



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ August 2014

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the July 2014 meeting promptly at 7:15 with an eager crew of 25 on hand. **Al Opitz** was officially welcomed aboard as our newest member. Good to have you with us, mate.

On page 7 we've reproduced a page from the French magazine *Neptunia* 274, June 2014, featuring an NRG ad. Of particular interest is the fact that they have featured a photo of **Gus Agustin's** HMS *Bellona* model. Nice to see you get the recognition, mate.

The **NRG** has just announced that it has acquired the largest ship modeling internet forum, **Model Ship World**, in order to further the goals of the Guild and provide information and education to its members. According to the **NRG**, This forum will be known as "The Nautical Research Guild's Model Ship World" and will provide an internet presence second to none.

For NRG members who plan to attend the NRG Conference in St. Louis, October 16-18: In order to get the special meeting rates at the hotel, you need to make your reservation by 24 September. Registration material is available on the web at: www.thenrg.org.



Tri-Club News



The Tri-Club needs members to sign up for the 2014 Symposium soon so the organizing committee will be able to get a handle on funds available to cover expenses.

This year's symposium is really shaping up to be something special, what with three excellent presenters coming in from Wisconsin, a new kit as Grand Door Prize, an extensive flea market and lots of other door prizes to be awarded. A continental breakfast, lunch catered by "Panera's", useful roundtables and plenty of camaraderie round out the day.

See the attached flyer (p.8) and mark your calendar for: **September 20th!**

2013 OFFICERS & STAFF

| | |
|---------------------------|-------------------------------------|
| President (Commodore) | - Bob Filipowski.....(847) 394-0757 |
| Vice Pres (Flag Captain) | - Paul Pollowy(847) 298-0563 |
| Treasurer (Ship's Purser) | - Allen Siegel(847) 446-7248 |
| Secretary (Ship's Clerk) | - Tony Serigos.....(847) 392-3275 |
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| Web Master | - John Pocius.....(630) 834-9477 |
| | - johnpociusdesign@att.net |

August Meeting Notice

Ropewalks - Byrnes Unit Demo

By Doc Williams

Here comes Part II of this great series on how to make your own scale rope. Doc Williams will give us a live demonstration on the operation of the "Byrnes" Ropewalk, which produces some really fine looking rope. As an added bonus, Rick Szydelko will also showcase his modified Byrnes unit.. Be sure and catch the important conclusion to this two-part presentation.

Our next meeting will be at 7:15 p.m.
Wednesday, August 20, 2014
At the Community Presbyterian Church
407 Main Street in Mount Prospect

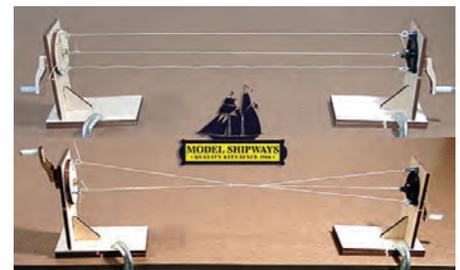
● Ropewalks - Part I ●

By Bob Filipowski

We got a first rate presentation, as we always do, from Bob on the subject of ropewalks. All the important features to be found on a scratch-built rope walk were covered and we had the chance to see video footage of several types in action.

There was something mysterious and fascinating about seeing the three whirling threads suddenly start to come together as a single rope while the small rail car carrying the "Topper" moved forward.

While building such a device looked a bit daunting, we were shown pictures of the "Model Shipways" Ropewalk Kit, which seems to be simple enough to allow anyone, so inclined, to get into the rope making business.



Whichever way you might choose to go, home made rope really does add a sense of realism to a model and a high level of satisfaction for the builder.

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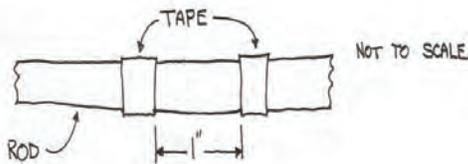
"Ropewalk", continued from Page 1

In addition to his fine ropewalk presentation, Bob also included these very useful guides on how to determine correct rope sizes for various scale models.

If you are going to make rope, you do need to know how big (thick) to make it, and these tips will help guide you.

