



Forecastle Report

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

● Scuttlebutt ●

FLAG CAPTAIN **Bob Filipowski** opened the meeting at 7:30 PM with 21 hands present. There being no guests to introduce, we moved directly into news from the crew.

Bob George noted the passing of our mate, **Ken Wolf**, who last attended our meeting in October of 2009. We will all miss the presence and comradeship of our most senior member. Our sympathies go out to his family.



Kurt Van Dahm reminded us of the coming NRG Conference to be held August 21-27 in San Mateo (San Francisco), CA. Some of the planned activities include a harbor boat tour and a visit to an historical *Liberty Ship*. Special hotel rates have been arranged at a Hyatt hotel for attendees. Contact Kurt to get all the scoop on this.



PURSER **Ken Goetz** again reminded us that dues for 2011 were now payable with a 31 March cutoff to assure continued receipt of our newsletter. If you fit, you must remit!

Send your check for \$20.00 made out to Midwest Model Shipwrights to: Ken Goetz, 3302 Sarah St., Franklin Park, IL 60131. Thanks, mates.

We were advised that **Dave Crement** of "Fleet 4 Commanders" RC boat club has planned a model boat show for April 10 at the Schaumburg Park District facility. Models of all types of boats are being requested for display. Contact Bob Filipowski or Kurt Van Dahm, if you would like to participate.

A "Western Ship Model Conference & Exhibit" will be held at the Pavilion on Balboa Peninsula next to the Newport Harbor Nautical Museum March 29 - April 2 sponsored by the SMA, Newport Beach, CA. Information and registration forms are available on their web site at www.shipmodelersassociation.org.

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February Meeting Notice

Drum Sanders

By Sid Wotman, Tim Riggs & Bob Filipowski

Just to be clear, a "drum sander" is not someone who sands drums, but rather is a drum that sands!



Seriously, a drum sander is a very useful tool for shaping wood to very flat and close tolerances - something that can not be done easily or well by hand. Thicknesses of wood run through a drum sander can be very accurately adjusted and the results are always exact.

This will be a great opportunity for you to get all the details on drum sanders - it may become your next "favorite" tool !

Our next meeting will be at 7:15 p.m. Wednesday, February 16, 2011
At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Building Rope Walks ●

By Bob Filipowski & "Doc" Williams

If you were on hand for our meetings in July and August of 2006, then you may remember seeing these excellent presentations on how to build a rope walk. Bob Filipowski and Doc Williams are our resident experts on this technique and their demonstrations can't help but impress all who hear them.

We saw the details on how each had constructed his own particular device and witnessed the results as the rope was wound.

In addition to these two types of motorized rope walks, Leon Sirota demonstrated the use of a manual rope walk kit he bought from "Model Shipways", which also did a nice job but at a slower speed and with a shorter length of wound rope.

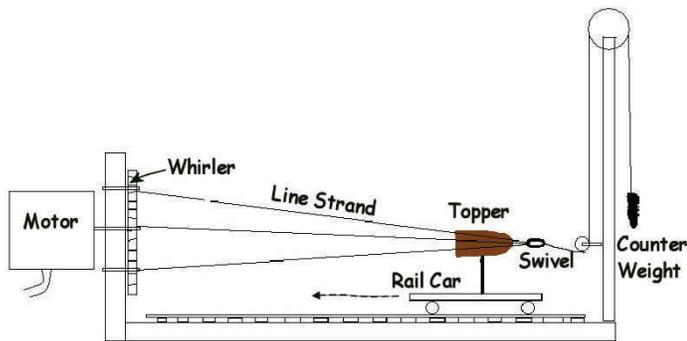
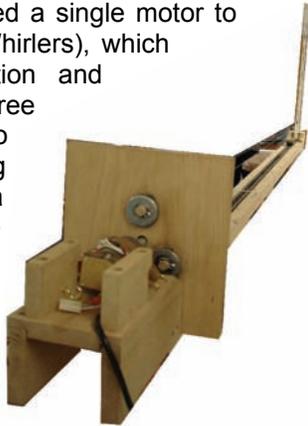
Whatever method you might select, the end results were judged to be superior to any of the commercially available modeling threads available, with the possible exception of the "Morope" product.

