



# Forecastle Report

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

## ● Scuttlebutt ●

**FLAG CAPTAIN Paul Pollowy** opened the meeting in place of our **COMMODORE, Bob Filipowski**, who was on a TDY to the 2013 *NRG National Conference* in Charleston, SC.

Good news for modelers: **Kurt Van Dahm** sent us a note on the October press release announcing the sale of "BlueJacket Ship Crafters" to **Nic and Tricia Damuck**. Nic has been an avid modeler for the last 60 years and is currently a member of the Nautical Research Guild, the Academy of Model Aeronautics and the International Plastic Model Society. The new owner's immediate goals will be to reach out to existing and potential customers, consider new product offerings and increase the profile of BlueJacket in the modeling community. For additional information you may contact Nic at [207-548-9970](tel:207-548-9970).



Paul advised that there would be openings for both a new **Flag Captain** and **Purser** next year. Both posts are being vacated due to the incumbent's pressing outside commitments. The club always profits from having new blood on its Officer Staff from time to time and it is hoped

that a couple of our mates will volunteer to fill the berths. The jobs don't require a degree in rocket science but do depend on having a desire to see our club prosper and grow. Please let one of the Officers know, if you'd like to run for one of these positions. Thanks, mates.



Ken reminded us that dues would be gratefully received from all members between now and the end of January, 2014, when unpaid memberships will lapse. The price of \$20.00 per year brings you 12 issues of the newsletter, admission to all our monthly meetings and an enjoyable pizza party in December - AND the

kind of modeling help and knowledge that money can't buy! A true bargain.

### 2013 OFFICERS & STAFF

President (Commodore)	- Bob Filipowski.....(847) 394-0757
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

## November Meeting Notice

### NRG Conference Review

By Bob Filipowski

For those of you who were not fortunate enough to get down to Charleston, SC for the 2013 NRG National Conference, Bob will bring you up to date on all the action. He will show photos of many of the model displays as well as giving us a rundown on presentations and the special activities that highlighted this year's meeting. It's the next best thing to being there, mates.

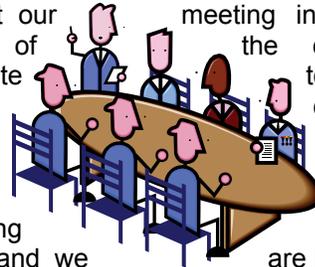
Our next meeting will be at 7:15 p.m.  
Wednesday, November 20, 2013  
At the Community Presbyterian Church  
407 Main Street in Mount Prospect

## ● Tools Round Table ●

*Webster's* defines round-table as: "1) a group gathered together for an informal discussion". And that's just what took place at our meeting in October 2013. The subject of the discussion was about favorite tools that helped us solve special modeling problems that couldn't be solved any other way.

Many fine ideas were exchanged during the course of the meeting and we are happy to share a few of them with all our readers now.

**Ken Goetz** got things going by demonstrating his favorite home made sanding block. This one has been cut with just the right contours to fit into tight spaces, grip slots were added and a neat sandpaper mounting designed, which permits easy attachment. We'd all love to have one of these, mate!



See "Tools", Page 2

## The Forecastle Report, Nov. 2013 - P.2

"Tools", continued from Page 1

**Tim Riggs** e-mailed us his idea all the way from his new home in Texas, where he has been busy organizing his workshop and learning to cope with the warm weather this time of year. He says he was told this product would be the last sanding product he would ever (have to) buy. During a 3-week trial of a small piece, Tim found it to still be cutting great with only a tap needed to clean it. The product name is APRANET and can be found at "Woodcrafters". The assortment pictured contained 80, 100, 120, 150, 180, 220, 320, 400 and 600 grit sheets that are 2 $\frac{3}{4}$ " x 8" in size. Thanks, Tim, for staying in touch.



**Allen Siegel** collects very nice cigar boxes which he puts



to use as storage bins for his special tools. All his many boxes are labeled and stored in a cabinet so he can reach exactly the tool he needs without having to rummage around looking for stuff. Very well thought out, mate. And, the boxes look good, too!



