

# CAPE ANN SHIP MODELER'S GUILD

VETERAN'S CENTER \* EMERSON AVE \* GLOUCESTER \* MA \* 01930  
OCTOBER 2007



NEXT MEETING  
WEDNESDAY, NOVEMBER 14, 2007, 7:00  
GLOUCESTER VETERANS CENTER  
12 EMERSON AVE, GLOUCESTER, MA  
[www.capeannshipmodelersguild.org](http://www.capeannshipmodelersguild.org)

President: Walter McGrath  
Treasurer: Pat Cummings  
Secretary/Newsletter: Brad Bigelow  
103 Phillips Ave. Rockport, MA 01966  
[biggie16@gis.net](mailto:biggie16@gis.net)

Meeting opened at 7:00 P.M. by President Walter  
Secretary's report: Accepted as written in Newsletter.  
Treasurer's report: Balance Sept. 1, 2007 \_\_\_\_\_ \$548.49  
Credits: interest, dues, donations 10.13  
Debits: Tony's website \_\_\_\_\_ .00  
Balance: Oct. 10, 2007 \_\_\_\_\_ \$595.62

Correspondence: Newsletters

Guests: We had no guests at the meeting but several stopped by our work meeting at the Gloucester Maritime Heritage Center.

Old Business: Walter spoke about the Heritage Center. The meetings there do bring in visitors and we may pick up a few members from them. He also went to visit Erik Ronnberg at his studio and viewed the new factory ship model Erik is building for the Smithsonian Institute. The model is about five feet long with a lift type Poplar hull.

New Business: Ed had message from Bill Partridge about needing more models for the Custom House Show( The show has been canceled due to lack of displays, hopefully it will be rescheduled for the spring).

Walter brought in some of Pat's sailboats to give away at the H/C. He will try to provide some of Ernie's toy tugboats also. Perhaps have a boat of the month.

Misc.: The work meeting at the Heritage Center Tuesday had a small showing of both members and guests. Although a number of projects were being worked on and several videos were shown, the half dozen guests did not linger and we wonder if the effort to bring stuff there is worth the results, especially during the winter months. The waterfront is quite bitter in January and February. We had hoped some new members would join us. The project has only been done for six or so months and we probably need more time.

FREE Model: A member of the Long Island Club has a 40" model, half finished of the Mt. Stewart that is looking for a home, The hull is complete with all the fittings etc. For information contact: Ed Mostowicz at [aecustomerservice@audiovox.com](mailto:aecustomerservice@audiovox.com). Subject line: ATTN: Ed.

Tips: For a really gentle small part mover try taking a pipe cleaner, carefully burn off the last inch of fuzz and clean off the ashes. Sand the end to smooth off the wire and you are set.

From Erik Ronnberg, CA glue may rot brass in time so be aware of it.

Exotic Woods: Highland Hardwoods  
Rt. 125, Brentwood, New Hampshire.

From The Broadaxe / Micheal Storch: "Evapo-Rust"  
About Evapo-Rust, Removes rust in as little as 5 minutes,  
Non-Toxic, non corrosive, safe on skin,  
No fumes or bad odors, non-flammable, no VOCs,  
Biodegradable, water-soluble, Easy to use – Soak part in room temperature solution,  
Requires no special equipment,  
No acids, bases, solvents or other toxic ingredients,  
Will not harm unruined steel, safe on other metals,  
Can be disposed of safely in sewer,  
One gallon derusts up to 300 pounds of heavily rusted steel,  
An excellent rust inhibitor,  
Will not affect plastic, PVC, Viton and most paints.  
Note: Can be found at Auto-Zone.

Show and Tell: Walter brought in a bunch of toy boat kits and a model of a riverboat. And the half model he is building with Ernie Tarr and discussed the methods he is using.

Brad showed his gun tubs from .010" styrene.

