



# Forecastle Report

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

## ● Scuttlebutt ●

**COMMODORE, Bob Filipowski**, opened the August 2015 meeting at 7:30 with a crew of 25 on board. We welcomed a guest, **Gary Gianni**, who is a book illustrator drawn to our group to do research on ship images for one of his projects. We hope we provided the needed inspiration, Gary.

On a more serious note, Bob advised us that our mate, **Dave Botton**, has suffered a setback in his recovery and has returned to Ohio for more care. We all send him our very best wishes for a full recovery and a return to our crew.

For those of you that didn't attend the meeting, you missed out on a chance to win a nice assortment of brass stock, a "Craftsman" router and table, and a miniature donated by **John Pocius**.

John said goodbye to us tonight, as he will be relocating to Portland, Oregon. However, with great relief, we learned that he will continue to serve as our Webmaster, a job he has done since day one.



As a parting memento, John received a well-earned Outstanding Achievement Award with our thanks for all that he has done to help make the club the success that it is. *Bon Voyage Mate.*

**Kurt Van Dahm** reported that just about all the hotel rooms have been booked for the 2015 NRG Conference in Mystic, CT, however space on the tours is still open. For your future planning, the 2016 NRG Conference will be held in San Diego, CA, where museum and harbor tours are to be part of the schedule. Stay tuned for more info on this later.

If there is to be a Tri-Club symposium for next year,

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### 2015 OFFICERS & STAFF

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Treasurer (Ship's Purser)	- Allen Siegel .....(847) 446-7248
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## September Meeting Notice

### Spiling (According to Chuck Passaro)

By Bob Filipowski

Bob is going to take a page from the book of master modeler Chuck Passaro (Model Shipways) and give us a new look at this very critical hull planking technique. Whether you are a kit or scratch-built modeler, you don't want to miss this important session.

Our next meeting will be at 7:15 p.m.  
Wednesday, September 16, 2015  
At: **The South Church**  
501 S. Emerson Street  
Mount Prospect, IL

## ● Making Mast Hoops ●

By Doc Williams

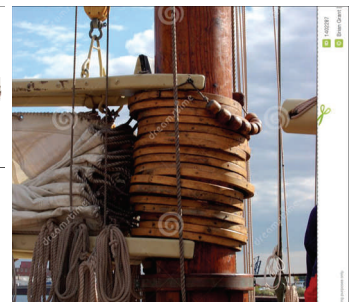


Reviewed by John Mitchell

As ever, Doc Williams gave us a well researched presentation that went straight to the heart of his subject. We came away with a clear understanding of the various methods of making mast hoops as well as the reasons for selecting one method over another.

Listening to Doc, it became clear that the choice of method has a lot to do with the type of ship one is building and the age to which it belongs. As an example, mast hoops made of metal wouldn't belong on a ship from the 18th century. Scale would certainly dictate the method used, as well, and a little research would be a good way to begin.

We were shown pictures of what "real" mast hoops look like in order to provide a basis for judging the results that could be obtained from the various construction methods.



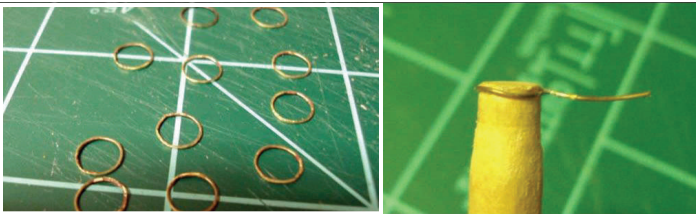
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### Methods: Metal, Plastic, Wood, Paper

**Metal:** Shape, durability and ease of production are its major advantages. Dubious appearance (in terms of use on a model of older vintage) and the need to be painted or darkened are drawbacks.



**Wood:** Either cane or wood shavings can be used. The advantages are the hoops are made of real wood and will look more authentic but the construction method can be a bit fussy. Hoops can be layered, as are real hoops.

