



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ October 2011

● Scuttlebutt ●

COMMODORE Gus Agustin opened the meeting at 7:30 sharp with 27 hands aboard.

Guest **Hal Chaffee** of *Model Builders, Inc.* was introduced. Hal's firm makes all sorts of professional models, including ships, and he came to us to gain more knowledge on rigging of sailing ships.

Kurt Van Dahm let us know that the *Tri-Club Symposium* for 2011 had to be cancelled due to a lack of speakers. This was partly due to the fact that no suggestions for subject topics had been received by the planners, despite the many requests sent out to club members. With a pause in the event, it is hoped that members will voice their interests for next year.

Kurt also announced that he was looking for someone who would be interested in finishing off a model of "Sovereign of the Seas" for a client. Contact Kurt directly.

In looking for sources of supply for high quality wood, Kurt says he is very happy with a new site he is using, "HobbyMill" custom wood milling for the hobbyist. You can reach this firm at Hobymillusa.com on the web or e-mail them at HobbyMill@cinci.rr.com. They custom mill each order and have inventories that include Castello Boxwood, European Pear and Holly among others. Kurt also has their price list, in case you have an interest.

Gus asked that we start thinking about a slate of officers for the next year. Elections will be held in December but nominations need to be in by the November meeting. Contact any of the officers with your nominations.

PURSER Ken Goetz reported that our finances are in good order. However, to make it easier to plan income vs. expenses, Ken recommends we adopt a fiscal year from July 1st to the following June 31st.



Dues are once again coming up and will be payable in January, 2012. For now, they remain at \$20.00 but the club's income needs are being reviewed to see if they need to be raised. More on this later.

2010 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)	- Jim Merritt.....	(847) 888-3882
Editor (Signals Officer)	- John Mitchell	(847) 392-2259
Photographer (M. Chief)	- Leon Sirota	(847) 541-6285

October Meeting Notice

2011 NRG Photographic Ship Model Contest Review

By Kurt Van Dahm

We will be entertained by photos and an analysis of all the contest winners and other entrants by one of the leading judges in the field.

Here's where you will get a good feel for the kind of details that really count in a model contest and maybe some new ideas on building techniques, as well.

It will be a visual delight, so don't miss this one!

Our next meeting will be at 7:15 p.m. Wednesday,
October 19, 2011

At the Community Presbyterian Church
407 Main Street in Mount Prospect

NRG Conference Review

By Bob Filipowski

Bob gave us a great rundown on all the side activities that took place during the 38th annual NRG Conference held in San Francisco, CA, August 22-27, 2011.

Highlights were tours of the many historic ships that were part of the San Francisco Maritime Museum.



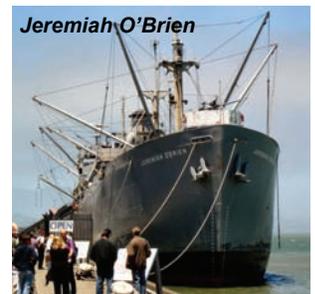
Balclutha



USS Potomac



USS Pampanito



Jeremiah O'Brien

See NRG, Page 2

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NRG, continued from Page 1

USS Pampanito (SS-383) is a WWII Balao-class fleet submarine museum and memorial that is open for visitors daily at San Francisco's Fisherman's Wharf. *Pampanito* made six patrols in the Pacific during WWII during which she sank six Japanese ships and damaged four others. *Pampanito* is being restored to a specific point in time, late summer, 1945, to represent the height of WWII submarine development. Almost all of the missing items have now been replaced and much of the equipment on board has been restored to operation.

The WWII-era Liberty Ship **Jeremiah O'Brien** and the steel-hulled square-rig **Balclutha** were also on display.

The **USS Potomac** on view was the personal yacht of President Franklin D. Roosevelt. An interesting feature was the number 2 stack, which is actually an elevator built for use by FDR to accommodate his wheelchair.

Several ship models in the museum were also of historic interest.

