



ADMIRAL - DOC WILLIAMS  
YEOMAN - SID WOTMAN

CAPTAIN - RITA BERG -  
PURSER - DAVE BOTTON

Northfield, Illinois

VOLUME X -ISSUE IV

APRIL 7, 2004

**E**ighteen attended, and we were fortunate enough to welcome three new members, **Gerry Brodick**, **Franco Martorana**, and **Rick Szydelko**. Welcome gentlemen, we look forward to learning from each of you, and with a little luck you will from some of us. That's the whole idea!

#### OAKBROOK SAILS ON!

(That's not easy for a land-locked suburb!). Seriously, the event was a solid success, with about 95 models being on display, both static and radio-controlled. There was enough attendance by the public to please those in charge, and the camaraderie among the modelers was a special treat for all of us.

The models varied from several of the excellent miniatures by **Gus Agustin**, **Tim Riggs** and **John Pocius** to the awesome Battleship *Missouri* by **Steve Dunn**, and the radio-controlled variety were at least as notable.

The People's Choice awards made the Tri-Club look pretty good. The Royal Louis (**Doc Williams**) won first place, even though it is far from complete (could it be the new case?), **Steve Dunn** (member of Deadeyes and Shipwrights) won second place for his *Missouri*, and the *Flying Cloud* (**Doc Williams**) won third. It was quite an event.

#### FASHIONABLE SPILING

In the SIS e-mail list there has been quite a discussion on spiling, and how best to define it, and/or explain it. Many tried, but not to our surprise, **Phil Krol** came up with a sensible and understandable explanation, which I am sure he would not mind sharing:

“What I am about to describe is totally unorthodox, simplistic and it works. A process I discovered through experimentation. I am not advocating the use of this technique nor am I contradicting traditional spiling practice. Try it. I am an advocate of the KISS principal and have tried to simplify what is often written into an unduly complicated process for modeling.

Take a strip of masking tape about 3/4" wide and carefully stick to last plank or wale and space just below to be planked following around the curve to the stem. Be very careful to not unduly stretch or distort the tape while making sure it is laid down with no wrinkles. Take the flat of a pencil lead and rub the edge of the adjoining plank leaving a mark on the tape. Remove the tape and lain flat you will see the curved shape of one edge. This becomes the pattern for your spiled plank by sticking the tape to a plank strip wide enough to accommodate the curve. With

proportional dividers or tick strip, plot the plank width (within planking belt) along its length, mark and cut. If bend around curve will cause stress, then heat bend such that the plank will lie without causing any stress.

That's it."

Phil Krol

For more information on spiling, attend the Manitowoc weekend described below, and let **Bob Filipowski** fill you in.

### MANITOWOC WISCONSIN

The 28th Annual Model Boat and Ship Show and Contest will take place on Saturday and Sunday, August 7 & 8, 2004 at the Wisconsin Maritime Museum, 75 Maritime Drive, Manitowoc, WI 54220.

This annual show and contest will be held at the WI Maritime Museum that was recently doubled in size with the model show display room being expanded to more than double its former size. The show and contest also features a Modeler's Symposium on Saturday afternoon, which is free to all registrants (there is a modest cost to modelers not registered for contest) that will feature two model builders, **Bob Filipowski** on spiling and **Steve Wheeler** on hull construction. There is a Saturday night Awards Banquet, which will take place at a supper club just North of the Museum. At the Sunday Modeler's Round Table you can find answers to your modeling questions or ask the previous day's speakers questions about their work. Contact the museum at (920) 684-0218 or toll free at 1-866-724-2356, or e-mail:

[museum@wisconsinmaritime.org](mailto:museum@wisconsinmaritime.org).

### TRI-CLUB MEETING

A well-established tradition continues on Saturday, November 6, 2004, 8:30 AM to 4:00 PM, as the Chicago Tri-Club Associations Annual Tri-Club Modeler's Symposium. This year it will take place at the Oakbrook Terrace Park District Heritage Center, Oakbrook Terrace, IL. Here there is a fully equipped auditorium.

This annual event is a get together of the 3 static scale model boat clubs from the Chicago area - the same 3 clubs that hosted the 2003 NRG Conference. The members bring their recent model projects for display and discussion and spend the day with guest speakers and a "ships on deck" session where the attendees get a chance to hear about the models on display and ask questions of the modelers.

The day starts with rolls and coffee in the AM and includes a great lunch together. This event was opened to non-members last year and will again be open to non-members. Speakers are being sought as of this newsletter. More to come on this.