See Rope Walk, Page 2

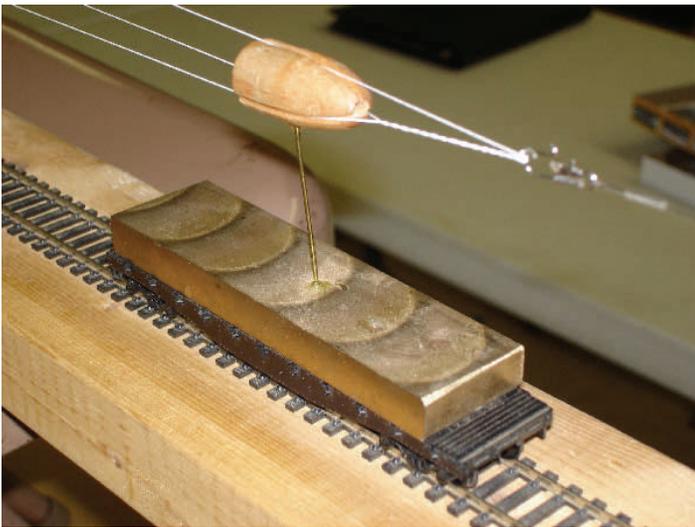
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Rope walk, continued from Page 1

Doc Williams' rope walk used a single motor to drive a set of three gears (Whirlers), which rotated in the same direction and which each twisted one of three strands of string attached to their hubs. A wooden plug (Topper) mounted on a weighted rail car kept the strands separated and, as the three lines began to twist over each other, moved forward toward the motor end of the device. The three-strand



rope was formed behind the Topper. All three lines were connected to a swivel behind the Topper and this swivel

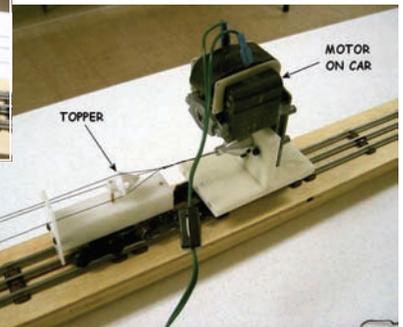
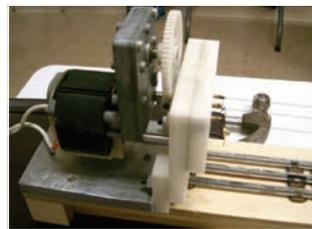
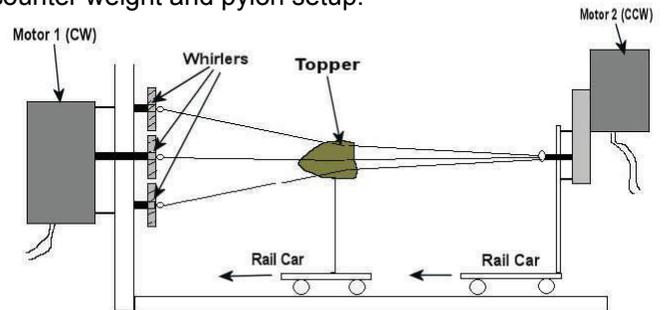


was rigged to a long line and counter weight running over a pylon. This arrangement served to keep tension on the lines so that they could form tight twists. As line was formed, the counter weight moved upward to eventually reach the top of the pylon at the same time that the car reached the motor end of the track.

With this device, you could make a lot of line quickly and, depending on the size of the thread, ropes of various diameters. Thanks, Doc, for another great presentation.