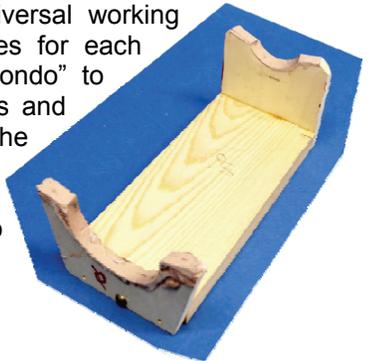
**Doc Williams** extolled the virtues of his set of small wood scrapers and thumb planes. Having a variety of sizes allows him to smooth down wood in most areas of his models (including his violin) and scraping leaves a finer surface than sandpaper. The key to using wood scrapers is to keep them

sharp, and Doc has a good technique for doing just that. He creates a hook on an edge with a special burnisher by rolling over an edge in one direction and then rolling it in reverse. Even though good thumb planes are very expensive, Doc says you will own them for life and they are well worth it for the results you can obtain using them.

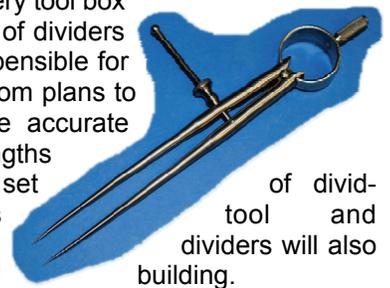
**Bob Ivan** had two neat ideas for saving work or making model assembly easier. The first was a clamping device he uses to secure hull planking at the bow during gluing. It consisted of a wooden block cut to the desired bow angle and a length of rubber band, which ran around the block and a fitting to hold it at the stern. Simple but effective.



The second was a universal working cradle which he customizes for each model by applying wet "Bondo" to the bow and stern cut outs and then pressing the hull into the Bondo to form a perfect fit. Plastic wrap is first applied to the hull so the Bondo won't stick to it. Lets him reuse the device over and over. Great ideas, mate.



**Ray Oswalt** says that every tool box ought to have a good set of dividers in it. This device is indispensable for transferring dimensions from plans to wood and is much more accurate than trying to measure lengths using a ruler. While this set of dividers is a real machinist's rather expensive, simple work very well for model



of divid-  
ers is a real machinist's  
tool and  
dividers will also  
building.

**"Wick" Wicklander** showed us a tool for properly grinding the edge on a chisel. This is known as a "Crocker Sharpening Guide" and will allow you to get the correct edge angle every time. There is a gage marked in degrees on the rotating barrel for setting the angle and, once the tool is locked into position, all you have to do is slide the device back and forth on a grinding stone. This tool was purchased on E-Bay and may set you back about \$50.00, but it is a lot cheaper than spoiling good chisels by incorrectly trying to sharpen them. Money wise!

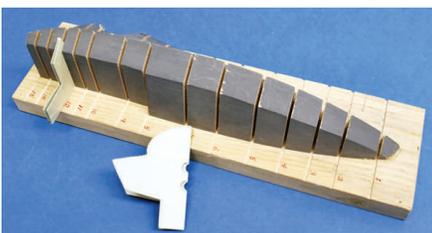


## ● Ships on Deck ●

**Gordon Field** brought in his work-in-progress model of the Skipjack *Willie Bennett* (1:32) and she's a beauty.



Gordon bought this kit some 25 years ago and just now decided to get back into model building with it. Looks like he didn't lose any of his skills during that wait. We admired the fine detail on the deck hardware and the very smooth paint work he achieved. Sails were also expertly done and have a very realistic look. A great looking model, mate. (The base has been photo edited).

