

FORECASTLE REPORT



Newsletter of the Midwest Model Shipwrights ♦

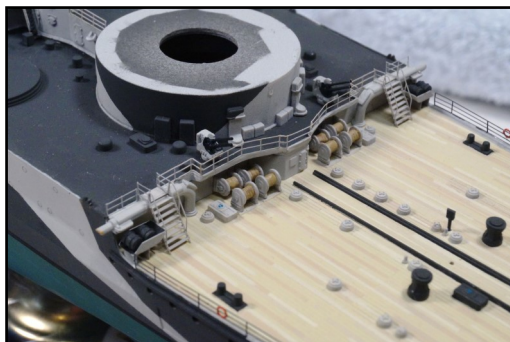
www.midwestmodelshipwrights.com ♦

July, 2022

• NRG Workshops •

For those of you who did not attend the June NRG Workshop featuring Chuck Bauer's talk on Strategic Detailing, you probably missed out on one of the better presentations provided by the Guild since they started this program.

This 1 1/2 hour talk, the first of three scheduled sessions, covered Chuck's philosophy on choosing, researching and incorporating possible historical modifications that make his work stand out from others. An excellent example is featured in the above photo. The deck on this Italian battleship looks like wood, but it's actually paint! If you are an NRG member, and you missed this workshop, you can still view it by visiting the NRG Home Page where all the previous Workshop videos are still available. Part 2 is scheduled for Saturday, July 23rd at 10:30 AM.



A Future Workshop

Over the past several years Paper Modeling has become increasingly popular in this country. It's economical, and the results can be most impressive, depending on how much detail you wish to add to the model. One appealing factor concerning these type of models is the unique subject matter that is available. There are also new companies springing up that supply photo etch sets specifically designed for these subjects. Looking for new challenges? These just might be worth a try.

Plans are in the works to have at least two sessions in early 2023 that address this facet of our hobby. Tentative speakers will be NRJ Editor, Paul Fontenoy, and Ian McLaughlan of The Society of Model Shipwrights, which is homeported in the UK. John Garnish, also an SMS member will be moderator.

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July Meeting Notice

The 2022 McHenry IPMS Show

By Rick Szydelko

Rick Szydelko recently attended the McHenry IPMS Show, and documented all the model ships that were on display. As usual, our plastic modeling brethren did not disappoint. Be prepared to see some very nice work!



Proceedings will begin on Wednesday, July 20th, at 7:00 PM CST, but you will be able to log on as early as 6:30 PM. Hope you can make it!

Copper Plating—Sand's Syren

A Journey for Nervous Newbies

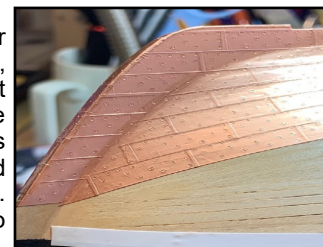
Patrick Sand began his presentation by stating that this talk will most likely be his last for quite some time. Patrick and his wife are moving to Japan, so all of his modeling equipment, including the Syren, are being packed away for the long trip.

Starting out with a brief history, Sand explained that toredo worms are not actually worms, they are mollusks (clams). Sailors were more concerned with the damage these creatures could inflict on their ship than storms at sea.

Some time was devoted to the proper color of copper plating on a ship. Patrick stated that a lot depends on whether the plates are new, or have been immersed in salt water for a while, and then removed.

Techniques were explained for simulating the plate nail pattern, the belt patterns, and laying out the pintels and gudgeons. The hull was prepped with two coats of Wipe on Poly, and sanded smooth with 800 grit sandpaper. Nitto 5mm flex tape was used to mark the waterline.

Patrick prefers to separate the fragile copper plates from the paper backing with a single edge razor. Sand found himself washing his hands every 30 minutes to minimize getting oil on the copper, but it was still one of his major concerns. The plates are attached to the hull by rolling a cotton swab along their entire surface. The plates were applied starting at the keel and working stern to bow.



