



Forecastle Report

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

● Scuttlebutt ●

COMMODORE **Gus Agustin** opened the meeting at 7:30 sharp with a short (in number) crew, but with plenty of camaraderie to go around.

Kurt Van Dahm reported that there were three NRG photo winners from the Tri-Club that will be awarded their prize at the Saturday night dinner in San Francisco. The NRG Conference ran from Monday to Saturday, August 22 to 27.

In late breaking news, we've just been informed by **Bob Filipowski** that this year's **Tri-Club Symposium**, to have been held on **Saturday, October 15th**, has been cancelled due to insurmountable organizational difficulties. Details to follow.

One of our correspondent clubs, THE ROPE TOKYO, has made contact with us to exchange greetings. Mr. **Norio Uriu**, an officer in the club, is in charge of their international relations and we are happy to connect with him. Mr. Uriu sent us photos of his current project, a scratch built model of the French Frigate *Bell Poule*, ca 1763, in 1/72" scale. His work is based on the ANCRE MONOGRAPHY. Thank you, Mr. Uriu, for sharing your work with us. We hope to see more of your fine models.



We were saddened to learn of the passing in March of one of our mates, **Vince Bystrom**. While Vince hadn't been active for quite some time, he will be remembered by many of our senior members. His wife, Kitty, has asked us to help her dispose of his modeling workshop. These items will be available for purchase at the next meeting.

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September Meeting Notice

NRG Conference Review

By Bob Filipowski

Bob, and other Tri-Club members made the trip to San Francisco to attend this year's NRG Conference and Bob has created a visual display to share with all the mates who were confined to port. Be prepared to see all the latest modeling techniques and fine models being shown from all over the country. Should be an eye opener for everyone.

Our next meeting will be at 7:15 p.m. Wednesday,
September 21, 2011
At the Community Presbyterian Church
407 Main Street in Mount Prospect

Modeling Rope Coils

By Bob Filipowski

As usual with Bob's programs, his visual presentation on MS/Power Point was flawless and set a good example for everyone who might like to duplicate his efforts in the future.

We were led directly into the heart of the matter by being given a check list of critical steps we would need to follow to achieve authentic looking rope coils.

First on the list was the advice that we should **build a fixture**, duplicating the location on the model where we want to display the rope coil. Using such a fixture on which to construct the rope coil eliminates the chance that we might mess up the model itself during the procedure.

Here, we see the stern of a fishing dory with its anchor rope coil and, left, the fixture used to make the coil.



See Rope Coils, Page 2

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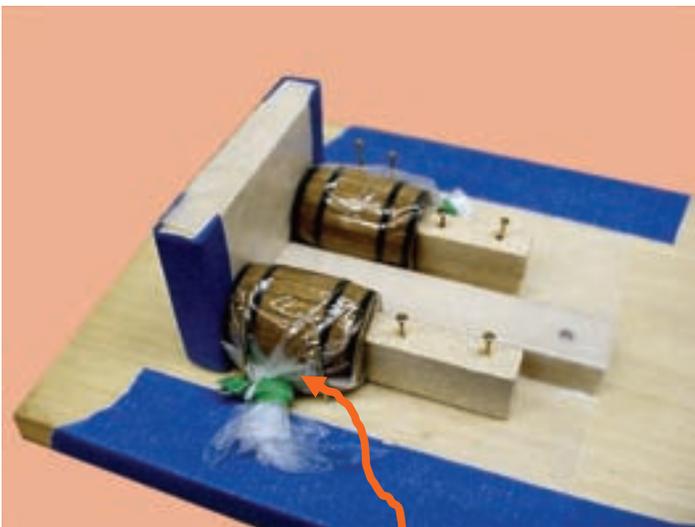
Rope Coils, continued from Page 1

Note the rope coil end attached to the anchor and how it runs left under the coil on the dory deck. This was done with a separate piece of rope, whose end was hidden under the coil.



The coil, in this case, was first glued into one piece on the fixture and then laid into the boat after it was dry. Hiding those loose ends is a real trick of the trade!

It is important to **coat the fixture's surfaces with wax, wax paper or plastic wrap** to prevent the glued rope from sticking to it.



Here we see two barrels, over which will be draped a rope coil. Note how Bob has covered the barrels with plastic wrap to prevent the glue from sticking to them.

This is also an example of a fixture built to make rope coils with the barrels held into place with temporary blocks pinned to the fixture base.

The next photo shows the final results with the rope coil draped over barrels in the ship's hold. While it may appear that there are two rope coils, two barrels and two buckets, this is only an optical illusion created by the

mirror Bob has installed behind the barrels to create the illusion of a larger hold. You can see that the bucket bail is backward on the rear bucket (we see it from behind).



