



Forecast Report

Newsletter of the Midwest Model Shipwrights • www.midwestmodelshipwrights.com • February 2013

● Scuttlebutt ●

COMMODORE Bob Filipowski opened our first meeting of 2013 with 30 members present, a really fine start to a great new year of modeling enjoyment.

Robert Wicklander, Deadeyes Admiral, announced that the North Shore Deadeyes are going to run a "spiling" training series starting in March for four consecutive months and welcomed our members to attend those meetings (possibly leading to Deadeyes membership?)

Following a Tri-Club agreement, spiling will only be covered by the Deadeyes this year to eliminate the problem of overlapping programs between the three local clubs. The Deadeyes meet at the Lutheran Church of the Ascension, 460 Sunset Ridge Rd., Northfield, IL on the 1st Wednesday of each month at 7:30 PM.

The first of the *Longboat* "group build" sessions was held at the January meeting and the results were very encouraging, despite being longer and more complex than future meetings. Exchange of building approaches is essential to providing all participants with a broadening of their modeling abilities and that was the highlight of this kickoff session.

Kurt Van Dahm updated the group on the Charleston NRG meeting plans. Dates are fixed for Wednesday through Saturday, October 16-19, 2013. The Friday tour has been scheduled for the historic CSS Hunley. A visit to "Patriots Point" is scheduled for the pre-conference tour on Wednesday. Thursday will be "modelers seminar" and Saturday the "technical sessions". Key speakers at this year's meeting are: Fred Hocker, Wasa expert from the Wasa Museum; Ab Hoving, a preeminent expert on Dutch sailing ships of the 17th and 18th century. Other prominent speakers are also in the planning and will be announced soon. Several are authors who have written books for "Sea Watch" publications. Vendors will also be on hand. Special hotel rates have been negotiated for conference participants (\$119/night, dbl). Events for accompanying spouses have also been planned for Thursday and Saturday - not to mention the fact that the

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February Meeting Notice

Basic Resin Casting

By Kurt Van Dahm

Kurt is going to give us a Power Point presentation on how to prepare the materials and create molds used to duplicate most small model parts - a great time saving technique when you are faced with a need for many parts of the same thing, such as guns, cleats, etc.

Leon Sirota will also review one of the newest "Model Shipways" kits coming on the market.

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

Making a Charlie Noble

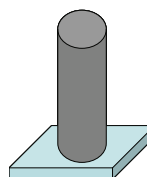
By John Mitchell and Bob Filipowski



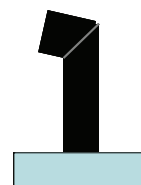
So, mates, just what is a *Charlie Noble* and how *did* it get its name? That name would fool any landsman, for sure. But, to initiate those of you who haven't walked on a pitching deck, here's the straight scoop: Way back in 1850, a British merchant marine sea captain by the name of Charles Noble found that the smoke stack on his ship's galley stove was made out of copper. Wanting to make his command look ship shape, he ordered the crew to polish that stack until it sparkled. The crew was not too happy with that order and thereafter referred to the object as the "Charlie Noble". Somehow, that nickname stuck and British seamen have used it ever since. The presentation was organized by chimney type:



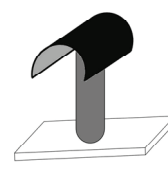
Straight stack



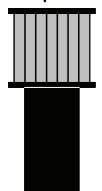
Angled stack



Roofed stack



Fan Top stack



See "Charlie Noble", Page 2

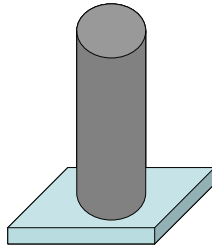
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"Charlie Noble", continued from Page 1

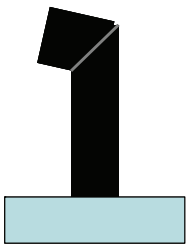
Some suggestions on how to build each type of stack were given and members were encouraged to share their personal building approaches on each type.

