



Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ July 2018

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the June meeting at 7:15 with a loyal crew of 23 on deck. There were no guests to welcome but Bob did acknowledge our newest paid member, **Ray Kroschel**. Welcome aboard, Ray.

Bob was able to report that a very good sum was taken in on the sale of **Ray Oswalt's** tools and he and his wife Mary Lou were very pleased and thankful for the excellent response by the club members. We wish them both the very best for the future.

Three new videos are now available at a member's price of \$5.00 each: "Gudgeons & Pintles", Steve Wheeler's "Metal Casting", and "Electroplating". See Bob, if you'd like to order one of these.

Kurt Van Dahm reports that the NRG Conference's registrations are continuing. The guest speakers are all scheduled, and the Hoover Dam lunch cruise is filling up, and space is limited.



Better make your plans now, if you want to get in on all the great activities planned. Complete details and registration can be found on the NRG website. Kurt also gave us a heads-up on a new wood glue that he intends to try. He will let us know his findings.



On another matter of serious concern to all modelers is the news that "Seaways' Ships in Scale Magazine" has ceased publication! In response to this event, the NRG Board of Directors has decided to expand the *Journal* to provide more room for ship modeling articles and also will complete two articles started in *Ships in Scale* in the *Journal*. The first installments of these articles will be posted on the NRG website. Any questions regarding *Ships in Scale* subscriptions must be directed to "Seaways Publishing", not to the NRG.

Our Web Master, **John Pocius**, is looking into an SSL feature being offered by "GoDaddy", which enables the HTTPS "secure" connection to our web site. More later.

The raffle this evening was won by **Patrick Sand** who took home a great little mini-vice. Congratulations, Patrick. More items will appear in coming months.

July Meeting Notice Spiling III

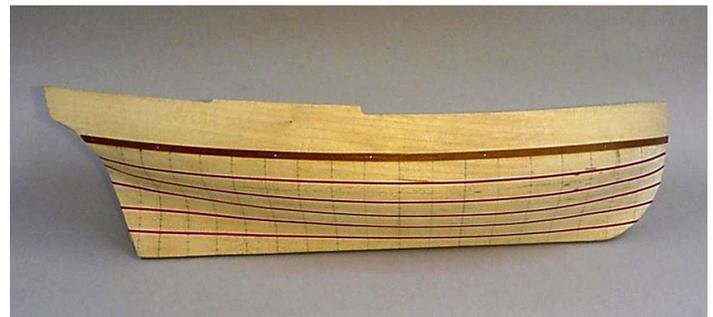
by Bob Filipowski

Bob is trying to be as thorough as possible when it comes to sharing his spiling techniques with us. This has included extending the talks to a fourth session, and revisiting material discussed the previous month. In addition to the scheduled discussion on edge bending, don't be surprised if the July meeting also features some "bonus information." This should be a good one!

Our next meeting will be at 7:15 p.m.
Wednesday, July 18, 2018
The South Church
501 S. Emerson Street
Mount Prospect, IL

● Spiling II ● By Bob Filipowski

Bob Filipowski began part 2 of his spiling presentation by briefly reviewing the key points discussed in May. He stated that the one area where there still seemed to be confusion was the use of battens and their advantages.



He explained that these strips can serve a number of purposes, which include checking hull shape, how pleasing the plank runs will be, and insuring plank symmetry between the port and starboard sides. He also stated that battens can help determine plank widths during the spiling process. However, if tick marks are used to lay out plank widths, this last function is not necessary in most cases. The reason for this will be explained in part III.

2017 OFFICERS & STAFF

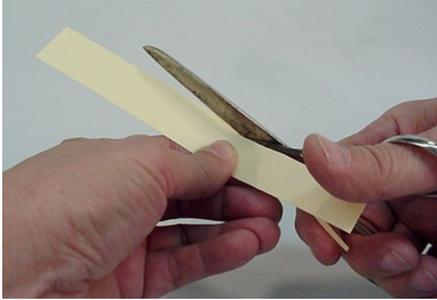
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Vice Pres (Flag Captain)	- Glenn Estry(847) 259-1574
Treasurer (Ship's Purser)	- Allen Siegel(847) 446-7248
Secretary (Ship's Clerk)	- Bob Sykes.....(630) 766-6645
Newsletter Editor	- John Mitchell(847) 956-4327
Photographer	- Leon Sirota(847) 541-6285
Web Master	- John Pocius.....(630) 957-7298

"Spiling II", continued on Page 2

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"Spiling II", continued from Page 1

The "official" segment of part II kicked off with the making of templates that would be used to configure the actual hull planks. Bob stated that in most cases you will find that you can cut the preliminary shape by eye with a little "fine tuning when the strip is laid along side the previously mounted planks.