• Ships on Deck •

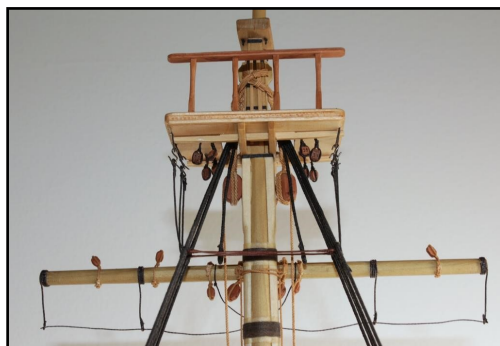
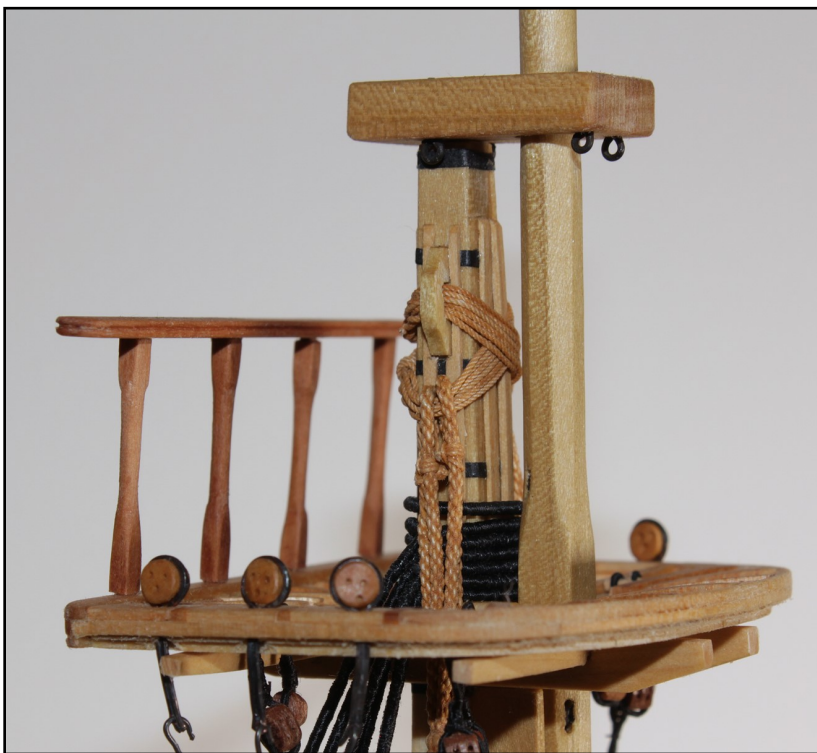
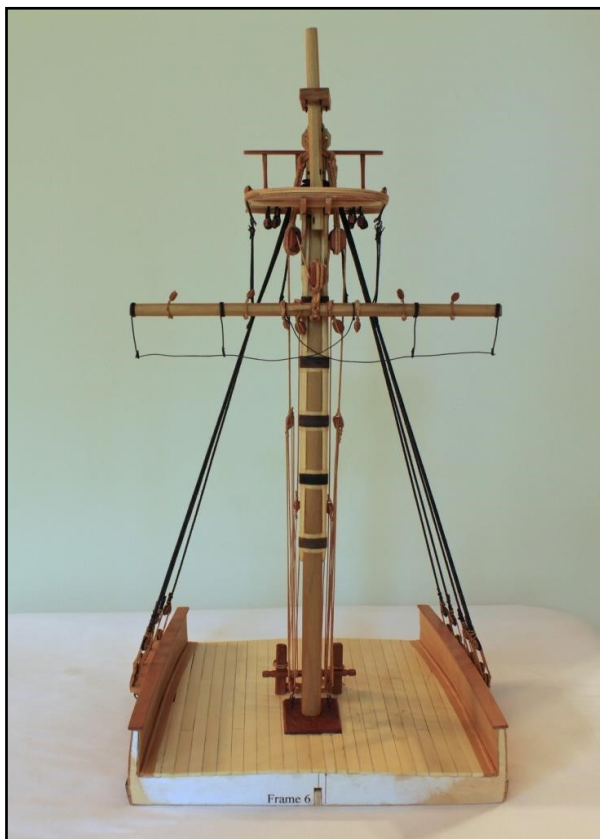
Main Mast Cross Section by Toni Levine

Photos by Toni Levine

Toni Levine needed a smaller project to have fun with, before resuming her work on the *Swallow*. The net result was a cross section of *Swallow*'s main mast.

The main yard was shortened so the display would be a little more compact, and a lot of the rigging was moved closer to the centerline. All the line is to scale, and Steel was her primary reference.

Levine suggested that this little model could conceivably be a prototype for another NRG training aid, this time on rigging procedures.