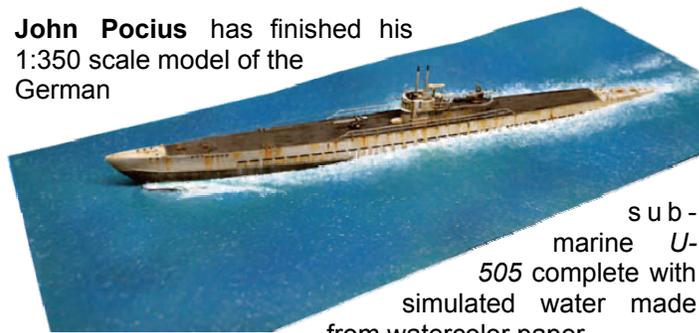


**Bob Ivan** showed a hull plug which he built to create a half-hull model of a c. 1900 English racing boat. The plug will eventually be covered

with an aluminum skin. Card stock was used to create the hull stations and foam blocks were added between each station before carving down to the proper hull shape. Looks well on the way to us, mate.

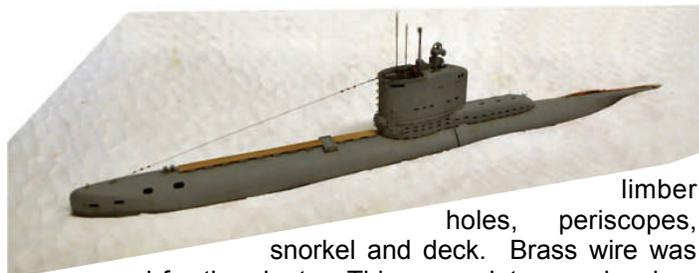


**John Pocius** has finished his 1:350 scale model of the German



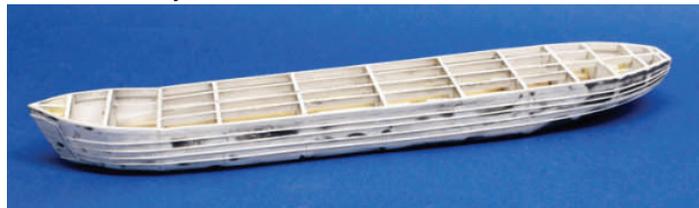
submarine U-505 complete with simulated water made from watercolor paper

His second kit, as yet unfinished, is a WWII German Type XXIII U-boat in a scale of 1:144. The base is done in balsa foam and a background will be done in oil paint to form a diorama. This kit was heavily modified by adding



limber holes, periscopes, snorkel and deck. Brass wire was used for the cleats. This was a late war development and only 6 went into combat. She was designed to travel faster under water than above and carried only two torpedoes - a true forerunner of modern subs.

**Paul Pollowy** has made progress on his 1:192 scale model of the Roen Steamship Line pulpwood barge *Solveig* by plating the hull using 0.015 styrene sheet material. The styrene was first softened in hot water so that



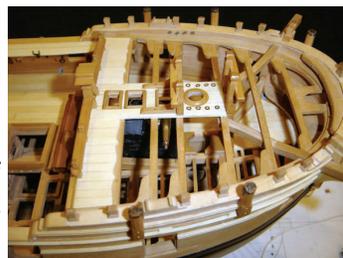
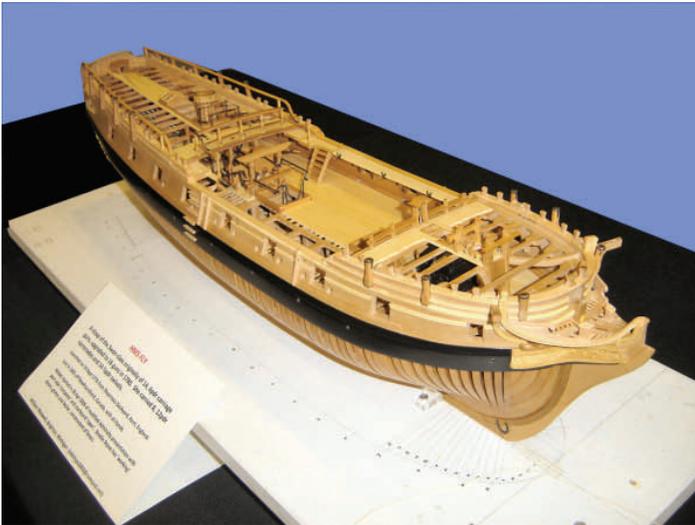
it could be shaped around the hull ribbing. Extra .015 strips simulated the plates used to weld shut the bow doors (this vessel was converted from an LST). Styrene rod (.020) was used for the hull reinforcing fenders. Mounting nuts for attaching pedestals were also nicely incorporated. Next up will be the deck, pilot house, crane and crew quarters. Plenty to keep you going, mate.