Ed Parent had his *USS Dunderberg*, and some photographs of a large model of her. He also has a deadeye jig for his Sharpie that he is building at the Torigian Center.

Doug O'Leary found a bunch of wood at the Home Depot and showed us. Aspen, Poplar and Basswood and a bunch of Walnut Shells for making his little toy sailboats.

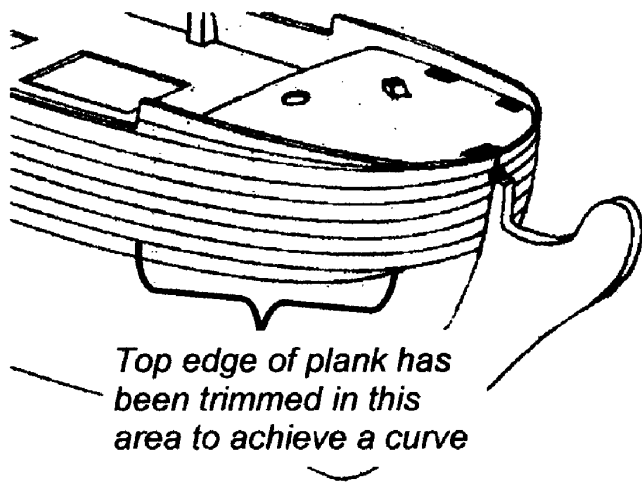
Coming Events:

November 13-15, 2008: NRG Conference in Chattanooga, TN. The central theme of the conference is the WW I

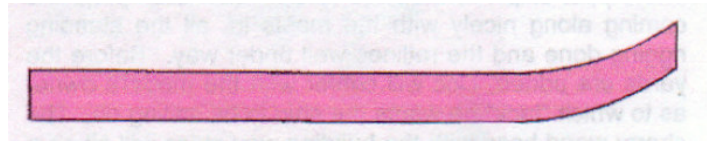
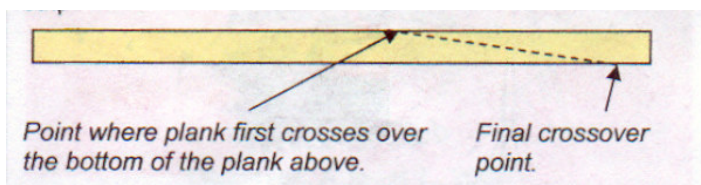
Denver Class light cruiser USS Chattanooga. For updates and further information check the NRG website: [www.naut-res-guild.org](http://www.naut-res-guild.org). Chattanooga is located in southern Tennessee on the Georgia/Alabama border. The conference is to be held at the Chattanooga Marriot(423-756-0002). It would be wise to look into travel arrangements early.

### Planking The Hull

This discussion is by Bob Filipowski of the Midwest Model Shipwrights. This discussion centers around the differences between typical kit-style planking and the more precise "spiling" technique. For most builders, following the kit's plan will work fine. For those who want to "bash" the kit by improving on the materials and methods provided, spiling can add an increased level of realism. Typical kits supply planking strips for two layers (double planking), all of the same dimension. Spiling, however requires unique planks cut out of a larger sheet of material. The illustration shows a typical planking run plan; planks toward the bow must be cutoff at some point to achieve the proper curvature without creating a kink. Spiling would require us to create a template of the plank as it curves around the bow and then cut out a unique plank of the exact configuration, as shown below.



A template of this plank shape could be drawn by taking dimensions directly off the hull using a pair of dividers or it could be created by laying a piece of pape over the hull and tracing out the desired shape. Either way, you use up considerably more material than with the kit method, shown below with a typical cut line on a plank strip.



Since real ship planks never ended in a sharp point, some method of dropping a plank going forward must be employed to maintain square plank ends.

The sharp pointed plank drawn above would be acceptable for the first layer of planking, as that will be covered over by the final planking. But the final layer is the one where appearance will count so we will have to learn to deal with the problem. Dropping a plank or two going forward is necessary, because the area to be covered on the hull becomes progressively smaller as you go forward from the mid-ship line. Dropping planks or adding an extra spacer toward the stern will be the subject of a later session.