The steamship **Pomona** ran aground on March 17, 1908 while on a routine trip near Fort Ross Cove, 80 miles north of San Francisco. Built in 1888 by the Union

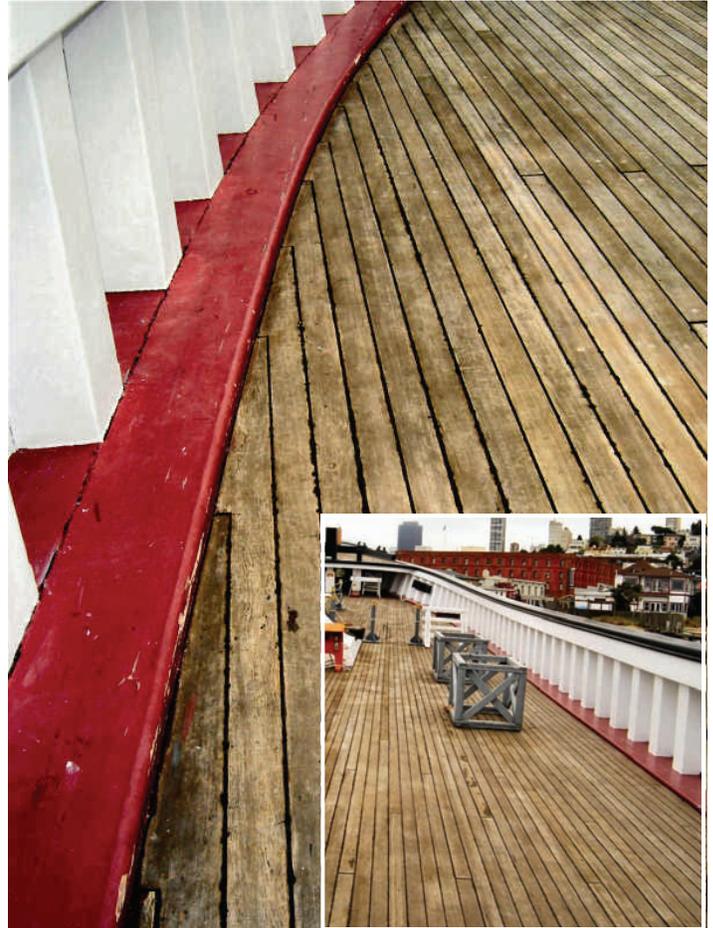


Iron Works of San Francisco, the *Pomona* is perhaps California's best representation of 19th century steam ferry transportation along the Pacific Coast.

The **C.A. Thayer**, built in 1895 at Fairhaven, California, is a typical West Coast lumber schooner. The actual ship is on exhibit at the Hyde Street Pier, and is undergoing an extensive renovation.



Bob's photos also zeroed in on deck planking details - one of his passions. A variety of margin plank installations as well as examples of nibbing planks were shown.



Several notable ship models from a tour made to the Kriegstein home and model collection were also shown.



The experience was awesome for those who signed up early enough to get in on the trip.

● Ships on Deck ●

Doc Williams explained that, even though his 1:64 model of the whaler *Charles W. Morgan* may look the same as it did last month, a lot has been added to the bulwarks. Building sequence for Doc is to add all the details to the bulwarks before he adds deck furniture so that the latter do not get in the way of the bulwarks work. Things like pin rails, ports, cleats, sheaves, mooring chocks, etc. have to be added first.



Work was also begun on the rudder and wheel mechanism, which is a rather remarkable setup. The wheel is mounted on the tiller and is used to turn a rope drum to move the tiller (gives added mechanical advantage and can be operated by one helmsman, as opposed to several hands needed to handle a simple block and tackle arrangement). This setup was known as an "ankle buster", for obvious reasons. Looking shipshape, mate.



Dave Botton has been adding to the fine details he will install on his 1:96 scratch-built model of the seine boat *Benjamin W. Latham*. This month he has created some



very fine looking mast hoops. He first tried wood shavings and brown paper bags before he zeroed in on pear wood, which he thinned down using a Jarmak saw and then reduced it further to 0.008" on his Preac saw. Next he soaked the wood in water until it became soft, coiled it around a brass tube and glued it with white glue. Once dry, he did a final gluing with C/A and turned the rings off on his lathe. The C/A easily broke free of the brass tube. Nice technique, mate.

Ray Oswald's tenet: "Put nothing on the hull before its time". Advice we would all be wise to follow, if we want to build models with the least heartaches.

For installation on his 1:64 model of the slaver *Dos Amigos*, Ray has been working on the spars, which are not yet glued together. Jackstay eyebolts were made from scratch and then blackened.



Deadeyes were made and stropped using brass that had been bent, soldered together, filed smooth and finally blackened using "Brichwood Casing" chemical. Ship's boat davits complete with pulleys, ship's boats with oars, deck pumps, mast hoops, mast coat, have all been built, as well. When all the details have been completed, only then will they be installed on the hull. When the masts and spars are installed, they will have all the blocks and tackle already attached, including the sails! Thanks, mate, for the great building tips!

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Ships-on-Deck, continued from Page 3

Bob Ivan's current project is a 1:25 scale scratch built model of a *Number Boat*. Twenty of these boats were built for racing on the East coast back in 1910.