Bob Filipowski's rope walk had two, counter rotating drive motors and no tension weight. Compared to Doc's device, the tension weight was eliminated by rotating the motors in opposite directions. One motor was fixed in place and turned three Whirler gears in one direction while the second motor was mounted on a moving rail car and rotated all three lines in the opposite direction. The Topper, mounted on a second rail car, served to keep the three lines separate while they formed rope behind it.

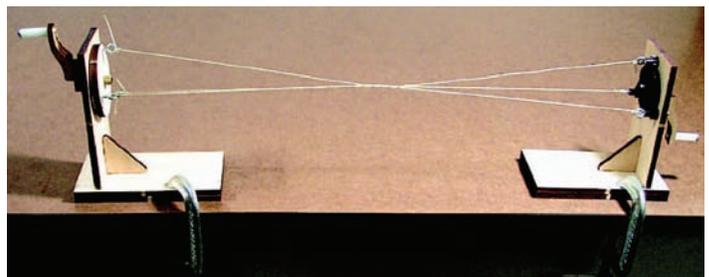
Advantages to this configuration were that the rope walk could be considerably extended, thus allowing for the making of longer lengths of rope, as compared to the counter weight and pylon setup.



Both of these rope walks will produce very professional looking scale rope equal to the best

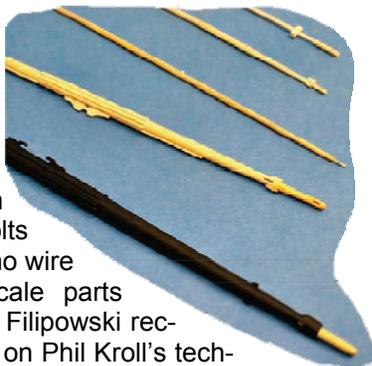
commercially available products and we thank Bob and Doc for letting us all in on their techniques. If you would like to build one for yourself, they would both be happy to give you details on construction.

Leon Sirota brought in the kit he built from "Model Shipways" and it, too, created some fine looking rope. Like Bob's device, one first cranked the geared end by hand to twist the three lines, and then cranked the other end in an opposite direction to form the rope from the middle outward. Drawbacks to this device are the time it takes to manually turn the cranks and the shorter length of rope one can successfully make. Thanks, Leon, for showing it to us.



● Ships on Deck ●

Ken Goetz showed us the foremast spars for his USS *Constitution* (1:76.8) in various stages of completion. Stuns'le irons are the next challenge and any tips on making them would be welcome. Eye bolts have been made from piano wire in place of the out-of-scale parts supplied with the kit. Bob Filipowski recommended a DVD he has on Phil Kroll's technique for making stuns'le booms, which Ken will use.



Kurt Van Dahm has just started a new solid hull "Bluejacket" kit of the steam tug *Lackawanna* (1:96) and has already noted some discrepancies. After setting up his working board with station lines drawn in and the correct drag set for the keel, he found that the plan's hull templates did not come close to the hull shape supplied. Using a contour gauge, Kurt compared both sides of the hull at the station lines and found it perfectly symmetrical. His decision was not to redraw the plans but to use the hull, as supplied. This project will be detailed in "Ships in Scale" magazine for those who subscribe to the pub.



Editor's note

The real *Lacakanna* was a steel hulled, ocean going tug of 340 tons operated by the Delaware, Lackawanna & Western R.R. Co. out of the port of New York, N.Y. She was launched in 1900 at Camden, NJ by J.H. Dialogue & Son. Measuring 137 ft in length with a 25 ft beam and a 14.7 ft depth, she was propelled by a triple expansion 3 cylinder steam engine generating 92 horsepower. Her fate was to be sunk in Nantucket Sound as a result of a collision with a barge being towed by the tug *Triton* on the evening of August 15, 1915. Today she lies in 20 to 50 ft of water in Nantucket Sound and is a registered dive site.



