



Forecastle Report

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

● Scuttlebutt ●

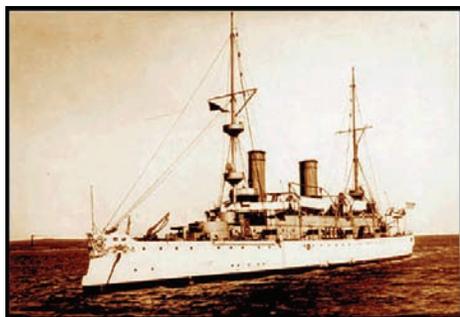
Commodore **Tim Riggs**, mustered a crew of 24 and welcomed **Dick Hatter** from Naperville as our guest. There being no new business, comments from the crew were heard.

● **Kurt Van Dahm** advises that he has heard from the designer of the "Model Expo" *Block Buster*, Bob Crane, and learned that the "high speed block sander", as Model Expo calls it, should be used at "low speed" and needs to be held in a horizontal position. The use of the term "high speed" was meant to suggest that the tool is faster than sanding by hand. Fair warning for any of you using this tool.

With the passing of John Kopf earlier this month, his FAQ's are at a new location. John's FAQ's cover many years of monitoring the forums for answers to modeler's questions and archiving them under topic headings. An invaluable research tool. His FAQ's can now be found at <http://web.archive.org/web/20080522173318/http://home.att.net/~ShipModelFAQ/>. The South Bay Model Shipwrights will hopefully keep John's work on-line and there are plans to keep it up to date.

Kurt found this item from the "Seaways" forum: "Recently the museum that has ownership of the cruiser

USS Olympia (Commodore Dewey's flagship at Manila Bay during the Spanish-American War) has made their intentions known to let her go (due to the \$15.1m hull repair bill due in the next 3 years). A non-profit organization is being formed to restore the ship and create a self-supporting museum. More info can be found on their web site at www.fotco.org.



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2010 OFFICERS & STAFF

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April Meeting Notice

Taking & Adjusting Digital Photos

By John Pocius & Leon Sirota

Here is an important part of building a model that we all should learn to master; making historical records of our work. To do this, good photographs are a must.

We all know our club photographer, Leon Sirota, takes some beautiful digital photographs of our models each month. But just imagine how satisfying it would be, if you could take really nice photos of your model yourself. Photographing all phases in your model's construction will give you a great historical record you can look back on with joy.

Bring your camera, if you would like to get in on the act, and pick up some valuable tips on its operation.

Our next meeting will be at 7:15 p.m. Wednesday,
April 21, 2010

At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Presentations ●

By Tim Riggs

We want to thank Tim Riggs for his talk on how to create a presentation using Microsoft's Power Point software.

All phases of working up a presentation were covered, from conception, research, materials assembly, presentation outline creation to final delivery.

Everyone has some "thing" that they do particularly well and that special talent is just the kind of thing that can and should be shared with other modelers.

When giving a presentation to the group, the important things to keep in mind are that what you have to say is going to be a new idea to someone - even if it is only one person - and that the other members are not going to criticize anyone for sharing their love of modeling with others.

It's a win-win for everyone, so let Tim know when you have an idea for a presentation and he will schedule you.



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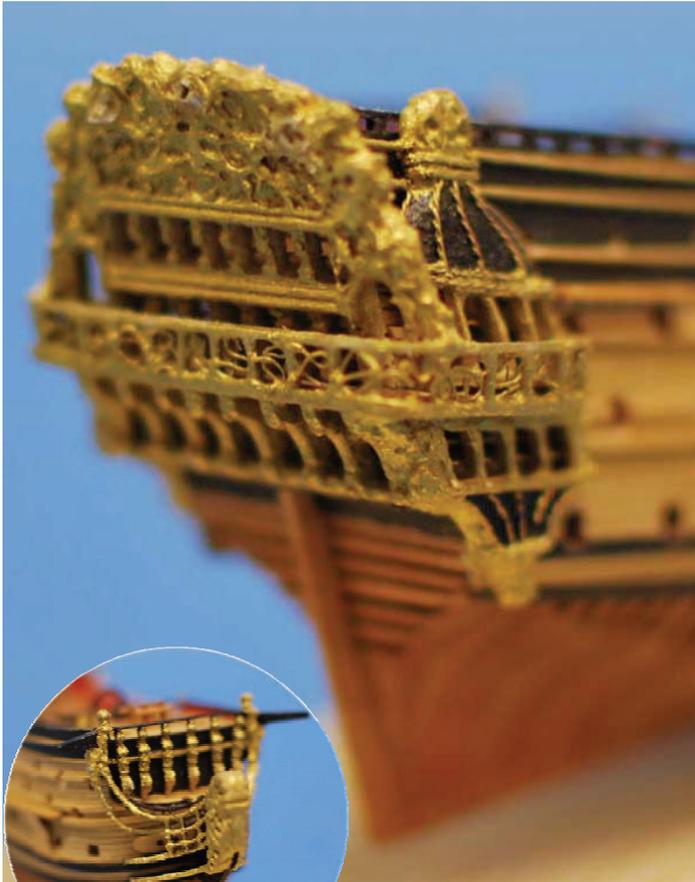
Scuttlebutt, continued from Page 1

● Our item on **Sid Wotman's** stamp plate last month was in error. The stamp plate was not cut from the original printing plate, but was a souvenir reproduction of the actual stamp.



