



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ March 2017

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the February 2017 meeting at 7:30 with a loyal crew of 22 on board.

We were happy to welcome back our two Wisconsin mates, **Steve Wheeler** and **Bob Jensen**, who's visits are always a joy.

PURSER Allen Siegel advised members that those not current with their dues, as of 28 February, would not receive their March issue of Forecastle Report. We hope everyone got the message, as we don't want to leave anyone ashore. If any of you hear of someone who didn't get his/her issue, please let us know so we can be sure they weren't overlooked. Thanks, mates.

Our meeting space availability may become an issue looking forward, as the South Church is changing ownership. Since we have not been informed that there will be any changes in our use arrangements, the club voted to send in our 2017 donation with the anticipation that we will still be able to meet here throughout 2017. More on this later.

Kurt Van Dahm reports that the NRG Journal will be out early in March and that there is a new NRG Chairman, **Mitch Michelson**, taking over for 2017. Kurt says "I hope that Mitch is given the same cooperation and support from the Board and the Membership that I received as he takes over as Chairman. I nominated Mitch for the Chairmanship and he has my full support".

Regarding the 2017 Wisconsin Maritime Museum Model Ships & Boats Contest, Kurt reports that a mailing has now been set up and the tour for Friday PM has been arranged at the Kahlenberg Co., who now makes props & air horns but once made engines that powered many Manitowoc built fish tugs and other boats. As reported earlier, entry checks for the contest should be made out to the *Wisconsin Maritime Museum* but mailed to **Wendy Lutzke**, who has been retained by the museum to run the 2017 contest. We know this year's event is in good hands with Wendy at the helm.

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) 392-2259
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March Meeting Notice

Resistance Soldering By Kurt Van Dahm & Doc Williams

Our program will feature simultaneous demos on resistance soldering by Kurt and Doc. We'll divide into two groups at opposite ends of the hall, so you all can get closer to the action. Don't miss this unique chance to learn this valuable modeling technique.

Our next meeting will be at 7:15 p.m.
Wednesday, March 15, 2017
At: **The South Church**
501 S. Emerson Street
Mount Prospect, IL

● Building a Longboat Windlass ●

By Bob Filipowski

You might think the part shown here is from a miniature model, judging by its size. But you'd be wrong. It is the windless from Bob's model of the "Model Shipways" Eng-



lish Long Boat kit at 1/4" = 1' . This part was not from the kit but was made from scratch and Bob's presentation highlighted the skill sets needed to produce it.

"Windlass", continued on Page 2

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"Windlass", continued from Page 1

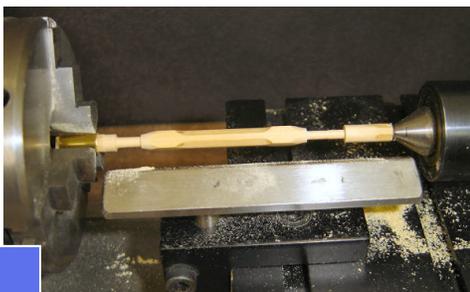
The initial setup involves using a Dremel drill press angled at 45° and fitted with either a drum sander or a router bit. The router bit gives a sharper cut and neater looking edge, but is a bit dangerous to use (it is in close proximity to the hands in this process).

Bob built a special jig to hold the piece of stock to be carved and mounted it to his table saw deck. This allowed him to easily adjust the position of the stock relative to the router bit.

The problem here was to create an eight-sided shaft with ends that were square and then to add a chamfered end to the windless.

The stock was slid from side to side between stops on the jig while the turning router bit cut the four bevels on the windless shaft. Dimensions were pre-marked on the shaft in pencil as a guide to how long to make the cuts.

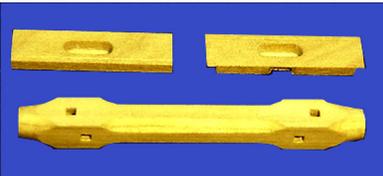
Chamfering was created by careful shaping on a lathe. Extra material was left on the piece to allow for mounting in the lathe.