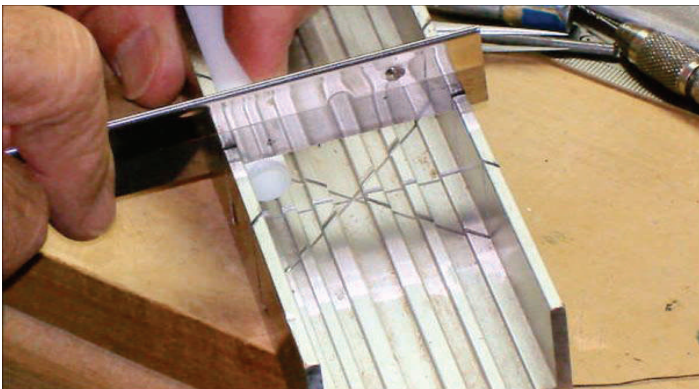
Photo #1 shows cane hoops that were formed by soaking and bending around a dowel and then joined with glue.

Photo #2 shows hoops made from wood shavings and demonstrates the layering effect that can be achieved.

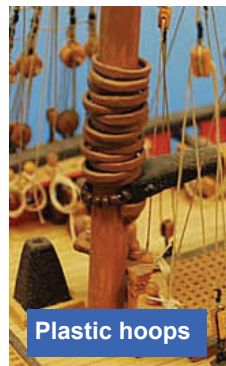


Shavings are created using a finger plane cutting wood stock of a thickness equal to the desired width of the finished mast hoop. The shavings are made thin enough to allow curling around a dowel and gluing to complete a hoop (per photo #2).

**Plastic:** Exact size and ease of production are pluses offset by a "too-perfect" appearance and the need for painting. Cutting the tubing is easily done with a razor saw and a miter box to aid alignment (see below).



Tubing ID and wall thickness are selected, based on the size of the mast in question. Negative: Tubing sizes are limited and may be hard to match to your mast diameter.



**Paper:** Advantages are scale appearance and good color (depending on paper stock used). Disadvantage is the fussy production method. Production involves wrapping a strip of colored paper stock around a waxed dowel while applying a thin coat of white glue thinned with water. The number of wraps will dictate the width of the hoop, but several wraps are needed to assure sufficient hoop strength (too few wraps will result in hoops that won't hold their shape).



A special jig can be made to hold a razor blade at the proper angle for cutting off sections of the paper rolled on a dowel. Included is a thickness guide plate to make each cut uniform. The paper wrapped dowel is either mounted on a lathe or a drill and rotated to cut the paper



into rings. If the dowel was coated with wax, the paper hoops should slide off the dowel end easily. If the paper does not have the correct color, the hoops can be painted.

Thanks, again, Doc, for another enjoyable evening. ❖

## ● Ships on Deck ●

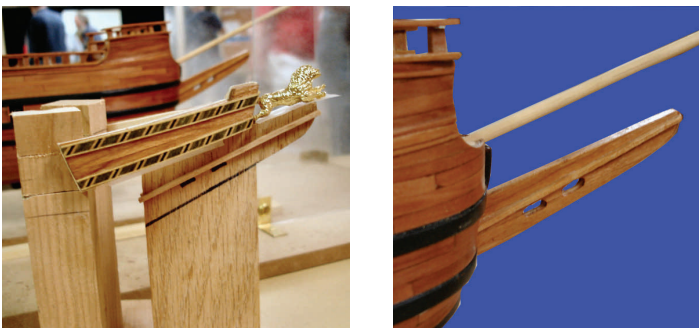
**Allen Siegel** has (finally) put the finishing coat of paint on the wales of his 1:50 *Half Moon* done with his new "Badger" spray paint outfit and the results look spot on, as does the spiling work on the lower hull.

To help overcome the confusion that arose in working with rather ambiguous plans, Allen has decided to work up the bow details off model so as to minimize any prob-



lems he might cause to the hull itself.