Straight stacks can easily be made from a piece of plastic or brass tubing or a straight dowel that has been drilled out a short bit to simulate the opening. A dowel can also be wrapped with paper or brass sheet to create an open end stack. Some form of base flange also has to be built to seal the stack where it passes through the deck or cabin roof.

Straight stack



Angled stack



An angled stack can easily be made by cutting off a dowel at a 45° angle, rotating the cut end 180° and gluing it in place to form the angle. Use other cut angles to achieve whatever stack angle your model requires. The cut end needs to have been drilled out to simulate the stack opening and that may best be done before being cut off.

Later we will see how Bob Filipowski approached this task, when he described how he made this part out of brass tubing. (see p.5).

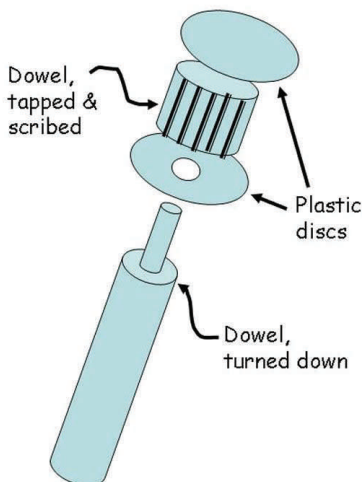
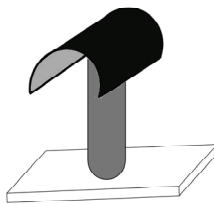
Mounting tab



Make a pattern for the roof and cut out of stiff paper or brass sheet

For the roofed stack, make the roof from paper or brass sheet, form it into a dome over a dowel and glue it to a straight stack, attaching with the mounting tabs. The roof should run athwartships.

Roofed stack



Fan top stacks are complex structures and, for all but the most advanced metal workers, should probably be "simulated" using a technique like that illustrated to the left.

This part may be available from a few model suppliers molded out of metal, but you need to check that the part is in the correct scale.

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"Scuttlebutt", continued from Page 1

conference hotel is next to the Tanger Outlet Mall. There is also a shuttle bus offering free transportation within a 3 mile radius. Spouses may also be included in the conference tours.

Bob Filipowski gave us a rundown on the latest issue of the Nautical Research Journal and pointed out that the NRG has some exciting plans for the summer edition, which will be made more interesting for all model ship builders.



Ken Goetz was asked to give the members a financial status report, which covers activities through the middle of our fiscal year ending in June, 2013. Ken reported a favorable balance, which included the donation made to our meeting church for the use of their facility for the year. Planned expenses include our sponsorship at the Manitowoc meeting and ongoing expenses for the operation of our web site. 36 paid and 12 un-paid members are on the books plus 7 paid and 4 un-paid associate members. In summary, we are in good shape both from membership and money standpoints.

(Our Commodore made an appeal to those who have not yet paid their dues to get it in before March or risk not receiving the March issue of Forecastle Report).



It has become a tradition in the Shipwrights to honor the outgoing Commodore with an award to show our gratitude for his or her outstanding service to the club. Tonight's award was presented to **Gus Agustin**. Gus was not only our Commodore but also has been highly supportive of our club and has given us many fine presentations over the years. Gus' reputation throughout the modeling world has brought our club a great sense of pride and recognition, and for that we are also truly grateful.



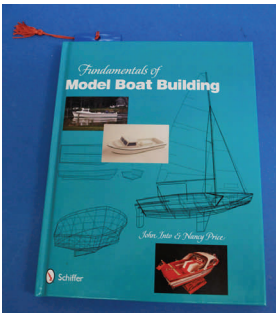
In addition to the Commodore's award, a second award was made to recognize the outstanding efforts on behalf of the club made by our Treasurer, **Ken Goetz**. Ken has been doing the Treasurer's job for quite a number of years and has always accepted the task with grace and good humor, despite his expressed desire to pass the duty on to another hand at some point soon. Thanks, Ken, for giving us yet another year.



