



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ April 2011

● Scuttlebutt ●

COMMODORE **Gus Agustin** opened the meeting at 7:30 PM with 25 hands present and accounted for. We welcomed one guest, Ken Wallenberg's brother Don. Glad to have you aboard.

Ken Goetz advised that we have added a new associate member, Jim Byrnes from Orlando, FL. We're very happy to add Jim to our group and, yes, he is the Jim Byrnes of *Byrnes Model Machines*. Welcome aboard, mate.

In addition, Ken reported a favorable treasury balance and a roster of 40 full and 7 associate members with 8 currently unpaid.

Kurt Van Dahm filled us in on key area events that we have been tracking lately:

2011 Model Boat Show

Where: Schaumburg Park District, 505 N. Springinsguth Road, Schaumburg, IL 60194

When: Sunday, April 10, 2011

What Time: 1 PM to 5 PM - those displaying boats please arrive by 12:30 PM.

Cost: \$0.00 (nothing).

Who is Participating: Fleet 4 Commodores R/C Club - Hosts; Chicago Model Yacht R/C Club; Midwest Model Shipwrights; Nautical Research & Model Ship Society; North Shore Deadeyes.

35th Annual Midwest Model Ships & Boats Contest and Display

Where: Wisconsin Maritime

Museum, 75 Maritime Dr, Manitowoc, WI 54220

When: May 20-22, 2011

Cost: \$25 - first model contest entry (\$15 for Museum members). \$15 - additional contest entry. \$15 - first display entry, includes entry to Museum and symposium. (\$5 for Museum members). \$5 - additional display entry. \$10 - Admission to Museum and symposium w/o model. \$25 - Awards Dinner per person.

You can download the registration form and details by going to our club web site and clicking on "Upcoming Events".



2010 OFFICERS & STAFF

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Vice Pres (Flag Captain) - Bob Filipowski.....(847) 394-0757
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

April Meeting Notice

SMA Conference

By Bob Filipowski

If you didn't make the trip to Newport Beach to attend the Western Ship Model Conference & Exhibit this year, then sit back, relax and be entertained by Bob's "Power Point" presentation on all the events, sights and models that were there.

It's the next best thing to being there, mates, and at much lower cost, too!

Be sure and join Bob for his reliving of this event as seen through his eyes...and they don't miss much, for sure!

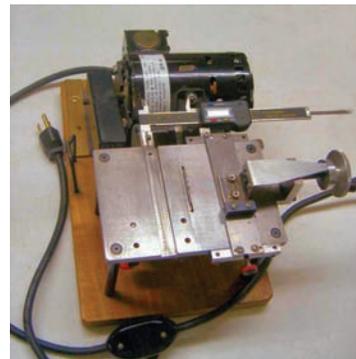
Our next meeting will be at 7:15 p.m. Wednesday,
April 20, 2011

At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Table Saws ●

By Bob Filipowski, Sid Wotman, Tim Riggs & Leon Sirota

Our presenters all had something to say about the *Preac* saw, as just about all of them own one. One thing that was common among them all was that they had modified the saw in a variety of ways to



improve its operation. A common change involved mounting a micrometer on the side rip fence to permit exact adjustments to the cutting width.

One modification mentioned by Sid was to remove every other tooth on the blade to promote finer cuts.

The saw comes in two table sizes: 4"x6" and 6"x8" and uses 2" metal slitting saw blades.

See Saws, Page 2

The Forecastle Report, April 2011 - P.2

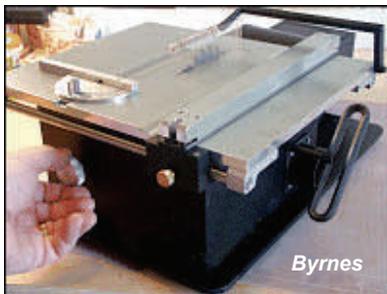
Saws, continued from Page 1

Another common modification on the Preac models involved making accurate blade height adjustments. A number of different designs were demonstrated, but Ray Oswalt suggested the most simplistic procedure. He recommended that shims of known thickness be used to establish the desired depth of cut and then the blade adjusted upward until it just contacts the bridge placed over the shims (see drawing above).



Leon gave us a rundown on the *Proxxon* saw, which he purchased from "Model Expo". Oddly enough, their web site no longer offers this saw, but *Proxxon* is offered elsewhere on the web. "Micro-Mark" also offers this saw as the *MicroLux* model. Both saws feature an 11.5"x9.5" table and a variable speed, DC motor.