A facsimile of the bow was built of scrap wood as a work bench for building the side rails, etc. This way, any



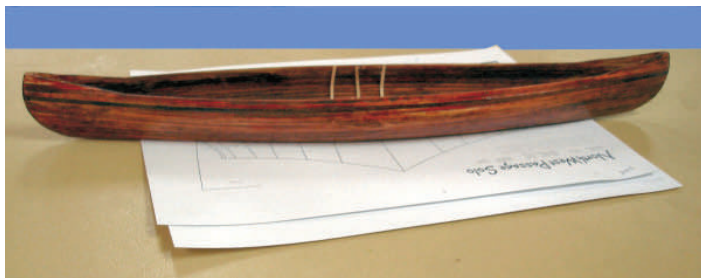
errors can be tossed out without creating more work down the line. A great idea, mate and really beautiful work.

**Kurt Van Dahm's** *Yacht Stand for Splash* (1:12) was newly painted with "Badger's" new "Stynylrez" water based primer and Kurt says it really works wonderfully well on brass. Best primer he's every used, in fact. Enough said on that one, mate. Try "Chicago Airbrush Supply" for a supply source, among others.



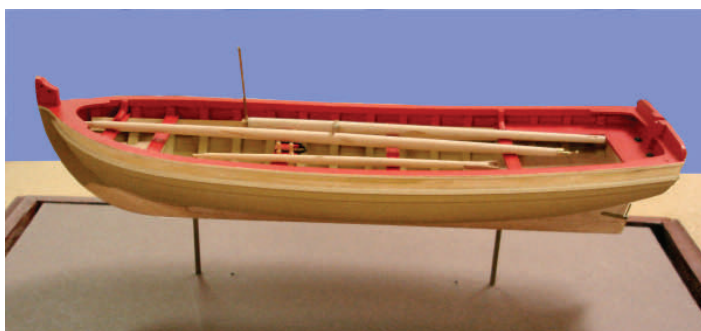
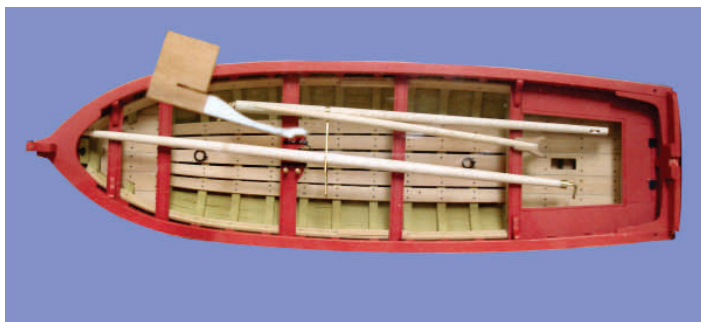
From the "Badger" web site at [www.badgerairbrush.com](http://www.badgerairbrush.com).

**Glen Estry** built this neat 18' canoe (1:12) as a learning project after viewing a video on "U-Tube" of someone building the real thing. Using scrap bass wood from his shop and a rough set of plans from "Northwest Passage", he turned out a really remarkable job. The plans showed



him how to build the forms over which the ribs were to be laid - and that was it! The rest was up to him and his modeling skills really carried the day. The next try at this will be done with mahogany stock obtained from Ray Oswalt. All he needs is for someone to help him cut it into strips and he's off and running. Happy canoeing mate.

**Bob Filipowski** (aka the "Commodore") has started work on the masts and yards for his 1:48 model of the 18th Century Longboat by "Model Shipways". Cutting the gaff