Bob's material of choice is old file folders. It was pointed out that templates will be needed for both the traditional method, and the edge bending technique.

Once the strip is pinned in position, all the station lines are drawn in, and a small compass is used to copy the edge of the previously mounted plank. It must be noted



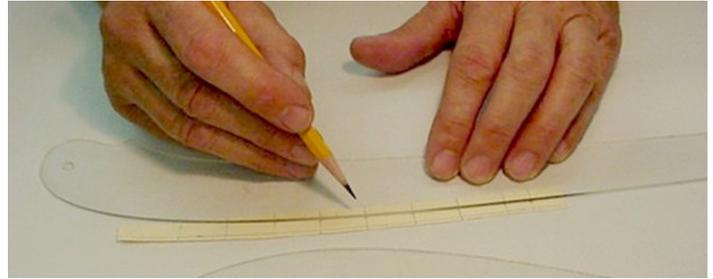
that in the above photo Bob is using a batten for his reference. This would not normally be the case.

You then set your proportional dividers for the number of strakes that will be laid between the previously mounted plank and the next batten. In this photo it was four. Using the longer end of the dividers, the distance between the previous laid planks and the batten is meas-



ured. The resulting distance at the shorter end is then transferred to the template at the corresponding station line. Since the width of the template will change as you move forward or aft, the dividers need to be reset at each

line. Once all the points have been plotted, a line is drawn through all of them using a ship's curve. These curves

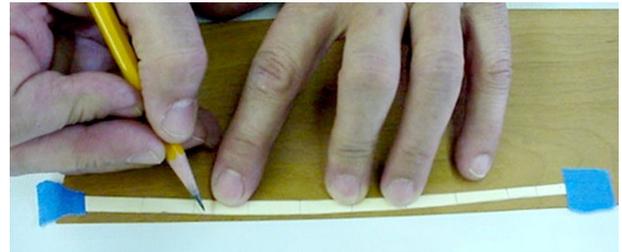
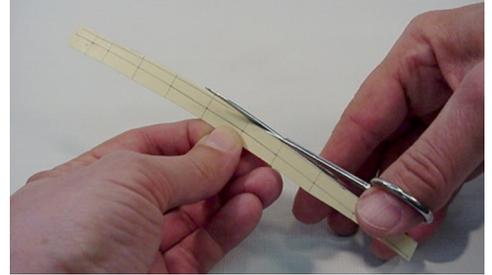


can be purchased at a reasonable price, and come in a set of five.

The template is then cut out, and checked for proper fit on both sides of the hull.

It's quite possible that port and starboard planks can be made, thus saving some time. The template is then taped to a piece of stock where the outline is then copied. A sharp pencil is recommended for this step.

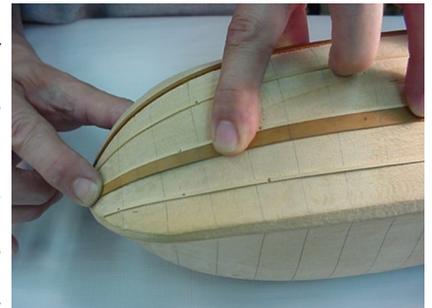
Bob prefers 1/32" cherry for his planking, which can be



cut with a #11 Exacto blade. The plank is checked for proper fit, and bent to its final shape with the help of a plank bending iron. Bob stated that, with thinner woods, a hair curling iron will also work for this purpose.

It was recommended that the bottom edges of the plank be chamfered before mounting. This will provide a small channel for excess glue, and minimize the chances of glue squeezing through to the surface. Bob also recommended beveling the outside edges if you intend to paint your model. This gives the model a very authentic look, and highlights the spiled planks.

