



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ March 2013

● Scuttlebutt ●

COMMODORE Bob Filipowski opened the meeting at 7:15PM with 30 hands on board. Another great turn out is an encouraging trend that shows our club is on the rise.

Bob welcomed aboard our newest member, **Ed Morris**, who comes to us with an illustrious past, having once been a member of the North Shore Deadeyes with many completed models to his record. Ed's newest effort is the *Charles W. Morgan* and we'll be looking forward to seeing his progress on this project.

Bob ran the evening's raffle for NRG calendars that made a few members feel lucky.



Kurt Van Dahm gave us a run down on the latest NRG news. Starting with the next issue, the NRG Journal will be increased to an 80-page format, at no extra cost to members. The extra pages will cover modeling topics of particular interest to a wide range of both kit and scratch builders. With "Model Expo" coming out

with a number of new kits and with an influx of really great new plastic kits from Japan, these will be reviewed, as well.

The Photographic Contest is now underway with three Tri-Club members numbering among the past winners.

Also note that there is an April 20th seminar in Houston, TX, which will feature presentations by two of our members.

Last but not least, the NRG is selling off its library at very reduced prices. A listing of books available can be seen on the NRG web site. As of March 1, any unsold books will be reduced another 50% off the already discounted price, so shop soon or you may miss out.



Robert Wicklander, North Shore Deadeye Admiral, reminded us that that club will be conducting hull planking seminars over the next four months. Our members have been invited to sit in on these sessions. (See Feb 2013 Scuttlebutt for times and directions to their meeting site).

2013 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 398-5208
Vice Pres (Flag Captain)	- Paul Pollowy(847) 298-0563
Treasurer (Ship's Purser)	- Ken Goetz(847) 678-4249
Secretary (Ship's Clerk)	- Tony Serigos.....(847) 392-3275
Newsletter Editor	- John Mitchell(847) 392-2259
Photographer	- Leon Sirota(847) 541-6285
Web Master	- John Pocius.....(630) 834-9477
	- johnpociusdesign@att.net

March Meeting Notice

The Models of Donald McNarry

By Gus Agustin

Gus will give us a visual tour, via Power Point, of this most remarkable model collection together with his own expert analysis of the great techniques employed by this master ship modeler. It's a chance to see models that few people have ever seen.

Leon Sirota will also review another of the newest "Model Shipways" kits coming on the market.

Our next meeting will be at 7:15 p.m.
Wednesday, March 20, 2013
At the Community Presbyterian Church
407 Main Street in Mount Prospect

Basic Resin Casting

By Kurt Van Dahm



Kurt is a master at resin casting and his presentation left no doubt in anyone's mind that we got the best information available. We learned all about the reasons for making castings, the materials used in the process and the steps needed to create great looking duplicate parts.

The reasons for making castings are obvious: it is an easy way to make duplicates and it is economical. Also, it's really tough to make a lot of the same thing by hand and have every one look alike. When they are molded, they all look exactly the same.

The steps involved in Basic Resin Casting are:

- Make the master part(s)
- Make a mold
- Make resin parts

What is "resin"? Urethane resin, as marketed by:

- "Alumalite"
- "Castolite"
- "Synor-Por A Cast"
- others

The Forecastle Report, Mar. 2013 - P.2

"Basic Resin Casting", continued from Page 1



Above is a master part (capstan) that has been used to make a one-part mold (blue block) and, below, is the master part and the resulting resin duplicate.



Molds are made of RTV silicone rubber, which is mixed by weight or volume (Polytek "Platsil" 71-15 by vol. A/B or "Dow" 10:1 by wt.) and makes a flexible mold allowing parts to pop right out.

Molds can be one-part, used for flat objects, or two-part used for dimensional objects. To make a mold, you first attach the master object to a base plate and then build a liquid-tight box around the base with enough depth to allow complete coverage of the object.

In a two-part mold, the mold box is filled with the rubber material up to the parting line of the master. After the rubber cures in the bottom half, several locator holes need to be cut or drilled into the rubber to create alignment pins.

The surfaces of the exposed master and rubber are then coated with "mold release" and the top half of the box is filled with rubber. After the rubber has cured, the mold box is disassembled and the rubber mold is extracted.

Note that the master in the mold box (right) is attached to one of the walls, not the bottom. When filling the box with rubber, you need to take care to work the material into all corners and around the master.



To complete the job, you now mix the part A and B resin material and pour into the rubber mold. Before filling the mold you need to coat the mold with a release agent (baby powder). Once the resin has been mixed, you have about a 3 minute working time. Leave the resin in the mold for 5 minutes or more before extracting. Cure times are shorter for 2-part molds than 1-part because the resin generates heat which accelerates curing in confined spaces.

