



Forecastle Report

Newsletter of the Midwest Model Shipwrights ♦ www.midwestmodelshipwrights.com ♦ May 2014

● Scuttlebutt ●

COMMODORE, Bob Filipowski, opened the April 2014 meeting promptly at 7:15 and noted that we had a near record 32 hands aboard. Awesome turnout, mates.

A new member was introduced, **Tim Foster** from Northbrook, who specializes in Great Lakes ships as well as R/C models. Welcome, aboard, mate.



Kurt Van Dahm reminded those of our club members who have not yet joined the NRG that their \$38 subscription would still include the \$30 publication "Shop Notes II" at no charge. A great value not to be overlooked.

At the April 5th Wisconsin Maritime Museum "Saturday Learning Series", **Bob Filipowski** gave his presentation on the *Maritime Aspects of the 1893 World's Columbian Exposition*. We know they were as enthralled as we were, when Bob gave it at the *Tri-Club Symposium* back in November 2010. Nice work, mate.



This evening's presentation by **Bob Filipowski** is being video taped and copies will be made available at \$5.00 per copy for regular members and \$10.00 for orders that need to be mailed. The proceeds will go to the *Chicago Tri-Club Association*.

The *38th Annual Midwestern Model Ships and Boats Contest & Display* is being held at the Wisconsin Maritime Museum, Manitowoc, WI from Friday-Sunday, May 16 - 18, 2014. Modelers from the US and Canada will fill the museum's Riverview Room with exquisite models for the weekend. A modeler's symposium, roundtable, and outdoor r/c model pond, and banquet are all part of the festivities. Modelers who are interested in participating can download all registration materials from the Museum's web site (A link to this site can be found on our club web site under "maritime museums"). Sponsoring clubs are:



2013 OFFICERS & STAFF

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May Meeting Notice

Small Boat Construction

By John Mitchell

We'll see how to research a model to acquire building details and then how to adapt plans to fit the desired scale. Following that, we'll be given an alternate building technique utilizing the "plug" method of construction and see how the research is utilized to complete the model in the desired style. Lot's of info coming your way with something for everyone from novice to pro.



Our next meeting will be at 7:15 p.m.
Wednesday, May 21, 2014
At the Community Presbyterian Church
407 Main Street in Mount Prospect

● Deck Planking II ●

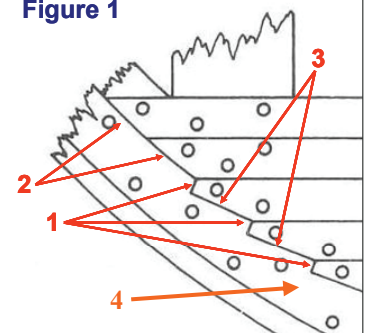
By Bob Filipowski

Bob Filipowski opened his presentation by stating that, depending on which author you use, you may get different opinions on configuring deck plank nibbing and joggling.

Some texts stated that the nibs (Figure 1, Item 1) should be perpendicular to the snipe (Item 3), while others favored them being right-angled to the run of the plank. The nib width also presented some confusion as it was stated in different books that this dimension should be either 1/3 or 1/2 the plank width.

Filipowski stated that when the length of a snipe exceeded twice the width of the plank, that was the determining factor as to when a plank should be nibbed and joggled into the margin plank (Item 4). However, some authors favored the length of item 2, others item 3, and some weren't very clear as to which one they were referring to! Bob felt that using item 2 as your reference made

Figure 1



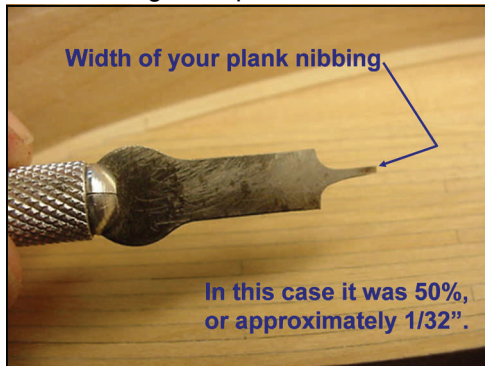
The Forecastle Report, May 2014 - P.2

"Planking II", continued from Page 1

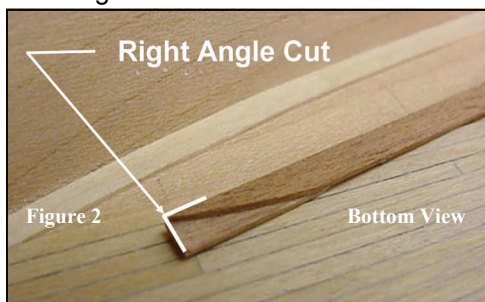
more sense, and was easier to deal with.