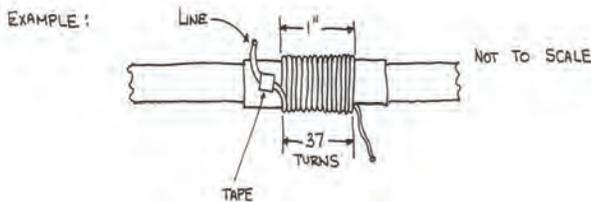
DETERMINING LINE DIAMETER

Mark off a distance of 1 inch on a piece of doll rod using 2 pieces of tape. The rod may be of any diameter that is convenient for you.



Fasten the line to be measured to the right or left end with another piece of tape. Carefully wind the line around the rod so that the entire 1 inch distance is covered. Do not pull too hard on the line as you wind it. This might cause the line to stretch and result in an inaccurate count.

As you rotate the rod, count the number of revolutions it takes to cover the entire 1 inch measurement.



Using a calculator, divide the number of turns into 1, which represents the 1 inch distance. The resulting number is the actual diameter of your line.

$$1 \text{ Inch} \div 37 \text{ Turns} = .027''$$

Now refer to the chart:

At 1/8" scale .027" equals an 8" hawser.

At 3/16" scale .027" equals a 5.5" rope.

At 1/4" scale .027" equals a 4" line.

If you are measuring some very fine thread, which can be quite tedious, cut the distance down to a 1/2", and divide .5 by the number of turns.

If your calculations fall between two line sizes, go with the thinner line. This will give the model a more delicate appearance.

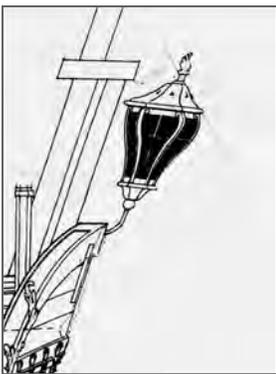
SCALE ROPE CONVERSION

| FULL SIZE CIRCUMFERENCE IN INCHES | FULL SIZE DIAMETER | 1/4" SCALE DIA 1:48 | 3/16" SCALE DIA 1:64 | 1/8" SCALE DIA 1:96 | 1/16" SCALE DIA 1:192 |
|-----------------------------------|--------------------|---------------------|----------------------|---------------------|-----------------------|
| 36 | 11.459 | 0.239 | 0.179 | 0.119 | 0.0597 |
| 34 | 10.823 | 0.225 | 0.169 | 0.113 | 0.0564 |
| 32 | 10.186 | 0.212 | 0.159 | 0.106 | 0.0531 |
| 30 | 9.549 | 0.199 | 0.149 | 0.099 | 0.0497 |
| 28 | 8.913 | 0.186 | 0.139 | 0.093 | 0.0464 |
| 26 | 8.276 | 0.172 | 0.129 | 0.086 | 0.0431 |
| 24 | 7.639 | 0.159 | 0.119 | 0.080 | 0.0398 |
| 22 | 7.003 | 0.146 | 0.109 | 0.073 | 0.0365 |
| 20 | 6.366 | 0.133 | 0.099 | 0.066 | 0.0332 |
| 18 | 5.730 | 0.119 | 0.090 | 0.060 | 0.0298 |
| 16 | 5.093 | 0.106 | 0.080 | 0.053 | 0.0265 |
| 14 | 4.456 | 0.093 | 0.070 | 0.046 | 0.0232 |
| 12 | 3.820 | 0.080 | 0.060 | 0.040 | 0.0199 |
| 10 | 3.183 | 0.066 | 0.050 | 0.033 | 0.0166 |
| 9 | 2.865 | 0.060 | 0.045 | 0.030 | 0.0149 |
| 8 | 2.546 | 0.053 | 0.040 | 0.027 | 0.0133 |
| 7.5 | 2.387 | 0.050 | 0.037 | 0.025 | 0.0124 |
| 7 | 2.228 | 0.046 | 0.035 | 0.023 | 0.0116 |
| 6.5 | 2.069 | 0.043 | 0.032 | 0.022 | 0.0108 |
| 6 | 1.910 | 0.040 | 0.030 | 0.020 | 0.0099 |
| 5.5 | 1.751 | 0.036 | 0.027 | 0.018 | 0.0091 |
| 5 | 1.592 | 0.033 | 0.025 | 0.017 | 0.0083 |
| 4.5 | 1.432 | 0.030 | 0.022 | 0.015 | 0.0075 |
| 4 | 1.273 | 0.027 | 0.020 | 0.013 | 0.0066 |
| 3.5 | 1.114 | 0.023 | 0.017 | 0.012 | 0.0058 |
| 3 | 0.955 | 0.020 | 0.015 | 0.010 | 0.0050 |
| 2.75 | 0.875 | 0.018 | 0.014 | 0.009 | 0.0046 |
| 2.5 | 0.796 | 0.017 | 0.012 | 0.008 | 0.0041 |
| 2.25 | 0.716 | 0.015 | 0.011 | 0.007 | 0.0037 |
| 2 | 0.637 | 0.013 | 0.010 | 0.007 | 0.0033 |
| 1.75 | 0.557 | 0.012 | 0.009 | 0.006 | 0.0029 |
| 1.5 | 0.477 | 0.010 | 0.007 | 0.005 | 0.0025 |
| 1.25 | 0.398 | 0.008 | 0.006 | 0.004 | 0.0021 |
| 1 | 0.318 | 0.007 | 0.005 | 0.003 | 0.0017 |
| 0.75 | 0.239 | 0.005 | 0.004 | 0.002 | 0.0012 |
| 0.5 | 0.159 | 0.003 | 0.002 | 0.002 | 0.0008 |
| 0.25 | 0.080 | 0.002 | 0.001 | 0.001 | 0.0004 |