Square shaped windless lever arm holes were made by first drilling holes smaller than the planned final square and then tapping a square tipped shaping tool into each hole to form the final square shape. The tool was made from a nail who's tip had been cut off and

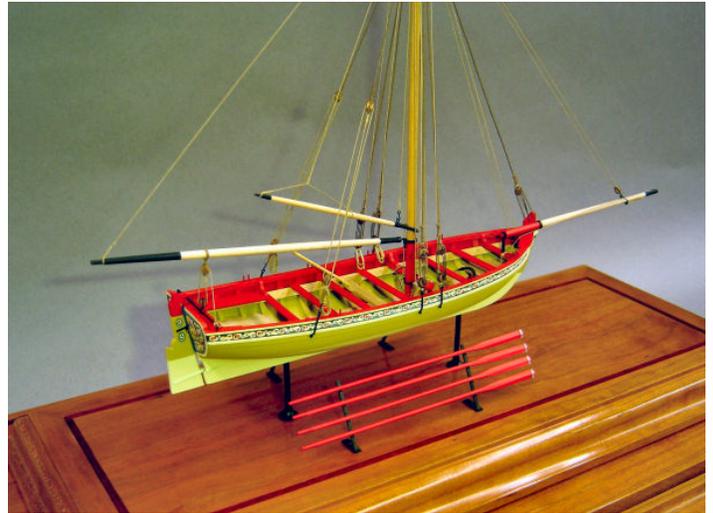
then filed into a square. The nail was CA glued into a wood strip for holding securely.

The end results were spot on, as you could expect from Bob's workshop. A really neat addition to your model, mate. Thanks for a very entertaining evening and a lot of great ideas.



● Ships on Deck ●

Bob Filipowski brought in his completed 1:48 "Model Shipways" kit of the *English Long Boat* and she's a beauty. The finished model was a perfect compliment to his presentation on making the boat's windlass.



The mounting hardware inside the case really added to the model's interest. Bob made the complete set of oars using the methods outlined by Steve Wheeler, and they turned out very fine. One extra feature on the oars was the tinned tips, which would have been typical on a boat of this age and would have been added to prevent the tips from cracking. To simulate this feature, Bob used painted paper to simulate the tin. The base of the case was cherry with multiple acrylic coats. To allow for air circulation inside the case, a port was provided under the plinth with a filter screen attached. "Peterson Plastics" supplied the clear case top. The definitive job on this kit, mate. Congratulations on a great result.

Ken Goetz is scratch building a 1:128 scale model of the schooner *Bluenose* from plans acquired from "Model Shipways". This example will depict the racing version of this famous schooner. Nameplates were a problem, due to the small scale, but Ken solved that by creating them on his computer, printing them to size and gluing them on. Great looking deck furniture was also added since we saw her last. Nice work, mate. She's a beauty.



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

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"Ships-on-Deck", continued from Page 2

Steve Wheeler has chosen a 16x30 Racing Canoe (1/12) to scratch build from 1895 drawings by *F.W. Martin*. Steve likes to build unusual water craft seldom modeled by others, and this is no exception. The canoe features a large sail area, which Steve is fashioning from 1000H drafting velum. Particular attention is being paid to all the unusual panel seams on the sail, which are glued together to form the entire sail. The hull is carved bass-wood with pear and cedar overlays.



To highlight the small hull size, Steve has acquired an articulated dummy figure in the same scale and will mount it in position to complete the planned diorama. Fascinating, mate!

Bob Sykes has nearly put the finishing touches to his 1:48 Italian kit of the 1779 HMS *Serapis*. As usual with Bob's models, he has done a marvelous job of integrating the sometimes difficult to deal with metal trim. Of particular note are the bow decorations. Bob liked this kit for



the high quality laser cut plywood parts, which held together better than usual.

Next up will be the spars and running rigging and the addition of the bowsprit. Another outstanding effort, mate.

John Mitchell labors on with his 1:48 scratch built model of the 1852 Great Lakes Clipper Schooner *Challenge*. When adding the ratlines, it was found that the stays had loosened. Tightening the deadeye lanyards corrected this, but it was due to not pre-stretching the stays before installation. Word to the wise when working with ropewalk-made line, mates.



Tim Foster has scratch built a remarkable "HO" scale (1/87) model of the 1927 car ferry *Wabash* complete with rolling stock on board. The *Wabash* was part of a fleet of



15 used by railroads on Lake Michigan.

Tim detailed the problems encountered in rough seas with the stern 10ft-high sea gate. The gate was raised to permit rail cars to enter and exit, but, when lowered, was supposed to keep out any following seas from pooping. On one notable occasion, cargo broke loose and destroyed the sea gate, resulting in the sinking of the vessel. This ferry boat is now a favorite diving object in Lake Michigan. A really great example of our local maritime history, mate.