Patience is required. The rope coils shown above were laid down over several hours with multiple applications of glue added to help achieve the desired shape.



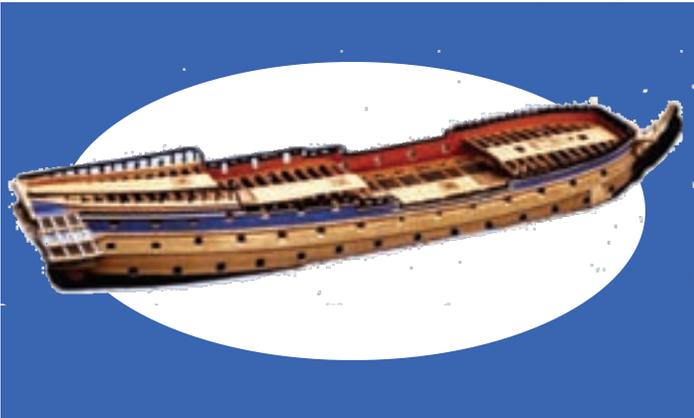
Mix together "Elmer's" white glue, water and a few drops of a wetting agent (i.e. dish soap or Kodak "PhotoFlo") in a plastic container and then soak the rope in it briefly. Form the rope into the desired shape on the fixture and reapply glue mixture with a brush, as needed. Let dry and then make any adjustments needed to the rope coil to get it into the desired shape, rewetting it if necessary and reapplying glue. You don't want so much glue in the mixture that the rope coil looks crusty or coated with residues, but you do need enough to assure that the coil will retain its shape. Use your own judgment on this and plan on doing some experimentation to find the right mixture.

We all thank Bob for his fine presentation and for giving us the benefit of his experience in making rope coils.

HAPPY MODELING, MATES!

● Ships on Deck ●

Gus Agustin has finished the top rails on his 1:288 scale model of the HMS *Bellona*, ca 1760, and says they were



made from styrene then painted black. It is always a treat to see how many unique materials Gus employs to simulate the desired effect. So many of them come from the local notion counter that one might think he was into sewing. But NO, everything plays a part on his models, from netting for hatch gratings to the finest thread for rigging. You just have to look very, very closely!



Doc Williams gave us a full list of accomplishments on his 1:64 scale model of the "Model Shipways" *Charles W. Morgan* whaler since we last saw her. Among them were a completed deck made of poplar in place of the bass



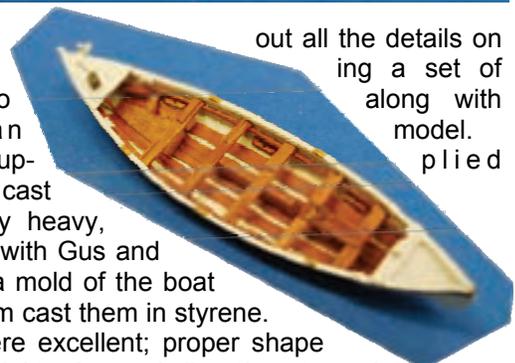
wood supplied with the kit. While the poplar is much harder than bass wood and, therefore, better able to provide solid attachment for various rigging eye bolts, its installation was much more difficult. The addition of a removable bulwark used when cutting whale blubber, and installation of lights (port holes) aft for the officer's quarters were also done. All items to be attached to the inner bulwarks are being added first, so as to make installation of rigging easier later. Mooring parts are a work in progress. She's coming together beautifully, mate.



Sid Wotman presented another aspect to the building of a *Charles W. Morgan* model, the whale boats. Sid has



been working out all the details on scratch build- ing a set of boats to go along with his Morgan model. The boats supplied in the kit were cast metal and very heavy, so Sid worked with Gus and Tim to create a mold of the boat hull and vacuum cast them in styrene. The results were excellent; proper shape and light in weight. Internal ribs, thwarts and other framing were added to the molded hull, giving a very realistic result. Nice work, mate.