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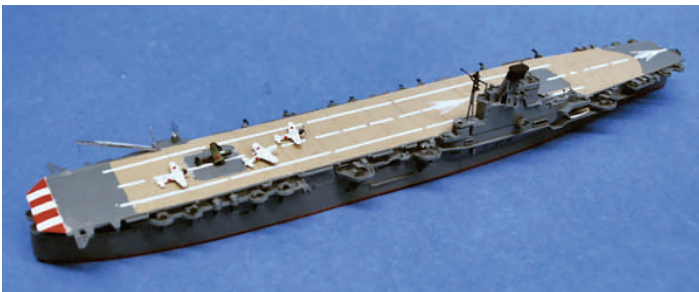
● Ships on Deck ●

Ken Goetz says his USS *Constitution* has outgrown our meeting hall, or his auto, so he can't bring it in to show in person. Thankfully, he has a camera and he's sharing his photos with us. While working on the model, Ken mysteriously managed to damage the bowsprit, so repairs are keeping him busy. Hope we see the final product in Manitowoc this year, mate.



Kurt Van Dahm gave us a quick sketch of a new book he could recommend to scratch building modelers. (Into, John and Nancy Price. *Fundamentals of Model Boat Building*. Schiffer Publications, 2012). Kurt says: "Fabulous book"; great for anyone wanting to get into modeling without getting too technical.

Tim Riggs brought in two "historic" kits he has been working on; one was the INJ carrier *Junyo* (1:700) and the

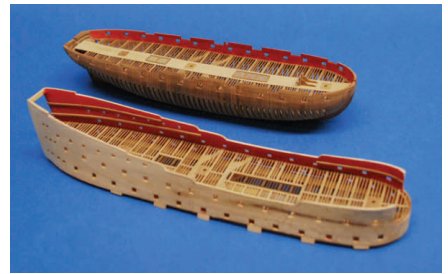


second the Liberty Ship *Joseph Renolds* (1:700). The carrier was almost complete, save for the radio masts. The Liberty Ship will be built on commission for a WWII vet who served aboard her. They both sparkle, mate.

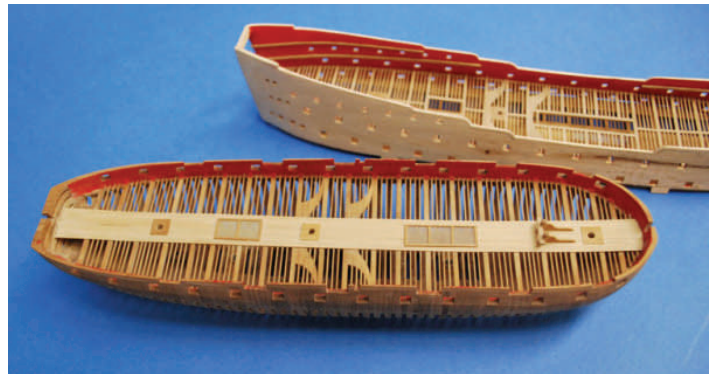
Paul Bien showed us pictures of a working model of the USS *Monitor* engine (3/4" = 1') built by **Rich Carlstedt**. The engine runs on compressed air and can be seen on "U-Tube" and will also be shown by the builder at the boat show in Manitowoc the 3rd weekend in May.



Gus Agustin's HMS *Royal William* (1:192), ca 1719, is really taking shape well on schedule. We can really feel the joy that this project is giving Gus, as he has worked very



hard to finish as much of it as he has. The lower, middle & upper deck are installed with deck beams & ledges; gratings and riding bitts are on the lower deck. Next week he's going to attach the two sections, clean it up and then



start planking. Each deck is made up of about 400 pieces, so you can see what patience Gus has. Once complete, the only way you will be able to see the lower gun deck will be to (peek, squint) into the stern windows. Not to worry, Gus has taken about 300 photos of his work at every stage, so there will be a visual record.