Richard Romaniak added a harbor hoy alongside his 1:150 composite model of the French 74 *Le Superbe* ca



1784. Like other of Richard's work, this one is becoming a diorama full of fascinating details depicting a ship going about its customary routines while in port. A very enjoyable display, mate.



Bob Sykes says he has one month invested in the work he has completed on his 1:55 "Mamoli" model of the *Roter Lowe*. Bob painted the hull decorations by hand, as



he didn't like the looks of the pre-painted paper overlays furnished with the kit. The results were excellent and the degree of overall finish remarkable, considering the short time he has

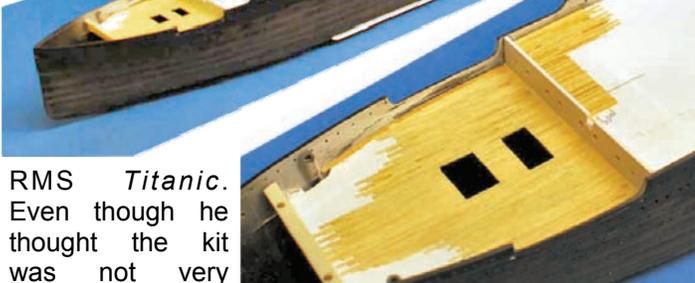


been working on the project. Bob did allude to a slower building pace in the future, but that will probably only add to the perfection of his results.

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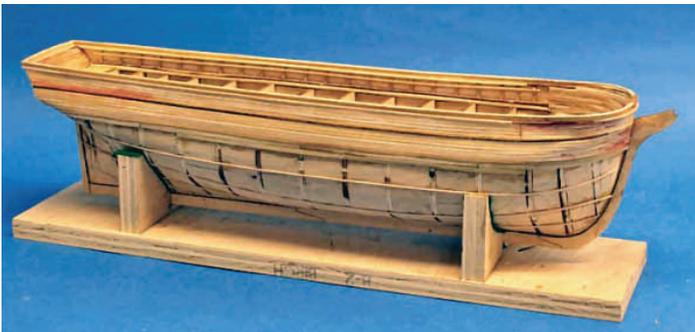
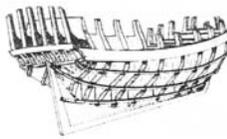
Ships-on-Deck, continued from Page 3

Andrew Savin, taking a temporary rest from sticks and string modeling, has tackled the 1:350 "Minicraft" plastic kit of the



RMS *Titanic*. Even though he thought the kit was not very good, there was a lot of research available on how the *Titanic* really looked. This makes it possible for him to add extra realism. Andrew started by adding scale wood decking. After a web search, he found that HO scale 1x2s were just right for the job and was able to glue them to the plastic hull using regular plastic model cement. Because hull plate lines were inaccurate, he sanded the hull and added the correct lines by scribing them. Portholes were all drilled by hand. Additional details will be added using photo-etched parts as well as rigging lines of fly fishing line. Great start, mate.

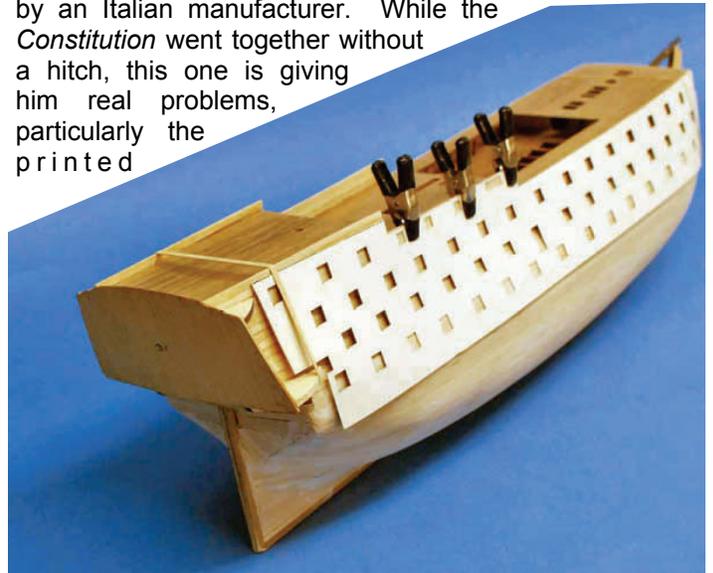
Doc Williams has mounted the planking battens on the hull of his 1:64 "Model Shipways" *Charles W. Morgan* kit and installed the top section of planks. Seeing this kit being built is a great practicum in "how to" build up a planked hull. Use of the solid fillers to provide a solid mounting surface and now the use of battens to guide the installation of the hull planks is very "by the book" and a joy to see.



