



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ May 2012

● Scuttlebutt ●

COMMODORE Gus Agustin opened our April meeting at 7:30 sharp with 24 hands present. We welcomed a new member, **Glen Estrý**, who just joined tonight. Great to have you aboard, mate.

The only news being the upcoming show in Manitowoc, we moved right into the Purser's report.

PURSER Ken Goetz advised that our new fiscal year would end on June 30, 2012 and that our funds were in very good shape. He reports that we have more than enough to cover all of the planned expenses, such as our year end party as well as the support we have agreed to provide to the Manitowoc show. Thanks, Ken, for your careful work.

In addition to our financial status, Ken was able to report that we now have 42 full members and 9 associate members with only 6 who have become inactive. A fine crew, for sure!

● Roundtable ●

Problems, it seems, were few and far between with the crew this evening, as most attendees did not have any issues that needed airing.

Your editor did ask for some advice on how to properly locate treenail holes in deck planks. Thanks to all who came to my aid, as I now know how to align them and have been made aware of the fact that not all models will profit by having them added to the deck - depends a lot on scale.

Gus Agustin gave us a rundown on sourcing plastic model cases and critical specifications when planning their purchase. Gus advises us to outline the physical size of a case by overlaying a pattern on the model's broadside plan to see how big the case should be. Clearance of at least two inches on all sides was recommended. Planning the base is also critical, as that will dictate how the case will fit. It may be best to build the

2012 OFFICERS & STAFF

President (Commodore)	- Gus Agustin.....	(847) 398-5208
Vice Pres (Flag Captain)	- Bob Filipowski.....	(847) 394-0757
Treasurer (Ship's Purser)	- Ken Goetz	(847) 678-4249
Secretary (Ship's Clerk)	- Open	
Newsletter Editor	- John Mitchell	(847) 392-2259
Photographer	- Leon Sirota	(847) 541-6285
Web Master	- John Pocius.....	(630) 834-9477
	- johnpociusdesign@att.net	

May Meeting Notice

Steve Wheeler's Modeling Clinic

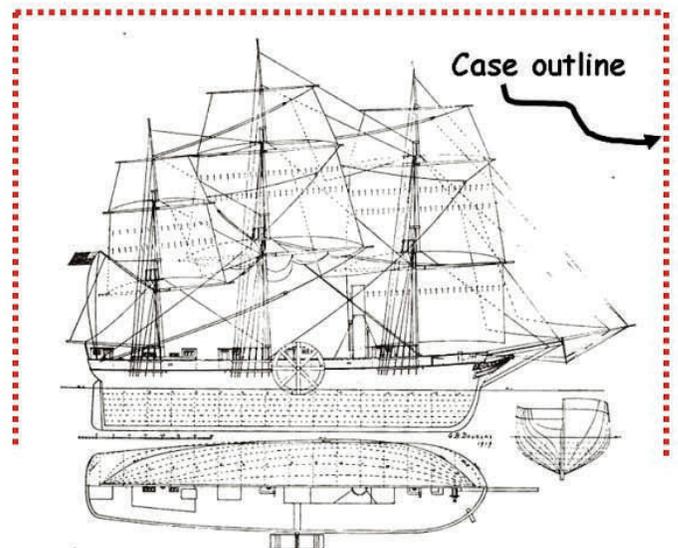
On his way to the model boat contest in Manitowoc, WI on May 18-20, our mate Steve Wheeler from Loveland, CO, will pay us a visit and present a program entitled: "Tools, Useful Things and Other Stuff". Knowing Steve, it'll be excellent.

This is an opportunity for you to learn from a Master Modeler without leaving town - a meeting you don't want to miss.

So, come and join all your mates in giving Steve a warm welcome and an attentive ear.