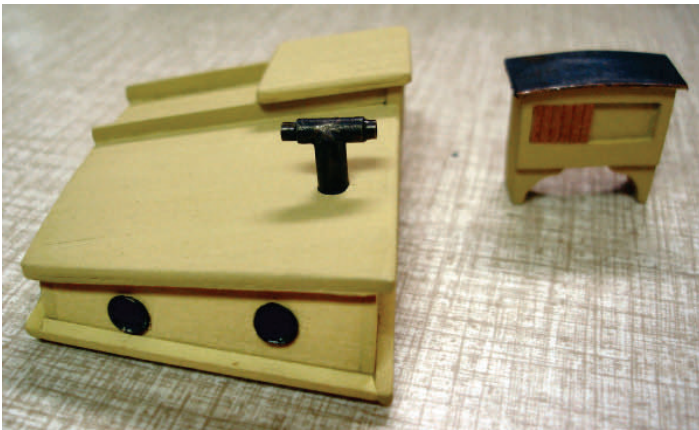
jaws symmetrical proved to be a problem when he tried to do them individually. To solve this problem, Bob doubled up the (apple) stock and made one cut for both sides at once. To make the small brass rings at the heel of the bowsprit and the end of the boom, Bob used brass tubing that he bored out to the desired ID and press-fit onto the wood. The job was a lot of fun for him, despite the fact that the brass will be hard to see once its painted over. That's were the satisfaction comes, in knowing you did it right, mate.

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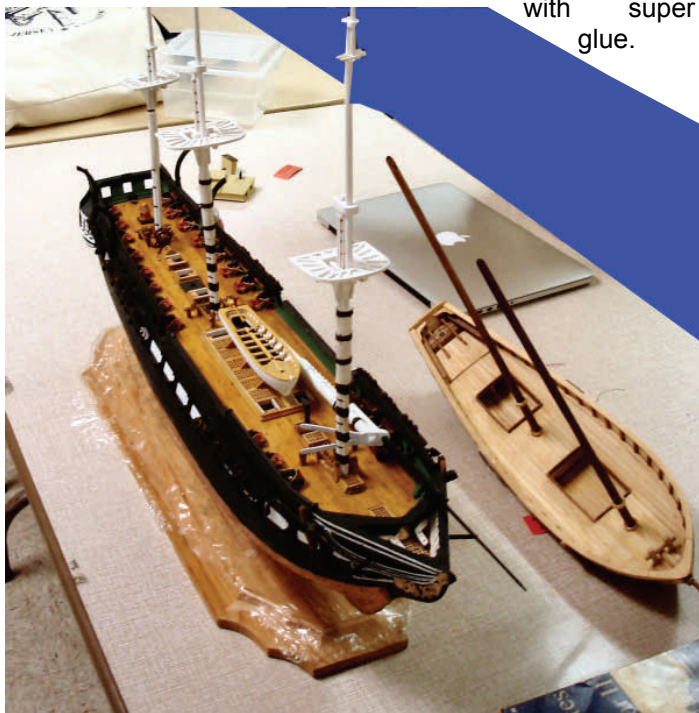
"Ships", continued from Page 3

**Gordon Field** has made a beautiful job of building the deck furniture for his 1:32 scratch built model of the Pinkie

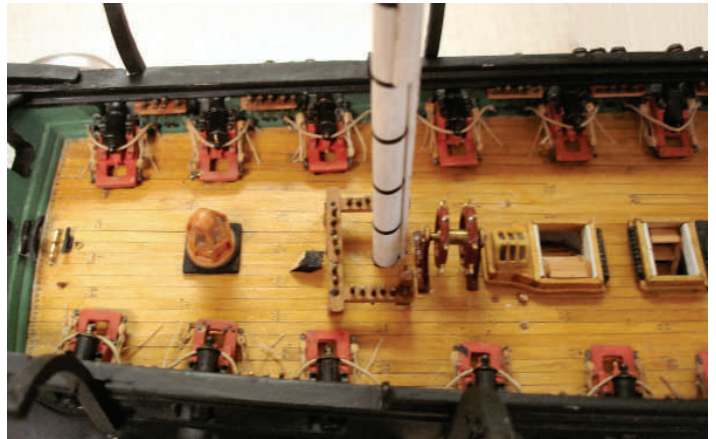


fishing schooner *Dove*. The cabin, binnacle and several hatch cowls were spray painted. The chimney on the cabin was made using several diameters of brass tubing that were fitted together and then soldered using conventional solder, flux and a soldering iron as well as some parts that were super glued. The brass was blackened before assembly. For the port holes, Gordon used a special tubing cutter and a flaring tool (used for brake lines) to create the desired shape from blackened copper tube. Really great improvisation job there, mate.