The 120v Byrnes 4" Table Saw complete with a 24-tooth carbide blade currently is available on the web. This saw was described as being very robust and capable of cutting just about any type of wood.



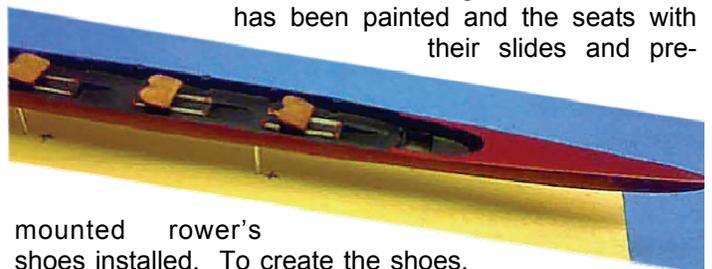
One older product, no longer being offered, was a *Dremel Model 580* saw which can be found for sale, used, on "EBay" in a price range from \$102 to \$300 depending upon condition and accessories included. One offering is shown at left. This model is described by Bob Filipowski as probably a very good buy for someone looking to acquire their first table saw.



Our thanks to all our mates who brought in their prized saws and gave us such a detailed description of their good and bad points. We all came away with a better understanding of what to look for in selecting a saw and what we could expect to accomplish with it.

● Ships on Deck ●

Paul Pollowy has been struggling for building time on his 1:48 scale model of a *4-man Racing Scull*. The model has been painted and the seats with their slides and pre-



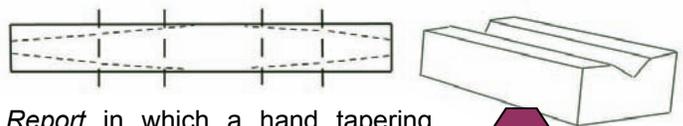
mounted rower's shoes installed. To create the shoes, Paul took 1:35 plastic military figures and removed their feet, carved them down to 1:48 scale and hollowed them out. Now its on to making the sweeps and their mounting hardware, which will be done using styrene rod to eliminate the weight of brass. Display plans are still in flux. Nice work, mate.

Doc Williams has transformed his 3/16" model of the *Charles W. Morgan* whaling ship by finishing the outer hull planking and air brushing on a coat of wrought iron black to achieve a weathered appearance.



Next up is the coppering of the lower hull. To help in laying out the plate lines, Doc created a paper plan from the instruction sheet and did a layout on that to get a feel for the placement of the individual plates. Weathering of the plates will be done with input from Bob Filipowski, who has already gained considerable experience and testing of this procedure. Nice job, mate.

Ray Oswalt has given considerable thought to how to turn spars on a small lathe using the "steps" method for controlling dimensions. Ray referred to an earlier article that appeared in the December 2007 issue of *Forecastle*



Report in which a hand tapering method was illustrated, reproduced here. This was the thumb plane method, while Ray uses a lathe to taper the spar while still working with the dimension change lines pre-marked on the stock.

The Forecastle Report, April 2011 - P.3

Ships-on-Deck, continued from Page 2

Jim Merritt proudly stated that his 1:54 model of the *Yacht Mary* was officially done and this was her grand launching. Congratulations, mate, on a beautiful job well done.

Kudos were given to Gus Agustin for the very authentic flags that Jim thinks really help make his model special. This is a good example of how club members can work together to make modeling more enjoyable.

Jim built the case from scratch rather than going with a plastic case, as he thought the wood finish looked far superior, and we'd certainly agree. Some of the decorative materials, called fillets, were purchased from a frame shop - a great idea for source material. Now Jim is working on a log book to outline his project in detail.

We know you probably have a new project in the wings already and we're anxious to see what develops.



Bob Sykes rebuilt an old 1:96 solid-hull model of the Baltimore Clipper *Swallow* ca 1812 using plans that were printed, amazingly enough, in a 1933 issue of "Popular Science Monthly". Plans like this can be found on the internet. When this kit was originally purchased, it cost \$5.95 with \$0.50 for shipping and \$0.28 C.O.D. Great looking renovation job mate!



Ralph Sykes is working on a model of the *Flying Cloud* that is going through a rebirth. The model was originally started by someone else and given to Ralph to finish. Then it went to brother Bob for another work over before landing on Ralph's work bench again for another go. Now



it looks like it will finally become a finished job. Great team work mates!

Richard Romaniak was our second proud modeler with a ship to launch this month. Rich's 1:150 composite model of the 1784 French *Le Superbe* took him a whopping 45 months to complete and it honors his efforts with an outstanding result. The last detail was the addition of two harbor boats tied up alongside.