Contact Kurt Van Dahm for information. (630) 968-3189 or [kurt@modelshipyard.com](mailto:kurt@modelshipyard.com)

### LAKE MICHIGAN CRUISE!

Now hear this: **Jack Hadfield** has arranged for a Lake Michigan cruise aboard the WP671 Yard Patrol craft, out of the Du Sable Harbor, just south of the Navy Pier, on Wednesday evening, June 2, 2004. The Deadeyes have first crack at this, and there are 25 slots available. Nineteen have signed for the event, from the various parts of the Tri-Club, so it

appears we will have a nice group. Thanks for your interest, and we will see you there!

This will constitute the June meeting, and the evening will surely be a pleasure. Donations are appreciated, although there is no set cost for the event (c'mon, put in a sawbuck, OK?).

One way or another, there will be a map in the next newsletter to guide those of us not intimately familiar with Streeterville's waterfront.

### **SHIPS ON DECK**

**Jack Wardrop** is a man of action, a man on a roll! In addition to the other projects of his, he now brings a model from Caldercraft (*The Endeavour*). He had some questions about nibbing along the margins of the deck planking, which we hope we answered accurately. He has the hull built, and planked and half of the deck lain. WOW!

**Bob Filipowski:** brought some publications (US Flush Deck Destroyers in Action and Warship pictorial of the Indianapolis and Portland.) About some of the recently acquired kits of Flush deck Destroyers, a model of which is in progress. He is interested in the various camouflage schemes of WW's.

**Kurt Van Dahm** uses old business cards for pooling glue, and he came across a plastic card, which will allow the glue to peel off.

The *Willie Bennett* is planked and the outside of the hull is complete. The bowsprit and waterways are now in. It is ready for the deck furniture, and will be done before the end of the month.'

**David Nanberg** The *Oneida* is just about finished short only of some cleanup. It is to be left as a hull with short masts.

**Rich Nygren** went to Paris and saw a section on the Navy of Napoleon, featuring a model made totally out of ivory (sails, lines and all). Many of the models were huge; including a 12 foot long cannon (actual size) and many beautifully carved figureheads. All the French were very helpful.

**Gerry Birdick** described the Japanese Pearl Harbor carrier project in general terms and is scheduled for a more complete discussion on these in July.

**Ilya Kerman** brought a ships boat from the *Predestiny*; the boat is built up as the real ones would be, and is equipped with the internal parts.

**Doc Williams'** Royal Louis is still in the process of receiving ratlines, a slow process. The yards are under construction, and they each are to be made of more than one piece to avoid warping.

### **LET'S GET DOWN TO CASES**

Discussion for the evening was about case construction. There are several styles, and the "five-sided box" of Acrylic over a wooden base is a favorite practical solution for moderate sized models. An example was the excellent model of the *Oneida* built by **David Nanberg**, where the model is of moderate size, not being rigged.

Another excellent example was the *Lively*, recently completed by **Kurt Van Dahm**, patterned somewhat after the techniques described by **Tim Riggs**.

For large models, where there is a wide main yard and tall masts, one quickly runs into a large amount of weight using the five-sided box, and space limitations may make travel for the model difficult. To address this particular problem I wrote the following article:

A Takedown Case for a Large Model—the Problem of portability addressed.

Richard K. Williams, M.D.

The decision to build a large-scale model, such as the Royal Louis from Mamoli comes with it the inevitable consideration of encasing it. Although only the models themselves equal the variation in types of cases, a problem I have encountered is lack of portability. If one uses the frequently seen “five-sided box, available from many good plastics companies, the weight and size of this method may limit the opportunity to exhibit the model conveniently. In some cases the case top may be so tall as to be transportable only in a cargo van or so heavy that professional movers are required This point is emphasized by the size of the case: 45” x 38” x 21.”

Because of the above problems, I sought to make a case that could be disassembled and carried by one man, and yet be sturdy enough and have the appearance of solidity befitting a large complex model. The model lends itself to the use of wood, which may introduce the addition of even more weight. I decided to make the case out of hardwood for appearance and durability.

The choice of wood was a compromise in several ways. I used African mahogany, which was considerably cheaper than cherry, maple or walnut, but was somewhat soft, and had an erratic grain which was difficult to machine. The choice was influenced

by the dramatically beautiful grain and color.

### **The Base**

In its simplest form this portion of the case is nothing more than a panel to provide a resting place for the upper case, and be made in such a way as to not allow the upper case to slip. The use of  $\frac{3}{4}$ ” plywood is structurally sound, but I wanted the appearance of an older piece so I elected to use solid wood. This required making up a panel from several boards, each of which had to be jointed, and edge-glued. For strength, I used biscuit joints on each of the portions of the panel. The margins of this were decoratively routed, as were the other parts of the perimeters. The grain of the wood, while beautiful, did not detract from the rather complex model with its large amount of detail and was left unadorned with other details.