Helmut Reiter has started work on his new project, the HMS Swan-class sloop *Pegasus* (1:48), being built from the book by David Antscherl on the same subject.

Helmut has started the stern and bow sections; small beginnings, that were none the less impressive for their fine detail and promise of another beautiful effort in the making.



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

Jerry Voorhees

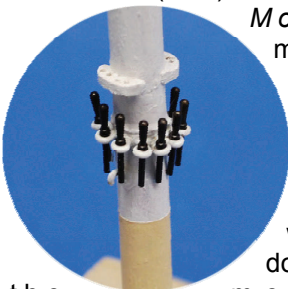
brought in a 1974 - vintage "Bluejacket" solid hull kit of the schooner *Bluenose* (1:96) which he has been patiently working into shape. Not one of his favorite projects, but he says it keeps him out of trouble. Reason enough, mate. Looking good!



Glen Estray showed us his completed model of the Lobster Smack *Emma C. Berry* (1:32) and it did his first effort very proud. Glen clearly mastered the kit's challenges in fine style. Congratulations, mate, on a job well done and a very fine LAUNCH!



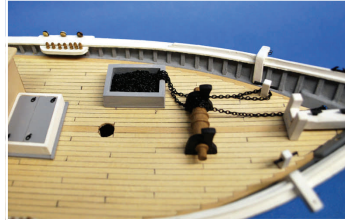
Doc Williams has the main mast of his (1:64) *Charles W. Morgan* model ready for rigging, which will be done off



the model. This is a departure from his usual building method, but one that is gaining popularity with builders who have found rigging a bit challenging when attempted amid the mix of masts and string. Its good to see this building method taking shape on Doc's model and echoes the methods long advocated by Ray Oswalt.



John Mitchell struggled through his sickbay lay in and only managed an anchor chain box located on the fore-deck and some framing to the roof of the deck cabin located amidships on his 1:48 scratch built model of the Great Lakes Schooner *Challenge*, 1852.



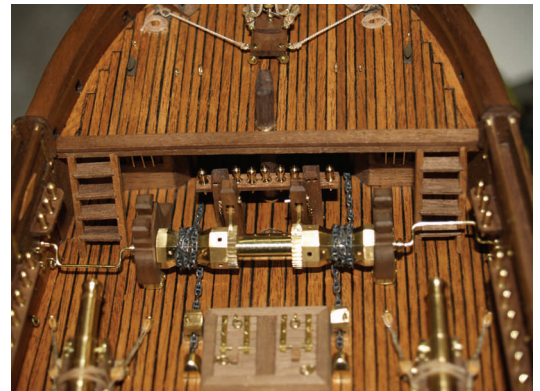
cated amidships on his 1:48 scratch built model of the Great Lakes Schooner *Challenge*, 1852.



Kevin Hudson, our mate down under (Australia), sent us an update on his modeling activity together with his thanks for our newsletter and his thanks to Gus Agustin for his help with flag making. His current project,



HMS *Beagle*, has been scratch built from the "Beagle - Anatomy of a Ship" book and has taken 2 years of constant work. Kevin's photos show his time was very well spent. Thanks for keeping us in the loop, mate. We love your fine looking brass work.



See "Ships-on-Deck", Page 5

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"Ships-on-Deck", continued from Page 4

Steve Wheeler, our mate up there in the beautiful State of Wisconsin, has sent us a full report on the completion of his *Class "A" Inland Lake Scow*. He is justifiably very proud of the results after working on the model for 4 years, making this a real labor of love.