Kurt Van Dahm has completed the hull plating detail (described last month) on his 1:96 model of the tug *Lackawanna*. In addition, the pre-

scribed deck was fitted using a template of card stock, waterways built (in place of metal parts furnished with the kit), bulwarks painted and the rub rails made. She's shaping up nicely, mate.



Gus Agustin has really come a long way since last month with his 1:288 model of the HMS *Bellona* - 1760. Planking and deck furniture were added to the lower half of the hull we saw last month and the solid upper hull

was all carved out to a 1/16" thickness. Next Gus added clamps, deck beams and ledges to the upper portion before drilling out the gun ports and finishing them with square files. Now he is in the process of planking the upper hull deck and adding deck furniture. Once that is done, he will add the other decks and full planking of the hull. The sum total is always amazing but the genius is in the details. Great project, mate.



Bob Filipowski's 2-masted topsail schooner *Arrowsic* (1:64) now sports some very authentic looking barrels in



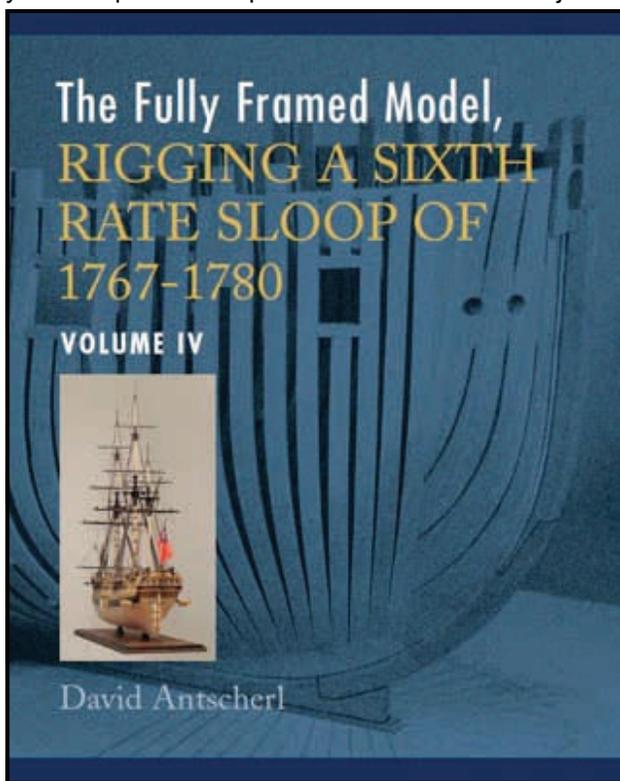
her cargo hold. In addition, Bob planked the hold, added the keelson and installed the mirrors he used to enhance our perception of a larger hold area - very neat idea and very much "out of the box". Nice job, mate.

*The Fully Framed Model,
Rigging a Sixth Rate Sloop
of 1767-1780*

By David Antscherl

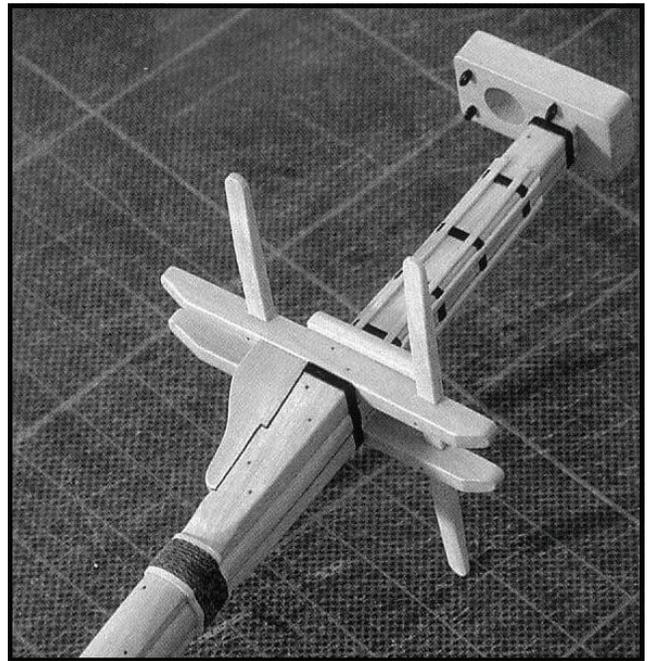
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In his opening remarks in *The Fully Framed Model, Rigging a Sixth Rate Sloop of 1767-1780*, David Antscherl is quite honest about his level of expertise when it comes to masting and rigging. He felt that writing a book would only be a duplication of previous works on the subject.