● Ships on Deck ●

Gus Agustin has finished the bow and stern decorations on his 1:384 model of the *St. George* (1701) and he was most proud of the fact that he was able to construct open

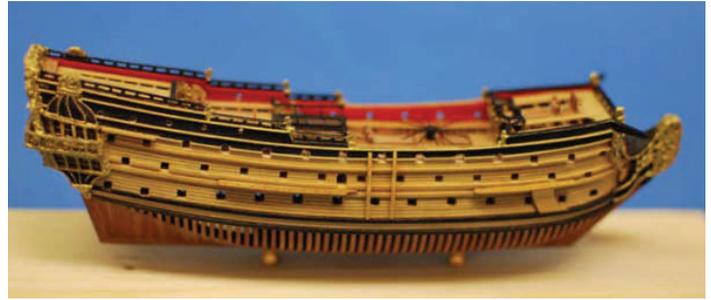


stern windows, permitting a view of the cabin. Window frames were made from (0.0010) brass wire. Now, if we only had the eyesight to see into those windows!

Current projects are the stern lanterns and gun port lids and then it's a break until after the NRG Conference.

When you see photos of Gus' model, you'd be hard pressed to tell in what scale it was built, the detail is that good.

A great pleasure to see your model coming together before our eyes, mate!



Bruce Hoff surprised us with a building project he has had going for some time. His model is of the ca 1764 schooner *Chaleur* and is being built uniquely split fore-aft



to reveal the full hull interior. His plan is to display the model with one side elevated above the other in such a way that the hull interior on each side can be viewed from the opposite side of the display case.

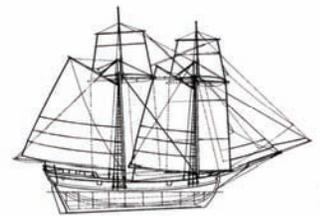


This ship was originally bought by the British in Boston for use in controlling smuggling on the St. Lawrence River and later to control the colonies. The ship was finally sailed to England, where its lines were taken to construct other ships. Plans for this vessel are still on file in the National Maritime Museum in Greenwich.

Construction materials are pear for all framing, apple for planking and lemon wood for the decks. Due to the split hull, only stub masts will be used.

Bruce has about 500 hours invested so far and expects to complete it in 2,000 hours.

We're looking forward to following your work on this great looking model, mate.



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Ships-on-Deck, continued from Page 2

Bob Filipowski gave us a look at the way treenails were made back when men were men and ships were hearts of oak. This tool was used like a draw plate, where the wood peg was driven downward with the mallet through a metal frame with a sharpened rim. Imagine making enough treenails like this to build a complete hull?

Treenail samples were shown; one from the Milwaukee Schooner Project (done on a lathe) and another from the Story Shipyard in Essex, MA. (done with the tool pictured). They were about the diameter of a broomstick and rather roughly hewn.



Thanks, mate, for the eye opening detail on how real ships were built.

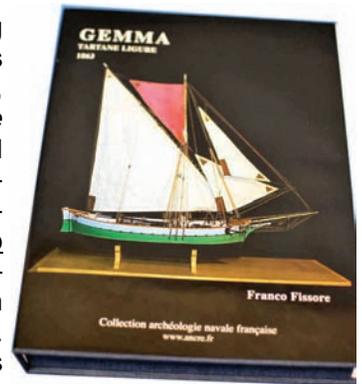
Doc Williams is nearing completion on a forty year old, one dollar (\$1.00) kit of a *Salon Cruiser* he is building for a friend. Scale is undefined and so is the origin of this kit's maker and which model boat it was meant to repre-



sent. Considering that the materials supplied were largely balsa, this is one fine result and a true testament to Doc's resourcefulness and modeling skills. The superstructure is covered in cherry veneer to simulate walnut stained mahogany. Cabin window blinds were made from sheet styrene that had pre-molded striations simulating slats. One very neat effort, mate.



Helmut Reiter, having launched his *La Belle*, is now eyeing his next project, the *La Gemma (Tartane Ligure 1863)* and will build her to a scale of 1:48. Research is going forward using a new book by **Franco Fissore**. This type of lateen-rigged ship was common in the Mediterranean Sea. Helmut's hope is that this project won't take the same four and a half years he took to finish his last project. The best part of the book, for him, is the rigging detail, which was limited on his last model.