Our thanks to Bob for providing us with another very entertaining and enlightening evening. Always a pleasure, mate.

● Ships on Deck ●

Mr. Uriu Norio of the "Rope Tokyo" club has sent us details on how he made the stern lantern for his model of the French frigate *La Belle-Poule*.



Framework for the lantern was done in very nicely soldered brass but the really unique part was how he made the glass. Using the technique and carved wooden mold of **Mr. Masaru Hayakawa** of the "Rope Osaka" club, Norio heat-formed clear plastic over the mold to form the lamp's glass. This operation was needed, as the lantern was not symmetrical. Several glass panels were made and glued together to arrive at the final form. Thanks for sharing your work with us Norio san.

Tim Riggs reports that his efforts to organize a model boat club down in Texas have not been successful, as yet, but, so as not to lose his skills, he has taken up carving as a pastime.

Here's an example he sent along to show us he is serious. The figure is clearly a British sea captain out walking his quarter-deck.

Really nice work there, mate. You're off to an excellent start. We all hope you will succeed with your club efforts, too.



Neil Hurwitz has sent us photos of the hull planking he is doing on the "Model Shipways" US Brig *Syren* kit (1:64). He is using the 1/8" planking that came with the kit and found that he needed to taper the



forward 3-4 in. of the planks to half their width in order to eliminate using a stealer. Lots of planking questions remain, so we hope our advice will help Neil stay on course.

Our mate, **Dave Botton**, sent us another email update on the progress he is making with his card stock model of the *CSA Teaser*. Dave has learned that a very sharp knife makes the job a whole lot easier and, to this end, he uses a scalpel and



a pair of nippers to do his cutting. Laminating doubled up parts was done by applying a very thin and even coating of glue. Dave tries to steer clear of using CA, as it fouls his knives. We're sure his photos don't do justice to the many hours of detailed work that went into achieving these very fine results. Part 5 due next month.

Did **Fred Widman's** toy *Empire Steam Engine*, model B-30 bring back any fond memories of your youth? Well, we hope it created some thoughts of "auld lang syne". Fred found it in a resale shop and just couldn't pass it up. It was made by a company in Two Rivers, WI and will now get some TLC from Fred, who hopes to get it working again.



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

Doc Williams now has the whale boats mounted on his 1:64 model of the "Model Shipways" Whaling Bark



Charles W. Morgan. Once he has added the anchors, one flag and the boat details (oars, harpoons, masts & spars with furled sails), she's all done. Oars are going to be made using the "Steve Wheeler" method, which will require him to make a special grinding tool. We'll look forward to hearing all about that job, mate.