The next installment of Planking is too large to put in the N/L but I will have it available at the club.

### VIDEOS AVAILABLE

We are fortunate to have several how to videos through the curtesy of the Midwest Model Shipwrights.

- They are :
- RTV Molds and Casting
- Applying Gold Leaf and Model Ship Cases
- Ships' Boats and Flags
- Airbrush Techniques
- Ships' Grating
- Modern Warships – Spray Painting
- Spiling

We also have "Adventure"  
 Building the "St Rosalie"  
 Legacy – A Coast Guard film, the last two from Tony Ashdon.  
 Ships in Scale magazine on DVD.

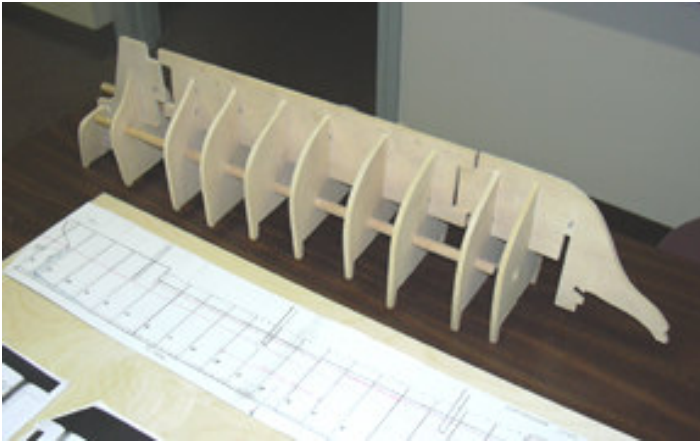
Most are in both Tape and DVD format.



Ed Parent's Skipjack



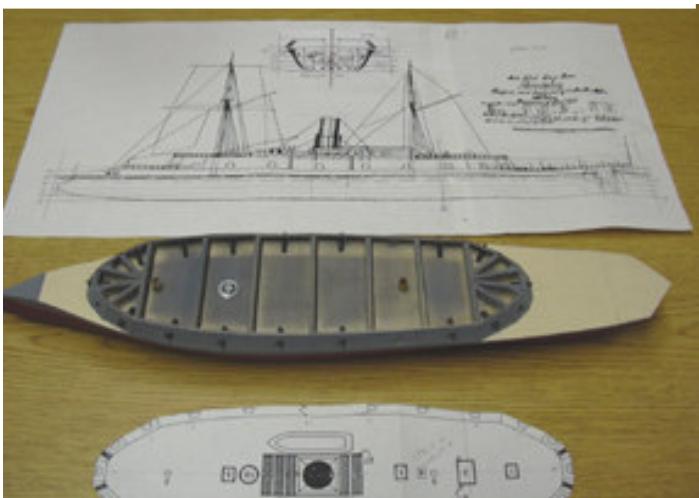
PAT AND ERNIE'S HALF MODELS OF "PURITAN AND "ELSIE"



A plank on frame kit Ed Parent is working on for practice



WALT'S HALF MODEL OF "ELSIE"



ED PARENT'S "DUNDERBERG"



ED PARENT'S USS SHENANDOAH

Erik Ronnberg's presentation at the Torigian Center.

Mr. Ronnberg gave an hour slide presentation about his model of the Scottish Wool clipper "Mt. Stewart". He discussed his methods of construction and painting.

Mr. Ronnberg uses Poplar because of its fine grain structure and dimensional stability.

The wood is cemented together with Weldwood Powdered Resin glue

The plans by Harold A. Underhill came from James Bliss Company in Massachusetts years ago. They are still available from Brown, Son & Ferguson of Glasgow, Scotland, which still publishes Underhill's Books.

The total construction effort took 2300 hours over a year.