Len DiCicco is busy working out the many puzzling details on his 1:98 "Corel" kit of HMS *Victory* - and with good reason; this is one very large model. Kudos to Len for tackling such a challenging project and applause for the results he's achieved thus far. To the right is the manufacturer's photo of the modeler's intended result.



Len is a bit concerned with the value he got in this kit as compared to his last project, the USS *Constitution*, also by an Italian manufacturer. While the *Constitution* went together without a hitch, this one is giving him real problems, particularly the printed

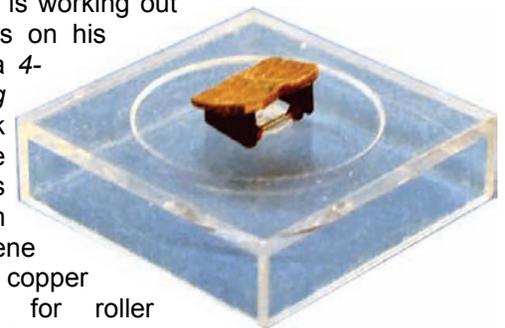


stern detail plates. Pre-cut parts did not fit well and required lots of filler. The understatement of the night was:



"The instructions left a lot to be desired". Next up will be the final planking layer and cutting out of the gun ports using the curious template as a guide. You're doing great, mate. Hang in there. She will be a beauty.

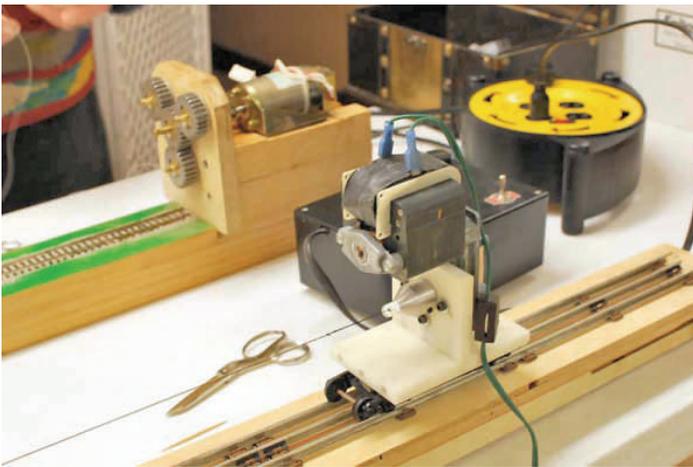
Paul Polloway is working out the small details on his 1:48 model of a 4-man *Rowing Scull*. If we look closely, we see the rowing seats he made from wood, with styrene frames and the copper washers used for roller wheels. Lots of accuracy for so small a scale. At this size, it surely rates as a miniature. Nice work, mate.



● **Rope Walk Scenes** ●



Above: Bob on left, Doc on right, get set up under the watchful eye of Bob Wicklander.

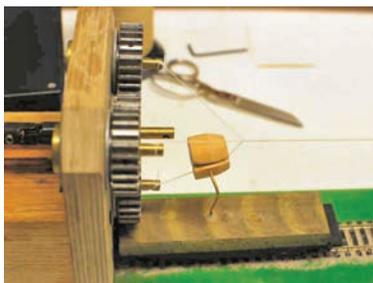


Above: Doc's twirler end to the left, Bob's traveler car on the right.



