



Forecastle Report

Newsletter of the Midwest Model Shipwrights

October 2009

● Scuttlebutt ●

Comodore **Sid Wotman** rang the ship's bell to open the meeting on a highly dedicated crew gathered around to discuss the fine points of kit selection and building.

Members were reminded of the urgency for everyone to sign up for the upcoming Tri-Club Symposium. An accurate number of registrants is needed soon, so final arrangements can be made for the venue rental and the food. The registration form is attached below.

October Meeting Notice

"Nibbing"

By **Bob Filipowski**

Ever wonder how to lay down that perfect deck? Well, here is your chance to learn the fine points of this technique from a master. Find out all the scoop on deck planking from midships to waterway and all the mysteries of planking at bow and stern. Be sure to join Bob for this all important session.

Eleventh in our series, **Historic American Warships**, features the *LST (2)* "Landing Ship, Tank", an American designed ship that played a vital roll in helping to win World War II. Read about them on page 5.

Our next meeting will be at 7:15 p.m. Wednesday,
October 21, 2009
At the Community Presbyterian Church
407 Main Street in Mount Prospect

2009 Chicago Tri-Club Association Symposium

Sponsored by the Midwest Model Shipwrights, Nautical Research and Model Ship Society and Northshore Deadeyes

Date: Saturday, November 7, 2009

Time: 8:00am-4:30pm

Location: Lutheran Church of the Ascension, Willow and Sunset Ridge Roads, Northbrook, IL

Fee: \$20 members*, \$25 non-members (after Oct. 31: \$25 members, \$30 non-members)

The day will include coffee and rolls in the AM, catered lunch and speakers for a full day of learning and fellowship. All participants are encouraged to bring models for display.

SPEAKERS

Gordon Stiller Carving for the Ship Modeler
Bob Filipowski Staghound half hull from a Flying Fish kit — How I did it.
Tim Riggs Laying Out Headrails

ROUND TABLES

Gordon Stiller Q & A on Carving
Bruce Hoff Threaded wire screws — Alternate to wooden trunnels
Sid Wotman Making gears on a lathe
Richard Williams Stripping Blocks
Ray Oswalt Rigging Deadeyes
Bob Filipowski Group choice of past Power Point presentations.
Topics Available: a. Nibbing Planks
b. Stripping Deadeyes
c. Stealers & Drop Planks
d. Blackening Metal Parts
e. Sharpening Saw Blades
f. Gudgeons & Pintles



2009 Chicago Tri-Club Association Symposium — Registration Form

\$20 member* \$25 non-member
(after Oct. 21: \$25 members, \$30 non-members)

Make check payable to:
Chicago Tri-Club Association

You must pre-register, deadline is October 31st.

Mail completed form with payment to:
2009 Chicago Tri-Club Association Symposium
c/o Bob Filipowski
619 N. Eastwood Ave.
Mount Prospect, IL 60056

Name _____

Address _____

City _____ State _____ Zip Code _____

Phone _____ E-mail _____

*Member of Midwest Model Shipwrights, Nautical Research and Model Ship Society or Northshore Deadeyes

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● Kits & Plans ●

A Roundtable

Kurt Van Dahm led off the discussion with a set of plans that really turned him on - the *Chaperon* by "Model Shipways". All the plans are isometric, meaning they display perspective rather than just flat views. Where dimensioning was important, flat views were given, however. In an isometric view, it is easier to see how things go together, according to Kurt, and is a big improvement over traditional plans being furnished with most kits.

In contrast to the *Chaperon's* plans, Kurt also showed a solid hull model of the *USS Michigan* of 1898 by "Iron Shipwright", who's plans were very minimal and left a lot to the modeler's imagination and research talents.

Other examples were solid hull models offered by "Blue Jacket", whose plans were acceptable.



See Kits, Page 5

● Ships on Deck ●

Bob Sykes showed us his new 1:65 "Calder Craft" kit of the *HM Bark Endeavour* (1768). Bob says the detail on the new kits he has built have improved considerably. On this kit, started back in May, he found many items pre-



made and requiring only "fine finishing". Plans were all in English; a real surprise. An easy kit to build.