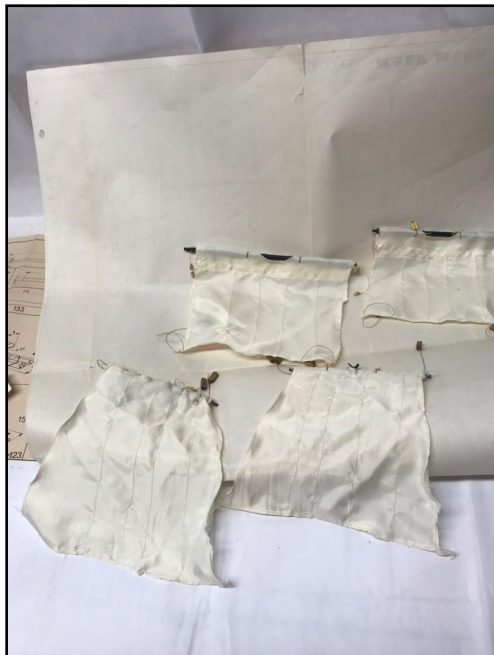


• Ships on Deck •

Continued

Half Moon by Ray Kroschel

Photos by Ray Kroschel



● Ships on Deck ●

Continued

HMS *Bounty* by Neil Hurwitz

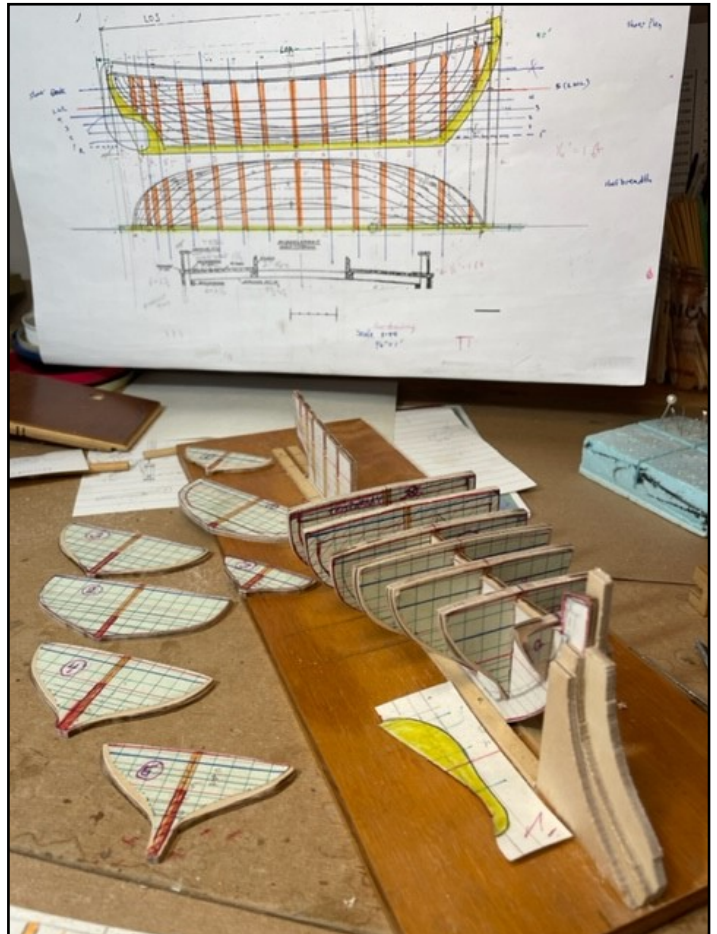
Photos by Neil Hurwitz



Gerda III by Neil Hurwitz

Photos by Neil Hurwitz

Neil's first scratch-built model, Gerda III, is a Danish lighthouse tender credited with saving about 300 Danish Jews from the Nazis in October 1943. (see the article on Gerda by Irwin Schuster in the NRG Journal special issue vol. 7).