Once a strake is completed from stem to stern, you must reset your proportional dividers to the next lower number. The process is then repeated with the newly laid planks being your reference edge for the next template. ❖



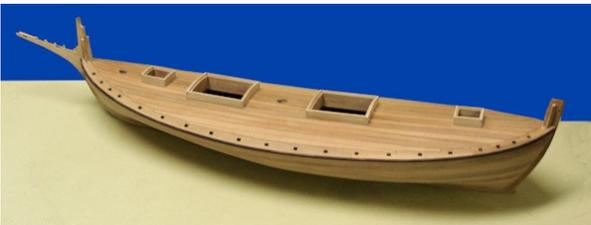
● **Ships on Deck** ●

Bob Sykes has come a long way towards finishing his 1:47 "Mantua" kit of the HMS *Royal Caroline* c. 1749.



Mounting the model on the very neatly done base is giving him some problems, as the mounting bolt inside the hull will not stay tight. Suggestions were to secure it with epoxy cement (not CA, which dries too fast). The hull was re-planked with mahogany, as the kit's wood tended to warp. Next up will be adding the deadeyes and then the masts and rigging. You're right on form, mate.

Helmut Reiter's 1:35 model of a *Felucca* has now been decked over with Swiss pear wood. In order to properly



lay the decking, he had to remove the hatch comings so the planks would not have to butt up against them. Tight Bond outdoor glue, diluted 20%, was used as a wood sealer on the deck. Caulking between deck planks was simulated by inserting dark strips of paper. Same shade wood was used for the treenails in an effort to make them stand out less. Beautiful workmanship, mate.



Gus Agustin has finished work on the stern & quarter galleries for his 1:192 miniature of the HMS *Sussex*. The stern, alone, has 50 individual pieces carved out of boxwood. Wire forming the window mullions came from supplies found in a train hobby shop (a good source of hard-to-find stuff). Amazing work, as always, mate.



Allen Siegel completed the deck planking on his 1:48 scratch-built model of a 17th c. *Dutch Kaag*. Despite his leisurely approach to building this model, one can see all



the love and joy he is putting into every bit of it. Nothing is being left to chance and

his modeling skills are being carefully applied to each phase of construction. A



great example to us all, mate.

Ray Kroschel brought in a model he built 50 years ago from an old Danish "Billings" kit. He originally paid \$40 for the kit and has spent another \$40 on some new fittings, with which he hopes to dress up this "first ever" model. This is Ray's exercise into getting into model building and we wish him every success along the way.



Doc Williams has sent us a couple of photos of a model he was asked to identify but not restore (restoration would need an expert, so as not to lose the charm this old model carries). The model looks scratch built. Doc speculates that the model may be an old *Lake Excursion Boat*



or similar vessel. Judging by the number of life boats she carries, his guess may be correct. If anyone can help Doc along in identifying this model, he would greatly appreciate your suggestions.



Thanks very much, mates. Reply to: shipdoc27@comcast.net.



John Pocuis has updated us on the progress he has made with his *English Pinnace*. Planking is finished and inboard details have begun. Looking very fine, mate.