Helmut Reiter is "still working" on his *La Belle* (1:36) after five years, a somewhat embarrassing fact to him, but he found the wood work relatively easy compared to the rigging tasks he is now facing. The source book by Beaudreau, while excellent on wood work, is a bit vague on



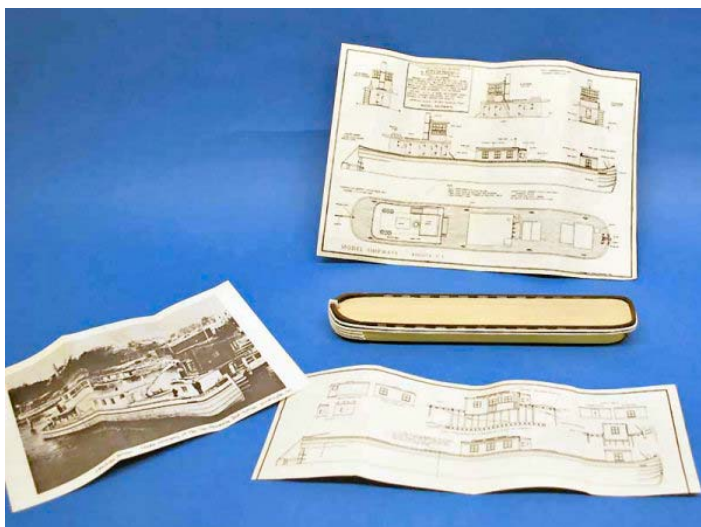
the rigging - referring to his monograph on rigging the 74 gun ship. Scale and working space are major problems in working on rigging that still need to be worked out. We got a promise that he would be finished in two months - a promise we won't hold you to, mate.

Gus Agustin gave us a final look at his 1:192 scale model of the *St. George* (1701), which is now finished,



and its new base and case. The base was built of KOA wood from Hawaii and the case was Plexiglas trimmed with brass strips. The support dolphins were carved from bass wood and painted gold. Name plates were made for the model at a trophy shop, which Gus can detail to you. This one is earmarked for glory at the next Manitowoc show, we're sure. Beautiful work, mate.

Paul Pollowy brought in his 1:96 scale model of the *City of Peking*, an I & M steam barge from 1911. She was originally designed to operate in the I & M canal but, due to lack of bridge clearance caused by the height of the pilot house, was relegated to operation on the Illinois River.

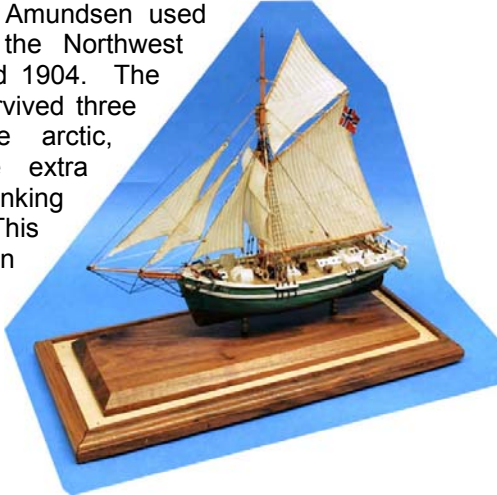


This is an antique solid hull kit from "Model Shipways" that he bought in a garage sale a few years ago and is just now getting around to building. Missing details will have to be scratch built, providing a nice challenge going into the new year. Good sailing, mate.

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Ships-on-Deck, continued from page 2

Doc Williams provided another glimpse from the past with his kit of the *Gjoa*, which was the ship the Norwegian explorer Roald Amundsen used to search for the Northwest Passage around 1904. The original ship survived three winters in the arctic, thanks to the extra layer of hull planking added to her. This was built from an old "Model Shipways" kit at a scale of 5/32" = 1'. MinWax stain colored the sails and the flag was made a la Gus Agustin.



John Pocius has finished his 1:9 scale bust of an "Aluet Sea Otter Hunter" circa 1850, and a hansom figure he is.