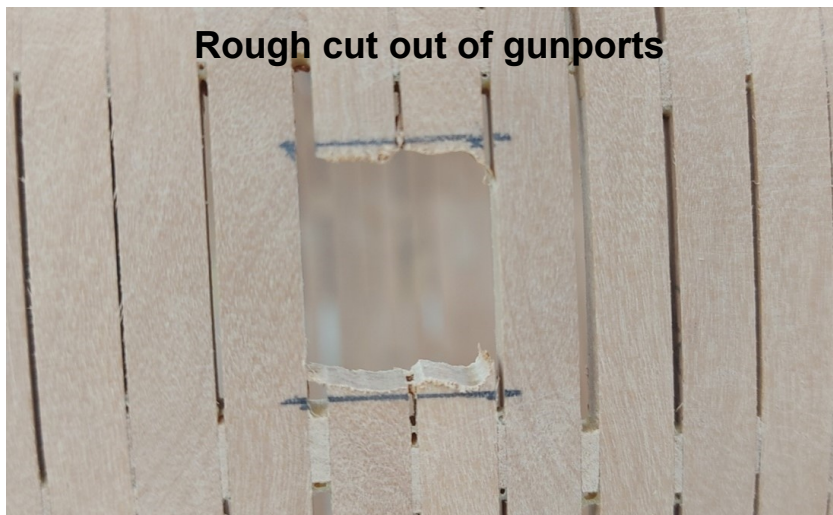


● Ships on Deck ●

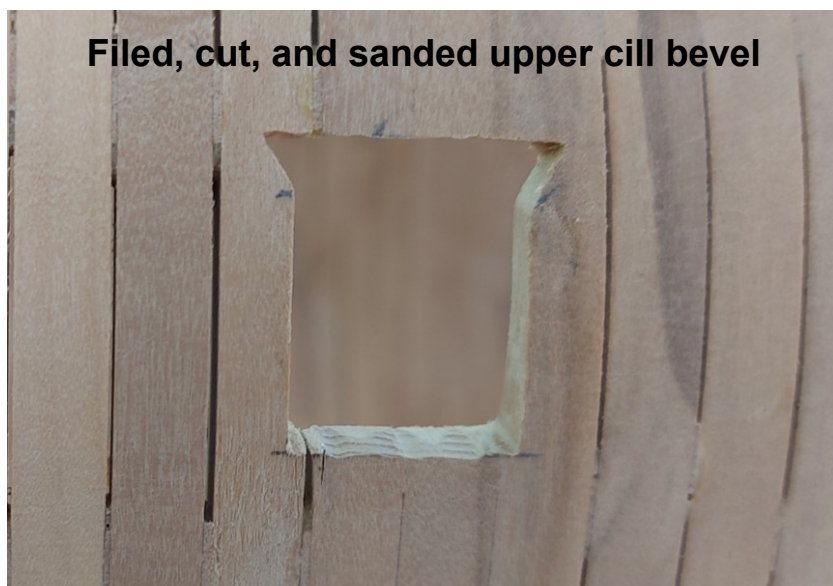
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HMS *Bellerophon* 1786 by Alan O'Neill