## The Forecastle Report, Nov. 2013 - P.4

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

**Bill Maxwell**, one of our newest members from Brighton, MI, is working on a remarkable model of the HMS *Fly*. Photos of his work have come to us via Bob Filipowski, who had great praise for his workmanship. We agree!



Top to bottom on the right:  
Detail on the beautifully carved bow.  
Capstan with a view of the inlaid great cabin deck.  
Bilge pumps showing the finely detailed chain drive lifts and pump levers.  
Fore-cabin with a view of the cook stove inside.  
Left above: Shows the skillful woodworking on the stern cabin, the hull framing and the rudder detail with its gudgeons and pintles.

All in all, a tour de force of fine modeling that's a feast for the eyes. Thanks, mate.

**Bob and Ralph Sikes** both can claim ownership of their jointly done model of the French Frigate *La Renomme'e* ("Euromodel" - 1:60) and it shows their total mastery of kit building to a tee.



Ralph built the hull on this one up to the crow's nests and Bob added all the rigging and finished it off. The flags were made out of painted aluminum foil to achieve the correct shapes.

Bob says it is a very well designed kit with plenty of detail including metal blocks. The castings all appear first rate.

The *La Renomme'e* was a French 40-gun frigate launched in 1744 and later captured by the British, converted to 30-guns and renamed HMS *Renown*.

Bob and Ralph have really made this ship come to life. Nice work, mates.



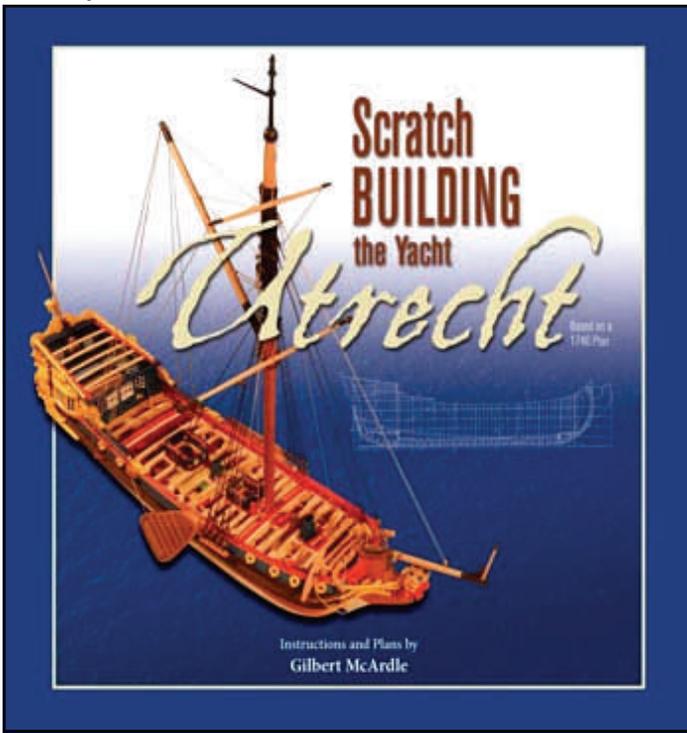
**Scratch Building the Yacht**

***Utrecht***

Instructions and Plans by  
Gilbert McArdle

Distributed by: Sea Watch Books, LLC, Florence, Oregon  
[www.seawatchbooks.com](http://www.seawatchbooks.com), [seawatchbooks@gmail.com](mailto:seawatchbooks@gmail.com)

There is no doubt that Gilbert McArdle has become one of the authorities of our time on the construction of models representing Seventeenth and early Eighteenth Century vessels. Mr. McArdle's latest book outlines the