Mr. Ronnberg uses linen line for the standing rigging and silk suture thread for the running rigging.

The decks are 1/8" - 3 ply Basswood with the deck camber performed by half of the deck beams which are glued to the undersides.

Acrylic Gesso covers the deck, painted with the a warm gray ground color, then scribed with the deck lines and painted with a thinned (transparent) wash of burnt umber to simulate wood grain. The scribe lines are then filled with deck seam color using a fine-point ruling pen.

The hull strakes were made from Bristol Paper, it is non-acid and should have a long life.

The Poop Deck rail which is parabolic in plan view was formed from 1/32" X 1/8" brass sheet and painted to look like wood.

The rail stanchions are 1/32" brass rod drilled for 0.020" Brass wire.

The steering gear which is a threaded shaft with the threads in opposite twists for either direction of rudder turn was made by winding two (2) strands of the appropriate wire gage around the steering drum, securing one, removing the other and gently filing the wire to look like a screw thread, done in both directions, (truly a step beyond)

The sails are full scale size made from very fine silk span.

The small parts were cast from Britannia metal from patterns Mr. Ronnberg made. There are 5 different sizes and style bits alone.

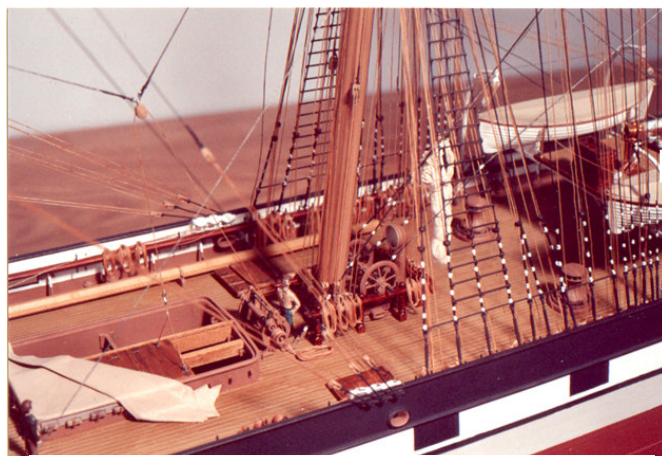
Metal parts were cemented to wood parts with Epoxy.

The individual figures were made in four parts of Britannia metal from patterns by Mr. Ronnberg, head, body and arms. These were bent to shape, primed, covered with gesso and finished with acrylic modeling paste thinned with gesso and painted by hand.

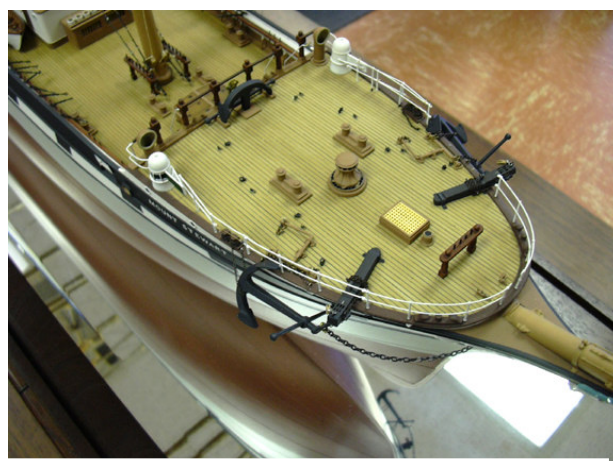
As an aside, Anti-fouling copper when used is applied with "Plyobond" as it is flexible and will allow the joint between the metal and wood to adjust to the different expansions of the various materials. Thank you for your time and a fine presentation.



Mt. Stewart – Steering Box  
Photo Erik Ronnberg



Mt. Stewart – Amidships  
Photo Erik Ronnberg



Mt. Stewart - Bow

Additional news letters may be viewed at:  
<http://CASMG.org/Newsletter.htm>