Photos by Alan O'Neill



Rough cut out of gunports



Filed, cut, and sanded upper cill bevel



Plunging and cutting bit for roughing out the gunports



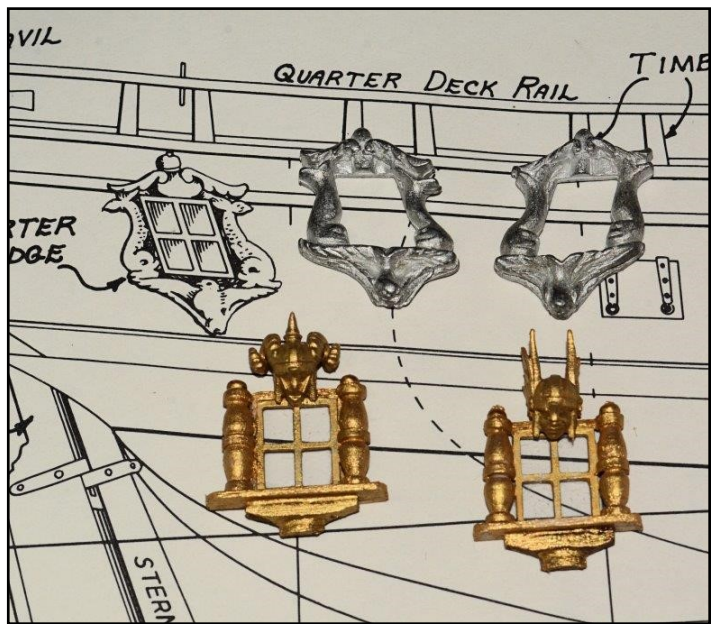
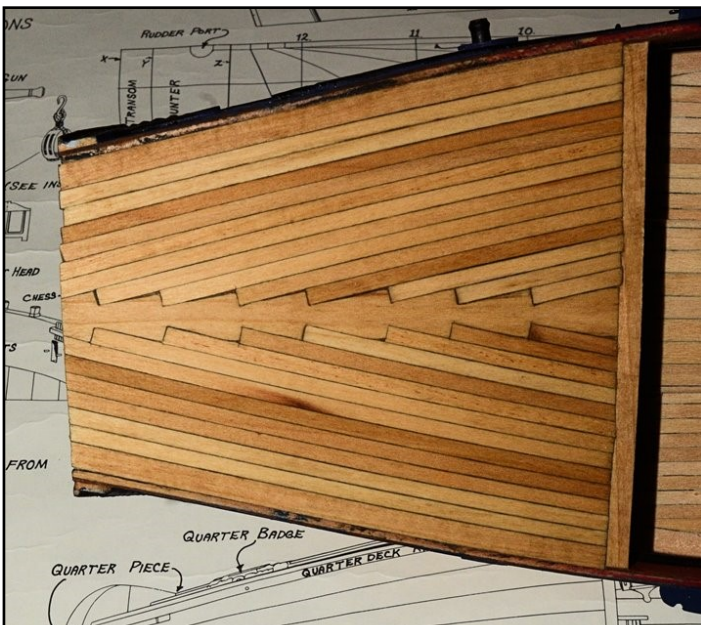
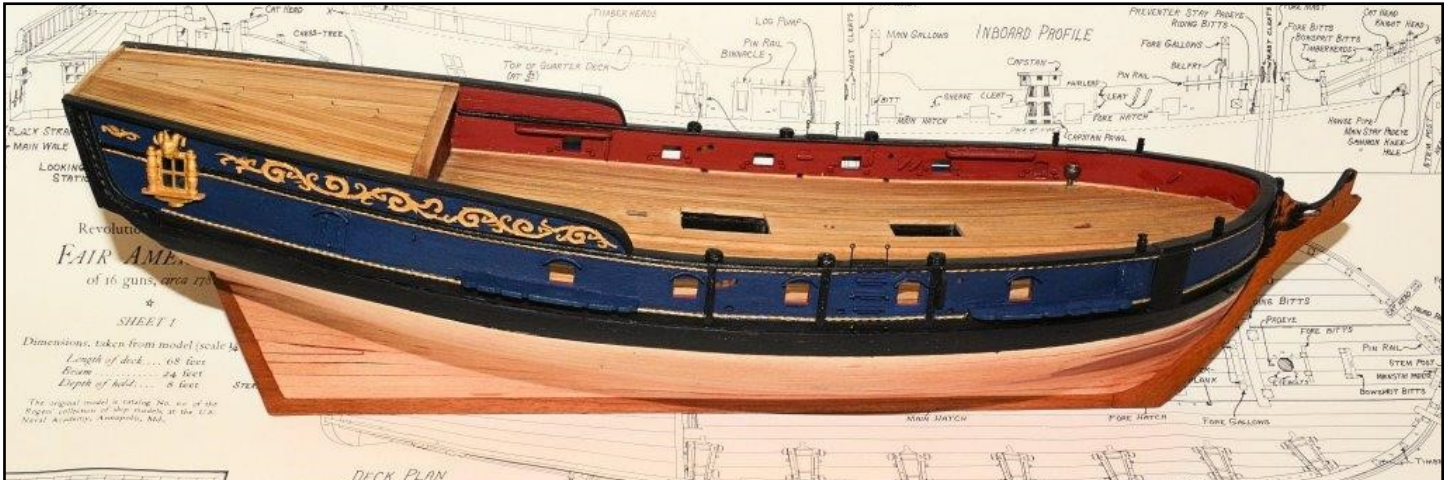
Upper cills installed and sanded

• Ships on Deck •

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Valkyrie by Sam Parent

Photos by Sam Parent

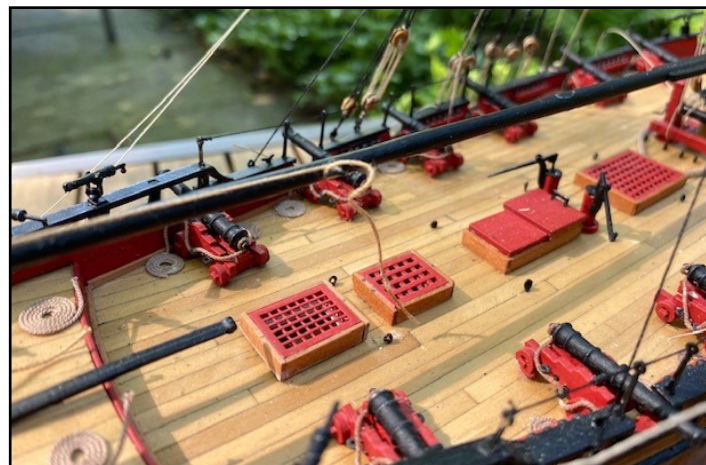
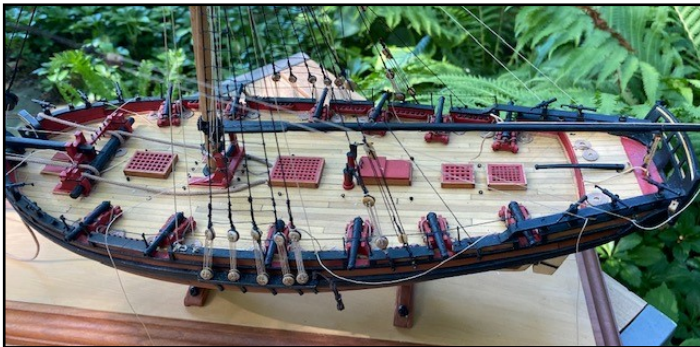