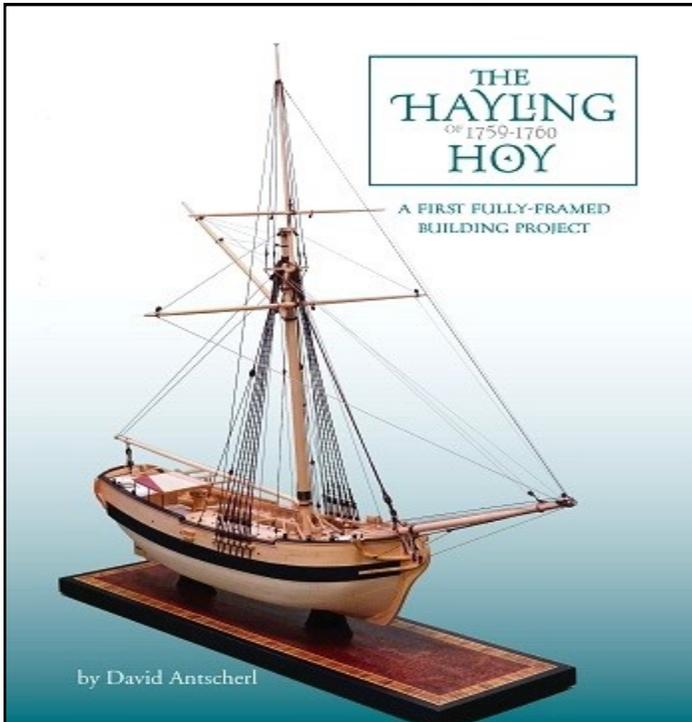
The Hayling Hoy of 1759-1760

by David Antscherl

Distributed by: Sea Watch Books, LLC, Florence, Oregon
8 1/2" x 11", hardcover, 200 pages, bibliography, index

ISBN 978-1-7320162-0-0

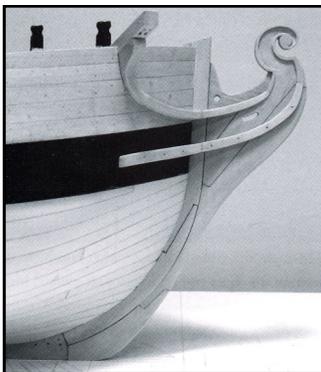
On the dust jacket of David Antscherl's latest book, "The *Hayling Hoy* of 1759—1760" it states "A first fully-framed building project." Indeed, the author certainly delivers on that statement. In his opening remarks Antsch-



erl reinforces this claim by declaring that the book is intended to introduce the ambitious model-maker to building a fully framed model while avoiding some of the complexities of a British man of war.

The author goes on to offer some reasons for choosing the hoy for this project. They include the fact that these craft had a less complex framing system, they also lacked gun ports or sweep ports, and the rig was comparatively simple. This vessel also makes an intriguing subject since it is not commonly modeled.

In spite of the fact that the *Hayling Hoy* was an everyday, knock-about service vessel, she possessed some graceful features. The scroll head is only one of two carvings on this model, the other being located on the tafferel. Nevertheless, they add a very pleasing quality to this small craft, especially the scroll head, which flows into the cheeks and cathead supports.

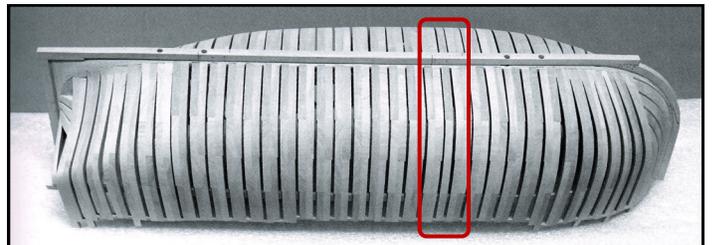


Antscherl makes a valiant effort to provide the reader with some historical background on the hoy, but admits that a true distinction of this vessel is blurred by other craft similar in size, rig or even what the local populace might have considered a hoy or lighter. The only true difference that the author could offer was the fact that only hoyes carried passengers as well as cargo.

The reader is then provided with a brief history of the *Hayling*, which can trace its origins back to the same shipyard that built *Agamemnon* and *Indefatigable*, both 64 gun ships of the line. The third vessel to bear the name, she would go on to have a very lengthy career of 22 years.

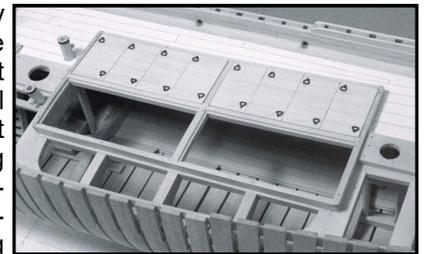
The modeler is also provided with information on the drafts obtained from the Royal Museums Greenwich that were used to research this vessel. In numerous cases, he had to utilize drafts of other lighters and hoyes from the same period, which provided details not included in the *Hayling* drafts. It's interesting to note that "as designed", this hoy would have carried a compliment of eight swivel mounts. The "as launched" draft, which was the primary reference for this model, does not reflect this feature.