Ken Goetz's 1:57 model of "Mamoli's" *Blackbeard's Corsair* has been all planked and is ready for painting. Also,



the deck has been laid and is ready for treenails. Ken is not in love with this kit but finds it pleasantly challenging. He says speaking Italian would be beneficial to anyone working on it. You're mastering the model, mate, despite the language barrier.

Allen Siegel has finished all first layer planking on his 1:50 "Amati" kit of Henry Hudson's Half Moon. Allen found that Elmer's Wood Filler applied with a moistened surgical glove did a great job in evening out the hull.



Another use of the wood filler was in creating treenails in the deck. Holes were first drilled using a spacer jig and then filled with wood filler. The result looks very authentic.

John Pocius brought in his 1:64 solid hull "Model Ship-



ways" kit of the privateer *Rattlesnake*. This was John's first ship model started in 1984 and never finished. Now John will complete the model with full rigging. Materials used were apple, pear and box wood. Very nice rigging line has been purchased from "Syren Ship Model Co."



Paul Bien is building a 1:12 model of a *Walking Beam Steam Engine* like the type that would have been found in a side-wheel paddleboat. This engine was also used in industry with power take-offs. The original would have had a 9' flywheel and developed 50psi pressure to run at 20 rpm. Paul hopes to show us the engine in operation using compressed air.



See "Ships-on-Deck", Page 5

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"Ships-on-Deck", continued from Page 4

Gus Agustin is about 90% complete on his 1:192 model of the HMS *Royal William* - 1719. Gus has been at this



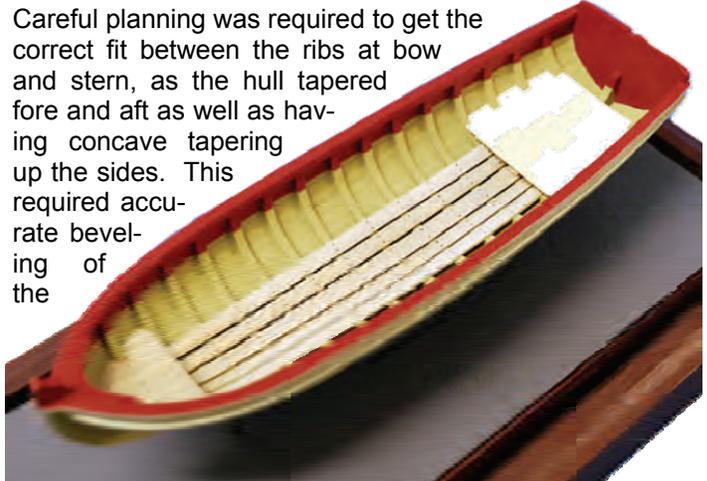
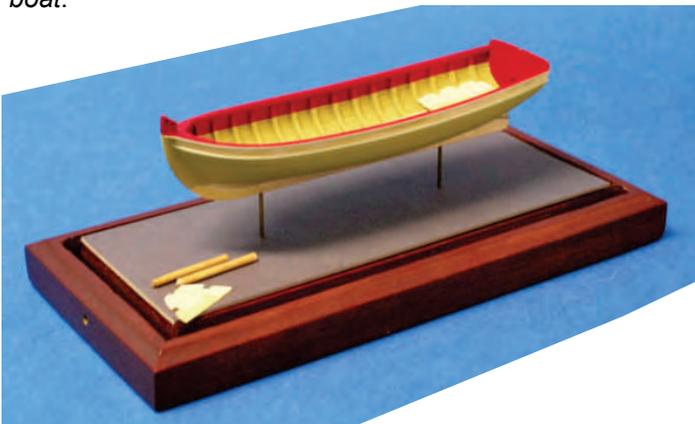
job for two years and is looking forward to completing his work and taking a well deserved rest. The frieze along the hull was beautifully painted with gold acrylic paint.



Work is progressing on the figurehead, which is being carefully hand carved (right).

Next up, will be the addition of the deadeyes. Once that is complete, the remaining gun port lids will be put on. This is going to be a monumental launching, mate.

Bob Filipowski has been doing research on how to mount the bow and stern platforms on his *British Longboat*.