Above: Bob's fixed, twirler end with the car mounted topper; rope having been formed behind the topper.

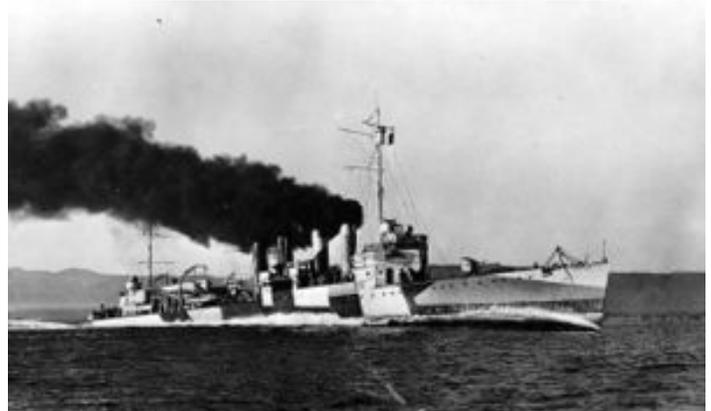
Right: Doc's twirler end with the car mounted topper.



● **USS *Ward* (DD-139)** ●

By John Mitchell

USS *Ward* (DD-139) was a 1,247-ton *Wickes*-class destroyer in the US Navy during WWI, later APD-16 (High speed transport) in WWII. She was the first Navy ship to engage the Japanese during the attack on Pearl Harbor, December 7, 1941, and successfully sank her opponent (a midget sub).



This marks the bookend to another *Wickes*-class destroyer, the USS *Greer* (DD-145), reported on last month, which was the first US Navy ship to fire on a German ship, September 4, 1941.

During the action off Pearl Harbor, the USS *Ward* was commanded by Lt. William Outerbridge who, as fate would have it, commanded the USS *O'Brien* three years to the day after the *Ward's* No. 3 gun fired the opening



Wickes No. 3 gun memorial, St. Paul, MN

shot of America's involvement in the war. On that 7th of December, 1944, however, the USS *O'Brien's* guns were responsible for sinking the USS *Ward* after she was hit by a kamikaze plane and abandoned. One of the great ironies of the war.

Ref: [www.wikipedia.org/wiki/USS_Ward_\(DD-139\)](http://www.wikipedia.org/wiki/USS_Ward_(DD-139))

Career

Namesake: James H Ward
 Builder: Mare Island Navy Yard
 Laid down: 15 May 1918
 Launched: 1 June 1918
 Commissioned: 24 July 1918
 De-commissioned: 21 Jul 1921
 Re-commissioned: 15 Jan 1941
 Reclassified: APD-16, 6 Feb 43
 Fate: Sunk in battle, 7 Dec 1944

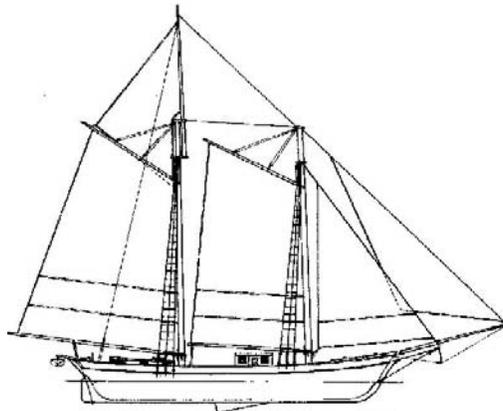
General characteristics

Class: *Wickes* class
 Type: Destroyer.
 Displacement: 1,247 tons
 Length: 314 ft 4 in
 Beam: 30 ft 11 in
 Draft: 9 ft 10 in
 Speed: 35 kn
 Complement: 231 officers and enlisted.
 Armament: 4 x 4 in, 2 x 3 in, 4 x 321 in torpedo tubes.





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