Our next meeting will be at 7:15 p.m. Wednesday,
May 16, 2012

At the Community Presbyterian Church
407 Main Street in Mount Prospect



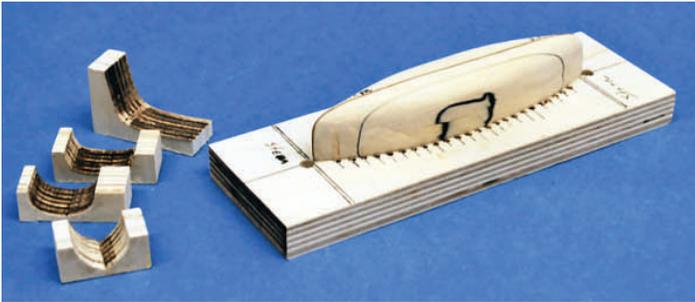
base first and take it to the case supplier to give them a dimension to which to build. Gus found that doing it the other way around can lead to some problems with fit later on. Thickness of the plastic is critical when the case needs to be really large. For miniatures, a thickness of 3/16" is sufficient.

Gus uses: *Streamwood Plastics Ltd, 979 Lunt Ave, Schaumburg, IL 60193. 847-895-9190.*

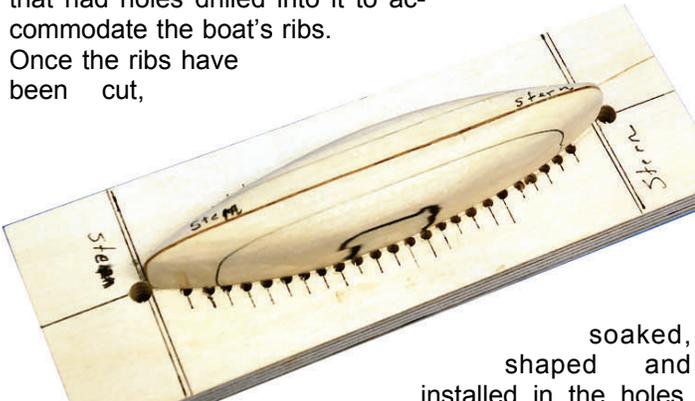
Thanks to all those who participated in the Roundtable.

● Ships on Deck ●

Doc Williams found that the whale boats supplied with his 1:64 "Model Shipways" kit of the *Charles W. Morgan* would not produce the kind of results he wanted (boats were supplied as "bread-and-butter" mini-kits), so he started an extra project to construct them in the traditional plank on frame method. First, Doc carved a "plug" in the



shape of a whale boat hull and then mounted it on a base that had holes drilled into it to accommodate the boat's ribs. Once the ribs have been cut,

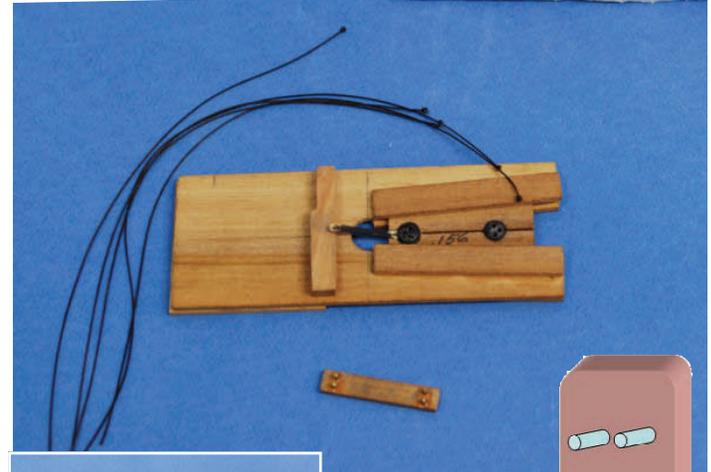


soaked, shaped and installed in the holes, the keel and planks will be added. Keep your eyes on this one, mates, as we're going to learn a lot by watching.

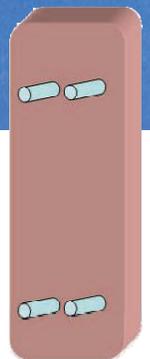
Our newest member, **Glenn Estry**, brought in his first wood model ship, the 1:16 *HMS Bounty Launch* by "Model Shipways". Glenn says he has been a plastic modeler up to now but he has committed to wood modeling to the degree that he acquired a sewing machine to finish his sails. The results are very fine and fully justify the 120 hours he invested in the project. We know we will see many more fine models from Glenn, now that he has caught the wood ship modeling "bug".