If you would like to see more information on the mixing and use of resin materials, you can log on to the "Alumilite" web site at www.Alumilite.com and you will be able to launch demo videos on many of their products. ❖

"Model Shipways" Syren, US Brig 1803 Review by Leon Sirota

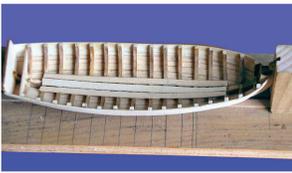
Leon started off by stating that the kit really isn't new, having been released in 2011. The kit is in 1/64 scale giving it a finished length of 33" and a height of 27" and is a completely new design (not an upgrade of an older kit) by master modeler Chuck Passaro. Included are eight pages of full size plans as well as a 140-page instruction manual that is a virtual practicum. The plans were held up for



view and they were very impressive with a lot of fine detail. (The manual can be downloaded from the Model Shipways web site as a .pdf file for viewing). The current price, as of this meeting, was \$219.00, so it looks like a real bargain. All the bulkheads are laser cut from basswood and the center keel/frame is plywood, which resists warping and is not as fragile as basswood. The ship's longboat is of bread-and-butter type construction. Castings are very nicely done from new molds with minimal cleanup needed. Copper tape is used to cover the lower hull - a bit cheap but usable. One grey area is the synthetic rigging provided, which looks like the type supplied in many European kits. Leon felt it should be replaced by the modeler with higher quality line. ❖

● Ships on Deck ●

Tim Riggs brought in his *Longboat* from the "Group Build" session, which was a little more advanced in its completion than average. Tim just had to add that next plank and before you know it, it was just about complete. So, here's a good idea how the



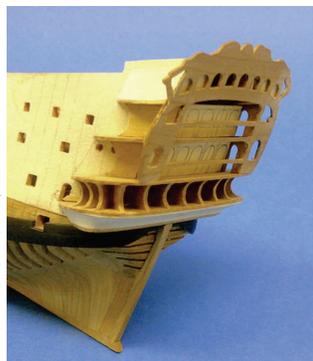
nearly finished product might look, mates.



The hull planks gave Tim some problem, as their width didn't allow them to fit the space. By laying card stock over the outside of the hull and marking the plank run on it from the inside, he was able to make templates that allowed him to cut out the hull planks to fit exactly. That's a trick you can't do on any normal kit, for sure. Great idea, mate.

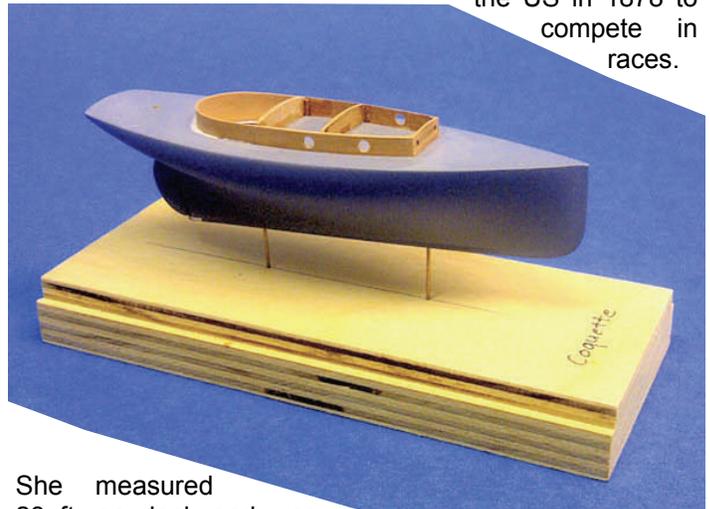
Gus Agustin has now joined the upper and lower sections of his 1:192 HMS *Royal William* and she looks marvelous. All the decks have been finished and the wales have been added to the hull. Current focus is now on the stern galleries and that

area promises to be a true masterpiece in his best tradition. Look for that to be completed in a couple of months.



One addition we had a hard time visualizing was the addition of the galley stove in the forecabin. We'll have to take his word for that for now. There are 400 parts on both the main and lower gun decks alone. The deck planks are 1/32" wide and all have been trenailed using 1/64" diameter boxwood filed down to a needle point and inserted into holes made with a #80 drill bit. Wow!

John Pocius showed us the *Coquette*, an English cutter/yacht model in a scale of 1:64. The original yacht was built in South Hampton, England in 1868 and brought to the US in 1878 to compete in races.



She measured 23 ft. on deck and was cutter rigged. The model is based on plans drawn by W.P. Stephens and published in this book *Traditions and Memories of American Yachting*. The solid hull was built of basswood using longitudinal lift-line sections, then primed with automotive primer. The cockpit coaming and deckhouse were made of pear wood.

Kurt Van Dahm brought in two models - the first was the completed *Picket Boat #1* (1:24) by "Model Shipways" and the second the *Splash*, a model of a Burger-built 23' sailboat ca 1935 being built on commission for the Wisconsin Maritime Museum. Kurt says the *Picket Boat #1*



still lacks some authentic-looking coal for display on deck. The kit did not have any in-



structions on how to rig the gun, so Kurt got in touch with the North Carolina Maritime Museum, who had such a

The Forecastle Report, Mar. 2013 - P.4

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

weapon and was given the proper setup. Great research job, mate. The gun's elevating screw was also added by Kurt to replace the dowel wrapped with string that the kit called for - a nice touch there. The brass pressure gauge is a leftover from Kurt's African Queen model - another nice attention to detail.