The work was painted with artist's oil paints and, after two weeks of drying, was sprayed with matt lacquer. The basic form was carved out of pear wood with details done in "Magic-sculp". Detailed re-



search was required to create his model, as little has been published on this subject. Examples in the Field Museum and information off the web helped fill in the missing information. The second model is a work in

progress and depicts a native chieftain with a raven's rattle, cape and hat done in boxwood and "Magic-sculp".

Kurt Van Dahm outlined his research on silver soldering and his efforts to work with "Sparex 2" for blackening metal. Kurt found a small, cheap crock pot that works for heating the Sparex up to 160° (150°—180°); heating makes the product work much better and normal ventilation is adequate.



Masterpieces in Miniature

On September 9, 2009, the Maritime Museum of San Diego opened a truly unique exhibit dedicated to the miniaturists within our hobby. Participants include our own Gus Agustin, Tim Riggs, and West Coast member Robert Hewitt. Other contributions to the exhibit include works by Donald McNarry, Lloyd McCaffery, Robert J. Fivehouse, Herbert Falkland Seeley, John Fox III, and Phil Toy.



The models represent a period from early sail to modern warship and steamer, and are to a scale of 1:192 or less. Located in the Gould-Eddy Gallery aboard the ferryboat *Berkeley*, the total exhibit numbers over 40 models, and include 19th century antique miniatures donated by private collectors. These remarkable works will be available for viewing until May 31, 2010.



Robert Hewitt and Gus Agustin at entrance to exhibit. The model featured on the poster is Gus' *Stuart Royal Yacht* c.1690.

If you wish to see examples of Gus', Tim's or Robert's work, visit our website at:

www.midwestmodelshipwrights.com.

Article courtesy of Bob Filipowski

A Great Lakes Travel Report

By John Mitchell

While on a vacation trip up the west coast of Michigan, I was amazed to find a couple of truly unique and historical Great Lakes vessels in the town of Saugatuck.

What a surprise to see a huge, turn of the century Great

Lakes steamer tied up at a pier on Lake Kalamazoo, right off the highway into town. She was the steamship *Keewatin*, the last of the classic passenger steamships afloat and now



turned into a maritime museum. Her history, outlined in the museum's pamphlet, was equally fascinating: The *Keewatin* was built for the Canadian Pacific Railroad, in Scotland and delivered to the Great Lakes in 1907. For

Name: Keewatin
Length: 350 ft.
Beam: 43.8 ft.
Draft: 16 ft. Depth: 26ft.
Displacement: 3,856 tons
Speed: 16 knots
Propulsion: quadruple expansion, with hand-stoked coal-fired Scottish boilers, producing 3,300 hp.
Officers & Crew: 86
Passengers: 288 (berthed)

over 50 years she served as the "railroad", connecting the Georgian Bay and upper Lake Superior railheads. To complete the original delivery, she was cut in two sections for passage through the Welland Canal and reunited at Buffalo,

Lake Erie. Regular service began October 7, 1908 between Owen Sound and Port Arthur/Ft. William in Lake Superior. Her home port was later shifted to Port McNicholl, Ontario in 1912. Retirement came on November 29, 1965 and arrival in Saugatuck was on June 27, 1967. She is Well worth a visit on a summer day.



Another surprise was the historic "Saugatuck Chain Ferry" *Diane*, which ran across the Kalamazoo River just below the lake and dated from 1838. This must have been an exciting way to get to the other side; a chain stretched across the river to pull the ferry along, all run by hand!



Inside the steamer one can view (l to r) the dining room, deluxe stateroom and steam room, among others.

Moored near the *Keewatin* was an old *Great Lakes Tug*, easily identified by the high bow. This one was riding high, probably due to empty ballast tanks, and was diesel



powered, based on the short stack; a steam tug would have had a taller stack.

Moving on to Mackinaw City, there was a fine display of four Dahlgren

Guns mounted on steel Marsilly Carriages sitting on the lawn in front of the Mackinac Island Ferry port. Really a surprise, having just seen the model



made by Bruce Hoff. These were broadside guns from the US Civil War era.