Ray Oswalt gave us a mini-class on how to rig deadeyes the easy "Ray" way. One involves building a small wooden jig fitted with pins that align with the deadeye holes top and bottom. Placing the jig on the deadeye with chain plate on the bottom and one deadeye on top allows you to attach a stay to the top deadeye while maintaining uniform separation. The second device is a "V" shaped frame with a sliding insert that holds the two dead-



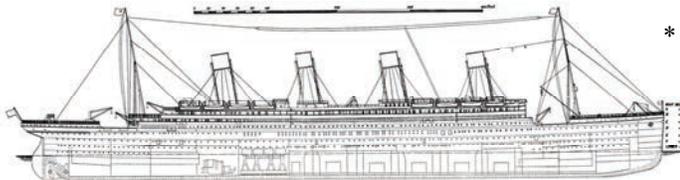
eyes. You lock the two deadeyes into this frame to rig them before installation on the ship. The beauty of this tool is that the deadeyes can not move while you thread the rigging line. Thanks for the great tips, mate.



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Robert Wichlander gave us some historical perspective on an event that occurred April 14-15, 1912 that has never failed to fascinate everyone since.



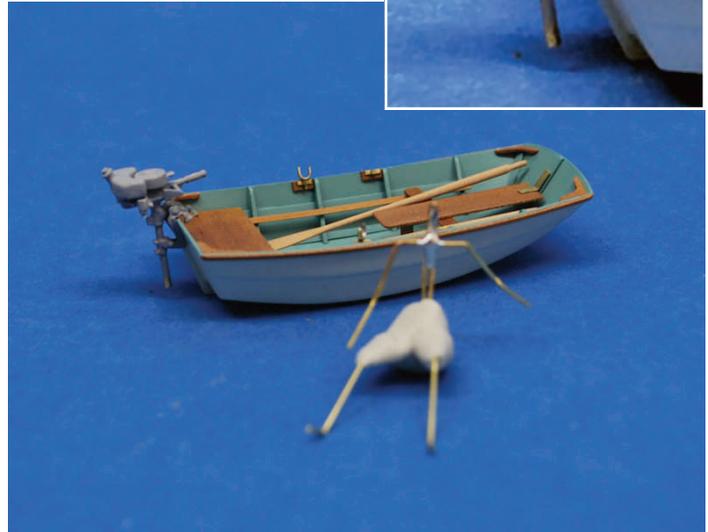
The headline from the Nashville, TN *The Democrat* of April 15th, 1912 screams: "Big Steamer Hits Iceberg". "White Star Liner Titanic Sends Out Wireless Call For Help". "Largest vessel in world; 882 feet long". "1300 passengers on maiden trip". Historians cite this tragedy as a supreme example of man's hubris. Never again would we be so naive as to think that man could build anything that would defy nature absolutely. Thanks, Bob, for sharing this gem with us. Your timing was perfect. *(Images in the public domain from Wikipedia.com).



John Pocius is closing in on his diorama of a pond yacht



and the punt *Rinky-Dink* by putting the finishing touches to the punt's outboard motor, a "Johnson J25" made of brass, boxwood and styrene (we'd like to see how that went together!). The oars were made of pear wood.



A crew figure for the punt has been started and we were able to see how John works up this item. An armature made of brass wire is first silver soldered together and bent to the basic form (seated, standing, etc). Modeling clay is then added to fill in the human form. Once the clay is hardened, figure details will then be carved into it. Lastly comes the painting. Sounds easy, but we think it is an art form, for sure. We look forward to learning more about his techniques in a future program.

Allen Siegel has been struggling with the mounting pedestals on his 1:48 model of the 14-gun privateer *Fair American* ca 1778. It seems the model wants to list to port rather than ride on an even keel and Allen is at a loss to explain it. Nuts were pre-mounted inside the hull to accept the bolts that pass upward through the base and the brass pedestals.