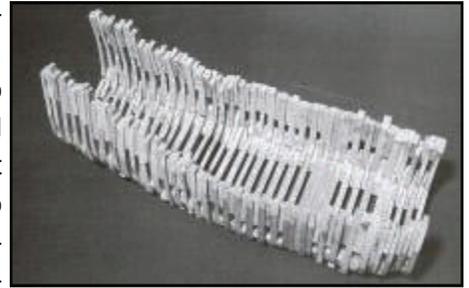


building of a model of *Utrecht*, a Dutch yacht from 1746. The author's inspiration was the result of another Sea-Watch book written by Ab Hoving and Cor Emke, *The Staten Yacht Utrecht*, which describes the construction of a full-size replica.

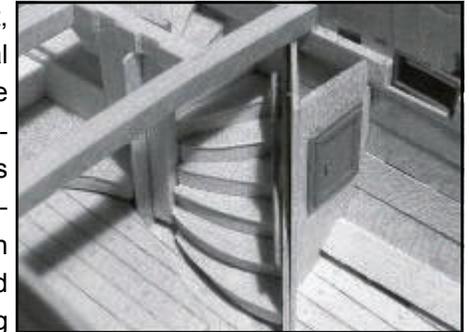
Chapter 1 deals with hull construction. McArdle utilizes a technique that can be applied to any model when constructing a framed up hull is desired. As far as *Utrecht* is concerned, the author has supplied a set of frame drawings that will save the modeler considerable time. The author also explains how these frames were obtained from a half-hull based on the body plan in Hoving's book.



The use of a modified Bruckshaw jig, which is simple to construct, ensured hull accuracy, yet allowed frames to be initially over-size, which minimized construction time.



The second chapter deals with interior construction. Subjects include the forecandle deck, bunk bed partitions, crew compartment, galley and floral wall designs. One of the more complex assemblies discussed is a spiral staircase, which has to be fitted around varying



bulkhead contours and an ascending floor. No doubt, the tips shared here could apply to many vessels from this period!

Some of the more intricate items covered in this chapter include the elite bunks with drapes, the fireplace and dish cabinet. The author's solution for simulating the drapes is especially innovative, and presents a realistic appearance!

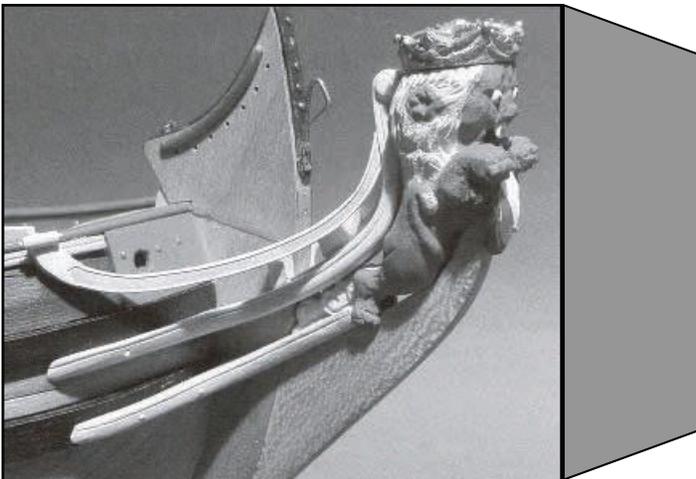


One of the most striking features on this model is the pavilion, which is covered in chapters 3 and 4. This



## The Forecastle Report, Nov. 2013 - P.6

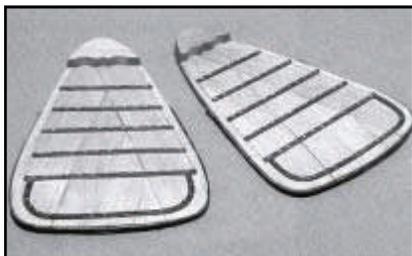
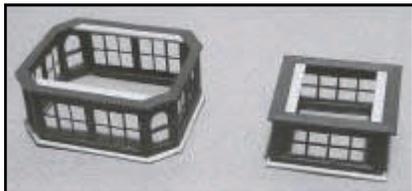
includes framing, inboard planking, window frames and



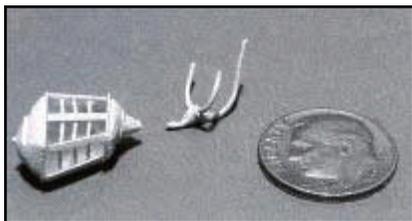
some excellent carvings, which are dealt with in a number of ways using different woods and materials.