The important characteristics of this type boat are the narrow beam and sharp bow. This type is known as a "semi-displacement" hull—round near the bow and almost a planning hull aft. These early boats probably couldn't plane, as they were under powered with 30 Hp motors yielding 18 MPH top speed.

This model was built upside down over 3/32" plywood frames, as you would when building a ship's boat. When he came to cutting off the frames from the building board, care had to be taken to achieve the correct deck camber with all frames faired to each other.



To make it easier to plank the hull from all sides,

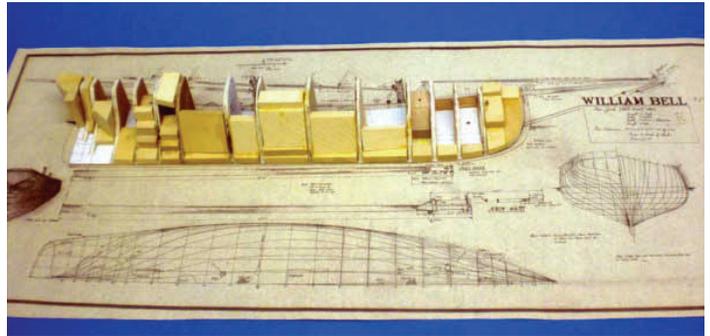


Bob built a special mounting jig, which allowed him to clamp it in a bench vise at different angles to allow rotation of the hull.

The hull is made of 1/32" basswood with strips from 1/32" to 1/4" wide, depending on where it was needed (closer to the keel required wider strips). He was almost sorry he didn't use 3/64" thick planks, as the thinner 1/32" were almost too thin and required some filler where he over sanded. The deck is 3/16" mahogany.

Unlike other models he has built, he will try to finish the cockpit on this one, hull shape being Bob's real passion.

Peter Pennigsdorf has been charting new territory on his current project, the 1/4-scale scratch built model of the New York pilot boat *William Bell* (#24). He says it's an example of "How not to do a half hull", but we see the results as right on the mark. Even though we didn't have a



current photo of his work, this photo from August 2011 shows his building methods clearly - bulkhead stations with block fillers in between. Problems have shown up in the bulkhead patterns, which do not seem to yield the correct shape at the stern. Carving the stern in one solid block is one idea being explored. Hang in there, mate.

Bob Sykes has completed his 1:100 Mamoli kit of the French Navy *L'Orenoque* (1848) and the final results far



exceeded the kit maker's design. Not only is this model beautifully built, but Bob has created motorized paddlewheels and a smoking stack to give it added realism. What a surprise! This has really made this kit a stand out.

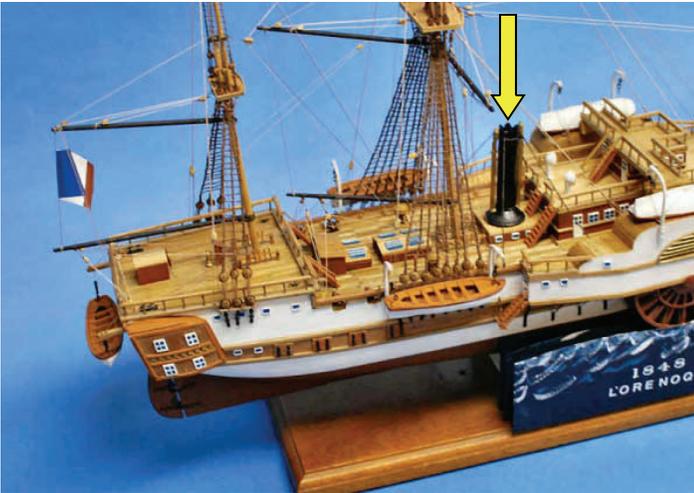
Congratulations, mate, for your great originality.



See Ships-on-Deck, Page 5

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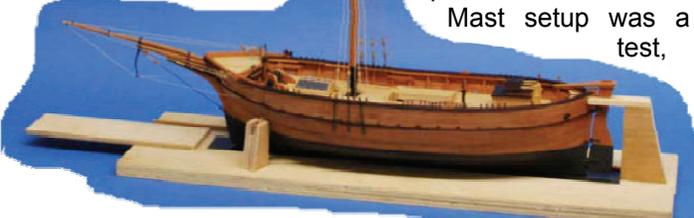
Ships-on-Deck, continued from Page 4



Helmut Reiter is "almost" finished with the hull on his Tartane *Gemma*. Recent accomplishments anchors finished, the cabin trunk finished. Once the second anchor is finished he will making the sails. any input from others with sail making; and quite a few of our members who have produced some very fine

finished with the hull on (1:48), so he says. Re-have been one of the mast set up, and the Once the second anchor start experimenting with Helmut would welcome who have experience this should include up, mates.