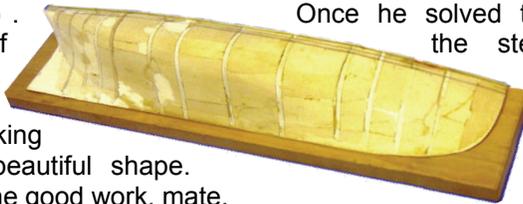
The sailboat *Splash* is being made using a fiberglass hull cast from a plaster mold, which was, itself, created from a solid carved plug. Complete interior ribbing and deck planking are planned, so the structure can later be viewed. We'll see more of this model, as she develops.

Bob Sykes has been working on the 1681 *Mordaunt*, a 1:60 kit from OcCre. It was jokingly suggested that Bob

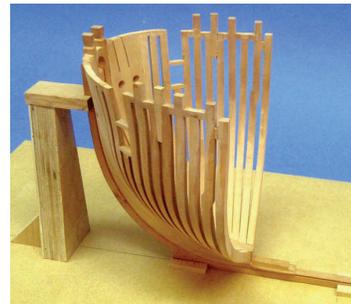


may have put this together just last night, but the great level of workmanship belied that idea. Clearly, Bob has put in a lot of work to bring this to such a fine level of finish. Beautiful job, mate. We admire your great industry.

Peter Pennigsdorf has set aside his submarine project and again taken up the pilot schooner Wm. Bell #24 (1:48). Once he solved the problem of the stern lines, this ship's hull is taking on a truly beautiful shape. Keep up the good work, mate.



Helmut Reiter is working on the bow and stern of his 1:48 model of the HMS *Pegasus*. The bow cant frames were a real challenge, but he was able to find the formula needed to get everything to fall into place. Now he has



begun on the stern frames. Watching your progress is a mini-practicum, mate.

John Mitchell's scratch-built Great Lakes clipper schooner *Challenge* (1:48) has acquired a near-complete deck house only in need of window glazing. A request for tips



on how to add the glazing resulted in several great ideas. Since the plan was to simulate window glass without being fully transparent, use of photo negative film, a piece of



Lucite plastic or lab slide glass were offered. The area was thought to be too big to use liquid filler.

See "Ships-on-Deck", Page 5

The Forecastle Report, Mar. 2013 - P.5

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

John DePew, our associate member from Tallahassee, FL, has sent us photos of his current modeling effort.



The HMS *Diana* (1:64) is a Calder Craft product with CNC- cut lumber, brass 9 and 18 pounder canons, double plank on bulkhead construction and 2300 copper plates. All-in-all, a very impressive result and a beautiful model. Thanks for sharing your work with us, mate.

Want more bang for your buck?

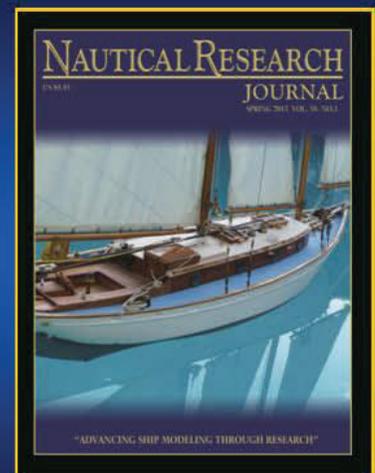
An NRG membership is more valuable than ever! Starting with our Spring issue of the Nautical Research Journal, we will feature a new 80-page format. That means more quality color photographs and articles on ship model building, as well as an expanded Shop Notes section, and features on naval architecture, nautical history, and the maritime arts.

The annual cost of membership will remain at \$38 US and \$50 for all other countries. Visit our new website at www.theNRG.org for more information about becoming a member, the Journal, our library sale, and the 2013 Photographic Ship Model Competition & Review.



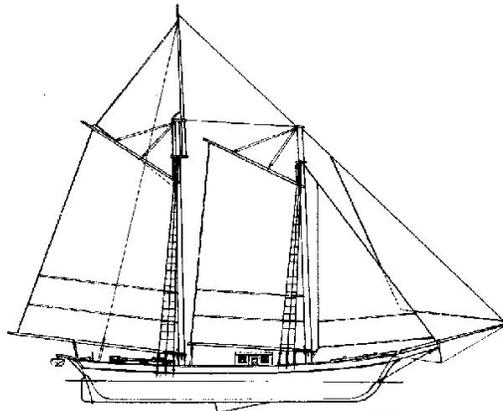
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John R. Mitchell, Editor
2011 N Charter Point Dr. • Arlington Hts., IL 60004



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