**Doc Williams** toils on with the job of completing a 1/8" scratch built model of USS *Constitution*. After dealing with the varnish on the deck planks in order to properly re-attach much of the deck furniture, he has now moved on to readying the masts and bowsprit for rigging. The mast bands were made from chart tape and fixed in place with super glue.



Careful attention was paid to the rigging applied to the deck guns, as well. The modeler who first started this work glued the ship's boat to the deck, so Doc decided to just work around this obstacle rather than try to remove it.



Line for this model is being made on a "Jim Byrnes" rope walk and, despite the "considerable" learning curve required to achieve good results, Doc has created some really first class rope that will look great on this model. The rope was made using white line that was stained using "Min-Wax" cherry stain and then coated with bee's wax.

The second model Doc brought in was, he says, "one of the most X@\*#XX models I've ever seen"! Good luck,

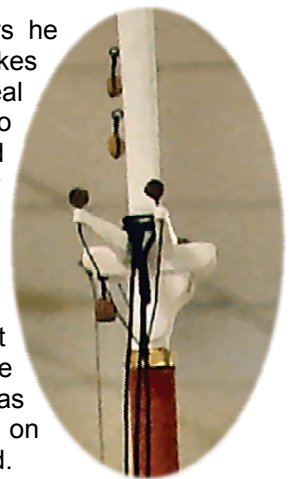


mate on the *Swift Pilot Boat*. We know you will turn this pig's ear into a silk purse.

**John Mitchell** showed the stays he had created for his 1:48 Great Lakes Clipper Schooner *Challenge*. A real learning curve here, as he had to teach himself how to serve and loop the lines where they fit over the mast heads. The starting knot



was a clove hitch; the rest of the line was wound on by hand.



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*"Scuttlebutt", continued from Page 1*

volunteers will need to come forward before the end of 2015 and a paid attendance of at least 30 will need to be achieved by July 2016, to assure a successful event. Let Kurt or Bob know, if you are willing to organize this.

The miniature donated by **John Pocius** and won by **Walt Philips** in a raffle was the Soviet costal submarine *ShCh 303*. The sub was built in 1931, and amazingly



survived until 1961. During her war patrols in the Baltic Sea, she damaged two merchant vessels. All other torpedo attacks missed. This is from a plastic injection molded kit from AMP at a scale of 1:350. The deck was recreated from styrene.



After studying photos of the actual boats, John saw that the shape of the bow was incorrect, so it was reshaped with Magic Sculp. The gun basket and antennae stanchions were scratch built from copper wire. The scene is of the sub making its way through an ice channel in the northern Baltic Sea. The water is rough watercolor paper painted with acrylics; ice is made from thin plaster that was poured onto a sheet of glass and then broken apart when set. A really magnificent miniature model.

John also brought in two other miniature subs that were sold to members for their own collections. Both were German U-Boats.



## 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.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.

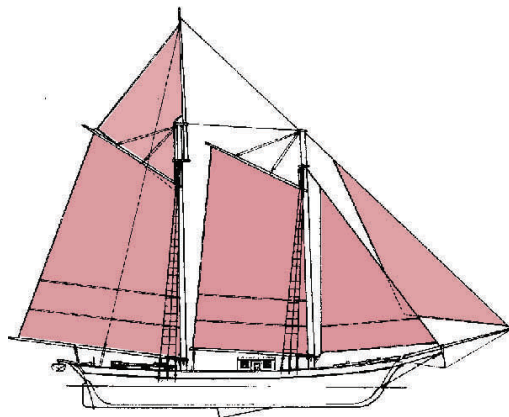
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