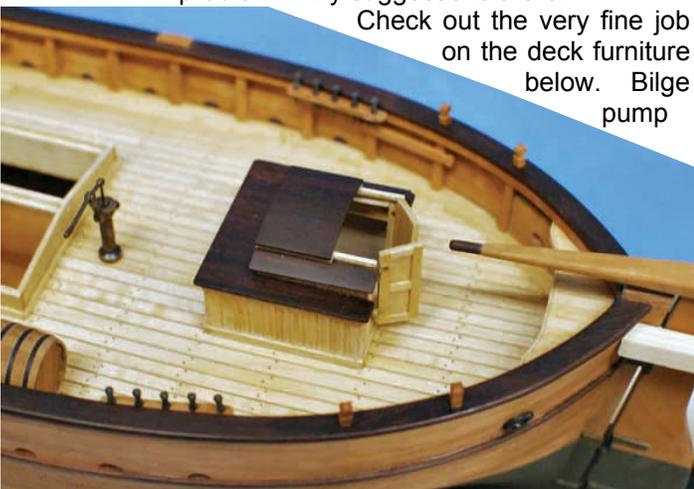
Mast setup was a test,



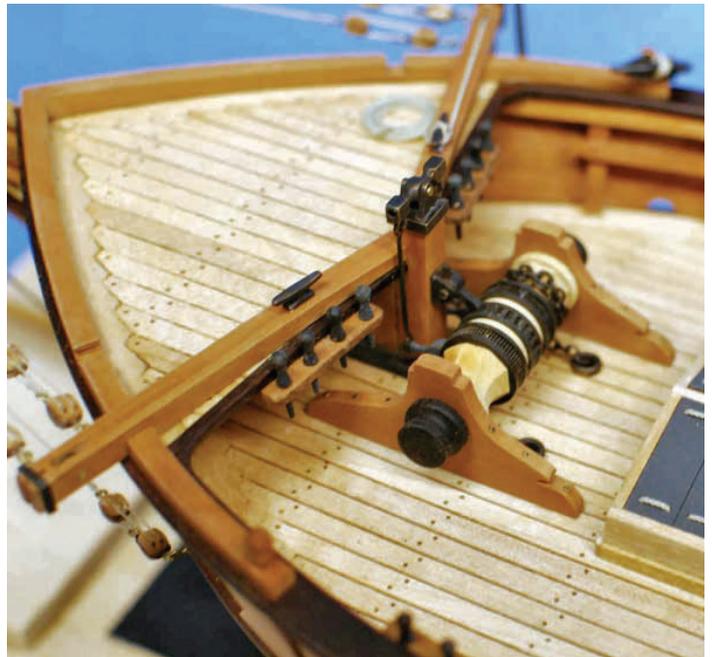
as he had to work hard to get the shrouds adjusted with equal tension.

When planning the sail patterns, Helmut noted that the jib sail was often rigged with a long pole at the loose foot. This looks nice but would result in a display space problem. Any suggestions there?

Check out the very fine job on the deck furniture below. Bilge pump



and companionway hatch are letter perfect, as is the winch, forward. A real feast for the eyes, mate.



Kurt Van Dahm is currently working on a model of the 23 ft. sailboat *Splash* in a scale of 1" = 1'0" for the Wisconsin Maritime Museum. This project included redrawing the plans from the original blueprints. The bread & butter



glue up will start next week. The original, which still exists, was built in 1935 in Manitowoc by Burger Boat for the President of the local bank .

In fact, Kurt took a cruise in her this past summer - talk about getting close to your subject! Wood for the project was purchased from "Hobby Mill", and looks fabulous. Frame templates will be cut from aluminum to start the building process. Kurt will build a solid hull to the rabbet lines, separate the two sides and put the keel in between. The carved solid hull will be used to make a plaster mold, from which will come a fiberglass final hull. Kurt says: "I've got (Steve) Wheeler on speed dial". Great looking project, mate.