● Ships on Deck ●

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Alert by Allen Siegel

Photos by Allen Siegel



● Ships on Deck ●

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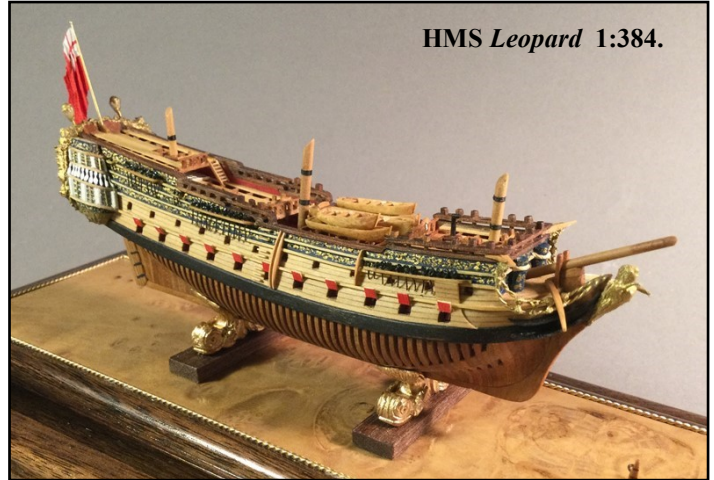
HMS *Leopard* 1:384 by Gus Agustin

Photos by Gus Agustin

Same ship, different scales: 1:192 and 1:384.



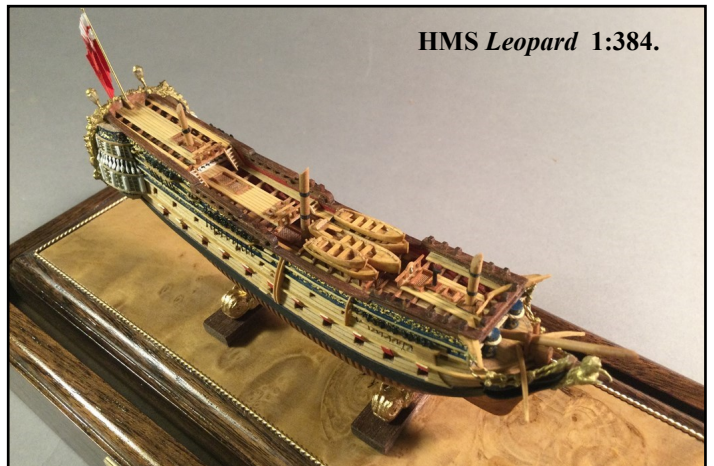
HMS *Leopard* 1:384.



HMS *Leopard* 1:384.



HMS *Leopard* 1:384.



● MMS Anti-Piracy Policy ●



Here is a list of banned companies that have been pirating and duplicating kits, books, and plans from reputable manufacturers. Quite often these disreputable companies offer their products at what appear to be reasonable prices, but these items are often poor in quality. Many of them do not have websites. They market their illegal products via the Internet on sites such as eBay.

If you are contemplating your next project, please check this list. If you are not sure, discuss it with Kurt Van Dahm before you commit to a purchase. For easy reference, this information will appear in all future issues of the *Forecastle Report*.

Please note that CAF has been removed from this list.

ZHL	WN
RealTS	Unicorn Model
Snail Model	YQ (YaunQing)
XinFeng	Master
JD Model	CN
LHQQ	CF
Shi Cheng	Shi hai
Woodenkit (Russian MFG)	4H Model
YengFan	SC
Moxing	DUJIAOSHOU

The Rope's 47th Annual Exhibition

第47回ザ・ロプ帆船模型展



A special thank you to our friend, Mr. Norio Uriu, for sending us a DVD commemorating the Rope's 2022 Annual Exhibit. The week long show featured 44 remarkable pieces. Due to space limitations, only a portion of this collection can be shown.