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The bolts are straight, as are the pedestals, so the only explanation that any of his mates could offer was that the pedestals may not have been drilled straight. More on this later. In any case, list or not, the model looks marvelous, Mate.



Bob Sykes has just about completed a 1:72 "Euro-Model" kit of the HMS *Ajax* ca 1765. Bob says that, for an Italian kit, it had very detailed plans.



Translating all the building material descriptions is always a problem, but Bob is able to build a kit the way he thinks

it should go together—and he's always right! Another beautiful result, mate.



Helmut Reiter has been working on his sail making techniques and we'd say it was time well spent. Helmut's 1:48 scratch built model of the 1863 Tartane Ligure *La Gemma* has been dramatically changed by the addition of a set of highly detailed and beautifully constructed sails.



Looking closely, you can see the fine job he did in adding all the mounting holes in the sails with their reinforcements made from stiff paper. Much effort was expended to recreate all the detailed mounting hardware for the sails, as well. Rope was glued to the sail edges with cringles formed on the corners.



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Ships-on-Deck, continued from Page 4



Cringles were all reinforced with thimbles and sail panels were created by gluing paper strips together using rubber cement. All-in-all she's a very complete model.

Base and display case must be next on the list of things to do, we'd guess.

Your work never fails to leave us all in awe, mate. Thanks for sharing your accomplishments with us.



Gus Agustin has truly finished his 1:288 miniature model of the HMS *Bellona* ca 1760 and to see it in its final glory was well worth the wait.

Some final details are the fine looking case made of Plexiglas (Streamwood Plastics) with brass trim. The base is made from walnut with a burl wood insert and is a wonderful job of cabinet making in itself.



The ship model is mounted on brass stanchions and side supports that were turned on a mini-lathe. The name plate was commissioned from a local trophy company.

Now its on to Manitowoc and other far off points for many successful showings and many trophies, we'll bet.

Congratulations, mate, for a truly glorious launching.

Remember this? Here was our first look at the *Bellona* during our meeting of February, 2011.



The Benefits of Membership

Access to Members-Only areas of our web site

- searchable access to our **List of Members**
- access to our NRG **E-mail System**
- browse and upload **Project Photos**
- borrow from our **Lending Library**
- **Research Assistance** from our Members

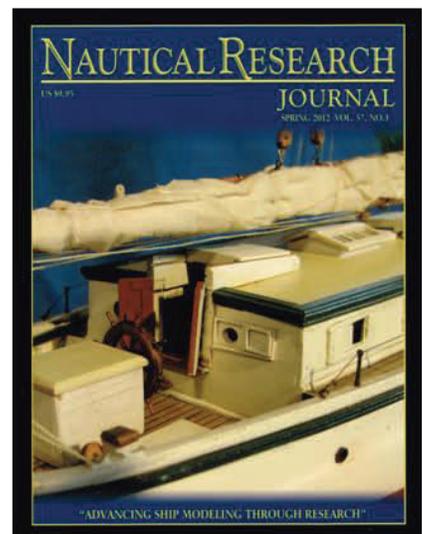
Four Issues of 'The Journal'

Photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical history, and maritime arts.

Annual Conference

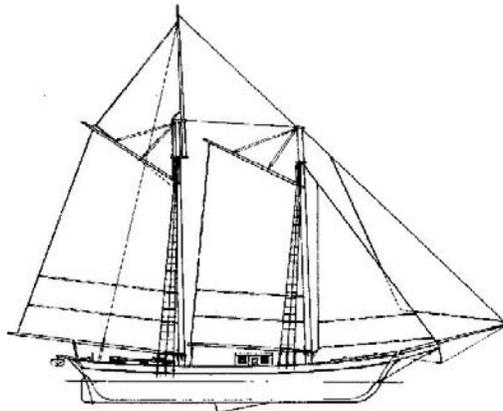
The NRG Conference is held each fall in a "nautical" location. Join other members for our annual celebration of model ships and maritime history.

For more information, visit our website at www.theNRG.org .





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



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