To the untrained eye, the hull of the *Hayling* may appear to be pretty straight forward, but this is not necessarily true. The author provides the reader with many notable differences. One example occurs back aft where this hoy features a square stern and a timber loading port. Almost all of this workboat's frames are doubled, and lack chocks or scarfs, which simplifies con-



struction. The one exception is the dead flat frame, which is composed of a single layer that requires reinforcing. Antscherl provides an easy means of scarfing and chocking this frame.

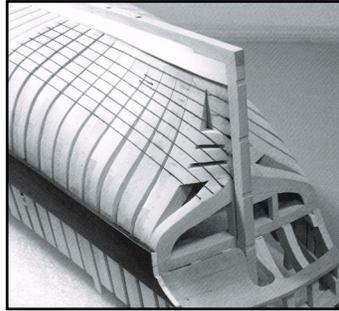
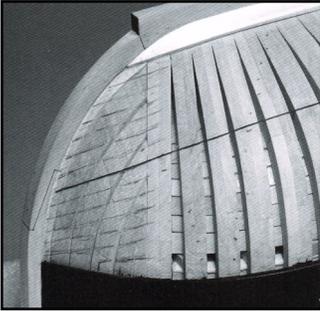
The main hatch with its coamings, ledges, battens, and perimeter framing may appear to be a simple structure, but this is not the case. Antscherl provides a fair amount of detail in describing how these were constructed. His technique for fabricating the hatch cover triangular shaped ringbolts is simple, yet effective.



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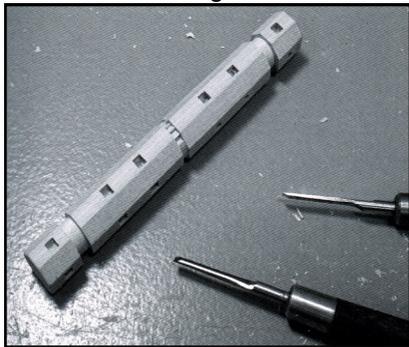
Antscherl offers some excellent hints and tips concerning planking the exterior of the hull. The main wale consists of three parallel strakes, and the author provides some first rate suggestions for laying them out accurately. Keeping with the theme of a less complex model, they do not possess anchor stock or top and butt timbers. This is primarily due to the fact that *Hayling* was intended for harbor service, and was not expected to withstand enemy gunfire.

Bottom planking starts with the garboard strake, and works its way up to the wale. This first strake can be key

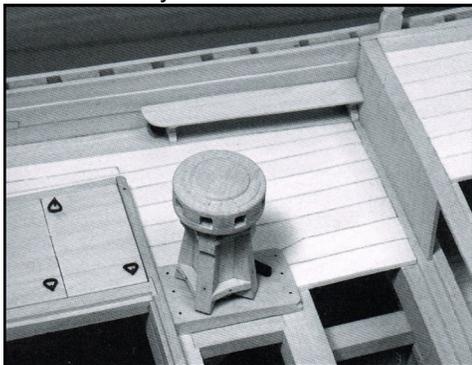


to an excellent planking job, and the author provides some important advice. He then describes his technique for "lining out," which provides reference points for laying out thread battens that provide a visual hint as to how the strake runs will look. He goes on to explain how he utilizes these planking aids.

The most prominent and massive fitting on this craft is the windlass, which measured just under 15 feet in length on the actual vessel. Unlike most modelers who might break this component down into segments, David Antscherl demonstrates his modeling mastery by constructing this piece out of a single blank.



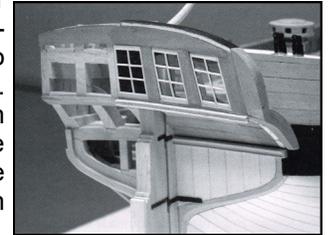
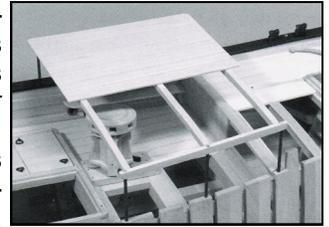
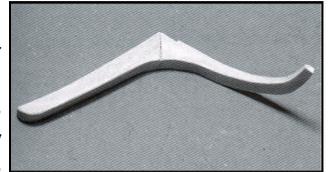
A vertical line at the appropriate location on the drafts indicates that the *Harling* carried a capstan, but none of the drafts provide the necessary details. The author was forced to refer to other sailing lighter drafts for the required information, which bore some surprising results. His research indicated that their features differed from those found on larger vessels in terms of the number of whelps and the size of the upper chocks. (Also, note the passenger bench in the upper part of the above photo.)