Out on Mackinac Island, there was a working example of what looked like a WW II LCVP tied up at the dock. The wheel house appears to have been added post war and the bow ramp door modified.

Last but not least, there was a really fine model of a "Mackinaw Boat" on display in the local Mackinac Island Museum. This one was said to be representative of the type boat used in the upper Great Lakes region, principally for fishing and earlier in the fur trade.



Special thanks to Kurt Van Dahm, Tim Riggs and Steve Wheeler for their kind help with technical advice on these

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Kits, continued from page 1

Sid Wotman brought in a set of plans from the *Ampion* that show several discrepancies in historical accuracy. Instructions were printed in English, Italian, German and French and covered quite a few sheets. Layouts were given for 1st & 2nd planking layers plus the deck. Many fine details were supplied including some decent dead eyes. Sail material was a little heavy.



Leon Sirota detailed a kit of *HMS Vanguard* originally produced by "Amati" but, due to the high cost of importing European products, now being produced and sold by "Model Shipways" under license from "Amati". This is a very large kit (46" long) and contains many, many parts. Materials are all quite good, having been made in the USA vs Italy, and the instructions are in English. The kit can be ordered complete or in six, \$100 monthly shipments for a "pay as you build" program (total price is \$600 on the Model Shipways web site). Leon is looking for a buyer, as he does not want to build this kit - too much time required for him.



Two other fine models displayed during the roundtable were as follows:



● LST (2) ●

Landing Ship, Tank (LST) was the military designation for naval vessels created during WW II to support amphibious operations by carrying significant quantities of vehicles, cargo, and landing troops directly onto an unimproved shore. The majority,



a thousand, were laid down in the United States during WW II for use by the Allies. Eighty more were built in the United Kingdom and Canada.

From their combat debut in the Solomon Islands in June 1943 until the end of the hostilities in August 1945, LSTs performed a

vital service in WW II. They participated in the invasions of Sicily, Italy, Normandy and southern France in the

Name: LST (2)
Length: 327 ft 9 in.
Beam: 50 ft.
Draft, unloaded: 3 ft 4 in bow; 7ft 6 in stern. **Loaded:** 8 ft 2 in bow; 14 ft 1 in stern.
Displacement: 1,780 long tons light. 3,880 long tons full load.
Speed: 12 knots
Propulsion: 2 x GM 12-567 diesel engines, two shafts, twin rudders.
Crew: 8-10 officers, 100-115 enlisted.
Armament: 1 x 3 in gun, 6 x 40 mm guns, 6 x 20 mm guns, 2 x .50 cal machine guns, 4 x .30 cal machine guns.
Boats & landing craft carried: 2-6 LCVPs.
Troops: Approx. 140 officers and other ranks.

European Theater and were an essential element in the island-hopping campaigns in the Pacific which culminated in the liberation of the Philippines and the capture of Iwo Jima and Okinawa.

To meet the conflicting requirements of deep draft for ocean travel and shallow draft for beaching, the ship was designed with a large ballast system that could be filled for ocean passage and pumped out for beaching operations.

The need for LSTs was urgent and the program

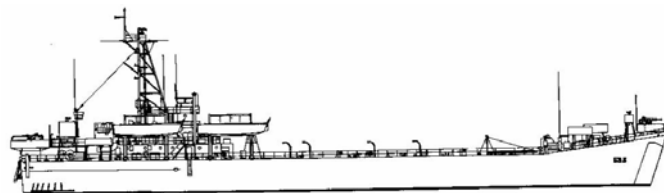
enjoyed a high priority throughout WW II. To speed production, new construction facilities were established along inland waterways. The success of these "cornfield" shipyards of the Mid West was enormous. Of the 1,051 LSTs built during WW II, 670 were constructed by five major inland builders, one of which was the Prairie Shipyard in Seneca, IL.

The successful amphibious assault at Inchon during the Korean War pointed out the continuing utility of LSTs once again.

This article was compiled from information in the public domain found on the web at Wikipedia.org.



John R. Mitchell, Editor
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