He recommended fabricating a couple of tools that were very helpful to him. The first was an Exacto chisel blade that was ground down to the width of the plank nibbing.

EYE PROTECTION IS AN ABSOLUTE MUST WHILE GRINDING!



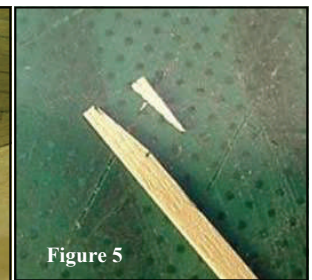
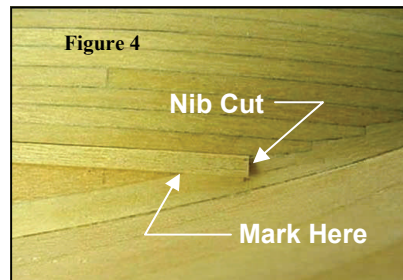
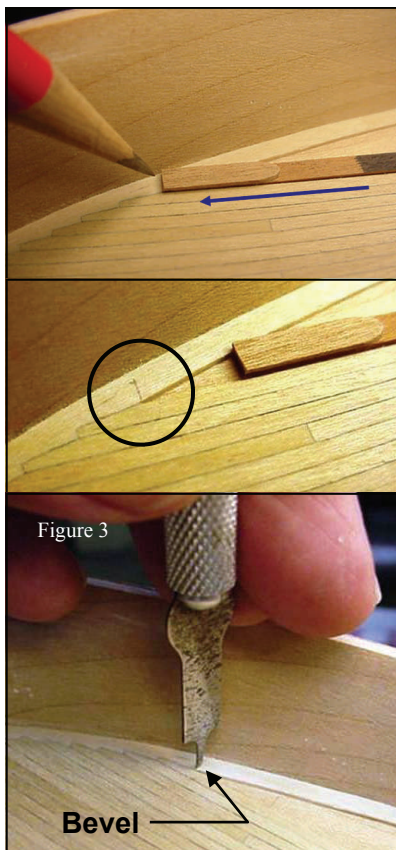
The second tool (2), although not absolutely necessary, helps to make your nib cuts into the margin plank a little more accurate. The longer bottom section is cut to a sharp point leaving one edge perfectly straight, while the upper, shorter piece is glued on top, and must have a perfect right angle cut at one end. Two of these would be required, one for the port side, and one for the starboard side.



Slide the tool forward so that it seats itself in the "V" formed by the last plank laid and the margin plank. Mark that point with a sharp pencil. Now take your modified chisel blade, line it up with the pencil line, and cut through the margin plank. Make sure the chisel blade is perpendicular to the deck, and the bevel is facing away from the finished margin plank edge (3).

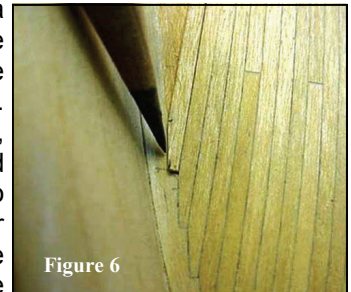
Line the end of your plank up with the nib cut, and mark where the margin plank edge and plank intersect (4).

Mark your nib width on the plank, and remove the excess stock (5).

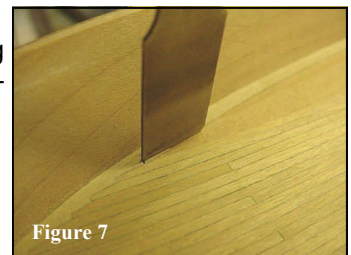
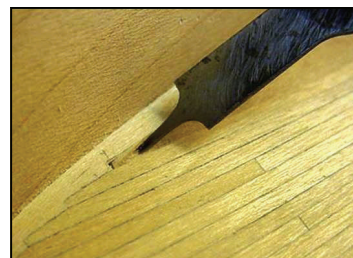


For shorter snipes, Bob likes to use a 1/2" Exacto chisel for this procedure since it allows him to line up the blade edge with both marks before making the cut.

Use the trimmed plank as a template to mark the snipe on the margin plank (6). Be sure to use a sharp pencil. Take a 1/2" Exacto chisel, align it with the snipe line and make your cut. Be sure to keep the blade perpendicular to the deck with the blade bevel facing away from the margin plank (7).