The fifth chapter is short, but very important. It deals with bow construction, and those finicky head rails, upper and lower cheek rails, and the transverse bow timbers. The author provides sketches of the true shape for these items, which is a huge plus! Carving the figurehead is also discussed, and how it impacts the upper stem piece. Some excellent advice is provided here that can save the modeler a lot of grief.

Chapter 6 is probably one of this writer's favorite segments since it deals with so many different intricate parts and modeling techniques. Appropriately, it is titled "Deck Fittings and Sundry Parts." A few of the items discussed include the construction of skylights, the windlass, the leeboards with their edge-bent brass strips, the pavilion cushions, and decorative carvings.

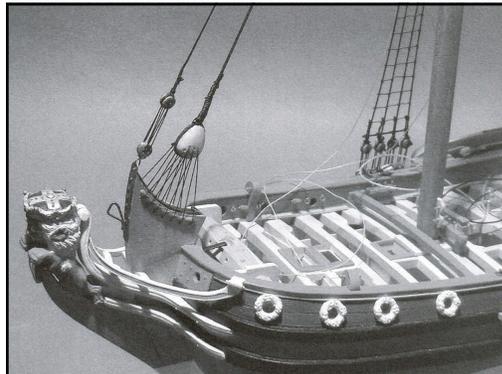


Items that often cause modelers some frustration are the stern lanterns. McArdle's approach is simple, and produces excellent results. The procedure can certainly apply to any model ship that has them.



The rigging on Dutch yachts was not especially complicated, but they did possess some peculiarities. Chapter 8 covers mast and yard construction, as well as the rigging of the model.

Mr. McArdle considered silk suture thread for portions of the rig, and then reconsidered. He explains why, and it may not be good news



for those of us who have rigged models with this type of line.

The final chapter, number 9, deals with the cradle and case. These are not subjects often covered in other books. The author shares tips for using a carved dolphin to cast a full set that will be used as pedestals.

*Scratch Building the Yacht Utrecht* is profusely illustrated, and contains over 225 photos and sketches. This includes a special section featuring 12 full-color images of the completed model. At the back of the book, there is a 1:48 scale plan showing the frame positions as laid out by Mr. McArdle. Lastly, there are two sheets containing the frame drawings, which can be easily removed from the book due to its unique spiral wire binding.

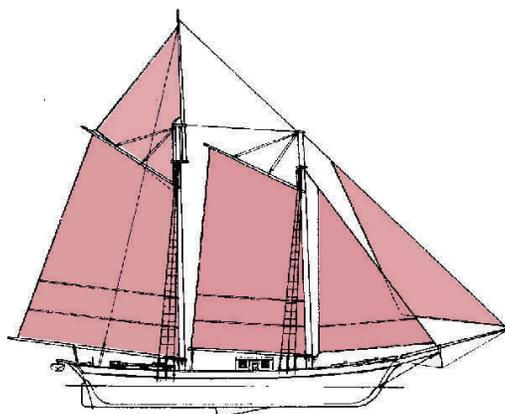


This book contains a number of typographical errors that may confuse the reader/modeler, but *Scratch Building the Yacht Utrecht* still represents a good value. This is especially true since SeaWatch Books is currently offering this book and *The Statenjacht Utrecht* by Ab Hoving and Cor Emke at a combined cost of \$75.00. That represents a savings of \$27.00! For more details, go to [www.seawatchbooks.com](http://www.seawatchbooks.com).

Reviewed by  
Bob Filipowski



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



# Forecastle Report

Newsletter of the Midwest Model Shipwrights  
[www.midwestmodelshipwrights.com](http://www.midwestmodelshipwrights.com)