Platforms. Small part, big job, but well worth the effort.

Glen Estry is laboring over his 1:24 "Dumas" kit of the 1930 24' *Chris Craft Runabout*. He found that the mahog-



any furnished with the kit needed a lot of work sanding and shaping in an effort to achieve a good finish. The seats are made of balsa with eight coats of primer, paint and lacquer. Lower hull color is GM 1965 Flame Red - matches Chris Craft perfectly.

Now the challenge is to apply a chrome finish to the "Britania" metal parts. Several paint suggestions were offered by the crew, so we hope one will do the trick.

Dumas kit photo at right.

Glen's got that hull color just right.

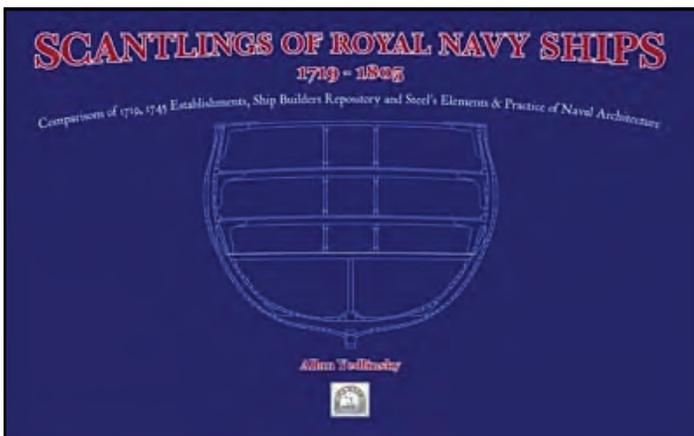
Nice going, mate.



Scantlings of Royal Navy Ships 1719—1805

*Comparisons of 1719, 1745 Establishments,
Ship Builders Repository and
Steel's Elements & Practice of Naval Architecture*
by Allen Yedlinsky

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



The first impression one might get when they open *Scantlings of the Royal Navy 1719—1805* by Allen Yedlinsky, is that here is a book that would be useful to only the most advanced and demanding model ship builder. This is certainly understandable, but not necessarily the case. The reasons for this will be presented later in this review.

The book begins with an introduction by the author. He discusses the various sources he has used to research his models, along with the pros and cons of these references, which included as-built drawings, builders drawings and contracts. Scantlings from the various Establishments were quite useful, but hunting through these multiple sources proved cumbersome and time consuming. This was the primary factor that motivated Mr. Yedlinsky to compile this remarkable amount of information into a single easy to use reference.

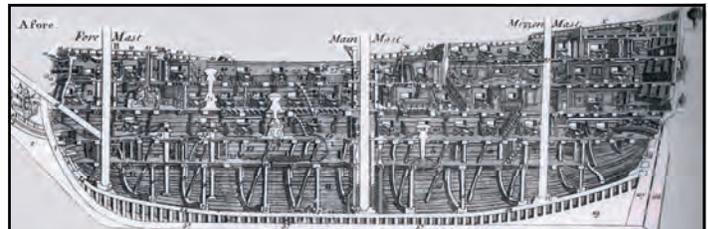
The book features five primary sources, which are combined into two segments. The first segment includes the 1719 Establishment that deals with eight vessel sizes rated from 20 to 100 guns, the 1745 Establishment, which covers eight vessel sizes rated from 24 to 100 guns, and the 1750 alterations to the 1745 Establishment that shows altered dimensions proposed for several vessels rated from 50 to 90 guns. The first segment ends with a handy index, Notes for the Establishment Tables, and an interesting Synopsis of the 1745 Establishment Report that

includes tables showing minimum and maximum crew size, position of grape shot for each rate, and the complement of small arms these vessels would carry.

The second segment is composed of 1788 *The Shipbuilders Repository*, author's name unknown, and 1805 *The Elements and Practice of Naval Architecture* by David Steel. Yedlinsky states that the 1788 tables are far from complete. However, when combined with Steel's work, they comprise the largest, and most comprehensive section of this book, 174 pages.