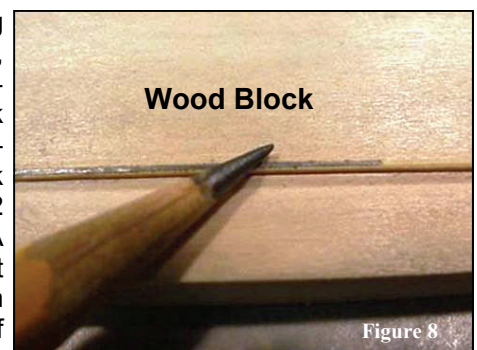


The custom made nibbing chisel works well when re-



moving the scrap wood from the joggled area. If all the measurements were taken correctly, the nibbed plank should now fit perfectly into the trimmed area.

Before gluing the plank in place, Filipowski simulates the deck caulking by blackening the plank edges with a #2 lead pencil. A handy tool that helps accomplish this is a length of scrap wood with a shallow slit cut in it with a Preac saw (8). This simple fixture can also be used when sanding down a deck or hull plank that requires tapering.



Finally, as you approach a point on the deck where you have only three or four plank widths left on each side, it is

The Forecastle Report, May 2014 - P.3

"Planking II", continued from Page 2

important that you check to see whether they will come out even (9). It may be necessary to "average" out the width of these last strakes so there isn't a rather wide or narrow plank needed to complete the deck.

After completing the deck planking portion of his presentation, Bob gave us a bonus by detailing his method for installing treenails in the deck planks.

After drawing parallel lines on the deck for each row of treenails, offset holes are then drilled using a #79 drill bit. The holes are then reamed out using the inverted drill bit end.

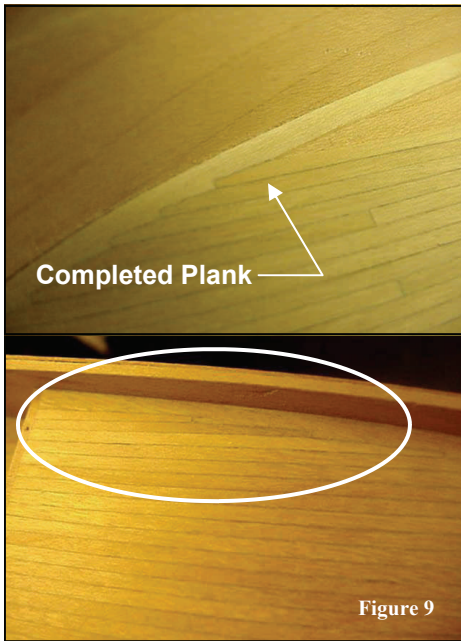
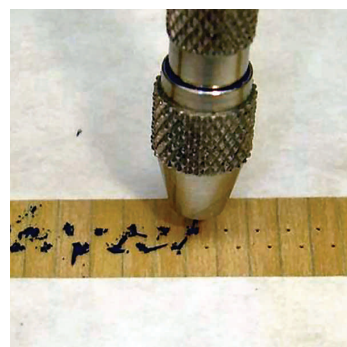


Figure 9

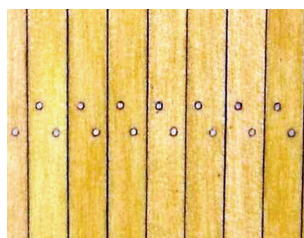


Bob then coats the drill bit with black chalk and rotates it in each hole to deposit the chalk.

The blunt

end of the drill bit is again used to route out the holes.

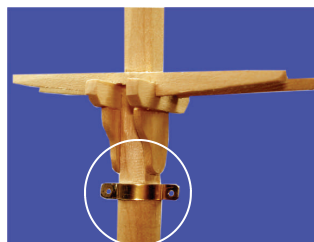
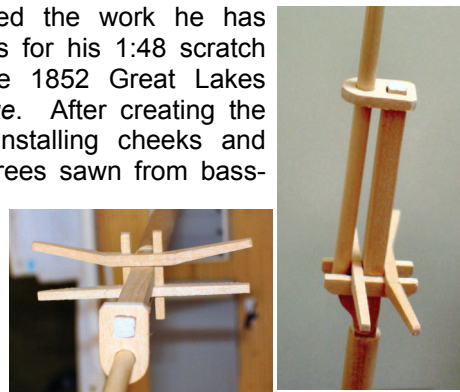
Filling of the holes with wood filler putty and a final sanding gives you this fine result ❖



● Ships on Deck ●

Your Editor showed the work he has done on the masts for his 1:48 scratch built model of the 1852 Great Lakes schooner *Challenge*. After creating the mast steps and installing cheeks and trestletrees, crosstrees sawn from basswood sheet stock were installed.