As stated earlier, the scroll head, lower cheeks, upper cheeks, and the cathead supports provide a pleasing appearance to *Hayling*, but they are also some of the more tedious pieces to construct. Compared to other aspects of this treatise, the author devotes considerable attention to their fabrication.

Antscherl admits that he has never seen another draft featuring the passenger awning, which is so prominent on *Hayling*. Although rather simplistic in appearance, this piece presented some challenges, which included how to represent a canvas cover.

One of the final hull subassemblies discussed are the stern lights. Like many other components, the author explains how patterns are used to fabricate these fragile pieces. Of the three displayed on Antscherl's model, no two are the same, which makes the use of these templates even more advantageous.

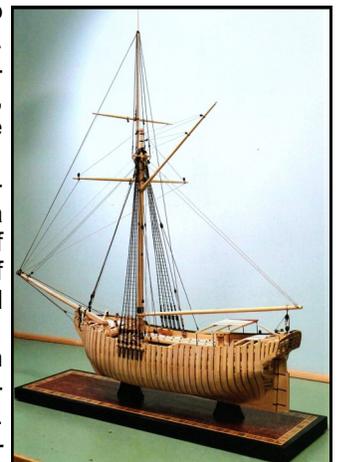


Being sloop-rigged, the *Hayling* differed from most vessels of her type. The cutter rig was a more common application. Antscherl states that one of *Hayling's* drafts indicates that this hoy's rig was much loftier than would be expected. In spite of this, he decided to omit the jibboom, topgallant mast and topgallant yard. The dimensions for these spars are provided if you wish to show them. All in all, the segment on rigging accounts for approximately 30% of this book, and is quite thorough.

Antscherl states upfront that this latest work is designed to be used in tandem with Volume I of *The Fully Framed Model, HMN Swan Class Sloops 1767-1780*. However, numerous references are also made to Volumes II and IV. The model can be built without the help of these books, but they will certainly expedite the process.

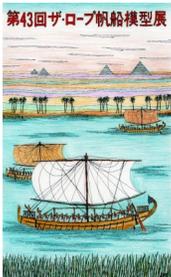
This treatise features 8 pages of color photos, and a packet of plans consisting of three sheets. At a scale of 1:48 they will produce a model 26" long.

This review has touched on only a few of the many aspects this work has to offer. "*The Hayling Hoy of 1759-1760*" would be a noteworthy addition to any ship modeler's library. This book is highly recommended.



Reviewed by Bob Filipowski

● The Rope - Tokyo ●



Our newsletter correspondent, Mr. **Norio Uriu**, of "The Rope-Tokyo" model ship club, has sent us some remarkable photos of their recently held show and we are happy to share them with you.

Our friends in Tokyo are very skilled modelers and their work always represents the finest to be seen anywhere. In addition to building model kits to a very high quality level, they also excel in scratch-building models from plans. We hope you will enjoy these images and share in extending the praise we send "The Rope-Tokyo" for doing such fine work.

Scratch-built:



Le Hussard 1845 by **Norio Uriu**



Basilisk 1740 by **Katsuya Miki**



Le Fleuron 1729 by **Shuichi Iguchi**



L'Ambitieux 1680
by **Tetsuro Yoshida**



Prison Ship
by **Masahiko Fukuda**



Le Belem 1896
by **Mamoru Kimura**



Valerian
by **Mamoru Kimura**

Kits:



Pride of Baltimore II
by **Toshio Shioya**



H.M.S. Pegasus
by **Yoshiro Okamoto**



Grando
by **Hirondo Nakagawa**



Sovereign of the Seas
by **Katsuji Tsuchiya**



San Martin
by **Eizo Fukumoto**



Arrow
by **Toshio Matsushita**



Harenguier de Fecamp
by **Sosuke Kawashima**



Nordland Baden
by **Masami Sekiguchi**

Diorama, scratch-built:



Ship under construction on the beach by **Takashi Kasumi**



Arlington Heights, Illinois

