
Attempting to carve the hull out of solid basswood proved to be unworkable so he turned to the material he knows best, styrene, and built up the hull from bulkhead frames. The keel was reinforced with pine so that threaded fittings could be installed to eventually hold the model for display. The last step was to add balsa wood blocks to the curvature of the hull to add strength and as a support for the styrene hull plates to come. One great tip was Paul's method of bending his 0.15" thick styrene sheets. Soaking them in hot water for 10 min. softens them enough to allow bending. Looks like a very elegant solution to your problem, mate.



Glen Estray, true to his word, has built a model of the "Street Gang" PBR, made famous in the movie "Apocalypse Now". Neat touches are the canopy and the shell casings he expended made from 0.8mm brass tubing.



Fuel drums with labels, a helmet, beer bottles and an authentic radio aerial are other great touches. You've really nailed it, mate.



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"Ships-on-deck", continued from Page 3

Doc Williams is closing in on the completion of his *English Longboat* built from the "Model Shipways" kit (1:48). In addition to painting the hull trim, Doc has added the cockpit, rudder and boom traveler bar. The traveler bar



was installed in such a way so as not to foul the boom tackle when coming about (possibly a kit oversight?). Oar locks are now on the agenda. The mast has been built, with the bow sprit to follow. Doc is hoping to get it stepped by our next meeting.

Sid Wotman has started working on the first layer of hull planking on his "Amati" kit of the *HMS Fly* (1:64). Sid was



able to use some of the kit's planks but found he needed smaller, non-kit planking to cover the curves at the stern. A second planking is planned as well as hull plating followed by completion of the gun, forecastle and quarter decks. She's looking very fine, mate.

Ken Wallenberg

brought in a small scale laser cut metal model of Capt Henry Morgan's *Black Pearl* that he bought while on vacation. The base was made from a piece of rock that he brought back from a trip to Alaska. He did his shaping with a diamond grinder normally used for tile work and glued the model in place with "Elmer's Glue". Not bad for 4 hour's work, mate.



Richard Romaniak has been working on modifying this 1974 Revell kit (1:64) into a typical late 19th century schooner. Scratch built parts include blocks, mast, spars, sails, deck parts, ship's boat and davits. The sailor figures really add a lot of interest, mate.



Great way to finish off such a fine model!



Kurt Van Dahm

brought his completed *PBR* back to show us the display stand he built, which is a replica of the original shipping/storage cradle supplied by the factory. These were used as workshop cradles in the *PBR* tender ship after arrival in the war zone.



Kurt's *Splash* model shows great progress with all the



deck and roof beams in place. The aft cockpit is essentially done, lacking only the cap rails & tiller notch. Hatchway and portholes are in progress. Really fine detail, mate.

Bob Filipowski has been making minor upgrades to his *English Longboat* kit based on "National Maritime Museum" models. The mounting posts consist of 1/32" brass rods in the hull that drop into brass tubing mounted in the base. Finishing it off will be decorative brass cover sleeves. Great tip, mate.

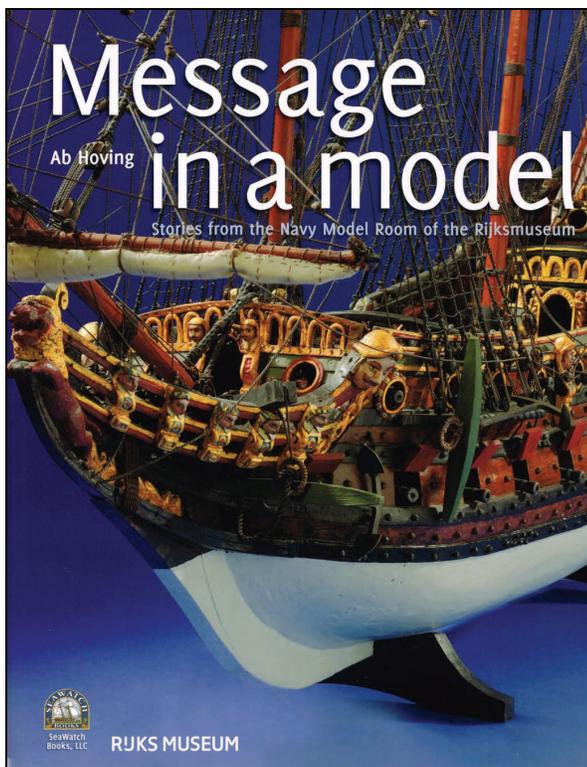


Message in a model

Stories from the Navy Model Room of the Rijksmuseum
by Ab Hoving

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

This book grabs your attention with a catchy title and a beautifully illustrated dust jacket, and never lets go! When you first open "Message in a Model", your first impulse will be to thumb from page to page, studying the nearly 400 remarkable photos, stopping briefly to read a caption before going on. Only after completing your photographic tour through this book, will you start to read Ab Hoving's many stories, which are truly intriguing.



It starts in 1889 when the Dutch Department of Defense donated some 1400 models and maritime heirlooms to the Rijksmuseum in Amsterdam. A substantial number of the artifacts would remain in storage, unseen and unappreciated by the public. Not designed to last hundreds of years, many pieces would suffer from the ravages of time.