The aft crosstree on the main mast swept aft and so it was critical to



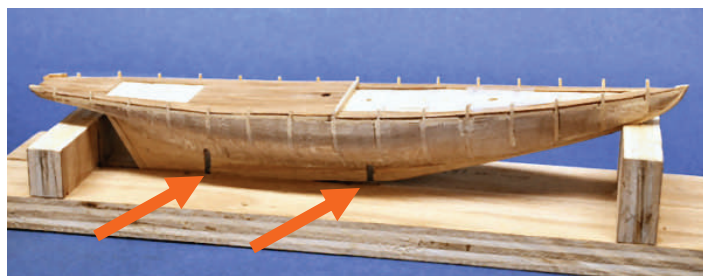
make this part in one solid piece, as the top mast shrouds would be putting some stress on the part. Several tries were required to get this right.

Lastly, mast bands were



made by cutting strips from sheet brass and forming them in one piece. One end was soldered to complete the band and holes were drilled in the tabs for attachment of various shrouds and stays.

Ken Goetz's 1:128 scratch built schooner *Bluenose* c. 1921 has had the spaces between bulkheads all filled in with balsa wood to greatly facilitate hull planking. In addition, the foredeck waterways have been installed and planking has begun; planking has been completed on the quarterdeck. This is a very neat modification of the "Model Shipways" kit plans, that were reduced to half their original scale. Slots for mounting hardware were pre-cut into the hull. Fine planning job, mate. She looks great.



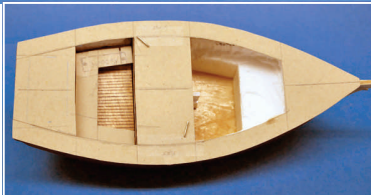
The Forecastle Report, May 2014 - P.4

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

Lutz-Peter Pennigsdorf showed us another of his *Footies*, which are the racing sailboats that must measure exactly one foot in length. This one was nearly a year old but will hopefully be finished this year - then on to the pond. To

qualify as a *Footie*, the boat must fit into a box that is exactly one foot long. Peter made

his bowsprit removable to meet this requirement. V e r r r r y clever. This model will also be fitted with a cabin forward, which is more detailed than the usual racing boat. Bet she'll be yare, mate.



Doc Williams has finished rigging his 1:64 "Model Shipways" kit of the whaler *Charles W. Morgan* with his usual attention to detail and very fine, clean workmanship.

Now it's on to the anchors, flags and the whaleboats on their davits. We have already seen the fine job he did on building the whaleboats, so his task now is to get them mounted. A really classy job, mate.

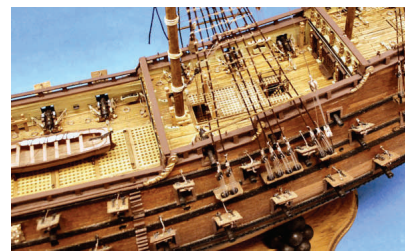


Gordon Field has fabricated the masts of cherry wood and is now working on making mast hoops for his 1:48 model of the pilot schooner *Katy of Norfolk*.

Even though his current effort looks very good, he is still trying to find a method of making hoops other than using glued paper. Any tips?



Bob Sykes is close to finishing his 1:60 "Euromodel" kit of the *Friedrich Wilhelm* c. 1660. She's got her masts mounted and rigging begun and the deck hardware is all in place. The overall impression is really awesome.



This is a kit that commands attention for its size and detail and Bob is doing it real justice.

Ralph Sykes Jr. has brought out his model of the clipper *Flying Cloud*, which had been stored for the last 30 years, and has decided to finish it.



Masts and rigging are all that's needed to bring this fine looking model to completion.