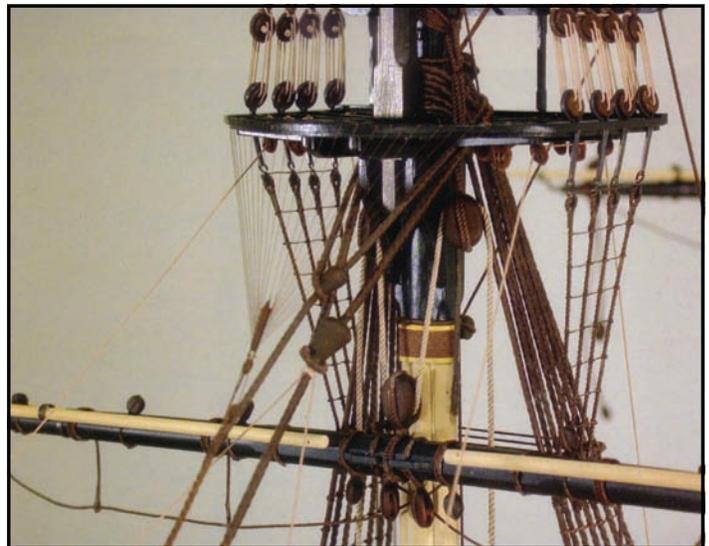
Fortunately for us, due to the urging of his friends and colleagues, he relented and produced a book, which puts an exclamation point on this treatise. It was only after David began to work on Volume IV that he realized that the information available was not as complete as he first thought it to be.

As is consistent with the format in Volumes I, II and III, "*Rigging a Sixth Rate Sloop*" starts out with chapter 13. This has been a salient feature throughout this work that has allowed the author to easily refer back to segments discussed in the previous books. The initial two chapters start out by explaining the procedure for creating masts and yards to the correct proportions. Masts in particular were complex structures, and Antscherl breaks down their construction into an easily understood progression of steps.



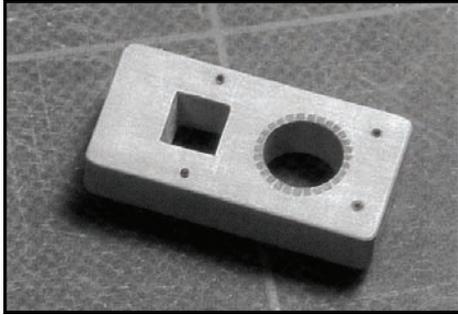
"Understandability" is a common feature throughout this book, as the author does not assume that the reader is knowledgeable on the subject, and makes every effort to explain various terms. This makes "*Rigging a Sixth Rate Sloop*" a very user friendly book, and although Antscherl makes numerous references to various classics such as Steel's *Rigging and Seamanship*, and Lee's *The Masting and Rigging of English Ships of War 1625-1860*, this treatise is capable of standing alone. This is especially important since David's research apparently found errors in "Lee" and gaps in "Steel", which could present a dilemma for all of us.

Rigging begins with Chapter Fifteen, and a description of Antscherl's ropewalk, which is very simplistic in design. His comments on the use of linen, silk, synthetic and cotton threads are especially interesting. He also discusses the principles of a serving machine, which is an absolutely essential device if you are interested in creating a first rate rigging job.



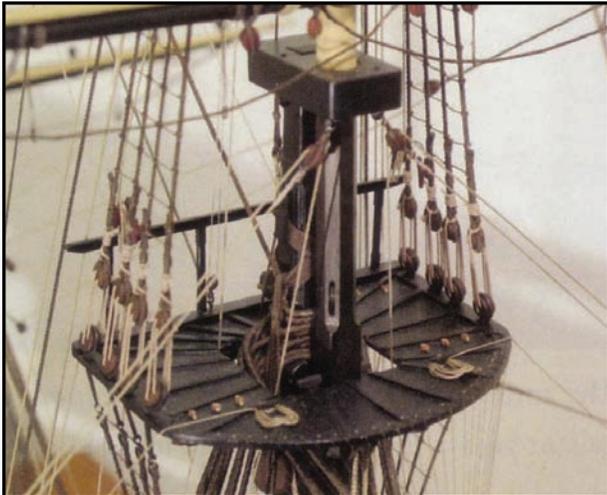
The Forecastle Report, April 2011 - P.5

One aspect of the book that continuously impressed this writer was the level of knowledge Mr. Antscherl possesses concerning the complexity of these ships. He often makes reference to obscure fittings or procedures that are not common knowl-



edge to the rest of us. One excellent example is the leathering of the round lower mast cap hole, which the topmast slides through. In the photo above, David did not actually use leather. The procedure was simulated with tan acrylic paint.