### **The Feet**

Having helped other modelers lift the cases of their models, I took the additional step of adding feet, which would allow the hands to lift the case comfortably should the entire case and model needed to be moved during showing, an event not rarely seen at most exhibits, where models are continuously being brought in or removed, requiring rearrangement of the remaining ones. These consisted of 1” x  $\frac{3}{4}$ ” molded pieces, mitered at the corners, glued and screwed to the corners of the case bottom panel. These small additions required considerable milling because of the older look I was

trying to achieve. I cut a cove into the outer edge of the molding by using the table saw and running the stock over the blade at an angle (Fig. 2). The top outside of the molding was run over a 1/2" round over bit with bearing in a table-mounted router. The bottom of the molding was cut straight along its edge. Each foot had a decorative "tail" made by drilling a 1/2" diameter hole several inches from the mitered corner, with the band saw used to finish the shape (Figs. 3 and 4). The bottoms of the feet were covered with green felt.

### **The Frames**

In order to provide a solid anchor for the corner posts and acrylic panels I used two frames, one attached to the base, and the other forming the top of the case. The base frames were of 3/4" x 2" stock, slotted on the top with a Forrester dado 1/4" wide and 3/8" deep to accept the 1/4" acrylic of which the sides were made. The corners of the frames were joined utilizing mitered half-lap joints (See article in American Woodworker, April 2002), which gave the decorative appearance of miter joints and the strength of half-lap joints (Fig. 5). The latter was particularly important in the instance of the upper frame, which entrapped the acrylic top, and would need to withstand being assembled and disassembled. At the junctions of the dados I drilled 1" holes to receive the bases of the corner posts. These were drilled in one set up by drilling through the bottom frame and half way through the top one, stacking them, and using the drill press for accuracy. The assembled lower frame was glued and screwed to the base panel, completing the bottom of the case (Fig. 6). The frames were both decoratively routed along the margins.

### **The Posts**

The posts were made from 1 3/4" square stock, using the table saw and chisels to make round tenons at each end, to fit into the base frame and top frame. The sides of the posts were cambered, again using the table-mounted router, except for the top and bottom two inches. The posts were glued, using clear silicon glue (for flexibility) to the side acrylic pieces of the case, comprising the side units (Fig. 7). In the tops of the posts I added double-ended screws (wood screws into pilot holes in the posts, and machine screws above). These allowed threaded caps in brass to be added after case assembly, preventing accidental "dislocation" of the top (Fig. 8).

### **Assembly**

The case, after finishing with polyurethane (for durability), is assembled by placing one side unit in the dados, adding the model on its cradle, which is permanently attached, the end panels, the other side unit, and the top over the machine screws (Fig 9).

The case was not particularly less expensive than other methods but it does allow loading in a mini-van and assembly at a show venue by one man, even if there are more trips to the parking lot than the miniaturists!

### **ERRATUM!**

**Phil Krol** has informed me that the review on the new thickness sander, which I quoted in its entirety in the March Newsletter contained an error. To quote:

“The sander review has an error, which was on the original MSW post and has since been corrected. The price range should read \$320-340 in lieu of \$390.”

Phil

As you can see, this is the kind of erratum we love to print!

### GOOD AIR BRUSH ADVICE

In the SIS e-mail group there was a request from a new modeler about the use of the airbrush, and **Kurt Van Dahm** offered a few good pointers, which I think are worth quoting here:

“Hold a pencil as you would to write and point it into the areas you are considering to airbrush. If the pencil lead could be extended to touch these areas they can be air brushed. The airbrush can't shoot around corners - it needs a straight shot at the area to be painted. That said, some areas such as the insides of bulwarks and the exposed adjacent deck beams can achieve full paint coverage with a bit of "bounce back" from one surface to another but you must practice this technique.

”Personally I prefer acrylic paints as they clean up easily, cover just fine and don't cause my wife to give me grief about the paint fumes. Also, there is no

need to wear a respirator when spraying acrylics.”

### FUTURE MEETING SUBJECTS

May 2004: **Kurt Van Dahm** will share a tape from his MORE than adequate collection of goodies.

June 2004: The regular venue of the Deadeyes meeting will move to the the **WP671 Yard Patrol craft**, at the Du Sable Harbor, just south of the Navy Pier. See the discussion above.

July, 2004: **Gerry Brodick**, new member and a man of great imagination, knowledge and pure grit will describe his amazing project of rebuilding the invading Japanese fleet of Pearl Harbor, 1941 in 1:48 scale. Yes you heard it right. Check it out!

### FUTURE MEETINGS

7:30 P.M.

Wednesday, May 5, 2004

Wednesday, June 2, 2004 at SIX pm at the Du Sable Harbor

Wednesday, July 7, 2004 (Back at the usual time and place).

R.K. (Doc) Williams, Editor

E - Mail: [shipdoc@att.net](mailto:shipdoc@att.net)

Phone: 1-847-559-8535

Digital: 1-847-404-7413