This segment also has it's own index. It is interesting to note that in both instances, the author uses "folio numbers" rather than page numbers, which emulates Steel's practice. These are located in the upper corner of the tables, next to the spiral binding. Like the first portion of this book, there are some extensive notes that include quotes by Steel on the fore magazine, and particulars of bomb vessels. This section concludes with tables describing the scantlings for various ships' boats and anchors.

The final 10 pages feature drawings that will help the reader cross-reference the terms used for various timbers on a sailing ship with the information in the tables. One



particular illustration of a First Rate is extremely detailed, but may require magnification.

Never the less, the author has made every effort to make this book as user-friendly as possible. Larger fonts are utilized, and typographical errors that occurred in the originals have been eliminated. This book measures 14"x8 1/2". The spiral binding allows the pages to lay flat, producing a 28" format that allows for easy viewing of the various tables.

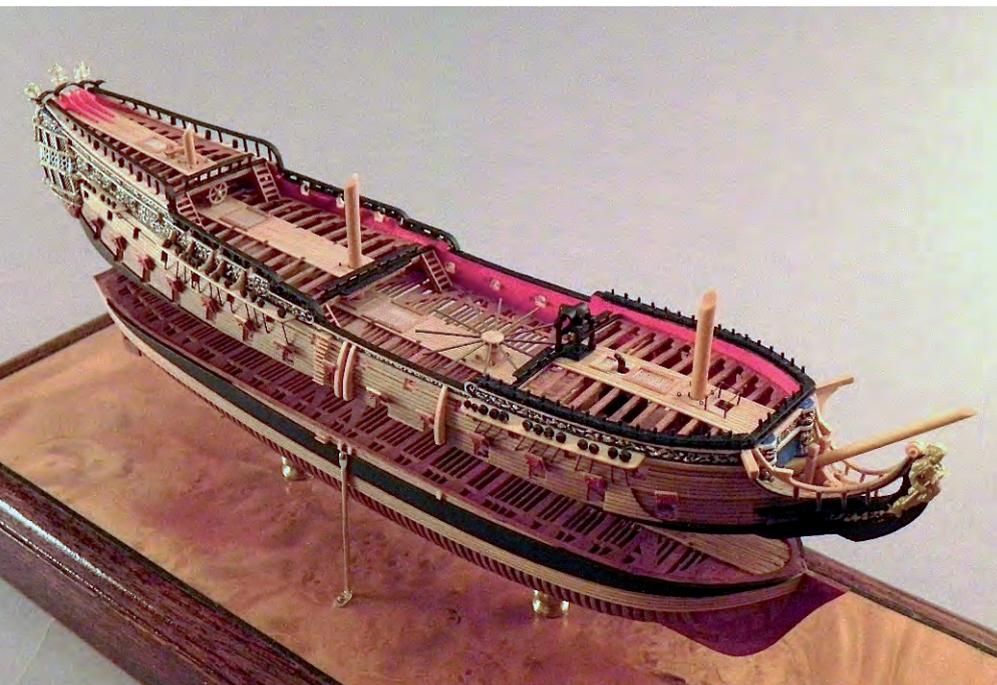
As stated earlier, novice and intermediate modelers may question the need for such a book. This is a valid assumption since most confine their projects to plank on bulkhead and solid hull kits. Yet, it is certainly no secret that the materials provided in these products are often questionable in terms of quality and scale. As these individuals progress from model to model, they will develop higher standards, and question these inadequacies to a greater extent. This remarkable book could be considered an investment in their modeling future, but there is no reason why the benefits cannot be realized immediately.

Scantlings of the Royal Navy 1719—1805 by Allen Yedlinsky is a remarkable research tool that both researchers and modelers will find invaluable. It is highly recommended.

Reviewed by: **Bob Filipowski**



Le *Coureur* réalisé au 1/48 par William Sproule (Californie)



Le 74 canons anglais *Bellona*, de 1780, réalisé au 1/288, par Gus Agustin (Illinois)

La *Nautical Research Guild*, se distingue cependant de ses précurseurs médiévaux, qui géraient des situations de monopole, contrôlaient l'admission à leurs secrets et luttèrent contre toutes les pratiques extérieures à leur artisanat. La *NRG*, quant à elle, accueille tout le monde, et chacun est invité à partager la

passion commune de ses membres. C'est pourquoi, les actions de formations (et notamment les articles que publie le *Nautical Research Journal*) sont aussi accessibles que possible, afin d'encourager les nouveaux arrivants à se lancer dans leurs propres réalisations. ■

Toutes les photographies ont été réalisées par les modélistes.