***HMS Euryalus* (36) 1803**

A Plank on Frame Model

Volume I

Text by Allan Yedlinsky

Plans by Wayne Kempson

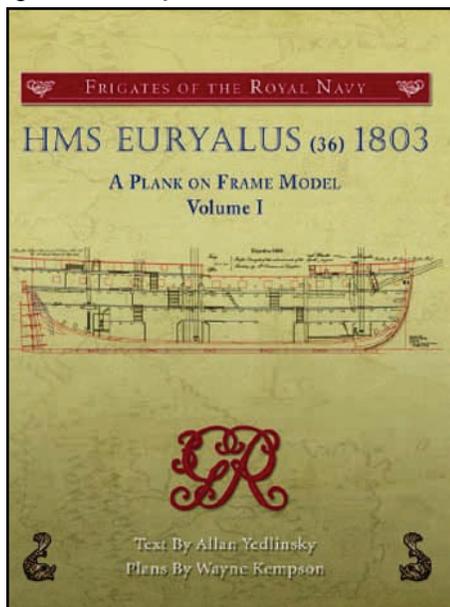
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If one were to look at the lineup of books that have been published over the past few years by Sea Watch Books, the list is truly impressive. This company has consistently hit a homerun as far as model ship builders and maritime historians are concerned.

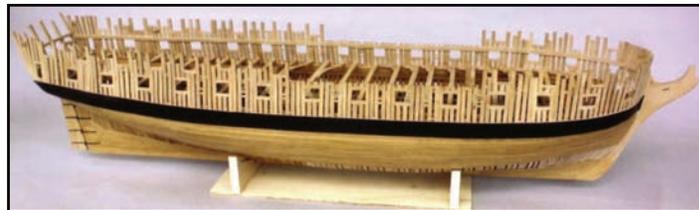
Their latest offering, *HMS Euryalus 1803* deals with what might be considered the quintessential example of an English frigate from the Napoleonic period. Although not part of the line of battle at Trafalgar, *HMS Euryalus* was an important part of Nelson's fleet, and was a key contributor in the ultimate victory.

The first chapter provides a very detailed history of the ship. It's interesting to note that very little information exists concerning the first two years of *Euryalus*' life. For that reason, the authors, Allan Yedlinsky and Wayne Kempson, relied primarily on personal letters written by a junior officer who reported aboard prior to her first cruise. These documents provide some incite concerning life on board an English man-of-war during this period and shed some light on the frigate's movements prior to Trafalgar in 1805. During the battle, the log of this frigate, which is reproduced in the book, would be the most detailed of any ship involved in the conflict. Other intriguing entries include a proposed duel between *Euryalus* and the USS *Constellation* during the War of 1812, and the frigate's final disposition as a prison hulk for children. This last portion briefly describes the penal system practiced in 19th Century England, which is fascinating.

The level of research that went into this book is remarkable. The authors studied hundreds of draughts and numerous publications in an effort to produce the most accurate treatise possible. On several occasions, they reveal obscure building practices that references and the majority of plans archived in the National Maritime Museum omit.



The next five chapters deal with the construction of a



plank on frame model using the David Antscherl upright method. Volume I completes the model up to the lower deck. With the inclusion of some great hints and tips, the authors make every effort to make construction as straight forward as possible. Never the less, on numerous occasions, they warn the modeler to be prepared for the possibility that some pieces will be scrapped. This is due to the complexity of some components, which cannot be accurately portrayed in two-dimensional drawings. and which will require the use of custom made templates

As one reads the chapters on constructing *Euryalus*, you are treated to a mini-history lesson on how the construction of this frigate, and ships in general during the early 19th century, differed from their predecessors. In most cases, limited natural resources dictated these changes. After describing actual practice, suggestions are commonly made as to what would be practical from a modeler's point of view.

The book has two appendices. Appendix A lists the ships of the *Apollo/Euryalus* class, and includes the date their keels were laid, when they were launched, and their ultimate fate.

Archival information on *Euryalus* was not always complete. As a result, the authors were required to consult the contracts of other ships within the class in order to conclude their research. Appendix B contains passages for *Curacoa's* and *Astrea's* contracts, which give some incite as to how construction differed within that class of vessels.

Located in a back pocket, there are 14 sheets of plans in 1:48, which are drawn in four colors for easy interpretation and use. They are done in a retro style that adds a unique touch, but in some cases, the finer text is difficult to read, and "older eyes" may require magnification. Never the less, with each sheet measuring 12" X 47", these plans are impressive.

Frame diagrams are not included in the actual plans. They can be found on a CD that will allow you to print them on 8 1/2 X 11 or A4 paper. Each futtock diagram includes front and back shapes for easier fabrication.

With almost 140 photos and 60 line drawings, this 9" X 12" book is profusely illustrated. Overall, they are done well, but some photographs suffer from focus and contrast issues, which compromises their usefulness. Fortunately, there aren't many, and the book still offers a great value. Allan Yedlinsky and Wayne Kempson are to be congratulated on this remarkable treatise. Volume II is expected to be out in the fall of 2012, which for many of us, can't come soon enough!

Reviewed by: Bob Filipowski