John Mitchell (your Editor) admits to some hesitation



over laying down proper drop planks needed in the bow of his 1:48 scale model of the Great Lakes schooner *Chal-*



lenge. Planking was started from the bulwarks down and the garboard up and has reached that point where, due to curves at the bow, some drop planks will be needed. Here is the true test of a modeler, mates. Wish me success; bonne chance; viel Glück.

Ken Wallenberg showed us some of his woodworking skills applied to two very fine duck decoys and a very smart sea captain. Nice work, mate.



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Ships-on-Deck, continued from Page 3

Ken Goetz marks a five-month hiatus with a return to building on his 1:76 *USS Constitution*. New details added were the ship's wheels, capstans, binnacles, wood cleats, horse block platforms with rope ladders, ramps, sea



steps, spar deck drains and gangway boards (after several tries, he used etched parts rather than trying to carve them).

Next up are the pin rails. With 270 belaying points, this will keep him busy for some time, considering he must make up the missing 40 belaying pins not supplied in the kit.

The hull plating has been on for a year and does show signs of darkening from natural exposure to air, since it was not coated after application. The effect is very pleasing, however.

She's looking very fine, mate. Any year you finish is fine with us—we enjoy watching the progress.

Jim Merritt got his masts mounted and the standing rigging done on his 1:54 kit of the *Yacht Mary* since we saw him last. To avoid the problems he has had on his previous model trying to mount running rigging located behind rat lines, he is adding all running rigging before adding the rat lines. Sounds like a good idea, mate.

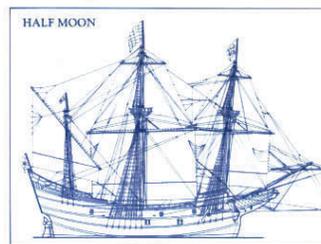


We'll be anxious to know how it worked out for you.

● Henry Hudson's *Half Moon* ●

By John Mitchell with Sidney Wotman

Here is an anniversary we all overlooked, except Sidney Wotman, that is. Sid sent in an article he found, that told of the sailing of Henry Hudson's ship *Half Moon* from Amsterdam in April, 1609, with a crew of eighteen Dutch and English sailors.



On September 3rd, the *Half Moon* anchored inside of Sandy Hook, NJ and spent a week exploring the bay with a small boat. They found a good entrance between two headlands (The Narrows) and thus entered on the 12th of September 'as

fine a river as can be found.' When a replica of the *Half Moon* was lifted by a floating crane at the Brooklyn navy yard from the deck of the *Soestdyk*, on which she was brought over from Holland, and lowered into the water, there was a general expression of surprise at her diminutive appearance; for she was no larger than a small harbor tug.¹



Henry Hudson (d. ca. 1611) was an English sea explorer and navigator in the early 17th century. After several voyages on behalf of English merchants to explore a prospective Northeast Passage to India, Hudson explored the region around modern New York City while looking for a western route to Asia under the auspices of the Dutch East India Company. He explored the Hudson River—and laid the foundation for Dutch colonization of the region.

The "Halve Maen", pictured here, was donated to the U.S. by the Dutch in 1909 on the occasion of the 300-year anniversary of the discovery of New York.



Hudson's final expedition ranged farther north in search of the Northwest Passage, to the Pacific Coast of Asia, leading to his discovery of the Hudson Strait and Hudson Bay. After wintering in the James Bay, Hudson tried to press on with his voyage in the spring of 1611, but his crew mutinied and they cast him adrift. His ultimate fate is unknown.²

¹ "Henry Hudson's 300th", *Scientific American*, September 2009.

² "Henry Hudson" - *Wikipedia, the free encyclopedia.*

● **Photo Gallery** ●

Ken Goetz's *USS Constitution*



Gus Agustin's *St. George*



Richard Romaniak's *Le Superbe*



Jim Merritt's *Yacht Mary*

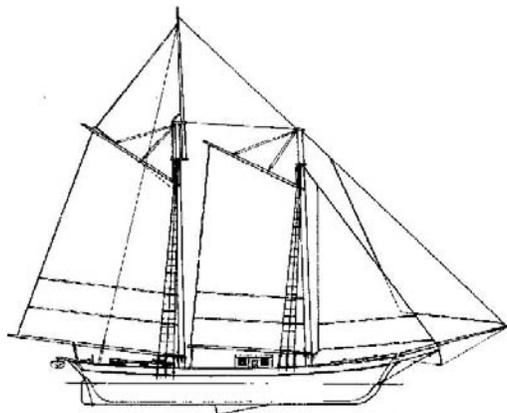


Helmut Reiter's *La Belle*





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