SOMMAIRE DU NUMÉRO DU NRJ DU PRINTEMPS 2014

Le Sharpie « pointu » *Egret* et son créateur, le « commodore » Munro (par Irwin Schuster)

Les ouvrages de constructions navals hollandais (1671-1838) par Ab Hoving

Comment les maquetistes utilisateurs de kits peuvent passer à la construction de véritables modèles « scratch » à moindre coût, avec un matériel minimal (par Dan Brummer)

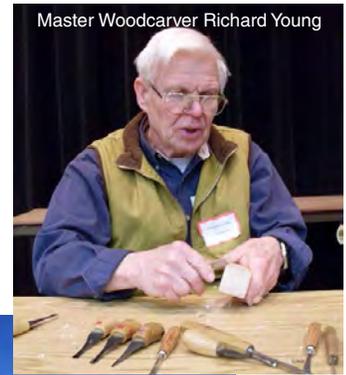
Comment sauver un modèle en piètre état (par Howard Chatterton jr.)

Meteor, lévrier du lac (par Charles West)

La collection de modèles du Rijkmuseum (par Jeroen van der Vliet cf. *Neptunia* n° 273)

Les modèles présentés au concours de la *NRG*.

Le cabestan du *Royal George* (John Harland)



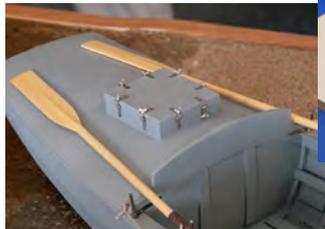
Master Woodcarver Richard Young

2014 Chicago Tri-Club Association Symposium

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

Date: Saturday, September 20th, 2014
Time: 8:00am-4:15pm
Location: Lutheran Church of the Ascension,
Willow and Sunset Ridge Roads, Northbrook, IL
Fee: \$25

Making oars by Steve Wheeler



Plank on bulkhead by Allen Siegel

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

All of this is included in your registration fee:

- Three morning speakers
- Five afternoon roundtables
- Model Display (please bring something)
- Flea market. Bring your stuff to sell!
- Raffle Prizes
- Lunch from Panera Bread
- Coffee, tea and rolls

Please register early to help us plan this event!

Registration Deadline is September 10th!

| MORNING SPEAKERS | |
|------------------------|---|
| Speaker | Subject |
| Richard Young | Carving |
| Bob Jensen | Photo etching small parts in the home workshop |
| Allen Siegel | Avoiding Pitfalls of Plank on Bulkhead Construction |
| AFTERNOON ROUND TABLES | |
| Speaker | Subject |
| John Mitchell | Small Boat Construction |
| Bob | Easy Rabbets |
| Steve Wheeler | Making Oars |
| Bob Jensen | Photo Etching Small Parts |
| Richard Young | Carving Q&A |

2014 Chicago Tri-Club Association Symposium — Registration Form

\$25

Make check payable to:
Nautical Research & Model Ship Society

You must pre-register, deadline is September 10th.

Mail completed form with payment to:

2014 Chicago Tri-Club Association Symposium
c/o Kurt Van Dahm
237 South Lincoln Street
Westmont, IL 60559-1917

**Register before
September 10!**

Name _____

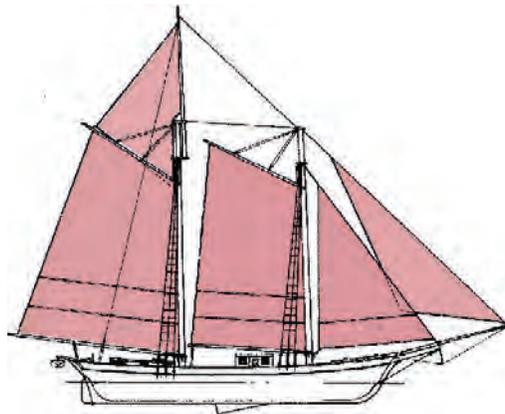
Address _____

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Phone _____ E-mail _____



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