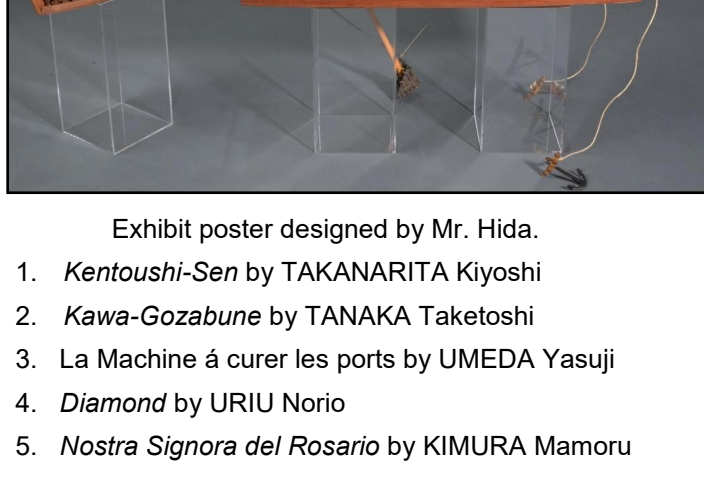
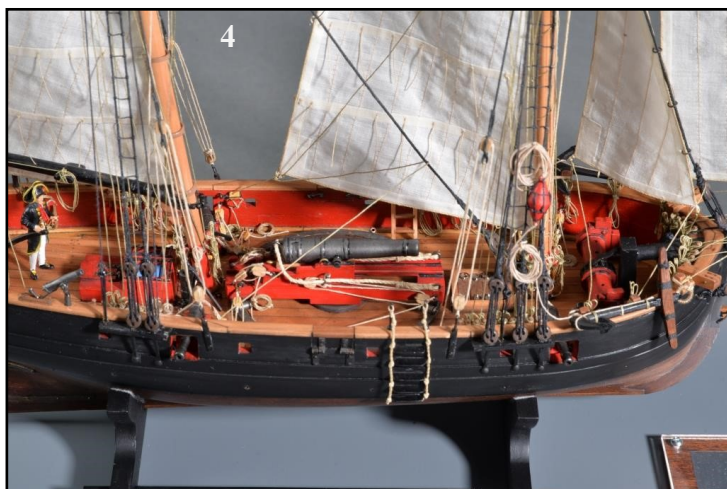


Exhibit poster designed by Mr. Hida.

1. *Kentoushi-Sen* by TAKANARITA Kiyoshi
2. *Kawa-Gozabune* by TANAKA Taketoshi
3. *La Machine á curer les ports* by UMEDA Yasuji
4. *Diamond* by URIU Norio
5. *Nostra Signora del Rosario* by KIMURA Mamoru

The Rope's 47th Annual Exhibition

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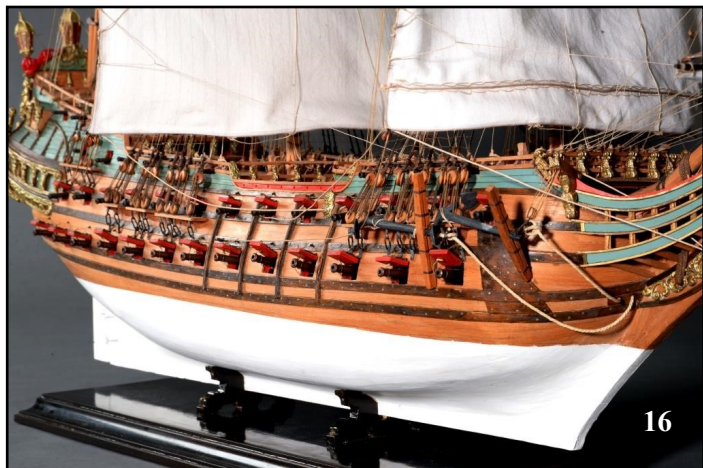
- 6. A Miniature Ship by HATTORI Shu
- 7. Charles Royal Yacht by YOSHIDA Tetsuro
- 8. *Hermione* by TSUCHIYA Katsuji
- 9. *HMS Royal George* by TSUBOI Etsuro
- 10. *La Couronne* by TAKAHASSHI Toshio
- 11. *La Renommée* by YOSHIDA Tetsuro
- 12. *Sovereign of the Seas* by AOKI Yoshio