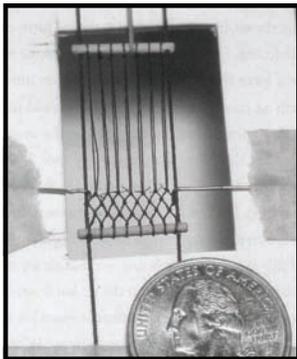
This brings us to another aspect of the author's modeling and this book. In spite of the impeccable crispness of his shaping and joinery, Antscherl also presents a practical side to his work. This includes "Magic Markers" for



tarring, and painted card stock, to simulate wood, where flexibility is required. Although not historically correct, the tops are constructed using a lamination process that gives them more strength and rigidity. They are then scribed to simulate planking. When painted, they become indistinguishable from a true built-up version.

"*Rigging a Sixth Rate Sloop of 1767-1780*" abounds with such hints and tips. Others include procedures for rigging crows-feet, catharpins, and fore topmast staysail netting, which can be especially problematical.

One short, but decidedly interesting chapter deals with various "necessary ropes", as Steel terms them. They include the fish davit, tackle, cat blocks, hooks, pendants, anchor stowage, nun buoys, entering ropes and stern ladders.



None of these actually pertain to rigging masts and spars, but are still appropriate for this book.

Three of the final chapters give a detailed analysis of each sail a sixth rate carried, and the required blocks and tackle that were needed to handle them.

The book ends with a very nice selection of color photos depicting Antscherl's *Resolution*, which was also a sixth



Completed rigging on the author's model of *Resolution*, 1772-1773.

rate man of war, and dates from the same period.

One refreshing aspect of David Antscherl's book is his willingness to share his mistakes, and how he compensated for them. In some cases, the net result was a procedure that approximated as much as possible the correct approach. In order to save us from such grief, he often refers ahead to future chapters, so that the installation of hard-to-get-to blocks and fittings can be installed while still accessible.

Finally, this writer had an opportunity to compare the set of rigging plans (three sheets) that come with *Rigging a Sixth Rate Sloop of 1767-1780*, to the drawings that accompany a kit of HMS *Fly*, which is also a *Swan* class sixth rate. This European offering is one of the better kits on the market, and is highly regarded. However, it didn't take long to determine that there were considerable differences between the two sets of plans. Whether you're interested in building this kit or any other vessel from this period, this book should be considered an absolute must.

Reviewed by Bob Filipowski



Launchings 2011



Richard Romaniak's model of the 1784 French 74 *Le Superbe* was launched, after 45 months of work, to a very warm reception.

Viewing this model, one had to be told it was a composite, as there had been so many details added in wood. Decks, masts, spars, deck furniture and the two ship's boats attending the sides all added to the mystique.



With so much time invested, the work was clearly in the details, as the rigging was spot on and very much to scale - a daunting job at a scale of 1:150.

We will look forward to the many accolades your work will bring in the months to come and we all extend our heartiest congratulations to you on a job very well done.



Jim Merritt's efforts on his *Yacht Mary* are a joy to see and we know from his enthusiastic description of his work that it is a joy to him, as well.

With all the fine details included on this model and the beautiful quality of the woods used, it is difficult to believe that this started out as a kit! But that is its provenance: the 1:54 "Mamoli" kit of the *Yacht Mary* named by the English King Charles II ca 1660 after his sister.

Jim has, once again, shown what can be achieved in the "kit bashing" field by turning this example into a model that might equal the best in the "scratch built" category.

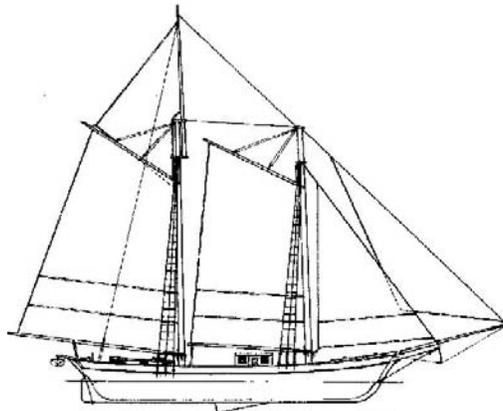
True to his nature, Jim was quick to credit the valuable help he had received from several of our members in working out some of the more difficult twists and turns. Notable were the beautiful flags done up with input from the flag master Gus Agustin.

Best wishes from all of us for your future kit bashing successes, mate.





John R. Mitchell, Editor
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