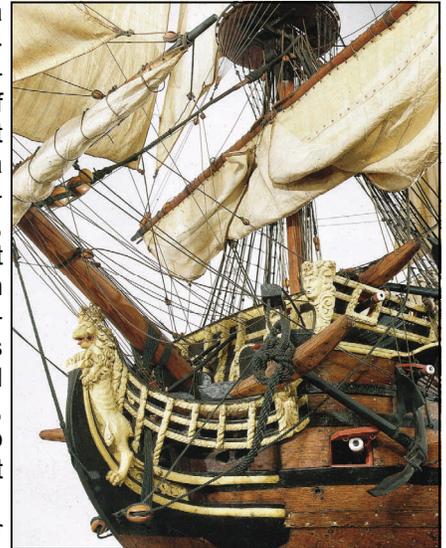
Realizing that time was not on their side, the Rijksmuseum brought Ab Hoving onboard in 1989, as head of the Dutch History restoration workshop. For the next 23 years, Mr. Hoving would work with a small team of colleagues and volunteers, painstakingly bringing the collection back to its former glory. These efforts would culminate in the reopening of the Rijksmuseum in 2013. This would be the first time since 1927 that the public could

visit the Navy Model Room.

Along the way, Ab Hoving added to his knowledge of these artifacts, which he shared with visitors to the museum. It was during these tours that he noticed how the demeanor of the attendees changed from one of interested surprise to one of enthusiasm. It was this observation that would be the inspiration for this book.

"Message in a Model" deals with 54 subjects that represent a wide range of artifacts, or artifact groups. With such a magnificent collection at his disposal, you would think that the majority of them are magnificent sailing ships, such as the example featured on the book jacket, and in the photo to the right. This is not the case.

One particular model selected by the author is anything but magnificent. In fact, it is referred to as an enigma. This vessel actually existed, but what was its purpose? Hoving offers some compelling



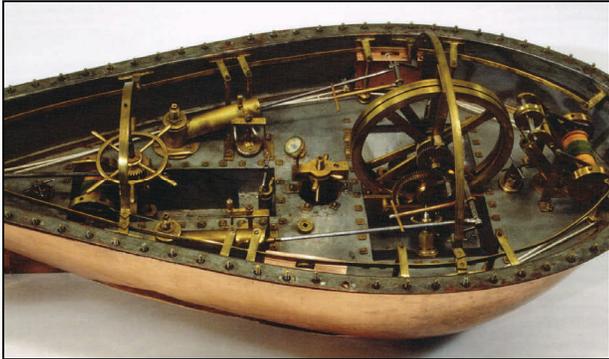
theories as to what its possible use may have been. He also gives reasons why this strange craft could have contributed to a war being declared!

Many of the subjects chosen by Hoving involve technological innovation and inventions that were submitted to the Navy Board in the form of models. For numerous reasons provided by the author, many of these ideas never went any further. The motives may have included political jealousy, ambition, economics, a lack of understanding, or merely that some were ahead of their time.

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"Message"; continued from Page 5

One such device was a submarine designed by Anton Lipkens in 1837. Hoving describes the model as "one of the most remarkable objects in the Navy Room." The



model contains many innovative concepts, and Hoving describes many of them, including a propulsion system that does not include a propeller! The model's hull could be separated, so one could view the submarine's interior. The above photo shows the lower half.

The Rijksmuseum has a number of church models, also known as votive models, in their collection. The author discusses these unusual models, and offers some interesting facts concerning these religious/maritime artifacts. Hoving sheds some light on how, and why, these models differed from contemporary decorative model ships.



One of the final chapters deals with a subject that may seem out of place in such a remarkable book. The segment is titled "Ugly Models." Hoving admits that the col-



lection has a certain number of models that belong in the fireplace. They are of primitive workmanship, have poor proportions, and are of no historical value. Their only redeeming quality is the fact that they either belonged to some distinguished individual, or were built by someone of royal personage. The model above belonged to an artist. You can see the rolling sea sketched on the side of the hull, no doubt, the basis for a painting.

This brief review touches on only a few of the diverse subjects this remarkable book contains. They were chosen as a brief sampling of what awaits you inside "Message in a Model." The lavish illustrations, coupled with Ab Hoving's stories will entertain and intrigue you, while stimulating your imagination. This book is highly recommended.

Reviewed by
Bob Filipowski

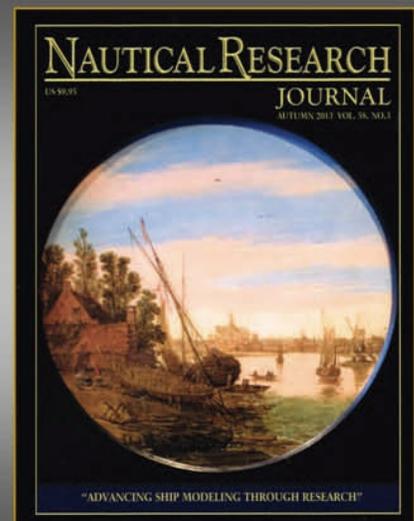
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The annual cost of membership remains at \$38 US, and \$50 for all other countries. Visit our website at www.theNRG.org for more information.

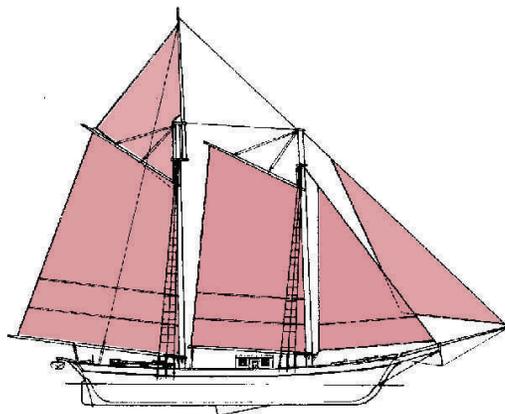


THE NAUTICAL RESEARCH GUILD
"Advancing Ship Modeling Through Research"





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