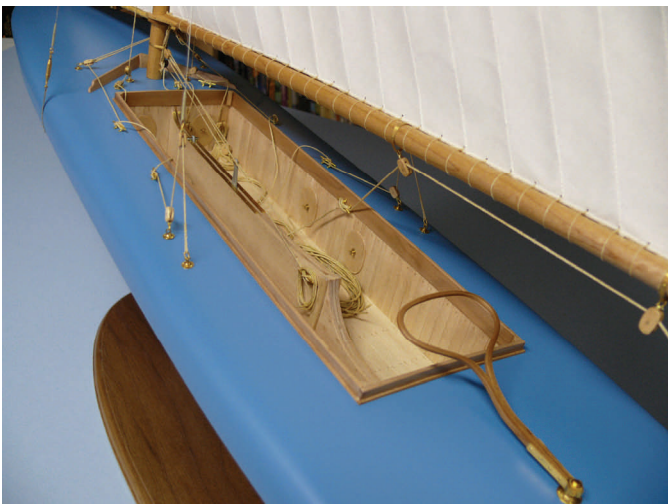
Our congratulations to Steve for another superb model. As Steve describes his project:

"The real vessel was a Class "A" inland lake scow and it's a Fred Martin design from 1900. Scows were developed for inland lake use where the water was fairly flat and today there are a number of other classes besides the "A's". "A's" are the biggest at 38 feet overall and are limited to 500 square feet of sail. Modern "A's" also carry spinnakers and have been clocked at over 25 MPH (under the right conditions, they are capable of pulling a water skier).

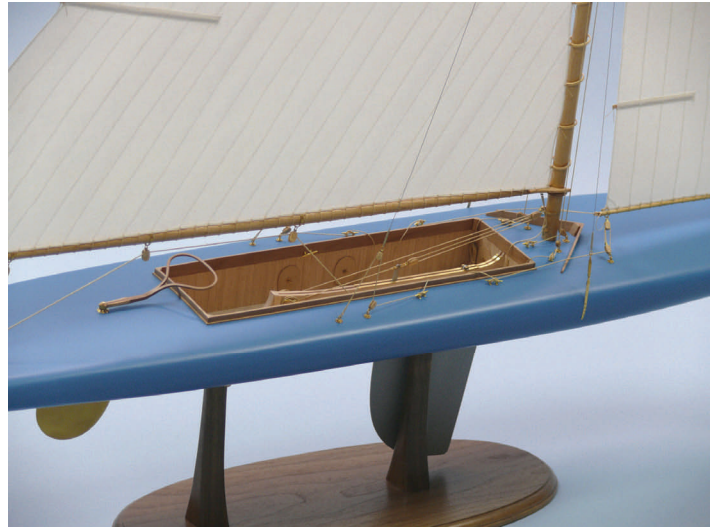
Today's boats are fiberglass and come from just a few builders but in the early days they were wood and were built as one-offs by many designers and builders. An "A" sailor today would instantly recognize Martin's design for what it is, as modern hull forms are very similar.



The model's hull is fiberglass, the cockpit is birch (trim is apple) and the spars are maple.



All the lines are eye-spliced, the wire rigging has simulated splices, turnbuckles (these are from an old "Dromedary" stash) are working but have been re-machined and the blocks are built-up and work; pretty much everything is attached to the hull and spars with shackles made of 22 AWG brass wire—the pins are 0.5mm brass bolts and nuts from "Scale Hardware". They are "devilish" things.



The hull is painted with Badger "Tug Light Blue" acrylic and I'm quite happy with the way it sprayed. I'll use Badger paint again.

On the downside, the sails don't quite "set" as I would have liked them to (and I've had this problem before). Since I don't have access to a sewing machine anymore, I'll have to come up with a new method for the next ones I make.

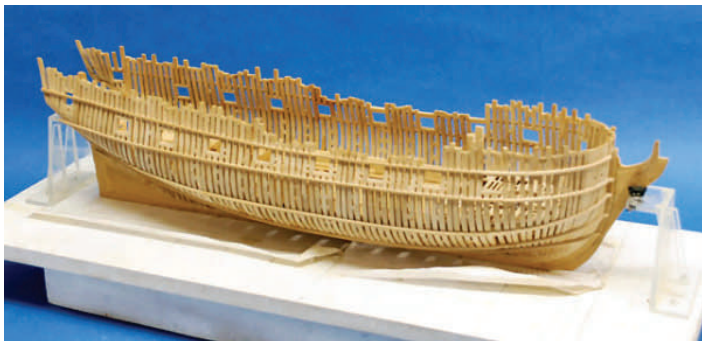
The model took about 4 years to complete—this includes more than 3 years being ... a shelf Queen while I tried to figure out how to salvage the original solid bread & butter hull I built - who's lifts had some expansion / contraction problems (they were poplar). The solid hull became the plug for a plaster mold and the eventual fiberglass one".