The Rope's 47th Annual Exhibition

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13



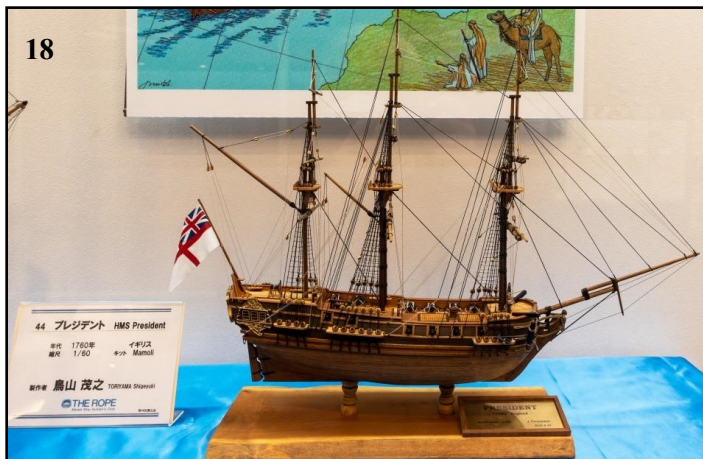
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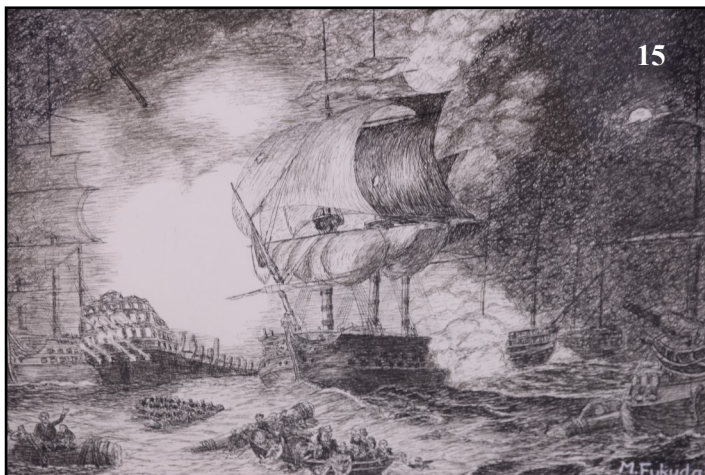
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- 13. HDMS *Printz Friderich* by SASAKI Takayuki
- 14. HMS *Agamemnon* by ASAI Takashi
- 15. The Battle of the Nile (1798) by FUKUDA Masahiko
- 16. *Friesland* by IWAMOTO Kazuaki
- 17. HMS *Surprise* by NAKAGAWA Hirono
- 18. HMS *President* by TORIYAMA Shigeyuki

• Historic Ship Profiles •

Great Lakes Fish Tugs

A fish tug (also called fish tugboat or fishing tug) is a type of boat that was used for commercial fishing in the first half of the 20th century, primarily on the Great Lakes and Saint Lawrence Seaway. These vessels



evolved from small, open, motorized boats which had replaced sail-powered fishing boats on the Great Lakes by the early 20th century.

Fishermen soon began experimenting with enclosed cabins and net lifters, making the boats safer and more convenient on the inland seas. Most of these earlier conversions still left the forward deck and stern uncovered.

On Lake Superior, it was common for these boats to operate from island fishing stations where they could be safely moored for the night. For this purpose the open bow was a handy feature.



Most of the boats during these years were twenty-five to thirty foot in length, with twenty-six feet being considered an ideal size. By the third decade of the new century

most boats that were operating had adopted the solid frame cabin, with varying sizes of side openings (gangways), but no pilothouses. All steering, while underway, was done from the open stern deck. The next evolutionary change was to go to a pilothouse over the engine space, a great improvement from having to stand out in the open.

By the mid to late 1930s, larger boats, 35 to 40 feet in length, were being built. These boats featured pilothouses amidship, and were housed in all the way to the bow. By this time much of the fishing was being conducted further off shore where more severe weather was encountered, so what came to be known as a 'sprayhood' bow became common.



Steel-hulled boats began to replace wooden-hulls in the late 1950s. Beginning in the 1970s, new regulations began to greatly restrict gill-net fishing, making the fish tug all but obsolete.



Designed to meet the requirements of a challenging environment, the Great Lakes fish tug is a form seen nowhere else. Though some are now museum exhibits, and others rest on shore, a few still continue their trade of harvesting fish from the Great Lakes.