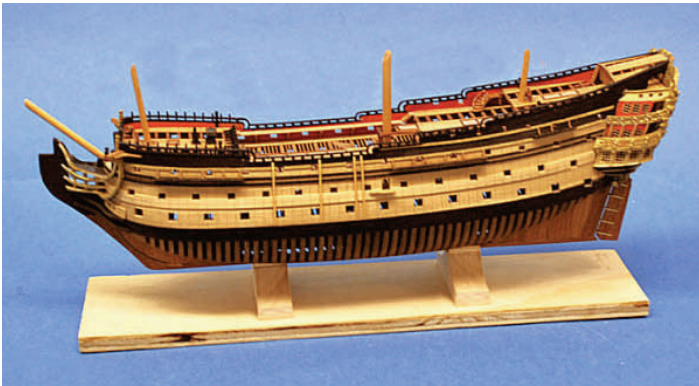
It's really amazing to see how well Ralph was able to preserve this example of an earlier decade. The details and workmanship are just as crisp and clean as if he had built it yesterday.

See "Ships-on-Deck", Page 5

The Forecastle Report, May 2014 - P.5

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

Gus Agustin's work on his 1:192 model of the HMS *Royal William* c.1719 has been centered on some of the "smaller" details - and when we say "smaller", we mean it. At this scale you have to have a sharp eye to appreciate the fine work Gus has done.



He has: "finished the top rails, installed some of the ladders and staircases, and turned down the ship's bell from brass stock and mounted it in the belfry". After all that, the stub masts were added as was the rudder. Next up are the gun port lids and deadeyes.



To the left can be seen the head rails we saw last month now installed at the bow. Whew! All that work would fit in the palm of your hand but the time and skill to create it couldn't be held in a truck. Amazing job, mate!

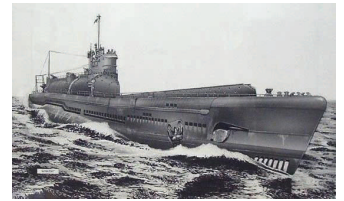
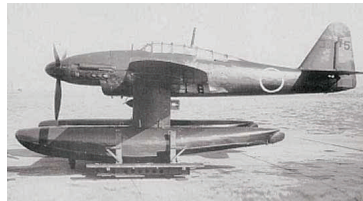
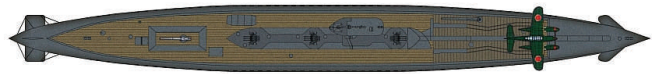
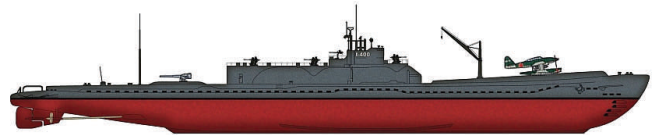


Gus detailing his work to a group of fellow modelers

HISTORICAL SHIP PROFILES

● IJN I-400 ●

The *Sen Toku* I-400-class IJN submarines were the largest submarines of World War II and remained the largest ever built until the construction of nuclear ballistic missile



submarines in the 1960s. They were submarine aircraft carriers able to carry three Aichi M6A Serian aircraft underwater to their destinations.



Career

General characteristics

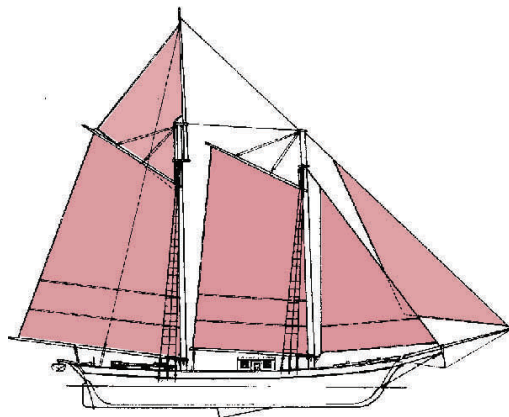
Class & Type:	<i>Sen Toku</i> I-400-class IJN submarine
Displacement:	6,560 long tons
Length:	400 ft (122 m)
Beam:	39 ft 4 in (12.0 m)
Draft:	23 ft (7.0 m)
Propulsion:	4 diesels (2,250 hp) each, surface. 2 electric motors (2,100 hp) each, submerged.
Speed:	18.7 kn, surfaced; 12 kn, submerged.
Test depth:	330 ft (100 m)
Complement:	144 officers & men
Armament:	3 Aichi M6A1 Serian sea-planes. 8 x 533 mm forward torpedo tubes 1 x 14 cm naval gun 3 x 25 mm 3-bbl mg 1 x 25 mm mg

They were designed to surface, launch their planes, then quickly dive again before they were discovered. They also carried torpedoes for close-range combat.

WWII ended before any of these submarines could carry out their intended missions. Two of the surviving examples were sailed to Hawaii by the U.S. Navy for inspection and then were scuttled in the waters off Kalaheo near Oahu, Hawaii.



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