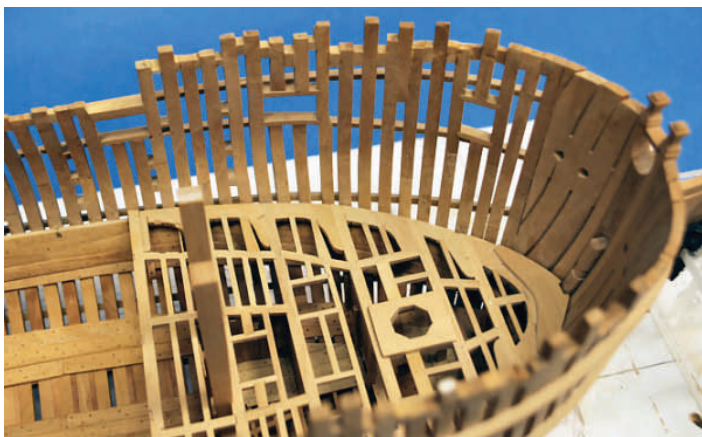
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"Ships-on-Deck", continued from Page 5

Our guest from the Nautical Research & Model Ship Society, **Toni Levine**, showed us her masterpiece model, the HMS *Atalanta*, which she has been scratch building for a few years.



Inspiration for this project came from the book and plans on the *Swan* class of English sloops of war authored by David Antscherl.

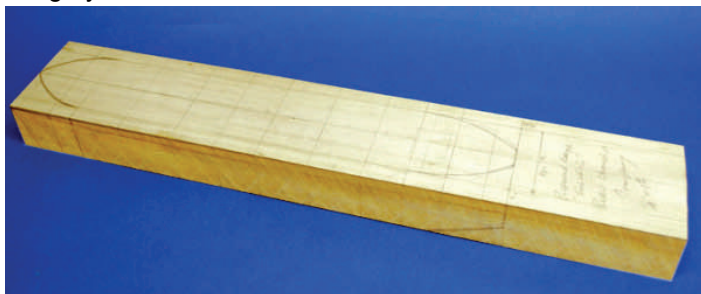


Framing and interior details are remarkable and a real pleasure to view. We hope to see a lot more of you and



your model in the future, Toni, so please come back and see us again and again.

Paul Pollowy has begun working on a very unusual vessel - a WWII LST converted to a pulpwood barge. This barge was operated by the Roen Steamship Company under the name *Solveig* and was towed in Lake Michigan. The scale chosen is 1:192 and will result in a model 19.5" long by 3.125" wide.



Following the example set by Doc Williams, who built a "block buster" model of the Edmond Fitzgerald some years ago, Paul will extract his model from this solid block of bass wood. Another fascinating subject, mate.

"Scuttlebutt", continued from Page 2

Passed on to us by Kurt Van Dahm : The **Chicago Maritime Weekend** is being held February 23 and the complete festival lineup and schedule is now up at www.chicagomaritimefestival.org, where tickets are also available. Now is the time to take advantage of the Early Bird Special that runs through midnight, February 8. There will be no printed information about the festival sent through regular post this year.

Thanks, Chris Kastle, Co-Director, Chicago Maritime Festival

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"Charlie Noble", continued from Page 2

Bob Filipowski's method for making his *Charlie Noble* from brass required him to first take stock brass tubing and turn it down on a lathe to achieve the desired outside diameter (OD). This proved to be a problem, as the resulting wall thickness weakened the tubing to such a degree that cutting and soldering became difficult. To solve this problem, Bob created a jig to hold the tubing while being shaped and inserted another piece of tubing of smaller OD inside the tube being worked to strengthen it.