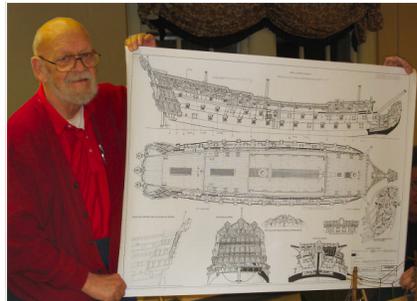


Doc Williams says his repaired folk art model of a *Lobster Boat* is his last rebuild job - we'll see, but his results are very pleasing and will surely make its owner very happy.

Next up on Doc's building schedule is a grand scale model of



the HMS *Royal William*. By no means a small job, this promises to be another heroic effort. Two sheets of plans were acquired from the "Euromodel" kit. Bon Voyage, Mate!

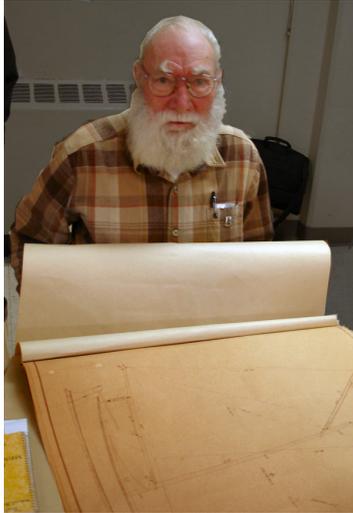


"Ships-on-Deck", continued on Page 4

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

Rich Kuenstler is planning on building a model of a *Western Lakes Mackinaw Boat* using original builder's plans. Boats of this type can still be seen on our waterways and Rich has a collection of pictures showing them in use. Looking at the photos, one can see that these



boats were large enough to mount two masts setting fore and aft sails and that there was a sizable fleet of them.

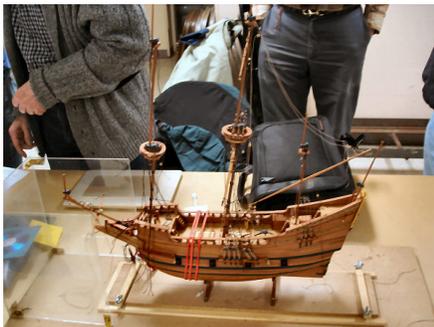
Another great effort to record our local maritime history, mate. We'll look forward to following along on your adventure with you.



Patrick Sand's 1:64 solid hull model of the *Sultana* now has mast holes accurately drilled in the deck with correct rakes, thanks to a clever jig he built. Rather than trying to adjust his drill press to the correct angles, Patrick found a way to mount the hull at the correct angle relative to the vertically set drill press. It was a simple task of inserting shims under the hull to tip it just right. Nice work-around on a sticky problem, mate.



Allen Siegel says he is pushing to get his 1:50 model of the *Half Moon* finished for the Manitowoc contest. The main mast has now been rigged and he is working out the details on rigging the lifting tackle for his ship's boat. Another hurdle was met when he was successful in adding gammoning to the bowsprit. How to tie off the thread was



the big challenge, but he eventually used a needle to pass the line back under the winding to fasten it. This was enough to fully secure the bowsprit in place.

We're betting on Allen to be ready for the show. Great work there, mate.



Bob Jensen brought along his beautiful model of the *HMS Victory* on his trip down from Milwaukee to show us the progress he has made with the stern details.



Even though he says carving is not his strong suit, the results he has achieved belie that. Bob has been at this job for seven years, so we know he has paid close attention to all the details. His carving is done using an old-fashioned dental drill rig, which has variable speeds and an easily manipulated hand piece. Hope we see this beautiful model again soon, mate.



THE NAUTICAL RESEARCH GUILD "ADVANCING SHIP MODELING THROUGH RESEARCH"

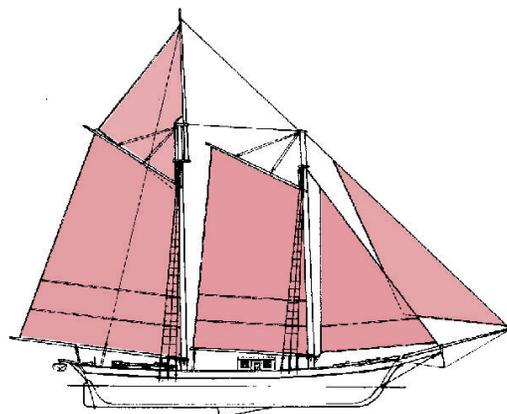
Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.

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For more information contact us at: www.thenrg.org or telephone 585-968-8111



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