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Ships-on-Deck, continued from Page 3

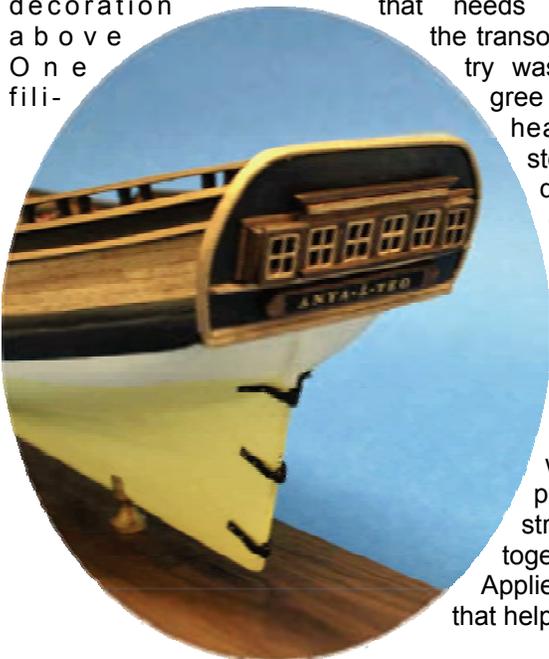
Alan Siegel has been working very hard on getting the deck hardware just right on his 1:48 model of the 14-gun privateer *Fair American*, ca 1778 and the results are a



great testimonial to his diligence. What once gave him anxiety, the rigging of the many gun carriages, now gives him great pride in their neat appearance. Nice job, mate.

Incidentally, Alan has renamed his ship the *Anya-Teo* after his grandchildren. A nice touch, and it looks good on the transom, too. Left to work out is the gold filigree decoration that needs to appear above the transom windows.

One try was to create filigree out of heavy card stock but it didn't turn out. Any other ideas from anyone, please let Alan know. One suggestion was to use pieces of string glued together and Applied. Hope that helps, mate.



Kurt Van Dahm has made good progress towards completing his tug *Lackawana*. After installing the smoke stacks per kit instructions, Kurt was dismayed to be told that they "didn't look right". After re-installing the aft stack, they both now have the same rake angle.



The aft skylight was installed, using a photo etch part over a white block with black background behind the panes. The forward skylight was more complex, being a cast part requiring addition of plastic glazing. The pilot house stair landing had to be scratch built, as the photo etch part supplied was too big and would have overhung the upper deck. Kurt had to plan it well, as the landing had to be wide enough to allow the pilot house door to open without hitting the platform railing. Details, details!

Air vents are made of brass and painted red on the inside. The brass was first polished then dipped in "Future" to keep it shiny. The prop was treated the same way.

All the fine detail changes will be the kit maker's dream. Another great effort, mate.



● Sail to Steam ●

By John Mitchell with a salute to Bob Sykes

You may remember that we saw Bob Sykes' model of the French Navy steam-sail ship *L'Orenoque* in our August issue of *Forecastle Report*. At that time both Bob and



many of our members (author included) were fascinated by the historical change from sail to steam power and the unique vessels built during this period.

L'Orenoque was one of the first French frigates with mixed propulsion. Built in 1848, she displaced 2,568 tons. Although she was provided with a mechanical propulsion advanced in concept, she kept the typical masting of the frigates of that time. Scarcely armed, she was mainly used to transport troops.

But this ship was not the first to combine sail and steam, nor was she the first to cross large bodies of water so powered. That distinction must go to the *SS Savannah*, an American hybrid sailing ship/sidewheel steamer built in 1818.



She is notable for being the first steamship in the world to cross the Atlantic Ocean, a feat that was accomplished from May to June 1819, although only a fraction of the



distance was covered with the ship under steam power. In order to reduce drag and avoid damage when the engine was not in use, the paddlewheel buckets could be folded up like fans and stored on deck. No other American-owned steamship would cross the Atlantic for almost thirty years after *Savannah's* pioneering voyage.

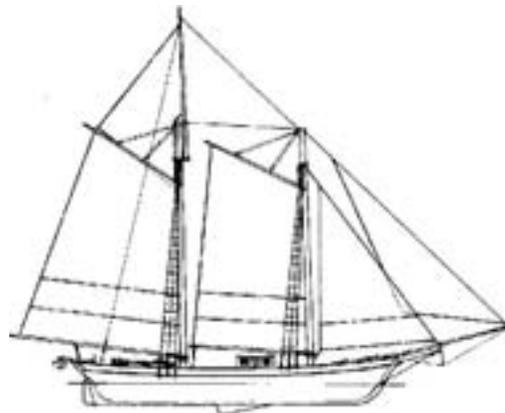
Given that the *Savannah* had sails and did not rely exclusively on steam engine-driven paddles, the Canadian steamship *SS Royal William* is sometimes credited with achieving the first crossing of the Atlantic Ocean almost entirely under steam power in 1833, using sails only during periods of boiler maintenance.



The 1,370-ton *SS Royal William* (named after the ruling monarch, William IV) was 160 feet long and 44 feet wide, a large steamship for the time, and was commissioned by brewer John Molson and a group of investors. After heavy operating losses, the ship was eventually sold to the Spanish Navy where she earned the distinction of being the first steamship to fire a shot in anger during a minor Spanish rebellion.



John R. Mitchell, Editor
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