When soldering also proved unworkable on such thin material, the tubing sections were glued together over a wood dowel (also used for mounting on the model) with epoxy cement. Rather than blackening the copper, where the results may have been affected by glue deposits, the stack was painted flat black.



"Scuttlebutt", continued from Page 6

Kurt Van Dahm has been scoping out new products being planned at "Model Expo" and here's what he uncovered:



USF *Essex* - A masterpiece from Sam Cassano soon to be in production.

English *Pinnacle* - Elegantly designed kit from Chuck Passaro is nearly ready.

Gunboat *Philadelphia* - A great Revolutionary War era kit from Bob Crane is nearly ready with lasers & castings in progress.

USS *Constitution* - Sam Cassano is going to develop a cross-section kit out of this existing model.

USS *Cairo* - Bob Crane is going to develop this model.

Chuck Passaro is going to (potentially) convert some of the "Model Shipways" Solid Hull kits to Plank on Bulkhead.

Leon Sirota, very thoughtfully worked his magic on the internet and was able to purchase a great new digital voice recorder at a big savings. The club gladly purchased it from him, as it will make the recording of meetings and preparation of the newsletter dramatically easier. Thanks, Leon, for helping to keep the club technically up to date.



Robert Wicklander let us in on the availability of some new "Preac" saw accessories (inventory remnants) that can be purchased from his contact, **Scott Files** in New York. You can reach Scott on his cell phone at (516) 524-7351 or by email at boxman777@yahoo.com. On offer are: sliding table, blade elevating screw, vertical support and fixtures holder for "T" Guide, vertical fence guide, auxiliary 450 "T" Guide, tilting table, fence adjusting screw, taper attachment, adjustable "T" Guide stop system. "Wick" will have more information on these items available at our next meeting.

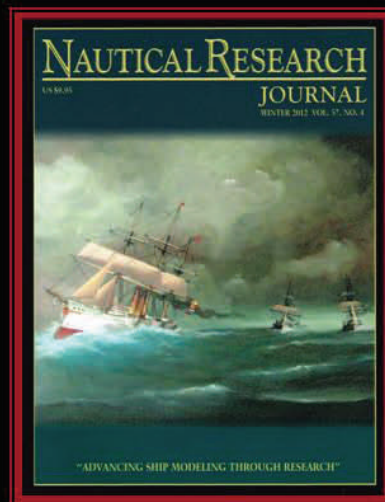
Don't miss Charleston

The NRG will be holding its 2013 conference in Charleston, South Carolina, on October 16th to the 19th. Visit the CSS *Hunley*, and listen to esteemed speakers such as Ab Hoving, restorer of ship models at the Rijksmuseum Amsterdam, and Fred Hocker, Director of Research at the Vasa Museum Stockholm, Sweden.

As a member, special rates will be available to you. Visit our new website at www.theNRG.org for more information about membership, the Journal, our library sale, and the 2013 Photographic Ship Model Competition & Review.

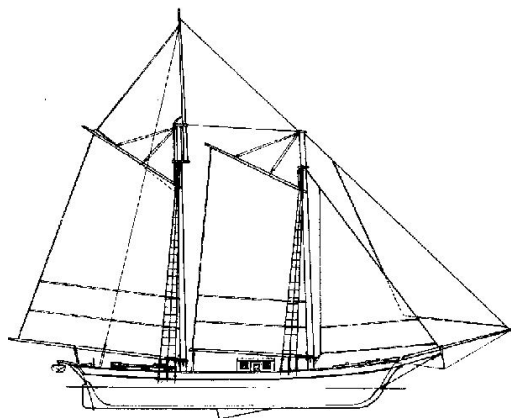
THE NAUTICAL RESEARCH GUILD

"Advancing Ship Modeling Through Research"





John R. Mitchell, Editor
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